

National and State Trail Trends: Meeting Public Demand and Transforming Communities

November 6, 2009



Cross Florida Greenway, Photo by John Moran

**Florida Department of Environmental Protection
Office of Greenways & Trails**



State Trails and Cross Florida Greenway

3.6 Million
Visitors



The highest annual visitation ever

Public Demand



ATTITUDES

52% of Americans
would like to bike more

46% would bike
to work if designated
trails were available

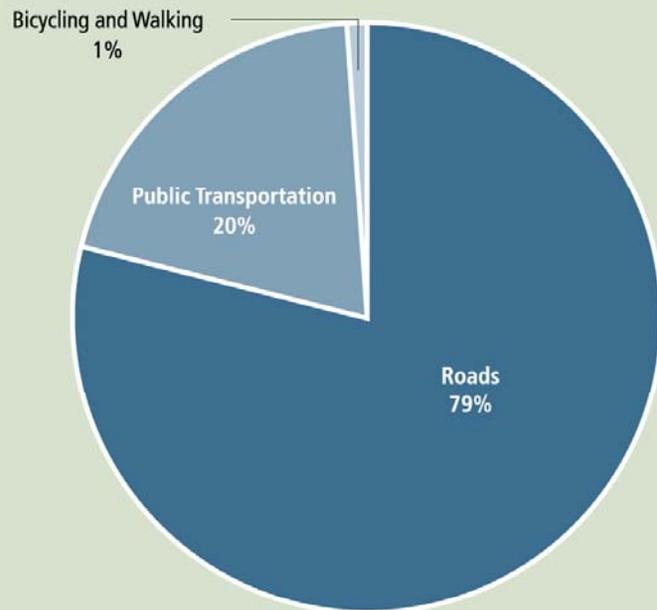
53% favor
increased federal
spending on bike facilities

(AMERICA BIKES)
(TRAILS AND GREENWAYS CLEARINGHOUSE)
(AMERICA BIKES)

Now is the time
for **America**
to invest in bicycling.
We will all benefit.

Public Demand

How Transportation Funding is Currently Allocated

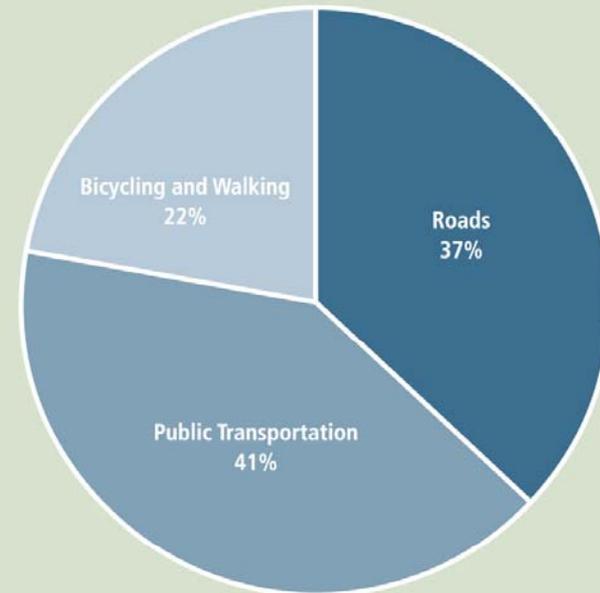


National transportation poll commissioned by Transportation for America, designed by Collective Strength, and fielded by Harris Interactive from December 1–19, 2007.

