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# COMMUNITY PROFILE

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## LOCATION OF LOGANSPORT

Logansport lies in the Wabash River valley amid gently rolling hills, farmlands, and woodland. The city is located at the junction of the Eel River and Wabash River, which affords many recreational opportunities.

Distances from Logansport, Indiana:

City/Location.....	Miles
Indianapolis, IN.....	70
Cincinnati, OH.....	185
Chicago, IL.....	130
Detroit, MI.....	245

## HISTORY OF THE CITY OF LOGANSPORT

### History

Logansport, Indiana is the county seat of Cass County and is in northern Indiana at the junction of the Wabash and Eel rivers. Logansport's name is derived from a combination of the Shawnee warrior James Logan (better known as "Captain Logan") who served as a scout for US forces during the War of 1812 and the transportation history associated with the Wabash and Erie Canal (contributing to the "port" in the name).

Logansport has a diverse transportation history that involves boats, trains, and automobiles. As mentioned above, the Wabash and Erie Canal reached the city in 1837. The canal linked the Great Lakes to the Ohio River via an artificial waterway. This provided traders with access all the way to the Gulf of Mexico. It was the longest canal ever built in North America at over 460 miles long. Many train routes ran through Logansport and it was the site of the 1935 Brotherhood of Railroad Trainmen and Ladies Auxiliary conventions. Logansport still has two active railroads, a switch yard, and a small, refurbished depot downtown to this day. In terms of the automobile industry, the Historic Michigan Road runs through Logansport (one of the earliest roads in Indiana and its first "super highway" that ran from Madison to Michigan City via Indianapolis).

### Social Renewal

In 2009, Logansport was designated a Preserve America Community by former First Lady Laura Bush. The Preserve America initiative is a direct result of Executive Order 13287, "Preserve America." Preserve America Community designations reflect communities that:

- Protect and celebrate their heritage.
- Use their historic assets for economic development and community revitalization.
- Encourage people to experience and appreciate local historic resources through education and heritage tourism program.

Of note, there is no funding that comes along with this designation; however, Logansport has Logan's Landing (a nonprofit that focuses on development of the downtown area), the City of Logansport Economic Development Organization (CLEDO - a nonprofit that focuses on development outside of the downtown area), and the Logansport-Cass County Chamber of Commerce (forum for local business leadership) all working toward both preservation and revitalization projects and initiatives. As a result, Logansport has been intentional with its focus on community revitalization over the years. Additionally, "Logansport Re-Imagined" was developed when a group of volunteers participated in the

Hometown Collaboration Initiative offered through the Indiana Office of Community and Rural Affairs, Purdue University and Ball State University. Logansport Re-Imagined encourages a community-wide movement of re-imagining Logansport's future and working together to create a uniquely better community.

## TRANSPORTATION LINKS

### Highways

Four major highways directly serve Logansport:

- US 24/ Hoosier Heartland Corridor (HHC)
- US 35
- SR 29
- SR 25

The Hoosier Heartland Corridor provides a continuous four-lane divided highway from Interstate 65, north of Lafayette, to Interstate 75 near Toledo, OH. The Hoosier Heartland Corridor's western terminus provides a direct connection to Indiana's major north-south interstate, I-65. The Corridor's eastern terminus is the major commercial corridor that links Logansport, Delphi, and Lafayette.

### Public Transportation

Beginning in September of 2015, Cass Area Transit and the City of Logansport trialed a public bus route. This route ran from Monday-Friday and made a total of 9 stops within Logansport, some of which included Fairview Park, Memorial Hospital, and numerous grocery stores.

Today, Cass Transit provides the largest rural transportation service in the state of Indiana.

Rides are offered for free Monday-Saturday on the Logansport City Bus.

Shared rides are also offered by Cass Area Transit.

This service can be reserved 24 hours in advance by calling **574-753-5555**. More information can be found at [casscountyonline.com](http://casscountyonline.com).

### Rail

Logansport has an extremely rich history in rail travel and still has an active switchyard and rail car repair yard, TRANSCO. There are currently two active lines and a few abandoned lines running through Logansport. The strong rail history of the area also means that there are plenty of existing, unused rail spurs throughout the community as well.

### **Active Rail Lines**

- *A&R Line*: Between Logansport and France Park.
- *Logansport and Eel River Shortline*: Runs from the northwest side of the city, wrapping around to the west side. This line is only about 1 mile in length, and is a switching and terminal railroad. The line interchanges with Norfolk Southern, Toledo Peoria & Western, and US Rail Corporation.
- *Winamac Southern*: Runs from the southwest across the Wabash River, along the south end of downtown and continuing southeast back across the Wabash River, along the south end of downtown and continuing southeast back across the Wabash River. This is another short line railroad, which connects to Kokomo and Bringhurst. This line hauls primarily outbound grain and inbound agricultural supplies. The line connects with the Toledo, Peoria, and Western railroad at Logansport and with the Central Railroad of Indianapolis at Kokomo. It is operated under lease by the US Rail Corporation.
- *Norfolk Southern*: Runs diagonal from the southwest along the north side of the Wabash River. This line provides Class I rail service on the Detroit-St. Louis mainline. This line has the most potential for providing rail opportunities for future industrial operations.

### **Abandoned Rail Corridors**

- Conrail Railroad: Heads north from the north side of town and comes from the east, ending north of downtown, just west of 6th Street. The City and Conrail should consider long-term strategies for the rights of this corridor for trail-way connectivity.

### Air

The closest municipal airport to Logansport is the Logansport/Cass County Airport, adjacent to the industrial park on the south side of the city. The airport's location and size make it usable for private planes, but is not a feasible option for any significant air service to Logansport.

The closest large airports include the Indianapolis Weir Cook International Airport and Fort Wayne International Airport, both of which are under a two hour drive.

## TRANSPORTATION OPPORTUNITIES

### Accessibility

Logansport is very accessible from other parts of the state and region due to the presence of US 35, US 24 (HHC), and local air and rail facilities as well as the proximity of US 31.

### Existing Roadway Network

The existing local roadway network, including the radial network of state and federal highways, provides for efficient travel through and around the City. As growth occurs, the Hoosier Heartland Corridor will enhance future mobility. The existing network will be further enhanced by the requirement for frontage roads along the HHC and other major highway routes where considerable growth is forecast.

### Local Air Facilities

The air facilities in and near Logansport offer potential for assisting local economic development efforts by providing accommodations for many types and sizes of aircraft.

