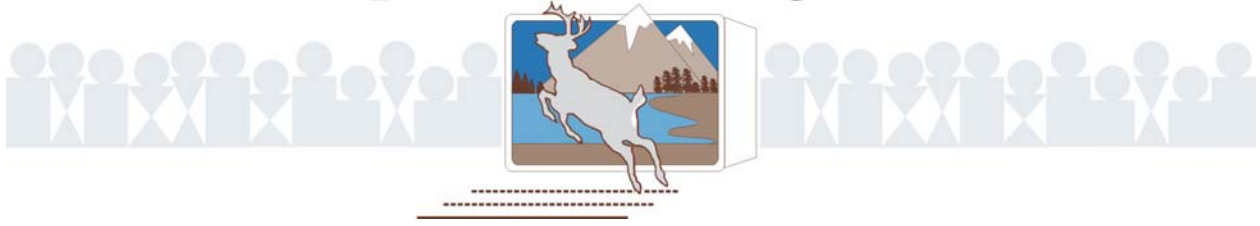


Responsive Management



OPINIONS ON AND SUPPORT FOR OR OPPOSITION TO CONVERSION OF RAIL LINES INTO BICYCLE TRAILS IN CONCORD, MASSACHUSETTS

Conducted by Responsive Management

July 2007

OPINIONS ON AND SUPPORT FOR OR OPPOSITION TO CONVERSION OF RAIL LINES INTO BICYCLE TRAILS IN CONCORD, MASSACHUSETTS

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Responsive Management National Office

Mark Damian Duda, Executive Director
Tom Beppler, Research Associate
Steven J. Bissell, Ph.D., Qualitative Research Associate
Andrea Criscione, Research Associate
Brad Hepler, Ph.D., Research Associate
Andrew Harrison, Research Associate
James B. Herrick, Ph.D., Research Associate
Martin Jones, Research Associate
Hollie Lee, Research Associate
Carol L. Schilli, Research Associate
Tim Winegord, Survey Center Manager
Jared Martin-Basye, Assistant Survey Center Manager
Alison Lanier, Business Manager

130 Franklin Street
Harrisonburg, VA 22801
Phone: 540/432-1888 Fax: 540/432-1892
E-mail: mark@responsivemanagement.com
www.responsivemanagement.com

EXECUTIVE SUMMARY

INTRODUCTION AND METHODOLOGY

This study was conducted to determine Concord residents' opinions on and support for or opposition to the conversion of former rail lines into bicycle trails, including opinions on the type of trails. The study entailed a telephone survey of registered voters who live in the Town of Concord.

There are two rail lines in question: one runs north-south through Concord and is proposed for conversion as part of the Bruce Freeman Rail Trail; the second rail line runs east-west through Concord and is proposed for conversion to link the Bruce Freeman Rail Trail to the Minuteman Bikeway.

For the survey, telephones were selected as the preferred sampling medium because of the universality of telephone ownership. The telephone survey questionnaire was developed by Responsive Management. Interviews were conducted Monday through Friday from 9:00 a.m. to 9:00 p.m., Saturday noon to 5:00 p.m., and Sunday from 5:00 p.m. to 9:00 p.m., local time. The survey was conducted in July 2007. Responsive Management obtained a total of 302 completed interviews. The software used for data collection was Questionnaire Programming Language 4.1.

The analysis of data was performed using Statistical Package for the Social Sciences software as well as proprietary software developed by Responsive Management. Throughout this report, findings of the telephone survey are reported at a 95% confidence interval. For the entire sample of Concord residents who are registered voters, the sampling error is at most plus or minus 5.57 percentage points.

KNOWLEDGE AND AWARENESS OF THE BRUCE FREEMAN RAIL TRAIL AND THE CONVERSION OF THE FORMER NORTH-SOUTH RAIL LINE TO A BICYCLE TRAIL

- Awareness of the Bruce Freeman Rail Trail is high: 79% of survey respondents reported being aware of the Trail prior to the survey. A little less than half (45%) say that they know a great deal or moderate amount about it. When asked specifically about the plans to convert

the north-south rail line through Concord into a bicycle trail as part of the Bruce Freeman Rail Trail, 37% indicate being *very* aware, and 80% are very or somewhat aware.

SUPPORT FOR OR OPPOSITION TO THE CONVERSION OF THE FORMER NORTH-SOUTH RAIL LINE TO A BICYCLE TRAIL

- Support is high for Concord's plan to convert the former north-south rail line through West Concord into a bicycle trail: 80% support, with 54% who *strongly* support; only 7% oppose.

- Support/opposition questions were asked regarding Concord's north-south rail line being converted into a "transportation corridor" and a "recreational trail"; note that both options entail a bicycle trail. Support was in the majority, but just barely so, for converting the north-south rail line into a transportation corridor: 54% support, while 29% oppose. Support was much higher for converting the rail line into a recreational trail: 88% support, with 65% who *strongly* support, while only 7% oppose.
 - Those who supported both options (a transportation corridor and a recreational trail) were asked which they preferred: the recreational trail was preferred by about 4 times over the transportation corridor: 58% wanted the recreational trail, while 15% wanted the transportation corridor (the rest had no preference).

PREFERENCES REGARDING THE TYPE OF TRAIL FOR THE FORMER NORTH-SOUTH RAIL LINE

- Just over half of the respondents want a natural surface trail (52%), while not quite a third want an asphalt trail (29%).

- A question asked respondents to choose from three options regarding conversion of the north-south rail line into a recreational stone dust trail or an asphalt commuter trail: the recreational stone dust trail was the most supported, with 49%, while the asphalt commuter trail was supported by 30%; meanwhile, 11% supported the "leave as is" option.

AWARENESS OF THE CONVERSION OF THE FORMER EAST-WEST RAIL LINE TO A BICYCLE TRAIL

- When asked about the plans to convert the east-west rail line through Concord into a bicycle trail to connect the Bruce Freeman Rail Trail to the Minuteman Bikeway, 39% indicate being very or somewhat aware, while 60% are not at all aware. Note that this is much lower awareness than that of the Bruce Freeman Trail in general (79% are aware) or awareness of the plans to convert the north-south rail line through Concord into a bicycle trail as part of the Bruce Freeman Rail Trail (80% are aware).

SUPPORT FOR OR OPPOSITION TO THE CONVERSION OF THE FORMER EAST-WEST RAIL LINE TO A BICYCLE TRAIL

- Most respondents support the state's plan to convert the former east-west rail line through Concord into a trail connecting the Bruce Freeman Rail Trail to the Minuteman Bikeway: 75% support, while only 8% oppose.

PREFERENCES REGARDING THE TYPE OF TRAIL FOR THE FORMER EAST-WEST RAIL LINE

- A question asked respondents to choose from three options regarding conversion of the east-west rail line into a recreational stone dust trail or an asphalt commuter trail: the recreational stone dust trail was the most supported, with 47%, while the asphalt commuter trail was supported by 26%; meanwhile, 14% supported the "leave as is" option.

OPINIONS ON CONVERTING BOTH FORMER RAIL LINES INTO THE SAME TYPE OF TRAIL

- One question asked about whether the two former rail lines in question (one running north-south, the other running east-west) should be converted to bicycle trails of the same surface/use type: a majority agree (67%), while only 16% disagree. Most of those who agree (60%) want natural surface trails, while 36% want asphalt trails.

CONCERNS REGARDING ENVIRONMENTAL IMPACTS OF THE TRAIL CONVERSIONS

- Respondents are about evenly distributed among those who are very concerned (24%), somewhat concerned (36%), or not at all concerned (37%) about the environmental impacts

of the trail conversions. In total, 60% are concerned. The results are about the same when respondents are informed that the former rail lines run through wetlands and natural areas.

- Respondents were asked if they would support having the bicycle trails run beside roadways so that they could bypass environmentally sensitive areas: support (45%) exceeds opposition (33%).

- It appears that respondents trust that the planners and designers of the trail conversions will consider the environment: 68% agree that the planners and designers will plan, design, and construct the trails in a manner that will minimize the impacts on the environment; only 5% disagree.

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INTRODUCTION AND METHODOLOGY

This study was conducted to determine Concord residents' opinions on and support for or opposition to the conversion of former rail lines into bicycle trails, including opinions on the type of trails. The study entailed a telephone survey of registered voters who live in the Town of Concord. Some background information about the rails-to-trails projects is provided, and specific aspects of the research methodology are discussed below, as well.

There are two rail lines in question: one runs north-south through Concord and is proposed for conversion as part of the Bruce Freeman Rail Trail; the second rail line runs east-west through Concord and is proposed for conversion to link the Bruce Freeman Rail Trail to the Minuteman Bikeway.

For the survey, telephones were selected as the preferred sampling medium because of the universality of telephone ownership. In addition, a central polling site at the Responsive Management office allowed for rigorous quality control over the interviews and data collection. Responsive Management maintains its own in-house telephone interviewing facilities. These facilities are staffed by interviewers with experience conducting computer-assisted telephone interviews on the subjects of natural resources and outdoor recreation. The telephone survey questionnaire was developed by Responsive Management. It is shown as Appendix A in this report.

To ensure the integrity of the telephone survey data, Responsive Management has interviewers who have been trained according to the standards established by the Council of American Survey Research Organizations. Methods of instruction included lecture and role-playing. The Survey Center Managers and other professional staff conducted project briefings with the interviewers prior to the administration of this survey. Interviewers were instructed on type of study, study goals and objectives, handling of survey questions, interview length, termination points and qualifiers for participation, interviewer instructions within the survey instrument, reading of the survey instrument, skip patterns, and probing and clarifying techniques necessary for specific questions on the survey instrument. The Survey Center Managers and statisticians monitored the data collection, including monitoring of the actual telephone interviews without the interviewers'

knowledge, to evaluate the performance of each interviewer and ensure the integrity of the data. After the surveys were obtained by the interviewers, the Survey Center Managers and/or statisticians edited each completed survey to ensure clarity and completeness.

Interviews were conducted Monday through Friday from 9:00 a.m. to 9:00 p.m., Saturday noon to 5:00 p.m., and Sunday from 5:00 p.m. to 9:00 p.m., local time. A five-callback design was used to maintain the representativeness of the sample, to avoid bias toward people easy to reach by telephone, and to provide an equal opportunity for all to participate. When a respondent could not be reached on the first call, subsequent calls were placed on different days of the week and at different times of the day. The survey was conducted in July 2007. Responsive Management obtained a total of 302 completed interviews.

The software used for data collection was Questionnaire Programming Language 4.1 (QPL). The survey data were entered into the computer as each interview was being conducted, eliminating manual data entry after the completion of the survey and the concomitant data entry errors that may occur with manual data entry. The survey instrument was programmed so that QPL branched, coded, and substituted phrases in the survey based on previous responses to ensure the integrity and consistency of the data collection. The analysis of data was performed using Statistical Package for the Social Sciences software as well as proprietary software developed by Responsive Management.

Throughout this report, findings of the telephone survey are reported at a 95% confidence interval. For the entire sample of Concord residents who are registered voters, the sampling error is at most plus or minus 5.57 percentage points. This means that if the survey were conducted 100 times on different samples that were selected in the same way, the findings of 95 out of the 100 surveys would fall within plus or minus 5.57 percentage points of each other. Sampling error was calculated using the formula described below, with a sample size of 302 and a population size of 11,580 registered Concord voters. The number of registered voters was obtained from the *2006 Concord Annual Town Report*, which was accessed online on July 25, 2007, at the following site:

http://www.concordnet.org/pages/ConcordMA_TownManager/townreport06/General_Government/registrars.html.

Sampling error equation:

$$B = \left(\sqrt{\frac{N_p(.25) - .25}{N_s}} \right) \left(\frac{1.96}{N_p - 1} \right)$$

Where: B = maximum sampling error (as decimal)
 N_p = population size (i.e., total number who could be surveyed)
 N_s = sample size (i.e., total number of respondents surveyed)

Derived from formula: p. 206 in Dillman, D. A. 2000. *Mail and Internet Surveys*. John Wiley & Sons, NY.

Note: This is a simplified version of the formula that calculates the maximum sampling error using a 50:50 split (the most conservative calculation because a 50:50 split would give maximum variation).

Note that some results may not sum to exactly 100% because of rounding. Additionally, rounding on the graphs may cause apparent discrepancies of 1 percentage point between the graphs and the reported results of combined responses (e.g., when “strongly support” and “moderately support” are summed to determine the total percentage in support).

The graphs are shown with their QPL numbers assigned to them. Note that question numbers that are missing are actually not questions but are code for the QPL program. All results are discussed in this report, and no questions have been omitted with the following exceptions: results of questions 40 and 41 were not included in the results, as explained below.

A primary proponent of the Bruce Freeman Rail Trail is an organization called the Friends of the Bruce Freeman Rail Trail (FoBFRT). The researchers were informed that FoBFRT has no official position as an organization with regard to the surface to be used in construction of the Bruce Freeman Rail Trail in Concord. Nonetheless, the researchers were interested in assessing FoBFRT members’ personal opinions. For this reason, the survey asked respondents about membership in FoBFRT (after all the trails questions so as to not bias the results); however, the number of respondents who identified themselves as members of FoBFRT was too small for statistically significant analyses. As a consequence, no results are shown for these two questions.

The following tabulation shows all explanatory statements and questions asked; there will be a graph for each question, except as previously explained. Note that the full survey instrument is shown in Appendix A.

SURVEY INSTRUMENT QUESTIONS
1-10. QPL CODE, INTRODUCTION, AND SCREENER QUESTIONS
11. Prior to this survey, have you heard of the Bruce Freeman Rail Trail?
12. Would you say you know a great deal, a moderate amount, a little, or nothing about the Bruce Freeman Rail Trail?
13. The Bruce Freeman Rail Trail is a proposed trail that would be created by converting a former rail line running from Lowell to Framingham, Massachusetts, into a bicycle trail. Each town the rail line passes through is considering how to develop the portion of the rail line within its borders.
14. QPL CODE
15. In Concord, this former rail line runs north-south through West Concord from the Route 2 rotary to Sudbury. Currently, it is used by many people for recreational purposes, such as walking, running, and off-road biking. (IF ASKED: The former rail line runs north-south from Acton, near the Route 2 rotary through West Concord Center, across the Assabet River, behind the Sanborn School, through the Jennie Dugan Marsh, through the White Pond Conservation Area, and then to Sudbury.)
16. How aware are you of the town of Concord's plan to convert the former rail line that runs north-south through West Concord into a bicycle trail that will be part of the Bruce Freeman Rail Trail? Would you say you were very aware, somewhat aware, or not at all aware?
17. In general, do you support or oppose the town of Concord's plan to convert the former rail line that runs north-south through West Concord into a bicycle trail?
18. Prior to converting the former rail line that runs north-south through West Concord, the town must decide what the primary purpose of the trail will be.
19. QPL CODE
20. Do you support or oppose converting the former rail line that runs north-south through West Concord into a "transportation corridor" with the primary purpose of providing a commuter bikeway?
21. Do you support or oppose converting the former rail line that runs north-south through West Concord into a "recreational trail" with the primary purpose of providing a trail for multiple recreational activities, such as walking, running, family biking, and nature-viewing?
22. QPL CODE
23. You indicated that you support converting the former rail line that runs north-south through West Concord into a transportation corridor. You also indicated that you support converting it into a recreational trail. Do you prefer that the former rail line that runs north-south through West Concord be converted into a transportation corridor OR a recreational trail? (IF ASKED: The consultants hired by the town of Concord have stated that it is not possible to build a trail that is completely satisfactory as a transportation corridor and as a recreational trail. Therefore, the town must choose which type of trail to build.)
24. QPL CODE
25. More than a thousand former rail lines have been converted into trails in America. Some of these trails, often in urban areas, are asphalt commuter bikeways while others, often in rural areas, are natural surface trails, such as stone dust. Typically, asphalt commuter bikeways are wider and are designed for accommodating higher bicycle speeds while the natural surface trails are narrower and designed for slower speeds. Asphalt trails may reduce automobile traffic, automobile emissions, and gasoline use by providing an easy route for commuting to work or other destinations by bicycling or walking; however, natural surface trails often require less tree cutting and have less of an impact on the environment than do asphalt commuter bikeways.
26. Given this information, do you prefer converting the former rail line that runs north-south through West Concord into an asphalt trail or a natural surface trail?

