

CHAPTER III. STUDY RESULTS

This chapter presents a detailed description of the results of both the trail user and landowner surveys included in the study. The first section describes the characteristics, use patterns, and attitudes and preferences of trail users. A similar profile of trail neighbors (landowners) is given in the following section. Finally, data from both surveys relative to the economic and other benefits of rail-trails are presented. Because of the volume of data presented, all of the data tables from these sections are provided at the end of the chapter.

Description of Trail Users and Trail Use

User Characteristics

The sample of trail users included nearly equal numbers of males and females (Table III-1). The Heritage Trail sample included a slightly higher proportion of males (56%), while the Lafayette/Moraga sample included more females (57%) and the St. Marks sample was most evenly divided between males (51%) and females (49%). Users of all ages were well represented on all three study trails (Table III-2). The average age of respondents was 45, although this average varied markedly by trail from a low of 38 for the St. Marks Trail to a high of 50 for the Lafayette/Moraga Trail. It is important to remember that the age distribution shown in Table III-2 represents only survey respondents and thus excludes users under 16 years of age. (Children within sampled groups are included in the age distribution presented later and in Table III-14).

Similarly, the sampled rail-trails appear to attract users from all income levels (Table III-3). Nearly one-fourth of the combined sample reported incomes of \$80,000 or higher, while two-fifths reported incomes under \$40,000 annually. The Lafayette/Moraga sample included a much larger proportion of users in the top income

bracket (42% compared to 7% for the Heritage Trail and 11% for the St. Marks Trail).

Trail users tended to be well educated, with the majority reporting that they had completed college or graduate work (Table III-4). In this instance, the Lafayette/Moraga and St. Marks trails were most alike, with about two-thirds reporting completion of at least a college education, compared to only 40% for the Heritage trail.

Trail users came from a wide variety of occupations, with professional fields particularly well represented (Table III-5). Retired individuals made up 14 percent of the overall sample and were most prominent on the Lafayette/Moraga Trail (21%) and least evident on the St. Marks Trail (5%).

There was relatively little ethnic diversity among users sampled on the three study trails (Table III-6). Over ninety percent of the respondents from all three trails were white. However, the demographic characteristics of sampled trail users mirrored the populations of the communities through which the trails passed.

When asked if they had any disabilities or handicaps, seven percent of the trail users said yes (Table III-7). Hearing and visual impairments were the most frequently reported types of disabilities. Only two individuals of the over 1,700 responding to the mail survey reported that they use a wheel chair.

Trail Use Patterns

Study respondents' level of previous experience and trail use tended to reflect the age of the respective trails. Two-thirds of the users of the St. Marks Trail, the newest of the study trails, reported their first trail visit during 1989 or 1990 (Table III-8). In contrast, about half of the Lafayette/Moraga users began using the trail prior to 1985 and only 18% reported their first

visit between 1989 and 1990. These numbers are consistent with the percentages of respondents who were on their first visit to the respective trails when they were interviewed. The proportion reporting they were visiting the trail for the first time ranged from four percent for the Lafayette/Moraga to 16% for the Heritage and 19% for the St. Marks Trail.

The frequency of trail usage also varied markedly across the three study trails (Table III-9). The Lafayette/Moraga users included a much higher proportion of very regular users, with 50% reporting that they used the trail more than 100 times during the previous twelve months. The Heritage and St. Marks Trails also attracted substantial numbers of regular trail users, but about half of their respondents reported ten or fewer visits for the previous twelve months.

These differences in trail use rates probably reflect differences in the distances respondents had to travel to use the respective trails (Table III-10). One-third of the Lafayette/Moraga users lived within a mile of the trail, with another 49% living between one and five miles from the trail. Only about one-fourth to one-third of the St. Marks and Heritage Trail users reported living within five miles of the trail. Conversely, both the Heritage and St. Marks Trails were more likely than the Lafayette/Moraga to attract users from more than ten miles away, and the Heritage in particular showed high numbers traveling distances of 20 miles or more.

The majority of users of all three trails reported using motor vehicles to travel to the trail, although users of the Heritage and St. Marks trails were far more likely to drive to the trail (Table III-11). Nearly one-third of the Lafayette/Moraga users traveled by foot from their homes to the trail, probably reflecting the short distance they had to travel. Roughly one-tenth of the users of all three trails traveled to the trail by bicycle.

Most trail users traveled less than 30 minutes to reach their trail, and the majority of Lafayette/Moraga users reported traveling less

than ten minutes (Table III-12). The most common traveling time required for both Heritage and St. Marks Trail users was between ten and 29 minutes. One-fourth of the Heritage Trail respondents reported traveling an hour or more to reach the trail.

Bicycling was the most popular trail activity on the Heritage and St. Marks Trails, while walking was far more popular on the Lafayette/Moraga (Table III-13). The St. Marks Trail was dominated by a single activity (bicycling - 81%) to a greater extent than the other two trails. Jogging was uncommon on all three trails, although it was more common on the Lafayette/Moraga (12%) than the Heritage (3%) or St. Marks (4%).

Overall use levels of each trail were estimated from ranger trail patrols, as described in Chapter II. The estimated total numbers of trail visits for the study year were 135,000, 170,000 and 400,000 for the Heritage, St. Marks, and Lafayette/Moraga Trails, respectively. Trail use levels showed the most seasonal variation on the Heritage Trail, and were most consistent across seasons at the St. Marks Trail. (See Appendix A for a more detailed breakdown of the use estimation calculations.)

The age composition of groups using the trails differed somewhat from the respondents' age (presented earlier in table III-2), because children under the age of 16 were not interviewed. These children represented between 10 and 15% of the groups that were sampled (Table III-14). These percentages probably still underestimate the proportion of children using the trail because they represent only children who were with groups where a group member was sampled.

The length of time people stayed on the trail was directly related to the length of time it took them to travel to the trail (Table III-15). Nearly all Lafayette/Moraga users (85%) stayed on the trail for less than two hours. In contrast, the average visit to the Heritage and St. Marks Trails was more than two hours, with only about one-

third of the users reporting a stay shorter than two hours.

Use of all three trails was heavily dominated by day users, but the proportion of visitors who were on overnight trips did vary, from a low of two percent for the Lafayette/Moraga to nine percent for the St. Marks and 12% for the Heritage Trail. The types of accommodations used by overnight visitors likewise varied by trail (Table III-16). Overnight visitors to the Heritage Trail were most likely to use hotel or motel accommodations, while St. Marks visitors were more likely to stay with friends or relatives. Among the very few Lafayette/Moraga users who were on overnight visits, all were staying with friends or relatives.

User Attitudes and Preferences

Trail users were asked some questions dealing with their attitudes and preferences about trails. Table III-17 summarizes responses to a question asking users to rate the importance of a series of trail characteristics. The "lack of motor vehicles" was rated the most important trail characteristic by users of all three trails. This was closely followed by "natural surroundings" and "quiet settings." Good maintenance also was considered very important by users of all trails. The preference for "lack of motor vehicles" may have been related to concerns for safety and/or desire for quiet, slower-paced environments.

Respondents were also asked the extent to which they believed certain items were problems on their respective trails (Table III-18). Lack of restrooms and drinking water tended to be the greatest problems perceived on all three trails. Crowding and reckless behavior were felt to be more serious problems on the Lafayette/Moraga, but even there the ratings were relatively low on the seven-point scale.

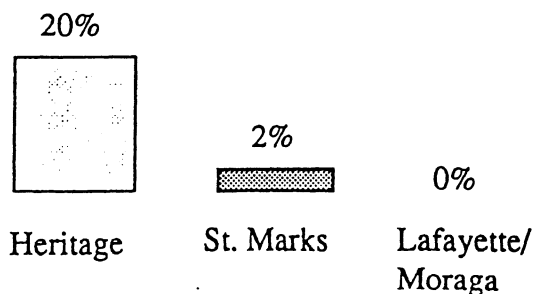
Description of Trail Neighbors and Their Properties

Tables III-19 through III-30 at the end of this chapter present detailed descriptions of trails neighbors, their properties, and their trail use. Major findings are summarized below.

The majority of landowners did report having a house on their properties and that this house was their principal residence (Tables III-21 and III-22). On average, Heritage neighbors lived the farthest from the trail and Lafayette/Moraga neighbors the closest (Table III-23). Some owners reported living farther from the trail than the limits of the sampling frame of 0.25 miles (0.5 for Heritage). Many of these instances were apparently cases where tax records showed the property within 1/4 mile of the trail but the owner's house was on a part of the property farther away. Some cases may have been overestimates of distances to the trail and a few may have been absentee or recently-moved owners.

Heritage neighbors owned the largest properties and farm and residential uses predominated there, while Lafayette/Moraga neighbors owned the smallest properties and their use was almost exclusively residential (Tables III-24 and III-25). These findings are consistent with the rural character of the Heritage, the suburban character of the Lafayette/Moraga and the more

Figure III-1
Percent of Trail Neighbors with
Properties Severed by Trail



mixed environment of the St. Marks trail. On the Heritage and St. Marks Trails, it was most common for the front of neighbors' houses to face the trail while the trail was most commonly behind houses on the Lafayette/Moraga (Table III-26). Although Lafayette/Moraga owners had owned their properties for the shortest number of years, all the trails were in areas characterized by long-term ownership (Table III-27). Finally, note that it was far more common for Heritage neighbors to have their properties severed by the trail than it was for owners along the other two trails (see Figure III-1 and Table III-28).

The findings regarding trail neighbors' use of the trails were striking. The vast majority of

days any household member visited the trail during the last year were 47, 67, and 141 for the Heritage, St. Marks, and Lafayette/Moraga respondents, respectively (Table III-30).

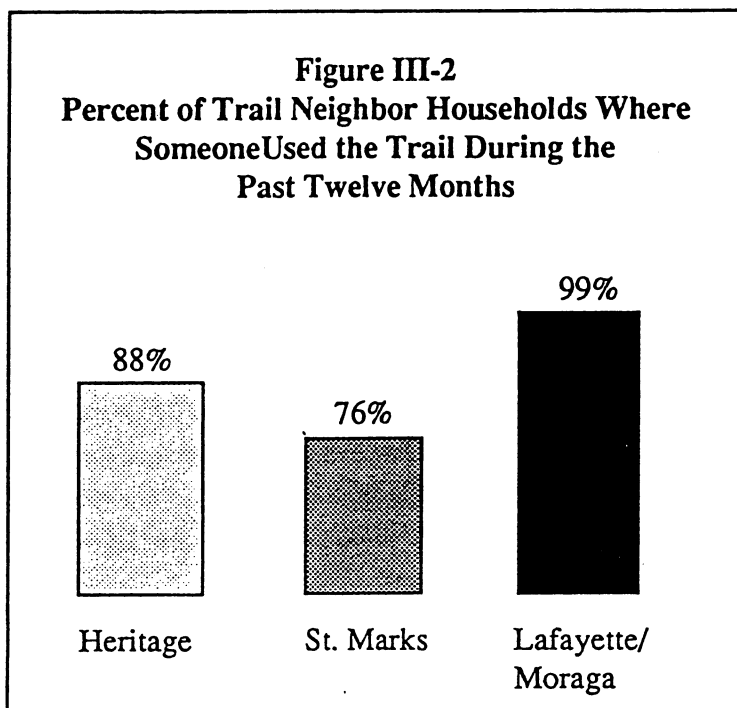
Neighbors' Experiences of Trail-Related Problems

An important objective of the survey of trail neighbors was to determine the types and extents of any problems or annoyances landowners might have experienced as a result of living near a rail-trail. A list of potential problems associated with trails was prepared based on previous research (Mazour, 1988; East Bay Regional Park District, 1978) and discussions with trail manag-

ers. Respondents were asked to provide their experiences with these problems in several ways. Tables III-31 through III-34 at the end of this chapter present these results for the entire sample and for adjacent owners separately.

In general, those sampled had experienced very few trail-related problems during the previous twelve months but the types of problems experienced varied considerably by trail. The problem reported by the largest number of Heritage neighbors (39%) was "illegal motor vehicle use." This was also the problem which occurred most frequently there at an average of 2.1 times during the preceding twelve months. On the St. Marks Trail, "illegal motor vehicle use"

was again the problem reported by the largest number (39%) of neighbors. The problem which occurred most frequently there, however, was "cars parked on/near my property" at 5.1 times during the last twelve months. "Unleashed and roaming pets" was the problem reported by the largest number of Lafayette/Moraga neighbors (43%), and the most frequently occurring problem for them was the closely related "dog manure on/near my property" which



households surveyed included trail users and many used the trails frequently. In fact, ninety-nine percent of all Lafayette/Moraga neighbors reported that someone in their household used the trail during the past twelve months (see Figure III-2 and Table III-29). It is interesting to note that the older the trail, the higher the proportion of trail-using neighbors. Neighbors' use levels were also high. The average number of

happened an average of 8.8 times during the last year. This was the highest rate of occurrence of any of the problems examined on any of the trails (Table III-31).