### Rail Corridors

The remaining active railroads offer additional opportunities for the movement of goods into and out of Logansport. Rail corridors that have been or will be abandoned offer other opportunities for utilities corridors, alternative transportation and recreation, for example.

## TRANSPORTATION CONSTRAINTS

### Abandoned Railroads

As railroad corridors are abandoned, Logansport loses this option for shipping goods into and out of the community. The rail industry's uncertain future limits opportunities for associated development.

### Major Highways

While major highways enhance a community's accessibility to and from other places, locally they present a barrier, making it potentially difficult to cross from one side to another. Monitored crossover points in combination with frontage roads provide safe, efficient, and convenient movement of people and goods within the community. One instance in which a local road has a constraining impact on the local community is Old Kokomo Pike (CR 50 E). This road is located in the path of the intended runway extension at Logansport Municipal Airport.

### Rivers

The Wabash and Eel Rivers, while certainly community assets, present impediments to north-south vehicular traffic. While there are a number of existing crossing points, the cost of providing additional crossing points as the community grows will continue to rise. As Logansport continues to grow, the benefit of having additional crossing points may outweigh the costs of construction.



## EDUCATION

The Logansport School Corporation is the elementary and secondary public school system for the City and fringe. Currently, no private/parochial-schooling alternatives are available locally. In total, this primary school district serves a student population of greater than 4,000.

The Century Career Center as part of the LCSC curriculum, provides quality Career & Technical Education programs to high school students from seven surrounding school corporations. Century Career Center offers nine college and career pathway choices along with a selection of fifty-five program options for students in grades 9-12.

Vocational training and higher education opportunities are available through a number of colleges and universities within a 75-mile radius.

## MAJOR INDUSTRIES

According to the Indiana Department of Workforce Development, the following is the list of Major Employers in Logansport:

1. Tyson Foods
2. Logansport State Hospital
3. Memorial Hospital Outpatient
4. Logansport Memorial Hospital
5. Advance Harness & Assembly
6. Small Parts, Inc
7. Walmart Supercenter
8. Matthew-Warren Inc.
9. Peak Community Services Inc.
10. Dilling Group Inc.



## MAN MADE RESOURCES

### Overview

Chapter 3 goes in-depth regarding the man made resources in and adjacent to each park. The subsequent text in this section gives an idea of the man made resources of Logansport as a whole. A summary of park-specific notes can be found at the end of this section.

### Infrastructure

Infrastructure includes water treatment and distribution systems, sewer collection and treatment systems, utilities such as natural gas and telecommunication facilities, streets and roads, and public facilities such as firehouses, parks, and schools. Community development occurs most efficiently when located where supporting infrastructure is available or can be provided in a reasonable and fiscally responsible manner. There are some areas within Logansport's planning jurisdiction that are not served by public water or sewer systems; therefore, residents and some businesses must rely on individual water wells and/or sanitary septic systems.

### Water

Logansport Utilities (LU) provides potable water from a well field sourced by an underground aquifer. Total pumping and treatment capacity is approximately 10 MGD. Total peak demand is approximately 7.3 MGD. The average daily usage is approximately 4.7 MGD. Some of the individual domestic water supplies for the greater Logansport population consist of 40 individual wells. Given the high water table in this general area, the supply is readily available at relatively moderate depths.

### Wastewater Treatment

The City of Logansport is provided with wastewater treatment with a design capacity of 9 MGD, while the peak capacity is 18 MGD. Theoretically, the wastewater treatment plant can reliably treat 9 MGD per day, 365 days/year. The actual 2023 flow average was 6.55 MGD, which is 73% of design capacity. If the wastewater treatment plant was consistently at 85% or above design capacity, IDEM may demand an upgrade to the plant to be in compliance for state permitting.

Industry expansion wise, it's not necessarily flow requirements, but organic and inorganic loadings and the ability to consistently reduce those loadings that will determine whether a municipality can expand

a collection system to include new customers. This is especially true for nutrient loadings: ammonia nitrogen, total nitrogen, and total phosphorus.

### Storm Water

Logansport Utilities' stormwater system has 20 miles of stormwater piping maintained by their water collection and distribution department. A storm water board oversees decisions regarding the city resident's stormwater rates for maintenance and improvements. The board also has financial bonding request ability. The current city water collection system runs approximately with 78% of stormwater runoff combined with sewer flows to the wastewater treatment plant for treatment

### Summary of Man-Made Features

In summary, the presence or unavailability of infrastructure influences potential growth areas. The following points are relevant for making planning decisions for Logansport:

Potable water provided by LU's well field sourced by an underground aquifer.

Potential expanded stormwater collection and wastewater treatment capacity.

Electricity, within Logansport Utilities' service territory, is provided by a local utility: outside of LU service territory electricity is provided by Duke Energy, Nipsco, REMC, etc

The City is wired (telephone, fiber optics) for technology.

### Infrastructure Opportunities

Municipal (Public) water collection, water distribution, and wastewater treatment:

Communities that feature public, treated water supply and wastewater collection and treatment systems have greater opportunities for a broader array of development options and intensity levels. Where such services and systems already exist, higher residential densities and greater nonresidential development options can be supported without major new infrastructure investment. If expansion and addition of NEW water lines or stormwater collection systems are required, potential investment is needed.

The City is currently in the process of completing their Complete Sidewalk network and Complete Streets program. This network of sidewalks helps to connect the regional trail system. Sidewalk connections can be seen in Chapter 3, Logansport Trails Map.

## **Infrastructure Constraints**

Logansport Utilities supports growth and economic development in Logansport and Cass County while following federal, state, and regulatory territory restrictions and protocols. Any plans or forecast for the expansion of Logansport borders need to consider adding timelines and budgeting for new utility infrastructure needed for water collection, water distribution, and wastewater treatment services. The electric utility is distributed and maintained by Logansport Utilities, in the city and surrounding areas assigned to LU's service territory and purchased from Duke Energy. The electric service territory is the geographic area within LU is authorized and required to provide electric transmission and distribution service. Service territories are determined and maintained by the Indiana Utility Regulatory Commission. If new development for Logansport is outside of the LU electric service territory, electric services will be provided by the electric service company that serves that territory (ie: Duke Energy, Nipsco, REMC, etc.)

## **Recreational Influence**

Sponsors of large events work with the city to hold their events. These include:

Squeal on the Eel, is sponsored by Tyson Foods and promotes a BBQ competition and is held at Riverside Park. It is held the 3rd Saturday in June and also has a car show, vendors, music and a large concert.

