

# Indiana Trails Study

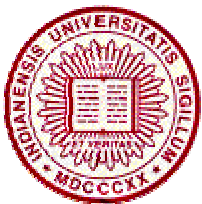
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## MONON TRAIL INDIANAPOLIS, IN

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**EPPL*e*'Y**  
INDIANA UNIVERSITY

November, 2001

Eppley Institute for Parks & Public Lands  
School of Health, Physical Education & Recreation  
HPER 133, Indiana University  
Bloomington, IN 47405



A c k n o w l e d g e m e n t s

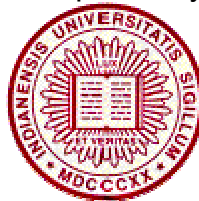
# Monon Trail Report Indiana Trails Study

A Study of the Monon Trail in Indianapolis, Indiana

Funded by

Indiana Department of Transportation  
Indiana Department of Natural Resources  
National Park Service  
Rivers, Trails and Conservation Assistance Program

Completed by



**Indiana University**

Eppley Institute for Parks & Public Lands  
Indiana University Bloomington

Center for Urban Policy & the Environment  
Indiana University Purdue University Indianapolis

**Stephen A. Wolter**  
Project Director

**Dr. Greg Lindsey**  
Research Director

**Project Associates**

John Drew  
Scott Hurst  
Shayne Galloway

November 30, 2001



## Indiana Trails Study

### City of Indianapolis Parks and Recreation

The Indiana Trails Study could not have been accomplished without the support and cooperation of leaders and staff from the local trail organizations that participated in the study. The following individuals served as the primary contacts and provided assistance to the Trails Study Team and played an important role in facilitating the completion of this study:

Bart Peterson	Mayor	City of Indianapolis
Joseph Wynns	Director	Department of Parks and Recreation
Ray R. Irvin	Administrator	DPR Greenways
Annie Brown	Admin. Assistant	DPR Greenways
Lori Gil	Sr. Project Manager	DPR Greenways
Terri VanZant	Sr. Project Manager	DPR Greenways
SonCheong Kuan	Planner	DPR Greenways
Jonathon Gick	Project Coordinator	DPR Greenways
Aaron Rucker	Intern	DPR Greenways
Donald Colvin	Sr. Planner	Department of Parks and Recreation
Frankie Tibbs	GW's Maint. Manager	Department of Public Works

### Indiana Trails Study Group

The following individuals provided guidance and review on the Indiana Trails Study Group as representatives of State and Federal agencies, including the Indiana Department of Transportation, Indiana Department of Natural Resources, National Park Service's Rivers, Trails and Conservation Assistance Program, Indiana Department of Commerce and Indiana Governor's Council on Physical Fitness

**Dale Brier**  
**Sharon Kendall**  
**Eric Myers**  
**Rory Robinson**

**Bob Bronson**  
**Casey McIntyre**  
**Joyce Newland**  
**Joe Tutterrow**

**John Goss**  
**Steve Morris**  
**Michael O'Loughlin**  
**Mariana Weinzapfel**

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## Background

Trail development has become a strong focus of quality of life proponents in regional and community development. Prompted by the rail trail trend of the 1970's and rooted in the bedrock planning ideas of Fredrick Law Olmsted, the connection of people to places through linear parks is an important part of urban development, transportation planning, historic preservation, open space preservation, and neighborhood development.

The development of multi-purpose pedestrian, biking and multi-modal trails, in connection with development of greenways, has become an increasingly popular alternative for the use of public funds across the country. In many communities, trails serve as a stimulus to recreation, physical activity and alternative transportation, and enhance quality of life. Trail development has been emphasized at the federal and state level as a means of alternative transportation, commercial recreation, tourism and business development, community building and health promotion in local communities. Trends point to the use of trails as a growing and preferred recreation activity, and many successful trail developments can be identified across the country.

However, the values of trail proponents sometimes conflict with adjacent landowners' preferences, or others who oppose trail development. Trail opponents sometimes claim that trails promote criminal activity, devalue neighboring property, and are unneeded in the community. While research conducted in many places in the country, generally, has not confirmed opponents' charges, some opponents continue to dismiss the results of national studies.

Because of concerns expressed by trail critics in Indiana, the Eppley Institute for Parks and Public Lands at Indiana University proposed to conduct a comprehensive survey of trails in six (6) Indiana communities. Funding and support for the research study was received from the Indiana Department of Transportation (INDOT), Indiana Department of Natural Resources (IDNR), and the National Park Service (NPS) in late spring 2000 and research was initiated in June 2000. The research was designed to measure various impacts of trails in the six cities, including the Monon Trail in Indianapolis.

## Purpose of the Study

The Indiana Trails Study included analyses of trail use, effects of trails on neighboring property, and economic impacts to determine negative and positive factors arising from trail development and trail conversion in Indiana. The six trails eventually selected for the Indiana Trails Study included trails in urban, suburban and rural places:

- Monon Trail, Indianapolis, representing urban trail development
- Prairie Duneland Trail, Portage, representing suburban trail development
- Cardinal Greenway Trail, Muncie, representing rural trail development
- Penssy Rail Trail, Greenfield, representing rural trail development
- Maple City Greenway Trail, Goshen, representing suburban trail development
- Rivergreenway Trails, Fort Wayne representing urban trail development

The objectives of this project were to determine: 1) recreational trail use; 2) who is using the trails, how the trails are used, how the trails are accessed and most frequently used; 3) opinions regarding management--such issues as safety, security, maintenance, signage, responsiveness to complaints/questions, and problems; 4) the effects of a trail on neighboring property including property value, damage, vandalism, and the salability of the property; and 5) the underlying attitudes toward trail development.



## Characteristics of Indianapolis and the Monon Trail

Since its beginning in 1821 Indianapolis has seen great diversity and change. With a population in Indianapolis of over 1.5 million it is the 31<sup>st</sup> largest Metropolitan Statistical Area in the United States, covering 3,088.73 square miles.

Indianapolis is often referred to as the “Crossroads of America” because more interstate highways than any other area intersect it. Another interesting aspect is that more than half of the nation’s population lives within a day’s drive.

## The Monon Rail Trail

The Monon Trail is divided into 6 phases. The first phase of the construction began with a 2.96 miles section in 1995 with the construction of the trail between 86th Street and Westfield Boulevard. This section of the trail crosses the White River, the White River overflow and the Central Canal. It includes restored red bridge structures painted in the original Monon red and popular scenic overlooks on the White River Bridge. This section also provides major links including the commercial areas along 86th Street and Broad Ripple, the Indiana School for the Blind, the Indianapolis Art Center, the White River and the Central Canal Trail.

Phase two and three began in the Spring of 1997 and encompassed over 3.5 miles of trail up to and including the bridge over Fall Creek Boulevard. Major features of this section include the new bridge over Kessler Avenue, and the renovated bridges over Fairfield Ave. and Fall Creek Boulevard.

Phases four and five are to extend from Fall Creek Parkway to 10th Street, anticipated construction is to begin in late 2001.

The last phase of the Monon Trail was constructed in 1997. It includes a one-mile trail section between 86th Street and 96th Street. This section required significant construction including railings, a pedestrian activated traffic signal installed east of the trail, and parking areas at 91<sup>st</sup> street. The trail will connect to the Carmel Monon Trail at 96th Street.



# Map of the Monon Trail



## Methodology

A number of research methodologies were used to complete the research for the Indiana Trails Study. The methods included:

- Counts of trail users
- Survey of trail users through intercepts at trail heads
- Survey of adjacent property owners, trail neighbors as they are called, through mail survey

Trail counts were conducted using infrared trail counters placed at various locations on each trail throughout the months of September, and October. The infrared trail counters were installed on utility poles or trees in an alignment that allowed trail users of all types (walker, bicyclists, joggers, runners, in-line skaters, etc.) to “break” the infrared light beam projected from a transmission unit to a receiving unit. Every time a user crossed in front of the transmission unit, the infrared light beam was broken, thus causing the receiving unit to record the date and time of the “event”. One (1) infrared reflective counter was used in Indianapolis with downloadable data capacity of 8,000 events recorded by date and time. Staff downloaded data from the counter throughout the study months.

Since the infrared trail counter technology was relatively new, the number of events recorded by the counters was validated in a study conducted by Dr. Greg Lindsey, Research Director for the Indiana Trails Study, on the Monon Trail in Indianapolis. By observing trail users at the trail counter location, recording date, time and number of trail users, Dr. Lindsey and his students were able to compare the actual number of trail users with those recorded by the infrared counter unit. This related study found that the infrared trail counter undercounted trail users by approximately 15%.

Survey of trail users was completed through intercepts/stops of trail users during *one week each* in July and August; in four locations (L<sup>1</sup>-L<sup>4</sup> in the following table) on each trail over 3 periods in a day. The intercept survey was designed as a two-stage survey where every *nth* adult user was asked if they would participate in a short interview followed up by a more extensive mail survey. Stop rotations on each trail were scheduled as below.

Time	Mon.	Tues.	Wed.	Thur.	Fri.	Sat.	Sun.
7-11 a.m.	L <sup>1</sup>	L <sup>4</sup>	L <sup>3</sup>	L <sup>2</sup>	L <sup>1</sup>	L <sup>1</sup> L <sup>2</sup> L <sup>3</sup> L <sup>4</sup>	L <sup>1</sup> L <sup>2</sup> L <sup>3</sup> L <sup>4</sup>
11 a.m. – 3 p.m.	L <sup>2</sup>	L <sup>1</sup>	L <sup>4</sup>	L <sup>3</sup>	L <sup>2</sup>	L <sup>1</sup> L <sup>2</sup> L <sup>3</sup> L <sup>4</sup>	L <sup>1</sup> L <sup>2</sup> L <sup>3</sup> L <sup>4</sup>
3-7 p.m.	L <sup>3</sup>	L <sup>2</sup>	L <sup>1</sup>	L <sup>4</sup>	L <sup>3</sup>	L <sup>1</sup> L <sup>2</sup> L <sup>3</sup> L <sup>4</sup>	L <sup>1</sup> L <sup>2</sup> L <sup>3</sup> L <sup>4</sup>

The intercept protocol used in this method was to stop every *nth* adult and ask subject to participate in short 3-minute survey with follow-up mail survey. The follow-up survey was a 16-page booklet with a self addressed-business reply-mailing panel on the back panel that allowed participating trail users to return the survey to the Eppley Institute for Parks and Public Lands by U.S. mail. Reminder cards and a second mailing of the survey to non-respondents were undertaken to increase response rate to the follow-up survey.

Trail neighbors were mailed a survey asking them to reflect on management issues and their experiences with the trails in their area. Trail neighbors were identified using an agency’s pre-existing neighbor list updated as necessary.

Reminder cards and a second mailing of the survey to non-respondents were undertaken to increase response rate to the trail neighbor survey.

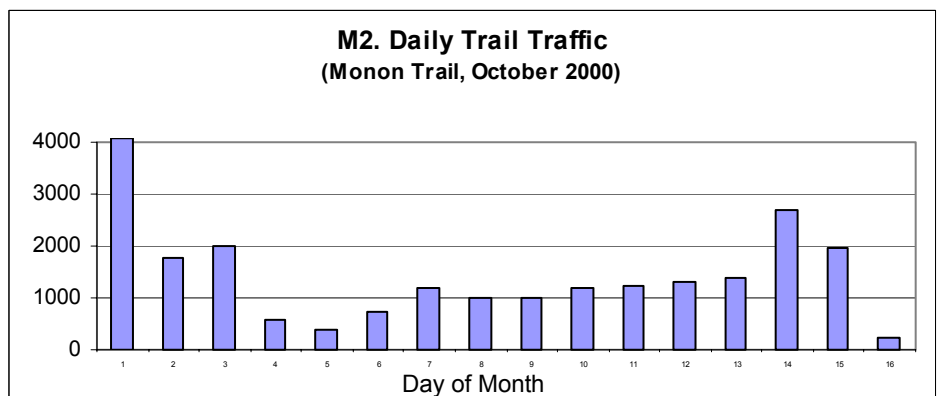
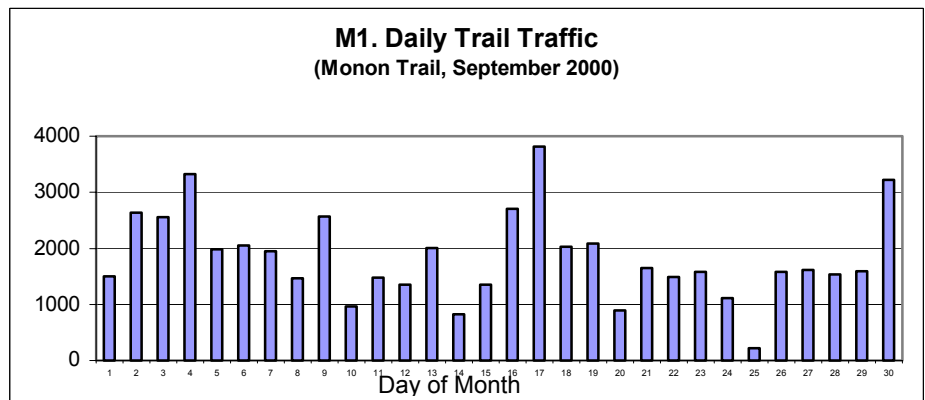
## Trail Counts

Estimates of total traffic on the Monon Rail-trail in Indianapolis in September and October 2000 are 55,148 and 45,606 respectively. These estimates are adjusted counts of the total number of users that went past the counter, not estimates of the number of different user-visits or separate trips to the trail. The October estimate is an extrapolation based on approximately 16 days of data.