How Americans Would Allocate Transportation Funding

Eighty-one percent support "allocation of tax dollars toward the expansion and improvement of public transportation, sidewalks, and bike paths in your community." (Margin of error \pm 3 percent)

How Respondents Would Allocate Transportation Funding

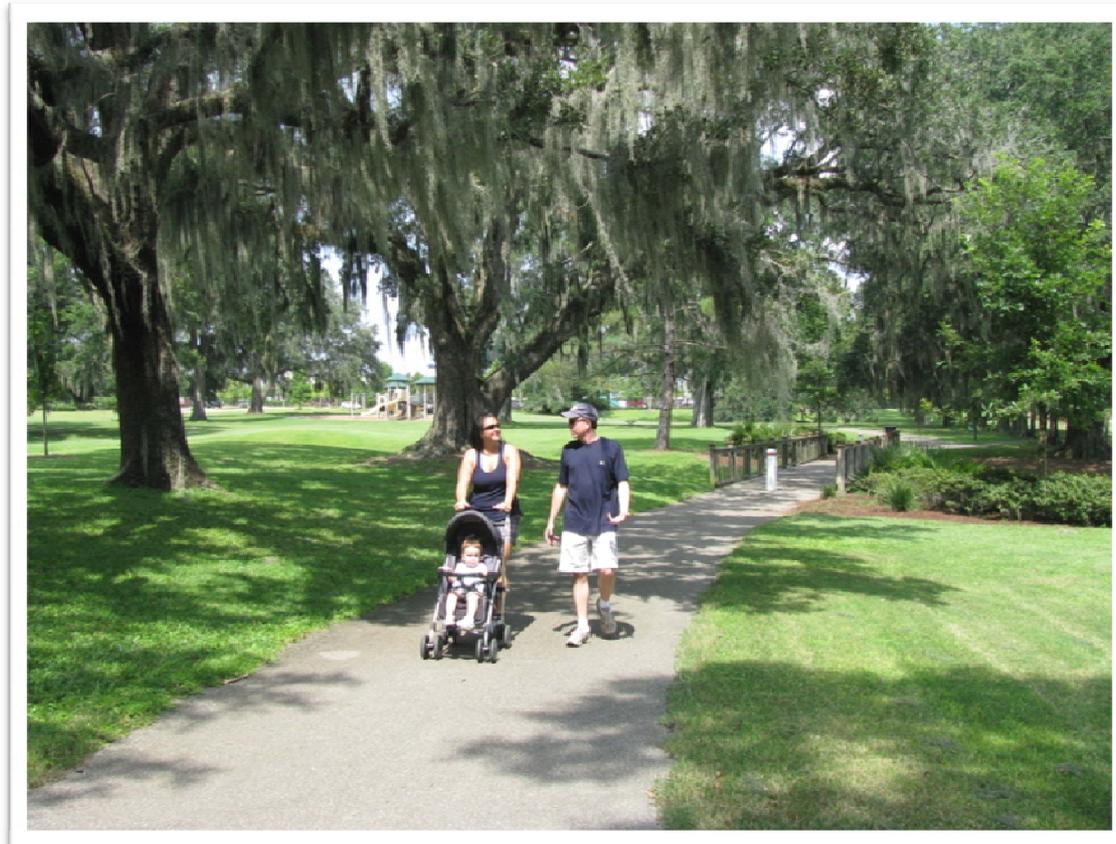


Source: Active Transportation for America
Rails to Trails Conservancy

Homeowners Want Trails

Trails are the most desired community amenity that homeowners seek when buying a home.

National Association of Home Builders, 2008



Last year, 65% of Florida visitors included nature-based activities in their travel.



Source: 2008 VISIT FLORIDA Research

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When out-of-state friends or family visit,
80% of Florida residents suggest
nearby natural, cultural and historical sights.



