

BEST
PRACTICES REPORT
CENTRAL OHIO GREENWAYS





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ALUM CREEK TRAIL

ACKNOWLEDGMENTS

Central Ohio Greenways (COG) Board serves as a formal committee of the Mid-Ohio Regional Planning Commission (MORPC) Sustainability Advisory Committee (SAC). Board members represent the public, private, and non-profit sectors. The Board is supported by working teams that address key regional issues including: trail development; programming; partnership; and marketing.

Franklin County & Columbus

MetroParks

Brad Westall

City of Columbus Recreation & Parks

Overview

p.1

Brief summary of the Central Ohio Greenways (COG) as well as a synopsis of the Best Practices Report.

p.3

Seven trail organizations were selected to compare the COG. Organized by location, this section highlights how each region has achieved success.

1. Houston
2. Indianapolis
3. Louisville
4. Milwaukee
5. Minneapolis
6. St. Louis



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The best practices research has been organized by the COG Board working teams.

1. Trail Development
2. Partnership
3. Programming
4. Marketing

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Links and document names provided for additional information.

Greenways Vision: Increased trails and trail usage for transportation and recreation.

BACKGROUND

COG consists of 126 miles of multi-use trails and continues to expand throughout greater Columbus. As the network grows and ridership

increases, it is important for the COG Board to seek out national best practices as examples of how to plan for the growing demand. Many cities throughout the Midwest and across the country have been successful in the implementation and programming of greenway systems. These comparisons will provide insight into



SCIOTO TRAIL

OVERVIEW

innovative ideas, possible partnerships and organizing structures.

The COG Board seeks to provide benefits to the residents of Ohio.

Increasing the number of people using trails for transportation and recreation through efforts that increase connectivity via communication, education, partnerships and trail development. The insight2050 study revealed that Central Ohio is estimated to grow by more than 500,000 people over the next 30+ years. The majority of the growth will be in the age groups of 16 to 34 year olds and people 65 years or older. As these groups look for more walkable neighborhoods and increased transportation options, Central Ohio Greenways trails will become a critical element of a diverse transportation system.

The COG Board will utilize a collaborative approach. It will bring community leaders, corporate partners, advocates and trail development professionals together to accomplish the Board’s vision. This approach will build on the foundation established by the Board and its regional partners. Members of the board and their collaborators have developed 126 miles of trails in Central Ohio which are traveled more than 12 million miles annually.

LARGE ANNUAL NUMBER OF

USERS **12m**

More than 12 million miles by bike, walk, run and skating on the greenways every year

EXISTING CENTRAL OHIO GREENWAYS MILES OF TRAILS **126**

Multi-use trail following the natural features of Central Ohio including the Scioto River, Olentangy River, Alum Creek and others

GREENWAY BOARD MEMBERS **22**

This represents the maximum number of members, serving two year terms

OVERVIEW CONTINUED

REGIONS

RESEARCHED **7**

- Houston
- Indianapolis
- Louisville
- Milwaukee
- Minneapolis
- St. Louis Tucson

NUMBER OF

WORKING TEAMS **4**

- Trail Development
- Programming
- Partnership
- Marketing

DOCUMENT SUMMARY

This document presents best practices from regional trail networks throughout the nation with innovative partnerships, plans and/or organizational structures. The purpose of the report is to provide the COG Board with exemplary examples that can be referenced in a creative strategic action plan. Studying similarly sized and functioning trail organizations will instruct innovative ideas and potential structuring of working teams. An understanding of current best management and design practices for regional trail networks will guide the Board’s strategic plan.

CASE STUDIES

Seven regions, each with an organization that can serve as an instructive model, have been included in this report. Each organization is similar in scale to the COG Board, including government agencies and not-for-profit groups. The seven regions are; Houston, Indianapolis, Louisville, Milwaukee, Minneapolis, St. Louis and Tucson. Each has proven themselves successful in multiple facets of their greenway system.

BEST PRACTICES

Organized by working teams, with exemplary actions are highlighted. The COG Board is supported by working teams chaired by a member of the Board. They address key regional issues such as trail development, funding, programming and marketing. In this report the working teams are defined and are provided corresponding example actions. As working teams progress toward their mission, actions can be drawn from these best practices examples.

METHODOLOGY

Each region was researched and contacted to gain perspective. Three of the seven regions participated in phone interviews. For the locations we were



BLACKLICK CREEK TRAIL

CASE STUDIES

able to talk with, conversations were carried out to learn from where the leaders found success. Outside reference information such as the League of American Bicyclists was collected to compare the regions with similar metrics.

Information has been gathered on seven relevant trail organizations for comparison to Central Ohio Greenways. Each of the seven locations are summarized to highlight key features of their success. Data has been collected to specifically compare trail networks, funding strategies and organizational structures.