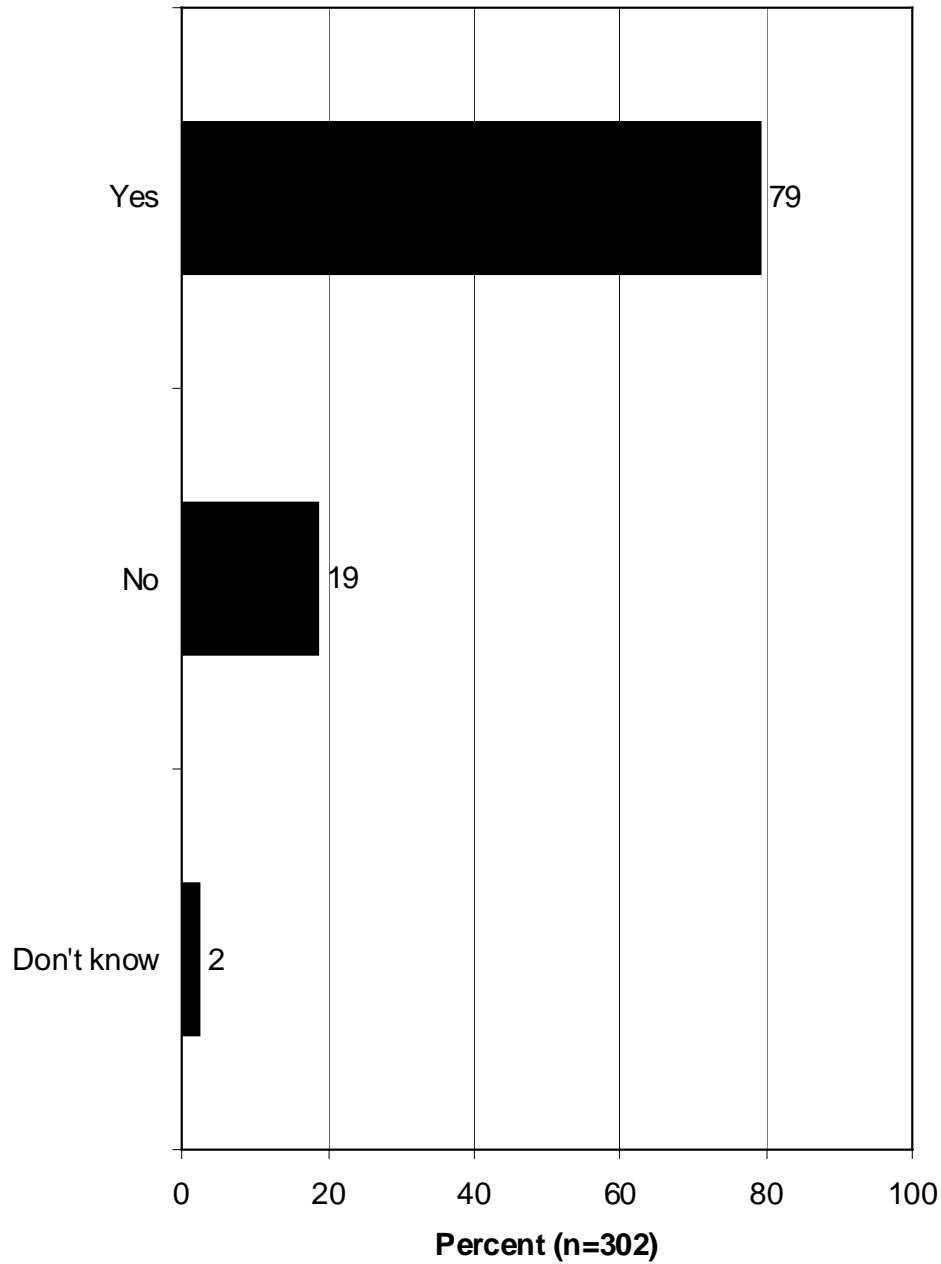
SURVEY INSTRUMENT QUESTIONS
27. More than a thousand former rail lines have been converted into trails in America. Some of these trails, often in rural areas, are natural surface trails, such as stone dust, while others, often in urban areas, are asphalt commuter bikeways. Typically, natural surface trails are narrower and designed for slower speeds while the asphalt commuter bikeways are wider and are designed for accommodating higher bicycle speeds. Natural surface trails often require less tree cutting and have less of an impact on the environment than do asphalt commuter bikeways; however, asphalt trails may reduce automobile traffic, automobile emissions, and gasoline use by providing an easy route for commuting to work or other destinations by bicycling or walking.
28. Given this information, do you prefer converting the former rail line that runs north-south through West Concord into a natural surface trail or an asphalt trail?
<p>29. Please tell me which of the following statements best represents your overall opinion of what the town of Concord should do with the portion of the former rail line that runs north-south through West Concord. The town should:</p> <ul style="list-style-type: none"> leave the former rail line as it is for continued recreational use. convert the former rail line into a recreational stone dust trail that can support walking, running, family biking and wheelchair use. convert the former rail line into an asphalt commuter bikeway that can support high-speed road bikes and roller blades.
30. There is another former rail line in Concord. It is north of Concord Center and runs east-west from Bedford to the 2 rotary. Currently, it is also used by many people for recreational purposes, such as walking, running, and biking. (IF ASKED: The former rail line runs east-west from Bedford, beside the Great Meadows Wildlife Refuge, across Monument Street north of Concord Center, across the Sudbury River, around Nashawtuck Hill, and the Assabet River to the Route 2 rotary.)
31. How aware are you of the state of Massachusetts' plan to convert the former rail line that runs east-west through Concord into a trail that will connect the Bruce Freeman Rail Trail to the Minuteman Bikeway? Would you say you were very aware, somewhat aware, or not at all aware? (IF ASKED: The Minuteman Bikeway is an 11-mile bike trail that runs from Bedford to Cambridge, Massachusetts. It is built on a continuation of the former rail line that runs east-west through Concord.)
32. Do you support or oppose the state's plan to convert the former rail line that runs east-west through Concord into a trail connecting the Bruce Freeman Rail Trail to the Minuteman Bikeway?
33. Please tell me which of the following statements best represents your overall opinion of what the town of Concord should do with the portion of the former rail line that runs east-west through Concord. The town should...
34. It has been proposed that the north-south former rail line and the east-west former rail line in Concord should be converted into bike trails using the same type of construction and the same type of surface. Do you agree or disagree that the north-south former rail line and the east-west former rail line in Concord should be converted into bike trails using the same type of construction and the same type of surface?
35. Do you prefer converting both the north-south former rail line and the east-west former rail line in Concord into natural surface trails or asphalt trails?
36. How concerned are you about the impact the planned trail conversions of the former rail lines that run through Concord will have on the environments through which they pass? Would you say you are very concerned, somewhat concerned, or not at all concerned?
37. Both of the former rail lines in Concord primarily run through wetlands and other natural areas, including Warner's Pond, the Jennie Dugan Marsh, the White Pond Conservation Area, along the Assabet River, and beside the Great Meadows Wildlife Refuge. Given this information, how concerned are you about the impact the planned trail conversions will have on the environments through which they pass?
38. It has been proposed that alternate routes be used for parts of the bike trails in order to protect the most environmentally sensitive areas of the former rail lines. The alternate routes would likely run beside roadways. Do you support or oppose the use of such alternate routes?
39. Do you agree or disagree that the individuals and groups involved in designing the trail conversions of the former rail lines will plan, design, and construct the trails in a manner that will minimize the impacts on the environment? (IF ASKED: Those involved in the designing the trail conversions of the former rail lines include the town of Concord and the design consultants hired by the town.)

SURVEY INSTRUMENT QUESTIONS
40. Have you heard of the Friends of the Bruce Freeman Rail Trail organization? (IF ASKED: The Friends of the Bruce Freeman Rail Trail Organization did NOT sponsor this study.) (IF ASKED: This study is being sponsored by a group of Concordians who believe that a professional survey should be conducted to find out what the citizens of Concord think about converting the former rail lines.) [RESULTS NOT INCLUDED IN REPORT, AS DISCUSSED PREVIOUSLY]
41. Are you currently a member of the Friends of the Bruce Freeman Rail Trail organization? We are not asking for donations, we are only measuring current participation in the organization. [RESULTS NOT INCLUDED IN REPORT, AS DISCUSSED PREVIOUSLY]
42. Now I just have a few final background questions to help us analyze the results.
43. How many years have you lived in Concord?
44. May I ask your age?
45-49. QPL CODE, COMMENTS, AND ERROR CHECKERS
50. Observe and record respondent's gender. (Instruction to interviewer; not asked of respondent.)
51-64. QPL CODE

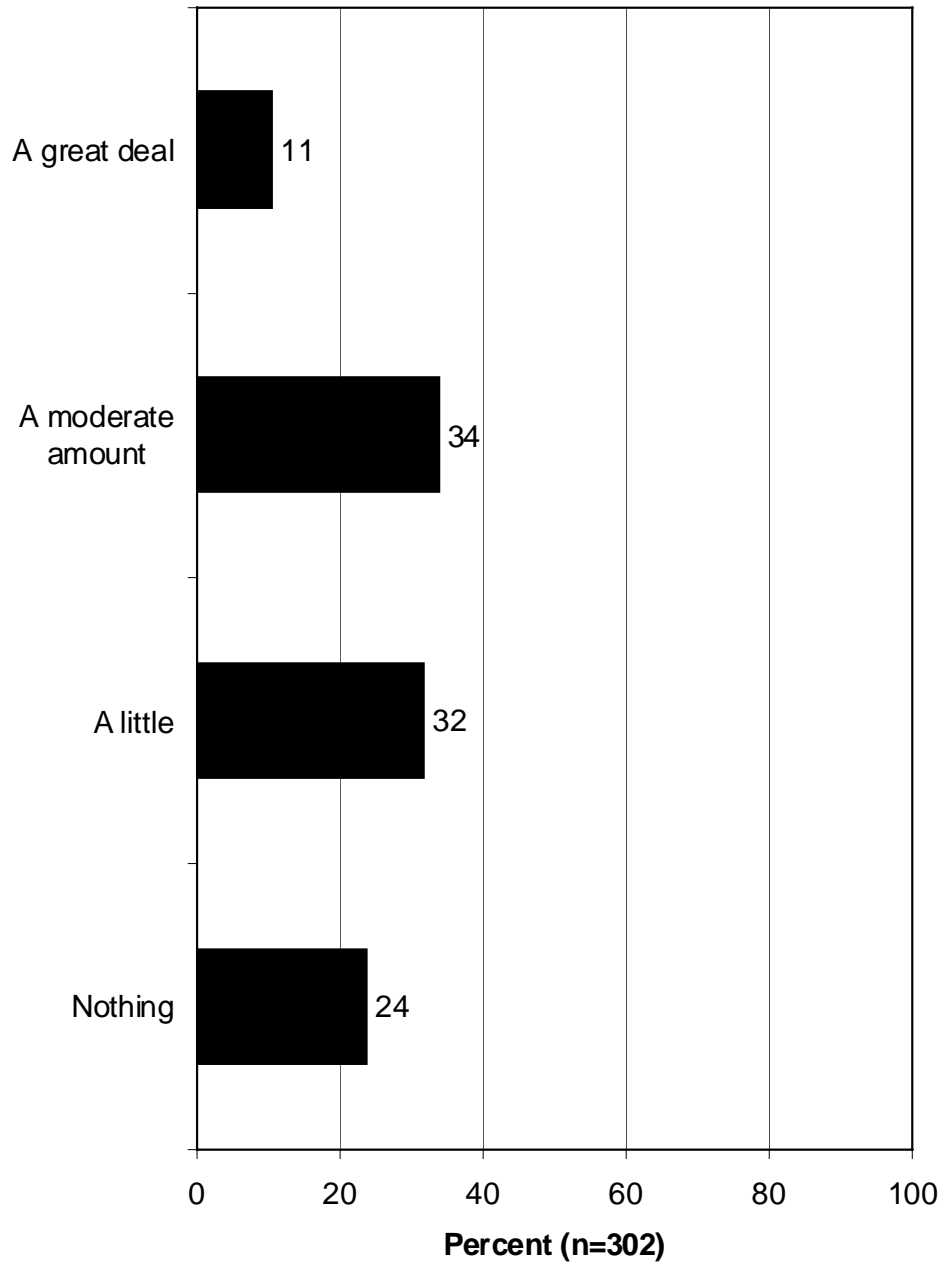
KNOWLEDGE AND AWARENESS OF THE BRUCE FREEMAN RAIL TRAIL AND THE CONVERSION OF THE FORMER NORTH-SOUTH RAIL LINE TO A BICYCLE TRAIL

- Awareness of the Bruce Freeman Rail Trail is high: 79% of survey respondents reported being aware of the Trail prior to the survey. A little less than half (45%) say that they know a great deal or moderate amount about it. When asked specifically about the plans to convert the north-south rail line through Concord into a bicycle trail as part of the Bruce Freeman Rail Trail, 37% indicate being *very* aware, and 80% are very or somewhat aware.

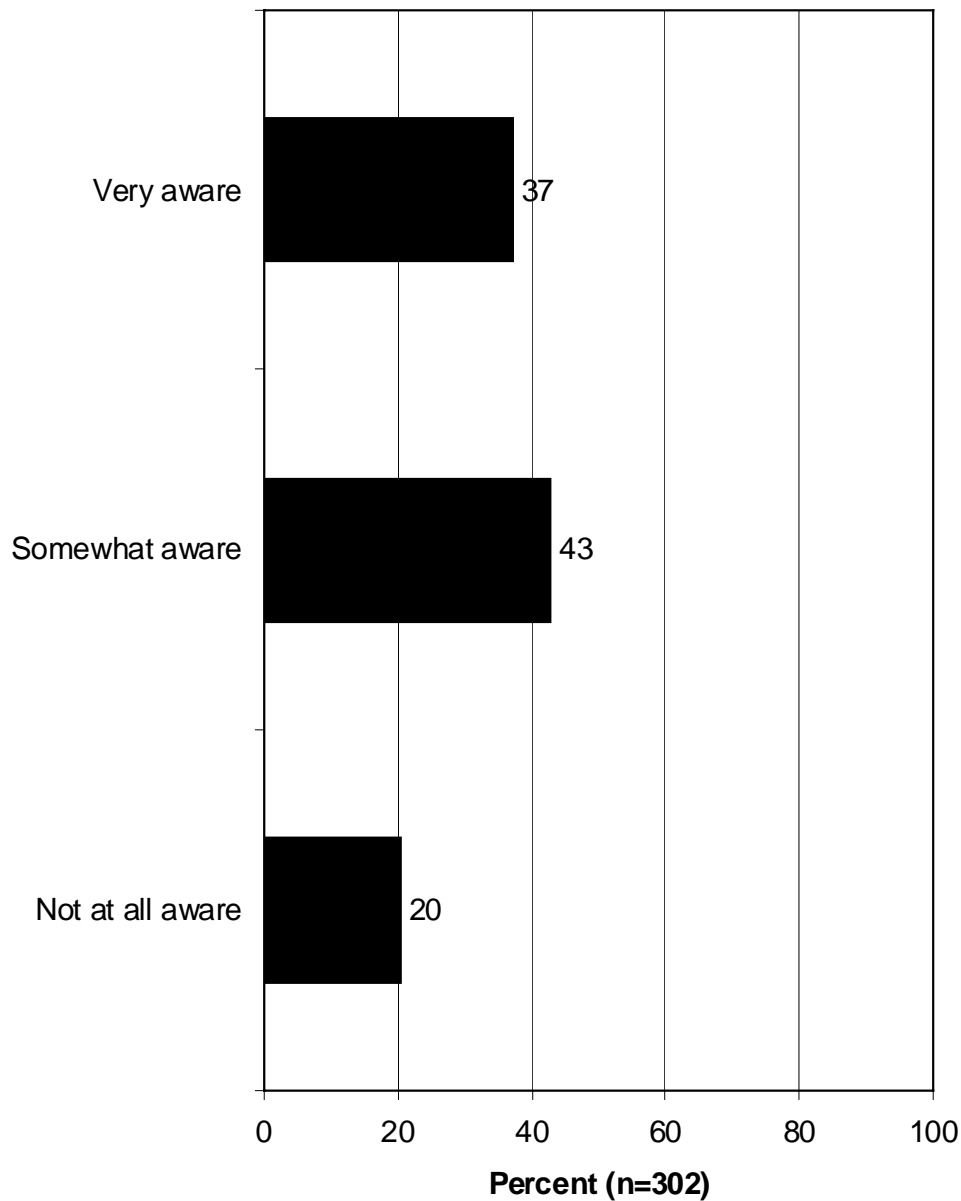
**Q11. Prior to this survey, had you heard of the
Bruce Freeman Rail Trail?**



Q12. Would you say you know a great deal, a moderate amount, a little, or nothing about the Bruce Freeman Rail Trail? (Those who had not heard of the Trail in the previous question were coded as "Nothing.")



Q16. How aware are you of the town of Concord's plan to convert the former rail line that runs north-south through West Concord into a bicycle trail that will be part of the Bruce Freeman Rail Trail? Would you say you were very aware, somewhat aware, or not at all aware?