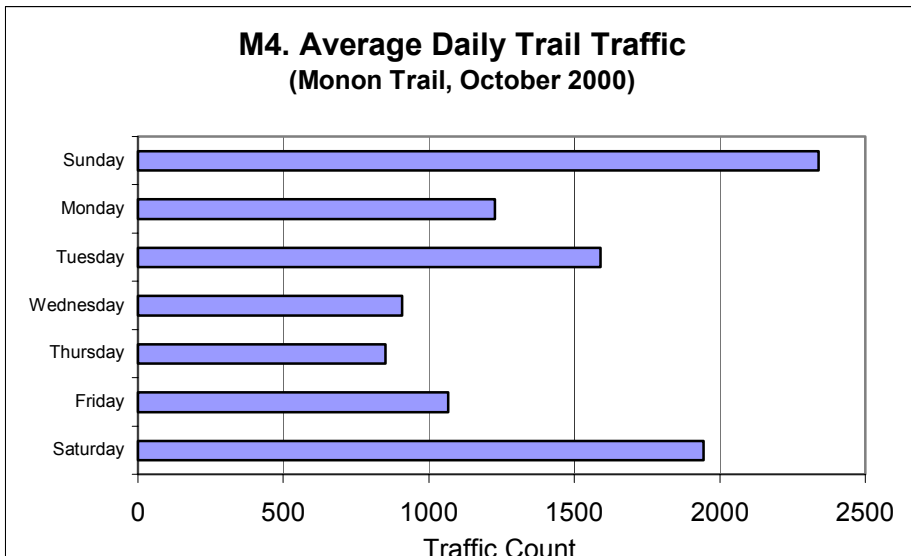
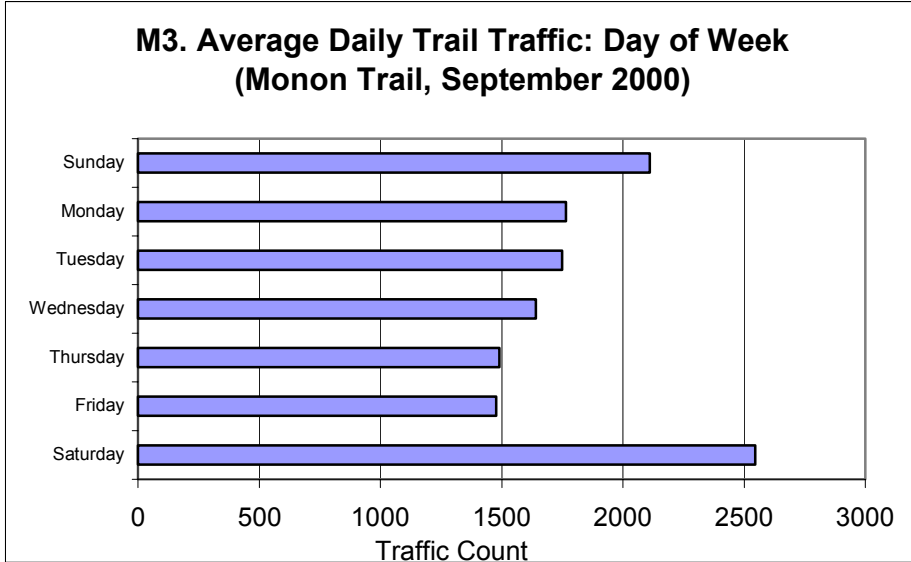
Estimates of the number of different users-visits to the trail are not available, but a crude approximation is that the number of user visits is approximately equal to half of the total traffic. This approximation assumes that each user passed the counter twice. Although it is likely that some users passed the counter more than twice and that other users passed it only once, information for making a better estimate of the number of different visits is not available. The number of different users would be less than the number of user-visits because many users make multiple trips during a month or week.

### Daily Trail Traffic

Figures M1 and M2 show trail use on 46 days in September and October. Estimated daily trail traffic varied by a factor of about 17 in September and 10.8 in October. Daily traffic in September ranged from a low of only 218 on Monday, September 25 to a high of 3,817 on Sunday, September 17.



Although analyses of the causes of variability are beyond the scope of this study, the variability in daily traffic generally can be accounted for by user preferences, weather, and other factors.



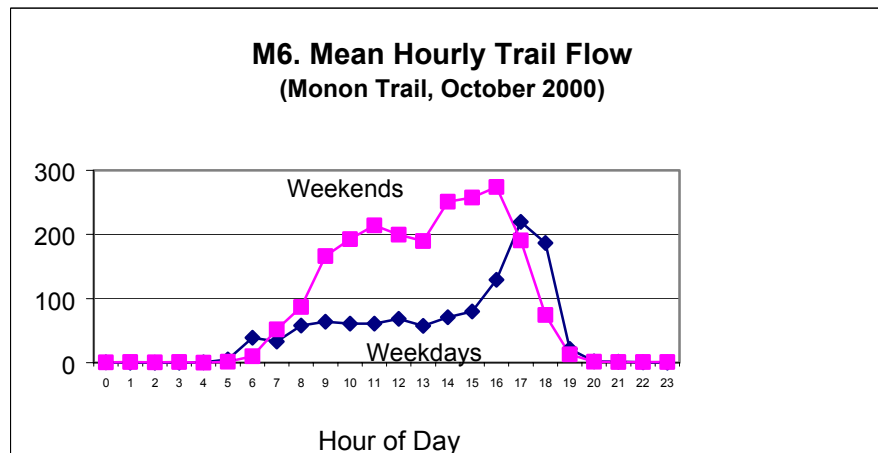
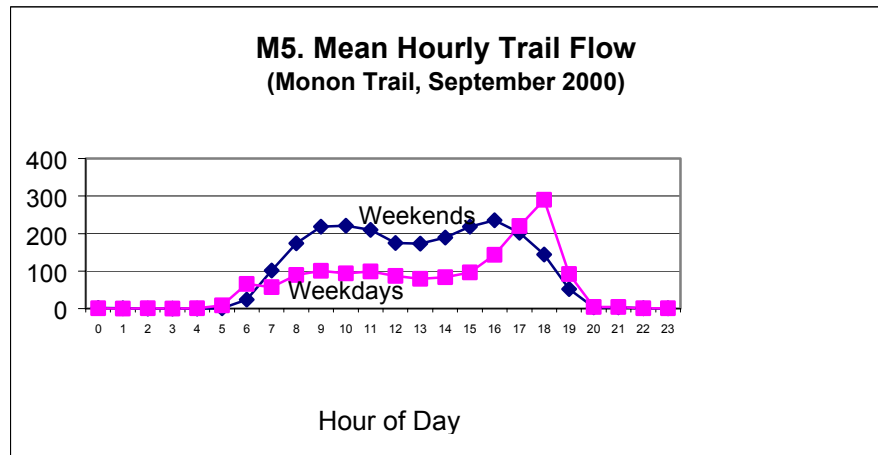
Figures M3 and M4 present average daily traffic for the Monon Rail-trail for September and October 2000. In September, average daily traffic varied by a factor of approximately 1.7, ranging from a low of 1,478 on Fridays to a high on Saturdays of 2,545. Average daily traffic in October varied by a factor of 1.9, ranging from a low of 852 on Thursdays to a high on Sundays of 2,340. Average daily trail traffic was highest on Saturdays in September and on Sundays in October and the other weekend days had second highest average traffic. Average weekday traffic was higher in the beginning of the week on Mondays, Tuesdays, and Wednesdays than on Thursdays and Fridays in September. In October, average weekday traffic was highest on Tuesday, second highest on Monday followed by Friday, Wednesday, and Thursday.

Figures M5-M6 demonstrate different patterns of average hourly trail traffic on weekends and weekdays. As figure M5 shows, average weekend hourly trail traffic in September increased steadily from about 6:00 a.m. until 11:00 a.m., then leveled off without much variation until about 4:00 p.m. to 5:00 p.m., then declined gradually. In October, average weekend hourly traffic increased from 6:00 a.m. till 12:00 p.m., then dropped and increased again to the peak at about 4:00 p.m. to 5:00 p.m. In September and October, peak average hourly use accounted for 10 percent and 12.6 percent, respectively, of average weekend use.

On weekdays in September and October average hourly trail traffic leveled off at about 9:00 a.m. to 10:00 a.m., remained relatively constant until late afternoons, then started increasing, and peaked in early evenings between 6:00 p.m. and 7:00 p.m. in September and 5:00 p.m. and 6:00 p.m. in October, and then dropped off rapidly.

### Hourly Trail Traffic

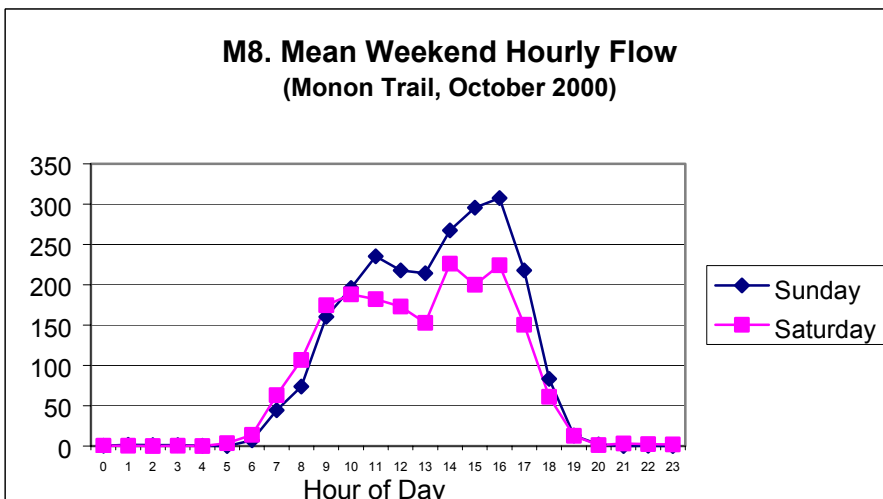
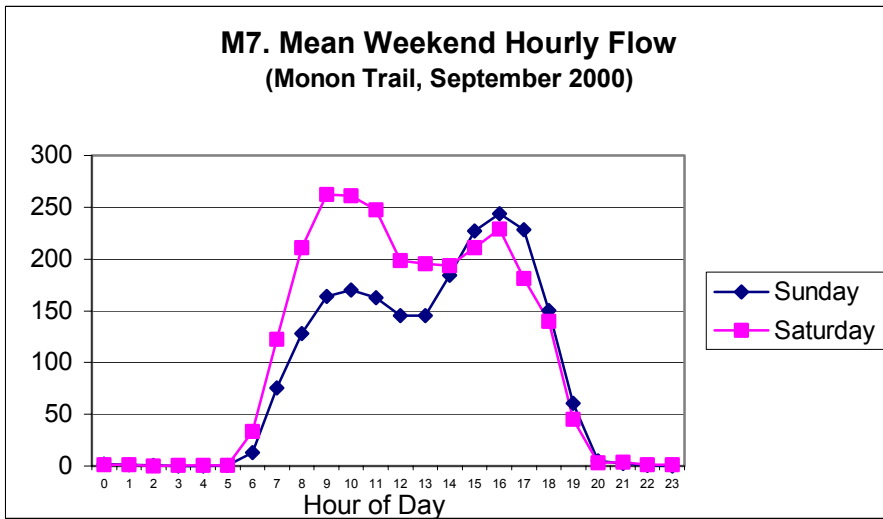
Trail traffic varied consistently by hour of day as well as day of week (Figures M5-M10). This analysis examines first differences in weekend and weekday traffic, with traffic averaged by hour for weekends and weekdays separately. Next, differences among weekend days (i.e., Saturdays and Sundays) and the days of the work-week are examined.



These patterns reflect users' work schedules: weekend hourly use is more evenly spread throughout the day because fewer users are at work. Peak weekday hourly use accounted for 17.9 percent in September and 19.4 percent in October, respectively of average weekday use.