BY LOCATION

The table provides base information for each location and is organized by the working team structure. The ratings are based on a subjective review of past planning efforts, web presence, amount/type of funding secured, programmed events and in some cases conversations with the city’s team. The scale ratings are relative, as each region has proven themselves nationally with award winning planning and designs.

The League of American Bicyclists (LAB) rating provides a comparison standard. This rating takes into account five metrics: design, trail network and safety measures; education, providing learning resources for a wide age range; programming, improving the cycling culture within a community and welcoming new riders; enforcement, ensuring the safety of roads and trails for riders; and planning, developing a cycling network affording the opportunity for cycling as a viable transportation option.

	Columbus	Houston	Indianapolis	Louisville	Milwaukee	Minneapolis	St. Louis	Tucson
Trail Development	Dark Green	Light Green	Dark Green	Light Green	Light Green	Dark Green	White	Light Green
Programming	White	White	Light Green	Dark Green	Dark Green	Dark Green	White	Dark Green
Partnership	Light Green	Dark Green	Light Green	Light Green	White	Light Green	Light Green	Light Green
Marketing	Light Green	Light Green	White	Light Green	Light Green	Dark Green	Dark Green	Light Green
Context Statistics								
» Miles of Trails	126	75	65	60	115	120	110	110



Scale Rating								Best
» Metro Population	1,994,500	6,313,100	1,756,200	1,269,700	1,572,200	3,495,100	2,810,000	996,500
» Metro Square Miles	3,984	10,062	6,029	4,134	1,454	6,063	9,391	9,186
» SqMi / Miles of Trails	31.6	67.1	92.8	68.9	12.6	50.5	85.4	83.5
» % of Trips by Bike	>1%	>1%	1%	2%	1%	4%	>1%	3%
» LAB Rating	Bronze	Bronze	Bronze	Silver	Bronze	Gold	Bronze	Gold

COLUMBUS OHIO

METRO POPULATION

1,994,500

Central Ohio Greenways is traveled on 12 million miles per year by Ohioans.

OF TRAILS 126

Of a planned 150 miles of trails following the cities 10 natural bayou water features which run East and West throughout the city



NUMBER OF MILES

Central Ohio is nationally known for its beautiful, ecologically diverse rivers and streams. Central Ohio Greenways (COG) was formed in 2005 with the mission to develop a world-class trail system focused on three main objectives: advocating for a connected network of trails among local jurisdictions; promoting and coordinating trail development in the region; and creating a cohesive branding system for the region.

PARTNERSHIP

COG’s mission was established with the following partners: City of Columbus, Franklin County Metro Parks, MORPC and Rails-toTrails Conservancy. These agencies worked together to develop the COG Network. The partners developed lines on a map that made up the network, a logo, and signage standards. Additional jurisdictions became part of COG and started to build trails along the waterways that run through their communities in Central Ohio. The majority of the partners

are all public entities, but with the establishment of the newly COG Board, private partnerships are being established.

that run along waterways throughout Central Ohio. These trails are built and maintained by local jurisdictions, Friends of Trails Advocacy Groups, and local park districts such as Columbus and Franklin County Metro Parks and the Delaware Preservation & Parks District. The COG network is mainly built along waterways in Central Ohio as an effort to help protect water quality.

TRAIL DEVELOPMENT

The COG network consists of
126 miles of multi-use trails

BEST PRACTICES REPORT

In January 2014, MORPC and partners of COG contracted with the University of Minnesota to conduct an **Impact of Trails Study**. This study analyzed property values along 10 greenway trails, conducted intercept and online surveys along several major trails, interviewed key informants in Central Ohio about the value of trails, and analyzed the costs of building and maintaining trails. The goal of the study is to provide clear, credible evidence of the values of multiuse trails in Central Ohio to encourage more trail development.

PROGRAMMING

As a partner of COG, MORPC facilitates and coordinates **COG & Trails Forums**. The forums are held three times a year and take place in local communities along one of the trails. The forums are a time to bring together local jurisdictions, park districts, and advocacy groups to discuss successes and barriers to trail building. The forums are very successful with over forty people in attendance at most forums. **coordinating specific programs such as bike rides, runs, or clean-ups along the trails.** Rails-to-Trails Conservancy has been strong partner in this area.

MARKETING

COG has several marketing tools that are maintained by MORPC. MORPC maintains and updates the COG website. The website includes an interactive map, trail information, trail construction alerts and resources. In addition to the website a COG brochure is available. The brochure includes an image of the COG map and information on each greenway trail including mileage and pavement type. Also, COG has a Facebook page that is used to keep followers up-to-date on trail activity on Central Ohio.