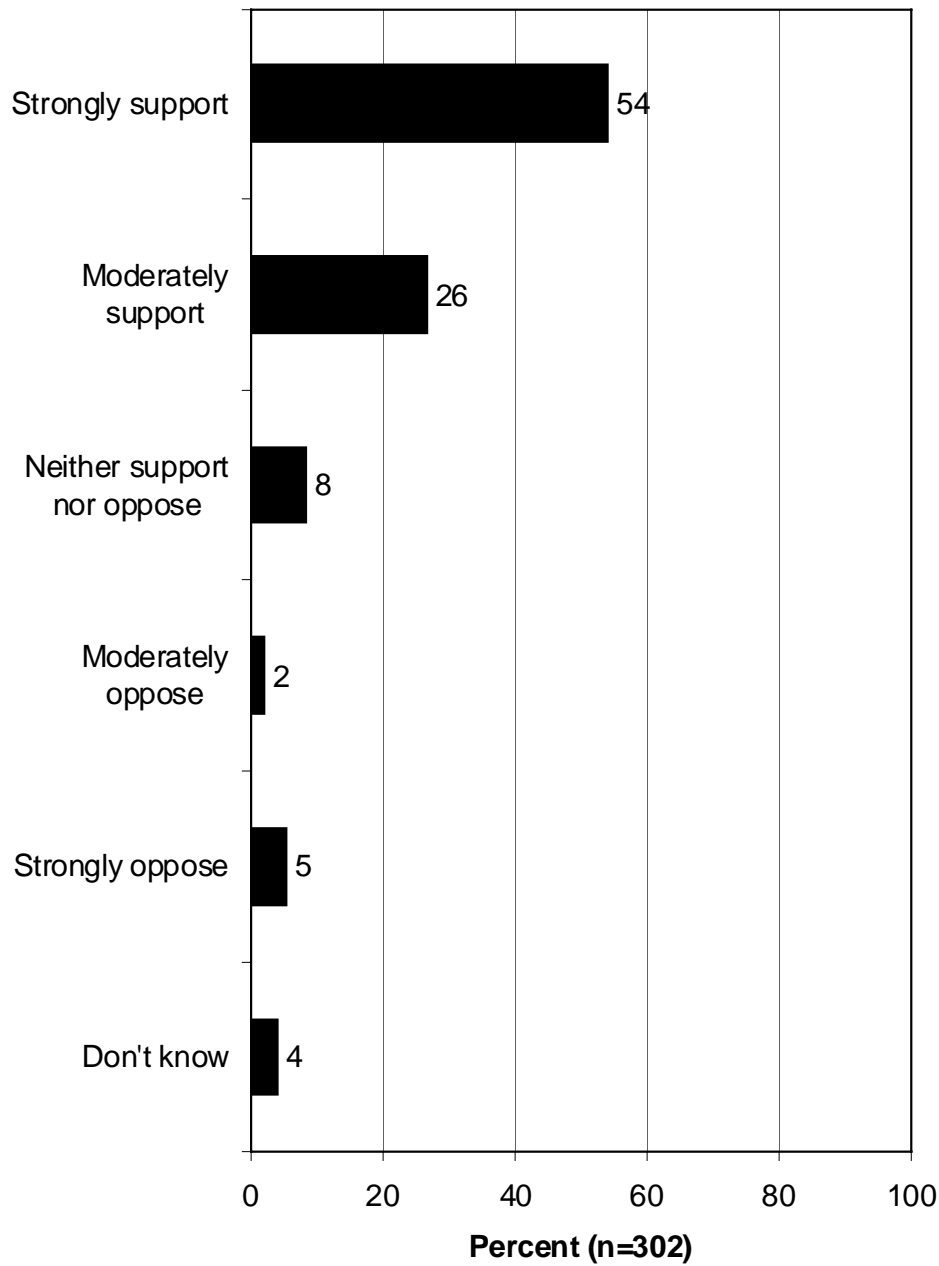


SUPPORT FOR OR OPPOSITION TO THE CONVERSION OF THE FORMER NORTH-SOUTH RAIL LINE TO A BICYCLE TRAIL

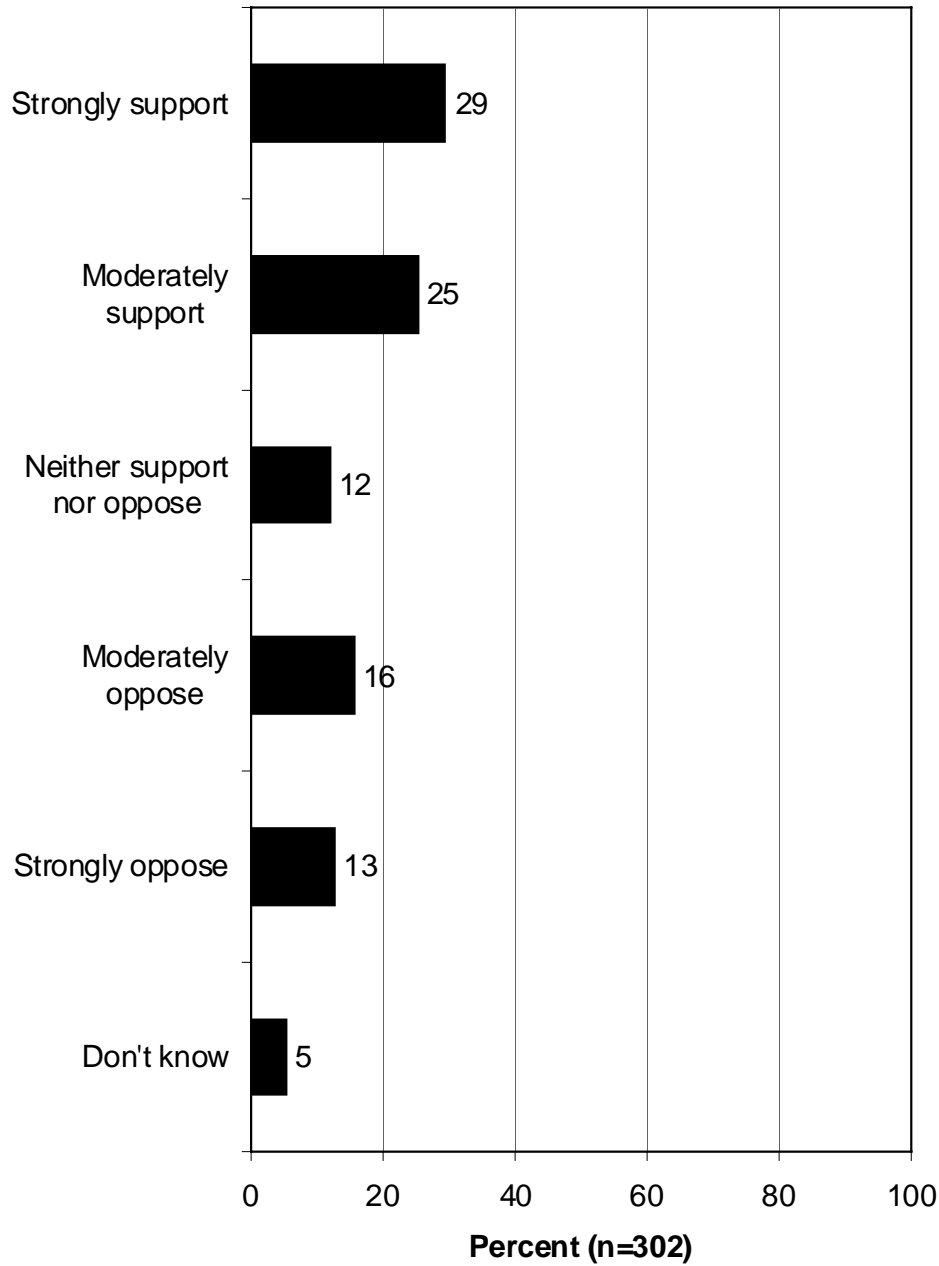
- Support is high for Concord's plan to convert the former north-south rail line through West Concord into a bicycle trail: 80% support, with 54% who *strongly* support; only 7% oppose.

- Support/opposition questions were asked regarding Concord's north-south rail line being converted into a "transportation corridor" and a "recreational trail"; note that both options entail a bicycle trail. The question order was randomized to eliminate any "order bias"; in other words, approximately half of the respondents had question 20 then 21, while the other half had question 21 then 20. Support was in the majority, but just barely so, for converting the north-south rail line into a transportation corridor: 54% support, while 29% oppose. Support was much higher for converting the rail line into a recreational trail: 88% support, with 65% who *strongly* support, while only 7% oppose.
 - Those who supported both options (a transportation corridor and a recreational trail) were asked which they preferred: the recreational trail was preferred by about 4 times over the transportation corridor: 58% wanted the recreational trail, while 15% wanted the transportation corridor (the rest had no preference).
 - Another question asked respondents to choose from three options regarding conversion, with one of the options being "leave the former rail line as it is for continued recreational use" (similar to a "not support" response): only 11% chose that "leave as is" option, with 79% wanting the rail line converted into a recreational stone dust trail or an asphalt commuter trail. (This graph is shown in the next section of this report.)

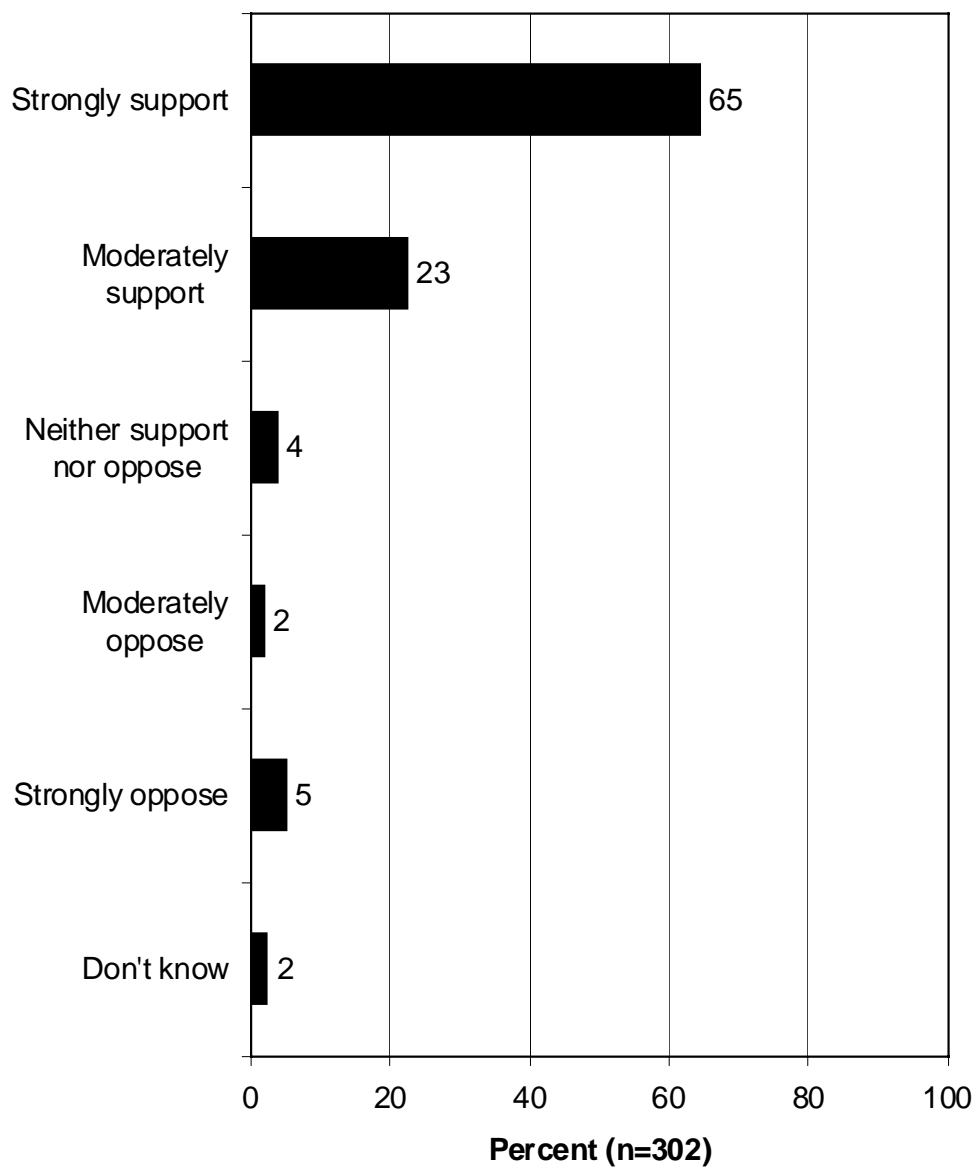
Q17. In general, do you support or oppose the town of Concord's plan to convert the former rail line that runs north-south through West Concord into a bicycle trail?



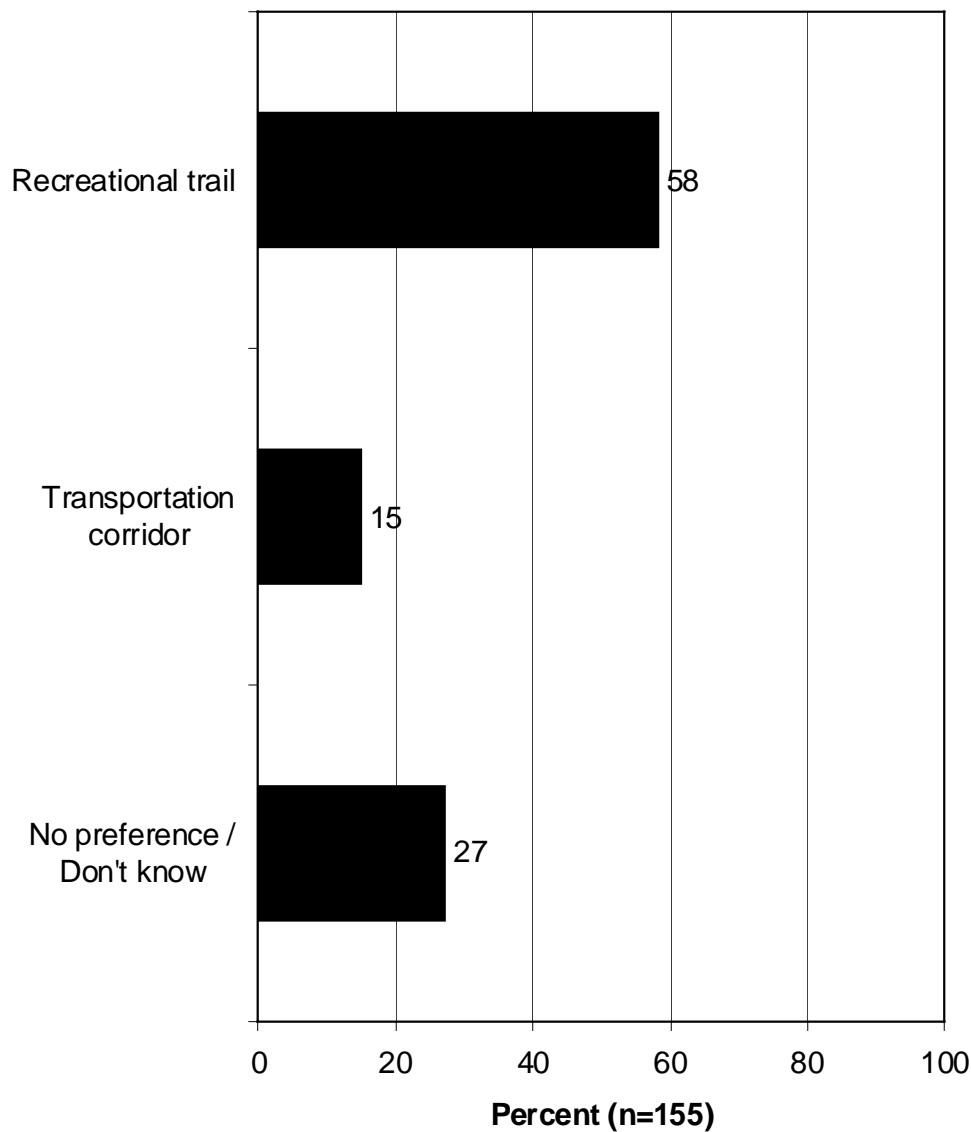
Q20. Do you support or oppose converting the former rail line that runs north-south through West Concord into a "transportation corridor" with the primary purpose of providing a commuter bikeway?



Q21. Do you support or oppose converting the former rail line that runs north-south through West Concord into a "recreational trail" with the primary purpose of providing a trail for multiple recreational activities, such as walking, running, family biking, and nature viewing?



Q23. You indicated that you support converting the former rail line that runs north-south through West Concord into a transportation corridor. You also indicated that you support converting it into a recreational trail. Do you prefer that the former rail line that runs north-south through West Concord be converted into a transportation corridor or a recreational trail?



PREFERENCES REGARDING THE TYPE OF TRAIL FOR THE FORMER NORTH-SOUTH RAIL LINE

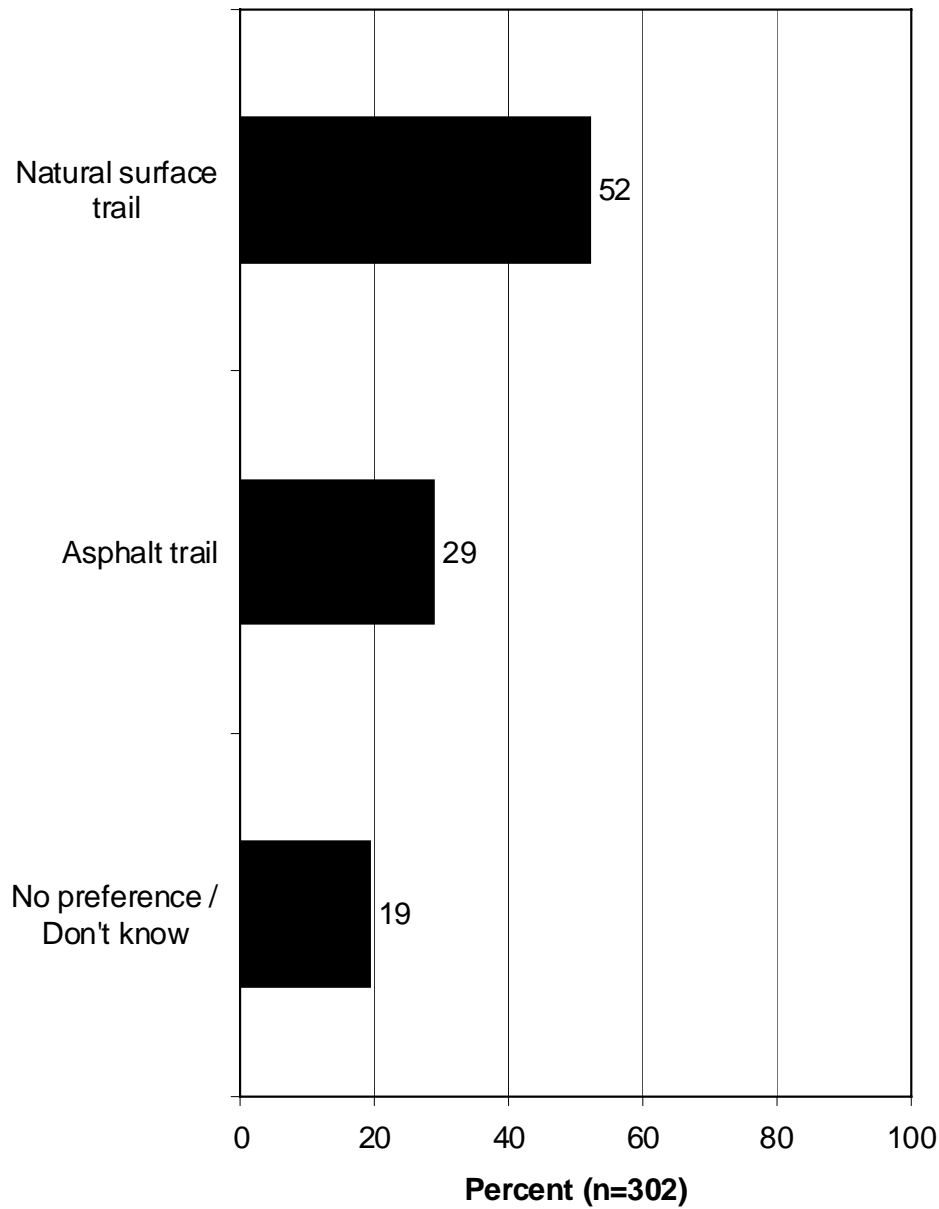
- Just over half of the respondents want a natural surface trail (52%), while not quite a third want an asphalt trail (29%). This result is a combination of the two questions discussed immediately below.
 - The respondents were randomly put into two groups, and two question variants asked about natural trails versus asphalt trails, with each group getting one question variant. Preceding the questions were explanatory statements, as shown below and on the graphs; one statement put the “asphalt trail” wording first and the second statement put the “natural trails” wording first (this was done to eliminate order bias). When asked if they prefer a natural surface trail or an asphalt trail, with the “asphalt trail” wording first, most respondents preferred the natural trail over the asphalt trail: 56% wanted a natural trail surface, while 26% want an asphalt trail. When asked with the “natural trail” wording first, 48% wanted a natural surface trail, and 32% wanted an asphalt trail.

