

Heritage Rail Trail County Park 2007 User Survey and Economic Impact Analysis



November 2007

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York County Department of Parks and Recreation

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TABLE OF CONTENTS

EXECUTIVE SUMMARY	4
HISTORIC PERSPECTIVE	6
LOCATION ANALYSIS	8
HERITAGE RAIL TRAIL COUNTY PARK MAP	10
YORK COUNTY DEMOGRAPHICS	11
YORK COUNTY CLIMATE	11
QUALITATIVE VALUES	12
SURVEY RESULTS	14
METHODOLOGY AND ANALYSIS	21
COMPARATIVE ANALYSIS 1999, 2001 AND 2004 SURVEYS	22
HERITAGE RAIL TRAIL COUNTY PARK USER ESTIMATE	33
ECONOMIC IMPACT ANALYSIS 2007	34
TRAIL MAINTENANCE, SECURITY, CLEANLINESS & INFORMATION	40
IMPORTANCE OF PARKS AND TRAILS	45

EXECUTIVE SUMMARY

2007 marked the eighth anniversary of the opening of the Heritage Rail Trail County Park. The trail is a 21 mile corridor that runs from the Pennsylvania/Maryland state line (the historic Mason Dixon Line) to Lafayette Plaza in historic downtown York, Pennsylvania passing through 11 different municipalities.

During 2007 the fourth User Survey and Economic Impact Analysis was conducted on the trail. In many ways the 2007 survey was very much like the previous surveys conducted in 1999 in conjunction with the opening of the trail and a follow-up surveys conducted in 2001 and 2004. The methodology for collecting the data was, for the most part, identical in all four surveys. Survey forms and “collection boxes” were made available at all trailheads and parking lots. Park volunteers also had survey forms available at the museums at the Hanover Junction and New Freedom train stations.

Many of the questions on all four surveys are identical. However, due to changes in trailheads and the types of information that the York County Department of Parks and Recreation wanted to determine, some questions were changed, deleted or added. Overall, the data from the four studies are very comparable and in the analysis section of this report, where applicable, the data of the four surveys is presented in a comparison analysis.

Surveys were available for trail users to complete during the late spring and summer months of 2007. Completed responses were placed in collection boxes or mailed or faxed to the York County Parks office.

In all, 220 completed survey forms are included in this analysis.

While the majority of trail users reside in York County (60.8%), the trail has attracted users from Maryland/Virginia/Washington, DC metropolitan areas (25.7%), Lancaster County (3.6%), Harrisburg metro area (2.2%) and the Philadelphia metro area (2.7%). In addition, riders from other areas accounted for 4.1% of the survey respondents in the 2007 study.

The ratio of men to women using the trail is a 60% male, 40% female split. The number of women users has been declining over the four studies.

More than 64% of the survey respondents reported that they arrived at the trail by driving, a 15% decrease from the 2004 study. Another popular way of reaching the trail was to bike there (24.1%), double the 2004 percentage. Others walked (8.6%, double the 2004 result), ran (2.2%) or even arrived on horseback (0.4%).

For many of the survey respondents, trail usage is a frequent occurrence. More than 56% of the respondents use the trail at least once a week. Less frequent usage, a couple of times a month (13.2%) and a few times a year (14.1%) still point to the trail as a regular activity. Even at eight years of age, the trail is still attracting new users. 11.4% of the survey respondents were first time users, almost identical to the percentage reported in 2004.

Most frequently when someone uses the trail they do so with one other person (38.9%). Using the trail alone (21.3%) or in a group of two or three other people (family groups) (26.9%) are also frequently seen along the trail.

More than 80% of the trail users are over the age of 35. Over 38% are between 36 and 55 years of age. This age profile has been very consistent over the four user studies and is typical of user age profiles from other trail studies across the country.

Biking remains the predominant form of recreation on the Heritage Rail Trail. Just over 71% of respondents indicated that their primary activity on the trail is biking. The use of the trail for walking/hiking increased slightly since 2004 and running/jogging decreased slightly. Nature study and the museums were each listed by 1.2% of the survey participants.

Use of the trail on weekends was significantly higher in the 2007 study than in previous studies. The weekend use was 12% higher than the weekday usage. Most trail users prefer the morning (40.7%) or afternoon (30.7%) for their trail outing. Although 15.8% indicate that they will use the trail “anytime” they can get there. Survey respondents make a significant time commitment when they venture out on the Heritage Rail Trail. Nearly 48% are on the trail for more than 2 hours and another 44% are on the trail for between one and two hours.

Trail users were asked to “define” their use of the trail under one of five categories. 44.8% of the survey respondents consider their use of the trail for health and exercise (nearly identical to the 2004 survey). Another 10% use the trail for fitness training. 38.2% of the respondents consider their use of the trail as recreational.

The Hanover Junction parking lot trailhead is the lot used most frequently by the survey respondents (17.6%). Brillhart Station on Days Mill Road was the second most popular parking facility (15.3%). Most of the other trailheads were used by 10% of the respondents plus or minus 3%. There was a significant decrease in the use of Downtown York.

Respondents’ knowledge of the trail came primarily from “word of mouth”. The coverage that the trail receives in the local newspapers was the second most important source of information. The Rails to Trail Conservancy, a national organization that promotes the development of rails to trails, and local bike shops were the third most important sources of information for the users of the Heritage Rail Trail County Park. Less than 6% of the users indicated that they found out about the trail from the York County Department of Parks and Recreation.

In terms of economic impact, more than 85% of the survey respondents indicated that they had purchased some form of “hard goods” (defined as bike, bike accessories, auto accessories, running, walking, hiking shoes or clothing) in conjunction with their use of the trail. The average spending of those who provided spending data was \$367. This is about \$20 higher than the average figure from the 2004 survey. Over the four surveys this figure has not varied more than 30\$.

The purchases of consumables or “soft goods” (water, soda, candy, ice cream, lunches, etc.) was reported by a little less than 72% of the respondents. The average expenditure per person per trip

was reported at \$12.66. This is slightly less than the average reported in the 2004 study. One possible explanation for the decrease is that Glen Rock Mill Inn closed again and a “restorante” in New Freedom closed and was replaced by a pizza and sub shop.

12% of the respondents indicated that their visit to the trail involved an overnight stay. On average they spent \$51 on accommodations that ranged from \$100 a night in a hotel to \$20 a night at a campground.

One of the most important aspects of the user survey from the standpoint of the York County Department of Parks and Recreation is the tracking of user perceptions regarding the maintenance, safety and cleanliness of the Heritage Rail Trail County Park. In 2007, user ratings for maintenance increased slightly from previous levels. The survey respondents perception of the safety and security of the Heritage Rail Trail was virtually identical to the 2004 findings. The “cleanliness” was also virtually identical to the 2004 survey results.

A new question added to the 2007 survey asked respondents to rate the information provided about the trail (maps, web site, etc.). Nearly 80% ranked the information provided as excellent.

The final two questions on the survey dealt with the importance of trails. Again, nearly 80% agreed with the statement that trails are important to the community and a good use of tax dollars. 99% of the survey respondents would like to see more trails developed in York County.

In conclusion, the Heritage Rail Trail County Park continues to attract an increasing number of users who regularly visit the trail as a means of improving their health and fitness. The trails economic impact in terms of both user spending and as a business stimulus has more than repaid the cost of developing the trail. The dedicated efforts of the York County Department of Parks and Recreation have resulted in a well maintained, safe and clean facility that is an asset to York County. It is a credit to the York County Department of Parks for their continuing to conduct these trail user studies. This is the only study in the United States that has consistently tracked trail users over time from the year the trail opened. These studies are a valuable asset for the entire trail community across the country.

HISTORIC PERSPECTIVE

For 134 years, from 1838 to 1972, the Northern Central Railroad connected Baltimore, Maryland with York, Pennsylvania and points north, encouraging the growth of small Pennsylvania communities such as New Freedom, Railroad, Glen Rock and Seven Valleys. The railroad was a major link in the exchange of goods and passenger service between York and Baltimore. It was originally chartered as the Baltimore and Susquehanna Railroad, then the Northern Central Railroad, later the Pennsylvania Railroad and finally the Penn Central Railroad.

The historic train stations in New Freedom and Hanover Junction serve as reminders of several noteworthy Civil War events, including a stop over by President Abraham Lincoln at the Hanover Junction Train Station on his way to deliver his famous Gettysburg Address.

Following the declaration of bankruptcy of the Penn Central Railroad in 1970 and the major destruction of the rail line in 1972 by Hurricane Agnes, the County of York purchased the rail corridor in 1990 through a special agreement with the Pennsylvania Department of Transportation and formed the York County Rail Trail Authority. This panel of nine volunteers, supported by extraordinary community efforts by citizens and organizations throughout the County, has converted this rail corridor into a unique recreational asset.

The first mile of trail from the Maryland line to McCullough Street in New Freedom was largely the result of efforts by two Eagle Scouts. Chad Harvey and Jeremy Sykes raised over \$10,000 toward the construction costs and also obtained many in-kind donations of materials and labor. Construction of Phase III began in the fall of 1994. This 8.2-mile section would take the trail from New Freedom to Hanover Junction. Phase III opened on June 22, 1996. Parking lots were established at New Freedom, Railroad, Glen Rock and Hanover Junction.