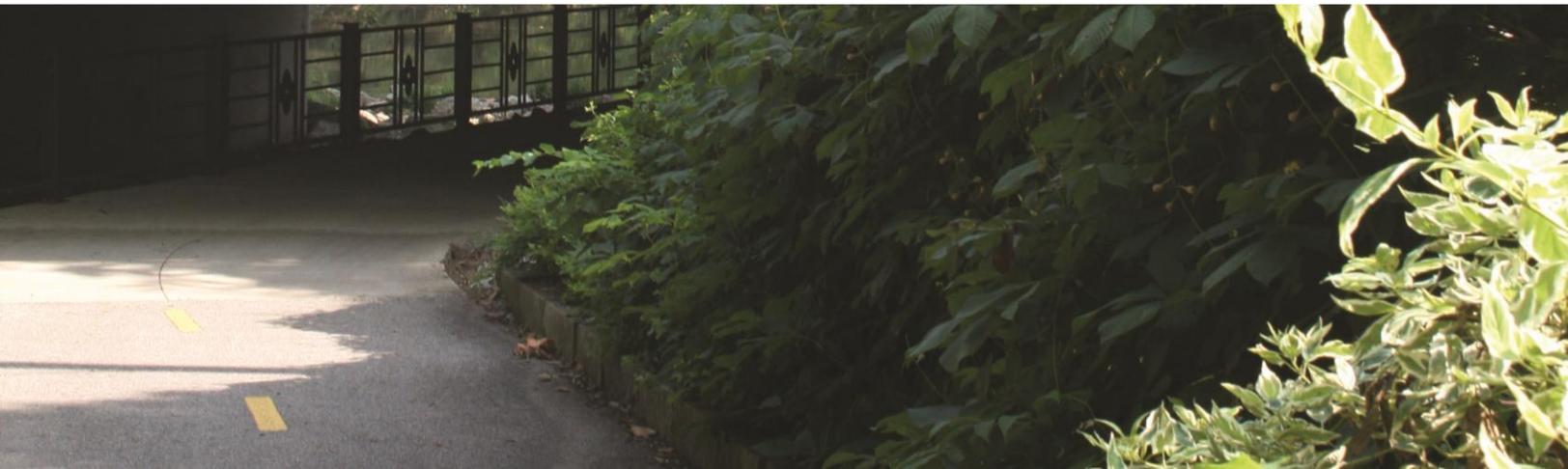
BRONZE MEDAL RATING

Local parks districts and jurisdictions as well as advocacy groups are



responsible for

A Bronze medal from the League of American Cyclists awarded to the city in 2009





BAYOU GREENWAYS

Image Sources
Central Ohio Greenways

In terms of branding, the COG team has designed standard signage that is used along all of the greenway trails. The design standards include a logo, color palate for each greenway trail, and images of trail identification signs. The signage package includes dimensions for trail signage and images for mile markers which have also been installed along several trails.

FUNDING

MORPC receives funding from City of Columbus Public Utilities, Franklin County Engineer’s Office and Franklin County Metro Parks to support its Greenways Program. Part of this funding is designated for staff to help support COG. The newly created COG board is currently identifying additional funding sources.

Local jurisdictions and park districts build trails using their dollars or through grants they receive. Railsto-trails have received small grants from The Columbus Foundation to help with the design and printing of the COG brochure.

HOUSTON TEXAS

METRO POPULATION

,313,1

\$120m

DOLLARS ACQUIRED PRIVATELY

\$120 million of the \$220 million budget to be sourced from private funding through capital campaigning

00

The Bayou Greenways

aims to provide trails

within 1.5 miles to 6 of

10 Houstonians

The network will connect nearly all of the parks in the city and will thread together many of the major

Bayou Greenways 2020 is a plan to significantly expand the City of Houston’s park network through a system of parks and trails along Houston’s bayous.



employment centers, institutions and neighborhoods. The goal is that six out of 10 Houstonians will live within 1.5 miles of one of the bayou trails by 2020.

PARTNERSHIP

Multiple organizations within the city work collaboratively towards completion of the Bayou Greenways 2020 plan. The city’s recreation and parks department works closely with the Houston Parks Board (HPB). Funding and the implementation of the regional trail network occur through this relationship. HPB’s in-house staff is responsible for design and construction of

BEST PRACTICES REPORT

the trails before giving ownership to the city. Maintenance contracts are then awarded to HPB through 30 year agreements.

The HPB works voluntarily through a 26 member board serving on committees. The HPB is a 501(c)(3) not-for-profit

BRONZE MEDAL RATING

organization created in 1976. HPB staff has grown significantly over the last few years and now includes over 25 full-time staff. The HPB has three core principles: acquisition and improvement of park space; community and neighborhood assistance; and public advocacy and collaboration with sister organizations and non-profits. To this end, an estimated \$70 million will be gained annually in city-wide benefits through economic, recreational and environmental health benefits.

The city has been very successful in the attainment of funds through public-private partnerships. Overwhelming (68%) voter support was given in 2012 to a \$100 million bond backing Bayou Greenways 2020. Strong mayoral support and a political campaign by the park board called, 'Parks By You' were critical in the success of the bond being passed. In order to accomplish their 2020 goal of bringing trails to most Houstonians, a total of \$220 million is needed. A dollar for dollar public matching of private donations has the total figure drawing near.