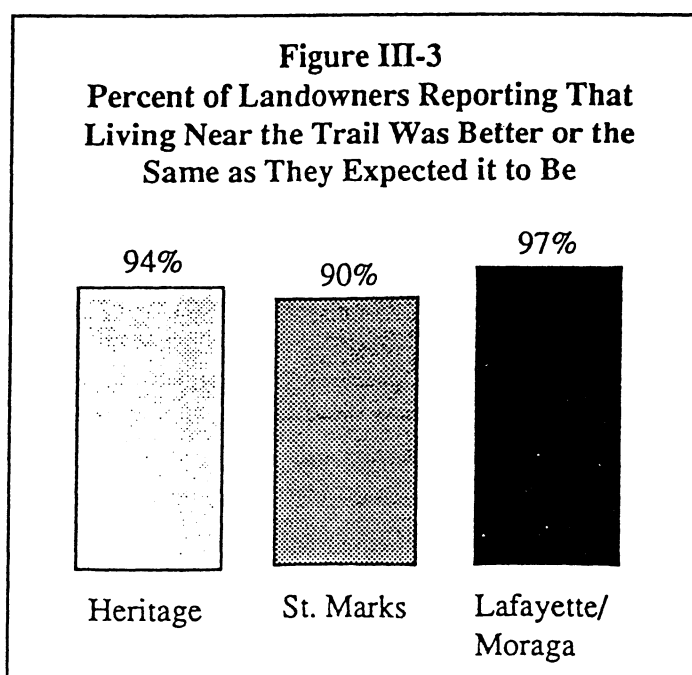
When the responses of landowners living immediately adjacent to the trails were examined separately, the types of problems reported most frequently were very similar to the overall sample. However, in nearly every case, the proportion of neighbors reporting that they had experienced the problem increased and the rates of occurrence for many of the problems were higher as well (Table III-32). This was particularly true of "cars parked on/near property" for adjacent Heritage and St. Marks owners and "loss of privacy" and "noise from trail" for Lafayette/Moraga owners. This is not surprising in that nearby owners are more insulated from these problems, often by their neighbors living adjacent to the trails.

The changes in these same potential problems over time were also examined to help establish the extent to which the trails were the primary causes of the problems. The following question was asked of people who owned property near or adjacent to the trails before the trails were opened, "The (Lafayette/Moraga) Trail was created on the right-of-way of an abandoned railroad line. Compared to before the trail was opened, how has each of the following changed?" The average responses for all owners together and adjacent owners alone indicate that each of the problems is less of a problem now than when the corridor was an unused rail line before the trail was established (Table III-33). Table III-34 shows the percentage of respondents who reported that the various problems either decreased or remained the same after the trails were established. In each case, the majority of respondents reported that there was no increase in the level of problems (Table III-34).

Neighbors' Attitudes Toward the Trails

Overall, the respondents reported that they were satisfied having the trails as neighbors and in nearly every case, the Lafayette/Moraga neighbors were the most positive and the Heritage neighbors the least positive. Table III-35, for example, shows overall satisfaction with the trails using a 7-point scale where 1 indicated "very satisfied" and 7 "very unsatisfied." The average responses for the Lafayette/Moraga (2.3) and St. Marks (2.8) indicate considerably stronger satisfaction with the trail than that of Heritage neighbors, whose average satisfaction of 3.5 is only slightly better than the scale's midpoint, which would indicate indifference. Table III-36 shows a very similar pattern. Overall, respondents reported that the trails had improved the quality of the neighborhoods through which they pass. Again, Lafayette/Moraga neighbors were the most positive and Heritage owners the least positive.

Attitudes about the trails were also examined based on whether the neighbors bought their property before or after the trail was established. Table III-37 shows that just under half of all Lafayette/Moraga neighbors bought their



property after the trail was opened while only 12% of St. Marks owners bought their property knowing that a trail would be built. This is primarily due to the fact that the Lafayette/Moraga was fourteen years old at the time of the survey and the St. Marks only two. Those who had owned property along the Lafayette/Moraga and St. Marks rights-of-way before the trails were established generally reported that they were supportive of the proposed trails while Heritage landowners had been opposed to the trail overall (see Table III-38). However, neighbors along all three trails reported that living near the trails had turned out to be better than they had expected it would be (see Figure III-3 and Table III-39) and better than living near the unused rail-road rights-of-way had been (Table III-40).

Summary

Overall, owners of property near and adjacent to the three study trails reported that they were satisfied with having a rail-trail for a neighbor. The vast majority of trail neighbors were trail users themselves and reported few occurrences of trail-related problems. Those living immediately adjacent to the trails did report having more problems and higher rates of problem occurrence than nearby owners. The most commonly reported problems involved illegal motor vehicle use and parking along the Heritage Trail; illegal motor vehicle use and litter along the St. Marks Trail; and unleashed/roaming pets, litter and noise along the Lafayette/Moraga Trail. However, the majority of owners reported that there had been no increase in problems since the trails were opened. While many Heritage owners had been opposed to the trail when it was proposed, neighbors of all three trails agreed that living near the trails was better than they had expected it to be and better than living near the unused railroad lines before the trails were constructed.

Benefits of Sample Rail-Trails

Trip Expenditures

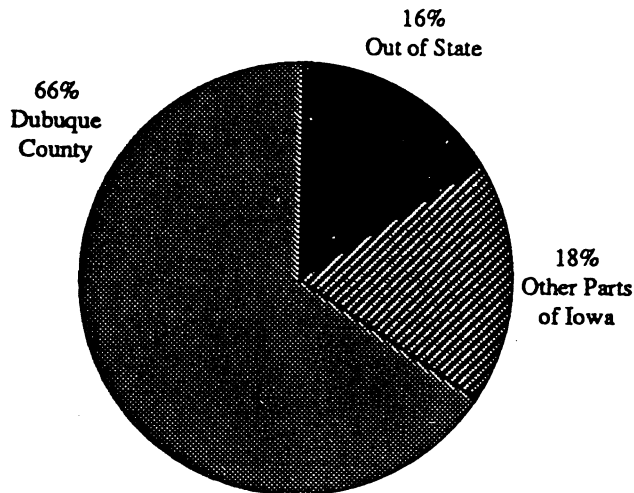
As part of the follow-up mail survey, trail users were asked how much they had spent on selected expenditure categories during their sampled visit to the selected rail trail. The respondents were asked to indicate where these expenditures had been made during the sampled trip, i.e., within the county where the trail was located, outside of the county but within the state, or outside of the state. If an individual was on a trip that lasted more than one day, the total expenditures were divided by the number of days the trip lasted. If expenditures were shared during the trip, then the total expenditures were divided by the number of individuals sharing expenses. This procedure resulted in an average daily expenditure per person for individuals using each of the trails. Tables III-41 through III-48, which contain a detailed breakdown of expenditures for each trail, are located at the end of the chapter.

Figure III-4 shows the average expenditures for each trail, broken down by where the expenditure was made, i.e., within the county where the trail is located, outside of the county but in the rest of the state, and outside of the state. Of the \$9.21, \$11.02, and \$3.97 spent per person per day on the Heritage, St. Marks, and Lafayette/Moraga Trails, respectively, nearly all of the spending (84-94 percent) was done within the state. The largest portion of the expenditures (66 percent) made by users of the Heritage Trail were made in Dubuque County. Only about 40 percent of the expenditures made by the users of the other two trails were made in the counties where the trails are located.

As would be expected (see Figure III-5), the largest expenditures were made for food and auto-related purchases. These two types of purchases accounted for 83 percent of the expenditures made by users of the St. Marks Trail, 72 percent of the Lafayette/Moraga expenditures, and 64 percent of the Heritage Trail expen-

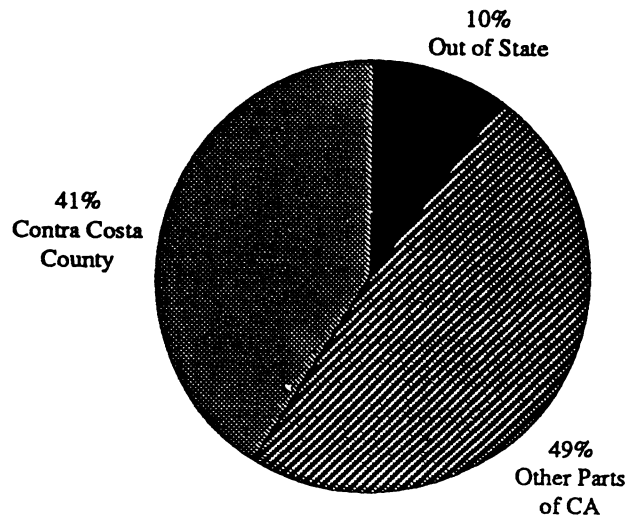
Figure III-4
Where Expenditures Were Made During Visits to Trails

Heritage Trail



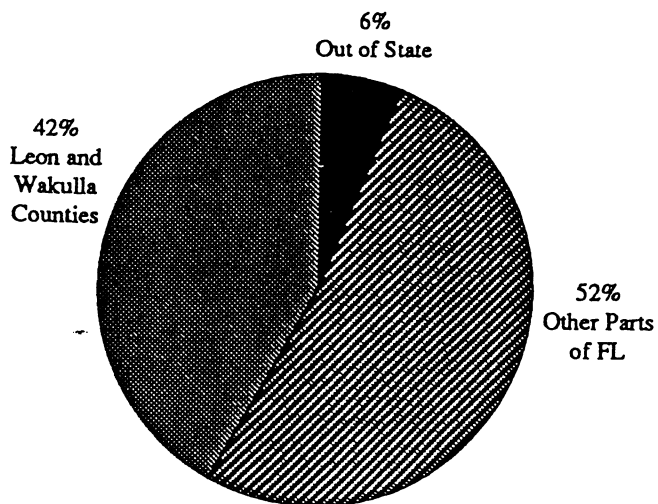
\$9.21 per person per day

Lafayette/Moraga Trail



\$3.97 per person per day

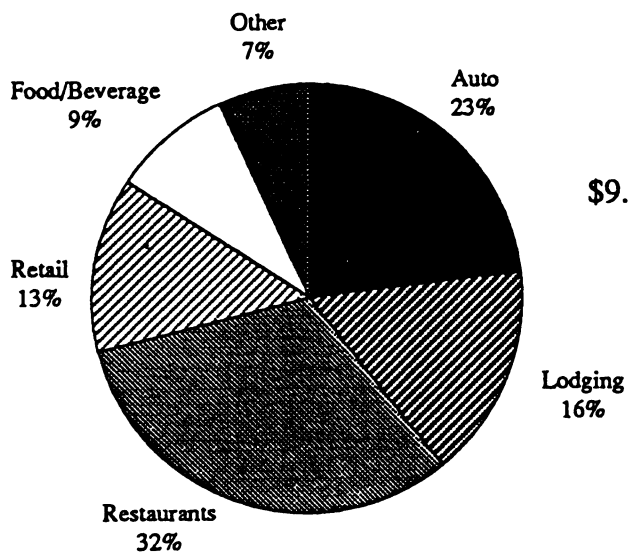
St. Marks Trail



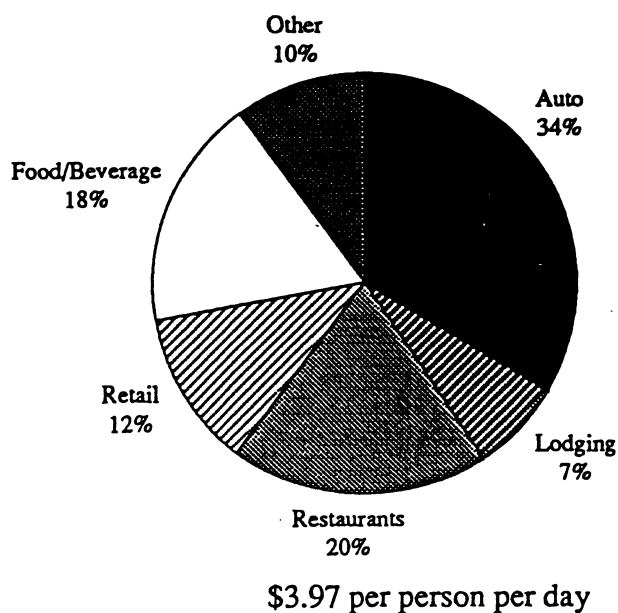
\$11.02 per person per day

Figure III-5
Distribution of Trail User Daily Expenditures

Heritage Trail



Lafayette/Moraga Trail



St. Marks Trail

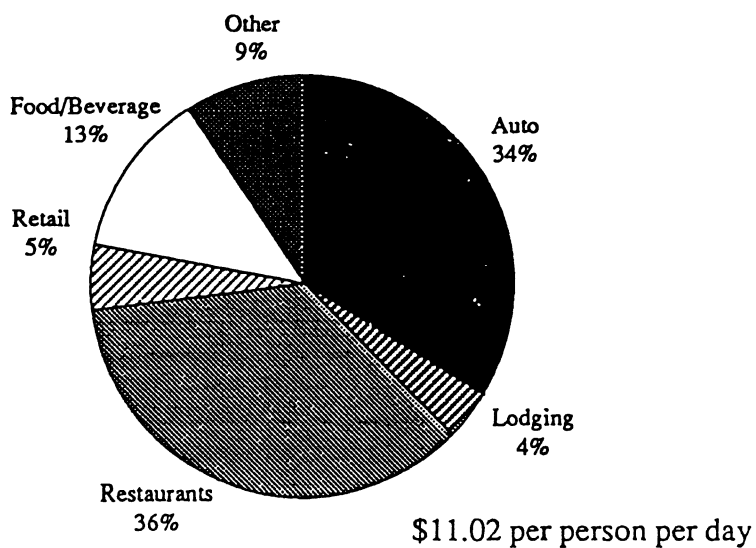
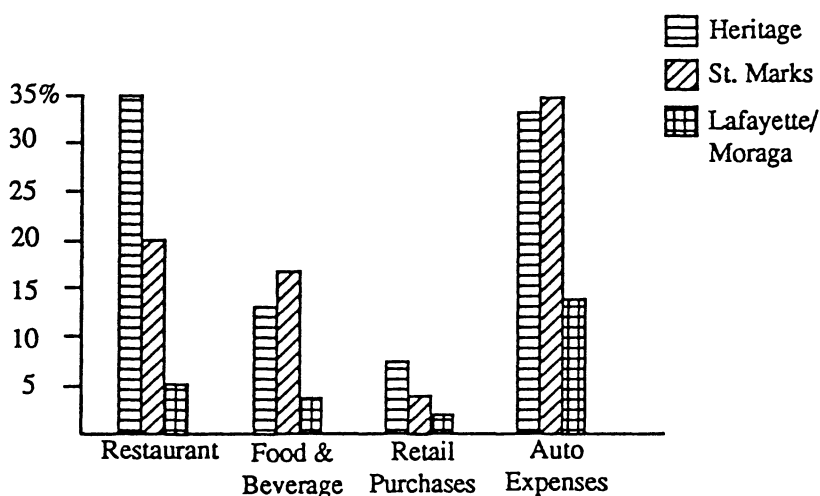