Taste of Cass County, sponsored by Logan's Landing and promotes local eating establishments, is held at Little Turtle Waterway, the Ironhorse Museum, and Heritage Preservation Park. It is held the 2nd Saturday of August and also includes vendors, food, adult beverages, and music.

The Light Up Logansport Parade is overseen by the Mayor's office, and takes place on the day after Thanksgiving in November. It is an annual holiday tradition which utilizes Broadway 4th Street, and Market Street.

Christmas In The Park is sponsored by the Logansport Parks & Recreation Foundation & Department. This program provides the community with a month-long holiday light drive through display. It takes place in Spencer Park, and begins the day after Thanksgiving, and ends the day after New Years Day.

These events attract many visitors to the community and provides recreational activities for city residents during their operations throughout the year.

There are also other man-made structures and sites that have tourist and recreational potential. These Include:

The Cass County Dentzel Carousel, operated by the Cass County Carousel Board and currently housed at the McHale Community Complex in Riverside Park.



The Cass County Historical Society located at the former Salin Trust Bank Building in downtown Logansport, and the Jeroloman-Long Museum on Market Street;

The Logansport Farmer's Market located at the corner of 4th and Market Streets during the summer & fall months;

The Mary Max Theaters, located on Lexington Road on the east side of Logansport;

Logansport Roller Rink, located on 2600 block of Market Street;

Logansport Art Association, located on Front Street along the Eel River;

The Historical State Theater, located in downtown Logansport on Market Street;

The Iron Horse Museum, which is on 4th and Melbourne Ave, and will soon be the site of restrooms for the downtown area along with railroad memorabilia.

### **Park Summary**

Related to parks specifically, adjacent sidewalk connections are the largest priority. Specifically in Bishop, Melbourne, Dunwoody, and Muehlhausen, sidewalks are either non-existent in and out of the park or are in poor condition. Little Turtle Waterway is experiencing trail damage due to tree roots, creating a trip hazard. Spencer Park's lower shelter is being repaired in 2024, and vandalism of all parks, specifically Melbourne, must be monitored and restored.

## **NATURAL FEATURES**

Natural features largely determine the potential of an area for park development. Within the Logansport area, there still remain areas of steeper slopes, floodplain, and shallow bedrock, which, due to their uniqueness, could be used for park or open space. Chapter 3 describes natural conditions in-depth and a summary is included at the end of this section.

### **Physiography**

Logansport is nearly centrally located in Cass County, which is generally a flat plain. Low relief and a few abrupt changes characterize the physiography of the area. The greatest relief is along the Wabash River Valley to the west of Logansport.

### **Soils**

In Logansport, there are five distinct soils map units (or associations), each with its own unique natural

landscape. Each map unit typically consists of one or more major soils, for which it is names, and some minor soils. The soils in the various map units vary widely in their potential for supporting major land uses. The general characteristics of the five individual soils map units in the greater Logansport area are presented here. The first three of these soils map units are nearly level to strongly sloping soils (zero to 18 percent slopes) that are very poorly to well drained. They are also generally suited to residential and urban development in sloping areas but are poorly suited in nearly level and depressional areas. The Cyclone - Fincastle soils can be found primarily south of the Wabash River. The Russell - Miami soils are found generally along the Wabash River and its tributaries. The Riddles - Rensselaer - Crosier soils can be found generally in the north-central part of the greater Logansport area.

The next map unit includes nearly level to moderately sloping soils that are very poorly to well drained.

These soils are generally suited to residential and urban development in sloping areas but are poorly suited to residential and urban development in nearly level and depressional areas. Rush - Kosciusko soils are generally found in the river valleys.

The last soils map unit includes nearly level to moderately sloping soils that are well and very poorly drained. It is made up mostly of soils that have limestone as the underlying material. These soils are generally suited to farming but generally poorly suited to residential and urban development. New Glarus - Millsdale soils are found along river channels.

### **Topography**

To a great extent, Logansport's topography has given the city its shape. The Eel and Wabash Rivers flow through the city and divide it into three areas.

The topography of Logansport is gently rolling with areas of steep slopes along the north side of both the Eel and Wabash Rivers and the northwest section of the city. Dykeman Park includes some of the steep slope areas.

### **Floodplain**

Understanding the floodplain and its role in the environment is a very important aspect of community development. It is generally limited to the major waterways in the Logansport area and can specifically be found along the Eel River and its tributaries and along the Wabash River and its tributaries. Floodplain lands should not be considered for intensive land use



development and are typically more suited for agricultural, natural open space, and passive recreational uses that do not utilize permanent structures. FEMA administers an insurance program that targets already developed floodplain land in order to provide insurance coverage to existing development. Communities that participate in the program must establish and enforce regulations for floodplain development that limit potential loss in the event of a flood. A participating community may have an insurance program revoked if floodplain regulations are not enforced and development of the floodplain proceeds. This could be devastating on a personal and community-wide level. In Logansport, floodplain regulations are included in zoning and subdivision regulations.

Park land adjacent to rivers and waterways plays a significant role in holding flood waters. The flood capacity within these public lands greatly reduces the potential damage on the built environment of public/private structures and property.

The removal of the dam on the Eel River in the year of 2021, along Riverside Park has made a significant difference in the flood potential of the area.

Consequently, a new study has been commissioned in December 2023 by the City of Logansport Planning Department to establish new floodplain maps for insurance and regulation purposes.

### **Drainage**

Logansport and Cass County are drained by the Wabash and Eel Rivers and their tributaries. The Wabash River enters the central part of Cass County from the east and flows to the west through Logansport. Beyond Georgetown, it turns sharply to the southwest and leaves the County. Its primary tributary included the Eel River. The Eel River also enters the County from the east and flows generally to the southwest, converging with the Wabash River in downtown Logansport.

Cass County's topography is relatively flat, except near the rivers and major streams where defined drainage patterns have evolved. In some areas, the relatively flat horizon, coupled with a relatively high water table, produces drainage problems significant enough to have warranted the construction of an elaborate system of ditches and field tiles to collect excess water and convey it to the natural streams and rivers. This has enabled local farmers and other landowners to productively use land that otherwise might have been unusable due to excessive moisture.

Through the City's drainage board, Logansport has jurisdiction over the legal drainage issues within its corporate limit. Cass County has established a system of legal drains over which it has some jurisdiction for the overall safety of County residents. In Cass County, the Board of County Commissioners also holds the responsibility for being the County Drainage Board. As such, it must over-see the construction, reconstruction, and maintenance of the legal drains. In Logansport and Cass County, natural and man made drainage ways function as a unified system to allow excess surface water to drain in an orderly manner. Some drainage ways meander back and forth between the two jurisdictions, which can present unique maintenance problems.