Private funding is generated through a capital campaign run through the HPB. Private funding is responsible for \$120 of the total \$220 million. HPB has already secured \$93 million. The largest being a \$50 million gift from a local family. The capital campaign committee has contracted a non-profit management consulting firm to aid in cultivating relationships with donors and foundations in the Houston area. As many of the large philanthropic entities in the city have become involved, HPB is now shifting campaign efforts toward corporations.

A proximity property tax was initiated by the City of Houston to help fund initial construction

and maintenance of the Bayou Greenways.

Properties within a mile of the greenways pay a fixed property tax. The total amount of this property tax collected by the city is capped. As the greenways expand, the city plans to revisit the cap amount to accommodate growing maintenance costs as the network expands.

TRAIL DEVELOPMENT

Future plans for trail network expansion include options for expanding outward into the county or making urban connections.

The city bond structure currently constricts trail development to the city boundary. HPB has made state legislative changes to allow for the use of power line utility corridors for north-south trail connections. This effort is known as the 'Green Grid.'



PROGRAMMING

An annual fund-raiser event is held to help fund the Houston Parks Board.

The annual luncheon promotes awareness while supporting the Board. Funding secured at the annual luncheon goes towards the growth and sustainability of the HPB. Additionally, HPB hosts a Bayou Greenway Day every year, inviting people to visit and learn more about the bayous and the work being done throughout the region.



A Bronze medal from the League of American Cyclists awarded to the city in 2013

ESTIMATED ECONOMIC BENEFITS

\$70m

Annually city-wide through economic, recreational and environmental health benefits



NUMBER OF MILES OF

throughout the city

TRAILS **75**

Of a planned 150 miles of trails following the cities 10 natural bayou water features which run East and West

Image Sources
Opposite: Houston Chronicle
Below: SWA Group

INDIANAPOLIS INDIANA METRO POPULATION Indianapolis has

developed a greenway network over **1,756,200** the past several decades. The standards with which these trails have been created have promoted

0

Indy Greenways

had over 2.8

million users on of the area have shown an increasing percentage of the trails in 2012

connection points to surrounding communities to develop their own systems. In recent years, studies

commuter traffic on the trails in addition to increased total number of trail users.

central ohio greenways 126mi



TRAIL DEVELOPMENTS

The Indianapolis Greenways Plan was completed in 1994 and created a network of 14 trail corridors. Along with the physical planning of trails, a



Greenways Steering Committee and Indianapolis Metropolitan Greenways Commission were also created to provide direction for the planning process. This plan received national and state award recognition for its comprehensive approach to urban rail-trail transformations, with the Monon Trail serving as the centerpiece. Many of the rail-trail pathways have extensive lengths which link together existing communities.

Planning documents have been critical to the growth of the network. Plan updates in 2002 and 2014 have included studies of the growth of the network and found that over 2.8 million riders annually use the Indy Greenways. With 65 miles of greenways currently, the network seeks to quadruple this distance and link the surrounding counties and communities. The number one issue raised by survey participants was the need to increase connectivity. The 2014 **NUMBER OF**

MILES OF TRAILS plan seeks to expand the network but to do so strategically by connecting neighborhoods and providing accessibility to the largest number of people possible. Through this

initiative the plan aims to serve as a multi-modal **65** transportation corridor for the residents of

Indianapolis.
Of a planned 250
miles of
greenways

PARTNERSHIP

Partial funding for Indy Greenways is provided by the Greenways Foundation of Indiana. They are a statewide organization providing financial

support for greenway development. It was initially formed to function within the Indianapolis area and played a major role in the formation of the Monon Trail, aiming to create a large network of trails to connect scenic, cultural, historic and recreational pathways throughout the region. Primary activities for the foundation include assisting in the formation of local trail organizations, building community support, providing grants, providing resource and consultation, and promoting best

practices in trail planning and development. A strategic plan for the 501(c)(3) organization has been updated to set goals for the group and the region in creating a statewide greenway system.

Indianapolis recently changed legislation to improve the usability of trails at all hours. Previously, trails had only been legally open from dawn to dusk; now trails are open 24 hours a day to increase ridership. Advocacy groups requested this change to accommodate commuter's work schedules.

Working with surrounding communities has produced a safer environment for trail users.

The City of Carmel's Police Department embraces its Monon trail and devotes many man hours per week to riding the trail while on call. Indianapolis Metropolitan Police Department also regularly patrol the trails to promote safety as well as enforce trail etiquette and rules.

The Indy Cultural Trail was developed through a public-private partnership. A generous private donation of \$15 million kicked off the planning and design effort, with grants being awarded by the US Department of Transportation. Ample support was provided by the City of Indianapolis to enable to purchasing of right-of-ways.