*Weekend Traffic*

Figures M7 and M8 do not exhibit a consistent overall trend of hourly traffic on Saturdays and Sundays in September and October, 2000. Overall use was higher on Saturdays in September but on Sundays in October. In September, hourly traffic on Sundays remained higher than on Saturday until between 2:00 p.m. and 3:00 p.m., while hourly traffic volume on Sundays started to surpass Saturdays by 11:00 a.m.

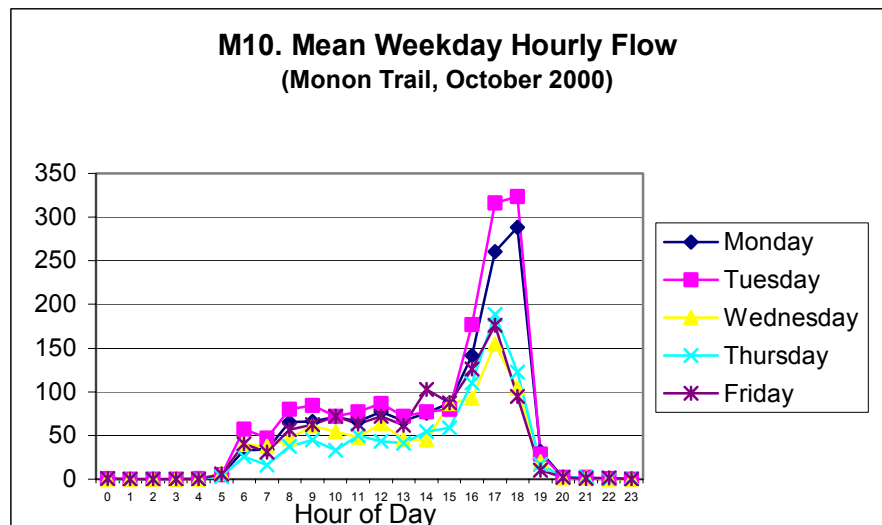
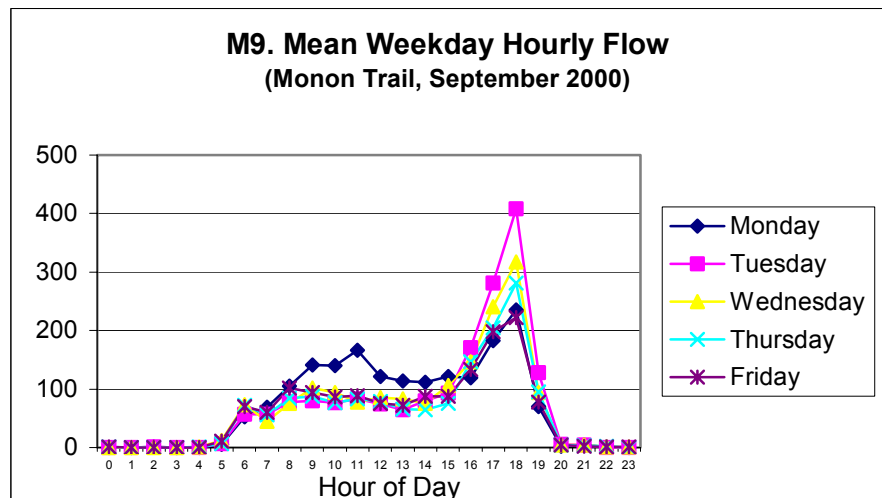




On weekdays, patterns of average hourly use were similar, although there was variation in peak hours (M9 and M10). In general, hourly traffic was relatively constant during the day, peaking in late afternoons or early evenings. The peak average hourly traffic occurred between 5:00 and 6:00 p.m. on Wednesdays, Thursdays, and Fridays in October and between 6:00 and 7:00 p.m. on Mondays and Tuesdays in October, and on all weekdays in September.

The highest traffic recorded for a single hour on weekends was 554 in September and 635 in October, or approximately 9 to 10 persons per minute. The highest traffic recorded for a single hour on weekdays was 472 in September and 447 in October, or approximately 7 to 8 persons per minute.

*Weekday Hourly Traffic*



In sum, counts show some consistent patterns of use, with use higher in September than in October and higher on weekends than on weekdays. Peak use on weekends and weekdays occurs at different times: in the mid to late afternoons on weekends and in the late afternoon or early evening on weekdays. Saturday morning use is higher than Sunday morning. Additional analyses of the effects of weather on patterns of use would help to explain variations that have been identified.

## Intercept Surveys

The following tables represent responses from those individuals who were “intercepted” on the Monon Trail. Subjects were randomly selected at various locations during a 15-hour day, over a 7-day week for 2 weeks in July and August 2000. 373 trail users were intercepted on the Monon Trail and agreed to be surveyed.

*Survey Question: What did you do on the trail today?*

**Table 1: Trail Activity**

<b>Activity</b>	<b>% of Responses</b>
<b>Walk</b>	50.3%
<b>Bicycle</b>	23.2%
<b>Run/Jog</b>	13.6%
<b>Skate</b>	12.3%
<b>Other</b>	0.6

Over 50% of people intercepted on the Monon Trail were walkers.

*Survey Question: How did you get to the trail today?*

**Table 2: Travel to Trail**

<b>Travel Method</b>	<b>Percentage</b>
<b>Drive</b>	51.5
<b>Walk</b>	28.6
<b>Bicycle</b>	14.2
<b>Work or Live nearby</b>	1.8
<b>Run</b>	0.9
<b>Skate</b>	3.0

More than 51% of people intercepted drove to the trail. About 14% of the users rode their bicycle to the trail, and almost 30% of the trail users walked to the trail.

Survey Question: How long did it take you to get to the trail?

**Table 3: Time to Trail**

<i>Time to Trail (minutes)</i>	<i>Percentage</i>
<b>0-10</b>	74.5%
<b>11-20</b>	17.5%
<b>21-40</b>	6.6%
<b>41-60</b>	0.6%
<b>61-90</b>	0.3%
<b>over 90</b>	0.3%

The majority (74.5%) of trail users were within 10 minutes travel time to the trail. The mean time for travel was 9.67 minutes with the maximum time being 125 minutes and the minimum less than 1 minute, which indicates the respondent was a trail neighbor.

Survey Question: How many miles do you estimate it is from your home to where you entered the trail today?

**Table 4: Distance from Home to Trail**

<i>Distance to trail (miles)</i>	<i>Percentage</i>
<b>0-1</b>	49.4%
<b>2-4</b>	24.2%
<b>5-8</b>	13.7%
<b>9-12</b>	5.5%
<b>13-15</b>	2.2%
<b>16-20</b>	2.3%
<b>21-30</b>	2.2%
<b>31-50</b>	0.3%
<b>51-80</b>	0.0%
<b>over 80</b>	0.6%

More than 70% of trail users traveled less than 4 miles to get to the trail. The mean travel distance for respondents was 2 miles.

*Survey Question: How much time did/will you spend on the trail today?*

**Table 5: Time spent on Trail**

<i>Time on Trail (minutes)</i>	<i>Percentage</i>
<b>0-30</b>	19.3
<b>31-60</b>	44.7
<b>61-90</b>	17.2
<b>91-120</b>	15.1
<b>121-150</b>	1.2
<b>151-180</b>	0.9
<b>over 180</b>	1.5

More than 60 percent of the users spent an hour or less on the trail per visit.

*Survey Question: Approximately how many miles will/did you cover on the trail today?*

**Table 6: Miles Covered on the Trail**

<i>Miles Covered</i>	<i>Percentage</i>
<b>0-5</b>	52.7
<b>6-10</b>	30.8
<b>11-15</b>	10.8
<b>16-20</b>	3.6
<b>&gt;20</b>	1.8

More than 50% of users covered less than 6 miles on the trail.

Survey Question: Did the respondent enter and exit the trail at the same location?

**Table 7: Were the entrance and exit at the same location**

<b><i>Entrance = Exit</i></b>	<b><i>Percentage</i></b>
<b>Yes</b>	91.1
<b>No</b>	8.9

More than 90% of the users entered and exited the trail at the same location.

Survey Question: Did or will you combine your visit to the trail with trips to other places?

**Table 8: Combined Visit with other places**

<b><i>Combined Visits</i></b>	<b><i>Percentage</i></b>
<b>Yes</b>	52.4
<b>No</b>	47.6
<b>Dining</b>	29.3
<b>Shopping</b>	13.0
<b>Personal</b>	11.0
<b>Business</b>	7.7

The majority of respondents combine the use of the trail with other places as indicated by the 52.4% of yes responses. Those who do combine their visit with other places are most likely to combine use of the trail with dining.

*Survey Question: How many people in your group on the trail today are from each of the following age categories?*

**Table 9: Group Age Categories**

<b>Age</b>	<b># of People Reported</b>
<b>Less 15</b>	40
<b>16 to 25</b>	43
<b>26 to 35</b>	70
<b>36 to 45</b>	78
<b>46 to 55</b>	79
<b>56 to 65</b>	31
<b>over 66</b>	14

Users of the trail are grouped heavily in the 26-55 year old range.

*Survey Question: Is today the first time you used the trail?*

**Table 10: First Time Use**

<b>First Time</b>	<b>Percentage</b>
<b>No</b>	96.1
<b>Yes</b>	3.6

96% of the users have used the trail before the day of the intercepts.

Survey Question: What was the main purpose of your visit to the trail?

**Table 11: Main Purpose of Visit**

<i>Visit Purpose</i>	<i>Percentage</i>
<b>Health/Exercise</b>	70.7
<b>Recreation</b>	22.5
<b>Commute</b>	5.4
<b>Vet, dining, business, shopping</b>	1.5

The majority of users indicated that health/exercise was the main purpose for visiting the trail.

Survey Question: What was the other purpose of your visit to the trail?

**Table 12: Other Purpose of Visit**

<i>Visit Other Purpose</i>	<i>Percentage</i>
<b>Health/Exercise</b>	52.4
<b>Recreation</b>	31.1
<b>Commute</b>	12.2
<b>Vet, dining, business, shopping</b>	3.3

A majority of users, who indicated multiple reasons for visiting the trail, cited health/exercise and recreation as the other reasons for visiting the trail.

Survey Question: Do you (walk/run/cycle/skate) more now because this trail exists?

**Table 13: Walk/Run/Cycle/Skate More**

<i>Walk/Run/Cycle/Skate More</i>	<i>Percentage</i>
<b>Yes</b>	82.1
<b>No</b>	17.6

People walk/run/cycle/skate more because the trail exists.



*Survey Question: If yes, about how many minutes per week do you (walk/run/cycle/skate) because this trail exists.*

**Table 14: Minutes spent (walk/run/cycle/skate) Each Week because of Trail**

<i>Minutes Spent</i>	<i>Percentage</i>
<b>10-60</b>	18.3
<b>61-120</b>	22.3
<b>121-180</b>	17.6
<b>181-240</b>	12.8
<b>241-300</b>	10
<b>301-360</b>	6.4
<b>361-420</b>	4.8
<b>421-480</b>	2.8
<b>481-540</b>	0.8
<b>541-600</b>	1.2
<b>over 600</b>	2.8

More than half (58.2%) of the actual users are typically on the trail between 10 minutes to 180 minutes.

Survey Question: *If yes, did you (walk/run/cycle/skate) at all before the trail was created?*

**Table 15: Active Before Trail Creation**

<b>Active Before Trail</b>	<b>Percentage</b>
<b>Yes</b>	78.6
<b>No</b>	21.4

Most users who were surveyed (78.6%) were active in walk/run/cycle/skate before the trail was created. However, a good number of people have become more active since the trail was created.

Survey Question: *What is your age?*

**Table 16: Grouped age of Intercept Respondents**

<b>Grouped Age</b>	<b>Percentage</b>
<b>Less 15</b>	0.0
<b>16-25</b>	11.6
<b>26-35</b>	23.5
<b>36-45</b>	27.0
<b>46-55</b>	24.4
<b>56-65</b>	7.8
<b>over 66</b>	5.1

The average age for users on the trail was 41 years with a fairly equal distribution of users between the ages of 26-55 years.

Survey Question: *Gender of Respondent?*

**Table 17: Respondent Gender**

<b>Gender</b>	<b>Percentage</b>
<b>Female</b>	54.2
<b>Male</b>	45.8

Females accounted for more than half of the respondents to the survey

Survey Question: Race/Ethnicity?

**Table 18: Respondent Race/Ethnicity**

<i><b>Ethnicity</b></i>	<i><b>Percentage</b></i>
<i><b>Caucasian</b></i>	90.5
<i><b>Black</b></i>	6.9
<i><b>Hispanic</b></i>	1.1
<i><b>Not Sure</b></i>	1.1
<i><b>Asian</b></i>	0.3

The majority of users are Caucasian.