25. More than a thousand former rail lines have been converted into trails in America. Some of these trails, often in urban areas, are asphalt commuter bikeways while others, often in rural areas, are natural surface trails, such as stone dust. Typically, asphalt commuter bikeways are wider and are designed for accommodating higher bicycle speeds while the natural surface trails are narrower and designed for slower speeds. Asphalt trails may reduce automobile traffic, automobile emissions, and gasoline use by providing an easy route for commuting to work or other destinations by bicycling or walking; however, natural surface trails often require less tree cutting and have less of an impact on the environment than do asphalt commuter bikeways.

27. More than a thousand former rail lines have been converted into trails in America. Some of these trails, often in rural areas, are natural surface trails, such as stone dust, while others, often in urban areas, are asphalt commuter bikeways. Typically, natural surface trails are narrower and designed for slower speeds while the asphalt commuter bikeways are wider and are designed for accommodating higher bicycle speeds. Natural surface trails often require less tree cutting and have less of an impact on the environment than do asphalt commuter bikeways; however, asphalt trails may reduce automobile traffic, automobile emissions, and gasoline use by providing an easy route for commuting to work or other destinations by bicycling or walking.

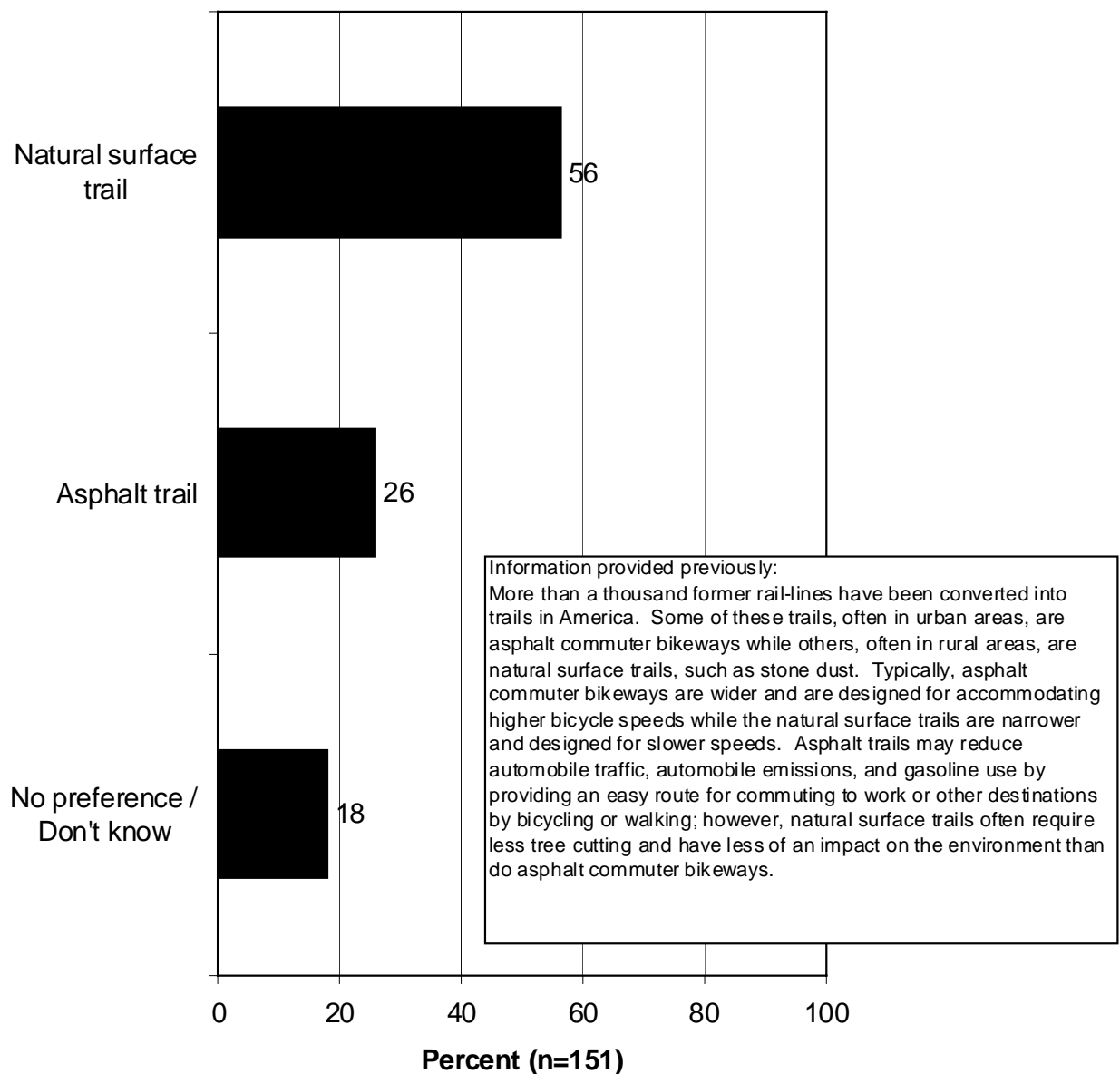
- A question asked respondents to choose from three options regarding conversion of the north-south rail line into a recreational stone dust trail or an asphalt commuter trail: the recreational stone dust trail was the most supported, with 49%, while the asphalt commuter trail was supported by 30%; meanwhile, 11% supported the “leave as is” option.

**Q26 and 28 combined. [Information was provided about rail line conversions into trails in urban areas.]
Given this information, do you prefer converting the former rail line that runs north-south through West Concord into [an asphalt trail or natural surface trail / a natural surface trail or an asphalt trail]?**

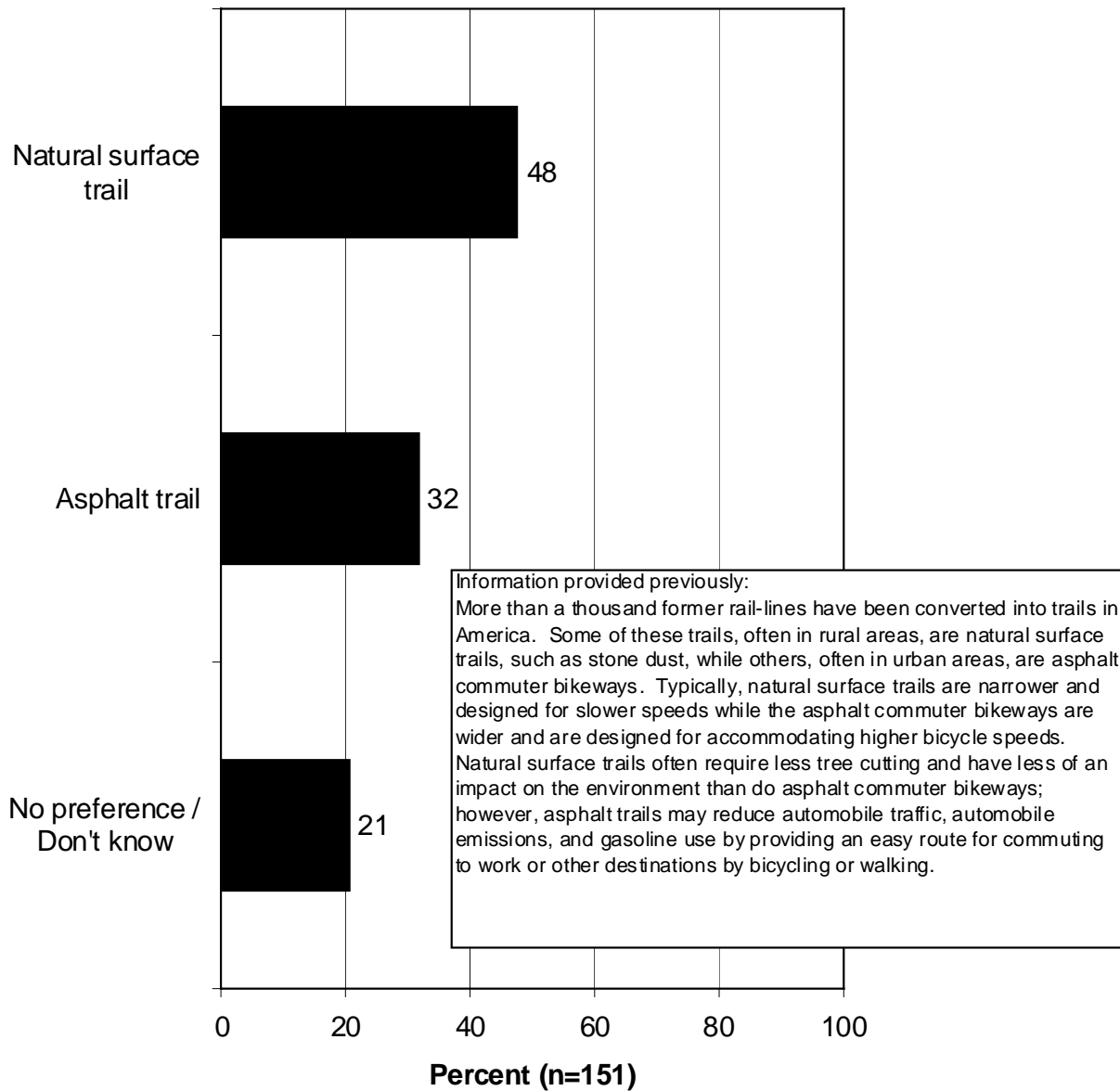


Q26. [Information was provided about rail line conversions into trails in urban areas; see below for full text.]

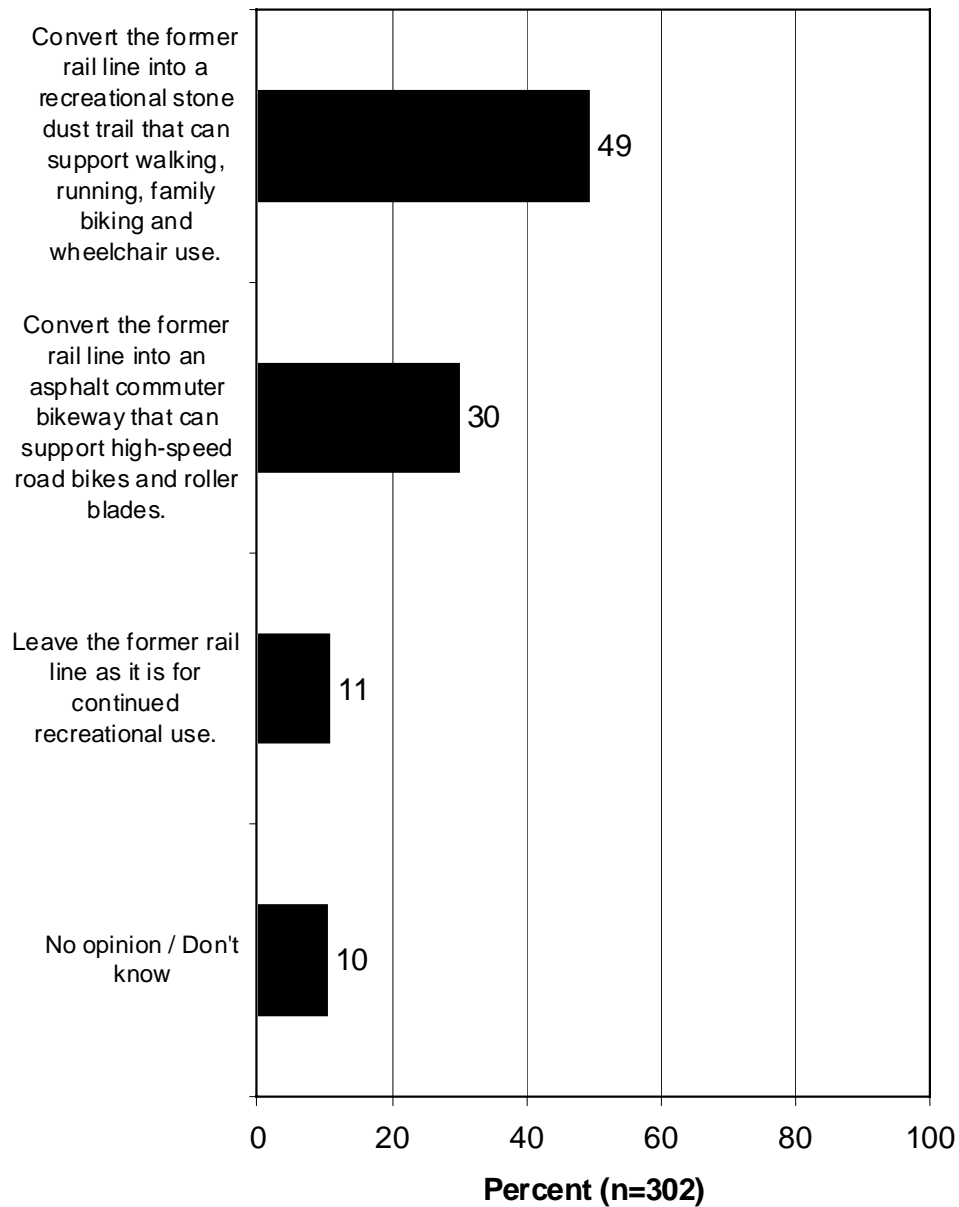
Given this information, do you prefer converting the former rail line that runs north-south through West Concord into an asphalt trail or a natural surface trail?



**Q28. [Information was provided about rail line conversions into trails in urban areas; see below for full text.]
Given this information, do you prefer converting the former rail line that runs north-south through West Concord into a natural surface trail or an asphalt trail?**



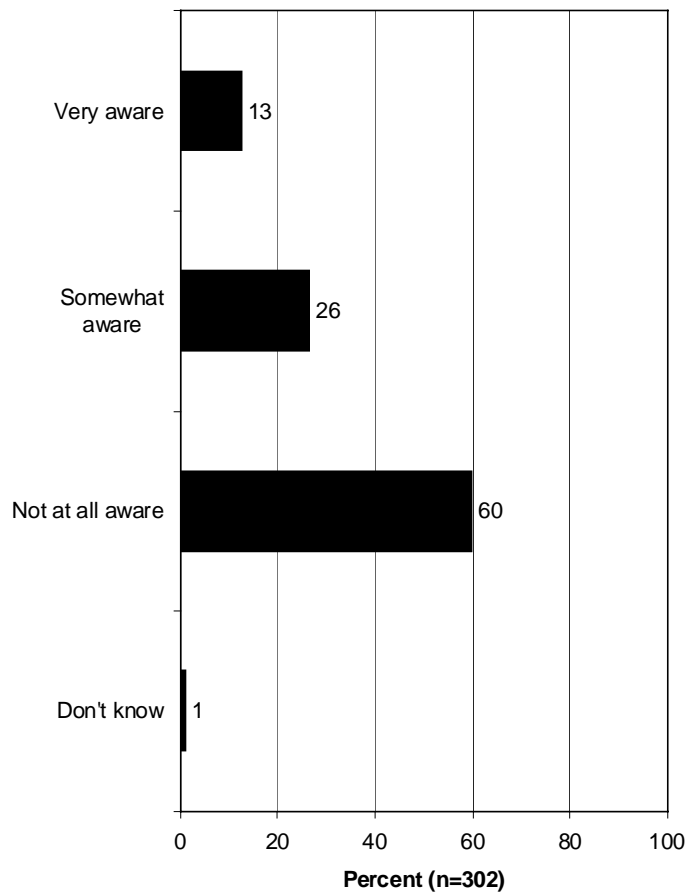
Q29. Please tell me which of the following statements best represents your overall opinion of what the town of Concord should do with the portion of the former rail line that runs north-south through West Concord. The town should...



AWARENESS OF THE CONVERSION OF THE FORMER EAST-WEST RAIL LINE TO A BICYCLE TRAIL

➤ When asked about the plans to convert the east-west rail line through Concord into a bicycle trail to connect the Bruce Freeman Rail Trail to the Minuteman Bikeway, 39% indicate being very or somewhat aware, while 60% are not at all aware. Note that this is much lower awareness than that of the Bruce Freeman Trail in general (79% are aware) or awareness of the plans to convert the north-south rail line through Concord into a bicycle trail as part of the Bruce Freeman Rail Trail (80% are aware).

