IMPACT OF TRAILS STUDY

OTEC

Wednesday, October 28, 2015
Consultants

HUMPHREY SCHOOL OF PUBLIC AFFAIRS

UNIVERSITY OF MINNESOTA
“The principal goal of this study was to generate valid and reliable information about the values of trails to share with local business leaders and developers, government decision-makers, residents, and other stakeholders who are working together to develop and manage trails in the region.”
“Trails are built to be used, and the most important indicator of the value of a trail may be the level of use it receives.”
Segment Length
Impact of Trails Study

Miles
- Less than 0.85
- 0.89 - 1.38
- 1.44 - 2.23
- 2.31 - 3.58
- 5.00 - 7.60
Count Sites
Impact of Trails Study

Automatic Counter
- Temporary Counter (66)
- Permanent Counter (6)
- Surveyed Trail
To obtain estimates of AADTT, factors that describe traffic patterns at reference monitoring stations were used to extrapolate sample counts from short-duration monitoring. This is standard a procedure used in vehicular traffic monitoring.
Average Annual Daily Trail Traffic
Impact of Trails Study

AADTT

- 17 - 133
- 134 - 259
- 260 - 474
- 475 - 745
- 746 - 1222
**Segment: 516**

**Length:** 1.32 miles  
**Trail:** Olentangy Trail  
**Monitoring Agency:** Columbus

<table>
<thead>
<tr>
<th>Contact Name:</th>
<th>Nic Sanna</th>
</tr>
</thead>
<tbody>
<tr>
<td>Phone Number:</td>
<td>614.645.8026</td>
</tr>
<tr>
<td>Email:</td>
<td><a href="mailto:njanna@columbus.gov">njanna@columbus.gov</a></td>
</tr>
</tbody>
</table>

**Legend:**
- Green Circle: General Location  
- Red Line: Segment of Interest  
- Blue Line: Other Segments  
- White Star: General Counter location shown for placement consideration, they have not been field verified

**Monitoring Instructions:**
1. Follow placement considerations when installing counter. Mark location on the map.
2. Record required information (counter ID, begin date and time, etc.)
3. Take photo of counter in field if possible.
4. Counter can be moved on its 9th day at this location. Remove counter. Record end date and time.
5. Before installing at a new location, download the data to the data recorder, and clear data on counter.
6. Download the data from the recorder. Record shuttle file name. Submit the file via Dropbox or email along with installation photos and a filled out version of this sheet.

**PLEASE MARK EXACT COUNTER LOCATION ON MAP**

**Placement Considerations:** Limited access entire length of segment, choose location that anticipates future break with Goodale

<table>
<thead>
<tr>
<th>Required Information:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Counter ID: CRPD Temp #3</td>
</tr>
<tr>
<td>Count Begin Date and Time: 6/6/2014 1:00 pm</td>
</tr>
<tr>
<td>Count End Date and Time: 8/25/2014 1:00 pm</td>
</tr>
<tr>
<td>Shuttle File Name: EIS Segment 516.txt</td>
</tr>
</tbody>
</table>

**Comments:**  
On wooden fence post under South train bridge.

Questions? Please contact Jordan Whisler at jwhisler@morpc.org or (614)233-4148
“The goal of the survey was to produce a detailed profile of trail users in Franklin and Delaware Counties, including information about user patterns and expenditures.”
Survey Locations
Impact of Trails Study

Intercept Survey Location
Number surveyed
- 15 - 22
- 23 - 68
- 69 - 91
- 92 - 158

Surveyed Trail
TRAIL USERS:
- are well educated
- have above average household incomes
- visit the trails for about an hour more than 3 times a week
- rate the system very high
- are happy with trail characteristics & access to amenities
- believe in enhancing trails with connectivity

AND THE TRAILS ARE USED FOR:
- Recreation
- Exercise
- Commuting
- Shopping

filled out by:
- Cyclists
- Runners
- Walkers
TRAILS USERS ARE WELL EDUCATED

Most trail users have college degrees and have an above average household income.

TRAILS ARE USED FOR RECREATION AND EXERCISE

Trails are an excellent option for keeping workers healthy and maintaining business healthcare costs.
THERE IS ENTHUSIASTIC SUPPORT FOR GROWING THE TRAIL SYSTEM

Users rate the trail system very high, would like to see more connections, and value trail access to parks.

TRAILS ARE GOOD FOR LOCAL BUSINESSES

Trail users, particularly cyclists, shop at local stores while using area trails, buying equipment, clothing, and accessories.
Best thing about Central Ohio Trails

- Connectivity
- Well-maintained
- Biking
- Use
- Access
- Safe
- Walking
- Natural
- Exercise
- Parks
- Downtown
- Length
- Good
- More
- Traffic
- Areas
- Quality
- Clean
- System
- Alum
- Olentangy
- Scenery
- South
- Metro
- North
- Nature
- Beauty
- Away
- Distance
- Condition
- Best
- New
- Cars
- Provide
- Free
- Columbus
- Urban
- Just
- Many
- Great
- Far
- Abundance
- Network
- Close
- Number
- One
- Best
- Parts
- Close
- Bike
- Easy
- Feel
- Making
- Nice
- Really
- See
- You
- Love
- Central
- Ohio
- Long
“The goal of these structured, in-depth interviews was to obtain nuanced information about trails from influential key individuals who represent important constituencies and stakeholders in the trail development process.”
TRAILS:
• add value to local businesses
• are key for attracting and retaining talent
• need more investment to expand and connect

AND TRAILS PROMOTE:
Health  Social Interaction  Community  Well-Being
Eric Phillips, Union County Economic Development:
“The ‘wow factor’ of trails and their access to schools, work, business is a key factor for community development.”

Jeff Davis, owner of Café Brioso:
“Trails deliver customers to us in the morning just like the freeway does.”

Mike Brown, Experience Columbus:
“Connecting the trails [of surrounding communities] is critical to making a vital, vibrant system.”
The purpose of the property value analysis was to determine if proximity or accessibility to trails is correlated, either positively or negatively, with residential property values in Franklin and Delaware Counties.
Properties within 1/2 mile of Trails
Impact of Trails Study

- Trail Access
- Home within 1/2 mile of Trail Access
- Home Sold from 2011-2013

Surveyed Trail
“The goal of the analysis was to determine the range of costs for trail development and maintenance in the region so decision-makers can assess past investments, have reference points for making future investments, and, more generally, make more informed decisions about management of the trail network.”
• Capital and maintenance costs in our region are typical of costs in other urban regions.
### Reported Trail Construction Costs

<table>
<thead>
<tr>
<th>Total Costs</th>
<th>Total Miles in Estimate</th>
<th>Estimated Cost/Mile</th>
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</thead>
<tbody>
<tr>
<td>$30,038,882</td>
<td>54</td>
<td>$559,000</td>
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</table>

### Trail Maintenance Costs

<table>
<thead>
<tr>
<th>Total Costs</th>
<th>Total Miles in Estimate</th>
<th>Estimated Cost/Mile</th>
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</thead>
<tbody>
<tr>
<td>$562,987</td>
<td>77</td>
<td>$6,300</td>
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Deliverables

- Final Report
- Technical memoranda on each task
- Fact sheets

Public Release: July 22, 2015

http://www.morpc.org/Sustainability/greenways-water-quality/impact-of-trails-study/index