Cooperation between the City and the County is imperative to ensure that the legal drain system and other waterways remain free from obstruction and sedimentation. Methods of improving communication and cooperation between the Storm Water Management Board and the County Drainage Board should be investigated. This will maintain the design flow capacity of the drainage system and stem the destruction of property from flooding.

## **NATURAL FEATURES OPPORTUNITIES**

### **Soils**

The soils in the Logansport area are generally free of characteristics that would stand in the way of growth and development.

### **Topography**

Topography is widely level to gently rolling. However, there are steeper areas rising out of the bottomlands along the rivers and streams. In combination, these features provide a very attractive backdrop to local development.

### **Floodplain**

Floodplain can be identified along the rivers and their many tributaries. When left undeveloped, they can provide green ways to link many areas of the City and the County. Some opportunities may exist, or develop over time, for light recreational development that does not include permanent structures.

### **Drainage**

Cass County, generally, has a relatively high water table. There are methods available to drain excessively wet land for development or it can be left alone to provide habitat for native flora and fauna.

## NATURAL FEATURES CONSTRAINTS

### Soils

Certain soils can present problems for development in some areas of the City. Muck soils will not support development without some level of mitigation usually involving removing the muck soil and replacing it with better soil. In some areas of the Logansport area, soil depth to bedrock may be shallow. This can make utility line extension costs rise dramatically and increase septic installation expenses.

### Topography

Steep slopes in the Logansport area are generally limited to the areas that rise out of the river and stream bottomlands. Excessive slopes present development limitations.

### Floodplain

Floodplain along the rivers and their tributaries presents limitations for development that involves permanent structures. These areas may frequently become inundated, presenting danger to life and property. Due to the Eel River Dam's removal, there has not been significant impact on the parks within these bodies of water.

### Summary of Natural Features

In summary, the natural environment plays a role in determining the development carrying capacity of the land. The floodplain in particular includes areas to be avoided for most kinds of development. Locally, the following natural environment factors relate to the pattern of future development:

Unstable soils exist, but they are typically out of the path of growth.

Topography is generally conducive to a wide variety of development patterns; extreme topography is limited.

The floodplain will have limited impacts to land development; the areas of flooding concern are fairly narrow and well defined.

Wetlands will have limited impacts to land development in the immediate Logansport area.

### Drainage

Even for those areas that can be drained, sometimes the drainage structures exact limitations upon the use of the land.

### Climate

The kinds of recreational activities that are available in a city are directly affected by climate. Logansport is cold in the winter but quite hot in the summer. In the winter the average temperature is 29 degrees F, and the average daily minimum temperature is 21 degrees. In summer the average temperature is 73 degrees F, and the average daily maximum is temperature is 85 degrees.

Average annual precipitation is 37 inches. Sixty-two percent of this amount usually falls between April and September. Average seasonal snowfall is 21 inches.

The average relative humidity is about 65 percent. The percentage of possible sunshine is 70 in the summer and 45 in the winter. The prevailing wind is from the southwest.

With the wide seasonal extremes of temperatures that occur in the Logansport area, both winter and summer sports activities are possible for local residents.

### Vegetation

The Emerald Ash Borer has gone through Logansport, as it has in most of the state. The impact of this has caused the Parks Department to lose over 200 trees from this destructive insect. Dykeman Park Golf Course has made a significant effort to revegetate by planting a variety of 135 trees in 2022. More efforts should be made in other parks to replace these lost trees.

### Park Summary

Flooding is now less of a concern in Riverside, Dunwoody, Spencer, and Little Turtle Waterway & Plaza due to the 2021 dam removal. Flooding still occurs at Fairview Park during heavy downpours, and Huston Park is in need of drainage and irrigation work. In general, turf conditions in parks is good, but Huston Park is on poor soil and vegetative and turf growth is slow.

Little Turtle Waterway currently receives volunteer invasive removal, but invasives have been spotted at Dunwoody Park, Dykeman Park, Fairview Park, Flory Nature Preserve, and Huston Park. A more comprehensive ecological assessment should be conducted as parks are updated. Public education on shorelines, invasive species, and land stewardship should take place.

*Community Profile text has been provided by Logansport Parks and Recreation.*

# DEMOGRAPHICS

All demographic data was obtained from Esri in February 2023. Esri specializes in delivering the world’s most powerful mapping and spatial analytics software available.

## Population

Logansport’s population peaked at the 1920 Census (21,626) and has been experiencing a decline (for the most part) ever since; however, the population only declined by .4% between the 2010 and 2020 US Census years, marking the smallest population decline between two Census years in its history. Projecting ahead, it is estimated Logansport’s population will continue to decrease slightly (2.2%) by 2027.

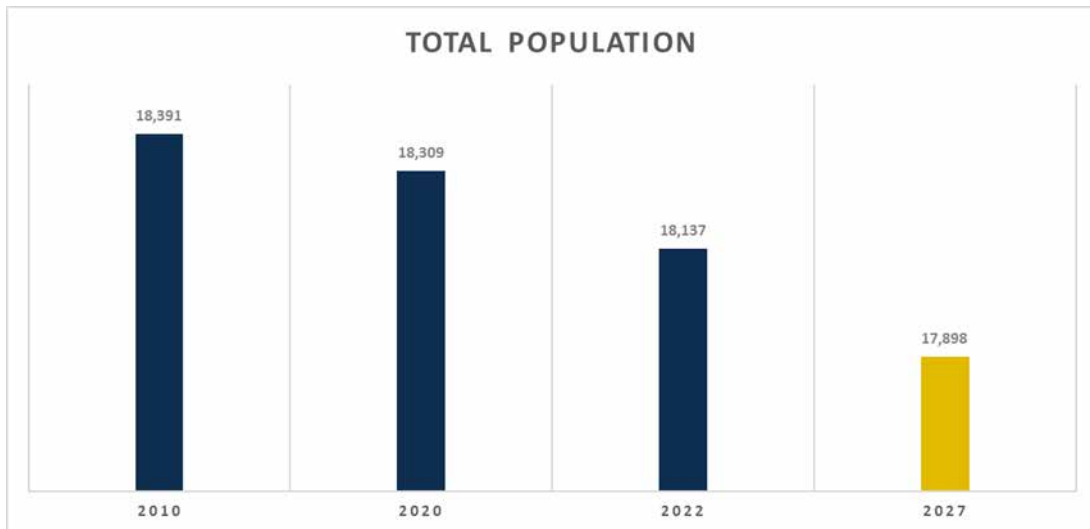


Figure 1: Logansport Population

## Age Segmentation

Logansport’s median age is 36.8, an increase of 2.4 years since the 2010 Census. This trend is supported by the fact that almost half (49%) of Logansport’s population is over 35 years old, and that trend is projected to continue over the next five years as the majority of the population (52%) is expected to be over 35 years old. Family programming and opportunities will continue to be an important service to provide given the large age segment of 35 to 59 year olds and the projected stable youth (under 19 years old) population.