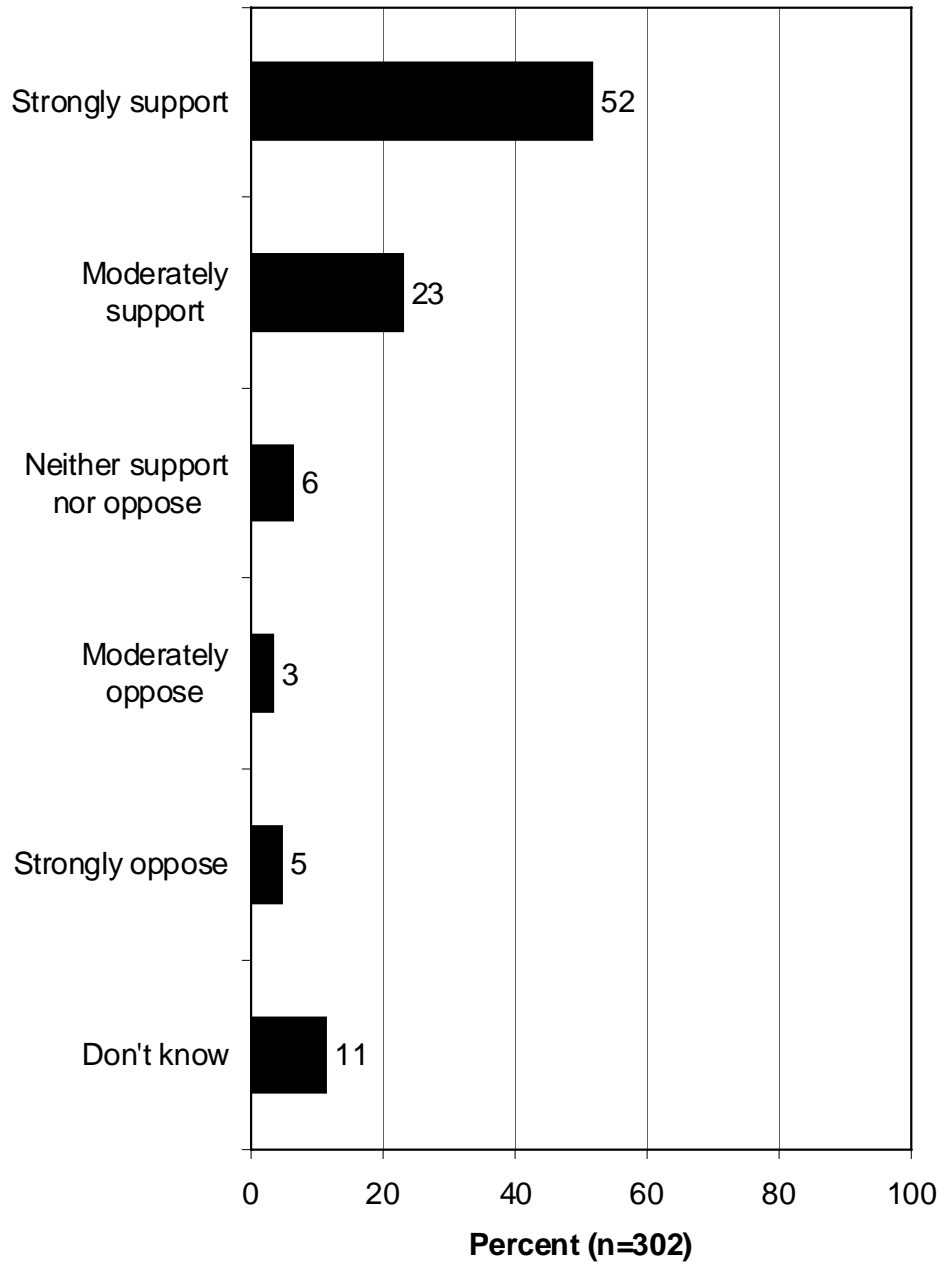
Q31. How aware are you of the state of Massachusetts' plan to convert the former rail line that runs east-west through Concord into a trail that will connect the Bruce Freeman Rail Trail to the Minuteman Bikeway? Would you say you were very aware, somewhat aware, or not at all aware?



SUPPORT FOR OR OPPOSITION TO THE CONVERSION OF THE FORMER EAST-WEST RAIL LINE TO A BICYCLE TRAIL

- Most respondents support the state’s plan to convert the former east-west rail line through Concord into a trail connecting the Bruce Freeman Rail Trail to the Minuteman Bikeway: 75% support, while only 8% oppose.
 - Another question asked respondents to choose from three options regarding conversion, with one of the options being “leave the former rail line as it is for continued recreational use” (similar to a “not support” response): only 14% chose that “leave as is” option, with 73% wanting the rail line converted into a recreational stone dust trail or an asphalt commuter trail. (This graph is shown in the next section of this report.)

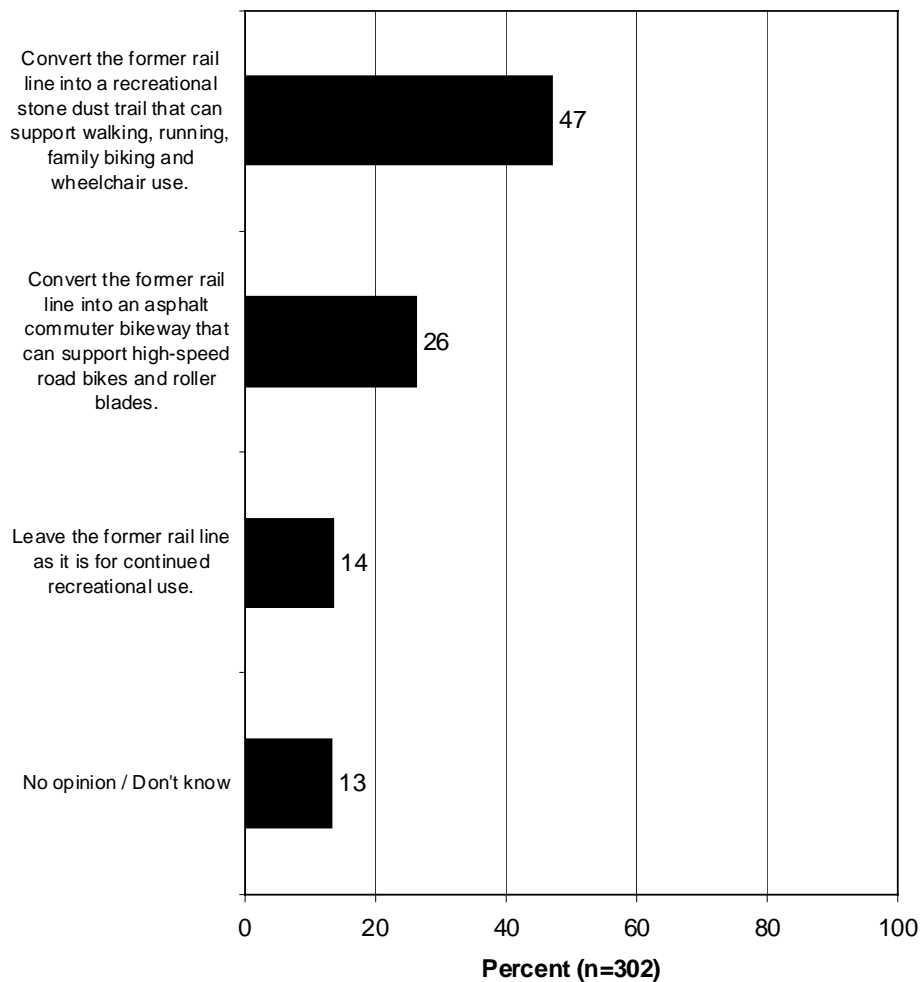
Q32. Do you support or oppose the state's plan to convert the former rail line that runs east-west through Concord into a trail connecting the Bruce Freeman Rail Trail to the Minuteman Bikeway?



PREFERENCES REGARDING THE TYPE OF TRAIL FOR THE FORMER EAST-WEST RAIL LINE

- A question asked respondents to choose from three options regarding conversion of the east-west rail line into a recreational stone dust trail or an asphalt commuter trail: the recreational stone dust trail was the most supported, with 47%, while the asphalt commuter trail was supported by 26%; meanwhile, 14% supported the “leave as is” option.

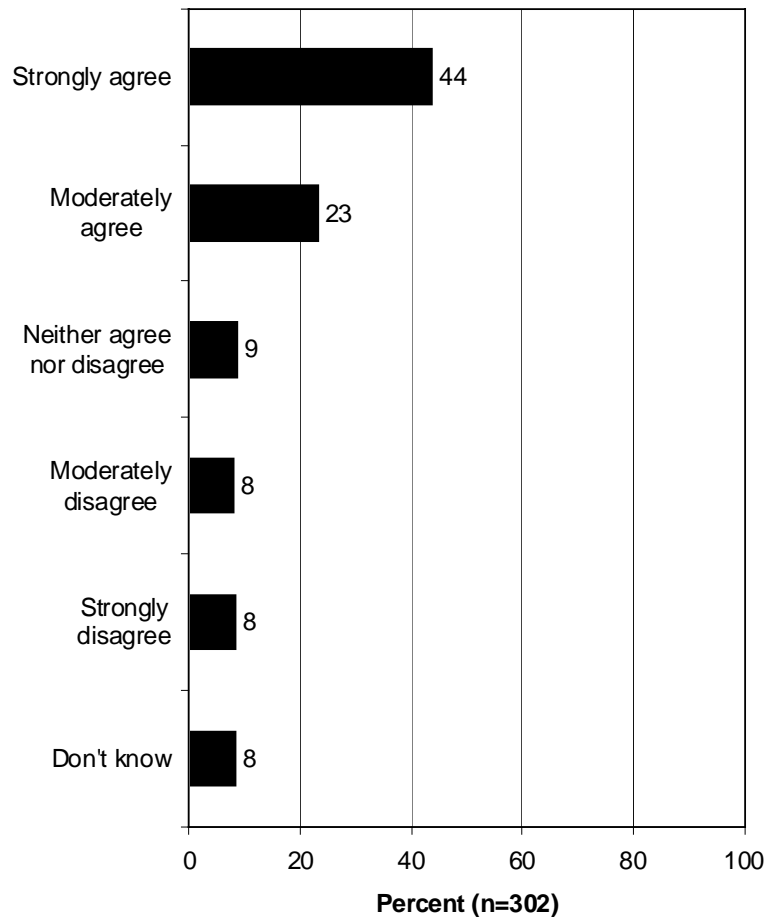
Q33. Please tell me which of the following statements best represents your overall opinion of what the town of Concord should do with the portion of the former rail line that runs east-west through Concord. The town should...



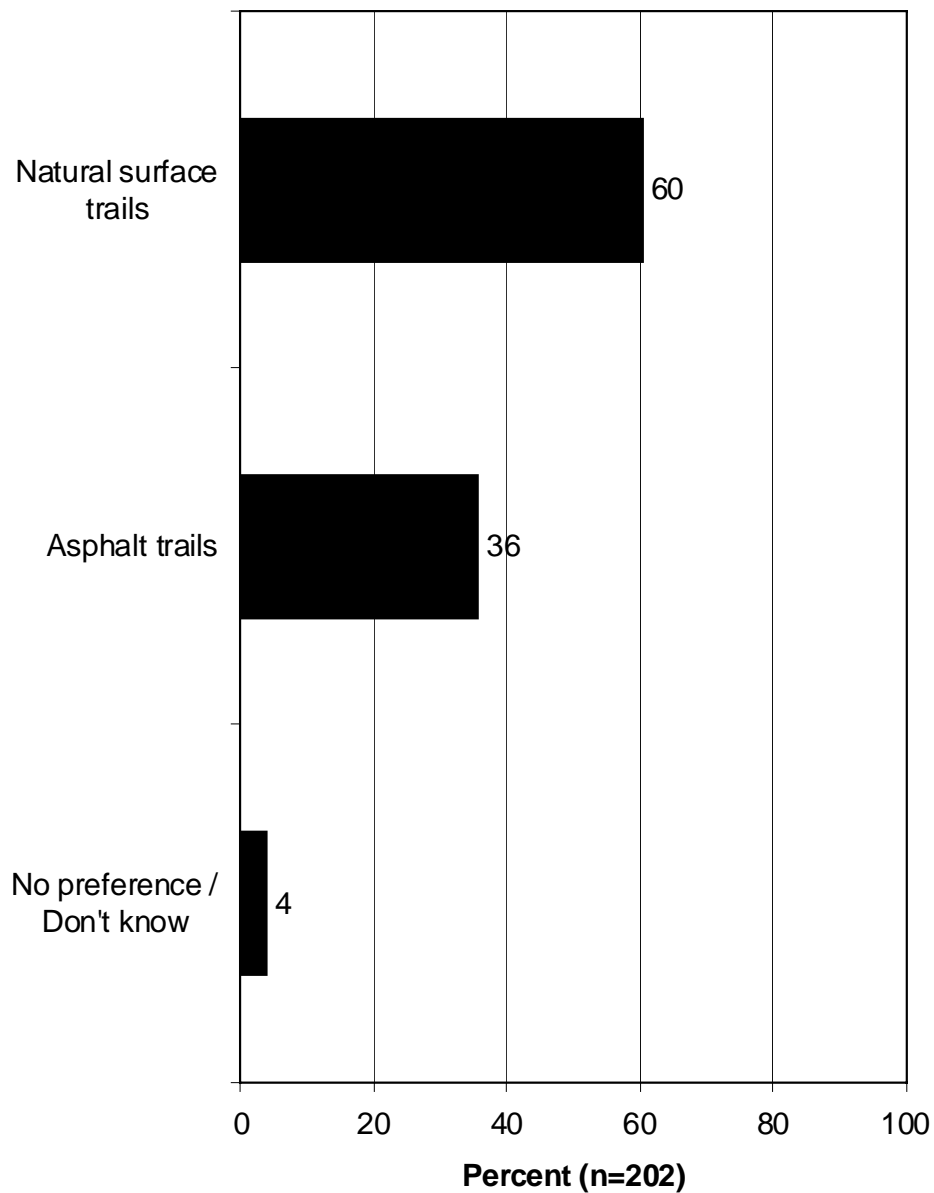
OPINIONS ON CONVERTING BOTH FORMER RAIL LINES INTO THE SAME TYPE OF TRAIL

- One question asked about whether the two former rail lines in question (one running north-south, the other running east-west) should be converted to bicycle trails of the same surface/use type: a majority agree (67%), while only 16% disagree. Most of those who agree (60%) want natural surface trails, while 36% want asphalt trails.

Q34. It has been proposed that the north-south former rail line and the east-west former rail line in Concord should be converted into bike trails using the same type of construction and the same type of surface. Do you agree or disagree that the north-south former rail line and the east-west former rail line in Concord should be converted into bike trails using the same type of construction and the same type of surface?



Q35. Do you prefer converting both the north-south former rail line and the east-west former rail line in Concord into natural surface trails or asphalt trails? (Asked of those who agree that the former rail lines should be converted into bike trails using the same type of construction and surface).



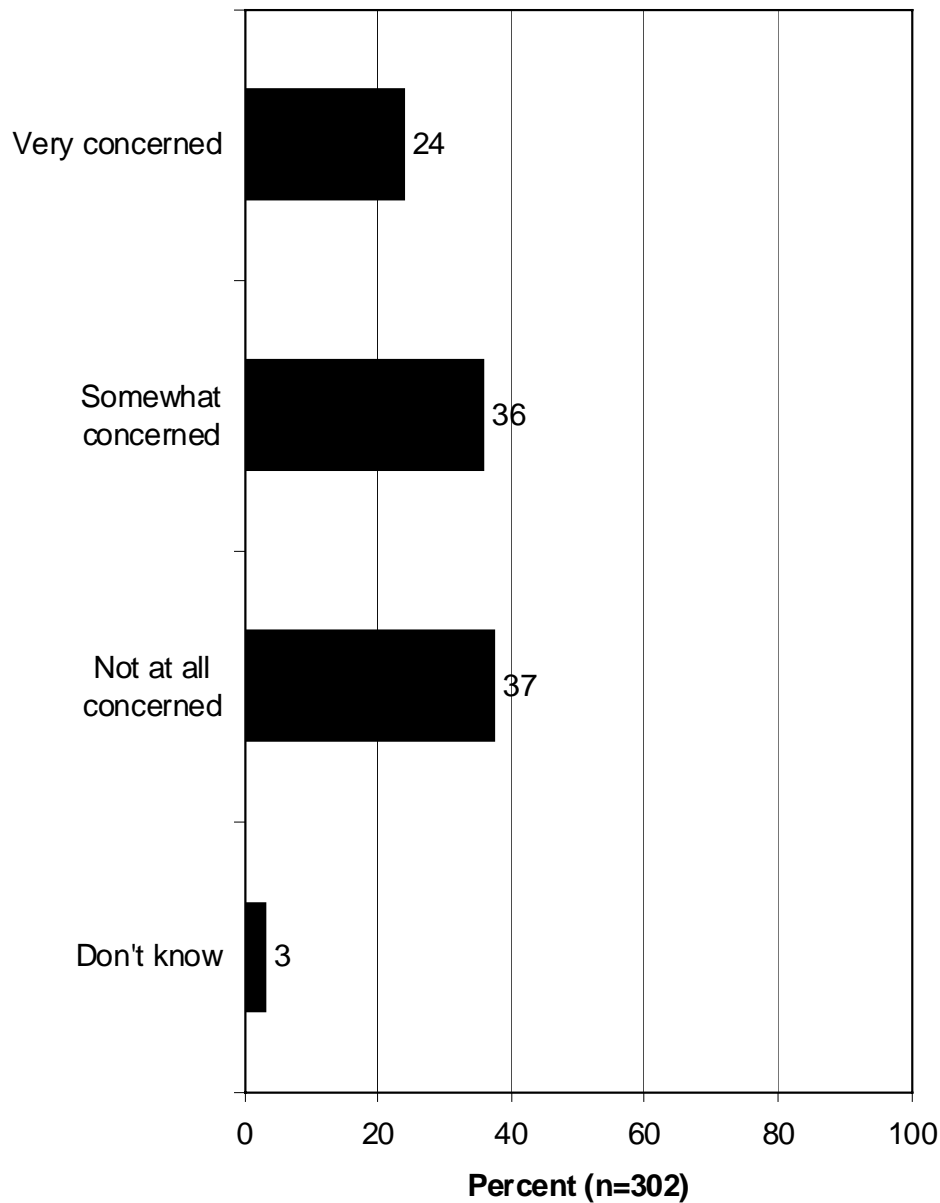
CONCERNS REGARDING ENVIRONMENTAL IMPACTS OF THE TRAIL CONVERSIONS

- Respondents are about evenly distributed among those who are very concerned (24%), somewhat concerned (36%), or not at all concerned (37%) about the environmental impacts of the trail conversions. In total, 60% are concerned. The results are about the same when respondents are informed that the former rail lines run through wetlands and natural areas, including Warner's Pond, the Jennie Dugan Marsh, the White Pond Conservation Area, along the Assabet River, and beside the Great Meadows Wildlife Refuge: 29% are very concerned, 37% are somewhat concerned, and 31% are not at all concerned (a total of 66% are concerned).