The final phases of the construction of the trail would complete the link with the City of York. Phase IV, 8.5 miles, runs north from Hanover Junction to the village of Hyde. In contrast to previously developed sections of the trail, Phase IV featured very few road crossings as it winds through the heart of south central York County. Three small railroad villages, Smysers Station (today known as Seven Valleys), Glatfelter Station and Brillharts Station, offer brief interruptions to a landscape of fields and woodlands. Construction began in the fall of 1998.

Phase V proceeds south from the southern terminus of the Codorus Bikeway Path in York to Hyde. This 1.5-mile section was referred to as the "Urban Link". Gone is the solitude of the rural countryside as the trail approaches Market Street in the City of York and its historic buildings dating back to the Revolutionary War. Restaurants, shops and York's famous Central Market are in close proximity to the trailhead in York. Construction began in May 1999. The official opening of the Heritage Rail Trail County Park was held on August 29, 1999. The opening ceremonies were celebrated in conjunction with the York County's 250th Anniversary. A large contingent of trail users including runners, bikers, hikers and horseback riders proceeded along the new sections of the trail prior to the official ribbon cutting.

The York County Rail Trail Authority was honored as Conservation Organization of the Year at the Pennsylvania Wildlife Federation's 2000 Conservation Achievement Awards Banquet on April 18, 2000. In September 2000, the Heritage Rail Trail County Park hosted one leg of the "Governor's Ride".

With the completion of the trail in August 1999, it became a York County park. The Heritage Rail Trail County Park is one of eight parks within the York County Department of Parks and Recreation.

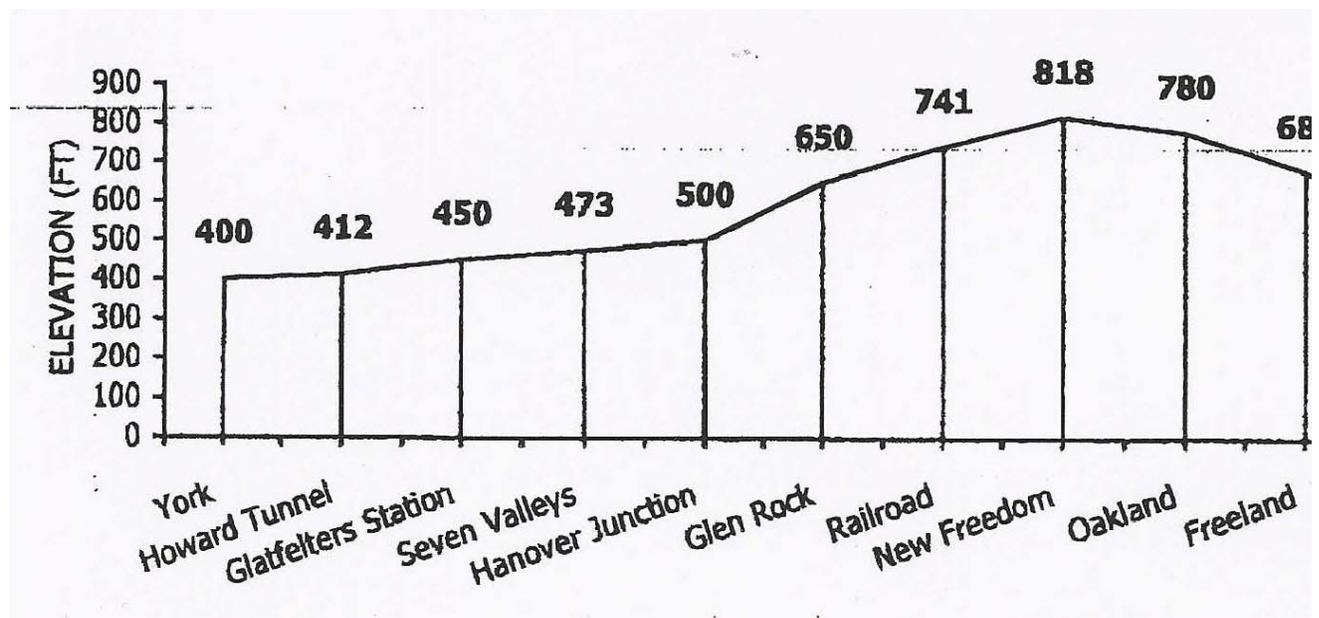
Since the opening of the trail in August 1999, the Hanover Junction Train Station has been fully restored to its circa 1860's appearance. A museum on the first floor provides exhibits on the history of the station and the railroad. The New Freedom Station has also been restored and one half of the building contains a museum featuring railroad history. The other half of the New Freedom Station is home to the New Freedom Railroad Café. Both of the museums are staffed

by the Friends of the Heritage Rail Trail Corridor. Formed in 2001, the mission of the Friends of the Heritage Rail Trail Corridor is to “provide assistance to the York County Department of Parks and Recreation as an organization dedicated to the historic preservation and interpretation of the Heritage Rail Trail County Park.” Restoration work has also been completed on the Howard Tunnel. All three of these structures are listed on the National Registry of Historic Places. A private bridge across the Codorus Creek now connects the Glatfelters Station parking facility to the trail.

LOCATIONAL ANALYSIS

Although the grade throughout the length of the trail is reasonably level, New Freedom is the highpoint with an elevation of 818 feet above sea level. Traveling north from New Freedom the grade is slightly downhill to York at 400 feet above sea level.

The following is a profile of the Heritage Rail Trail from York to Freeland, Maryland just south of the Mason Dixon Line.



The trail is a 10 foot wide compacted surface designed for bicycling, hiking, running, horseback riding, as well as winter sports such as cross country skiing and snow shoeing.

Facilities along the trail include benches, picnic tables and portable toilets. Full service restrooms are available at the Hanover Junction and New Freedom train stations. Communities along the trail offer more extensive facilities.

Sections of the trail are adjacent to the south branch of the Codorus Creek, a cold water trout stream.

Winding through the heart of York County the trail extends over twenty-one miles from the state line, where it joins Maryland’s Northern Central Rail Trail, to the City of York’s historic district. The southern half of the trail, from the Maryland Line to Seven Valleys, passes through rural farmland and small towns. From Seven Valleys northward the trail winds through the picturesque valley of the south branch of the Codorus Creek with long sections of uninterrupted woodland interspersed with farm fields.

The park is open year round from dawn until dusk and is patrolled by York County Department of Parks and Recreation rangers as well as a “Park Watch” (similar to a Block Watch) program indicated by signage at each parking lot. In 2002, the York County Parks created a system wide “Park Ambassador” program. The mission of the “Park Ambassadors” is “To provide a presence on park grounds in a non-enforcement capacity. Ambassadors will provide information/trail ethics for trail users, advise on violations or public safety concerns, and take an active role in protecting/preserving the parks”.

The York County Department of Parks and Recreation recognizes the multitudes of volunteers (the general public, scouts, community groups, etc.) that provide assistance in helping to maintain the Heritage Rail Trail County Park and keep it clean.

Trail Distances from the Maryland Line

Landmark	Miles
Maryland Line	0.0
New Freedom Train Station	1.5
Railroad Parking Lot	3.0
Glen Rock Parking Lot	6.25
Hanover Junction Train Station	10.5
Seven Valleys Bridge	11.5
Glatfelters Station Road Crossing	13.5
Howard Tunnel	15.25
Days Mill Road Crossing	17.0
Hyde	18.5
Richland Avenue Overpass	19.75
York County Colonial Courthouse	21.10

Parking lots are provided at New Freedom, Railroad, Glen Rock, Hanover Junction, Seven Valleys, Glatfelter Station, Brillharts Station (Days Mill Road) and Lafayette Plaza in York.

A map of the Heritage Rail Trail County Park and directions to the parking lots are provided on the following page.

HERITAGE RAIL TRAIL COUNTY PARK YORK COUNTY PENNSYLVANIA



York City - (From North) from I-83 use old exit #10 or new exit #22 (North George St.). Follow N. George St. south for approx. 3 miles to W. Philadelphia St. Turn right on W. Philadelphia St. Follow 2 blocks to Pershing Ave. Follow to Parking Area. (From South) From I-83 use old exit #5 or new exit #15 (S. George St.) Follow north approx. 3 miles to W. Princess St. Turn left on W. Princess St. Follow 2 blocks to Pershing Ave. Turn right on Pershing Ave. Follow 3 blocks to Parking Area. (For more info. on city parking go to www.yorkonline.org) (Free parking is available all on weekends and after 6 p.m. Low cost parking is available at all other times)

Brillharts Station - I-83 to old exit #4 or new exit #14 (Leader Heights Rd.) Follow Leaders Heights Rd. west approx. 1/2 mile to Indian Rock Dam Rd. Follow Indian Rock Dam Rd. approx. 2 miles. Turn left onto Days Mill Rd. Follow approx. 1 mile to parking lot. From Rt 30: Follow Rt. 616 south approx. 3 miles to George St. Turn left onto George St. (E) (In York New Salem). Follow George St. (E) approx. 1/2 mile. Turn right onto Days Mill Rd. Follow approx. 1 mile to parking lot on right.