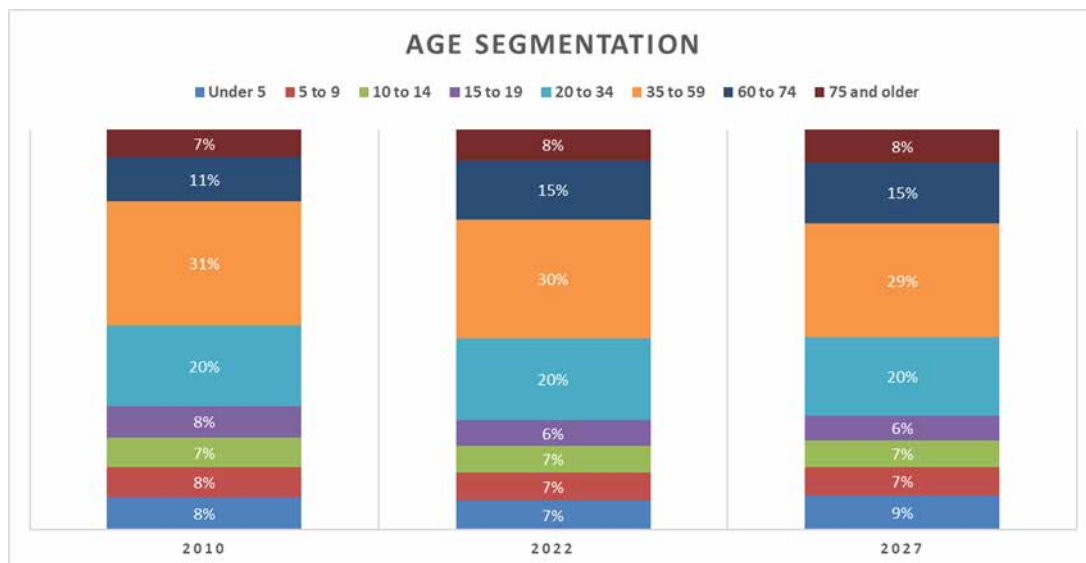


Figure 2: Age Segmentation Breakdown (2010-2027)

## Race and Ethnicity

Logansport is diversifying and is much more diverse than the state average (84.2% White). Additionally, diversification trends are supported by an increasing Hispanic ethnicity population. It should be noted that ethnicity is recorded separately from race as people who identify their origin as Hispanic, Latino, or Spanish may be of any race. Tyson Foods, the world's second-largest processor and marketer of chicken, beef, and pork has a Logansport facility and employs a diverse workforce, adding to the social fabric of the city. Population trends support the notion the parks department should work closely with local industries when planning recreational services, experiences, programs, and more.

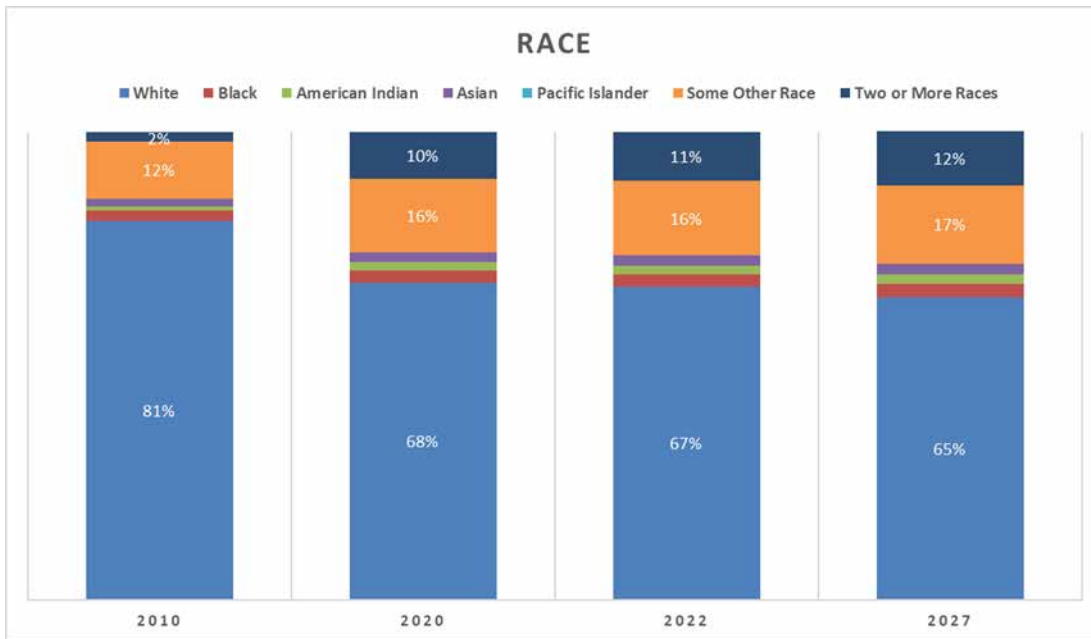


Figure 3: Race Statistics (2010-2027)