Source: 2007 VISIT FLORIDA Research

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Demand for Trail Information

Where to bicycle in Florida – one of the most requested information items



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**Welcome
Centers**



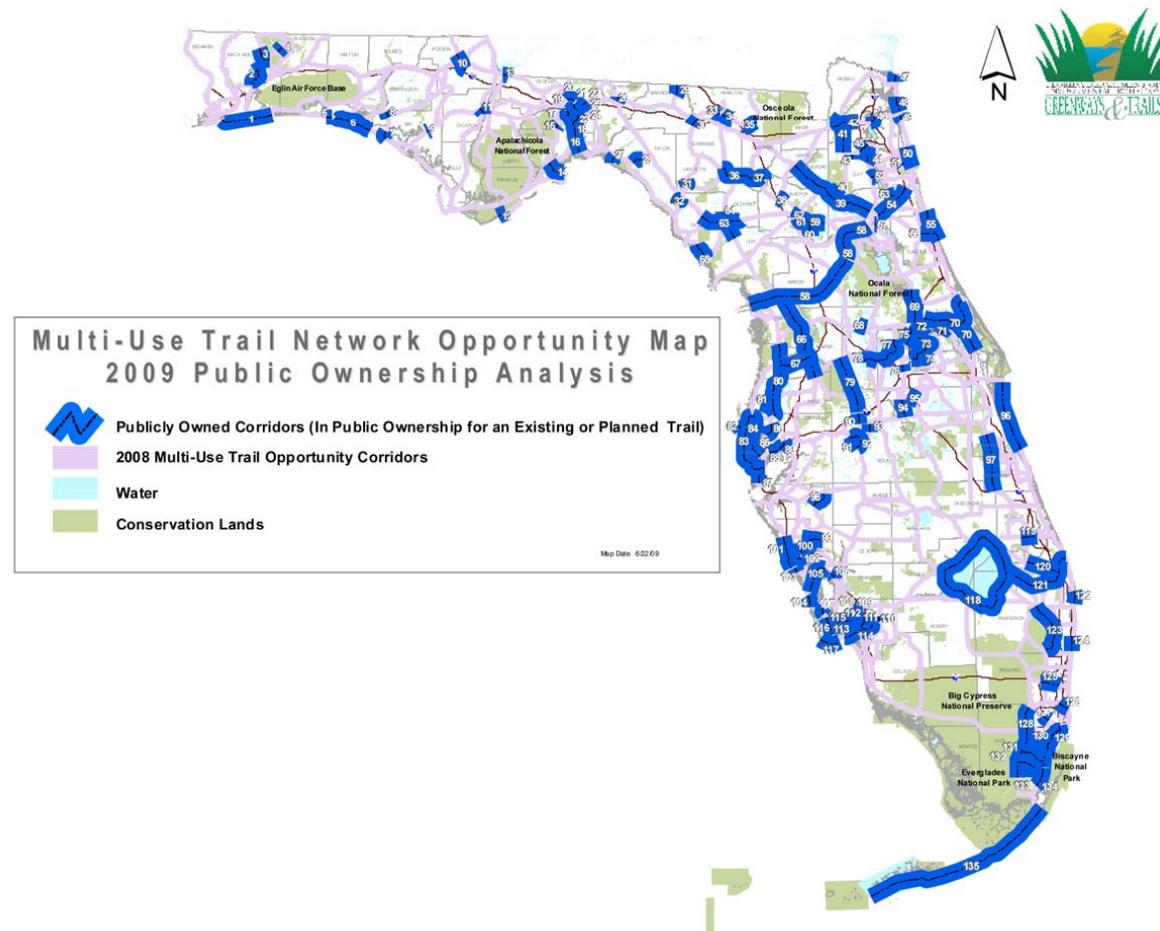
The Big Picture: Trail Opportunities

There are over 8,000 miles of existing land-based trails in Florida (OGT/UF Trail Database, 7/09)



Trail Opportunities

Over 1,700 miles of trail corridor within Florida's official Multi-Use Trail Network are already in public ownership (OGT, 7/09)



TRAIL TOWNS

— Capturing Trail-Based Tourism —



A GUIDE FOR COMMUNITIES IN PENNSYLVANIA

Length of Stay and Economic Impact

“A day-tripper will spend four times as much as a local user, and an overnight visitor will spend twice the amount that a day-tripper will spend.”