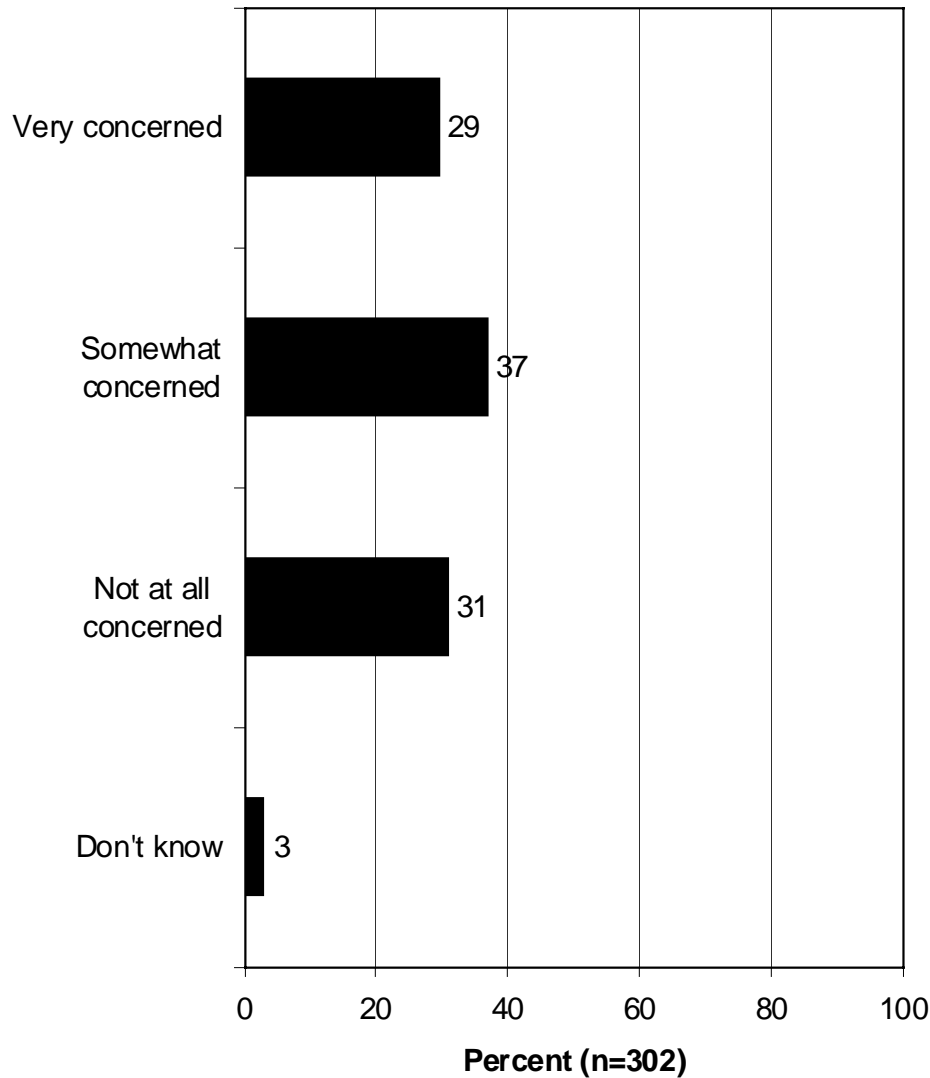
- Respondents were asked if they would support having the bicycle trails run beside roadways so that they could bypass environmentally sensitive areas: support (45%) exceeds opposition (33%).

- It appears that respondents trust that the planners and designers of the trail conversions will consider the environment: 68% agree that the planners and designers will plan, design, and construct the trails in a manner that will minimize the impacts on the environment; only 5% disagree.

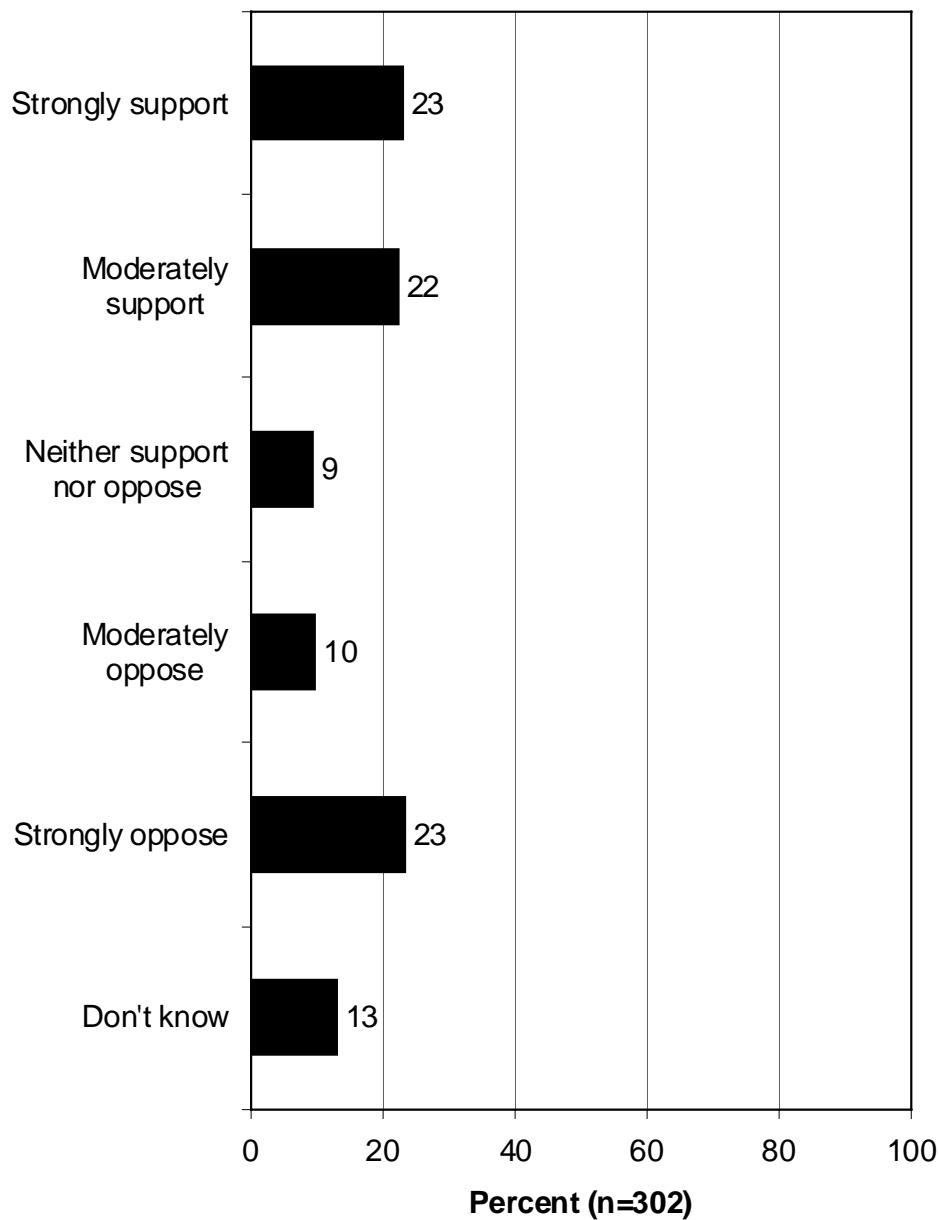
Q36. How concerned are you about the impact the planned trail conversions of the former rail lines that run through Concord will have on the environments through which they pass? Would you say you are very concerned, somewhat concerned, or not at all concerned?



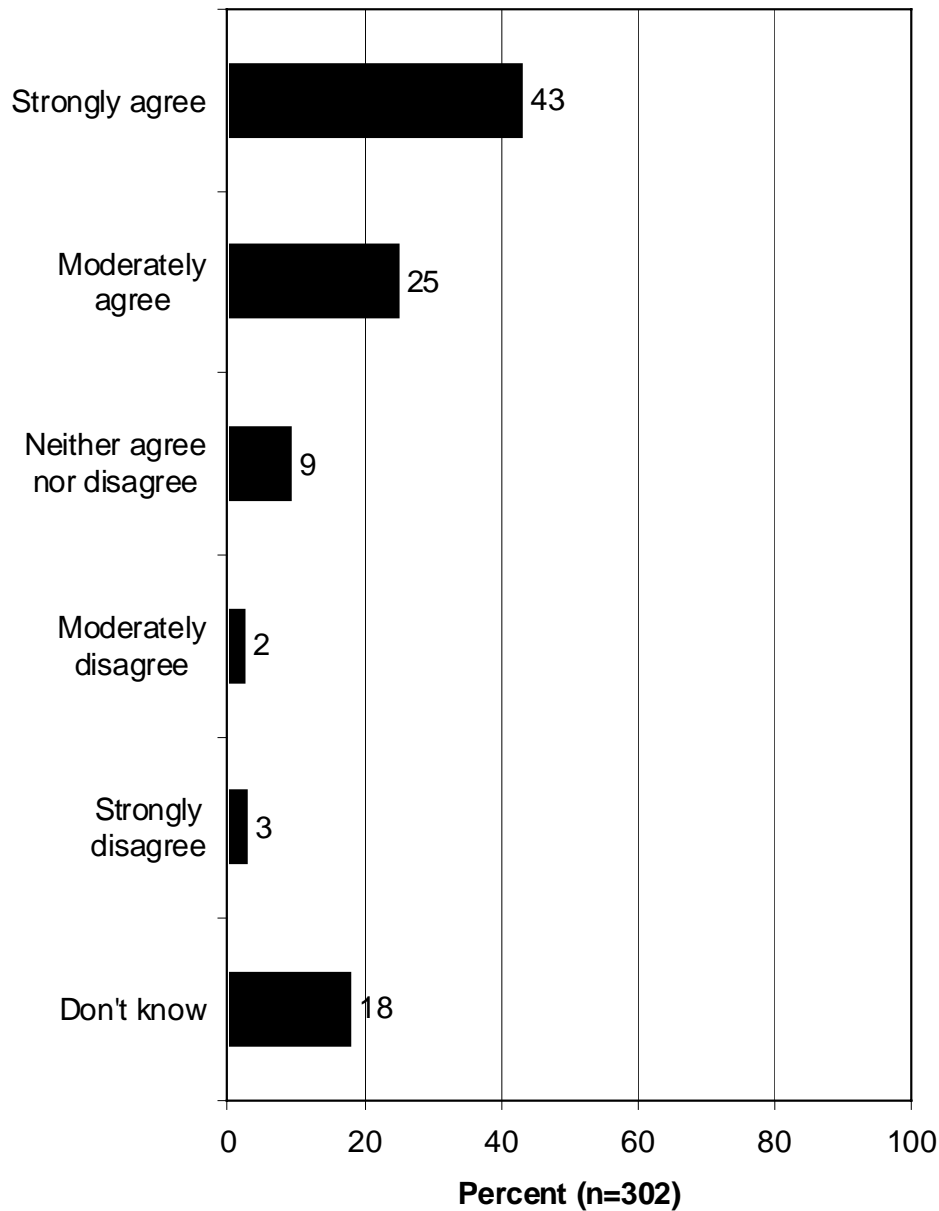
Q37. Both of the former rail lines in Concord primarily run through wetlands and other natural areas, including Warner's Pond, the Jennie Dugan Marsh, the White Pond Conservation Area, along the Assabet River, and beside the Great Meadows Wildlife Refuge. Given this information, how concerned are you about the impact the planned trail conversions will have on the environments through which they pass?



Q38. It has been proposed that alternate routes be used for parts of the bike trails in order to protect the most environmentally sensitive areas of the former rail lines. The alternate routes would likely run beside roadways. Do you support or oppose the use of such alternate routes?



Q39. Do you agree or disagree that the individuals and groups involved in designing the trail conversions of the former rail lines will plan, design, and construct the trails in a manner that will minimize the impacts on the environment?



