

Data Management Plan for "2012 National Survey of Bicyclist and Pedestrian Attitudes and Behavior [Supporting Datasets]"  
20240120

Basic Information

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0.01 Lead researcher, or lead staff name: Esther Wagner

0.02 Lead researcher, or lead staff ORCID or other identifier: unknown

0.03 Lead researcher contact information: esther.wagner@dot.gov

0.04 Organization: Office of Behavioral Safety Research (BSR), National Highway Transportation Safety Administration (NHTSA), U.S. Department of Transportation

0.05 Other researchers: See cataloging record and reports for other authors

0.06 Title of Research Proposal/Project: 2012 National Survey of Bicyclist and Pedestrian Attitudes and Behavior

0.07 URL: <https://doi.org/10.21949/1529969>

0.08 This is an initial DMP or a revised DMP.

0.09 Today's date (YYYY-MM-DD): 2024-01-20

0.10 This DMP was created by Leighton L Christiansen <https://orcid.org/0000-0002-0543-4268>, Data Curator, [leighton.christiansen@dot.gov](mailto:leighton.christiansen@dot.gov). You may also contact the NTL Data Curator at [NTLDataCurator@dot.gov](mailto:NTLDataCurator@dot.gov)

1. Data Description:

1.01) Dataset name: "2012 National Survey of Bicyclist and Pedestrian Attitudes and Behavior [Supporting Datasets]"

1.02) This dataset supports the conclusions of the report "2012 National Survey of Bicyclist and Pedestrian Attitudes and Behavior." The 2012 National Survey of Bicyclist and Pedestrian Attitudes and Behavior is the second survey on this topic conducted for the National Highway Traffic Safety Administration (NHTSA). Data collection was conducted by Abt SRBI, Inc, a national research organization. The survey utilized an overlapping dual frame (landline and cell) sample design and included an oversample of 16- to 39-year-olds. A total of 7,509 interviews were conducted with persons 16 years of age or older living in the United States. Interviewing began on July 12, 2012, and ended on November 18, 2012. The samples were combined and weighted to produce national estimates of the target population. The survey assessed the extent to which respondents engaged in bicycling and walking outdoors; demographic and typological descriptions of bicyclists and pedestrians; the extent and frequency of using electronic devices while biking or walking; attitudes and perceptions about bicycling and pedestrian activity; the availability and use of bike paths and lanes in the community; knowledge of various laws pertaining to bicyclists and pedestrians; and changes in bicycling and pedestrian behavior and attitudes since 2002. This report presents detailed findings from the survey and compares results to the 2002 administration.

The data supports the outputs: 2012 National Survey of Bicyclist and Pedestrian Attitudes and Behavior: Volume 1: Summary Report <https://doi.org/10.21949/1525756>; 2012 National Survey of Bicyclist and Pedestrian Attitudes and Behavior: Volume 2: Findings Report <https://doi.org/10.21949/1525757>; 2012 National Survey of Bicyclist and Pedestrian Attitudes and Behavior: Volume 3: Methodology Report <https://doi.org/10.21949/1525758>; 2012 National Survey on Bicyclist and Pedestrian Attitudes and Behavior [Traffic Tech]: Technology Transfer Series <https://doi.org/10.21949/1525788>.

NTL staff has reviewed the data and feels that re-identification risk of study participants from this dataset is extremely low.

The .ZIP folder of datasets and supporting documentation is 8MB in size. The ZIP contains files in the following formats: .CSV files which can be opened with any text editor; .TXT files which can be opened with any text editor; .PDF files that can be opened with any PDF reader; .DOCX files that can be opened in Microsoft Word and some web-based programs; .SAV files which can be opened with IBM SPSS statistical software; and, .JSON files which can be opened with text editors or metadata editing programs.

1.03) Data was collected between July 12, 2012, and November 18, 2012. No updates

1.04) The data can provide long-term value by helping to marking attitudes and behaviors of cyclists and pedestrians.

1.05) Data if fully accessible to the public.

1.06) The National Transportation Library is now responsible for the long-term preservation of the dataset. All responsibility for data content lies with NHTSA.

## 2. Standards Employed:

2.01) The data are available in the following formats: .CSV, .XLSX, and .SAV. .CSV is an open format. All others are proprietary.

2.02) The proprietary formats allow users to work in one of many current and ubiquitous statistical software programs: .XLSX version, opens with Microsoft Excel or other spreadsheet program; .SAV version, opens with IBM SPSS statistical software.

2.03) This is the final version of the data. If future updates or changes are needed, file name date and timestamps will be updated, as well as the README.txt document.

2.04) Documentation includes a Data Dictionary, a README.txt, this DMP, and the Methodology report.

2.05) This dataset is described using the DCAT-US Version 1.1 metadata schema in file NHTSA\_BSR\_2012\_NSBPAB\_METADATA\_20240120\_1700.json

## 3. Access Policies:

3.01) This data may be shared with the public.

3.02) NTL staff has reviewed the data and feels that re-identification risk of study participants from this dataset is extremely low.

3.03) There are no privacy, ethical, or confidentiality concerns raised from sharing this data.

3.04) Each interview was assigned a random identifier.

## 4. Re-Use, Redistribution, and Derivative Products Policies:

4.01) This data is managed by the National Transportation Library through agreement with the Office of Behavioral Safety Research (BSR) of the National Highway Transportation Safety Administration (NHTSA).

4.02) This data was transferred to NTL in 2023-07.

4.03) This data is in the public domain.

## 5. Archiving and Preservation Plans:

5.01) This dataset will be preserved by the National Transportation Library (NTL) in the Repository & Open Science Access Portal (ROSA P). The dataset landing page is at <https://doi.org/10.21949/1529971>

5.02) In order to protect digital information and data from loss, NTL employs the "3-2-1" backup rule. NTL maintains:

A) Three (3) copies of the electronic files

B) Stored on two (2) different kinds of storage media

C) With at least one (1) copy stored in a different geographic and geologic region.

i) Currently, NTL maintains a copy of its repository content and metadata in the following locations:

(1) USDOT- managed Microsoft Azure cloud environment

(2) CDC Public Access Platform (Amazon Web Services cloud environment)

(3) Removable media (external drive)

(4) Backups on the USDOT-managed Microsoft Azure cloud environment are in the disaster recovery site, in a different geographical area than USDOT headquarters. Backups on the CDC Public Access Platform are in the disaster recovery (DR) site on the US West Coast, a different geographic area than CDC headquarters. The disaster recovery site is updated daily. All daily backups of the staging server and weekly backups of the production servers are kept for 45 days.

5.03) The NTL will preserve and share the data in perpetuity.

5.04) NTL mints DOIs for datasets. The DOI for this dataset is <https://doi.org/10.21949/1529971>

5.05) NTL's ROSA P fully meets the criteria outlined on the Guidelines for Evaluating Repositories for Conformance with the DOT Public Access Plan page <<https://doi.org/10.21949/1520563>>.

## 6. Policies Affecting this Data Management Plan

This data management plan was created to meet the requirements enumerated in the U.S. Department of

Transportation's Plan to Increase Public Access to the Results of Federally-Funded Scientific Research Version 1.1 <<https://doi.org/10.21949/1520559>> and guidelines suggested by the DOT Public Access website <<https://doi.org/10.21949/1503647>>, in effect and current as of January 2024.

## 7. CHANGE LOG

2024-01-20: Original DMP written