Glatfelter Station - I-83 to old exit #3 or new exit #10 (Loganville) Follow signs to Rt. 214. Take Rt. 214 west for approx. 4 miles to Glatfelters Station Rd. Turn right on Glatfelters Station Rd. Parking area is approx. 1 mile on the right.

Seven Valleys - I-83 to old exit #3 or new exit #10 (Loganville) Follow signs to Rt. 214. Take Rt. 214 west to the borough of Seven Valleys. Parking lot is on right at Eyster's Machine Sshop.

Hanover Junction - I-83 to old exit #3 or new exit #10 (Loganville). Follow signs to Rt. 214 west to for approx. 5 miles to Rt. 616 south (Right Turn). Follow Rt. 616 south. Parking lot is on the left. From Rt. 30: Take Rt. 616 south. Parking lot is approx. 6.5 miles on left.

Glen Rock - I-83 to Glen Rock old exit #2 or new exit #8(Glen Rock). Follow Rt. 216 west for approx. 4.5 miles to Glen Rock. Right on Water St. Cross railroad tracks and turn right. Follow for approx.1 mile, Rail Trail Parking lot is on the right.

Railroad - I-83 to old exit #1 or new exit #4(Shrewsbury). Take 851 West. Parking is 3 miles on the right.

New Freedom - I-83 to old exit #1 or new exit #4 (Shrewsbury). West on Rt. 851 to Railroad Borough. Turn left onto 851 West to New Freedom. Turn left on Franklin St. The parking lot is 1 block on the left corner of Front and Franklin Sts.

YORK COUNTY DEMOGRAPHICS

York County Demographic Profile

Population (2006 Estimate)	416,322
Median Household Income (2004)	\$49,242
Total Housing Units (2005)	168,875
Persons per household (2000)	2.52

Population Growth

	1990	2000	2010
York County	339,574	381,754	402,486

YORK COUNTY CLIMATE

York County has a relatively mild and humid climate. This can, in part, be attributed to nearby mountains that protect the area from more severe weather that occurs 50 to 100 miles north and west. To a lesser extent the Atlantic Ocean to the east has a moderating effect upon the County's climate. With the prevailing winds being from the west, the weather disturbances that are most likely to effect the County are from the interior of the continent. Although the day to day weather is sometimes affected by coastal storms, the Atlantic Ocean is considered to have only a limited influence on the total climate. In summer, the winds are generally from the southwest bringing moisture from the Gulf of Mexico into the area. Consequently, the humidity is relatively high and the climate is characterized as humid continental.

A growing season of about 170 days prevails throughout the County, and in conjunction with sufficient rainfall has promoted a flourishing agricultural industry. The summer months alone produce 10-13 inches of rainfall, the average annual amount being about 40 inches with the heaviest concentration along the Maryland-Pennsylvania border. Drier winter months produce 7-9 inches of precipitation, of which approximately 30 percent falls as snow. The average annual snowfall is about 31 inches.

The average temperature for York County is 52.8 degrees. The relatively short winters have readings of less than 32 degrees occurring about 100 days per year. During the summers, temperatures of 90 degrees or greater occur about 25 days per year, and temperatures of 100 degrees or more are relatively rare.

QUALITATIVE VALUES OF THE HERITAGE RAIL TRAIL COUNTY PARK

The best way to describe the qualitative values of the Heritage Rail Trail County Park is to let the trail users tell us what they think. The following are comments that were taken from the 2007 Trail User Survey forms.

“The History Markers are nice & informative.”

“The Museum is the best it teaches you a lot of history.”

“Trails are important for the recreation & well being of all York Co. residents & represent us well to our neighbors outside the county.”

“Great way to spend my tax dollars – love the trail.”

“Nice country scenery which makes the bike ride enjoyable & relaxing.”

“It’s wonderful to have this for family activities promoting physical activity.”

“I feel very fortunate to live so close to such a wonderful trail!”

“I am a Maryland user but love the New Freedom museum.”

“We drive from New Jersey to specifically enjoy your trail.”

“We come to York several times per year to bike on the trail.”

“Great Trail. We usually start @ Ashland or Monkton & go to New Freedom. Several times we’ve ridden from New Freedom to York. Great trail- we love it!”

“I belong to Rail/Trail Conservancy and this is a beautiful trail – thanks for keeping it so nice.”

“I wish I would have started using the trail sooner!!”

“Wonderful trail – the best one we’ve been on yet!”

“Trail maintained better here than in MD.”

“My husband & I have committed to biking this Summer and are fortunate to live in an area with such great trails to ride! Thanks!”

“The trail is probably one of the best and healthiest ways to relax. Thank you!”

“Trail is a worthy investment to York County.”

“I wish I would have knew about this earlier in life.”

“Looking forward to hook on at John Rudy!”

“I encourage your development of new trails at Hanover Junction & in Northern York to Rudy Park. I enjoy seeing the old rails still in position along the trail. I support your efforts by membership in Rails to Trails & the Herford NCR Volunteers.”

“I fully support extension of the trail to Hanover.”

“First time trail bikers 7/4/07, so some questions not answered. We think this trail is a treasure! Thank You, We’ll be back this summer.”

An indication of the popularity of the Heritage Rail Trail County Park is the diversity of organizations that used the trail as a focal point of their activities during 2007

Boy Scout events and badge work
Cancer Center of York Bike-a-thon
PA Recreation and Park Society Bike Ride
Hanover Cyclers Bike Club
Jewish Family Services
Law Day Bike Ride
Multiple Sclerosis Walk
York Hiking Club events
National Railroad Handcar Racing Association
Plumpy Nut Walk
Southern Community Services - Walk the Line
Southern York County Library
York College Alumni bike ride
York County Council of Churches Crop Walk
York Road Runners - Winter Series 10 mile race
York County Senior Citizens Games
YWCA Triathlon

2007 SURVEY RESULTS

Question 1.

What is your ZIP Code?

60.8%	York County
25.7%	Maryland/Virginia/Washington, DC
3.6%	Lancaster County
2.2%	Harrisburg Metro
2.7%	Philadelphia Metro
4.1%	All other areas

Question 2.

What is your gender?

60.9%	Male
39.1%	Female

Question 3.

How did you get to the Trail?

64.7%	Drive
24.1%	Bike
8.6%	Walk
2.2%	Run
0.4%	Horseback

Question 4.

How often, on average, do you use the Trail? (Check one)

5.9%	Daily
16.4%	Between 3 and 5 times a week
24.6%	1 or 2 times a week
9.6%	Once a week
13.2%	A couple of times a month
5.0%	Once a month
14.1%	Few times a year
11.4%	First time

Question 5.

How many people typically use the Trail with you? (check one)

21.3%	Use the Trail alone
38.9%	One other person
26.9%	2 - 3 other people
6.5%	4 or 5 other people
6.9%	More than 5 other people

Question 6.

Please identify your age group. (Check one)

8.6%	under 15
4.7%	16 to 25
6.4%	26 – 35
13.7%	36 – 45
24.4%	46-55
27.4%	56-65
15.0%	66 or older

Question 7.

Were any children 15 years of age or younger with you on your trail experience today?

25.4%	Yes
74.6%	No

Question 7a.

If yes, please indicate the number of children in each of the following age groups:

13.4%	under 5
27.8%	5 to 9
58.8%	10-15

Questions 8.

What is your primary activity on the Trail? (Check one)

18.0%	Walking/hiking
71.7%	Biking
5.3%	Jogging/running
0.8%	Horseback riding
0.0%	Cross country skiing
1.2%	Museum/History
1.2%	Nature study
1.6%	Other

Question 9.

Generally, when do you use the Trail? (check one)

43.9%	Weekdays
56.1%	Weekends

Question 10.

What time of the day do you generally use the Trail?

40.7%	Morning
30.7%	Afternoon
12.9%	Evenings
15.8%	Anytime

Question 11.

How much time do you generally spend on the Trail each visit?

0.9%	Less than 30 minutes
7.2%	30 minutes to 1 hour
44.3%	1 to 2 hours
47.5%	More than 2 hours

Question 12.

Would you consider your use of the Trail to be for...

38.2%	Recreation
44.8%	Health and Exercise
1.2%	Commuting
10.0%	Fitness Training
5.8%	Other

Question 13.

Which parking area do you generally use when you visit the Trail? (check all that apply)

13.4%	New Freedom
8.2%	Railroad
10.9%	Glen Rock
17.6%	Hanover Junction
10.9%	Seven Valleys
8.9%	Glatfelter Station
15.3%	Brillhart Station (Days Mill Road)
3.5%	Downtown York
11.4%	Other

Question 14.

How did you find out about the Trail?

41.9%	Word of mouth
3.5%	Roadside signage
5.0%	Driving past
8.8%	Newspaper
5.4%	York County Parks Department
0.8%	York County Convention and Visitors Bureau
6.1%	Information from Rails to Trails Conservancy
5.4%	Internet web site
6.1%	Bike shop
1.9%	Tourist Information Center
15.3%	Other

Question 15.