Figure III-6
Percentage of Trail Users Making
Selected Types of Expenditures



The total direct economic impact of trail users was determined for each trail by multiplying the estimated average daily expenditure by the estimated total number of daily visits for the past 12 months for each trail. Based on this procedure, the estimated total direct expenditures (see Figure III-7) were \$1,243,350 for the Heritage Trail, of which \$818,000 was spent in Dubuque County, \$1,873,400 for the St. Marks Trail, of which \$789,000 was spent within the two local counties, and

ditures. The averages for lodging reflect the extent to which each trail is attracting individuals from outside the county. At the Heritage Trail, where it was estimated that 35 percent of the trail users were noncounty residents, an average of 16 percent of the total amount spent on the trip went to lodging. Only 11 percent of the Lafayette/Moraga users and 16 percent of the St. Marks users were nonresidents, which accounted for the lower percentages spent on lodging in these two counties.

The information in Figure III-6 shows the percentage of respondents who made a particular type of expenditure within the county in which each trail was located. The results varied widely by trail. Only 5 percent made restaurant expenditures while using the Lafayette/Moraga Trail, while over one-third of the Heritage Trail users made a restaurant purchase. Less than one percent of the St. Marks Trail users and the Lafayette/Moraga Trail users paid for overnight lodging while approximately five percent of the Heritage Trail users did so, which is not surprising considering the profile of trail users for each of the locations.

\$1,588,000 for the Lafayette/Moraga Trail, of which \$656,000 was spent within Contra Costa County. Based on the estimated number of noncounty residents using each trail, the amount of "new" monies being generated locally by noncounty residents was \$630,000 for the Heritage Trail, \$400,000 for the St. Marks Trail and \$294,000 for the Lafayette/Moraga Trail. This represents 77 percent of the total estimated county expenditures for the Heritage Trail, 51 percent of the total for the St. Marks Trail and 45 percent for the Lafayette/Moraga Trail.

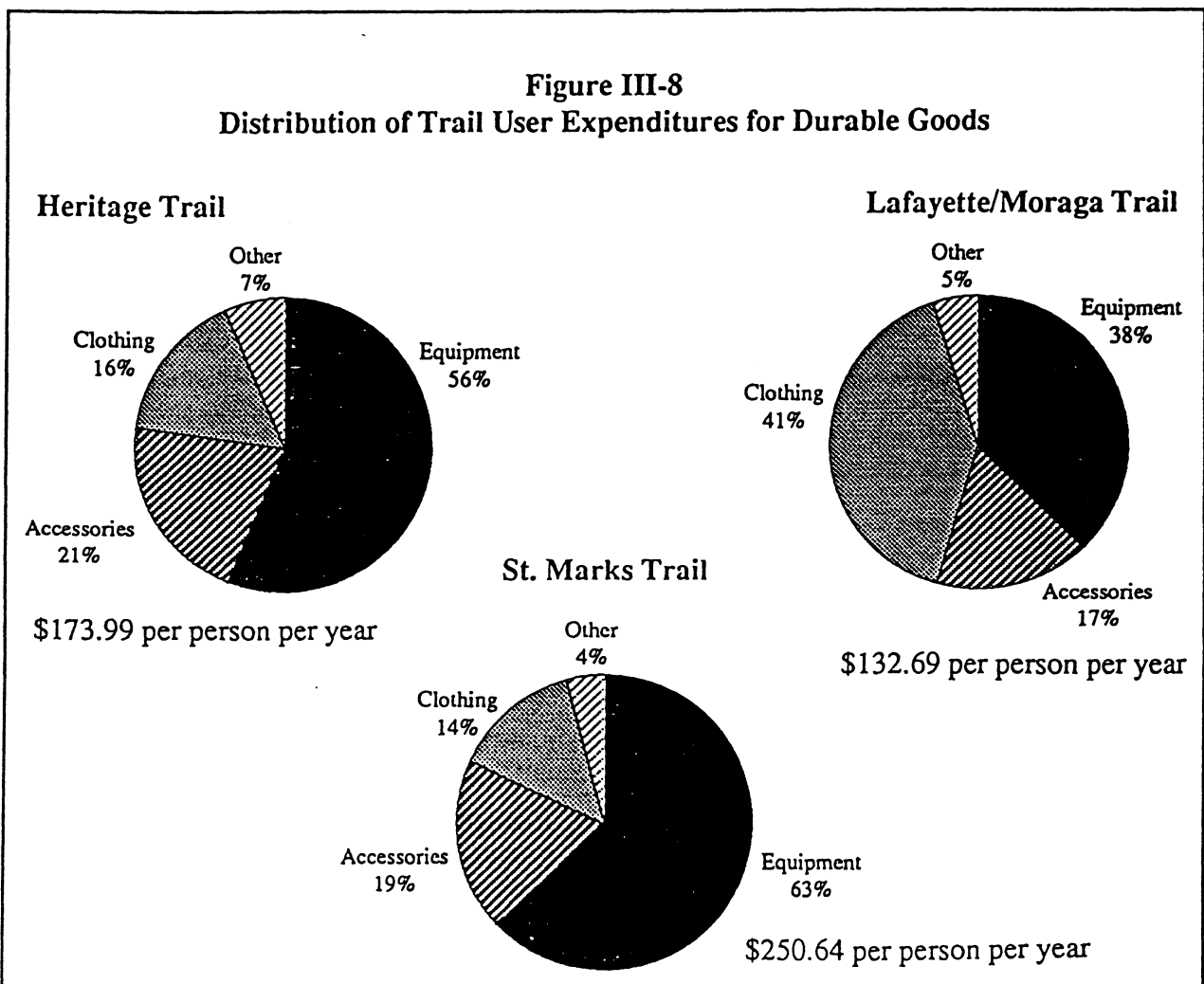
The previous information shows the impact from direct expenditures made by trail users during their visits to the study trails. However, there is an additional economic impact created by these direct expenditures, as the dollars circulate through the local economy. This secondary impact is called the multiplier effect and usually ranges between 1.0 and 2.0 times the direct expenditures, depending on the characteristics of the local economy. The more self-contained an economy, i.e., the needed goods and services are produced locally and there is an ample local labor supply, the larger the multiplier.

Figure III-7
Summary of Estimated Expenditures Made by Trail Users*

	<i>Heritage Trail</i>	<i>St. Marks Trail</i>	<i>Lafayette/Moraga Trail</i>
Average Daily Visit Expenditures	\$9.21	\$11.02	\$3.97
Total Visits	135,000	170,000	400,000
Total Visit Expenditures	\$1,243,350	\$1,873,400	\$1,588,000
Total Spent Within County	\$818,000	\$789,000	\$656,000
Total New Money Spent Within County by Noncounty Residents	\$630,000	\$400,000	\$294,000

*Represents direct expenditures only. See the discussion in this chapter on the effect of secondary economic impacts which would raise these figures by a factor between 1.0 and 2.0

Figure III-8
Distribution of Trail User Expenditures for Durable Goods



Expenditures on Durable Items

Respondents were also asked to estimate the expenditures they made for durable items during the past 12 months that were influenced by the existence of the trail. Figure III-8 and Tables III-46 to III-48 show the breakdown of these expenditures for various categories of durable items by trail. Users of the St. Marks Trail spent the most, spending an estimated \$251 on durable goods during the past 12 months. Nearly 78 percent of this total was spent in the county. The total estimated expenditures for durable items by Heritage Trail users was \$174, while Lafayette/Moraga Trail users spent an average of \$133.

As would be expected, the largest expenditures were for equipment, although this ranged from 38 percent of the total expenditures for Lafayette/Moraga Trail users to 63 percent of the total amount spent on durable items by St. Marks Trail users. While Lafayette/Moraga Trail users spent, on average, considerably less than users of the other two trails, much larger percentages of their total expenditures went to clothing. Notice that equipment was the most important category on the two trails where bicycling was the most popular activity, and clothing was most important on the trail where walking was most common. These figures represent a considerable amount of retail sales that are not picked up by traditional analyses that only look at expenditures made during an individual's visit to a particular trail. It is also important to note that the majority of all expenditures on durable goods were made in the local counties.

Trail Users' Willingness to Pay

To get a better idea of the value users placed on the study trails, the survey questionnaire also included a question asking respondents whether or not they would be willing to pay varying amounts for an annual trail use pass. This hypothetical question asked the respondents to imagine that the only way to use the trail was by buying an annual use pass and that pass holders

could use the trail as many times as they wish during the year. Each individual was asked, "Would you be willing to pay \$_____ for an annual pass for next year?" The range of values specified in the question varied slightly for each trail and were assigned to respondents within the sample at random.

At the Heritage Trail, the only study trail that actually charged user fees and offered an annual pass (which cost \$5.00), more than four-fifths of the respondents said they would pay five or six dollars for an annual pass (Table III-49 and Figure III-9). The proportion dropped to less than half willing to pay seven dollars and only one-third willing to pay as much as \$12.00. About one-fourth to one-fifth of the Heritage Trail users were willing to pay between \$14.00 and \$18.00, but less than fifteen percent reported that they would pay any amounts greater than \$20.00.

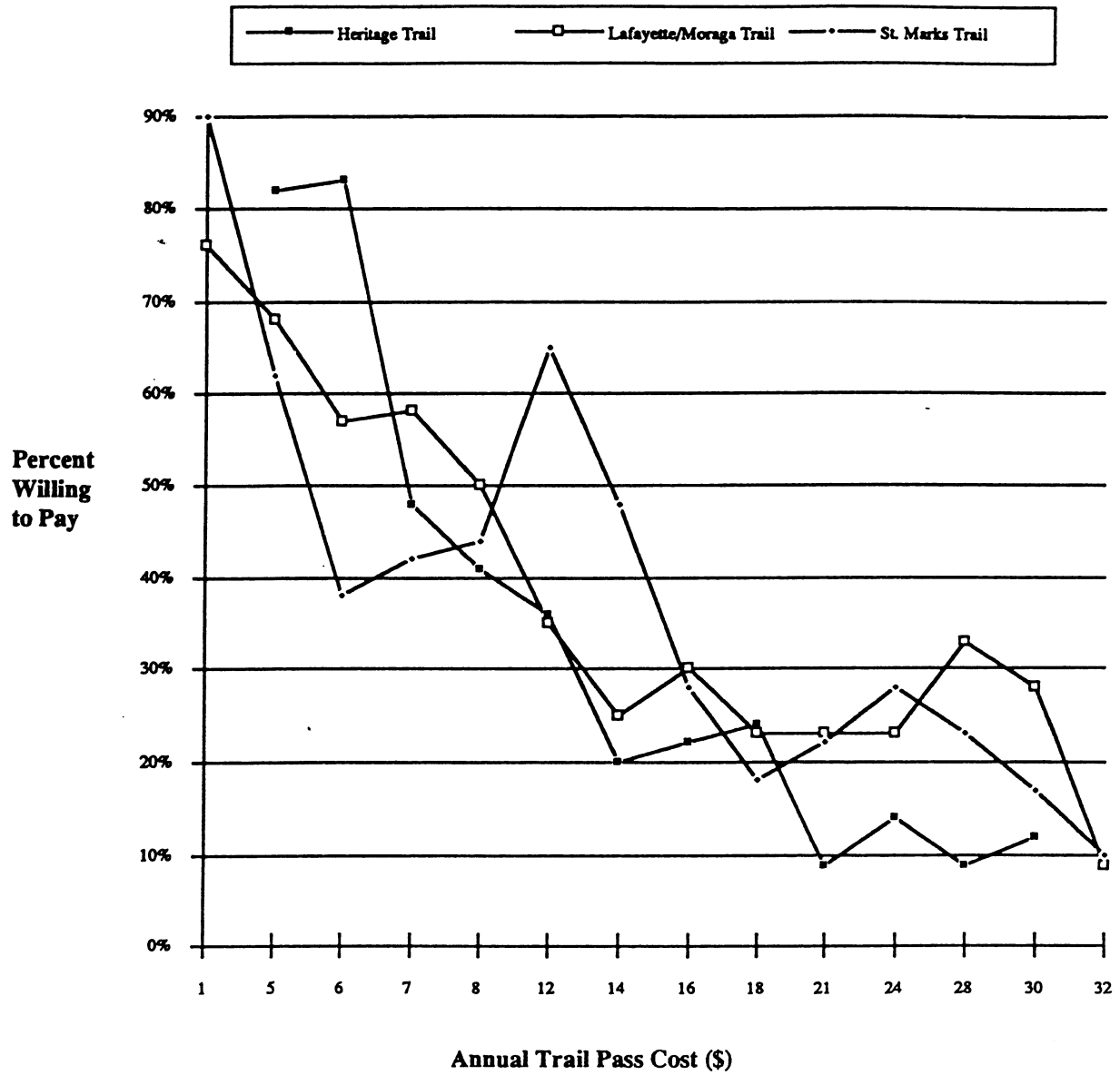
Results at the St. Marks Trail were more erratic. Nearly all (89%) respondents asked if they would pay one dollar indicated they would do so, but less than half were willing to pay six dollars (38%) or eight dollars (45%). Surprisingly, nearly two-thirds of those asked if they would pay \$12.00 for an annual pass for the St. Marks Trail indicated they would. The proportion willing to pay any amounts ranging from \$16.00 to \$32.00 ranged from 10 to 28 percent.