A Bronze medal from the League of American Cyclists awarded to the city in 2009

COMMITTEE MEMBERS **11**

Indianapolis Greenways Development Committee meets three times per year and was formed out of the 1994 plan

Image Sources
Opposite: Visit Indiana
Below: Indy Cultural Trail



POPULATION METRO

NUMBER OF MILES



BRONZE MEDAL RATING

LOUISVILLE KENTUCKY

1,269,7

0

0

City of Parks is a citywide initiative to offer continuous trails around the city, highlighted by the Louisville Loop

central ohio greenways 126mi



OF TRAILS 60

Of a planned 140 miles of bicycle lanes and trails

The Louisville Loop’s goal is to provide 140 miles of shared use pathways throughout the City of Louisville. The main purpose of the Loop is to improve mobility for both pedestrians and cyclists while connecting neighborhoods with schools and

work places. By encouraging a wide range of users, the Loop provides children, adults and people of all ages with

the opportunity to improve their health and fitness.

TRAIL DEVELOPMENT

A comprehensive planning effort has included both a strategic plan (2011) and a master plan (2013). In addition there have been multiple in depth master plans for specific users and initiatives: a Bike Master Plan; a Pedestrian Master Plan; a Livability Master Plan; a Wayfinding Master Plan; and the Louisville Loop Design Guidelines. A plethora of studies have been

conducted by multiple organizations leading to these plans including surveys, trail studies and research.

Approximately 45 percent of the Loop is complete with much of the rest in planning or engineering phases. The path also includes planned connections with southern Indiana and adjacent Kentucky county networks. The city was also given a Silver rating by the League of American Cyclists with high ratings in programming staff, planning and public outreach initiatives.

The network of trails aims to celebrate the cultural and natural history of the city through public art and education. Through these initiatives, the city sees the Loop serving as an economic catalyst that has the potential to increase property values, encourage tourism and provide neighborhood amenities. The Loop is divided into five sections based on natural physiologic features. Geology, topography, plant materials, animals and history are themes for different sections of the trail and aim to educate about Jefferson County's features. Interpretive signage along the trail explains the natural processes as well as explaining local cultural events.

throughout the city



SILVER MEDAL RATING



A Silver medal from the League of American Cyclists highlighted by a 'very good' in public education outreach

PROGRAMMING

Interpretive hikes provide educational experiences for groups of all ages. The city's Metro Parks and Recreation Department has partnered with The Parklands at Floyds Fork to manage and maintain the greenways within their park. The Parklands also hosts programmatic events such as interpretive hikes. Nearly all hikes are free and happen a few times per month, year round. The themed walks vary from nighttime walks focusing on nocturnal creatures, to Civil War history tours. The hikes are listed on The Parklands website with links to register in advance. 'Wednesday Wonders' are weekly classes for children under the age of 5 to learn about specific topics. Each week is centered around a question, "I wonder why animals migrate?" The one hour sessions are meant to spark curiosity through stories and science experiments.

NUMBER OF TRIPS BY

BICYCLE **2%**

PERCENT OF POPULATION IN FUTURE 'LOOPSHED'

66%

Louisville metropolitan population within 1 mile of the to be completed Loop

FUNDING

Successive mayoral support has been instrumental in the planning, implementation and growth of the Loop. Along the way, a steering committee was formed to set the strategic direction. Friends of the Loop was also created, but nearly all of the planning and funding was initiated publicly. Working with groups such as Louisville Metro Parks Foundation and the Greater Louisville Convention and Visitors Bureau, to secure public funding and obtain state and federal grants.

Image Sources

Opposite: The Parklands of Floyds Fork
Above: City of Louisville Below: The Parklands of Floyds Fork



MILWAUKEE WISCONSIN

METRO POPULATION **1,572,200**

Milwaukee By Bike aims to provide bike networks within

1/4 mile of all residents

NUMBER OF MILES

OF TRAILS

115

Of a planned 356 miles of bicycle lanes and trails



Milwaukee has made significant progress in cycling infrastructure throughout the city since the first bicycle master plan in 1993. The city currently has 115 miles of on-street



throughout the city

bicycle lanes, bike routes and trails. Focus has been on utilitarian or commuter trips as opposed to recreational use.

TRAIL DEVELOPMENTS

The City of Milwaukee initially adopted a plan in 1993 and updated this with a 2010 Milwaukee by Bike Master Plan. The updated plan recommends expanding from 115 to 356 miles of bicycle lanes and trails throughout the city while also adding bicycle parking in strategic locations. The plan has led to the creation of a full-time staff position in the Department of Public Works. Overarching goals for the Bike Master Plan are to increase bike trips by five percent, to provide bicycle networks within one quarter mile of all residents, and to reduce bicycle crash rates by 50 percent.

Both the City of Milwaukee and the State of Wisconsin have given careful consideration to the adoption of bicycle ordinances. The enforcement of ordinances and laws by officers has been as important as the laws themselves with the education of officers for both vehicular and bicycle users. The League of American Bicyclists recognized the City of Milwaukee for their strong foundation of bicycle-friendly laws and education to protect riders and promote vehicular stewardship.