TRAIL TOWNS

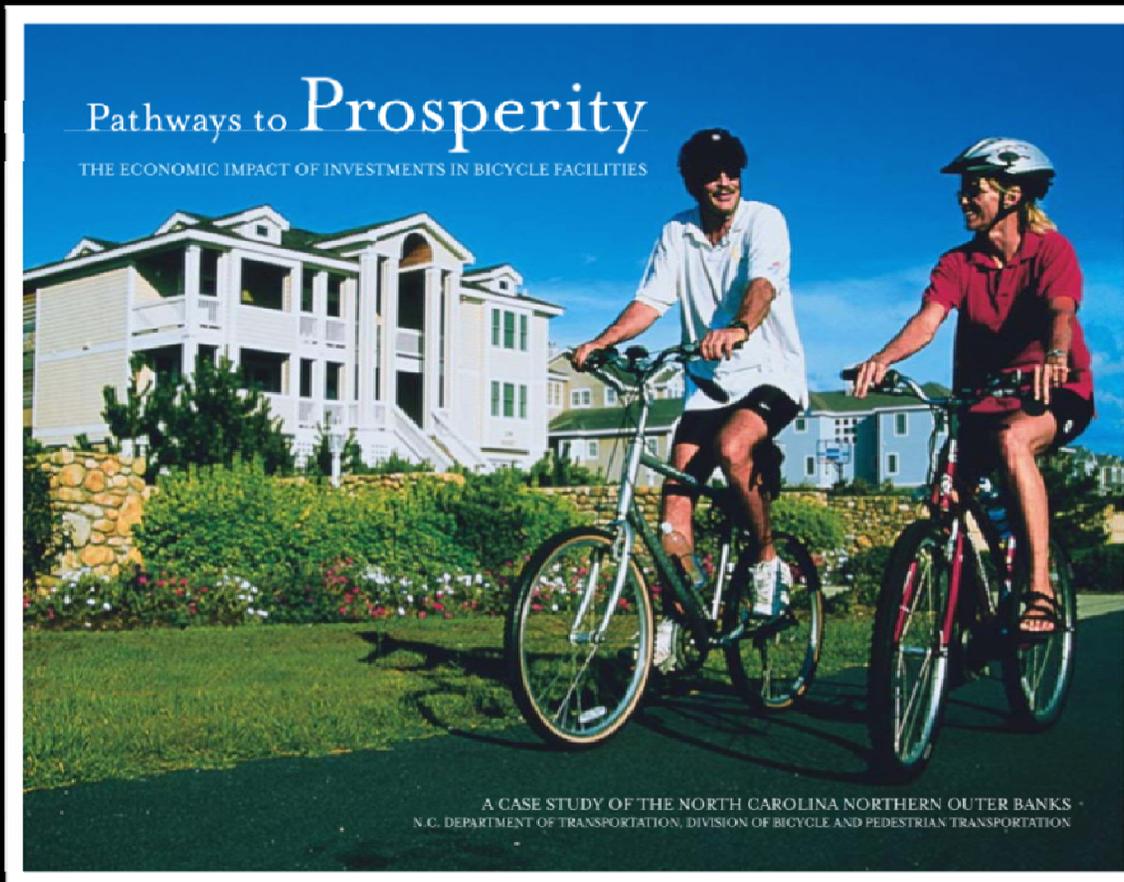
— Capturing Trail-Based Tourism —



A GUIDE FOR COMMUNITIES IN PENNSYLVANIA

Length of Trail and Economic Impact

“Studies show that the longer a trail is, the farther people will travel to visit it, the longer they will stay, and the more money they will spend.”



The annual economic impact of cyclists (\$60 million) is estimated to be almost nine times greater than the one-time expenditure of public funds to construct the bicycle facilities (\$6.7 million). *NC Dept of Transportation*

Public Choices and Property Values

Evidence from Greenways in Indianapolis

What determines the price of real estate? Location. Location. Location. This cliché is a good starting point for a discussion of property values and public choices, for it leads to the question why property values vary in different locations.