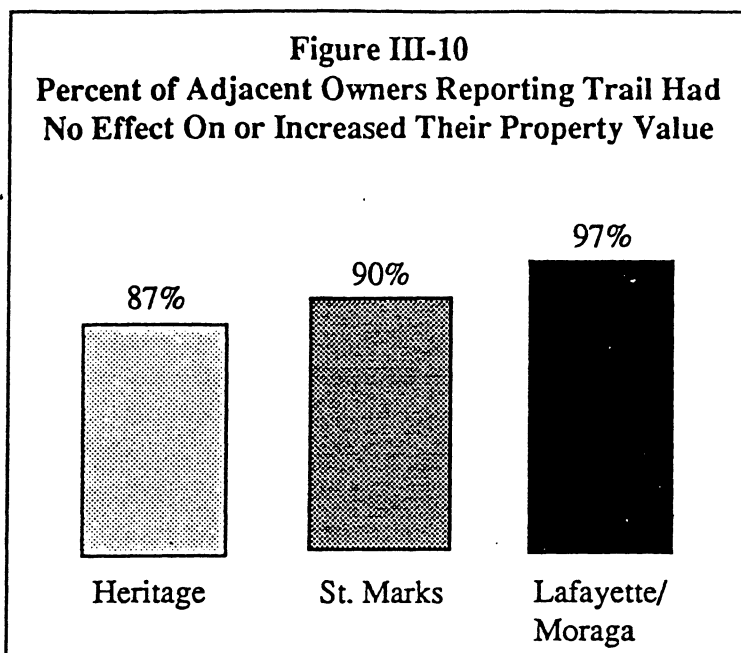
At the Lafayette/Moraga Trail, three fourths of the respondents asked if they would pay one dollar for an annual pass said yes. About half of those asked to pay amounts ranging from six to eight dollars were willing to pay those amounts. The proportion willing to pay amounts between \$12.00 and \$30.00 dropped to between one-fourth and one-third. Willingness to pay more than \$30.00 dropped off sharply, with only eight percent indicating that they would pay \$32.00, the highest value included in the question.

Effects on Property Values

One benefit of rail-trail development frequently cited by trail proponents is increased

Figure III-9
Distribution of Trail Users' Willingness to Pay for an Annual Trail Use Permit



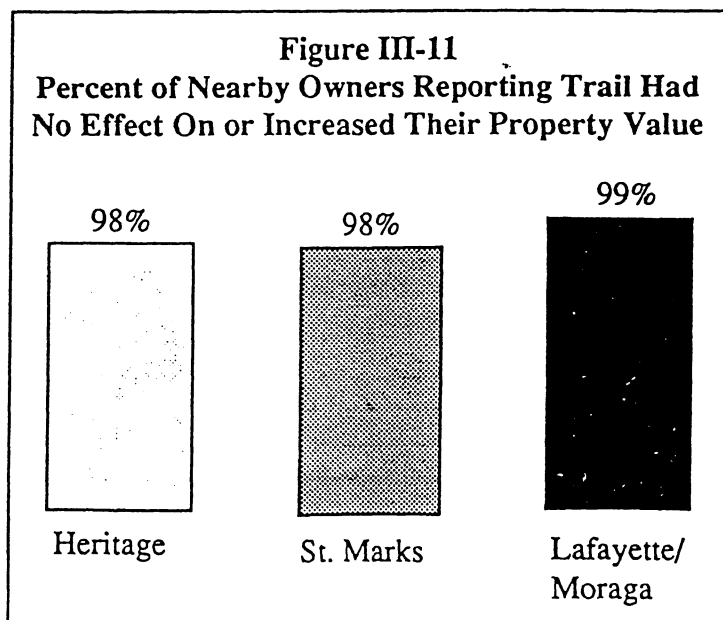


property values for adjacent and nearby landowners. This position has been supported by one study (City of Seattle, 1987) and partially supported by another (Mazour, 1988). However, fears of decreased property values are commonly expressed by property owners adjacent to proposed trails. One objective of this study was to examine how the three study trails affected the value of nearby property. This was accomplished by asking the opinions of the property owners themselves and interviewing real estate professionals in the communities through which the trails pass. Detailed findings are presented in Tables III-50 through III-61 at the end of this chapter. Major findings are summarized below.

Landowner Perceptions. Trail neighbors both adjacent to and living near the study trails were asked their opinions about how the trails had affected their property values and ability to sell their properties. The results varied both by trail and by how close the properties were to the trail. On average, owners at each of the trails felt that the trails would

make their properties easier to sell (Tables III-50 and III-51). This feeling that the trail was an asset in terms of property resale was strongest on the Lafayette/Moraga and weakest on the Heritage. When analyzed in terms of how far the trail was from the owner's property, those living near the trail but not immediately adjacent to it consistently felt the trail would make their property easier to sell than did adjacent owners. However, both groups still tended to feel that the trail would help them sell their property.

Owners were next asked their opinions about what effect they felt the trails had on the resale value of their properties (Tables III-52 through III-54). The majority of Heritage and St. Marks owners (81% and 75%, respectively) felt the trail had no effect on their property values. However, 50% of Lafayette/Moraga owners reported that they felt the trail increased the value of their properties. Only 8%, 6.5%, and 2.2% of all owners in Iowa, Florida, and California, respectively, felt that the trails had caused their property values to decrease.



Property owners' opinions about how the trails affected their property resale values changed very little when the adjacent and nearby owners were looked at separately (Table III-53). For those owning property immediately adjacent to the Heritage and St. Marks Trails, the majority still felt that the trails did not affect their property values. However, of adjacent owners, nearly 14% and 11%, respectively, felt the trails lowered their property values (Figure III-10). The majority of adjacent owners (53%) on the Lafayette/Moraga still felt the trail increased their property values. Those owning property nearby but not adjacent to the trails were somewhat more optimistic than their adjacent counterparts. Less than 2.5% on each trail thought the trails resulted in decreased values and the majority still felt there was no effect (Figure III-11).

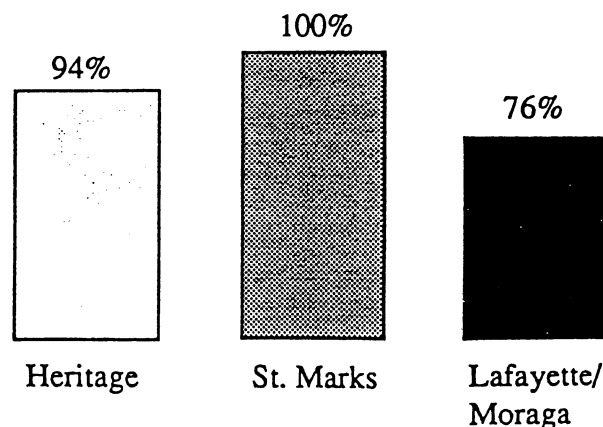
When the owners who felt the trails did affect their property values were asked how great they felt the effect was, their responses varied greatly; from 100% increases and decreases to fractions of a percent (Table III-54). It must be noted that the low sample sizes for some of the groups (particularly on the Heritage Trail) make it unreasonable to generalize these percentages.

Finally, those property owners who purchased their properties after the trails were established were asked how the presence of the trail affected their decisions to purchase that particular property (see Table III-55). The trail was considered an amenity that added to the property's appeal for each sample. Once again, this positive effect was strongest for the Lafayette/Moraga and quite weak for the Heritage Trail.

Perceptions of Real Estate Professionals. Overall, realtors and appraisers felt the trails would have little effect on property sales or resale values for residential property along the trails. How-

ever, the findings did vary depending upon the trails and whether the property was adjacent to or simply near the trail. Tables III-56 through III-58 summarize these findings. Most professionals along the Heritage and St. Marks Trails felt there was no effect on the ease of sales, speed of sales, or resale values of residential properties adjacent to those trails. No one interviewed felt these two trails made properties sell slower or with greater difficulty and a few considered it a selling point. The findings for the Lafayette/Moraga were more mixed. Thirty-two percent felt residential property immediately adjacent to the trail was harder to sell and sold more slowly than similar property elsewhere and 24% felt property values were lower there as a result of the trail. Buyers' concerns about possible loss of privacy was given most frequently as the reason for this effect. This may be more of an issue on the Lafayette/Moraga because it is much more heavily used than the other two study trails. On the other hand, 24% felt the Lafayette/Moraga trail made it easier to sell adjacent property, 20% felt these properties were easier to sell and 19% felt the trail increased the resale value of homes along the trail. Even on the Lafayette/Moraga, however, the most common response was that

Figure III-12
Percent of Real Estate Professionals Reporting the Trails Had No Effect On or Increased the Resale Value of Adjacent Residential Property



the trail had no effect on sales or values (Figure III-12).

The trails' effects on residential property near, but not adjacent to the trails, was considered to be more positive (Tables III-59 through III-61). However, most professionals felt there was no effect on the sales or values of nearby residential property either. Significantly, not one professional felt the trail made nearby properties sell slower, harder, or at a decreased value.

The Heritage Trail is bordered by farms along much of its length. Nine of the professionals interviewed reported having experience with farm property along the trail and they were asked about the trail's effects on agricultural property there. Eight (89%) reported that the trail had no effect on sales adjacent to the trail and one felt the trail made adjacent farms sell slower and with more difficulty. While seven of the nine felt the trail had no effect on the values of adjacent farms, two felt it lowered property values. When asked about nearby (not adjacent) farms, all nine reported that there was no effect on property values and all but one said sales were not affected. One realtor felt that farms near the trail sold faster as a result of their location.

The trails' effects on commercial property were difficult to assess because there were few businesses along the sample trails, particularly the Lafayette/Moraga. However, many realtors and appraisers suggested that the trail would increase the value and improve the sales of any business catering to trail users or relying on customer traffic such as retail stores. Two realtors in Florida also noted that there had been no business opportunities along the St. Marks Trail and now many properties had business potential as a result of the trail.

As noted above, most real estate professionals interviewed believed that the trails had no adverse effect on property values or sales, either near the trails or immediately adjacent to them. However, many acknowledged that there were so many factors involved in the appeal of any property that it was very difficult to separate out

the impact of any one variable such as a trail. Many realtors felt the effect of the trail varied greatly depending on the situation. A home with a trail running very close behind it with no fencing or screening could be affected adversely while an identical home with private trail access across a well screened yard might be much more desirable as a result. Several professionals discussed the impact of the trails as a "mixed bag," where the benefits of convenient trail access and living near undeveloped open space had to be weighed against some loss of privacy for adjacent properties. They felt the relative importance of these positive and negative impacts depended on the situation of each particular property and the feelings of each potential buyer.

The Lafayette/Moraga area which is almost entirely residential and where the trail has been in place for many years gave some interesting insights into how realtors sell property near trails. The vast majority reported that they do use the trail as a selling point when they can. They list it in their advertisements and place signs where they can be seen by trail users. They recognize that some buyers will have concerns about privacy or noise but that others will be enthusiastic about recreational access or having the trail as a traffic-free place for their children to play or use to get to school. These realtors use the trail as a selling point when it can help make a sale.