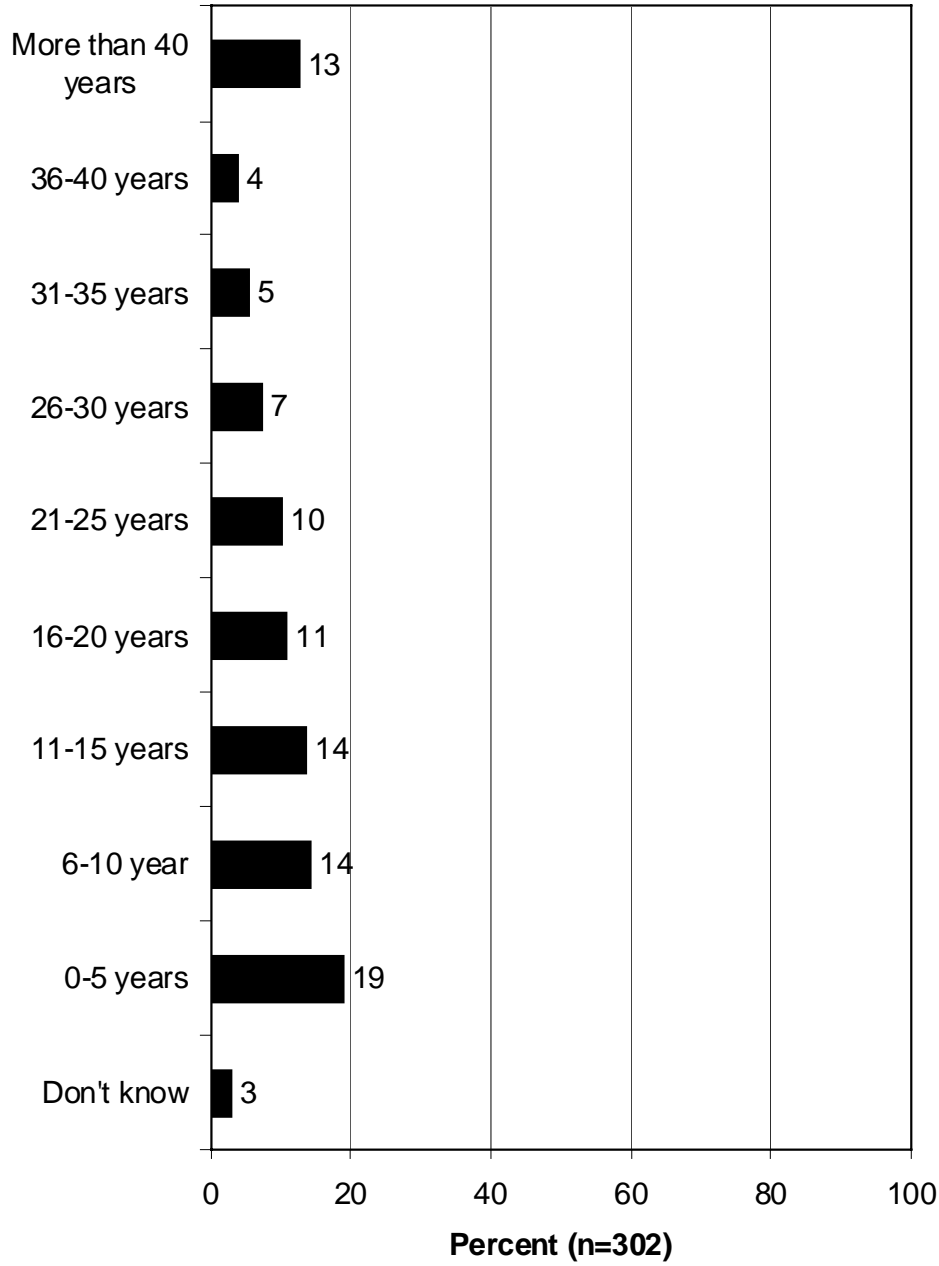
DEMOGRAPHIC DATA

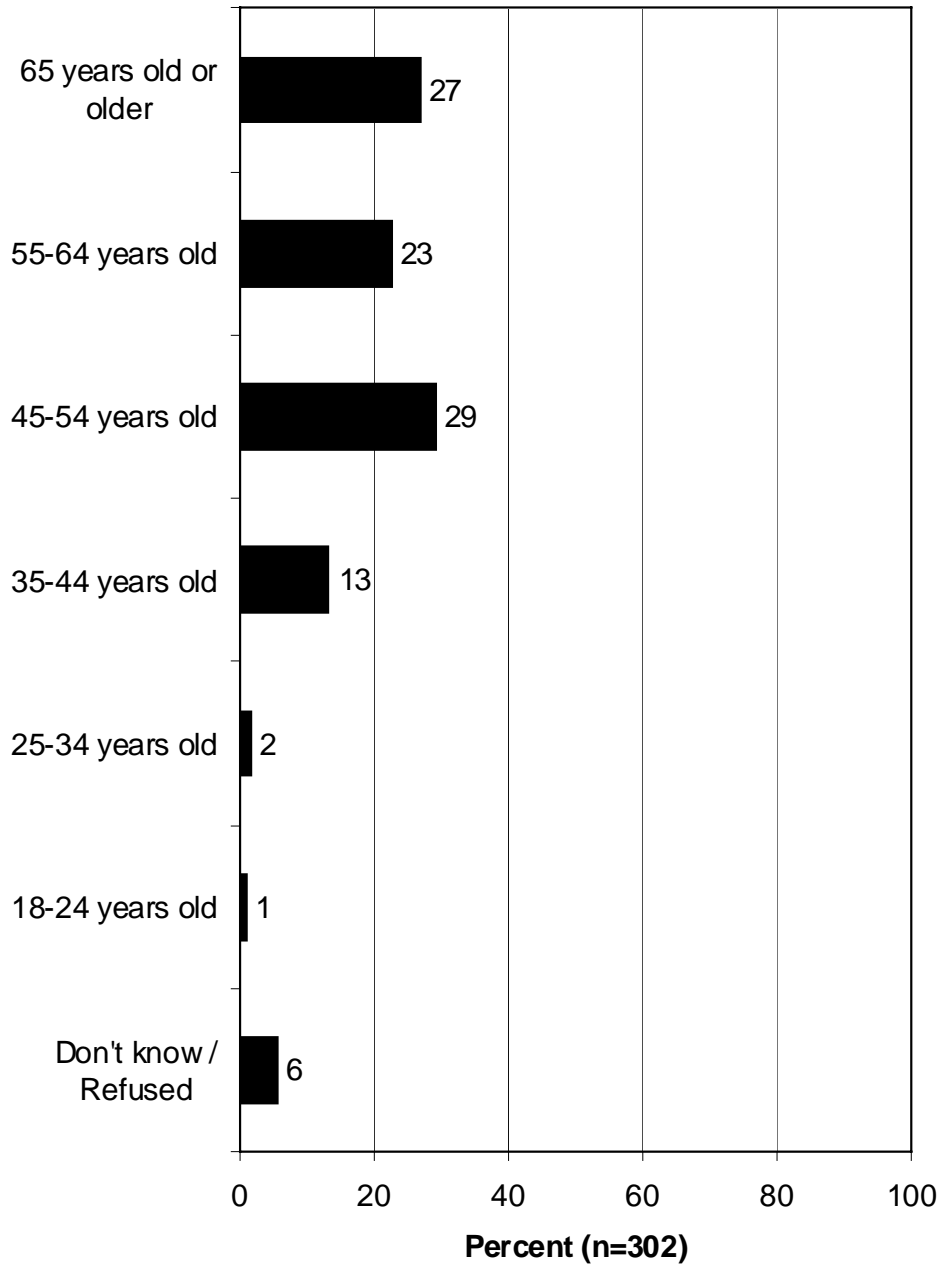
- Years of residency in Concord are shown, with respondents fairly evenly distributed among categories of years of residency. The mean is 21.1 years; the median is 17 years.

- Ages of respondents are shown. The mean is 57.0 years; the median is 55 years.

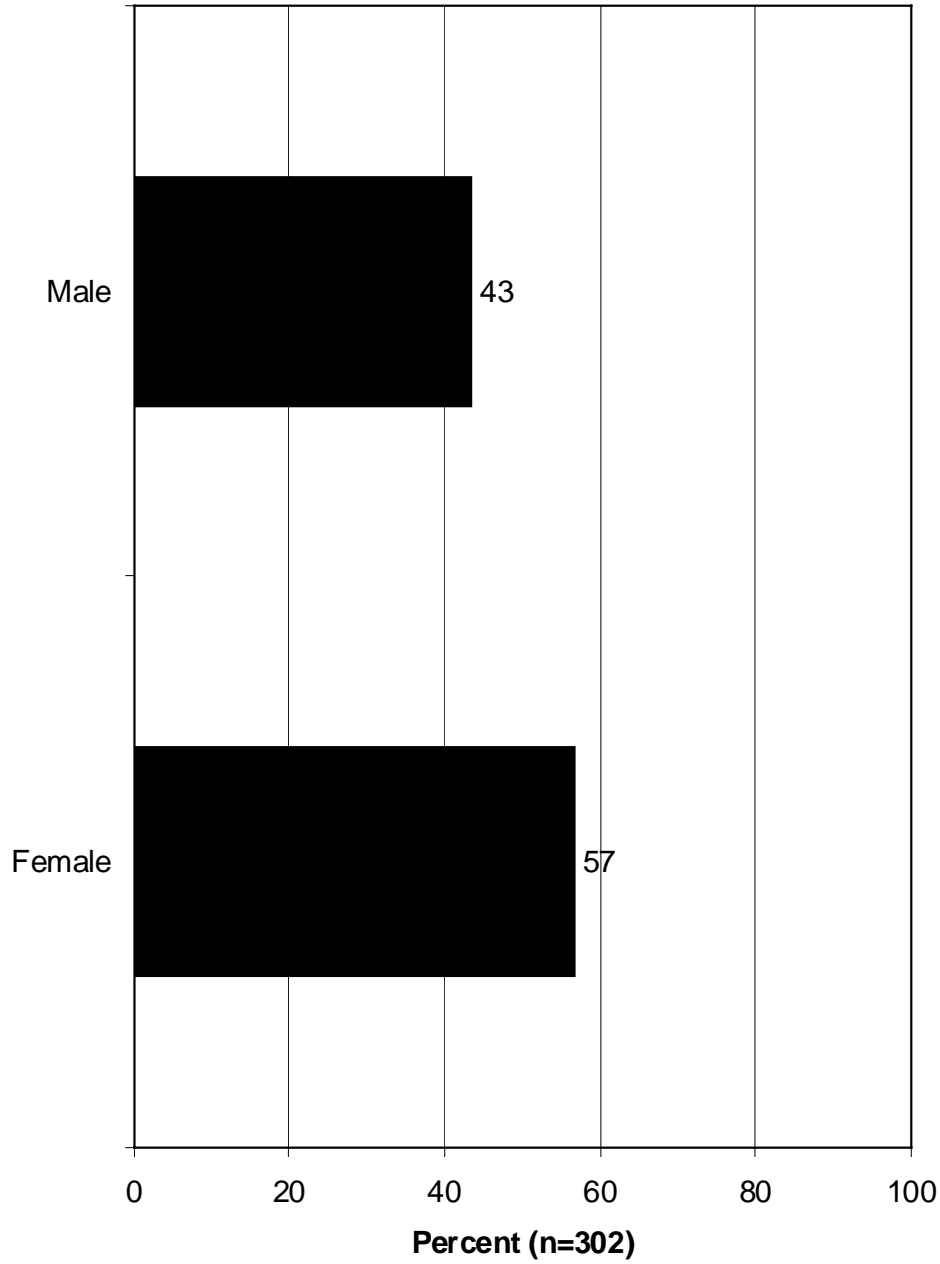
- The sample was split as follows: 57% female, and 43% male.

Q43. How many years have you lived in Concord?



Q44. May I ask your age?

Q50. Respondent's gender (not asked, but observed by interviewer).



APPENDIX A: SURVEY INSTRUMENT

Concord Rail Trail Survey

1. MARAIL

START

PRESS ENTER WHEN INTERVIEW BEGINS.

2. TIME WHEN PROGRAM WAS OPENED.

TIME1 1:1-5

|_|_|_|_|_|_|_|

3. SURVEY NAME

SNAME 1:6

(CHECK ONLY ONE ANSWER)

1. MARAIL

4. Hello, my name is _____. I'm calling to ask a few questions about your opinions on converting former rail-lines in Concord into bicycle trails. Do you have time to answer some questions?

(IF ASKED: We are a professional survey research firm.

This study is being conducted for a group of Concordians who believe that a professional survey should be conducted to find out what the citizens of Concord think about converting the former rail lines.)

CONPER1 1:7-8

(CHECK ONLY ONE ANSWER)

- 1. Correct person, good time to do survey (GO TO QUESTION 6)
- 2. Bad time/schedule recall (CB - do not save) (GO TO QUESTION 5)
- 3. AM, NA, BZ (do not save)
- 4. TM (GO TO QUESTION 58)
- 5. RF
- 6. NE (GO TO QUESTION 59)
- 7. DS
- 8. BG
- 9. DL
- 10. Bad Number (missing digit, begins with zero, etc.)

SKIP TO QUESTION 62

=====

5. When would be a more convenient time to call you back?
Thank you for your time.

WHENCALL

ENTER DAY AND TIME ON CALLSHEET (CB)

SKIP TO QUESTION 62

6. TIME WHEN INTERVIEW BEGAN.

TIME2 1:9-13

|_|_|_|_|_|_|_|

7. Our records indicate that you are a registered voter in
Massachusetts. Is this correct?

RECORDS 1:14

(CHECK ONLY ONE ANSWER)

- 1. Invalid answer. Select another. (GO TO QUESTION 7)
- 2. Yes (GO TO QUESTION 9)
- 3. No
- 4. DNR: Don't know

8. I'm sorry, but right now we are only interviewing those
individuals who are registered voters in Massachusetts.
Thank you very much for your time and consideration.

ONLYREG

PRESS ENTER TO CONTINUE

SKIP TO QUESTION 59

9. Are you a resident of the town of Concord,
Massachusetts?

RESIDENT 1:15

(CHECK ONLY ONE ANSWER)

- 1. Invalid answer. Select another. (GO TO QUESTION 9)
- 2. Yes (GO TO QUESTION 11)
- 3. No
- 4. DNR: Don't know

Concord Rail Trail Survey

Page 3

10. I'm sorry, but right now we are only interviewing residents of Concord. Thank you very much for your time and consideration.

ONLYRES

PRESS ENTER TO CONTINUE

SKIP TO QUESTION 59

=====

11. Prior to this survey, have you heard of the Bruce Freeman Rail Trail?

HEARD 1:16

(CHECK ONLY ONE ANSWER)

1. Invalid answer. Select another. (GO TO QUESTION 11)
 2. Yes (GO TO QUESTION 12)
 3. No
 4. Don't know

SKIP TO QUESTION 13

=====

12. Would you say you know a great deal, a moderate amount, a little, or nothing about the Bruce Freeman Rail Trail?

KNOWDEG 1:17

(CHECK ONLY ONE ANSWER)

1. Invalid answer. Select another. (GO TO QUESTION 12)
 2. A great deal
 3. A moderate amount
 4. A little
 5. Nothing
 6. DNR: Don't know

13. The Bruce Freeman Rail Trail is a proposed trail that would be created by converting a former rail line running from Lowell to Framingham, Massachusetts, into a bicycle trail. Each town the rail line passes through is considering how to develop the portion of the rail line within its borders.

INTRO1

PRESS ENTER TO CONTINUE

14. TIME AFTER FIRST INTRO

TIME3 1:18-22

|_|_|_|_|_|_|_|

15. In Concord, this former rail line runs north-south through West Concord from the Route 2 rotary to Sudbury. Currently, it is used by many people for recreational purposes, such as walking, running, and off-road biking. (IF ASKED: The former rail line runs north-south from Acton, near the Route 2 rotary through West Concord Center, across the Assabet River, behind the Sanborn School, through the Jennie Dugan Marsh, through the White Pond Conservation Area, and then to Sudbury.)

INTRO2

PRESS ENTER TO CONTINUE

16. How aware are you of the town of Concord's plan to convert the former rail line that runs north-south through West Concord into a bicycle trail that will be part of the Bruce Freeman Rail Trail? Would you say you were very aware, somewhat aware, or not at all aware?

AWARE 1:23

(CHECK ONLY ONE ANSWER)

- 1. Invalid answer. Select another. (GO TO QUESTION 16)
- 2. Very aware
- 3. Somewhat aware
- 4. Not at all aware
- 5. DNR: Don't know

17. In general, do you support or oppose the town of Concord's plan to convert the former rail line that runs north-south through West Concord into a bicycle trail? (READ SCALE AS NECESSARY; PROMPT FOR DEGREE)

SUPOP 1:24

(CHECK ONLY ONE ANSWER)

- 1. Invalid answer. Select another. (GO TO QUESTION 17)
- 2. Strongly support
- 3. Moderately support
- 4. Neither support nor oppose
- 5. Moderately oppose
- 6. Strongly oppose
- 7. DNR: Don't know

18. Prior to converting the former rail line that runs north-south through West Concord, the town must decide what the primary purpose of the trail will be.

INTRO3

PRESS ENTER TO CONTINUE

Concord Rail Trail Survey

Page 5

19. Choose transportation corridor or recreational trail first

R1 1:25

(CHECK ONLY ONE ANSWER)

1. Transportation corridor asked first (GO TO QUESTION 20)
 2. Recreational trail asked first (GO TO QUESTION 21)

20. Do you support or oppose converting the former rail line that runs north-south through West Concord into a "transportation corridor" with the primary purpose of providing a commuter bikeway?

(READ SCALE AS NECESSARY; PROMPT FOR DEGREE)

SUPOPTRA 1:26

(CHECK ONLY ONE ANSWER)

1. Invalid answer. Select another. (GO TO QUESTION 20)
 2. Strongly support
 3. Moderately support
 4. Neither support nor oppose
 5. Moderately oppose
 6. Strongly oppose
 7. DNR: Don't know

IF (#19 = 2) GO TO #22

21. Do you support or oppose converting the former rail line that runs north-south through West Concord into a "recreational trail" with the primary purpose of providing a trail for multiple recreational activities, such as walking, running, family biking, and nature-viewing?

(READ SCALE AS NECESSARY; PROMPT FOR DEGREE)

SUPOPREC 1:27

(CHECK ONLY ONE ANSWER)

1. Invalid answer. Select another. (GO TO QUESTION 21)
 2. Strongly support
 3. Moderately support
 4. Neither support nor oppose
 5. Moderately oppose
 6. Strongly oppose
 7. DNR: Don't know

IF (#19 = 1) GO TO #22

SKIP TO QUESTION 20

=====

22. ask #23 if supports both types

BRANCH1 1:28

(CHECK ONLY ONE ANSWER)

- 1. supports both types of trails (GO TO QUESTION 23)
- 2. does not support both types

COMPUTE IF ((#20 < 4) AND (#21 < 4)) 1
COMPUTE 2

SKIP TO QUESTION 24

=====

23. You indicated that you support converting the former rail-line that runs north-south through West Concord into a transportation corridor. You also indicated that you support converting it into a recreational trail. Do you prefer that the former rail line that runs north-south through West Concord be converted into a transportation corridor OR a recreational trail?

(IF ASKED: The consultants hired by the town of Concord have stated that it is not possible to build a trail that is completely satisfactory as a transportation corridor and as a recreational trail. Therefore, the town must choose which type of trail to build.)

PREF 1:29

(CHECK ONLY ONE ANSWER)

- 1. Invalid answer. Select another. (GO TO QUESTION 23)
- 2. Transportation corridor
- 3. Recreational trail
- 4. DNR: No preference / Don't know

24. Choose commuter bikeways or natural surface trail information first

R2 1:30

(CHECK ONLY ONE ANSWER)

- 1. asphalt commuter bikeways information first (GO TO QUESTION 25)
- 2. natural surface trail information first (GO TO QUESTION 27)

25. More than a thousand former rail lines have been converted into trails in America. Some of these trails, often in urban areas, are asphalt commuter bikeways while others, often in rural areas, are natural surface trails, such as stone dust. Typically, asphalt commuter bikeways are wider and are designed for accommodating higher bicycle speeds while the natural surface trails are narrower and designed for slower speeds. Asphalt trails may reduce automobile traffic, automobile emissions, and gasoline use by providing an easy route for commuting to work or other destinations by bicycling or walking; however, natural surface trails often require less tree cutting and have less of an impact on the environment than do asphalt commuter bikeways.

INTROCOM

PRESS ENTER TO CONTINUE

26. Given this information, do you prefer converting the former rail line that runs north-south through West Concord into an asphalt trail or a natural surface trail?

COMFIRST 1:31

(CHECK ONLY ONE ANSWER)

1. Invalid answer. Select another. (GO TO QUESTION 26)
2. Asphalt trail
3. Natural surface trail
4. DNR: No preference / Don't know

SKIP TO QUESTION 29

=====

27. More than a thousand former rail lines have been converted into trails in America. Some of these trails, often in rural areas, are natural surface trails, such as stone dust, while others, often in urban areas, are asphalt commuter bikeways. Typically, natural surface trails are narrower and designed for slower speeds while the asphalt commuter bikeways are wider and are designed for accommodating higher bicycle speeds. Natural surface trails often require less tree cutting and have less of an impact on the environment than do asphalt commuter bikeways; however, asphalt trails may reduce automobile traffic, automobile emissions, and gasoline use by providing an easy route for commuting to work or other destinations by bicycling or walking.

INTROREC

PRESS ENTER TO CONTINUE

28. Given this information, do you prefer converting the former rail line that runs north-south through West Concord into a natural surface trail or an asphalt trail?

RECFIRST 1:32

(CHECK ONLY ONE ANSWER)

- 1. Invalid answer. Select another. (GO TO QUESTION 28)
- 2. Natural surface trail
- 3. Asphalt trail
- 4. DNR: No preference / Don't know

29. Please tell me which of the following statements best represents your overall opinion of what the town of Concord should do with the portion of the former rail line that runs north-south through West Concord. The town should...