Has your use of the Trail influenced your purchase of? (check all that apply)

27.4%	Bike
25.5%	Bike supplies
13.5%	Auto accessories
9.5%	Running/walking/hiking shoes
13.7%	Clothing
0.0%	Camping gear
10.4%	Nothing

85.8% of the sample responded that their use of the Trail had influenced a purchase of one of these items.

Question 16.

Approximately how much did you spend on the items above in the past year? (enter dollar amount)

The average for those who indicated they had made a purchase was \$367.77.

This average is influenced by the purchase of some very expensive bicycles costing more than \$1,000 each.

Question 17.

In conjunction with your most recent trip to the Trail, did you purchase any of the following? (check all that apply)

25.8%	Bottled water/soft drinks
9.7%	Candy/snack foods
9.5%	Sandwiches
11.5%	Ice cream
17.5%	A meal along the Trail
0.9%	Film
4.3%	Fuel
20.9%	None of these

79.1% of the sample responded that their use of the Trail had influenced the purchase of one of these items.

Question 18.

Approximately how much did you spend per person on the items above? (enter dollar amount)

The average for those who indicated they had made a purchase was \$12.86.

Note that this is an average amount spent per person, per trip.

Question 19.

Did your visit to the Trail involve an overnight stay in one of the following types of accommodations?

12.5% of those responding to the survey indicated that their visit to the trail involved an overnight stay. The following is a breakdown by type of accommodation for those who had an overnight stay.

21.4%	Motel/Hotel
10.7%	Bed and Breakfast
21.4%	Friend or Relatives Home
35.7%	Private campground
10.7%	Other

Question 20.

Approximately how much did you spend on overnight accommodations per night?

The average expenditure per night was \$51.15 (13 respondents provide spending data)

Question 21.

In your opinion, the maintenance of the Trail is (check one)

56.2%	Excellent
38.8%	Good
4.1%	Fair
0.9%	Poor

Question 22.

In your opinion, the safety and security along the Trail is (check one)

46.0%	Excellent
45.6%	Good
5.6%	Fair
2.8%	Poor

Question 23.

In your opinion, the cleanliness of the Trail is (check one)

59.4%	Excellent
34.2%	Good
5.0%	Fair
1.4%	Poor

Question 24.

In your opinion, the information provided about the Trail (i.e. map, signs, regulations, bulletin board) is (check one)

55.7%	Excellent
38.9%	Good
4.5%	Fair
0.9%	Poor

Question 25.

In your opinion, York County Parks and trails are important to your community and a wise use of your tax dollars (check one)

79.2%	Strongly agree
18.4%	Agree
2.4%	Somewhat disagree
0.0%	Disagree

Question 26.

Do you support the development of additional multi-use trails in York County?

99.0%	Yes
1.0%	No

METHODOLOGY AND ANALYSIS

The survey form was developed by the York County Department of Parks and Recreation. The sample was self-selecting. That is, trail users could pick-up survey forms that were available at each of the trail's primary parking areas and return them to collection boxes at the same locations or mail/fax them to the York County Parks office. Survey forms were also made available at the museums at the Hanover Junction Train Station and the New Freedom Train Station. At these locations, park volunteers encouraged visitors to complete a survey form.

Survey forms were available to trail users during most of the summer of 2007.

For the purpose of this analysis, 230 survey forms were completed.

Because several questions called for multiple responses and some survey respondents did not answer all of the questions, the percentages presented in this analysis are based upon the total number of responses to each individual question, not the 230 usable surveys.

The following analysis will utilize the 1999, 2001 and 2004 survey data and the 2007 survey data that was presented previously in this report. The analysis will compare the results of the surveys and offer commentary on changes that are significant or interesting.

(Disclaimer: as a self-selecting survey, the findings are not absolute and no one can predict with any certainty how any of us will act in the future. That said, the findings track very closely with similar surveys and other published reports and anecdotal evidence).

COMPARATIVE ANALYSIS 1999, 2001, 2004 AND 2007 SURVEYS

Question 1.

What is your ZIP Code?

	1999	2001	2004	2007
York County	62.70%	63.86%	61.73%	60.8%
Maryland/Virginia/Washington, DC	18.43%	11.62%	20.25%	25.7%
Lancaster County	6.52%	2.90%	6.15%	3.6%
Harrisburg Metro	4.64%	4.56%	4.33%	2.2%
Philadelphia Metro	2.47%	2.90%	2.28%	2.7%
All other areas	2.70%	4.15%	5.37%	4.1%

The most significant change regarding where the participants in the survey live is the increase in the number of survey participants from the Maryland/Virginia/DC area. Most of these were from Maryland which may suggest that the northern end of the adjacent NCR Trail is getting more usage. All of these trail users as well as some from the VA/MD/DC and Philadelphia metro areas contributed to the local economy by purchasing accommodations and meals.

Question 2: What is your gender?

	1999	2001	2004	2007
Male	53.1%	57.04%	57.95%	60.9%
Female	46.9%	42.95%	42.05%	39.1%

The percentage of men using the trail increased slightly over what was reported by respondents in previous surveys. The percentage of females responding to the survey has decreased each year.

Question 3.

How did you get to the Trail on your most recent visit?

	2004	2007
Drive	81.30%	64.7%
Bike	12.83%	24.1%
Walk	3.91%	8.6%
Run	1.30%	2.2%
Horseback	0.65%	0.4%

A lot more of the survey respondents are biking and walking to the trail rather than driving to one of the trailheads. This may be a reflection on the increased use of the trail for health and fitness or the increased cost of a gallon of gas.

Question 4.

How often, on average, do you use the Trail? (Check one)

	1999	2001	2004	2007
Daily	1.82%	3.12%	2.04%	5.9%
Between 3-5 times a week	11.78%	17.73%	14.29%	16.4%
1 or 2 times a week	16.27%	19.94%	20.63%	24.6%
Once a week	13.28%	5.30%	8.16%	9.6%
A couple of times a month	21.20%	14.64%	17.69%	13.2%
Once a month	21.41%	5.30%	5.44%	5.0%
Few times a year	5.14%	19.63%	20.18%	14.1%
First time	8.14%	14.33%	11.56%	11.4%
Average Trips Per Year	5.42	6.65	7.97	10.55

The average number of trips per year (which was calculated) increased from 5.4 to 6.65 to 7.97 to 10.55. The average number of annual uses has increased every year from 1999, an indication of the trail's popularity. It is interesting to note that eight years after the trail opened there are still a lot of new users.

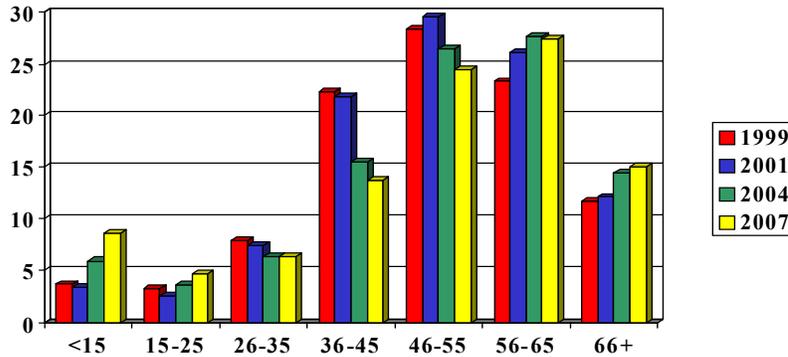
Question 5.

How many people typically use the Trail with you? (check one)

	1999	2001	2004	2007
Use the Trail alone	17.36%	19.63%	20.35%	21.3%
One other person	47.07%	50.78%	49.02%	38.9%
2 - 3 other people	24.90%	21.18%	18.38%	26.9%
4 or 5 other people	7.92%	5.30%	8.75%	6.5%
More than 5 other people	2.71%	2.13%	3.50%	6.9%

The number of people using the trail "alone" has increased steadily. This may be, in part, a reflection of the trails excellent safety record and that people feel comfortable out on the trail by themselves. Couples are still the predominate users of the trail. However, usage by family groups and groups of friends has increased since the initial 1999 study.

PLEASE IDENTIFY YOUR GROUP.



Question 6.

Please identify your age group. (Check one)

	1999	2001	2004	2007
under 15	3.72%	3.43%	5.96%	8.6%
16 to 25	3.33%	2.49%	3.62%	4.7%
26 – 35	7.92%	7.48%	6.38%	6.4%
36 – 45	22.31%	21.81%	15.53%	13.7%
46-55	28.38%	26.48%	26.38%	24.4%
56-65	23.29%	26.17%	27.66%	27.4%
66 or older	11.74%	12.15%	14.47%	15.0%

The age distribution of trail users has changed somewhat since the initial survey. Trail users between 36 and 55 have decreased while those 55 and over have increased. It is of interest to note that this age profile is typical of many trails across the U.S. It is encouraging to see a increase in usage by those under 15.

Question 7.

Were any children 15 years of age or younger with you on your trail experience today?