Most property owners know from experience that similar properties in different neighborhoods can command vastly different prices. But many may not realize that public choices can have large effects on property values. Public choices about capital investments, public services, and taxation affect property values because their impacts vary in different places. A new highway interchange, for example, generally increases the value of nearby property because it increases its accessibility. Conversely, a decision to close a school or a neighborhood police station may decrease the value of property in the neighborhood. In public policy debates, moreover, decisionmakers often lack information about how their choices will affect property values.

Thanks to a new partnership with the Metropolitan Indianapolis Board of Realtors (MIBOR), researchers at the

Center for Urban Policy and the Environment (Center) now have access to data that will help answer questions about how public choices affect property values. MIBOR has asked the Center to prepare a series of analyses of its Multiple Listing Service (MLS) sales database. Center researchers will prepare regular reports that illustrate how prices of housing, including affordable housing, vary by location and over time. In addition, Center researchers will complete independent analyses of how property values vary in response to public choices that impact different places and affect neighborhood characteristics.

This issue brief is the first of several Center reports that will explore the relationship between property values and public choices in the Indianapolis metropolitan region. In this brief, we describe the data and methods used to analyze these relationships. We show that neighborhood characteristics ranging from school quality to property taxes have significant effects on property values. Then, using greenways as an example, we illustrate the complexity of these relationships. We show that proximity to greenways generally has positive, statistically significant

Indianapolis Star Story Focuses on Monon Trail and Property Values

On November 23, the *Indianapolis Star* carried a front-page story by Bill Ruthhart titled "Developers' Urban Castles Rise Along the Monon Trail: Southern Sections Aren't Enjoying the Profits of Proximity." Ruthhart quoted developers, local officials, real estate brokers, business owners, and homeowners, and painted a balanced picture of patterns of real estate development along the trail. His sources believe that the Monon Trail has stimulated nearby real estate markets and increased property values in north central Indianapolis and in southern Hamilton County, but they also note that it has yet to spur economic development along its southern section in Indianapolis.

This issue brief explores some of the questions raised by the *Star* article. What are the effects of greenways on property values? Are the effects of all greenways the same? As the *Star* story illustrates, the answers to these questions are complex. Our analyses indicate that property values generally are correlated positively with proximity to greenways, but that when the Monon Trail is separated from other greenway trails, the effects of the other trails are not significant. More generally, we illustrate that public choices about investments can have significant effects on property values.

Indianapolis Study:
People paid an
average of
\$3,731 more
for homes in
greenway corridors.



Katy Trail: Dallas, TX

The Dallas Morning News

"I hear developers say that **any property that is adjacent to the trail can generate a better return** than something that is even a block or two away. The builders all want to maximize access of their developments to the trail and make the trail an intrinsic part of their design."

Dallas Real Estate Executive



Katy Trail: Dallas, TX

The Dallas Morning News

Some builders reported
“... **25 percent premium**
for having their properties back
up against the trail.”

Dallas Developer

**The Great Allegheny Passage
Economic Impact Study
(2007-2008)**

For
The Progress Fund's Trail Town Program
Laurel Highlands Visitors Bureau
and
Allegheny Trail Alliance

Job #07-294

August 7, 2009

campos
inc

Business owners indicated that, on average, one-quarter (25.5%) of their gross revenue was directly attributed to trail users

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Economic Impact Study
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Two-thirds (64.4%) of businesses reported that they experienced at least some increase in gross revenue because of their proximity to the trail

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About one-third (32.4%)
of businesses
mentioned that they
have or plan to expand
their business
operations and/or
services they offer
because of the impact
they felt from the trail.

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Trail users traveling 50 miles or more to arrive at the trail spent approximately twice as much in trail communities as those traveling less than 50 miles

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Trail users from 670
unique postal codes
were surveyed –
This included
nearly every state in the
continental United
States and parts of
Canada