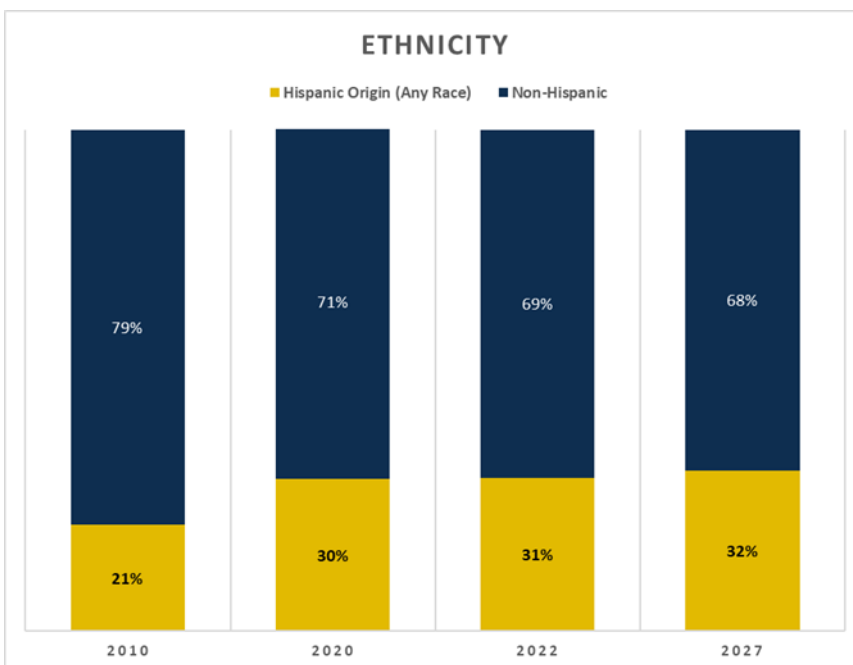


Figure 4: Ethnicity Statistics (2010-2027)

### Household Characteristics

Interestingly, as Logansport’s population has declined in recent years, the number of total households has actually increased. However, the average household size has decreased and is projected to continue decreasing. This means there are fewer people living in households, but there is still demand for newer housing to accommodate those living on their own. This can also be indicative of families moving to the area with fewer children, the Logansport population aging and kids moving away, or other familial trends. These trends have a direct impact on parks department marketing (for one thing) because there are more households to communicate with and less concentrations of people to assist with word-of-mouth marketing.

Household Statistics				
Characteristic	2010	2020	2022	2027
Total Households	6,851	6,994	6,953	6,889
Avg. Household Size	2.60	2.56	2.55	2.54

Figure 5: Household Statistics (2010-2027)

### Household Income

Logansport’s median household income is \$45,869, a figure well-below the median household income for the entire state of Indiana (\$58,235); however, the city’s median household income is projected to increase by nearly 16% over the next five years. The largest household income category in the city is the \$50,000-\$74,999 range. Even though household income is projected to increase, the relative comparison to the state average indicates caution should remain when assessing future spending power and willingness to pay for recreation services.

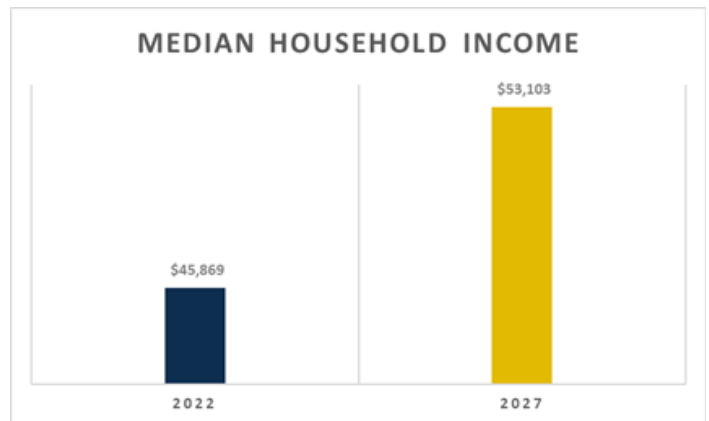


Figure 7: Household Income by Category (2020-2027)

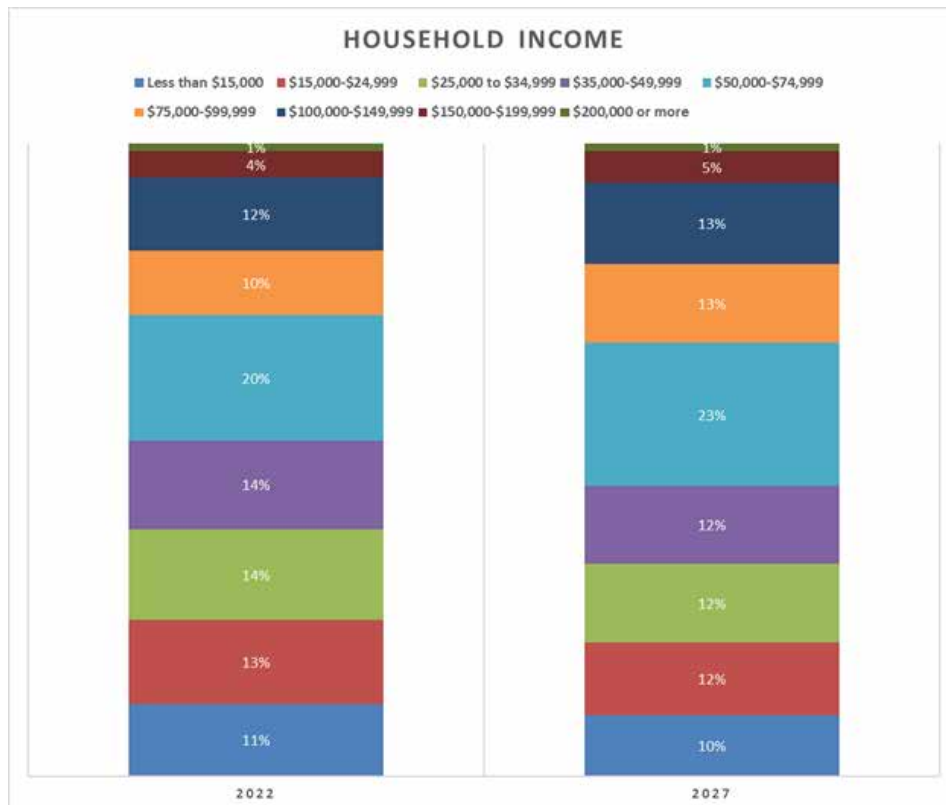


Figure 7: Household Income by Category (2020-2027)

## Poverty

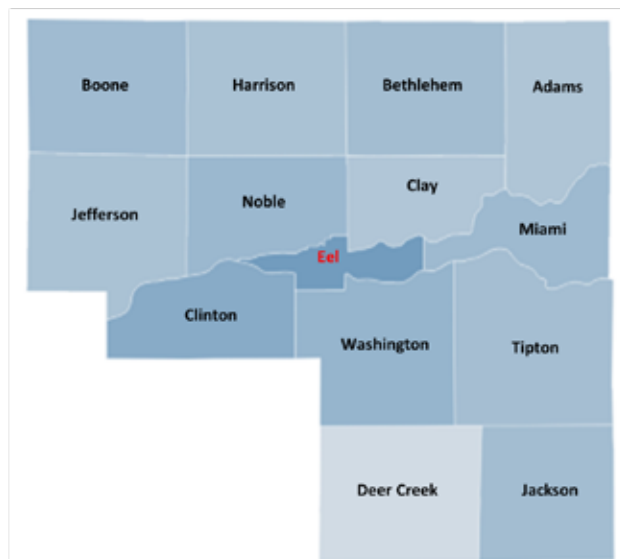
A grassroots movement including United Ways, corporations, nonprofits, and foundations from 23 states (and the District of Columbia) produces research that focuses on how to improve life across the country for Asset Limited, Income Constrained, Employed (ALICE) populations. ALICE represents the growing number of individuals and families who are working but are unable to afford the basic necessities of housing, childcare, food, transportation, health care, and technology.