	<u>2007</u>
Yes	25.4%
No	74.6%

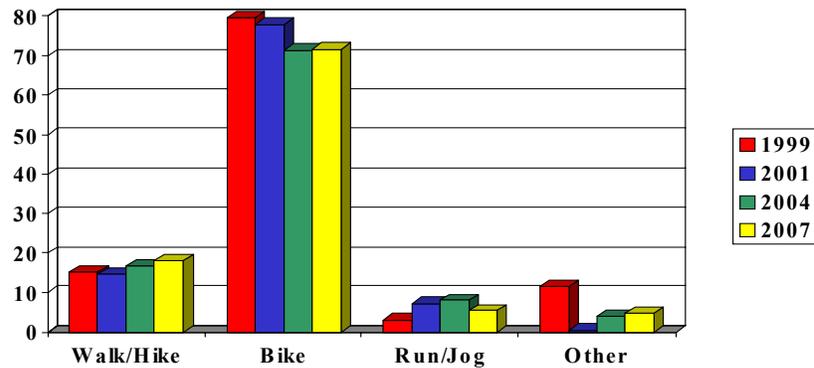
Question 7a.

If yes, please indicate the number of children in each of the following age groups:

	<u>2007</u>
Under 5	13.4%
5 to 9	27.8%
10-15	58.8%

This is the first year that this question has been asked. While only 25% of trail users had children with them, most of the children were of an age where they were riding their own bikes.

WHAT IS YOUR PRIMARY ACTIVITY ON THE TRAIL?



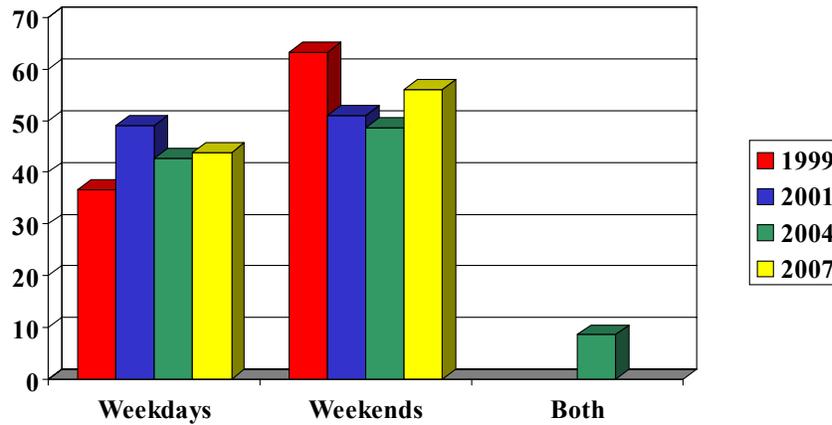
Questions 8.

What is your primary activity on the Trail? (Check one)

	1999	2001	2004	2007
Walking/hiking	15.13%	14.68%	16.77%	18.0%
Biking	79.57%	77.98%	71.37%	71.7%
Jogging/running	2.95%	7.03%	7.98%	5.3%
Horseback riding	0.98%	0.31%	1.02%	0.8%
Cross country skiing	9.98%	0.00%	0.82%	0.0%
Museum/History	NA	NA	NA	1.2%
Nature study	NA	NA	1.43%	1.2%
Other	0.42%	0.00%	0.61%	1.6%

While the Heritage Rail Trail is predominately used by cyclists, the percentage stating this as their primary activity has declined slightly. Walkers/hikers have stepped up usage of the trail. Also, the percentage of equestrian users seems to have settled in at around 1%. “Nature study” was included as a separate primary activity in 2004 and Museum/History as an activity in 2007. Cross country skiing and other winter related activities, such as snowshoeing, are dependent upon the amount of winter snowfall which has been minimal over most of this decade so far.

GENERALLY, WHEN DO YOU USE THE TRAIL?



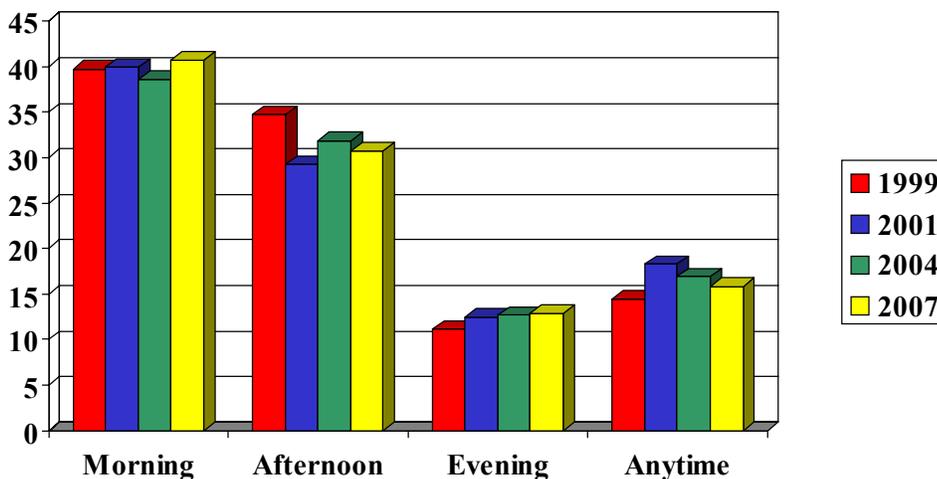
Question 9.

Generally, when do you use the Trail? (check one)

	1999	2001	2004	2007
Weekdays	36.72%	49.07%	42.73%	43.9%
Weekends	63.28%	50.93%	48.64%	56.1%
Both	NA	NA	8.64%	NA

In the 2004 survey, 8.64% of the respondents indicated that they used the trail on both weekdays and weekends. This was not captured in previous studies or the 2007 survey. The dramatic shift from weekend to weekday use when comparing 1999 with 2001 can be attributed to the development of trailheads closer to York which allowed users closer access that was conducive to an evening ride after work. Weekend usage increased in the 2007 study which may have been related in any number of undetermined factors.

WHAT TIME OF DAY DO YOU GENERALLY USE THE TRAIL?



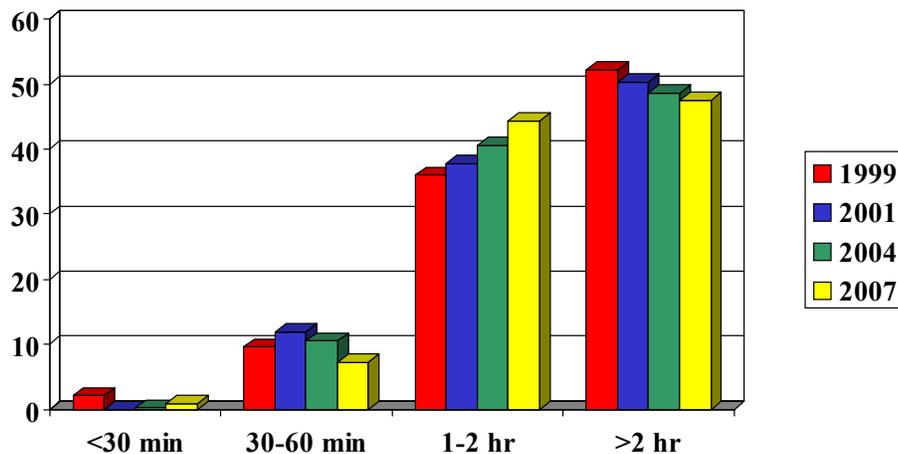
Question 10.

What time of the day do you generally use the Trail?

	1999	2001	2004	2007
Morning	39.67%	39.94%	38.61%	40.7%
Afternoon	34.73%	29.27%	31.86%	30.7%
Evenings	11.15%	12.50%	12.66%	12.9%
Anytime	14.44%	18.29%	16.88%	15.8%

Over the course of the four studies, the time of day that the trail is used had remained fairly consistent. From the responses it is interesting to note that runners and joggers have a preference for working out in the morning.

HOW MUCH TIME DO YOU GENERALLY SPEND ON THE TRAIL ON EACH VISIT?



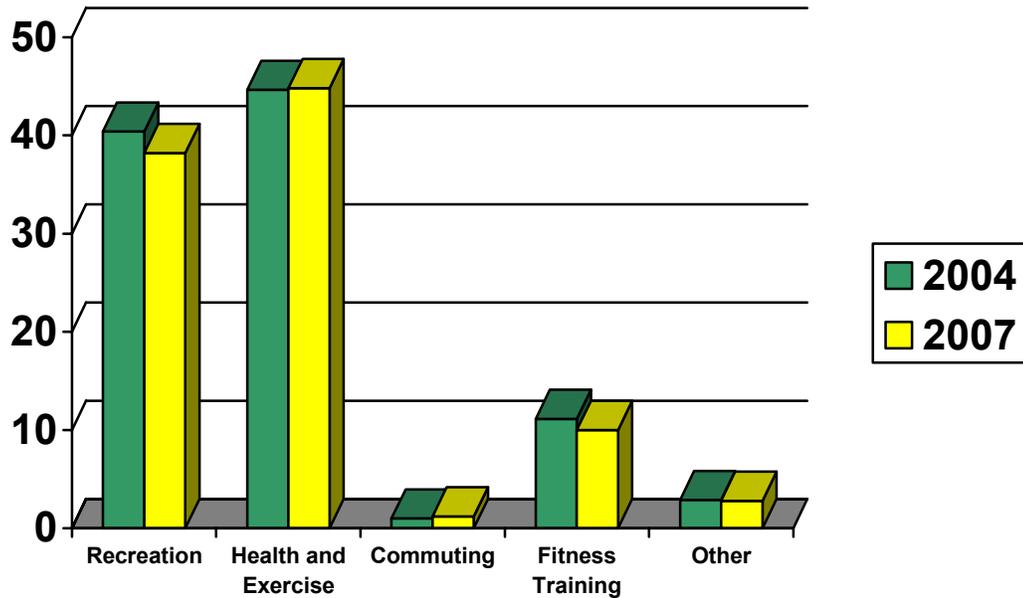
Question 11.