PROGRAMMING

The city has succeeded in providing a wide range of public outreach as well as bicycling education programs in the school system. An active bicycle advisory committee has been successful in working with the community. The committee was established to improve biking and walking throughout the city. Eleven members are appointed by the mayor and meet every other month. The committee advises policy makers on how to make Milwaukee bicycle and pedestrian friendly. Several issues include: commuter and recreational bicycle routes; trail

connections; bicycle parking; pedestrian rights; etc. In 2006 Milwaukee was awarded the League of American Bicyclists' Bronze rating. The existence of this committee and the level of school outreach were instrumental in this achievement.

FUNDING

The city has been successful in securing grants to aid in citywide improvements. A transportation alternatives program grant of 500,000 dollars was awarded to the city for the installation of high-quality bicycle parking at businesses. In addition to this grant, city funding was allocated to systematically replace aging parking structures and to revise city bicycle parking code requirements. A Congestion Mitigation and Air Quality Improvement grant was received from the Federal Highway Administration to expand the bicycle sharing program by adding over 30 stations over a two year period.



BRONZE MEDAL RATING



A Bronze medal from the

League of American Cyclists highlighted by a 'very good' in bicycle friendly laws and ordinances

NUMBER OF TRIPS

BY BICYCLE **1%**

With a goal of 5% of trips by bicycle in 2020

Image Sources Urban Milwaukee

throughout the city



3

MIDTOWN GREENWAY

MINNEAPOLIS MINNESOTA

METRO POPULATION

throughout the city



0 **,495,10** Minneapolis has long served as a standard in bicycle commuting. Residents brave the weather year round on over 120 miles of road routes and off-street trails.

With many bicycle advocacy groups taking initiatives and An expansive educational program (more than 90% of schools have programs) exists for not only planning from a grassroots level students but also adults to work towards bicycle safety and commuter stewardship.

PARTNERSHIP

Twin Cities Greenways and the Midtown Greenway Coalition have worked in concert for several years to promote the greenway infrastructure. The Midtown Greenway has gained national attention as an award winning railtrail conversion and serves as a commuter thoroughfare within the community. Both are 501(c)(3) not-for-profits and have shared board members with corresponding visions. The demand for high-quality trails in the Twin City area has empowered both groups to push elected officials and public agencies in advancing the greenway infrastructure.

Midtown Greenway Coalition serves as the business community's touchstone to the neighborhoods. The coalition's board consists of 22 members, one from each of the 17 communities the trail passes through, as well as four at-large appointments. The board seeks members who both live and work in the greenway neighborhoods and have a wide variety of skill sets.

NUMBER OF MILES

A successful program connects with businesses along the Midtown Greenway.

The greenway provides an audience to local businesses and in return local

OF TRAILS

120

businesses support the greenway through donations and event sponsorships. There is also an

adopt-a-greenway program in which businesses care for portions of the trail.

Miles of trails of **Minneapolis has a large network of advocacy groups for bicycling.** on and off-street facilities

Two of the most prolific groups include Transit for Livable Communities and Minneapolis Bicycle Coalition. These two groups have advocated for city

ordinances and provided a variety of programs and events throughout the city. It is due in significant part to the work of advocacy groups that Minneapolis has one of the highest percentages in the United States of people commuting via bicycle. Safety measures have also been instrumental in providing potential riders with routes along which they feel comfortable. These factors and others have been major reasons why Minneapolis earned a Gold rating from the League of American Cyclists in 2008.

TRAIL DEVELOPMENT

The City of Minneapolis and their staff have led dozens of studies and plans. A permanent staff is devoted to the current Bicycle Master Plan (2015) as well as a Pedestrian Master Plan which aims to increase the number of trips taken by bicycle. Current explorations include the potential conversion of a low-traffic street to a greenway. This type of bold decision-making through the city’s Public Works Department and Department of Transportation has created a strong network that has earned the city its national reputation as one of the most bicycle-friendly cities in the country.

Encircling the city is the Grand Rounds Scenic Byway. One section of the loop around the city is yet to be completed, but already features over 50 miles of bicycle paths with 20 access points from the area’s major roadway networks. Part of the Minnesota State Scenic Byway project, federal grants and state funding were the basis for financial support. Historic and cultural information is abundant via signage and kiosks along the bicycling paths and 50 miles of walking trails.

Image Sources
Opposite: The Greenway Guy

DAKOTA REGIONAL RAIL TRAIL





ST. LOUIS MISSOURI

GOLD MEDAL RATING



A Gold medal from the League of American Cyclists

BY BICYCLE **4%**

One of the highest trips made by bicycle in the country, behind Portland

NUMBER OF TRIPS

SCHOOLS WITH EDUCATION PROGRAMS **90%**

Students of all ages are presented with bicycle education, a large part of the Gold rating

Below: Three Rivers Park

2 METRO POPULATION **,810,000** OF TRAILS **110**

Connecting 1,200 square miles of preservation and park space through the area

0 long term goal is to

Great Rivers Greenway's

Great Rivers Greenway had over 2 million users on the trails in 2014

establish the River Ring, a greenway network of more than 600 miles of trails connecting

communities along the area’s rivers and parks. The River Ring would offer recreation and transportation opportunities to two million residents and

central ohio greenways 126mi



would conserve a vast amount of natural land within a 1,200 square mile region.