Each ALICE Report uses standardized measurements to quantify the cost of a basic household budget in each county in each state, and to show how many households are struggling to afford it.

ALICE households earn more than the federal poverty level, but less than the basic cost of living for the county (the ALICE Threshold). For Cass County, 12% of households are in poverty, but 40% are considered ALICE households. Logansport is situated in mostly Eel Township, with minor parts in Clay, Noble, and Washington Townships. This means the largest ALICE population is concentrated in the park department's planning boundaries.

Figure 8 shows Cass County's ALICE households by township, with the top-five percentages in red on the left and Eel Township highlighted on the map to the right for reference. These statistics reinforce the need for more assets, amenities, and opportunities within the urban center of the city and the department should be a leading partner in providing recreational services and forming partnerships that enhance access to amenities, quality of life features, and needed services.

Township	Percent of Households Below ALICE
Adams	27%
Bethlehem	32%
Boone	33%
Clay	26%
Clinton	43%
Deer Creek	13%
<b>Eel</b>	<b>52%</b>
Harrison	29%
Jackson	32%
Jefferson	29%
Miami	34%
Noble	35%
Tipton	31%
Washington	37%



**Figure 8: Cass County ALICE Population by Township (left) and Overall Township Map (right)**

## Educational Attainment

Logansport's largest educational attainment category for the population 25 years and older is a high school degree, followed by those with some college, but no degree. Approximately 18% of the population does not have a high school diploma or equivalent, a statistic much higher than the state average of nearly 10%.

Educational Attainment (25+ Years Old)	
Level	2022
Less than 9th Grade	9%
9th - 12th Grade, No Diploma	9%
High School Graduate	34%
GED/Alternative Credential	8%
Some College, No Degree	19%
Associate Degree	10%
Bachelor's Degree	9%
Graduate/Professional Degree	3%

**Figure 9: Educational Attainment Statistics (2022)**

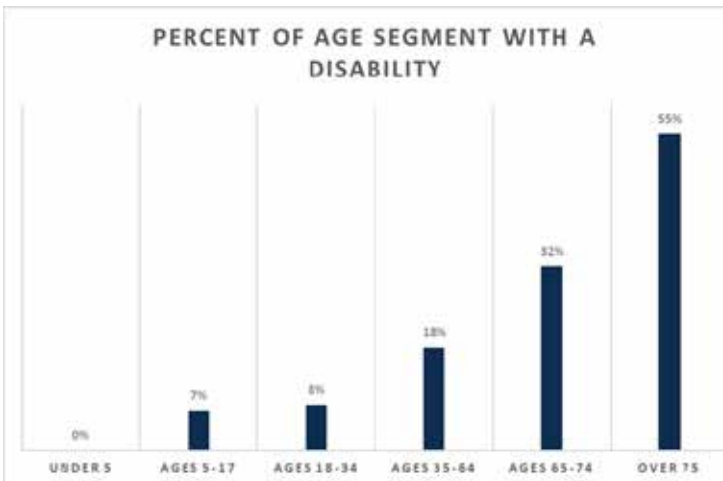


Figure 10: Disability Statistics (2022)

### Disability Status

Approximately 16% of the civilian non-institutionalized population reports having a disability, a statistic slightly higher than the state average of 14%. Over half (55%) of all those older than 75 residing in Logansport report having a disability. The percentage decreases for the 65-74 year old population with 32% reporting having a disability. These numbers reflect a high disability status for the Logansport population as it ages, a fact that necessitates an increased focus on facility accessibility and providing recreation facilities and amenities with all abilities in mind.

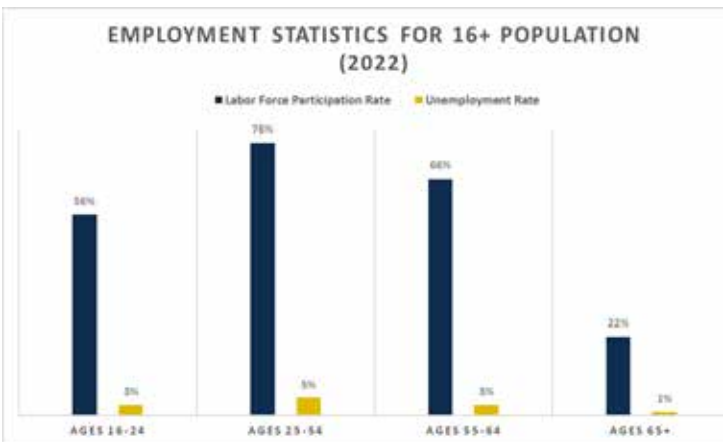


Figure 11: Employment Statistics (2022)

### Employment

Logansport's overall unemployment rate is 2.7%, slightly below the state average of 3%. Logansport's largest employed age segment (25-54) is also the largest unemployed age segment overall. These statistics support the idea of continual investment in employee recruitment, training, and retention to keep workforce unemployment levels below the state average.

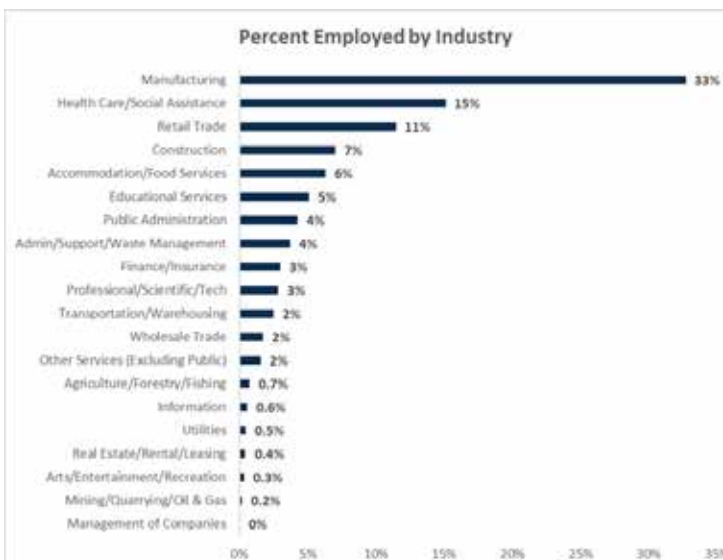


Figure 12: Industry Composition (2022)

### Industry and Occupation

Logansport's top five leading industries combine to represent 73% of all industries within the city, with the manufacturing industry employing 1/3 of the entire population.