How much time do you generally spend on the Trail on each visit? (check one)

	1999	2001	2004	2007
Less than 30 minutes	2.1%	0.00%	0.22%	0.9%
30 minutes to 1 hour	9.6%	11.88%	10.49%	7.2%
1 to 2 hours	36.0%	37.81%	40.63%	44.3%
More than 2 hours	25.24%	50.31%	48.66%	47.5%

As a generalization, cyclists spend more than two hours on each outing while walkers and joggers spend between 1 and 2 hours. The percentage of survey respondents using the trail for less than an hour has declined significantly since 2001. The dramatic jump in the percentage of 2 hour users between 1999 and the subsequent studies can be attributed to the fact that the trail was only 10 miles long (Maryland Line to Hanover Junction) during half of the 1999 data collection period.

Would you consider your use of the trail to be for...



Question 12.

Would you consider your use of the Trail to be for...

	2004	2007
Recreation	40.38%	38.2%
Health and Exercise	44.63%	44.8%
Communting	1.00%	1.2%
Fitness Training	11.13%	10.0%
Other	2.88%	5.8%

The results of the 2007 and 2004 surveys are almost identical. As in 2004, nearly 55% of the respondents indicated that they considered their use of the trail to be for health, exercise or fitness training purposes.

Question 13.

Which parking lot do you generally use when you visit the Trail? (check all that apply)

	1999	2001	2004	2007
New Freedom	13.8%	9.51%	9.78%	13.4%
Railroad	10.2%	9.68%	9.92%	8.2%
Glen Rock	11.0%	9.86%	8.82%	10.9%
Hanover Junction	35.0%	15.32%	15.84%	17.6%
Seven Valleys		7.22%	10.47%	10.9%
Glatfelter Station		5.81%	9.78%	8.9%
Hyde	0.8%	NA	NA	NA
Brillhart Station	2.9%	15.49%	20.80%	15.3%
Indian Rock Dam Road	0.8%	NA	NA	NA
Drover's Bank at Richland Avenue	12.6%	7.75%	NA	NA
Downtown York	10.2%	7.92%	6.61%	3.5%
Other			3.58%	11.4%
Maryland			4.41%	NA
None of these	11.44%	NA	NA	NA

Most of the shift in terms of the use of trailhead parking facilities has been an increase in the use of the trailheads at the southern end of the trail in New Freedom, Glen Rock and Hanover Junction. Brillhart Station has seen a decrease in usage. This may be attributed to the popularity of this site and that on weekends it can be extremely crowded. The increased use of "Other" parking areas bears watching. Some of these users may be coming from Maryland and others may be parking at a friend's home near the trail. However, others are parking at "unauthorized" sites where the trail intersects roadways.

Question 14.

How did you find out about the Trail?

	1999	2001	2004	2007
Word of mouth	39.2%	41.23%	42.06%	41.9%
Roadside signage	3.6%	3.06%	4.67%	3.5%
Driving past	7.7%	6.96%	12.15%	5.0%
Newspaper	18.5%	16.43%	12.34%	8.8%
York County Parks Department	6.1%	9.47%	7.29%	5.4%
York County Convention & Visitors Bureau	NA	NA	1.87%	0.8%
Rails to Trails Conservancy	14.9%	13.37%	9.16%	6.1%
Internet web site	2.3%	4.46%	3.93%	5.4%
Bike shop	5.4%	2.79%	5.23%	6.1%
Tourist Information Center	2.3%	2.23%	1.31%	1.9%
Other	NA	NA	NA	15.3%

Word of mouth continues to be the single greatest source of information regarding the Heritage Rail Trail County Park. Most of the other ways of finding out about the trail have declined since the 2004 survey. The trail is now very well know locally, regionally and nationally. The York County Parks Department should work to increase information about the trail that is available in visitors bureau promotions. Adding a link between the organizations web sites would be one way of improving the information flow.

HERITAGE RAIL TRAIL COUNTY PARK USER ESTIMATE

During September of 2001, the York County Department of Parks and Recreation undertook a significant project to get a first valid estimate of the number of users of the Heritage Rail Trail County Park. The methodology involved nearly 100 volunteers who visited the trail parking facilities and counted cars and people.

A follow-up user count has not been conducted since the original effort. However, the average trips per user is a value that has been consistently determined between the 2001 and 2007 studies.

In 2001, it was calculated that the average user visited the trail 6.6 times. In 2004, this value had increased to 7.97 trips per year. In 2007 the average number of trips has increased to 10.55 per user/per year.

Based on the 2001 user estimate methodology it was calculated that the Heritage Rail Trail County Park attracted 247,000 user visits.

If the 247,000 user visits is divided by 6.6 we determined that there would have been 37,424 individual users. If the assumption is made that that number remains fairly stable and multiply it by the new number of user visits, 10.55, **we can estimate the number of annual user visits in 2007 at 394,823.**

ECONOMIC IMPACT ANALYSIS 2007

The economic impact of the Heritage Rail Trail County Park is comprised of a number of elements.

From the survey, the percentage of respondents that have purchased “hard goods” (bikes, bike equipment, running/walking shoes, etc.) was determined. Many of these respondents also revealed how much they spent on these types of purchases over the past 12 months.

Also from the survey, it was determined what trail users spent on “soft goods” (water, soda, snacks, ice cream, lunches, etc.) while using the trail. Again, the percentage of respondents who made these types of purchases is also an important aspect for determining the economic impact.

The trail has also fostered new business enterprises that have added employment in York County. From the Whistle Stop Bike Shop in New Freedom to B & B’s and numerous restaurants along its length, the trail has ignited an entrepreneurial spirit. The Jackson House Bed and Breakfast in Railroad has catered to trail years since the early days of the trail. The owners of Serenity Station in Seven Valleys offer deli fare, dinners, bike rentals and spa services.. Also, in Seven Valleys a new winery has opened a retail store adjacent to the trail. The New Freedom Railroad Café opened in the restored New Freedom train station. The Cycle Inn, a bed and breakfast, opened near the Brillharts Station parking lot in 2000.

Estimates of the overall economic impact of the Heritage Rail Trail County Park are presented in the form of a table representing a range of annual usage estimates.

Hard Goods

Question 15.

Has your use of the Trail influenced your purchase of? (check all that apply)

	1999	2001	2004	2007
Bike	29.6%	27.34%	26.03%	27.4%
Bike supplies	31.2%	32.31%	26.76%	25.5%
Auto Accessories (bike rack, etc.)	NA	NA	15.28%	13.5%
Running/walking/hiking shoes	6.0%	7.46%	1.07%	9.5%
Clothing	13.4%	12.43%	15.45%	13.7%
Camping gear	NA	NA	NA	0.0%
Nothing	17.2%	20.46%	14.23%	10.4%

In 2007, 89.6% of the sample responded that their use of the Trail had influenced a purchase of the types of items listed above. This is the highest percentage since initiating the survey in 1999. Apparently you can never have enough “gear”.

Question 16.

Approximately how much did you spend on the items above in the past year? (enter dollar amount)

	1999	2001	2004	2007
Average hard goods purchase	\$337.14	\$367.12	\$347.11	\$367.77

This number has remained remarkably consistent over the four studies. It is also very similar to the spending reported in other studies – NCR Trail 2004 - \$333.12, Pine Creek Rail Trail 2006 – \$354.97

Soft Goods

Question 17.

In conjunction with your most recent trip to the Trail, did you purchase any of the following? (check all that apply)

	1999	2001	2004	2007
Bottled water/soft drinks	27.2%	29.46%	26.46%	25.8%
Candy/snack foods	16.2%	16.67%	12.46%	9.7%
Sandwiches	8.4%	8.91%	8.46%	9.5%
Ice cream	8.9%	9.88%	8.46%	11.5%
Lunch at a restaurant along the Trail	19.1%	13.76%	17.23%	17.5%
Film	2.7%	2.71%	1.23%	0.9%
Fuel	NA	NA	NA	4.3%
None of these	20.2%	18.60%	25.69%	20.9%

79.1% the sample responded that their use of the Trail had influenced a purchase of one of these items on their most recent visit to the trail. Even though most of the users live in York County and could bring water or a sandwich, they find it more convenient to purchase these items during the course of there trail experience.

Question 18: Approximately how much did you spend per person on the items above? (enter dollar amount)

	1999	2001	2004	2007
Average soft goods purchase	\$6.47	\$8.33	\$13.97	\$12.86

Note that this is an average amount spent per person, per trip.