Survey Question: What type of use did the surveyor observe from the user?

**Table 19: Observed User Activity**

<i><b>Observed Activity</b></i>	<i><b>Percentage</b></i>
<i><b>Walk</b></i>	49.9
<i><b>Bicycle</b></i>	23.2
<i><b>Run/jog</b></i>	14.4
<i><b>Skate</b></i>	12.6

A majority (50%) of users are walkers and cyclists (23.2%).

Survey Question: *Time of Day survey administered?*

**Table 20: Time of Day Survey Administered**

<i>Grouped Time</i>	<i>Percentage</i>
<b>6-9 AM</b>	18.2
<b>9-12 AM</b>	32.3
<b>12-3 PM</b>	36.7
<b>3-6 PM</b>	10.6
<b>6-9 PM</b>	2.3

Intercept surveys were fairly equally distributed between the times of 9 AM and 3 PM.

### **Summary and Implications – Intercept Surveys**

Trail user activities observed and indicated as type of activity engaged in by respondents are almost identical in Percentage.

A significant finding in the trail intercept survey for the Monon Trail, is the large percentages of trail users who are active now because of the trail’s creation (21.4%), and who utilize the trail for combined purposes (52.4%) such as exercise and other personal uses, or recreation and dining.

Based on intercept responses, proximity to the trail was a decisive factor in trail use with roughly 75% of Monon trail users being within 10 minutes or 5 miles of the trail. More than 90% of trail users surveyed entered and exited the trail at the same location.

A large number of trail users who were surveyed utilized the trail for health/exercise (70.7%) and recreation (22.5%) purposes. Those trail users who did start to participate in their chosen activity because of trail construction (21.4%) and are more active in their chosen activity after trail construction (82.1%), added approximately 3 hours more activity time to their schedule per week.

## Follow-Up Survey

### *Trail User Characteristics*

The following tables indicate the responses from those trail users who were intercepted and indicated they would complete a more detailed survey. If a trail user responded favorably to the request to complete additional survey questions during their intercept interview, they were provided with a longer, more detailed survey and asked to return it to the Eppley Institute via business reply mail.

*Survey Question: What were you doing on the trail the day you were interviewed?*

Again, trail users who responded indicated their activity preferences were walking, running or bicycling on the day of the interview. The percentage of activities participated in closely approximates the percentages of all trail users who were intercepted.

**Table 21: Activity On Day of Interview**

<b><i>Activity</i></b>	<b><i>Percentage</i></b>
<b><i>Walking</i></b>	50.6
<b><i>Bicycle</i></b>	20.9
<b><i>Run/Jog</i></b>	18.4
<b><i>Skating</i></b>	10.1

Survey Question: How did you find out about this trail?

**Table 22: How did you find out about this trail?**

<i>Method</i>	<i>Percentage</i>
<i>Don't Remember</i>	28.0
<i>Friends</i>	19.7
<i>Neighbor</i>	15.3
<i>Happened On It</i>	7.6
<i>Magazine</i>	6.4
<i>Saw it built</i>	4.5
<i>Word of Mouth</i>	2.5
<i>Relatives</i>	2.5
<i>Newspaper</i>	1.9
<i>Work</i>	1.9
<i>Radio</i>	1.3
<i>Internet</i>	0.6
<i>Public hearings</i>	0.6
<i>Founder</i>	0.6
<i>Other</i>	0.6
<i>Group</i>	0.0
<i>Brochures</i>	0.0

40% of respondents learned of the trail through friends, family, neighbors, or some other non-specific word of mouth source.

Press coverage from radio, magazines and the newspaper accounted for 19.2% of the responses to this survey question.

A fairly large proportion of respondents couldn't remember how they had heard about the trail.

*Survey Question: If the trail had not been available the day you were interviewed, what would you have done?*

Responses to this question overwhelmingly indicate that trail users were committed to some level of activity with or without the Monon Trail.

**Table 23: Activity Participated in if No Trail Available**

<i>No Trail Available</i>	<i>Percentage</i>
<i>Participated in same activity</i>	77.8
<i>Done Something different</i>	2.2

*Survey Question: Participated in the same activity somewhere else, if so where?*

**Table 24: Participated in the Same Activity Elsewhere**

<i>Other Location</i>	<i>Percentage</i>
<i>Street/Sidewalks</i>	76.0
<i>Park</i>	9.1
<i>Another Trail</i>	5.8
<i>Canal walk</i>	5.0
<i>Gym, or treadmill</i>	4.1

The majority of users would have continued participating in an activity on streets and sidewalks if the trail had not been available

*Survey Question: Was your visit to this trail part of an overnight trip?*

**Table 25: Stayed Overnight**

<i>Stayed Overnight</i>	<i>Percentage</i>
<i>No</i>	99.4
<i>Yes</i>	0.6

The majority of users surveyed (99%) did not use the trail as part of an overnight visit.

Survey Question: Was visiting this trail one of the reasons for visiting this city?

**Table 26: Trail Reason For Visiting City**

<i>Trail Reason</i>	<i>Percentage</i>
<b>No</b>	100
<b>Yes</b>	0.0

None of the users who stayed overnight indicated that the trail was the reason for the visit.

Survey Question: On about how many different days did you visit this trail during the past 12 months?

**Table 27: Trail Visitor Days**

<i>Visitor Days</i>	<i>Percentage</i>
<b>0-10</b>	10.3
<b>11-20</b>	8.9
<b>21-30</b>	8.4
<b>31-40</b>	1.2
<b>41-50</b>	7.1
<b>51-60</b>	5.8
<b>61-70</b>	0.6
<b>71-100</b>	17.3
<b>101-120</b>	1.9
<b>120-150</b>	9.7
<b>151-200</b>	14.7
<b>201-300</b>	12.8
<b>&gt;300</b>	1.3

More than half the users reported 71-100 user visits or more.



*Survey Question: Rate your skill level as a participant in the trail activity that you prefer?*

A majority (89.1%) of trail users consider their activity skill level to be intermediate, while 7.6% considered their skill level to be expert.

**Table28: Skill Level of Primary Activity**

<b><i>Skill Level</i></b>	<b><i>Percentage</i></b>
<b><i>Novice</i></b>	3.3
<b><i>Intermediate</i></b>	89.1
<b><i>Expert</i></b>	7.6

*Survey Question: How important is this activity to you?*

A majority of users (94.3%) consider the activity for which they use the trail important to them, and 40% considered their activity extremely important.

**Table 29: Importance of Activity**

<b><i>Importance</i></b>	<b><i>Percentage</i></b>
<b><i>Not at all important</i></b>	0.0
<b><i>Less important</i></b>	0.6
<b><i>Somewhat important</i></b>	1.3
<b><i>Neither Less or more important</i></b>	3.8
<b><i>Somewhat more important</i></b>	13.4
<b><i>More important</i></b>	40.8
<b><i>Extremely important</i></b>	40.1

Survey Question: *How important is this trail to your participation in this activity?*

**Table 30: Importance of Trail to Activity**

<i>Importance of Trail</i>	<i>Percentage</i>
<i>Not at all important</i>	1.3
<i>Less important</i>	1.9
<i>Somewhat important</i>	4.5
<i>Neither less or more important</i>	12.7
<i>Somewhat more important</i>	17.2
<i>More important</i>	32.5
<i>Extremely important</i>	29.9

Nearly 80% of respondents indicated the trail was important to their chosen activity, with 29.9% of the responding trail users indicating the trail was extremely important to their participation in their preferred activity.

## Summary and Implications – Follow Up Surveys

Follow up mail surveys of trail users on the Indianapolis Monon Trail closely reflect the activity and user characteristics found in the intercept surveys, including activity preferences. Notably, more than 77% of all respondents indicated they would participate in the same activity whether or not a trail was provided to them with the streets/sidewalks of the community serving as a secondary site for this activity.

Trail users in Indianapolis indicated a fairly advanced skill level with 96% of the respondents considering themselves to possess either intermediate or expert skill levels. This skill level is apparently reflected in the number of trail visitor days, 100 days annually on average, for respondents. Over 38% of users reported they used the trail in excess of 120 days in the past year.

Generally speaking, no trail users surveyed were using the trail as part of an overnight or tourism experience to Indianapolis. This is reflective of the fact that 40% of the respondents learned of the trail through some form of word of mouth publicity such as friends, family or neighbors.

Finally, it is important to note that the trail was seen by trail users as a very important part of an active lifestyle. Roughly 80% of all respondents indicated the activity was of significant importance to them, and that the trail was as important to their continued participation.

In conclusion, trail users are very committed to use of the Monon trail, and see it as an important part of their participation in their chosen activity. The vast majority of trail users surveyed were apparently local residents who felt the trail was very important to their activity level and continued participation.

Trail User Attitudes and Lifestyles

Survey Question: Overall, how satisfied are you with this trail?

**Table 31: Satisfaction With Trail**

<i>Level of Satisfaction</i>	<i>Percentage</i>
<i>Very Unsatisfied</i>	0.0
<i>Somewhat Unsatisfied</i>	0.0
<i>Neither Less or More Satisfied</i>	3.2
<i>Somewhat Satisfied</i>	19.1
<i>Very Satisfied</i>	57.3
<i>It's Perfect</i>	20.4

It would appear that most users are satisfied with the trail

Survey Question: Has using this trail affected your view of the area or city?

**Table 32: View of City Affected By Trail**

<i>View of City</i>	<i>Percentage</i>
<i>Yes</i>	79.6
<i>No</i>	20.4
<i>Much more favorable</i>	57.4
<i>More favorable</i>	42.6
<i>Much less favorable</i>	0.0
<i>Less favorable</i>	0.0

80% of trail users indicated the trail affected their view of the area/city. All of these respondents found the trail to positively affect their view of the area/city.

Survey Question: *I would prefer to spend more time on the trail if I could.*

**Table 33: Desire To Spend More Time**

<i>More Time</i>	<i>Percentage</i>
<b><i>Strongly disagree</i></b>	0.0
<b><i>Disagree less</i></b>	0.0
<b><i>Somewhat disagree</i></b>	4.9
<b><i>Neither disagree or agree</i></b>	9.8
<b><i>Somewhat agree</i></b>	20.1
<b><i>Agree more</i></b>	40.2
<b><i>Strongly Agree</i></b>	25.0

More than 85% of trail users indicated they would spend more time on the trail if possible.

Survey Question: *The time I spend here could just as easily be spent somewhere else.*

**Table 34: Respondent Opinion Toward Utilizing Time Spent on Trail Elsewhere**

<i>Time Spent Elsewhere</i>	<i>Percentage</i>
<b><i>Strongly disagree</i></b>	11.6
<b><i>Disagree less</i></b>	23.8
<b><i>Somewhat disagree</i></b>	22.0
<b><i>Neither disagree or agree</i></b>	15.2
<b><i>Somewhat agree</i></b>	15.2
<b><i>Agree more</i></b>	9.1
<b><i>Strongly Agree</i></b>	3.0

57.4% of respondents agreed their time could not just as easily be spent somewhere else.

Survey Question: *A major reason I now live where I do is that this trail is nearby.*

**Table 35: Trail User Opinion on The Trail As a Major Reason for Location of Domicile**

<i>Live Here for Trail</i>	<i>Percentage</i>
<b><i>Strongly disagree</i></b>	20.5
<b><i>Disagree less</i></b>	16.1
<b><i>Somewhat disagree</i></b>	13.7
<b><i>Neither disagree or agree</i></b>	18.6
<b><i>Somewhat agree</i></b>	9.3
<b><i>Agree more</i></b>	11.8
<b><i>Strongly Agree</i></b>	9.9

31% of trail users indicated that the trail was a factor in choosing their current residence, while the trail was not a factor for 50.3%. The remaining 18.6% of the respondents did not agree or disagree that the trail was a factor in determining their place of residence.

Survey Question: *I am very attached to this trail.*

**Table 36: Trail Users Indicating Their Attachment To the Monon Rail Trail**

<i>Attached to Trail</i>	<i>Percentage</i>
<b><i>Strongly disagree</i></b>	0.6
<b><i>Disagree less</i></b>	2.4
<b><i>Somewhat disagree</i></b>	6.7
<b><i>Neither disagree or agree</i></b>	18.3
<b><i>Somewhat more</i></b>	20.1
<b><i>Agree more</i></b>	31.1
<b><i>Strongly Agree</i></b>	20.7

Trail users indicated some degree of attachment to the Monon trail with over 70% of respondents stating they are attached to the trail at some level.