(READ LIST; CHECK ONLY ONE)

OVEROP 1:33-34

(CHECK ONLY ONE ANSWER)

- 1. Invalid answer. Select another. (GO TO QUESTION 29)
- 2. Leave the former rail line as it is for continued recreational
- 3. use (GO TO QUESTION 29)
- 4. Convert the former rail line into a recreational stone dust
- 5. trail that can support walking, running, family biking and (GO TO QUESTION 29)
- 6. wheelchair use (GO TO QUESTION 29)
- 7. Convert the former rail line into an asphalt commuter
- 8. bikeway that can support high-speed road bikes and roller (GO TO QUESTION 29)
- 9. blades (GO TO QUESTION 29)
- 10. DNR: No opinion / Don't know

30. There is another former rail line in Concord. It is north of Concord Center and runs east-west from Bedford to the Route 2 rotary. Currently, it is also used by many people for recreational purposes, such as walking, running, and biking.

(IF ASKED: The former rail line runs east-west from Bedford, beside the Great Meadows Wildlife Refuge, across Monument Street north of Concord Center, across the Sudbury River, around Nashawtuck Hill, and along the Assabet River to the Route 2 rotary.)

INTROEW

PRESS ENTER TO CONTINUE

31. How aware are you of the state of Massachusetts' plan to convert the former rail line that runs east-west through Concord into a trail that will connect the Bruce Freeman Rail Trail to the Minuteman Bikeway? Would you say you were very aware, somewhat aware, or not at all aware? (IF ASKED: The Minuteman Bikeway is an 11-mile bike trail that runs from Bedford to Cambridge, Massachusetts. It is built on a continuation of the former rail line that runs east-west through Concord.)

AWAREEW 1:35

(CHECK ONLY ONE ANSWER)

1. Invalid answer. Select another. (GO TO QUESTION 31)
 2. Very aware
 3. Somewhat aware
 4. Not at all aware
 5. DNR: Don't know

32. Do you support or oppose the state's plan to convert the former rail line that runs east-west through Concord into a trail connecting the Bruce Freeman Rail Trail to the Minuteman Bikeway? (READ SCALE AS NECESSARY; PROMPT FOR DEGREE)

SUPOPEW 1:36

(CHECK ONLY ONE ANSWER)

1. Invalid answer. Select another. (GO TO QUESTION 32)
 2. Strongly support
 3. Moderately support
 4. Neither support nor oppose
 5. Moderately oppose
 6. Strongly oppose
 7. DNR: Don't know

33. Please tell me which of the following statements best represents your overall opinion of what the town of Concord should do with the portion of the former rail line that runs east-west through Concord. The town should... (READ LIST; CHECK ONLY ONE)

OVEROPEW 1:37-38

(CHECK ONLY ONE ANSWER)

- 1. Invalid answer. Select another. (GO TO QUESTION 33)
2. Leave the former rail line as it is for continued recreational use (GO TO QUESTION 33)
3. use (GO TO QUESTION 33)
4. Convert the former rail line into a recreational stone dust trail that can support walking, running, family biking and wheelchair use (GO TO QUESTION 33)
5. Convert the former rail line into an asphalt commuter bikeway that can support high-speed road bikes and roller blades (GO TO QUESTION 33)
6. DNR: No opinion / Don't know

34. It has been proposed that the north-south former rail line and the east-west former rail line in Concord should be converted into bike trails using the same type of construction and the same type of surface. Do you agree or disagree that the north-south former rail line and the east-west former rail line in Concord should be converted into bike trails using the same type of construction and the same type of surface?

(READ SCALE AS NECESSARY; PROMPT FOR DEGREE)

SAMETY 1:39

(CHECK ONLY ONE ANSWER)

- 1. Invalid answer. Select another. (GO TO QUESTION 34)
2. Strongly agree (GO TO QUESTION 35)
3. Moderately agree (GO TO QUESTION 35)
4. Neither agree nor disagree
5. Moderately disagree
6. Strongly disagree
7. DNR: Don't know

SKIP TO QUESTION 36

=====

35. Do you prefer converting both the north-south former rail-line and the east-west former rail line in Concord into natural surface trails or asphalt trails?

WHICHSAM 1:40

(CHECK ONLY ONE ANSWER)

1. Invalid answer. Select another. (GO TO QUESTION 35)
 2. Natural surface trails
 3. Asphalt trails
 4. DNR: No preference / Don't know

36. How concerned are you about the impact the planned trail conversions of the former rail lines that run through Concord will have on the environments through which they pass? Would you say you are very concerned, somewhat concerned, or not at all concerned?

(READ SCALE AS NECESSARY; CHECK ONLY ONE)

CONCERNE 1:41

(CHECK ONLY ONE ANSWER)

1. Invalid answer. Select another. (GO TO QUESTION 36)
 2. Very concerned
 3. Somewhat concerned
 4. Not at all concerned
 5. DNR: Don't know

37. Both of the former rail lines in Concord primarily run through wetlands and other natural areas, including Warner's Pond, the Jennie Dugan Marsh, the White Pond Conservation Area, along the Assabet River, and beside the Great Meadows Wildlife Refuge. Given this information, how concerned are you about the impact the planned trail conversions will have on the environments through which they pass?

(READ SCALE AS NECESSARY; CHECK ONLY ONE)

CONCERNN 1:42

(CHECK ONLY ONE ANSWER)

1. Invalid answer. Select another. (GO TO QUESTION 37)
 2. Very concerned
 3. Somewhat concerned
 4. Not at all concerned
 5. DNR: Don't know

38. It has been proposed that alternate routes be used for parts of the bike trails in order to protect the most environmentally sensitive areas of the former rail lines. The alternate routes would likely run beside roadways. Do you support or oppose the use of such alternate routes?
(READ SCALE AS NECESSARY; PROMPT FOR DEGREE)

SUPOPALT 1:43

(CHECK ONLY ONE ANSWER)

- 1. Invalid answer. Select another. (GO TO QUESTION 38)
- 2. Strongly support
- 3. Moderately support
- 4. Neither support nor oppose
- 5. Moderately oppose
- 6. Strongly oppose
- 7. DNR: Don't know

39. Do you agree or disagree that the individuals and groups involved in designing the trail conversions of the former rail lines will plan, design, and construct the trails in a manner that will minimize the impacts on the environment?

(READ SCALE AS NECESSARY; PROMPT FOR DEGREE)

(IF ASKED: Those involved in the designing the trail conversions of the former rail lines include the town of Concord and the design consultants hired by the town.)

ADMINI 1:44

(CHECK ONLY ONE ANSWER)

- 1. Invalid answer. Select another. (GO TO QUESTION 39)
- 2. Strongly agree
- 3. Moderately agree
- 4. Neither agree nor disagree
- 5. Moderately disagree
- 6. Strongly disagree
- 7. DNR: Don't know

Concord Rail Trail Survey

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40. Have you heard of the FRIENDS OF THE BRUCE FREEMAN RAIL TRAIL organization?
 (IF ASKED: The Friends of the Bruce Freeman Rail Trail Organization did NOT sponsor this study.)
 (IF ASKED: This study is being sponsored by a group of Concordians who believe that a professional survey should be conducted to find out what the citizens of Concord think about converting the former rail lines.)

FOBFRT 1:45

(CHECK ONLY ONE ANSWER)

1. Invalid answer. Select another. (GO TO QUESTION 40)
 2. Yes (GO TO QUESTION 41)
 3. No
 4. DNR: Don't know

SKIP TO QUESTION 42

41. Are you currently a member of the FRIENDS OF THE BRUCE FREEMAN RAIL TRAIL organization? We are not asking for donations, we are only measuring current participation in the organization.

MEMFO 1:46

(CHECK ONLY ONE ANSWER)

1. Invalid answer. Select another. (GO TO QUESTION 41)
 2. Yes
 3. No
 4. Don't know

42. Now I just have a few final background questions to help us analyze the results.

INTRODEM

PRESS ENTER TO CONTINUE

43. How many years have you lived in Concord?
 (ENTER YEARS)

YEARS 1:47-48

LOWEST VALUE = 0
 HIGHEST VALUE = 98

44. May I ask your age?

(ENTER 888 FOR REFUSED; ? FOR DON'T KNOW)

AGE 1:49-51

____|____| years old

LOWEST VALUE = 1

IF (#44 = 888) GO TO #47

IF (#44 > 105) GO TO #44

IF (#44 < 18) GO TO #44

IF (#44 = 88) GO TO #45

IF (#44 > 79) GO TO #46

SKIP TO QUESTION 47

=====

45. YOU ENTERED 88 YEARS. IS THE RESPONDENT 88 YEARS OLD OR DID YOU MEAN TO ENTER 888 FOR REFUSED?

AGECHEK1 1:52

(CHECK ONLY ONE ANSWER)

1. Invalid answer. Select another. (GO TO QUESTION 45)

2. 88 years old

3. Respondent refused (RETURN TO AGE QUESTION AND ENTER 888) (GO TO QUESTION 44)

SKIP TO QUESTION 47

=====

46. DID YOU MEAN TO ENTER #44?

AGECHEK2 1:53

(CHECK ONLY ONE ANSWER)

1. Invalid answer. Select another. (GO TO QUESTION 46)

2. Yes

3. No (RETURN TO PREVIOUS QUESTION) (GO TO QUESTION 44)

47. TIME INTERVIEW WAS COMPLETED.

ENDTIME 1:54-58

____|____|____|

Concord Rail Trail Survey

Page 15

48. That's the end of the survey. Thanks for your time and cooperation. If you have any additional comments, I can record them here.

END 2:1-240

49. ENTER ANY IMPORTANT NOTES ABOUT THE SURVEY.

(e.g., explanation of abnormal data, inability to enter response to a question correctly)

NOTE 3:1-240

50. OBSERVE AND RECORD RESPONDENT'S GENDER.

GENDER 3:241

(CHECK ONLY ONE ANSWER)

1. Invalid answer. Select another. (GO TO QUESTION 50)
 2. Male
 3. Female
 4. Don't know

51. ENTER YOUR INITIALS.

INTVPRINT 3:242-244

|_|_|_|_|

LOWEST VALUE = "A"

52. ENTER THE AREA CODE AND TELEPHONE NUMBER OF NUMBER DIALED.

TELEPHON 4:1-10

|_|_|_|_|-|_|_|_|_|-|_|_|_|_|_|

LOWEST VALUE = 1

53. ENTER RM CASE NUMBER.

CASENO 4:11-16

|_|_|_|_|_|_|_|

LOWEST VALUE = 1

54. SAVE OR ERASE INTERVIEW.

ONLY ERASE IF THIS IS A PRACTICE INTERVIEW!

FINISH1 4:17

(CHECK ONLY ONE ANSWER)

- 1. Invalid answer. Select another. (GO TO QUESTION 54)
- 2. Save answers
- 3. Erase answers (GO TO QUESTION 61)
- 4. Terminate (TM) (GO TO QUESTION 58)
- 5. Person was not eligible (NE) (GO TO QUESTION 59)
- 6. Review answers (GO TO QUESTION 4)

55. CHECK THE LENGTH OF THE INTERVIEW.

TIMECHECK 4:18

(CHECK ONLY ONE ANSWER)

- 1. Check (GO TO QUESTION 56)
- 2. Real

COMPUTE IF ((#4 = 1) AND (#47 - #6) < 300) 1
 COMPUTE IF ((#4 = 1) AND (#47 - #6) > 1500) 1
 COMPUTE 2

SKIP TO QUESTION 60

=====

56. IS THIS A REAL COMPLETED INTERVIEW?

PRACTICE 4:19

(CHECK ONLY ONE ANSWER)

- 1. Invalid answer. Select another. (GO TO QUESTION 56)
- 2. Real completed interview
- 3. Practice interview (Select erase answers on next screen) (GO TO QUESTION 54)
- 4. Terminate (TM) (GO TO QUESTION 58)
- 5. Person was not eligible (NE) (GO TO QUESTION 59)
- 6. Review answers (GO TO QUESTION 4)

IF (((#4 = 1) AND (#47 - #6) > 1500) AND #56 = 2) GO TO #57

SKIP TO QUESTION 60

=====

57. WAS THIS INTERVIEW COMPLETED IN ONE PHONE CALL OR TWO PHONE CALLS?

STAGES 4:20

(CHECK ONLY ONE ANSWER)

- 1. One call
- 2. Two calls

SKIP TO QUESTION 60

=====

58. SAVE AS TERMINATE OR REVIEW ANSWERS.

SURETM 4:21

(CHECK ONLY ONE ANSWER)

- 1. Invalid answer. Select another. (GO TO QUESTION 58)
- 2. Save as TM
- 3. Review answers (GO TO QUESTION 4)

SKIP TO QUESTION 60

=====

59. SAVE AS "NOT ELIGIBLE" OR REVIEW ANSWERS.

SURENE 4:22

(CHECK ONLY ONE ANSWER)

- 1. Invalid answer. Select another. (GO TO QUESTION 59)
- 2. Save as NE
- 3. Review answers (GO TO QUESTION 4)

60. DETERMINES FINAL CALL STATUS.
CONPER 4:23-24
(CHECK ONLY ONE ANSWER)

- 1. Correct person, good time to do survey
- 2. Bad time/schedule recall
- 3. AM, NA, BZ
- 4. TM
- 5. RF
- 6. NE
- 7. DS
- 8. BG
- 9. DL
- 10. Bad Number (missing digit, begins with zero, etc.)

COMPUTE IF (#58 = 2) 4
 COMPUTE IF (#59 = 2) 6
 COMPUTE IF (#4 = 1) 1
 COMPUTE IF (#4 = 2) 2
 COMPUTE IF (#4 = 3) 3
 COMPUTE IF (#4 = 4) 4
 COMPUTE IF (#4 = 5) 5
 COMPUTE IF (#4 = 6) 6
 COMPUTE IF (#4 = 7) 7
 COMPUTE IF (#4 = 8) 8
 COMPUTE IF (#4 = 9) 9
 COMPUTE IF (#4 = 10) 10

SKIP TO QUESTION 62

=====

61. ARE YOU SURE YOU WANT TO ERASE THIS INTERVIEW?
ONLY ERASE IF THIS IS A PRACTICE INTERVIEW.
MAKESURE 4:25
(CHECK ONLY ONE ANSWER)

- 1. No, do not erase the answers (GO TO QUESTION 54)
- 2. Yes, erase this interview

62. SAVE OR ERASE INTERVIEW.
FINISH 4:26
(CHECK ONLY ONE ANSWER)

- 1. Save
- 2. Erase

COMPUTE IF (#61 = 2) 2
 COMPUTE IF (#4 = 2) 2
 COMPUTE IF (#4 = 3) 2
 COMPUTE 1

Concord Rail Trail Survey

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63. DATE CALL WAS MADE.

INTV DAT 4:27-34

_ _ _ _	_ _ _	_ _ _
Year	Month	Day

64. DAY OF THE WEEK CALL WAS MADE.

DAY 4:35

(CHECK ONLY ONE ANSWER)

- 1. Sunday
- 2. Monday
- 3. Tuesday
- 4. Wednesday
- 5. Thursday
- 6. Friday
- 7. Saturday

COMPUTE (JDAYOFWEEK (TOJUL #63))

SAVE IF (#62 = 1)

ABOUT RESPONSIVE MANAGEMENT

Responsive Management is a nationally recognized public opinion and attitude survey research firm specializing in natural resource and outdoor recreation issues. Its mission is to help natural resource and outdoor recreation agencies and organizations better understand and work with their constituents, customers, and the public.

Utilizing its in-house, full-service, computer-assisted telephone and mail survey center with 45 professional interviewers, Responsive Management has conducted more than 1,000 telephone surveys, mail surveys, personal interviews, and focus groups, as well as numerous marketing and communications plans, need assessments, and program evaluations on natural resource and outdoor recreation issues.

Clients include most of the federal and state natural resource, outdoor recreation, and environmental agencies, and most of the top conservation organizations. Responsive Management also collects attitude and opinion data for many of the nation's top universities, including the University of Southern California, Virginia Tech, Colorado State University, Auburn, Texas Tech, the University of California—Davis, Michigan State University, the University of Florida, North Carolina State University, Penn State, West Virginia University, and others.

Among the wide range of work Responsive Management has completed during the past 20 years are studies on how the general population values natural resources and outdoor recreation, and their opinions on and attitudes toward an array of natural resource-related issues. Responsive Management has conducted dozens of studies of selected groups of outdoor recreationists, including anglers, boaters, hunters, wildlife watchers, birdwatchers, park visitors, historic site visitors, hikers, and campers, as well as selected groups within the general population, such as landowners, farmers, urban and rural residents, women, senior citizens, children, Hispanics, Asians, and African-Americans. Responsive Management has conducted studies on environmental education, endangered species, waterfowl, wetlands, water quality, and the reintroduction of numerous species such as wolves, grizzly bears, the California condor, and the Florida panther.

Responsive Management has conducted research on numerous natural resource ballot initiatives and referenda and helped agencies and organizations find alternative funding and increase their memberships and donations. Responsive Management has conducted major agency and organizational program needs assessments and helped develop more effective programs based upon a solid foundation of fact. Responsive Management has developed Web sites for natural resource organizations, conducted training workshops on the human dimensions of natural resources, and presented numerous studies each year in presentations and as keynote speakers at major natural resource, outdoor recreation, conservation, and environmental conferences and meetings.

Responsive Management has conducted research on public attitudes toward natural resources and outdoor recreation in almost every state in the United States, as well as in Canada, Australia, the United Kingdom, France, Germany, and Japan. Responsive Management routinely conducts surveys in Spanish and has also conducted surveys and focus groups in Chinese, Korean, Japanese, and Vietnamese.

Responsive Management's research has been featured in most of the nation's major media, including CNN, ESPN, *The Washington Times*, *The New York Times*, *Newsweek*, *The Wall Street Journal*, and on the front pages of *The Washington Post* and *USA Today*.

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