Summary. Overall, people owning property near or adjacent to the study trails felt that the trails would not adversely affect their property sales or their resale values. On average, adjacent owners were less enthusiastic than those living only near the trails and owners who had purchased their properties after the trails were established felt the trails added to the property's appeal when they were making their decisions to buy. In general, real estate agents and appraisers familiar with the trails felt that the trails had no adverse effect on property sales or values. Those who felt the trails increased property values

outnumbered those reporting decreased values. This positive effect was most pronounced for nearby, as opposed to adjacent, properties especially on the suburban Lafayette/Moraga Trail. However, many realtors emphasized that the impact of a trail on any particular property depends greatly on the particular situation and can vary.

Broader Public Benefits

The overall impression of both landowners and trail users is that the trails have a positive impact on their surrounding communities (Tables III-62 and III-63). Both groups felt that the trails were very important in providing health and fitness benefits and in providing recreation opportunities. Providing tourism and business development opportunities for the surrounding communities was considered the least important benefit by both users and neighbors, although the Heritage respondents were somewhat more positive in this regard. Also, neither group felt the trails did much in the way of reducing traffic or providing transportation alternatives. This probably has more to do with the nature of the three study trails than with rail-trails in general. Other trails that better connect residential areas with the places where people work and shop are used extensively for transportation.

In all cases, the trail users perceived greater benefits being provided by trails than did the landowners. There were few differences, however, between the users of the three trails. Heritage trail users perceived greater tourism and business development benefits than did their counterparts on the Lafayette/Moraga trail. This was also the case with public and environmental education. These differences among the trails were also reflected in the landowner responses and may reflect the more urban nature of this California trail.

Table III-1
Gender of Respondents to Trail User Survey

Gender	Heritage		St. Marks		Lafayette/Moraga		Combined	
	<i>n</i>	%	<i>n</i>	%	<i>n</i>	%	<i>n</i>	%
Male	182	56	302	51	329	43	813	48
Female	142	44	288	49	436	57	866	52
	324	100	590	100	765	100	1679	100

Table III-2
Age of Respondents to Trail User Survey

Age	Heritage		St. Marks		Lafayette/Moraga		Combined	
	<i>n</i>	%	<i>n</i>	%	<i>n</i>	%	<i>n</i>	%
16-19	4	1	11	2	19	3	34	2
20-29	36	11	125	21	40	5	201	12
30-39	81	25	211	36	124	16	416	25
40-49	82	25	151	26	191	25	424	25
50-59	64	20	58	10	136	18	258	15
60-69	43	13	22	4	188	25	253	15
70 and over	14	4	9	2	61	8	84	5
	324	99	587	101	759	100	1670	99
Mean	45.7		38.3		50.2		45.2	
Standard Deviation	13.7		11.6		14.1		14.4	

Table III-3
Household Income of Respondents to Trail User Survey

Income Level	Heritage		St. Marks		Lafayette/Moraga		Combined	
	<i>n</i>	%	<i>n</i>	%	<i>n</i>	%	<i>n</i>	%
<\$20,000	58	19	112	20	40	6	210	13
\$20,000-\$39,999	111	36	203	36	109	15	423	27
\$40,000-\$59,999	92	30	127	22	151	21	370	23
\$60,000-\$79,999	28	9	64	11	113	16	205	13
\$80,000 and over	21	7	60	11	295	42	376	24
	310	101	566	100	708	100	1584	100

Table III-4
Highest Education Level Attained by Respondents to Trail User Survey

Education Level	Heritage		St. Marks		Lafayette/Moraga		Combined	
	<i>n</i>	%	<i>n</i>	%	<i>n</i>	%	<i>n</i>	%
Grade or Elementary	8	2	3	1	1	0	12	1
Some High School	9	3	11	2	9	1	29	2
High School Diploma	79	24	52	9	43	6	174	10
Business or Technical	27	8	31	5	21	3	79	5
Some College	69	21	108	18	171	22	348	21
Graduate of College	50	15	143	24	194	25	387	23
Some Graduate Work	24	7	75	13	115	15	214	13
Master's Degree	36	11	93	16	122	16	251	15
Ph.D. or Professional Degree	21	7	78	13	91	12	190	11
	323	98	594	101	767	100	1684	101

Table III--5
Occupation of Respondents to Trail User Survey

	Heritage		St. Marks		Lafayette/Moraga		Combined	
	<i>n</i>	%	<i>n</i>	%	<i>n</i>	%	<i>n</i>	%
Professional	32	10	82	14	87	12	201	12
Law	0	0	20	3	12	2	32	2
Medical	23	7	41	7	41	6	105	6
Scientist	15	5	32	6	30	4	77	5
Manager	26	8	61	11	51	7	138	8
Business	11	3	33	6	59	8	103	6
Technical	14	4	40	7	19	3	73	4
Social Services	3	1	5	1	3	0	11	1
Sales	13	4	12	2	34	5	59	4
Military/Government	4	1	45	8	6	1	55	3
Teacher	28	9	27	5	46	6	101	6
Clerical	17	5	42	7	29	4	88	5
Laborer	51	16	33	6	13	2	97	6
Human Services	7	2	13	2	11	1	31	2
Housewife	28	9	14	2	113	15	155	9
Student	10	3	48	8	32	4	90	6
Retired	40	12	31	5	159	21	230	14
Unemployed	1	0	0	0	0	0	1	0
	323	99	579	100	745	101	1647	101

Table III-6
Race or Ethnic Group of Respondents to Trail User Survey

	Heritage		St. Marks		Lafayette/Moraga		Combined	
	<i>n</i>	%	<i>n</i>	%	<i>n</i>	%	<i>n</i>	%
American Indian or Alaskan Native	1	0	5	1	6	1	12	1
Asian or Pacific Islander	0	0	1	0	17	2	18	1
Black, not of Hispanic origin	1	0	15	3	3	0	19	1
Hispanic	3	1	10	2	10	1	23	1
White, not of Hispanic origin	318	98	545	93	718	94	1581	95
Other	1	0	7	1	6	1	14	1
	324	99	583	100	760	99	1667	100

Table III-7
Percent of Trail User Survey Respondents Reporting Various Disabilities

Type of Disability	Heritage		St. Marks		Lafayette/Moraga		Combined	
	<i>n</i>	%	<i>n</i>	%	<i>n</i>	%	<i>n</i>	%
Hearing Impaired	7	2	9	2	13	2	29	2
Visually Impaired	7	2	4	1	4	1	15	1
Mobility Impaired	2	1	3	1	9	1	14	1
Use a Wheelchair	0	0	0	0	2	0	2	0
Mentally or Learning Impaired	0	0	5	1	2	0	7	0
Other	5	2	12	2	23	3	40	2

Table III-8
Year of First Visit to Trail

Year	Heritage		St. Marks		Lafayette/Moraga		Combined	
	<i>n</i>	%	<i>n</i>	%	<i>n</i>	%	<i>n</i>	%
Prior to 1985	58	18	3	1	377	51	438	27
1985-1986	58	18	3	1	107	14	168	10
1987-1988	71	22	179	32	122	17	372	23
1989-1990	126	42	377	67	133	18	636	39
	313	100	562	101	739	100	1614	99

Table III-9
Number of Times Respondents Visited Trails in Last Twelve Months

Frequency of Visits	Heritage		St. Marks		Lafayette/Moraga		Combined	
	<i>n</i>	%	<i>n</i>	%	<i>n</i>	%	<i>n</i>	%
1	90	25	163	19	53	6	206	14
2-10	115	32	263	31	104	11	482	23
11-25	63	17	140	17	74	8	277	13
26-100	72	20	153	18	240	26	465	22
>100	25	7	118	14	467	50	610	28
	365	101	837	99	938	101	2140	100
Mean		31.0		45.8		132.2		81.1
Standard Deviation		56.8		82.6		110.3		103.0
Median		7		10		100		26

Table III-10
Miles from Trail User Survey Respondents' Homes to Trail

Miles From Home	Heritage		St. Marks		Lafayette/Moraga		Combined	
	<i>n</i>	%	<i>n</i>	%	<i>n</i>	%	<i>n</i>	%
<1	15	4	73	9	310	33	398	19
1-4.9	96	26	125	15	459	49	680	32
5-9.9	97	26	269	32	75	8	441	20
10-19.9	48	13	219	26	61	7	328	15
20-99.9	87	23	79	9	25	3	191	9
100 or more	28	8	75	9	7	1	110	5
	371	100	840	100	937	101	2148	100
Mean		34.2		30.8		5.2		20.2
Standard Deviation		69.1		86.0		31.6		65.7
Median		7		8		1.5		4.5

Table III-11
How Trail User Survey Respondents Traveled to Trail

Type of Transportation	Heritage		St. Marks		Lafayette/Moraga		Combined	
	<i>n</i>	%	<i>n</i>	%	<i>n</i>	%	<i>n</i>	%
Car	329	88.2	707	83.6	528	56.3	1564	72.5
Bicycle	28	7.5	88	10.4	119	12.7	235	10.9
Run, Jog or Walk	11	2.9	35	4.1	279	29.7	325	15.1
Other	5	1.3	16	1.9	12	1.3	33	1.5
	373	99.9	846	100	938	100	2157	100

Table III-12
Number of Minutes Spent Getting to Trail

	Heritage		St. Marks		Lafayette/Moraga		Combined	
	<i>n</i>	%	<i>n</i>	%	<i>n</i>	%	<i>n</i>	%
<10	71	19.3	151	18.1	556	59.3	778	36.4
10-29	168	45.8	491	58.9	328	35.0	987	46.2
30-59	29	7.9	98	11.8	37	3.9	164	7.7
60-119	52	14.2	30	3.6	9	1.0	91	4.3
>120	47	12.8	64	7.7	7	1.0	118	5.5
	367	100.0	834	100.1	937	100.2	2138	100.1

Table III-13
Trail Activity of Respondents

Activity	Heritage		St. Marks		Lafayette/Moraga		Combined	
	<i>n</i>	%	<i>n</i>	%	<i>n</i>	%	<i>n</i>	%
Walking	94	29	51	9	486	63	631	37
Jogging	11	3	21	4	96	12	128	8
Bicycling	214	65	486	81	155	20	855	50
Horseback Riding	4	0	23	4	2	0	29	2
X-Country Skiing	3	1	0	0	0	0	3	<1
Snowmobiling	0	1	0	0	0	0	1	<1
Other	1	0	17	3	32	4	49	3
	327	99	598	101	771	99	1696	100

Table III-14
Age Composition of Trail User Groups*

Age	Heritage		St. Marks		Lafayette/Moraga		Combined	
	<i>n</i>	%	<i>n</i>	%	<i>n</i>	%	<i>n</i>	%
15 and under	57	15	114	14	98	10	269	13
16-25	45	12	138	16	76	8	259	12
26-35	98	26	336	40	137	15	571	27
36-45	118	32	276	33	258	28	652	30
46-55	102	27	121	14	234	25	457	21
56-65	70	19	48	6	203	22	321	15
Over 65	25	7	24	3	152	16	201	9

*Percentages do not sum to 100 because groups could include members from more than one age category. The figures shown represent the proportion of sampled groups that included at least one person from each age bracket.

Table III-15
Length of Time Spent on Trail (in Minutes)

	Heritage		St. Marks		Lafayette/Moraga		Combined	
	<i>n</i>	%	<i>n</i>	%	<i>n</i>	%	<i>n</i>	%
15 minutes or less	3	1	4	1	12	2	19	1
16-59	17	5	37	6	278	36	332	20
60-119	95	29	163	27	360	47	618	37
120-179	82	25	177	30	86	11	345	20
180-239	54	17	127	21	20	3	201	12
240 or more	73	23	87	15	8	1	168	10
	324	100	595	100	764	100	1683	100
Mean	150.0		140.5		67.8		109.3	
Standard Deviation	92.6		74.5		41.8		76.5	

Table III-16
Accommodations Used by Overnight Visitors

	Heritage (n=42)		St. Marks (n=68)		Lafayette/Moraga (n=17)		Combined	
	% Using	Mean # Nights	% Using	Mean # Nights	% Using	Mean # Nights	% Using	Mean # Nights
Hotel/Motel	53	1.4	28	1.6	0	0	32	1.3
Public Campground	5	0.4	4	0.4	0	0	4	0.3
Private Campground	10	0.1	10	0.3	0	0	7	0.2
Rental Home	0	0	7	0.2	0	0	4	0.1
Friends/Relatives	24	0.7	39	1.8	100	6	38	1.8
Miscellaneous	2	0.02	1	0.1	0	0	1	0.05

Table III-17
Mean Importance Ratings for Various Trail Characteristics*

	Heritage	St. Marks	Lafayette/Moraga	Combined
No motorized vehicles	6.6	6.7	6.7	6.7
Natural surroundings	6.4	6.3	6.3	6.4
Good maintenance	6.5	6.3	6.0	6.2
Quiet settings	6.3	6.1	6.1	6.1
Smooth trail surfaces	6.3	5.9	5.6	5.9
Safe crossings at roads, streams, etc.	5.8	6.2	5.6	5.9
Wildlife and birds	5.9	5.7	5.3	5.6
Wide enough to travel beside others	5.8	5.6	5.5	5.6
Conveniently located	5.5	5.2	5.8	5.5
Trees for shade	5.8	5.6	5.1	5.4
Varied surroundings	5.5	5.1	5.4	5.3
Drinking water and toilet facilities	5.8	5.5	4.9	5.3
No crowds	5.2	4.9	4.9	5.0
Parking facilities	5.4	5.1	4.3	4.8
Ranger/safety patrols	5.2	5.0	4.2	4.7
Maps, directional signs, and trail information	5.0	4.5	3.9	4.3
Benches for resting	4.9	3.7	4.2	4.2
Signs and information on historic and natural features	4.7	4.3	3.6	4.1
Challenging settings	4.1	4.5	3.8	4.1
Level grades	4.8	3.8	3.8	4.0
Occasional curves	4.1	4.2	3.9	4.0
Access to places I want to travel or commute to	3.9	4.3	3.5	3.9
Historic interest	4.4	4.3	3.1	3.8
Points of interest	4.3	4.0	3.3	3.7
Many different activities allowed	3.8	3.8	3.4	3.6
Long straight sections	3.6	3.8	3.2	3.5
Places to buy food and drink	4.8	3.8	1.9	3.2

*Characteristics were rated on a 7-point scale with 1 being "not at all important" and 7 being "extremely important."