Survey Question: *I find that a lot of my life is organized around this trail.*

**Table 37: Trail Users Indicating That Their Life is Organized Around the Trail**

<i>Organized Around Trail</i>	<i>Percentage</i>
<b><i>Strongly disagree</i></b>	6.7
<b><i>Disagree less</i></b>	15.9
<b><i>Somewhat disagree</i></b>	18.9
<b><i>Neither disagree or agree</i></b>	20.7
<b><i>Somewhat agree</i></b>	21.3
<b><i>Agree more</i></b>	10.4
<b><i>Strongly Agree</i></b>	6.1

More than one-third of trail users indicated that their lives were organized around the trail, with about 20% of respondents indicating a neutral response.

A large proportion of trail users responding (41.5%) disagreed in some form with the statement that their life was organized around the trail.

Survey Question: *No other trail can compare with this one.*

**Table 38: Trail Users Opinion Toward the Monon Rail Trail Compared to Other Trails**

<i>No Trail Compares</i>	<i>Percentage</i>
<b><i>Strongly disagree</i></b>	7.4
<b><i>Disagree less</i></b>	4.9
<b><i>Somewhat disagree</i></b>	14.2
<b><i>Neither disagree or agree</i></b>	34.6
<b><i>Somewhat agree</i></b>	14.2
<b><i>Agree more</i></b>	16.7
<b><i>Strongly Agree</i></b>	8.0

38.9 % responded that no trail can compare to the Monon Trail.

## **Summary and Implications --- Follow Up Surveys**

### **Trail User Attitudes and Lifestyles**

Monon trail users overwhelmingly indicated they were satisfied with the trail and their view of Indianapolis, as a city or community, was positively affected by the trail. Almost 97% of trail users indicated this high level of satisfaction and positive view of the area making their overall attitude toward the community more favorable.

Trail users were enthusiastic about their desire to spend more time on the trail. Nearly 85% of responding trail users indicating some degree of desire to spend more time on the trail with 57.4% of the respondents indicating the time spent on the trail was important. Reflecting this enthusiasm, over 70% of the trail users responding to the follow-up survey indicated they are attached, to some degree, to the Monon trail.

The Monon trail was a factor in organizing about 37% of trail users' lives, although the majority of trail users responding either disagreed with this concept or were neutral. In addition, over 50% of the trail users indicated that trail location did not affect their current choice for residential location.

In conclusion, Monon trail users are overwhelmingly satisfied with the trail and it positively affects trail users' attitudes toward the community and their lifestyles.



*Trail Users Satisfaction and Benefit Opinions*

*Survey Question: Indicate how important the following issues are to you with a 1 being not at all important and 7 being extremely important.*

*Not At All Important*

*Extremely Important*

1            2            3            4            5            6            7

**Table 39: Trail User Rating of Issues By Importance**

<b>Issue</b>	<b>Mean Importance Rating</b>		
<b>Personal safety</b>	1 Not At All	<b>6.24</b>	7 Extremely
<b>Safe road/stream intersections</b>	1 Not At All	<b>6.14</b>	7 Extremely
<b>Trail vandalism</b>	1 Not At All	<b>6.04</b>	7 Extremely
<b>Natural surroundings</b>	1 Not At All	<b>5.94</b>	7 Extremely
<b>Trail Maintenance</b>	1 Not At All	<b>5.87</b>	7 Extremely
<b>Reckless behavior of trail users</b>	1 Not At All	<b>5.86</b>	7 Extremely
<b>Crowded conditions, congestion</b>	1 Not At All	<b>5.38</b>	7 Extremely
<b>Quiet settings</b>	1 Not At All	<b>5.35</b>	7 Extremely
<b>Adequate access points</b>	1 Not At All	<b>5.26</b>	7 Extremely
<b>Proximity to home/office</b>	1 Not At All	<b>5.26</b>	7 Extremely
<b>Drinking water and toilet facilities</b>	1 Not At All	<b>5.10</b>	7 Extremely
<b>Adequate ranger/safety patrols</b>	1 Not At All	<b>5.06</b>	7 Extremely
<b>Narrow trail width</b>	1 Not At All	<b>4.76</b>	7 Extremely
<b>Rough trail surface</b>	1 Not At All	<b>4.66</b>	7 Extremely
<b>Maps, signs, and trail information</b>	1 Not At All	<b>4.49</b>	7 Extremely
<b>Parking facilities</b>	1 Not At All	<b>4.39</b>	7 Extremely
<b>Historic points of interest</b>	1 Not At All	<b>3.57</b>	7 Extremely

By and large trail users responding to the survey indicated that most of the factors at the right were important. However, they considered historic points of interest to be less important.

A mean rating of 4 would be neutral, with higher mean ratings being more important, and lower mean ratings being less important.

Survey Question: Indicate how satisfied you are with the trail and its management. Indicate how satisfied you are with the following issues with a 1 being no at all satisfied and 7 being extremely satisfied.

Not At All Satisfied Extremely Satisfied

1      2      3      4      5      6      7

**Table 40: Trail User Ratings of Issues By Satisfaction**

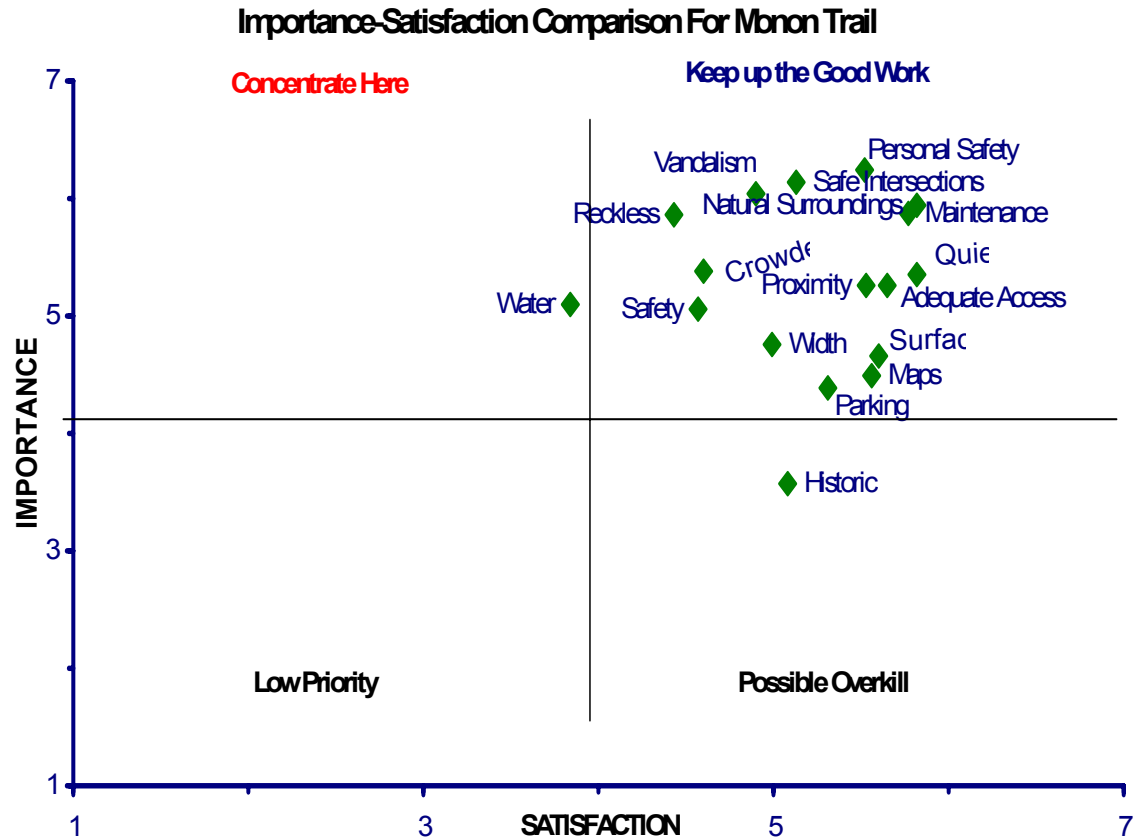
<b>Issue</b>	<b>Mean Satisfaction Rating</b>
<b>Natural surroundings</b>	1 Not At All <b>5.82</b> 7 Extremely
<b>Quiet settings</b>	1 Not At All <b>5.82</b> 7 Extremely
<b>Trail Maintenance</b>	1 Not At All <b>5.77</b> 7 Extremely
<b>Adequate access points</b>	1 Not At All <b>5.65</b> 7 Extremely
<b>Rough trail surface</b>	1 Not At All <b>5.60</b> 7 Extremely
<b>Maps, signs, and trail information</b>	1 Not At All <b>5.56</b> 7 Extremely
<b>Proximity to home/office</b>	1 Not At All <b>5.53</b> 7 Extremely
<b>Personal safety</b>	1 Not At All <b>5.52</b> 7 Extremely
<b>Parking facilities</b>	1 Not At All <b>5.31</b> 7 Extremely
<b>Safe road/stream intersections</b>	1 Not At All <b>5.13</b> 7 Extremely
<b>Historic points of interest</b>	1 Not At All <b>5.08</b> 7 Extremely
<b>Narrow trail width</b>	1 Not At All <b>4.99</b> 7 Extremely
<b>Trail vandalism</b>	1 Not At All <b>4.90</b> 7 Extremely
<b>Crowded conditions, congestion</b>	1 Not At All <b>4.60</b> 7 Extremely
<b>Adequate ranger/safety patrols</b>	1 Not At All <b>4.57</b> 7 Extremely
<b>Reckless behavior of trail users</b>	1 Not At All <b>4.43</b> 7 Extremely
<b>Drinking water and toilet facilities</b>	1 Not At All <b>3.84</b> 7 Extremely

By and large trail users responding to the survey indicated that all of the factors at the left were satisfactory on the Monon trail. The lowest rated factors were drinking water and toilet facilities, and reckless behavior of trail users.

A mean rating of 4 would be neutral, with higher mean ratings being more satisfactory, and lower mean ratings being less satisfactory.

**Chart 1: A Comparison of Importance and Satisfaction Factors On the Indianapolis Monon Rail Trail**

The chart at the right displays the combined mean scores for trail importance and satisfaction factors on a 2-axis grid.



**Analysis Notes**

Importance/Performance (I/P) analysis provides organizations with a "snapshot" of how important various factors are to clients or customers, and how well the organization is performing. In this case, the I/P analysis modified terms slightly to measure trail user ratings of importance and satisfaction with various factors along the Monon Trail.

Significant findings of concern would be identified in this I/P analysis if any of the plotted mean values of importance and satisfaction from Tables 39 and 40 were located in the upper left hand quadrant of this chart; the "Concentrate Here" labeled quadrant. Mean values plotted in this quadrant would basically be defined as important to trail users, and rated as a less than satisfying aspect of the trail. The issue of most concern appears to be the availability of drinking water and toilet facilities.

Survey Question: Please rank the importance of the following great public benefits with 1 being not important and 7 being extremely important.

**Table 41: Trail Users Mean Rating of The Importance of Public Benefits of the Monon Trail**

Public Benefits	Rating						
	Not Important 1	2	3	4	5	6	Extremely Important 7
Preserving Open Space						5.68	
Aesthetic Beauty						5.86	
Community Pride						5.99	
Tourism & Business Development				4.72			
Alternative Transportation				4.53			
Health and Fitness						6.52	
Access for Disabled Persons					5.39		
Public Recreation						6.15	
Nature Education				4.97			

## Summary and Implications ---- Follow Up Surveys

### Trail User Satisfaction and Benefit Opinions

Respondents to the Monon trail user follow up survey indicated an overall satisfaction with the trail. Importance/Performance (I/P) analysis of various factors indicated that trail users were overwhelmingly pleased with the trail. The issue of most concern was the lack of availability of drinking water and toilet facilities along the trail.

The highest-ranking satisfaction factors for the Monon Trail included its natural surroundings, quiet setting, proximity to home or office, adequate access points, perceived personal safety, trail maintenance, trail surface and maps, signs and other trail information.

The most important factors for the Monon trail and its management included the perceived personal safety of trail users, the prevention of trail vandalism and reckless behavior, trail maintenance, natural surroundings, and safe road and stream intersections.

Historic points of interest and parking facilities were the least important factors to trail users with historic points of interest falling well below the average expressed interest of respondents. The lack of importance in parking facilities, may be reflective of the ease with which the community may be navigated using the Monon trail.

Finally, trail users indicated an understanding of the greater public benefits of greenways and trail development. Those greater public benefits of significant importance as expressed by trail users included positive impacts to health and fitness, public recreation, aesthetic beauty and community pride.

In conclusion, Monon trail users expressed a high level of satisfaction with the important factors they found in trails and greenways, including those expressed factors that are of greater public benefit.