TRAIL DEVELOPMENT

Comprehensive plans have been vital to the Great Rivers Greenway region, including the River Ring. Initial plans for the River Ring were completed in 2004 with an update completed in 2011. In the process, 1,500 acres of land have been preserved and 90 miles of off-street trails have been constructed.

These trails are combined with nearly 80 miles of on-street pathways. Great Rivers Greenway and its many projects have garnered awards including planning, design innovation and outreach.

These trails are combined with nearly 80 miles of on-street pathways. Great Rivers Greenway and its many projects have garnered awards including planning, design innovation and outreach.

NUMBER OF MILES

Propositions C and P. The District was created in 2000 by the Clean Water, Safe Parks and Community Trails Initiative (Proposition C) in the City of St. Louis, St. Louis County and St. Charles County. This state organization is leading the development of the regionwide system and has worked collaboratively with over 100 partner organizations. 2013 saw additional funding through Proposition P which enables the funding of a full-time staff including more than 20 employees, ranging from greenway planners to community outreach directors. A 15 percent administrative cap is in place to ensure funding is directed towards trail development.

FUNDING

Great Rivers Greenway obtains 95 percent of funding through



MARKETING

Each year Great Rivers Greenway provides an annual report portraying the year’s budget and accomplishments. The report includes an easy to comprehend map with graphics about what has been accomplished and what is being planned. It also includes cost information for each section of newly constructed trails. The capital budget has a breakdown of net assets as well as revenues and expenses. Updates to Great Rivers Greenway’s staff are listed as well as current Greenway Board of Directors. The report is handed out at events and given to the community to establish consistent nomenclature of the greenways and to communicate how each person’s neighborhood will be connected. By consistently providing annual reports it provides a benchmark to

**BRONZE MEDAL
RATING**



A Bronze medal from the League of American

Cyclists awarded to the city in 2009

2014'S PROGRAM PARTICIPANTS

24,17

2

Event participants and volunteers attended nearly 50 events throughout the year to learn about the greenways and bicycle safety

CLEANUP VOLUNTEERS 730

Removed 8 tons of garbage and 225 tires from rivers and streams in 2 cleanup events in 2014

compare progress and partnerships made. The last 15 years of annual reports are available for download on the greenway's website.



TUCSON ARIZONA

Image Sources Great Rivers Greenway

METRO POPULATION

996,50

0

The Loop has nearly 750,000 visitors per year, being one of the most used parks in Arizona

central ohio greenways 126mi



NUMBER OF MILES

OF

greenways and featuring The Loop.

TRAIL DEVELOPMENT

The Loop is a planned 130 mile system of shared use pathways connecting many area neighborhoods and parks. 110 of the 130 miles have already been completed and extend throughout the region connecting workplaces, schools and entertainment options with residents. As The Loop nears completion, residents are seeing the added benefits for recreation and transportation. The area has also seen up to a 10 percent increase in housing value in close proximity to the trails.

Urban greenways are becoming the most desirable way to reach the dense population within the city. The Loop encircles the region and with this pathway nearing completion, regional officials are seeking ways to reach the interior population. Existing arroyos (drainage ways) and street corridors are now being used for greenways. In this way a much larger population will have access within a short distance from their home to the trail network.

Designing for multiple user types. The design guidelines set forth in the original plan envisioned paved pathways parallel with gravel trails in certain



THE LOOP

locations. As seen opposite, bridle trails were able to be constructed in concert with the paved multi-use trail. Native landscape materials and public art exist along the greenways and add visual interest without obscuring the natural aesthetics.



TRAILS

110

110 of the 130 planned miles of trails have been completed and encircle the City of Tucson

Pima County and the City of Tucson set out in 1986 to secure funding and plan for a comprehensive regional greenway network. The 2011 Pima Regional Trail System Master Plan includes a multitude of trail options including greenways through metro Tucson, arroyo (Spanish for 'creek') pathways, rural

PROGRAMMING

The programming effort including events and classes has led to the city receiving a Gold rating from the League of American Bicyclists. Much work has been done programmatically to increase ridership through educational and safety programs. Annual events and giveaways

are consistent throughout the year, including

GOLD MEDAL RATING



A Gold medal from the

League of American

Cyclists makes Tucson one of twenty-two nation wide cities to receive such an accolade

BY BICYCLE **3%**

The region continues to progress and aims for 5% by the year 2020

NUMBER OF TRIPS

demonstrations and classes for riders of all ages. The city is now aiming for 5 percent of trips to be completed by bicycle in 2020.

