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## X. APPENDIX D: INTERCEPT SURVEY OF LOCAL RESIDENTS

Although residents do not enter into an economic impact analysis because they do not bring new money into an area, there is nonetheless a benefit created for the residents by the availability of bicycling facilities. Therefore, residents were included in the intercept surveys. A summary of their survey responses to several rating questions follows. Thirty residents filled out surveys.

**Table 14. Intercepted Resident Cyclists: average ratings for quality of cycling and facilities and feeling of safety in the area.**

Question	Average Rating	Rating Scale
Overall Quality of Bicycling	3.3	1 = poor, 5 = excellent
Overall Quality of Bike Facilities	3.5	1 = poor, 5 = excellent
Bike Facility Existence Provided Feeling of Safety	4.0	1 = not a factor, 5 = a great deal

### Demographics

- Fifty-six percent of Residents were Permanent Residents, 44% were Part-Time.
- Part-Time Residents also live in Virginia (25%), Maryland (25%), New York (17%), and Pennsylvania (17%). This is very similar to the primary origins of the visiting bicyclists.
- Resident ages were 22-73 with an average of 49.5.
- Exactly 62.5% of respondents were male, 37.5% were female.
- The most frequent household incomes of residents were \$50,000-\$74,999 (41%), \$100,000 or more (35%), and \$35,000-\$49,999 (12%).
- Completed College (46%) and Advanced Degree (42%) were the education levels with the highest number of responses. The percent of advanced degrees is identical for residents & visitors.

### Bicyclists' Characteristics

- Forty-eight percent of residents bike 3-5 days/week, 30% bike 6-7 days/week.
- Fifty-four percent of resident cyclists rated themselves at the Intermediate/Recreational level, 39% answered they were Advanced/Serious, and 7% answered they were Beginner/Novice.
- Thirty-three percent of resident cyclists bike 10-49 miles/month, 22% ride more than 200 miles/month, 19% ride 50-99 miles/month, 15% ride 100-199 miles/month, and 11% ride less than ten miles/month.

## **Trip Information**

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- The three most common purposes for bicycle trips were Exercise (46%), Recreation (32%), and Personal Errands (11%).
- Resident starting points were concentrated in or near Duck (53%), Southern Shores (24%), Kitty Hawk (12%), Nags Head and Roanoke Island (both 6%), as might be expected due to the proximity to the survey locations.
- Destinations for Residents included Duck (56%), Nags Head and Corolla (both 17%), Southern Shores and Kill Devil Hills (both 6%).
- Rides averaged 18.2 one-way miles for residents, and ranged from 1.5 to 45 miles.

## **Bicycle Facilities Investments**

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- Ninety-one percent of residents indicated additional facilities should be built in the area.
- One hundred percent of residents favored the use of state and/or federal funds to build facilities.
- The top five priorities residents gave for improving bicycle facilities were, in order of priority: More Bike Paths, Wider Shoulders, Wider Paths, More Paved Shoulders, and Bike Route Signs/Maps.

## **Facility Investment Locations**

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Residents were asked about where bicycle facilities improvements should be located. NC 12 seems to be the preferred improvement location with the Duck, Kitty Hawk, Corolla, and Southern Shores areas all mentioned more than once. Other individual suggestions included U.S. 158, Collington Road, Nags Head to Oregon Inlet, and every two to three miles for signs, benches, and water fountains.

## **XI. APPENDIX E: SURVEY OF BED AND BREAKFAST AND CAMPGROUND ESTABLISHMENTS**

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Surveys related to bicycling were sent to 23 owners of Bed and Breakfast (B&B) and campground facilities in the northern Outer Banks. As only six owners responded, the data are not statistically significant but may be useful anecdotally.

Five of the responses were from B&B owners; the other was not identified as campground or B&B. One of the establishments was closed from December to February; all others were open year round. About half (47.5%) of the annual guests do some bicycling, with the most in the June – August period (30.8%) and the lowest level from December – February (15.8%). Only one-third of the B&Bs indicated that there were any cyclists riding December - February.

### **Bed & Breakfast Services**

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Half of the B&Bs had guests that arrived by bicycle. Most of those were Individuals/Couples/Families (3 of 5); the others were Groups/Bicycle clubs (2 of 5).

Maps were provided to visitors by two-thirds of the B&Bs. Most (5 of 6) gave verbal directions and one had written routes they had designed. One-third of the B&Bs had bicycles available for their customers and one-third of them charged for the rental of their bicycles. Most B&Bs (5 of 6) offered secure bicycle storage facilities.

### **Bed & Breakfast Ratings**

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Most owners (84%) rated bicycling as important to their area. Few owners rated the overall quality of bicycling in the area or of bicycle facilities as very good or excellent (0% for overall quality, 17% for facilities quality). All of the owners indicated that additional facilities should be built in the area and all owners favored the use of State and/or federal funds to build facility improvements.

The priorities for facility improvements were generally consistent with the intercept and visitor center surveys: bike paths, wider shoulders, bicycle lanes, bike stands to lock up bikes, multi-use paths, and wide curb lanes.