*Trail User Problems/Safety Concerns*

*Survey Question: Which one item listed above do you feel is the most important problem on the trail?*

**Table 42: Percentage of Users Indicating The Most Important Problem On The Monon Rail Trail**

<b><i>Problem</i></b>	<b><i>Percentage</i></b>
<b><i>Drinking fountains/toilets</i></b>	<b><i>23.7</i></b>
<b><i>Reckless behavior</i></b>	<b><i>19.3</i></b>
<b><i>Congestion</i></b>	<b><i>11.9</i></b>
<b><i>Safety</i></b>	<b><i>9.6</i></b>
<b><i>Road Safety</i></b>	<b><i>8.1</i></b>
<b><i>Vandalism</i></b>	<b><i>6.7</i></b>
<b><i>Width</i></b>	<b><i>5.9</i></b>
<b><i>Maintenance/dog feces</i></b>	<b><i>5.2</i></b>
<b><i>Access</i></b>	<b><i>3.0</i></b>
<b><i>Safety patrols</i></b>	<b><i>2.2</i></b>
<b><i>Signage</i></b>	<b><i>2.2</i></b>
<b><i>Proximity</i></b>	<b><i>1.5</i></b>
<b><i>Natural surroundings</i></b>	<b><i>0.7</i></b>

It would appear that most people feel too few drinking fountains and toilets is the most important problem cited.

A large proportion of users are experiencing problems with other users on the trail.

*Survey Question: Have you ever experienced any problems with other people on the trail?*

**Table 43: Percentage of Trail Users Experiencing Problems with Other People**

<i><b>User Problems</b></i>	<i><b>Percentage</b></i>
<b>Yes</b>	56.8
<b>No</b>	43.2

The largest groups of respondents indicated they had observed trail users who were on bikes and skates causing problems for other users.

*Survey Question: What other types of trail users have you observed causing problems?*

**Table 44: Percentage of User Types Causing Problems**

<i><b>Problem Activity</b></i>	<i><b>Percentage</b></i>
<b>Bikes</b>	32.1
<b>Skaters</b>	23.0
<b>Dog Walkers</b>	18.2
<b>Walkers</b>	17.0
<b>Other: People</b>	3.6
<b>Runners</b>	1.8
<b>Mini-bikes</b>	1.2

Survey Question: *Type of problems caused by trail user?*

**Table 45: Percentage Of Trail Users Observing Specific Types of Problems**

<i>Problem Type</i>	<i>Percentage</i>
<i>Not Courteous</i>	28.5
<i>Blocking the Trail</i>	26.1
<i>Too Fast</i>	25.5
<i>Interfering</i>	7.9
<i>Too Slow</i>	0.6

The responses to this question were fairly evenly distributed between blocking the trail, other users going too fast, or not courteous trail users.

Survey Question: *Were there other types of problems with trail users?*

**Table 46: Other Problems**

<i>Other Problem Occurring</i>	<i>Percentage</i>
<i>No</i>	100
<i>Yes</i>	0.0

No users indicated they were having other problems.



Survey Question: How serious is the problem?

**Table 47: Seriousness of Problems**

<b>Seriousness</b>	<b>Percentage</b>
<b>Serious</b>	37.0
<b>Not too serious</b>	35.8
<b>Very Serious</b>	16.0
<b>Minor/Not serious</b>	9.9
<b>Not sure</b>	1.2

53% of those respondents reporting a problem indicated the problems were serious or very serious.

Survey Question: Have you considered not using the trail anymore because of these problems?

**Table 48: Percentage of Trail Users Who Considered Stopping Use Because of Problems?**

<b>Stop Use</b>	<b>Percentage</b>
<b>No</b>	75.6
<b>Yes</b>	22.0
<b>Not sure</b>	2.4

While more than 50% of the respondents consider problems on the trail to be serious, the majority of users have not considered the problems on the trail serious enough to discontinue trail use.

Survey Question: What is your opinion on trail congestion and crowding?

**Table 49: Trail User Opinion On Trail Congestion and Crowding**

<b>Opinion</b>	<b>Percentage</b>
<b>Congested</b>	59.7
<b>Not congested at all</b>	25.3
<b>Very congested</b>	9.7
<b>Not sure</b>	4.5

69.4% of trail users indicated the trail is congested or very congested.

Survey Question: Are there enough restrooms on the trail?

**Table 50: Trail User Opinion On The Number of Restrooms On Trail**

<b>Adequate Restrooms</b>	<b>Percentage</b>
<b>No</b>	72.1
<b>Yes</b>	27.9

Over 70% of trail users feel the number of restrooms along the trail is inadequate.

Survey Question: How safe do you feel while on the trail?

**Table 51: Trail User Opinion On Safety Of Trail**

<b>Safe</b>	<b>Percentage</b>
<b>Safe</b>	65.9
<b>Very safe</b>	28.7
<b>Unsafe</b>	3.7
<b>Very unsafe</b>	1.2
<b>Not sure</b>	0.6

Nearly 95% of trail users indicate a feeling of safety, to some degree, while on the trail. Only about 5% of trail users expressed an opinion that the trail was unsafe or very unsafe.

Survey Question: Do you have any suggestions on what could be done to make you feel safer?

**Table 52: Suggestions To Improve Trail Safety**

<b>Safety Suggestions</b>	<b>Percentage</b>
<b>Bike patrols</b>	56.5
<b>Clean paths</b>	21.7
<b>Width</b>	13.0
<b>Call boxes/lighting</b>	4.3
<b>Other</b>	4.3

Although trail users (95%) indicated they feel safe on the Monon trail, a significant percentage of users indicated that bike patrols and clean paths would increase their feelings of safety on the trail.

## Summary and Implications --- Follow Up Surveys

### Trail User Problems/Safety Opinions

Generally speaking, a majority of trail users found problems with the Monon trail. 56.8% of the trail users completing the follow up survey indicated they had experienced a problem. A fairly high percentage of responding trail users indicated they felt that insufficient water and toilet facilities was the most important problem on the trail. However, it is very notable that while these problems were reported, over 75% of all respondents indicated they would not stop using the Monon Trail as a result of these problems.

Trail users overwhelmingly indicated the trail was safe, but somewhat congested. The most popular trail safety improvement suggested was the addition of bike patrols to the Monon Trail. Over 70% of trail users, consistent with problems identified on the trail, felt there were not enough restrooms along the trail.

*Trail User Economic Factors*

*Survey Question: If you drove to the trail, did you pay for parking?*

**Table 53: Percentage of Trail Users Who Did Not Have To Pay To Park**

<i>Pay</i>	<i>Percentage</i>
<b>No</b>	100

No respondents who answered this question indicated they paid to park.

*Survey Question: Would you be willing to pay a fee for an annual pass for next year?*

**Table 54: Percent of Trail Users Who Are Willing to Pay User Fee**

<i>Pay User Fee</i>	<i>Percentage</i>
<b>No</b>	50.9
<b>Yes</b>	49.1

A slight majority of the responding trail users indicated they would not be willing to pay a user fee for access to the Monon Trail.

*Survey Question: If yes, how much would you be willing to pay?*

**Table 55: Annual Fee Supported by Trail Users Indicating Their Willingness to Pay For Trail Use**

<i>Amount</i>	<i>Percentage</i>
<b>5-10\$</b>	44.3
<b>11-20\$</b>	31.6
<b>21-30\$</b>	13.9
<b>31-49\$</b>	3.8
<b>\$50 or more</b>	6.3

Of those trail users indicating they would be willing to pay a trail use fee, a little over 44% would be willing to pay between \$5 –10 annually, with almost another one-third willing to pay between \$11-20 annually. Almost one-fourth of willing trail users would pay an annual use fee of \$21 or more.

*Survey Question: If no, what is the primary reason you would not pay a user fee?*

**Table 56: Why Trail User Would Not Pay Annual User Fee**

<b><i>Reason</i></b>	<b><i>Percentage</i></b>
<b><i>Taxes should pay</i></b>	80.9
<b><i>Will be able to use it anyway</i></b>	10.3
<b><i>Am to poor</i></b>	8.8
<b><i>Costs to much already</i></b>	0.0

Most trail users (50.9%) would not be willing to pay a fee for an annual pass to use the trail. 80.9% of those trail users indicated they think taxes should cover the cost of using the trail.

*Survey Question: What type of expenses did you have related to trail use?*

**Table 57: Trail User Expenses Related to Trail Use and Group Participation, If Any**

<b><i>Trail Expenses</i></b>	<b><i>Percentage</i></b>
<b><i>I paid all of my own expenses &amp; no one else's</i></b>	76.5
<b><i>I was part of a group that had no expenses</i></b>	18.9
<b><i>I was part of a group that shared expenses</i></b>	2.3
<b><i>Someone else paid all of my expenses</i></b>	2.3

More than 76% of trail users paid their own expenses related to trail use but did not pay expenses of other trail users.

Survey Question: *Estimated amount of money spent on relation to the trail on the day of surveyed and during the past 12 months.*

**Table 58: Average Trail User Expenditures For Trail Use On Day of Intercept and For Annual Use**

<b>Expenditure Category</b>	<b>Average \$ Spent on Day of Survey</b>	<b>Average \$ Spent on Annual Trail Use</b>
<b>Equipment (bikes, skates, trailers)</b>	0.0	200.00
<b>Food/Beverage in Restaurants</b>	8.00	100.00
<b>Clothing</b>	0.0	100.00
<b>Accessories</b>	0.0	100.00
<b>Memberships Subscriptions</b>	60.00	99.77
<b>Supplies (film, groceries, etc.)</b>	15.00	93.75
<b>Lodging, Motel, Camping, Cabins</b>	4.00	70.00
<b>Transportation Costs</b>	2.00	50.00
<b>Entertainment &amp; Attractions</b>	18.00	50.00
<b>Books, guides, maps</b>	13.33	25.00
<b>Totals</b>	120.33	888.52

Only about 20 trail users responded to this survey question. Annual expenditures averaged \$888.52 per respondent. Some of these expenditures are likely to be local to the Indianapolis area, creating some economic activity in the community.

## Summary and Implications – Follow Up Surveys

### Trail User Economic Factors

Economic issues related to Monon trail use included trail user willingness to pay for parking and trail use, rationales for fee decisions, and trail related expenditures.

Generally speaking Monon trail users did not pay for parking, and said they were not willing to pay trail use fees. Most of those trail users who indicated they would be willing to pay a use fee were willing to pay between \$5 and \$50 or more annually. Approximately 80% of responding trail users who said they would not pay a trail use fee felt that taxes should pay for the cost of trail maintenance and other costs.

Only a small number of respondents reported expenditures related to trail use. Among these users, expenditures related to trail use averaged about \$880 annually, but it is unclear whether these expenditures pertain only to the Monon trail because they include items such as lodging. Because of the small number of responses, reliable estimates of the value cannot be developed.

Survey Question: Do you have a disability or handicap?

**Table 59: Percentage of Trail Users Indicating a Disability**

<i>Disability</i>	<i>Percentage</i>
<b>No</b>	98.1
<b>Yes</b>	1.9

Survey Question: If yes, what is your disability?

**Table 60: Type of Disability Reported by All Trail users**

<i>Disability</i>	<i>Percentage</i>
<b>Learning Impaired</b>	0.6
<b>Visually Impaired</b>	0.6
<b>Mobility Impaired</b>	0.6

1.8% of trail users have a disability, the nature of which is learning, visually or mobility impairment.

Survey Question: To what race or ethnic group do you belong?

**Table 61: Trail User Reported Ethnicity**

<i>Ethnicity</i>	<i>Percentage</i>
<b>White not Hispanic</b>	96.8
<b>Black not Hispanic</b>	1.3
<b>American Indian/Alaska Native</b>	0.6
<b>Asian/Pacific Islander</b>	0.6
<b>Black/White/Native American</b>	0.6
<b>Hispanic</b>	0.0

A large majority of trail users responding to the follow-up survey were white, non-Hispanic.



*Survey Question: What is the highest educational level that you have attained?*

**Table 62: Completed Education Level As Reported By Trail Users**

<b>Education</b>	<b>Percentage</b>
<b>Grade/Elementary</b>	0.0
<b>Some high school</b>	1.3
<b>High school</b>	6.3
<b>Some tech school</b>	3.1
<b>Some college</b>	10.7
<b>College graduate</b>	44.7
<b>Master's</b>	24.5
<b>Doctoral</b>	9.4

The majority of trail users (78.6%) have obtained a college degree or an advanced college degree.

*Survey Question: What is your present or most recent occupation?*

**Table 63: Trail User Reported Occupation**

<b>Occupation</b>	<b>Percentage</b>
<b>Business/Clerical/Management</b>	39.0
<b>Health/Human Services</b>	16.9
<b>Industry/Technology</b>	11.8
<b>Education</b>	10.3
<b>Homemaker/Retired</b>	10.3
<b>Attorney</b>	4.4
<b>Science</b>	2.9
<b>Food Service</b>	2.2
<b>Student</b>	1.5
<b>Sales</b>	0.7

Individuals in the fields of Business/Clerical/Management, and Health/Human Services accounted for the largest percentage of trail users.