Table III-18
Mean Values for Extent to Which Survey Respondents Perceived
Various Items to be Problems*

	Heritage	St. Marks	Lafayette/Moraga	Combined
Lack of drinking water	3.4	4.6	3.0	3.6
Lack of restrooms	3.2	4.4	2.8	3.4
Dangerous road intersections	1.8	2.8	2.2	2.3
Reckless behavior of trail users	1.5	1.9	2.8	2.2
Pets off leashes	1.8	1.9	2.6	2.2
Rough trail surface	2.4	1.5	2.8	2.2
Lack of services (food, drink, bike repair, etc.)	2.3	2.9	1.6	2.2
Inadequate ranger/safety patrols	1.5	2.1	2.1	2.0
Narrow trail width	1.7	2.1	2.1	2.0
Traffic barriers	1.3	2.1	1.9	1.9
Too crowded	1.5	1.9	2.2	1.9
Litter and glass	1.4	2.2	1.9	1.9
Not enough parking at access points	1.7	2.0	1.8	1.8
Lack of trail direction signs	1.7	1.7	1.7	1.7
Trail vandalism	1.6	1.9	1.5	1.7
Personal safety	1.4	1.9	1.7	1.7
Conflicts with other activities	1.5	1.6	1.8	1.6
Lack of information to plan visits	1.5	1.7	1.5	1.6
Not enough access points	1.4	1.7	1.4	1.5

* Problems were measured on a 7-point scale with 1 being "not a problem" and 7 being "a major problem."

Table III-19
Gender of Respondents to Trail Neighbor Survey

	Heritage		St. Marks		Lafayette/Moraga		Combined	
	<i>n</i>	%	<i>n</i>	%	<i>n</i>	%	<i>n</i>	%
Male	56	54.4	87	41.2	181	56.4	324	51.0
Female	47	45.6	124	58.8	140	43.6	311	49.0
	103	100.0	211	100.0	321	100.0	635	100.0

Table III-20
Average Age of Respondents to Trail Neighbor Survey

	Heritage		St. Marks		Lafayette/Moraga		Combined	
	<i>n</i>	%	<i>n</i>	%	<i>n</i>	%	<i>n</i>	%
<30	5	5	10	5	2	1	17	3
30-39	19	19	39	19	52	17	111	18
40-49	31	31	42	20	76	24	148	24
50-59	19	19	41	20	70	22	130	21
60-69	16	16	38	18	75	24	129	21
70 and over	11	11	36	17	40	13	87	14
Total	101	101	206	99	315	101	622	101
Mean		50.4		53.3		53.5		53.0
Standard Deviation		14.4		16.0		13.6		14.6

Table III-21
Number of Landowners with a House on their Property

Heritage		St. Marks		Lafayette/Moraga		Combined	
<i>n</i>	%	<i>n</i>	%	<i>n</i>	%	<i>n</i>	%
74	73.3	182	83.5	313	95.7	569	88.1

Table III-22
How Landowner Uses House

	Heritage		St. Marks		Lafayette/Moraga		Combined	
	<i>n</i>	%	<i>n</i>	%	<i>n</i>	%	<i>n</i>	%
Principal Residence	70	93.3	143	76.9	306	97.1	519	90.1
Second Home	0	0.0	4	2.2	1	0.3	5	0.9
Rental	3	4.0	25	13.4	7	2.2	35	6.1
Unoccupied	1	1.3	9	4.8	0	0.0	10	1.7
Other	1	1.3	5	2.7	1	0.3	7	1.2
<i>n</i>	75	99.9	186	100.0	315	99.9	576	100.0

Table III-23
Distance From House to Trail

	Heritage		St. Marks		Lafayette/Moraga		Combined	
	<i>n</i>	%	<i>n</i>	%	<i>n</i>	%	<i>n</i>	%
<100 ft.	4	5.6	42	25.3	84	27.6	130	23.9
100-499 ft.	18	25.0	62	37.3	131	43.1	211	38.8
500-1,319 ft.	17	23.6	39	23.5	45	14.8	101	18.6
1/4 mile-5,279 ft.	25	34.7	16	9.6	41	13.5	82	15.1
1 mile or greater	8	11.1	7	4.2	3	1.0	20	3.7
<i>n</i>	72	100.0	166	99.9	304	100.0	544	100.1
Average distance from trail (in feet)		2,434		1,822		889		1,401

Table III-24
Acres of Property Owned

	Heritage		St. Marks		Lafayette/Moraga		Combined	
	<i>n</i>	%	<i>n</i>	%	<i>n</i>	%	<i>n</i>	%
<0.5	5	4.9	27	13.0	195	62.1	227	36.3
0.5-0.9	5	4.9	40	19.2	90	28.7	135	21.6
1.0-4.9	12	11.7	99	47.6	26	8.3	137	21.9
5.0 or more	81	78.6	42	20.2	3	1.0	126	20.2
<i>n</i>	103	100.1	208	100.0	314	100.1	625	100.0
Mean	100.9		6.2		.48		18.9	
Median	66		1.5		.3		.5	

Table III-25
How Property Is Used*

	Heritage		St. Marks		Lafayette/Moraga		Combined	
	<i>n</i>	%	<i>n</i>	%	<i>n</i>	%	<i>n</i>	%
Residential	52	50.0	182	80.9	328	99.7	562	85.4
Commercial	8	7.7	20	8.9	1	0.3	29	4.4
Cropland	60	57.7	3	1.3	1	0.3	63	9.6
Pasture	53	51.0	9	4.0	1	0.3	62	9.4
Undeveloped	9	8.7	37	16.4	6	1.8	52	7.9
Other	10	9.6	9	4.0	1	0.3	20	3.0
<i>n</i>	104		225		329		658	

* Percentages do not sum to 100 because each respondent could indicate multiple land uses.

Table III-26
Which Part of House Faces Trail

	Heritage		St. Marks		Lafayette/Moraga		Combined	
	<i>n</i>	%	<i>n</i>	%	<i>n</i>	%	<i>n</i>	%
Front	34	47.2	76	41.8	68	22.4	178	32.0
Back	14	19.4	52	28.6	132	43.6	198	35.5
Side	24	33.3	53	29.1	97	32.0	174	31.2
Corner	0	0.0	1	0.5	6	2.0	7	1.3
<i>n</i>	72	99.9	182	100.0	303	100.0	557	100.0

Table III-27
Number of Years Respondents Had Owned Property Near the Trail

	Heritage		St. Marks		Lafayette/Moraga		Combined	
	<i>n</i>	%	<i>n</i>	%	<i>n</i>	%	<i>n</i>	%
< 5 years	15	14.9	31	15.2	61	18.8	107	17.0
5 - 9 years	15	14.9	44	21.6	55	16.9	114	18.1
10 - 24 years	40	39.6	72	35.3	149	45.8	261	41.4
25 or more years	31	30.7	57	27.9	60	18.5	148	23.5
<i>n</i>	101	100.1	204	100.0	325	100.0	630	100.0
Mean	19.9		18.6		15.6		17.3	

Table III-28
Where Trail Was Located in Terms of Landowners' Properties

	Heritage		St. Marks		Lafayette/Moraga		Combined	
	<i>n</i>	%	<i>n</i>	%	<i>n</i>	%	<i>n</i>	%
Through Property	21	20.2	4	1.8	0	0.0	25	3.8
Along Edge of Property	32	30.8	70	31.4	102	31.1	204	31.1
Near but not Bordering	50	48.1	137	61.4	222	67.7	409	62.4
Across Street	0	0.0	7	3.1	1	.3	8	1.2
Don't Know	1	1.0	5	2.2	3	.9	9	1.4
<i>n</i>	104	100.1	223	99.9	328	100.0	655	99.9

Table III-29
Number of Trail Neighbor Survey Respondents Reporting that They or a Member of Their Household Used the Trail During the Past Twelve Months

	Heritage		St. Marks		Lafayette/Moraga		Combined	
	all owners	adjacent owners	all owners	adjacent owners	all owners	adjacent owners	all owners	adjacent owners
Frequency	77	41	135	71	302	165	514	277
%	87.5	87.2	75.8	76.3	99.0	98.8	90.0	90.2

Table III-30
Number of Days During Last Twelve Months that Any Member of Owner's Household Used Trail

	Heritage		St. Marks		Lafayette/Moraga		Combined	
	<i>n</i>	%	<i>n</i>	%	<i>n</i>	%	<i>n</i>	%
0	11	13	43	24	3	1	57	10
1-24	45	51	47	26	56	18	148	26
25-49	10	11	23	13	36	12	69	12
50-99	4	5	22	12	36	12	62	11
100-199	11	13	16	9	68	22	95	17
200-365	7	8	27	15	106	35	140	25
Total	88	101	178	99	305	100	571	101
Mean		47.3		66.7		140.8		103.3
Standard Deviation		78.2		98.3		116.8		113.4

Table III-31
Percent of Trail Neighbors Indicating They Had Experienced Various Problems
as a Result of the Trail During the Past Twelve Months
and the Average Number of Times the Problems Occurred

	Heritage (n=92)		St. Marks (n=187)		Lafayette/Moraga (n=303)		Combined (n=582)	
	% reporting problem	average annual times*	% reporting problem	average annual times*	% reporting problem	average annual times*	% reporting problem	average annual times*
Cars parked on/near property	24	2.0	12	5.1	16	6.5	16	5.1
Dog manure on/near property	3	1.3	7	0.7	25	8.8	16	5.1
Noise from trail	18	1.4	13	2.8	27	6.0	21	4.0
Loss of privacy	13	0.6	6	3.9	17	5.1	13	4.0
Litter on/near property	21	2.1	21	2.4	27	3.9	24	3.0
Unleashed and roaming pets	18	1.6	16	2.1	43	3.7	31	2.0
Discourteous/rude users	14	0.6	13	0.8	20	2.8	17	1.0
Illegal motor vehicle use	39	2.1	39	3.0	14	0.8	26	1.0
Trespassing	17	1.7	12	2.5	10	0.6	12	1.0
Loitering on/near property	18	0.9	20	1.9	20	1.0	20	1.0
Animals harrassed	7	0.3	5	0.4	5	1.6	5	1.0
Vandalism	8	0.3	6	2.0	7	0.2	7	0.0
Drainage problems	3	0.1	5	2.1	3	0.1	4	0.0
Fruit, vegetable, crops picked or damaged	4	0.7	2	0.2	5	0.9	4	0.0
Users ask to use phone, bathroom, etc.	15	0.6	6	0.2	7	0.6	8	0.0
Lack of trail maintenance	9	0.4	11	0.3	20	0.6	15	0.0
Burglary of property	2	0.1	5	0.1	2	0.0	3	0.0

*Responses which indicated experience with the problem but did not give a specific number of occurrences could not be included in calculations of averages. Averages are for all respondents.

Table III-32
Percent of Adjacent Landowners Indicating They Had Experienced Various Problems
as a Result of the Trail During the Past Twelve Months
and the Average Number of Times the Problems Occurred

	Heritage (n=44)		St. Marks (n=100)		Lafayette/Moraga (n=168)		Combined (n=312)	
	% reporting problem	average annual times*	% reporting problem	average annual times	% reporting problem	average annual times	% reporting problem	average annual times
Cars parked on/near property	30	3.7	18	9.4	20	9.1	21	8.4
Loss of privacy	23	1.1	10	7.7	24	9.8	19	7.8
Noise from trail	20	2.4	22	5.3	42	10.0	32	7.3
Dog manure on/near property	2	0.3	12	1.3	30	12.1	21	6.9
Litter on/near property	27	1.8	31	3.9	36	4.5	33	3.9
Unleashed and roaming pets	27	1.9	18	3.4	40	3.8	29	3.4
Illegal motor vehicle use	39	2.9	52	5.2	19	1.0	32	2.6
Trespassing	30	3.4	20	4.7	16	1.1	19	2.6
Discourteous/rude users	20	1.1	13	0.8	18	3.2	17	2.2
Loitering on/near property	25	1.6	25	2.7	23	1.6	24	2.0
Animals harrassed	9	0.5	8	0.7	8	2.8	8	1.8
Vandalism	14	0.6	8	3.8	10	0.2	10	1.4
Drainage problems	7	0.2	6	3.9	4	0.1	5	1.3
Fruit, vegetable, crops picked or damaged	7	1.4	4	0.3	8	1.6	7	1.1
Users ask to use phone, bathroom, etc.	20	0.9	9	0.4	10	1.0	11	0.8
Lack of trail maintenance	5	0.4	13	0.4	21	0.7	16	0.5
Burglary of property	5	0.2	8	0.1	2	0.0	4	0.1

*Responses which indicated experience with the problem but did not give a specific number of occurrences could not be included in calculations of averages. Averages are for all respondents.