## MARKET POTENTIAL INDEX

Esri's Market Potential data measures the likely demand for a product or service in an area. A Market Potential Index (MPI) compares the demand for a specific product or service in an area with the national demand for that product or service. A value of more than 100 represents higher demand, and a value of less than 100 represents lower demand. For example, a service with a score of 125 translates into being 25% higher than the national average.

MPI scores were pulled for three categories:

1. Exercise/Personal Health Activities
2. Sport Activities
3. Outdoor Activities

### Exercise/Personal Health Activities

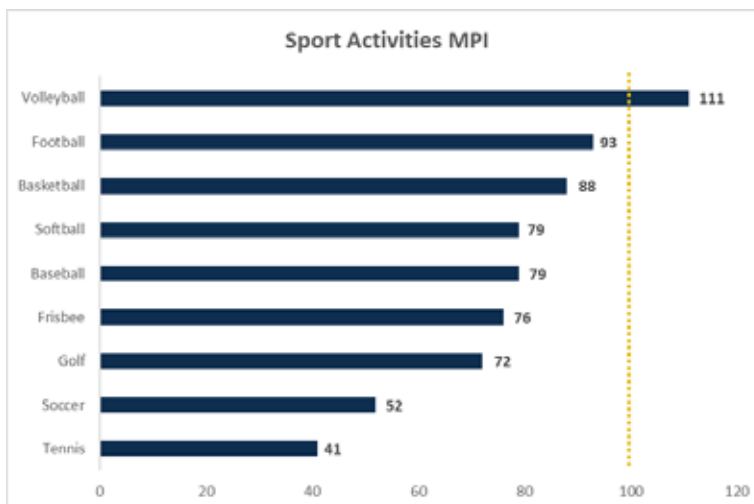
All recorded activities score below the national average. However, the activities with the highest scores include walking for exercise, swimming, and yoga. When examining the expected population participation though, approximately half (51%) of the Logansport population is expected to participate in those three activities (walking for exercise – 28.2%, swimming – 14.1%, and yoga – 9%).



**Figure 13: Exercise/Personal Health Activities MPI Scores for Logansport**

### Sport Activities

Most sport activities score below the national average with the exception of volleyball. Although not necessarily synonymous with experienced parks and recreation program trends, these statistics indicate sports programming in general may not be a robust core program area to pursue for the parks department.

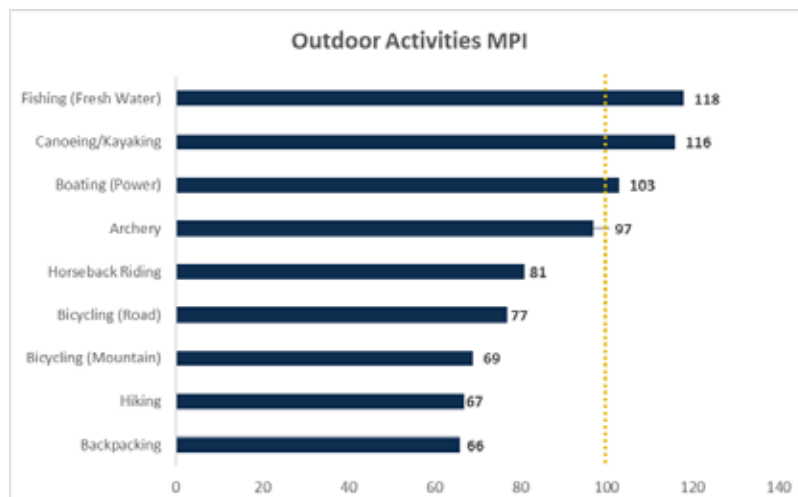


**Figure 14: Sport Activities MPI Scores for Logansport**



## Outdoor Activities

Three outdoor activities score above national averages including freshwater fishing, canoeing/kayaking, and power boating. These statistics reinforce the idea of potentially increasing and leveraging water access and riverside parks in and around Logansport.



**Figure 15: Outdoor Activities MPI Scores for Logansport**

## SPENDING POTENTIAL INDEX (SPI)

Esri’s U.S. Consumer Spending data is based on the latest Consumer Expenditure Surveys (CEX) from the Bureau of Labor Statistics. The Spending Potential Index (SPI) compares the average amount spent locally for a project to the average amount spent nationally. Like the MPI score, an index of 100 reflects the national average.

SPI scores were pulled for two categories:

1. Entertainment/Recreation Fees and Admissions
2. Sports, Recreation, and Exercise Equipment

### Entertainment/Recreation Fees and Admissions

Logansport residents exhibit below average SPI index scores for all spending categories within Entertainment/Recreation Fees and Admissions and Sports, Recreation, and Exercise Equipment topics. These trends may have major implications for the parks department as both spending power and willingness to pay/spend may be influential factors on department fees for services and programs. This also translates to marketing efforts because residents’ willingness to spend on recreational activities may be low, but there is still spending occurring meaning the parks department needs to compete to be the leading destination for those dollars.

Entertainment/Recreation Fees and Admissions	
Activity	SPI
Tickets to Theatre/Operas/Concerts	59
Admission to Sporting Events, excl.Trips	59
Fees for Participant Sports, excl.Trips	56
Membership Fees for Social/Recreation/Health Clubs	56
Tickets to Parks or Museums	55
Fees for Recreational Lessons	50

**Figure 16: Entertainment/Recreation Fees and Admissions SPI Scores for Logansport**

Sports, Recreation, and Exercise Equipment	
Activity	SPI
Hunting and Fishing Equipment	79
Water Sports Equipment	67
Bicycles	60
Other Sports Equipment	57
Exercise Equipment and Gear, Game Tables	55
Rental/Repair of Sports/Recreation/Exercise Equipment	49
Camping Equipment	44
Winter Sports Equipment	37

**Figure 17: Sports, Recreation, and Exercise Equipment SPI Scores for Logansport**

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