*Survey Question: Which of the following best describes your total household income in 1999?*

**Table 64: Trail User Income Level by Percentage**

<i>Income</i>	<i>Percentage</i>
<i>&lt; 20,000</i>	6.8
<i>20-39,000</i>	15.6
<i>40-59,000</i>	23.1
<i>60-79,000</i>	21.8
<i>&gt; 80,000</i>	32.7

The income of trail users ranges predominantly between \$40,000 and \$80,000+

## Summary and Implications – Follow Up Surveys

### Trail User Demographics

Responding trail users in Indianapolis were from a wide variety of trades and occupations reflective of the economy of Indianapolis. Generally, trail users described themselves as white, non-Hispanic, college educated users earning \$40,000 or more per year. A small percentage of trail users reported themselves as disabled, with learning impairment, visual impairment, and mobility impairment being commonly reported disabilities.

## Trail Neighbor Survey Results

The following tables indicate the responses from trail neighbors as defined by the Indy Greenways Department. The trail neighbor population represents those individuals who have property that borders along the Monon Trail (which includes parks and open space and is often larger than the trail right-of-way) as found in the Marion County Clerk’s Office. The mailing list was developed and used for the purpose of notifying trail neighbors about the potential development of the Monon Trail.

All trail neighbors were mailed a survey, with a cover letter, requesting their participation. The survey was designed so that the back cover contained a business reply-mailing panel and neighbors could place an enclosed sticker on the survey and drop it in any U.S. Postal Service mailbox after completion. Follow-up reminder postcards were sent to all trail users approximately 2 ½ weeks after the original mailing. A reminder mailing of another survey and cover letter was sent to those trail neighbors who did not respond to the original mailing and reminder post card. Of 636 trail neighbors, 212 eventually returned the survey resulting in a response rate of 33.3%.

The Trail Neighbor Survey was divided up into various topical sections. In the **first section**, trail neighbors were asked about their property and its relationship to the trail.

*Survey Question: Where is the trail in relation to your property?*

**Table 65: Trail Relationship to Property**

<i>Location</i>	<i>Percentage</i>
<i>Trail runs along edge of property</i>	74.6
<i>Trail is near but not touching property</i>	22.8
<i>The trail runs through my property</i>	2.5
<i>Don’t know</i>	0.0

The trail runs along the edge of 74.6% of the adjacent properties.

Survey Question: *About how large is your property?*

**Table 66: Percentage of Neighboring Property Size in Acres**

<b>Acres</b>	<b>Percentage</b>
<b>.01- .25</b>	6.8
<b>.26- .50</b>	23.1
<b>.51- .75</b>	7.6
<b>.76- 1.0</b>	9.5
<b>1.01- 2.0</b>	4.8
<b>2.01- 4.0</b>	0.5
<b>&gt; 4.0</b>	1.5

The majority of properties adjacent to the Monon Trail are less than 1 acre in size. The average size of neighboring property is 7862 square feet for smaller properties under 1 acre, and 3.5 acres for properties over 1 acre in size.

Survey Question: *How is your property used?*

**Table 67: Neighboring Property Uses**

<b>Use</b>	<b>Percentage</b>
<b>Residential</b>	99.0
<b>Commercial</b>	1.0

Neighboring property is used primarily for residential purposes, reflecting the location of the Monon trail through residential areas of Indianapolis.

*Survey Question: Is there a single family home on your property?*

**Table 68: Percent of Trail Neighbors Using Property For Single Family Home**

<i>Single Family</i>	<i>Percentage</i>
<b>Yes</b>	87.2
<b>No</b>	12.8

*Survey Question: Which of the following most accurately describes how you use this house?*

**Table 69: Percent Of Trail Neighbors Using Dwelling Unit as Principle Residence**

<i>How Used</i>	<i>Percentage</i>
<b>Principle residence</b>	98.8
<b>Rental</b>	1.2

A majority of the adjacent property is residential. There is a single family dwelling on 87.2% of trail neighbors' property, more than 98% of which are occupied as a principle residence, and are located within 200 feet of the trail.

*Survey Question: How far is the residence from the nearest part of the trail?*

**Table 70: Distance from Trail In Feet**

<i>Distance</i>	<i>Percentage</i>
<b>0-100</b>	98.7
<b>101-200</b>	1.0
<b>201-300</b>	0.5
<b>301-400</b>	0.0
<b>&gt;400</b>	0.0

Survey Question: Which part of the house faces the trail?

**Table 71: Direction Dwelling Unit Faces in Relation to Trail**

<i>Facing</i>	<i>Percentage</i>
<i>Back</i>	83.1
<i>Side</i>	8.7
<i>Front</i>	8.1

The majority of neighboring properties have the trail in the back of the house.

### Summary and Implication – Trail Neighbor Survey

#### Trail Neighbor Property Characteristics

Monon Trail neighboring properties were largely residential lots, less than one acre in size, and used primarily for single family residential uses. Over 98% of the properties were within 200 feet of the trail and the trail is in the back of more than 80% of the properties.

In **Section 2** of the trail neighbor survey, trail neighbors were asked how they felt about the potential public benefits of the trail. The question asked the respondents to rate their opinion of the benefits based upon a seven-point scale with 1 being “not at all important” to 7 being “extremely important.”

*Survey Question: How important are these public benefits?*

*Not At All Important* *Extremely Important*

1      2      3      4      5      6      7

**Table 72: Trail Neighbor Rating of the Importance of Public Benefits of the Monon Trail**

Trail neighbors rated health and fitness, aesthetic beauty, community pride and preserving open space as the most important public benefits of the Monon trail.

<i>Issue</i>	<i>Mean Importance Rating</i>		
<b><i>Health &amp; Fitness</i></b>	1 Not At All	<b>6.05</b>	7 Extremely
<b><i>Aesthetic Beauty</i></b>	1 Not At All	<b>5.81</b>	7 Extremely
<b><i>Community Pride</i></b>	1 Not At All	<b>5.66</b>	7 Extremely
<b><i>Preserving Open space</i></b>	1 Not At All	<b>5.63</b>	7 Extremely
<b><i>Public Recreation</i></b>	1 Not At All	<b>5.42</b>	7 Extremely
<b><i>Access For Disabled Persons</i></b>	1 Not At All	<b>5.11</b>	7 Extremely
<b><i>Nature Education</i></b>	1 Not At All	<b>4.89</b>	7 Extremely
<b><i>Alternative Transportation</i></b>	1 Not At All	<b>4.37</b>	7 Extremely
<b><i>Tourism &amp; Business Development</i></b>	1 Not At All	<b>3.53</b>	7 Extremely

In **Section 3** of the trail neighbor survey, trail neighbors were asked how satisfied they felt about specific trail management issues, on a seven-point scale with 1 being “not at all satisfied” to 7 being “extremely satisfied”.

Survey Question: *Overall, how satisfied are you with...*

Not At All Satisfied      Extremely Satisfied  
 1      2      3      4      5      6      7

**Table 73: Trail Neighbor Satisfaction With The Trail and Trail Management Issues**

<i>Issue</i>	1 Not At All	Mean Satisfaction Rating	7 Extremely
<b>Trail as a Neighbor</b>	1 Not At All	<b>5.62</b>	7 Extremely
<b>Maintenance of the trail</b>	1 Not At All	<b>5.62</b>	7 Extremely
<b>Natural surroundings of the trail</b>	1 Not At All	<b>5.41</b>	7 Extremely
<b>Agency responsiveness to reported problems</b>	1 Not At All	<b>4.66</b>	7 Extremely
<b>Ranger/Safety patrols</b>	1 Not At All	<b>4.55</b>	7 Extremely
<b>Parking facilities for trail users</b>	1 Not At All	<b>4.38</b>	7 Extremely

Trail neighbors expressed greater satisfaction for having the trail as a neighbor, the maintenance of the trail and the natural surroundings of the trail. However, none of the trail and trail management issues were rated as extremely satisfactory by trail neighbors in Indianapolis.

Survey Question: *When you first found out that there was going to be a trail near your property, how did you feel about the idea?*

**Table 74: Trail Neighbor Initial Attitude Toward Trail**

<i>Feeling</i>	<i>Percentage</i>
<b>Very opposed to</b>	5.6
<b>More opposed to</b>	2.8
<b>Somewhat opposed to</b>	2.8
<b>Neither less or more</b>	25.0
<b>Somewhat supportive</b>	22.2
<b>More supportive of</b>	11.1
<b>Very supportive of</b>	30.6

The majority (63.9%) of trail neighbors' initial attitudes toward the trail were supportive. One-fourth of trail neighbors expressed an initially neutral attitude toward the trail



*Survey Question: Would you say that living near the trail is better or worse than expected, when compared to your first reaction?*

**Table 75: Current Trail Neighbor Attitudes Toward Trail Compared with First Reaction**

<b><i>Feeling About Nearness</i></b>	<b><i>Percentage</i></b>
<b><i>Much worse than I expected</i></b>	8.8
<b><i>Worse than I expected</i></b>	4.1
<b><i>Somewhat worse than I expected</i></b>	4.8
<b><i>Neither more or less than expected</i></b>	15.6
<b><i>Somewhat better than I expected</i></b>	14.3
<b><i>Better than I expected</i></b>	26.5
<b><i>Much better than I expected</i></b>	25.9

More than 66% of adjacent property owners indicated living near the trail is better than expected.

*Survey Question: How do you feel the trail has affected the quality of your neighborhood?*

**Table 76: Trail Neighbor Attitude Of Trail Affect On Neighborhood Quality**

<b><i>Quality Affect</i></b>	<b><i>Percentage</i></b>
<b><i>Reduced quality</i></b>	3.4
<b><i>Lowered quality</i></b>	4.7
<b><i>Somewhat lowered quality</i></b>	4.7
<b><i>Neither reduced or improved quality</i></b>	14.2
<b><i>Somewhat improved quality</i></b>	19.6
<b><i>Added to quality</i></b>	27.0
<b><i>Improved quality</i></b>	26.4

Over 73% of respondents indicated the trail resulted in some level of improvement in neighborhood quality.

## Summary and Implications – Trail Neighbor Survey

### Trail Neighbor Attitudes Toward Monon Trail

Trail neighbors expressed an overall positive attitude toward the Monon trail with 73% of trail neighbors expressing the opinion that the trail improved the quality of their neighborhood. More than 66% of all trail neighbors responding indicated that their attitude toward the Monon trail was better than expected. A large proportion of trail neighbors were neutral in their opinion on the trail.

These levels of approval are very similar to those indicated as initial attitudes toward the trail as expressed by trail neighbors. Initial attitudes toward the trail indicated by responding trail neighbors showed that only 11.2% of them were opposed to the trail to some degree. With only 12.8% of the trail neighbors expressing the attitude that the trail has had a reduced or lowered effect on neighborhood quality of life, it may be surmised that initial reaction to the Monon trail has remained fairly constant.

Trail neighbors' ratings of public benefits of the Monon trail were similar to those of trail users. While health and fitness, aesthetic beauty, and community pride were the top rated public benefits to trail neighbors; health and fitness, public recreation, and community pride were the top three rated benefits by trail users.

Trail neighbors generally reported satisfaction with the Monon trail and expressed most satisfaction with having the trail as a neighbor and maintenance of the trail. Trail neighbors expressed lower levels of satisfaction with the quality of ranger/safety patrols and parking facilities.

**Section 4** of the survey was designed to determine how trail neighbors felt that their property values have been affected by the trail.

*Survey Question: How do you think that being near the trail has affected resale value of this property?*

**Table 77: Neighbor Opinion on The Effect of the Trail On Resale Value of Their Property**

<i>Effect</i>	<i>Percentage</i>
<i>Increased resale value</i>	65.9
<i>No effect on resale value</i>	28.6
<i>Lowered the resale value</i>	5.4

The majority of trail neighbors responding indicated the trail has increased the resale value of their property. Just over one-fourth of respondents indicated they felt the trail had no effect on the resale value of their property, while only 5.4% felt the trail had lowered their property value.