One possible explanation for the decrease in the per person expenditure for “soft goods” is that a one of the more “upscale” eating establishments along the trail in 2004 has closed and the location reopened as a sandwich and pizza shop.

The following chart takes the 2007 data provided above and extrapolates the purchases over a range of annual usage. While “hard good” purchases may not be made on an annual basis they

represent a significant expenditure figure. The purchase of “soft goods” does represent an annual expenditure because these purchases are made on a trip basis by users.

Heritage Rail Trail County Park 2007 Economic Impact Analysis

					Annual Users		
					300,000	350,000	400,000
Category	% Usage	Avg. \$	Average Life	# of Trips			
Hard Goods*	89.6%	\$367.77	6 years	10.55	\$1,564,135	\$1,823,933	\$2,085,514
Soft Goods	79.1%	\$12.86			\$3,051,6787	\$3,560,291	\$4,068,903

Hard Goods = (% Usage X (Avg. \$/Avg. Life)X (# Users/Avg. Number of Trips)*
 (.896 X (\$367.77/6)) X (300,000/10.55) = \$1,867,731

Soft Goods = (% Usage X Annual Users X Users Avg. \$)
 (.791 X 300,000 X 12.86) = \$3,114,332

* Major hard good purchases such as a bike may be replaced every 5 to 10 years. Running shoes may be replaced every couple of months. For the purpose of this analysis it is assumed an average life of 6 years. To get a “hard goods” expenditure figure that is on an annual user basis, the “hard goods” spending needs to be broken down to a per trip figure. What this amounts to is working the average spending on a “hard good” down to a per use depreciation amount.

For comparison purposes, below is the Economic Impact table from the 2004 and 2001 User Study.

Heritage Rail Trail County Park 2004 Economic Impact Analysis

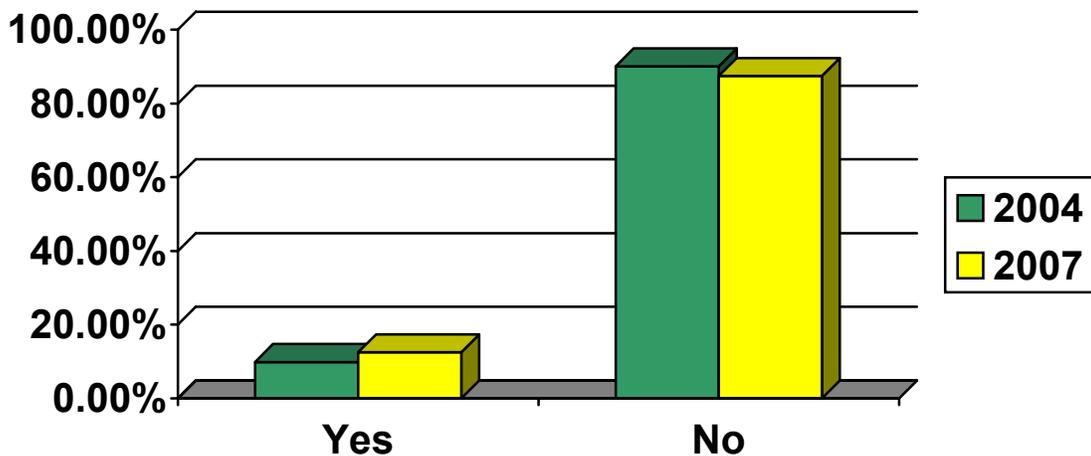
					Annual Users		
					200,000	250,000	300,000
Category	% Usage	Avg. \$	Average Life	# of Trips			
Hard Goods*	85.77%	\$347.11	6 years	7.97	\$1,245,154	\$1,556,442	\$1,867,731
Soft Goods	74.31%	\$13.97			\$2,076,221	\$2,595,276	\$3,114,332

2001 Economic Impact Analysis

Category	% Usage	Avg. \$	Average Life	# of Trips	Annual Users			
					100,000	200,000	250,000	300,000
Hard Goods	72.2%	\$367.12	6 years	6.6	\$669,345	\$1,338,690	\$1,673,362	\$2,008,035
Soft Goods	65.6%	\$8.33			\$546,448	\$1,092,896	\$1,366,120	\$1,639,344

Another aspect of the trails economic impact that was researched during the 2004 and 2007 surveys involved those users who stayed overnight in local accommodations in conjunction with their trail visit. The following charts provide an analysis of the data collected.

Did your trail use involve an overnight stay?

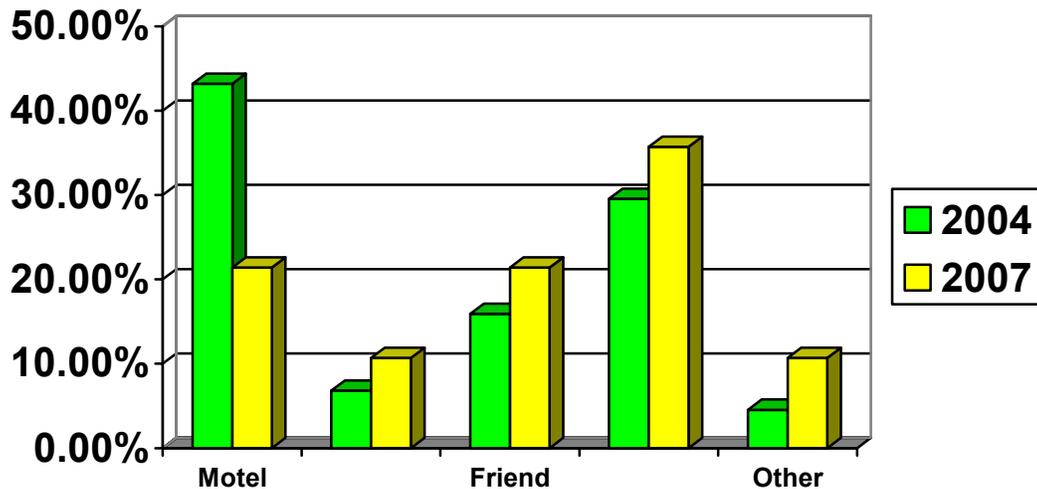


Question 19.

Did your visit to the Trail involve an overnight stay in one of the following types of accommodations?

	2004	2007
Yes	9.89%	12.5%
No	90.11%	85.5%

What type of accommodations did you stay in?



Question 19a.

Did your visit to the Trail involve an overnight stay in one of the following types of accommodations?

	2004	2007
Motel/Hotel	43.18%	21.4%
Bed and Breakfast	6.82%	10.7%
Friend or Relatives Home	15.91%	21.4%
Campground	29.55%	35.7%
Other	4.55%	10.7%

Motel/Hotel and campgrounds were the preferred accommodations of the survey respondents. While the number of over night stays is currently modest, it appears that the Heritage Rail Trail is capable of attracting “recreational” tourists.

Question 20.

Approximately how much did you spend on overnight accommodations per night?

The average expenditure per night was \$51.15 (13 respondents provide spending data). On the extremes were those who stayed for free with a friend or relative and those that stayed at a hotel costing \$100 per night.

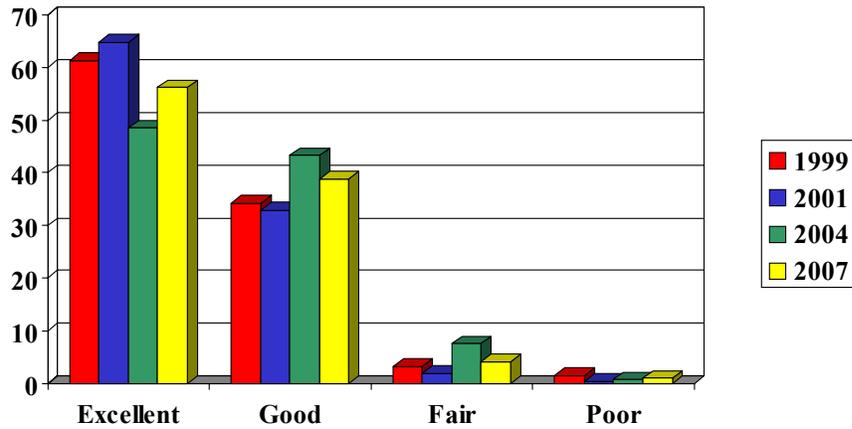
TRAIL MAINTENANCE, SECURITY AND CLEANLINESS

When the initial survey was conducted in 1999 it was in conjunction with the grand opening of the Heritage rail Trail County Park. The data collected on this brand new county park established a benchmark for user perceptions regarding maintenance, safety and cleanliness.

By collecting this information in each subsequent study, the York County Department of Parks and Recreation receives direct user feedback on how users feel about these important issues.

Well maintain, safe, clean trails attract repeat local users and can serve as an attractive destination for “recreational tourists”.

IN YOUR OPINION, THE MAINTENANCE OF THE TRAIL IS...