Table III-33
Owners Perceptions of Changes in Problems Since Opening of Trail¹

	Heritage		St. Marks		Lafayette/Moraga		Combined	
	<i>all</i> <i>Owners</i>	<i>adjacent</i> <i>Owners</i>	<i>all</i> <i>Owners</i>	<i>adjacent</i> <i>Owners</i>	<i>all</i> <i>Owners</i>	<i>adjacent</i> <i>Owners</i>	<i>all</i> <i>Owners</i>	<i>adjacent</i> <i>Owners</i>
Noise from trail	3.4	3.5	3.4	3.5	3.6	3.9	3.5	3.7
Loss of privacy	3.5	3.7	3.4	3.5	3.6	3.8	3.5	3.7
Cars parked on/near property	3.6	3.6	3.2	3.3	3.5	3.5	3.4	3.4
Unleashed and roaming pets	3.2	3.1	3.3	3.3	3.6	3.7	3.4	3.4
Trespassing	3.6	3.5	3.2	3.2	3.2	3.2	3.2	3.3
Litter on/near property	3.3	3.3	3.2	3.3	3.3	3.3	3.3	3.3
Loitering on/near property	3.3	3.3	3.4	3.5	3.3	3.1	3.3	3.3
Dog manure on/near property	3.0	2.9	3.1	3.1	3.5	3.6	3.2	3.3
Illegal motor vehicle use	3.6*	3.5	3.4	3.5	2.8	2.7	3.2	3.2
Fruit, vegetable, crops picked or damaged	3.0	3.0	3.0	3.0	3.3	3.4	3.1	3.2
Drainage problems	3.1	3.1	3.2	3.1	3.2	3.4	3.2	3.2
Animals harrassed	3.2	3.0	3.1	3.1	3.1	3.1	3.1	3.1
Discourteous/rude users	3.1	2.9	3.1	3.0	3.3	3.3	3.2	3.1
Vandalism	3.1	3.0	3.0	3.0	3.1	3.1	3.1	3.0
Burglary of propery	3.0	2.8	3.1	3.0	3.2	3.2	3.1	3.0
Users ask to use phone, bathroom, etc.	3.1	3.0	3.0	3.0	3.1	3.1	3.1	3.0
Lack of trail maintenance	2.7	2.5	2.7	2.7	3.0	3.1	2.8	2.8
<i>Average n</i>	70	34	150	71	149	81	369	194

*Means calculated on a 7-point scale with 1 being "Much Less of a Problem Now" and 7 being "Much More of a Problem Now."

¹Question asked only of landowners who had owned property near or adjacent to the trail before trails were established.

Table III-34
Percentage of Owners Reporting that Levels of Various Problems Decreased
or Have Not Changed Since Opening of Trail¹

	Heritage		St. Marks		Lafayette/Moraga		Combined	
	<i>all owners</i>	<i>adjacent owners</i>	<i>all owners</i>	<i>adjacent owners</i>	<i>all owners</i>	<i>adjacent owners</i>	<i>all owners</i>	<i>adjacent owners</i>
Noise from trail	85	76	86	79	77	64	82	72
Loss of privacy	79	62	83	77	83	75	83	73
Illegal motor vehicle use	73%	68%	82%	65%	95%	95%	85%	82%
Loitering on/near property	89	79	85	82	86	70	86	83
Unleashed and roaming pets	90	81	91	86	86	84	89	84
Cars parked on/near property	81	75	91	89	85	83	87	84
Litter on/near property	91	82	87	81	92	90	90	85
Trespassing	88	81	90	87	97	95	92	89
Dog manure on/near property	100	100	94	90	90	85	93	90
Fruit, vegetable, crops picked or damaged	96	91	94	91	94	90	94	90
Lack of trail maintenance	96	91	93	91	93	91	94	91
Discourteous/rude users	94	91	92	94	91	88	92	91
Drainage problems	97	94	92	91	95	91	94	92
Animals harrassed	97	94	93	91	97	96	96	94
Vandalism	94	91	97	95	95	94	96	94
Users ask to use phone, bathroom, etc.	96	94	95	93	97	96	96	95
Burglary of property	97	94	96	95	98	96	97	95
Average n	70	34	150	71	149	81	369	194

Question asked only of landowners who had owned property near or adjacent to the trail before trails were established.

Table III-35
Overall Satisfaction With Having the Trail as a Neighbor

<i>Satisfaction Rating</i>	Heritage		St. Marks		Lafayette/Moraga		Combined	
	<i>n</i>	%	<i>n</i>	%	<i>n</i>	%	<i>n</i>	%
1 ("Very Satisfied")	28	27	100	47	176	54	304	47
2	14	14	18	9	44	14	76	12
3	12	12	11	5	37	11	60	9
4	18	18	42	20	28	9	88	13
5	9	9	16	8	7	2	32	5
6	7	7	3	1	15	5	25	4
7 ("Very Unsatisfied")	15	15	23	11	19	6	57	9
Total	103	102	213	101	326	101	642	99
Mean	3.5		2.8		2.3		2.6	
Standard Deviation	2.1		2.1		1.8		2.0	

Table III-36
**Landowners' Opinions About How Trail Has Affected
the Quality of their Neighborhood**

<i>Attitude Rating</i>	Heritage		St. Marks		Lafayette/Moraga		Combined	
	<i>n</i>	%	<i>n</i>	%	<i>n</i>	%	<i>n</i>	%
1 ("Improved Quality")	10	10	64	32	94	29	168	27
2	14	15	25	12	63	20	102	17
3	21	22	32	16	69	22	122	20
4	41	43	66	33	87	28	194	31
5	6	6	5	3	4	1	15	2
6	2	2	2	1	3	1	7	1
7 ("Worsened Quality")	2	2	7	4	1	0	10	2
Total	96	100	201	101	321	101	618	100
Mean	3.3		2.8		2.6		2.8	
Standard Deviation	1.3		1.6		1.3		1.4	

Table III-37
Number of Owners Who Purchased Present Property
After Trail Was Opened*

Heritage		St. Marks		Lafayette/Moraga		Combined	
<i>n</i>	%	<i>n</i>	%	<i>n</i>	%	<i>n</i>	%
24	22.9	27	12.2	162	49.8	213	32.7

*Heritage Trail opened in 1982, St. Marks in 1988, and Lafayette/Moraga in 1976.

Table III-38
Landowners' Level of Support for Trail When it Was Proposed

<i>Attitude Rating</i>	Heritage		St. Marks		Lafayette/Moraga		Combined	
	<i>n</i>	%	<i>n</i>	%	<i>n</i>	%	<i>n</i>	%
1 ("Very Supportive")	14	17	92	47	65	37	171	38
2	7	9	20	10	20	12	47	10
3	4	5	18	9	22	13	44	10
4	15	18	37	19	32	18	84	19
5	5	6	9	5	16	9	30	7
6	5	6	4	2	7	4	16	4
7 ("Very Opposed")	32	39	14	7	12	7	58	13
Total	82	100	194	99	174	100	450	101
Mean	4.6		2.6		2.9		3.1	
Standard Deviation	2.3		1.9		1.9		2.1	

Table III-39
Landowners' Attitudes About Living Near the Trail Now Compared to
Their Initial Reaction to the Idea of Living Near the Trail

<i>Attitude Rating</i>	Heritage		St. Marks		Lafayette/Moraga		Combined	
	<i>n</i>	%	<i>n</i>	%	<i>n</i>	%	<i>n</i>	%
1 ("Much Better")	27	27	65	33	88	28	180	29
2	17	17	27	14	59	18	103	17
3	17	17	31	16	63	20	111	18
4	33	33	58	29	99	31	190	31
5	4	4	8	4	4	1	16	3
6	0	0	1	1	4	1	5	1
7 ("Much Worse")	2	2	9	5	3	1	14	2
Total	100	100	199	102	320	100	619	101
Mean	2.8		2.8		2.7		2.7	
Standard Deviation	1.4		1.6		1.3		1.5	

Table III-40
Landowner's Attitude About Whether Living Near the Trail is Better or Worse
Than Living Near the Railroad Right-of-Way Before it was Converted Into the Trail

<i>Attitude Rating</i>	Heritage		St. Marks		Lafayette/Moraga		Combined	
	<i>n</i>	%	<i>n</i>	%	<i>n</i>	%	<i>n</i>	%
1 ("Much Better")	15	19	81	43	70	40	166	37
2	21	27	23	12	31	18	75	17
3	8	10	20	11	24	14	52	12
4	20	25	51	27	36	21	107	24
5	3	4	4	2	8	5	15	3
6	2	3	2	1	4	2	8	2
7 ("Much Worse")	10	13	9	5	3	2	22	5
Total	79	101	190	101	176	102	445	100
Mean	3.3		2.6		2.5		2.6	
Standard Deviation	1.9		1.7		1.5		1.7	

Table III-41
Average Direct Expenditures Made by Visitors to the Heritage Trail
(Ns range from 306 to 316)

Type of Expenditure	Dubuque County	Other parts of Iowa	Outside of Iowa
Restaurants (including fast food, sit down, etc.)	\$2.32	\$0.47	\$0.20
Food and beverage in retail stores	.64	.13	.05
Lodging expenses:			
hotel/motel	.79	.23	.25
camping	.03	.14	.02
other	.00	.00	.00
Retail purchases made during trip (personal items, souvenirs etc.) excluding durable items such as equipment	.46	.01	.71
Auto expenses:			
gas and oil	1.33	.60	.15
repairs and service	.00	.01	.02
parking and tolls	.01	.00	.00
Other transportation costs:			
airfare and busfare	.00	.00	.00
public transit, taxis, etc.	.00	.00	.00
Film and developing	.04	.03	.03
Fees for other attractions/entertainment	.04	.05	.05
All other expenses for this trip (program fees, licenses, rental fees for bikes, skis, etc.)	.40	.00	.00
Totals	\$6.06 66%	\$1.67 18%	\$1.48 16%

Table III-42
Average Direct Expenditures Made by
Visitors to the St. Marks Trails
(Ns range from 569 to 578)

Type of Expenditure	Leon and Wakulla Counties	Other parts of Florida	Outside of Florida
Restaurants (including fast food, sit down, etc.)	\$1.36	\$2.55	\$0.03
Food and beverage in retail stores	.75	.34	.30
Lodging expenses:			
hotel/motel	.27	.00	.00
camping	.03	.10	.02
other	.02	.00	.00
Retail purchases made during trip (personal items, souvenirs etc.) excluding durable items such as equipment	.36	.07	.11
Auto expenses:			
gas and oil	1.18	2.44	.10
repairs and service	.01	.00	.01
parking and tolls	.01	.00	.00
Other transportation costs:			
airfare and busfare	.00	.00	.00
public transit, taxis, etc.	.00	.00	.02
Film and developing	.08	.06	.01
Fees for other attractions/entertainment	.06	.17	.05
All other expenses for this trip (program fees, licenses, rental fees for bikes, skis, etc.)	.51	.00	.00
Totals	\$4.64 42%	\$5.73 52%	\$0.65 6%

Table III-43
Average Direct Expenditures Made by Visitors
to the Lafayette/Moraga Trail
(Ns range from 723 to 742)

Type of Expenditure	Contra Costa County	Other parts of CA	Outside of CA
Restaurants (including fast food, sit down, etc.)	\$.33	\$.45	\$.00
Food and beverage in retail stores	.58	.05	.10
Lodging expenses:			
hotel/motel	.03	.20	.00
camping	.00	.00	.00
other	.00	.00	.05
Retail purchases made during trip (personal items, souvenirs etc.) excluding durable items such as equipment	.36	.11	.00
Auto expenses:			
gas and oil	.27	1.04	.02
repairs and service	.00	.00	.00
parking and tolls	.00	.00	.00
Other transportation costs:			
airfare and busfare	.02	.02	.20
public transit, taxis, etc.	.00	.00	.00
Film and developing	.03	.04	.02
Fees for other attractions/entertainment	.00	.03	.00
All other expenses for this trip (program fees, licenses, rental fees for bikes, skis, etc.)	.02	.00	.00
Totals	\$1.64 41%	\$1.94 49%	\$0.39 10%

Table III-44
Percentage Of Trail Users Who Made Specific
Types Of Expenditure In County Where Trail Is Located During Visit

Type of Expenditure	Heritage Trail	St. Marks Trail	Lafayette/Moraga Trail
Restaurants (including fast food, sit down, etc.)	35%	21%	5%
Food and beverage in retail stores	14%	18%	3%
Lodging expenses:			
hotel/motel	4%	<1%	<1%
camping	1%	1%	0%
other	0%	<1%	0%
Retail purchases made during trip (personal items, souvenirs etc.) excluding durable items such as equipment	6%	3%	1%
Auto expenses:			
gas and oil	31%	33%	14%
repairs and service	0%	<1%	<1%
parking and tolls	1%	<1%	0%
Other transportation costs:			
airfare and busfare	0%	<1%	.4%
public transit, taxis, etc.	0%	<1%	<1%
Film and developing	1%	1%	<1%
Fees for other attractions/entertainment	2%	<1%	0%
All other expenses for this trip (program fees, licenses, rental fees for bikes, skis, etc.)	3%	6%	<1%