*Survey Question: By what percent do you think being near the trail has raised or lowered the value of this property?*

**Table 78: Neighbor Opinion Of Effect On Resale Vale Value**

<i>Percentage Effect</i>	<i>Percentage</i>
<i>.1-3%</i>	24.6
<i>3.1-5%</i>	26.2
<i>5.1-8%</i>	12.3
<i>8.1-10%</i>	16.4
<i>10.1-15%</i>	10.7
<i>Greater than 15%</i>	9.8

It appears the trail has a small effect on perceived resale value of adjacent property

*Survey Question: If you were to try to sell this property, do you think being near the trail will make it harder or easier to sell?*

**Table 79: Trail Neighbor Opinion On Salability of Property Due to Proximity To Trail**

<b><i>Salability</i></b>	<b><i>Percentage</i></b>
<b><i>Much easier to sell</i></b>	17.4
<b><i>More easy to sell</i></b>	28.3
<b><i>Somewhat easier to sell</i></b>	18.5
<b><i>Neither easier or harder to sell</i></b>	26.1
<b><i>Somewhat less easy to sell</i></b>	4.9
<b><i>Less easy to sell</i></b>	2.7
<b><i>Much harder to sell</i></b>	2.2

In the next section, **Section 5**, trail neighbors were asked if the trail affected their decision to purchase the property. Respondents were only asked to respond to this question based upon whether or not they had purchased the property after the trail was opened. The date of the trail opening was provide with the survey

*Survey Question: How did the presence of the trail affect your decision to buy property?*

**Table 80: Affect of Trail On Decision To Purchase**

<b><i>Trail Presence</i></b>	<b><i>Percentage</i></b>
<b><i>Reduced appeal</i></b>	2.6
<b><i>Somewhat less appealing</i></b>	5.2
<b><i>Neither more or less appealing</i></b>	27.3
<b><i>Somewhat more appealing</i></b>	14.3
<b><i>More appealing</i></b>	26.0
<b><i>Added to appeal</i></b>	24.7

The opinion of a majority of adjacent property owners is that the Monon trail either has no effect or increases salability. A very small percentage of trail neighbors indicated that proximity to the trail would make it more difficult to sell the property.

The majority of trail neighbors (65%) who purchased property along the trail after it opened indicated the trail increased the appeal of the property in their decision to buy. However, a significant percentage (27.3%) indicated the presence of the trail had no effect on the appeal of the property in their decision to buy.

*Survey Question: Now that you have purchased the property, how supportive are you of the trail?*

**Table 81: Trail Neighbor Support of Trail After Purchasing Property**

<b><i>Trail Support</i></b>	<b><i>Percentage</i></b>
<b><i>Very opposed to</i></b>	2.9
<b><i>More opposed to</i></b>	2.9
<b><i>Somewhat opposed to</i></b>	4.8
<b><i>Neither less or more opposed to</i></b>	8.6
<b><i>Somewhat supportive of</i></b>	6.7
<b><i>More supportive of</i></b>	25.7
<b><i>Very supportive of</i></b>	48.6

A large majority (81%) of current property owners are supportive of the trail.

## Summary and Implications – Trail Neighbor Survey

### Trail Neighbor Property Value and Resale Opinions

The majority of the trail neighbors responding indicated the Monon trail has increased the resale value of their property. Just over one-fourth of respondents indicated they felt the trail had no effect on the resale value of their property, while only 5.4% felt the trail had lowered their property value. However, in either case, the effect was largely believed to be less than 10% of the resale value.

Trail neighbors also felt that the trail’s proximity to their property would make it easier to sell their property with 64.2% of the neighbors indicating some degree of support for this concept. About one-fourth of trail neighbors indicated that the trail would not affect salability of the property. Only 9.8% of trail neighbors indicated proximity to the trail would negatively affect ability to sell their property.

For those individuals purchasing property by the Monon trail after it was constructed, a significant group (65%) indicated trail proximity as an appealing factor in their decision to purchase the property. After purchasing the property, 81% of trail neighbors are supportive, to some degree, of the Monon Trail.

In **Section 6**, trail neighbors were asked if their opinions regarding the trail have changed since the trail opened and the public began to use the trail. The trail neighbors rated problems using a 7-point scale with 1 being “less of a problem” and 7 being “more of a problem.”

*Survey Question: Indicate your opinion regarding trail changes since it was opened to the public.*

**Table 82: Opinions of Problems Associated with Trail Users.**

<b>Problem</b>	<b>Mean Problem Level Rating</b>		
<b>Trespassing</b>	1 Less	<b>3.93</b>	7 More
<b>Lack of Privacy</b>	1 Less	<b>3.92</b>	7 More
<b>Litter</b>	1 Less	<b>3.78</b>	7 More
<b>Noise</b>	1 Less	<b>3.77</b>	7 More
<b>Dog Manure</b>	1 Less	<b>3.68</b>	7 More
<b>Loitering</b>	1 Less	<b>3.63</b>	7 More
<b>Unleashed/ roaming pets</b>	1 Less	<b>3.62</b>	7 More
<b>Vandalism</b>	1 Less	<b>3.36</b>	7 More
<b>Discourteous/ rude users</b>	1 Less	<b>3.34</b>	7 More
<b>Illegal vehicles</b>	1 Less	<b>3.26</b>	7 More
<b>Cars Parking</b>	1 Less	<b>3.26</b>	7 More
<b>Burglary</b>	1 Less	<b>3.14</b>	7 More
<b>Animal Harassment</b>	1 Less	<b>3.03</b>	7 More
<b>Fruits/vegetables picked</b>	1 Less	<b>2.80</b>	7 More
<b>Lack of maintenance</b>	1 Less	<b>2.62</b>	7 More
<b>Asking to use Bathroom, phone</b>	1 Less	<b>2.48</b>	7 More

Trail neighbors indicate an overall decrease in problems from the time the trail opened.

In this specific case, Monon trail neighbors indicated a reduction in maintenance problems, requests to use restrooms/phone, and crop damage, since the trail was opened to the public.

In **Section 7** of the trail neighbor survey, adjacent property owners were asked what problems they may have experienced in the past year and the number of times each experience occurred.

*Survey Question: Indicate if you have experienced the following problems in the last year.*

**Table 83: Number of Trail Neighbors Reporting Specific Problems Occurred In Past Year**

Trail neighbors indicated that some problems do occur on the adjacent trail. The most frequently occurring problem reported by trail neighbors was trespassing. Less privacy, noise from the trail and dog manure were problems that were reported as consistent and frequent problems with the adjacent trail.

<i><b>Problem</b></i>	<i><b>No. Of Neighbors Reporting</b></i>
Illegal Vehicles	79
Littering	87
Unleashed Pets	64
Trespassing	68
Noise from trail	72
Loitering	60
Vandalism	35
Harass Animals	21
Rude Users	47
Privacy	26
Burglary	23
Illegal Parking	37
Maintenance	24
Dog Manure	59
Request phone	10
Crops damaged	8
Drainage	5

## **Summary and Implications – Trail Neighbor Survey**

### **Trail Neighbor Attitude Toward Trail, and Reported Problems**

Problems associated with the Monon trail were reported by trail neighbors to include all generally known problem issues. Generally, trail neighbors in Indianapolis indicated that problems were either at the same level of problem as before trail development, or less of a problem after trail development including requests to use bathrooms, lack of maintenance to the public property, crop damage, dog manure and a host of other problems. This trend is probably reflective of the effect park development has on vacant, unused greenspace as documented by other agencies.

It should be noted that an increased lack of privacy, increased noise, and increased issues with parking and illegal vehicle users were reported as significant problem trends by trail neighbors.

Specific problems reported by trail neighbors focused largely on trespassing, less privacy, lack of trail maintenance and dog manure. These consistently reported problems might help focus Indy Greenways' response to neighbors' concerns in their management of the Monon Trail.



In **Section 8**, trail neighbors were asked to provide information about themselves and their households in order to assist in better understanding the issues affecting them.

*Survey Question: Did you use the trail at least once during the past 12 months?*

**Table 84: Percentage of Trail Neighbors Who Used The Monon Trail in Past 12 Months**

A large majority of trail neighbors (94.7%) responding to the survey indicated they had used the trail at least once in the past 12 months.

<i>Used Trail</i>	<i>Percentage</i>
<b>Yes</b>	94.7
<b>No</b>	5.3

*Survey Question: If yes, on average how many days/week did you use the trail in each season?*

**Table 85: Average Number of Days/Week Trail Neighbors Use Trail By Season**

The average number of days that neighbors utilize the trail each week varies slightly between spring and fall, with a drop off in use in the winter months.

<i>Season of Year</i>	<i>Average No. Days Used</i>
<b>Summer</b>	3.08
<b>Spring</b>	2.82
<b>Fall</b>	2.82
<b>Winter</b>	1.96

*Survey Question: How many members of your household from each of the following age categories have used the trail during the last 12 months and what was the purpose of use?*

**Table 86: Trail Use by Age Category and Purpose**

<i>Age Group</i>	<i>Number In Age Category</i>	<i>Primary Purpose of Use</i>
<b>12 &amp; Under</b>	36	Recreation
<b>13 to 18</b>	22	Recreation
<b>19 to 24</b>	20	Recreation Health
<b>25 to 44</b>	94	Recreation Health
<b>45 to 65</b>	60	Recreation Health
<b>Over 66</b>	22	Recreation Health

Recreation and health were the primary purposes of trail use by trail neighbors.

Generally, the younger the member of the household the more likely their primary purpose of the trail will be exclusively for recreation.

Survey Question: What is your gender?

**Table 87: Gender of Trail Neighbor Survey Respondents**

<b>Gender</b>	<b>Percentage</b>
<b>Female</b>	50.2
<b>Male</b>	49.8

Survey Question: What is your age?

**Table 88: Grouped Age Categories of Trail Neighbor Survey Respondents**

<b>Grouped Ages</b>	<b>Percentage</b>
<b>25-35</b>	32.8
<b>36-45</b>	21.0
<b>46-55</b>	22.1
<b>56-65</b>	8.2
<b>66-75</b>	9.7
<b>76-85</b>	5.7
<b>Over 85</b>	0.5

Most trail neighbor survey respondents were between 25-35 years of age, with another large group between the ages of 36-55. The average age of the trail neighbor survey respondent was 44 years.

## **Summary and Implications --- Trail Neighbor Survey**

### **Trail Neighbor Attributes and Respondent Demographics**

Trail neighbors indicated they were likely to use the trails with almost 95% of them indicating they had used the trail at least once in the past year. Trail neighbors reported a high trail use level with the spring through fall time period being the highest use level at approximately 3 days of use every week (approximately 115 days of use annually). Trail neighbors reported use of the trail by all age groups with recreation being the primary trail use purpose for younger participants and health/fitness and recreation being the primary trail use purposes for older trail neighbors.

Trail neighbors responding to the survey were equally divided by gender and on average were 44 years old.

## Conclusions

The preceding findings summarize information analyzed from the Monon Trail study conducted in July – October 2000 in Indianapolis, Indiana. The study was intended to provide a broad analysis of trail use, trail management and land use issues in order to enhance knowledge and understanding of how the trail is used, and perceived by patrons, the community and neighboring land owners. These matters are important to the effective operation and management of the Monon trail in Indianapolis as well as similar trails and agencies in Indiana. Funding and State planning agencies, INDOT and IDNR will rely, in part, on the Indianapolis Monon Trail Study to chart directions in funding and development of trail systems in other communities.

A review of summary and implication information for the Monon Trail Study suggests specific conclusions and recommendations regarding trail users, trail management and trail neighbors. Based on the data analysis, the following conclusions can be made:

- 1) Trail traffic on the Monon trail approaches 48,000 counts per month in the fall season with peak hour use on weekdays between 4-7pm. On weekends, there is fairly steady use between 7am and 3pm and then a peak in usage from about 3pm to 7pm.
- 2) Trail users are predominantly white, middle-aged, and equally divided among gender.
- 3) A large proportion of trail users have become more active because of the creation of the trail. Generally, trail users viewed the trail as an important part of an active lifestyle.
- 4) Proximity to the trail appears to be an important factor in trail use with the vast majority of users living within 10 minutes or 5 miles of the trail.
- 5) Monon trail users overall are satisfied with the trail. It positively affects their view of Indianapolis as a city and their quality of life.
- 6) Trail users expressed a high level of satisfaction with the public benefits provided by the trail, such as preservation of open space, natural surroundings, health and recreation.

- 7) A majority of trail users experienced some kind of problems on the trail. This may be due to the large number of people on the trail. However, 75% said they would not stop using the trail because of these problems.
- 8) Trail users overwhelmingly felt safe on the trail, but also felt it was somewhat congested. Feelings of personal safety, however, could be increased with the addition of bike patrols, lights and phones.
- 9) Most trail users are not willing to pay a user fee to use the trail. A small number of users reported expenditures on equipment, accessories and other goods and services related to trail usage.
- 10) Monon trail users represent a wide variety of trades and occupations.
- 11) Monon trail neighbors generally have a positive attitude toward the trail and feel it has improved the quality of their neighborhood.
- 12) Trail neighbors were satisfied with the public benefits provided by the trail.
- 13) Trail neighbors are supportive of the trail and generally feel it has increased the value and salability of their property.
- 14) In general, problems experienced by trail neighbors have decreased since development of the trail for public use.
- 15) The majority of trail neighbors are also trail users. Trail neighbors use the trail approximately 3 days per week, especially during spring, summer and fall.