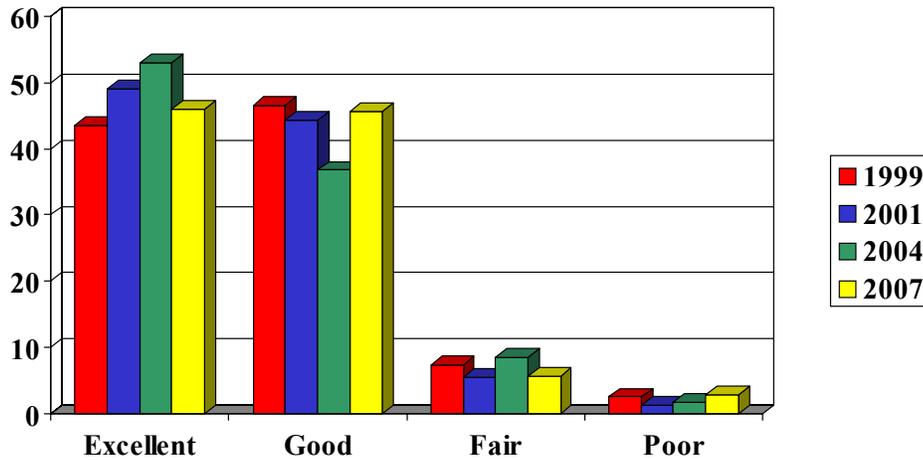
Question 21.

In your opinion, the maintenance of the Trail is (check one)

	1999	2001	2004	2007
Excellent	61.3%	64.89%	48.53%	56.2%
Good	34.2%	32.92%	43.31%	38.8%
Fair	3.2%	1.88%	7.48%	4.1%
Poor	1.4%	0.31%	0.68%	0.9%

The maintenance of the Heritage Rail Trail has been rated excellent or good by more than 90% of the survey participants in each of the surveys, from the year the trail opened through its eighth year. This is a credit to the staff of the York County Parks Department.

IN YOUR OPINION, THE SAFETY AND SECURITY ALONG THE TRAIL IS...



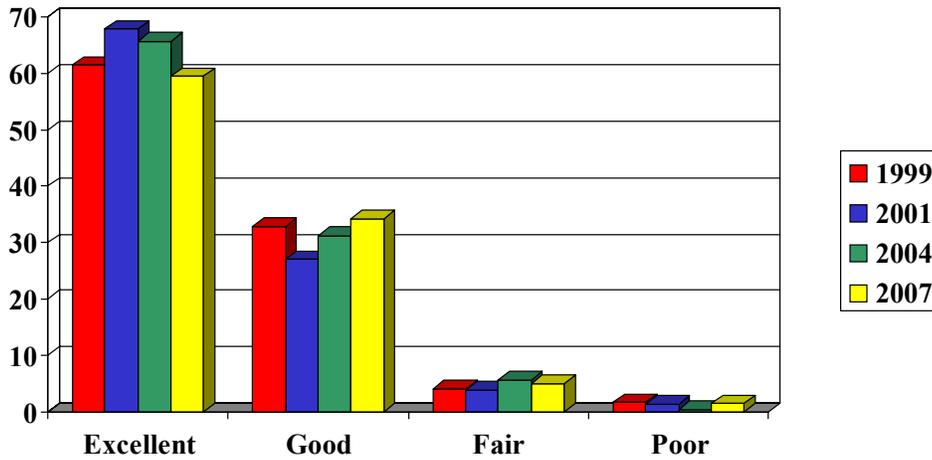
Question 22.

In your opinion, the safety and security along the Trail is (check one)

	1999	2001	2004	2007
Excellent	43.6%	49.05%	53.09%	46.0%
Good	46.5%	44.30%	36.84%	45.6%
Fair	7.3%	5.38%	8.47%	5.6%
Poor	2.5%	1.27%	1.60%	2.8%

The Heritage Rail trail has had very few security issues to deal with. The physical appearance of park rangers and trail ambassadors helps to add to user's sense of security.

IN YOUR OPINION, THE CLEANLINESS OF THE TRAIL IS...



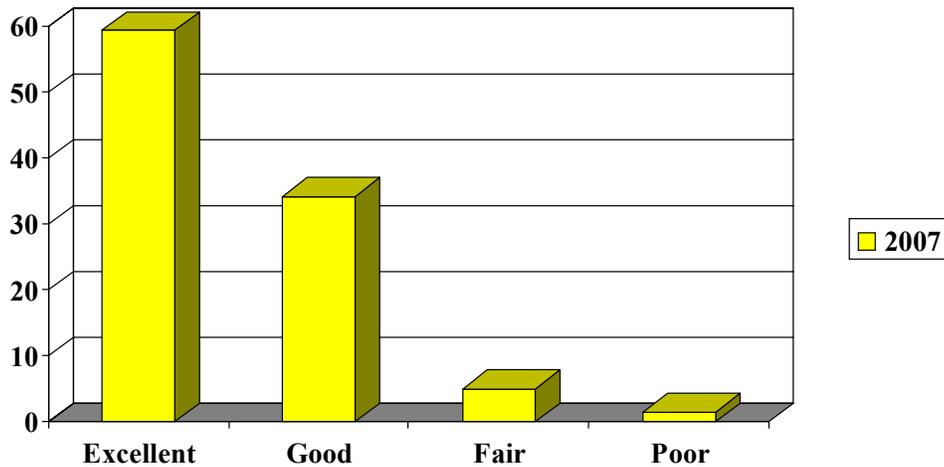
Question 23.

In your opinion, the cleanliness of the Trail is (check one)
(Percents)

	1999	2001	2004	2007
Excellent	61.5%	67.92%	62.67%	59.4%
Good	32.8%	27.04%	31.22%	34.2%
Fair	4.1%	3.77%	5.66%	5.0%
Poor	1.6%	1.26%	0.45%	1.4%

The cleanliness of the trail has consistently been rated very highly. To a large extent this is probably due to the initial decision by the Parks Department to have a “carry in, carry out” policy. Additionally, because the trail is such an admired community asset, many users pick-up the litter of those who are less respectful.

IN YOUR OPINION, THE INFORMATION PROVIDED ABOUT THE TRAIL IS...



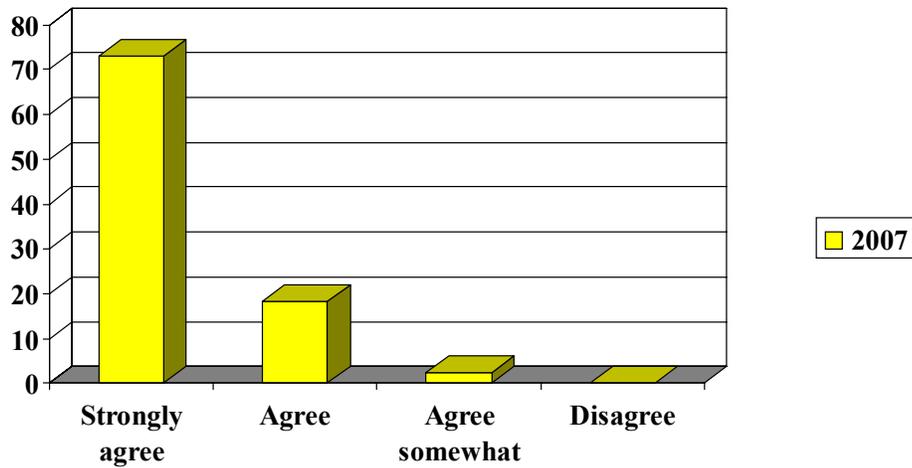
Question 24.

In your opinion, the information provided about the trail (i.e. map, signs, regulations, bulletin boards) is (Percents)

	<u>2007</u>
Excellent	55.7%
Good	38.9%
Fair	4.5%
Poor	0.9%

This is the first year that this question has been asked of the trail users. Overwhelmingly they feel that the information provided by the York County Department of Parks is good to excellent.

IN YOUR OPINION, PARKS AND TRAILS ARE IMPORTANT TO YOUR COMMUNITY AND A WISE USE OF TAX DOLLARS

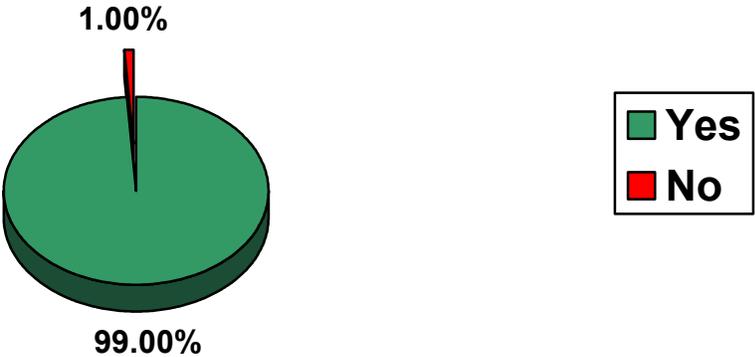


Question 25.

In your opinion, York County Parks and trails are important to your community and a wise use of your tax dollars.

	2007
Strongly agree	79.2%
Agree	18.4%
Agree somewhat	2.4%
Disagree	0.0%

**DO YOU SUPPORT THE
DEVELOPMENT OF ADDITIONAL
MULTI-USE TRAILS IN YORK
COUNTY**



Question 26.

Do you support the development of additional multi-use trails in York County?

	2004
Yes	99.0%
No	1.0%