Table III-45
Average Direct Expenditures Made Within The County
By Visitors Who Live Outside The County Where The Trail Is Located

Type of Expenditure	Heritage Trail	St. Marks Trail	Lafayette/Moraga Trail
Restaurants (including fast food, sit down, etc.)	\$5.21	\$4.70	\$1.34
Food and beverage in retail stores	.78	1.89	1.05
Lodging expenses:			
hotel/motel	2.48	1.68	.00
camping	.08	.20	.00
other	.00	.10	.00
Retail purchases made during trip (personal items, souvenirs etc.) excluding durable items such as equipment	1.36	2.27	3.37
Auto expenses:			
gas and oil	2.14	2.42	.82
repairs and service	.00	.00	.00
parking and tolls	.04	.01	.00
Other transportation costs:			
airfare and busfare	.00	.00	.02
public transit, taxis, etc.	.00	.00	.01
Film and developing	.03	.47	.01
Fees for other attractions/entertainment	.12	.18	.00
All other expenses for this trip (program fees, licenses, rental fees for bikes, skis, etc.)	.98	1.26	.24
totals	\$13.22 37%	\$15.18 43%	\$6.86 20%

Table III-46
Average Amount Spent On Durable Items
Influenced By Existence Of Heritage Trail

Type of Expenditure	Dubuque County	Other parts of Iowa	Outside of Iowa
Clothing (clothing, shoes, boots, hats, etc.)	\$21.25	\$2.63	\$4.77
Equipment (bikes, snowmobiles, trailers, skis, etc.)	68.67	19.18	9.25
Accessories (bike racks, water bottles, helmets, radios, spare parts, cameras, etc.)	21.88	8.44	6.25
Books, guides, maps, etc.	1.80	.30	.56
Memberships/subscriptions, program fees, etc.	5.80	2.37	.77
Other expenditures for durables	.07	.00	.00
totals	\$119.47	\$32.92	\$21.60

Table III-47
Average Amount Spent On Durable Items Influenced
By Existence Of St. Marks Trail

Type of Expenditure	Leon and Wakulla Counties	Other parts of Florida	Outside of Florida
Clothing (clothing, shoes, boots, hats, etc.)	\$28.25	\$3.48	\$4.19
Equipment (bikes, snowmobiles, trailers, skis, etc.)	127.05	16.85	14.11
Accessories (bike racks, water bottles, helmets, radios, spare parts, cameras, etc.)	34.87	7.45	4.15
Books, guides, maps, etc.	.88	.23	.25
Memberships/subscriptions, program fees, etc.	1.86	.44	.63
Other expenditures for durables	2.61	1.49	1.85
Totals	\$195.52	\$29.94	\$25.18

Table III-48
Average Amount Spent On Durable Items Influenced By
Existence Of Lafayette/Moraga Trail

Type of Expenditure	Contra Costa County	Other parts of CA	Outside of CA
Clothing (clothing, shoes, boots, hats, etc.)	\$48.80	\$3.37	\$1.67
Equipment (bikes, snowmobiles, trailers, skis, etc.)	41.25	7.28	1.30
Accessories (bike racks, water bottles, helmets, radios, spare parts, cameras, etc.)	19.75	2.02	.25
Books, guides, maps, etc.	1.20	.35	.07
Memberships/subscriptions, program fees, etc.	1.51	.90	.03
Other expenditures for durables	.98	.46	1.50
totals	\$113.49	\$14.38	\$4.82

Table III-49
Number and Percentage of Trail Users Reporting They Would be Willing to Pay
Selected Amounts for an Annual Trail Use Permit

Amount Specified	Heritage		St. Marks		Lafayette/Moraga	
	n	% yes	n	% yes	n	% yes
1.00			75	89	101	76
5.00	45	82				
6.00	40	83	21	38	36	56
7.00	19	47			35	57
8.00			93	45	82	49
12.00	49	35	23	65	41	34
14.00	35	20			28	25
16.00			108	28	93	31
18.00	37	24	23	17	25	24
21.00	30	7			34	24
24.00	21	14	97	28	100	24
28.00	15	7			33	33
30.00	19	11	63	16	46	28
32.00			72	10	74	8

Table III-50
Owners' Opinions About Whether Trail Would Make
Their Property Easier or Harder to Sell

	Heritage		St. Marks		Lafayette/Moraga		Combined	
	n	%	n	%	n	%	n	%
1 ("Much Easier to Sell")	9	10	37	19	100	32	146	23
2	8	9	8	4	60	19	76	13
3	15	16	28	15	73	23	116	19
4	46	50	95	50	71	23	212	35
5	6	7	9	5	5	2	20	3
6	3	3	4	2	5	2	12	2
7 ("Much Harder to Sell")	6	7	10	5	2	1	18	3
Total	93	102	191	100	316	102	600	98
Mean	3.7		3.4		2.5		3.0	
Standard Deviation	1.4		1.5		1.3		1.5	

Table III-51
Owners' Opinion About Whether Trail Would Make Their Property Easier
or Harder to Sell When Controlling for Distance From Trail

	Heritage		St. Marks		Lafayette/Moraga		Combined	
	<i>Adjacent</i>	<i>Near</i>	<i>Adjacent</i>	<i>Near</i>	<i>Adjacent</i>	<i>Near</i>	<i>Adjacent</i>	<i>Near</i>
Mean opinion score*	3.8	3.6	3.6	3.3	2.5	2.5	3.0	2.9
<i>n</i>	45	48	101	90	172	144	318	282

* Means based on 7-point scale with 1 being "Much Easier to Sell" and 7 being "Much Harder to Sell."

Table III-52
Owners' Opinions About How Presence of Trail Affects
the Resale Value of Their Property

	Heritage		St. Marks		Lafayette/Moraga		Combined	
	<i>n</i>	%	<i>n</i>	%	<i>n</i>	%	<i>n</i>	%
Lowered Value	8	8.0	13	6.5	7	2.2	28	4.
Increased Value	11	11.0	36	18.1	157	50.0	204	33.
No Effect	81	81.0	150	75.4	150	47.8	381	62.
<i>n</i>	100	100.0	199	100.0	314	100.0	613	100

Table III-53
Adjacent and Nearby Owners' Opinions About How Presence of Trail Affects
the Resale Value of Their Property

	Heritage		St. Marks		Lafayette/Moraga		Combined	
	adjacent (n=51)	nearby (n=49)	adjacent (n=107)	nearby (n=92)	adjacent (n=172)	nearby (n=142)	adjacent (n=330)	nearby (n=28)
Lowered Value	14%	2%	11%	2%	3%	1%	7%	2%
Increased Value	14	8	16	21	53	47	35	31
No Effect	73	90	74	77	44	52	58	67
Total	101	100	101	100	100	100	100	100

Table III-54
Landowners' Opinions About How Much the Trail
has Affected the Resale Value of Their Property

	Heritage		St. Marks		Lafayette/Moraga	
	adjacent	nearby	adjacent	nearby	adjacent	nearby
Lowered Value	17.5*(4)	0.0 (0)	25.0 (8)	30.0 (1)	10.0 (5)	15.0 (2)
Increased Value	29.0 (6)	25.0 (3)	18.4 (16)	9.4 (18)	11.8 (78)	10.1 (51)

*This is the average percent change reported by those responding (indicated in parentheses).

Table III-55
How Trail Affected Decision to Buy Property for Those
Purchasing After Trail Was Opened¹

	Heritage		St. Marks		Lafayette/Moraga		Combined	
	n	%	n	%	n	%	n	%
1 ("Added to Property's	3	13	4	31	34	23	41	22
2 Appeal")	2	8	2	15	39	27	43	23
3	3	13	1	8	30	21	34	19
4	12	50	5	38	40	27	57	31
5	2	8	0	0	3	2	5	3
6	0	0	0	0	0	0	0	0
7 ("Detracted from	2	8	1	8	0	0	3	2
Property's Appeal")								
Total	24	100	13	100	146	100	183	100
Mean	3.7		2.9		2.6		2.7	

¹ Question asked only of landowners who purchased property after the trail was established.

Table III-56
Real Estate Professionals' Opinions About Trail's Effect on
How Easily Adjacent Residential Property Sells

	Heritage		St. Marks		Lafayette/Moraga		Combined	
	<i>n</i>	%	<i>n</i>	%	<i>n</i>	%	<i>n</i>	%
Home Easier to Sell	1	6	5	20	6	24	12	18
Home Harder to Sell	0	0	0	0	8	32	8	12
No Effect on Sales	16	94	20	80	11	44	47	70
<i>n</i>	17	100	25	100	25	100	67	100

Table III-57
Real Estate Professionals' Opinions About Trails' Effect on
How Quickly Adjacent Residential Property Sells

	Heritage		St. Marks		Lafayette/Moraga		Combined	
	<i>n</i>	%	<i>n</i>	%	<i>n</i>	%	<i>n</i>	%
Home Sells Faster	1	6	5	20	5	20	11	16
Home Sells Slower	0	0	0	0	8	32	8	12
No Effect on Sales	16	94	20	80	12	48	48	72
<i>n</i>	17	100	25	100	25	100	67	100

Table III-58
Real Estate Professionals' Opinions About Trails' Effect on
Resale Values of Adjacent Residential Properties

	Heritage		St. Marks		Lafayette/Moraga		Combined	
	<i>n</i>	%	<i>n</i>	%	<i>n</i>	%	<i>n</i>	%
Increases Value	2	12	5	20	6	24	13	19
Decreases Value	1	6	0	0	6	24	7	10
No Effect	14	82	20	80	13	52	47	70
<i>n</i>	17	100	25	100	25	100	67	9

Table III-59
Real Estate Professionals' Opinions About Trails' Effect on
How Easily Nearby Residential Property Sells

	Heritage		St. Marks		Lafayette/Moraga		Combined	
	<i>n</i>	%	<i>n</i>	%	<i>n</i>	%	<i>n</i>	%
Home Easier to Sell	3	18	6	24	16	64	25	37
Home Harder to Sell	0	0	0	0	0	0	0	0
No Effect on Sales	14	82	19	76	9	36	42	63
<i>n</i>	17	100	25	100	25	100	67	100

Table III-60
Real Estate Professionals' Opinions About Trails' Effect on
How Quickly Nearby Residential Property Sells

	Heritage		St. Marks		Lafayette/Moraga		Combined	
	<i>n</i>	%	<i>n</i>	%	<i>n</i>	%	<i>n</i>	%
Home Sells Faster	2	12	6	24	14	56	22	33
Home Sells Slower	0	0	0	0	0	0	0	0
No Effect on Sales	15	88	19	76	11	44	45	67
<i>n</i>	17	100	25	100	25	100	67	100

Table III-61
Real Estate Professionals' Opinions About Trails' Effect on
Resale Values of Nearby Residential Properties

	Heritage		St. Marks		Lafayette/Moraga		Combined	
	<i>n</i>	%	<i>n</i>	%	<i>n</i>	%	<i>n</i>	%
Increases Value	2	12	5	20	12	48	19	28
Decreases Value	0	0	0	0	0	0	0	0
No Effect	15	88	20	80	13	52	48	72
<i>n</i>	17	100	25	100	25	100	67	100

Table III-62
Trail Benefits Perceived by Users

Benefit	Heritage	St. Marks	Lafayette/ Moraga	Combined
Preserving undeveloped open space	6.1	6.0	6.3	6.1
Aesthetic beauty	6.3	6.0	6.2	6.1
Community pride	5.9	5.7	5.9	5.8
Tourism and business development	5.4	4.2	2.5	3.7
Traffic reduction/transportation alternative	4.1	4.6	3.7	4.1
Health and fitness	6.4	6.5	6.5	6.5
Access for disabled persons	5.3	5.4	5.5	5.5
Recreation opportunities	5.8	6.0	5.8	5.9
Public education about nature/environment	5.3	5.2	4.5	5.0
Number of responses	91	184	312	594

Means calculated on 7-point scales with 1 being "not at all important" and 7 being "extremely important"

Table III-63
Trail Benefits Perceived by Landowners

Benefit	Heritage	St. Marks	Lafayette/ Moraga	Combined
Preserving undeveloped open space	4.6	4.9	5.8	5.3
Aesthetic beauty	5.1	4.9	5.6	5.3
Community pride	4.8	5.0	5.5	5.3
Tourism and business development	4.8	3.9	2.0	3.0
Traffic reduction/transportation alternative	2.9	3.7	3.5	3.5
Health and fitness	5.5	6.0	6.4	6.1
Access for disabled persons	4.9	5.1	5.0	5.0
Recreation opportunities	5.5	5.7	5.9	5.8
Public education about nature/environment	5.2	4.9	4.4	4.7
Number of responses	91	184	312	594

Means calculated on 7-point scales with 1 being "not at all important" and 7 being "extremely important"