FUNDING

Plan creation and funding has been accomplished through the City of Tucson's Parks and Recreation Department. Funding was obtained through county bonds, federal transportation and park funds as well as federal and local grants. These substantial financial resources have allowed for forward thinking trail design.

Image Sources City of Tucson
Sports and
Recreation





The table provides base information for each location and is organized by the working team structure. The ratings are based on a subjective review of past planning efforts, web presence, amount/type of funding secured, programmed events and in some cases conversations with the city's team. The scale ratings are relative, as each region has proven themselves nationally with award winning planning and design.

BEST PRACTICES

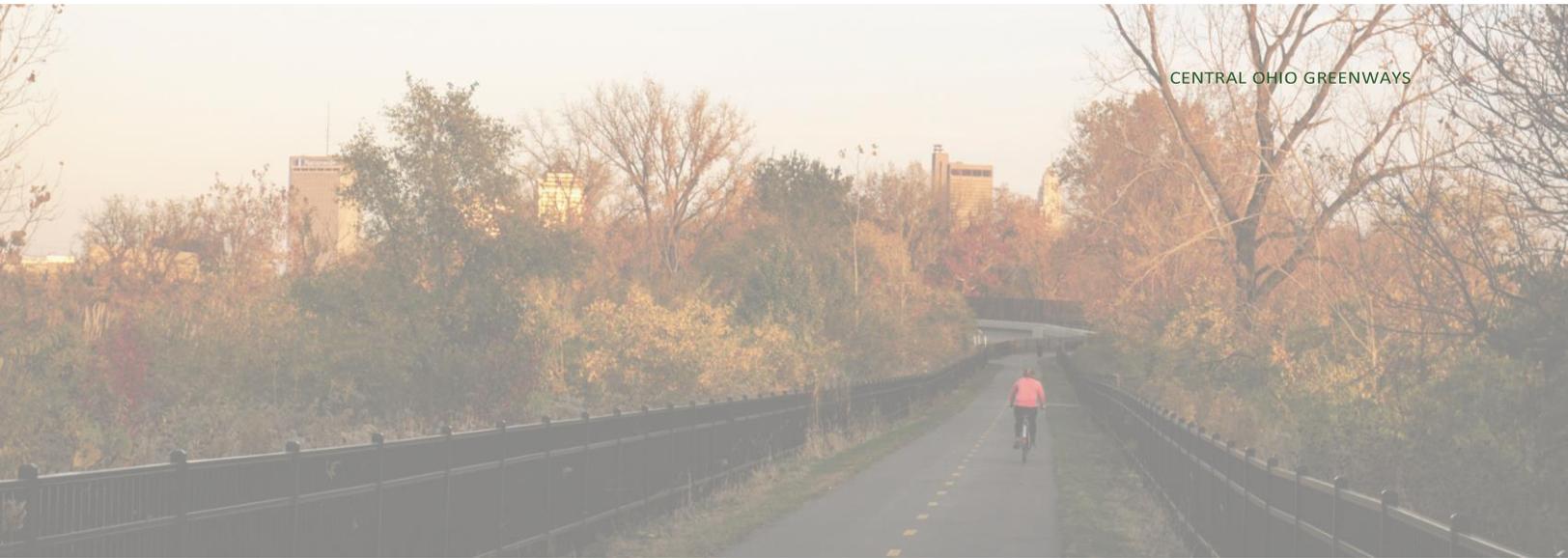
Organized by Central Ohio Greenway working teams, best practices were researched. They represent specific successful actions carried out by the seven national trail organizations. These potential actions are meant to be considered as recommendations for working teams as they develop their portion of the action plan recommendations.

BY WORKING TEAM

The League of American Bicyclists (LAB) rating provides a comparison standard. This rating takes into account five metrics: design, trail network and safety measures; education, providing learning resources for a wide age range; programming, improving the cycling culture within a community and welcoming new riders; enforcement, ensuring the safety of roads and trails for riders; and planning, developing a cycling network affording the opportunity for cycling as a viable transportation option.

	Columbus	Houston	Indianapolis	Louisville	Milwaukee	Minneapolis	St. Louis	Tucson
Trail Development	Dark Green	Light Green	Dark Green	Light Green	Light Green	Dark Green	White	Light Green
Programming	White	White	Light Green	Dark Green	Dark Green	Dark Green	White	Dark Green
Partnership	Light Green	Dark Green	Light Green	Light Green	White	Light Green	Light Green	Light Green
Marketing	Light Green	Light Green	White	Light Green	Light Green	Dark Green	Dark Green	Light Green
Context Statistics								
» Miles of Trails	126	75	65	60	115	120	110	110
» Metro Population	1,994,500	6,313,100	1,756,200	1,269,700	1,572,200	3,495,100	2,810,000	996,500

» Metro Square Miles	3,984	10,062	6,029	4,134	1,454	6,063	9,391	9,186
» SqMi / Miles of Trails	31.6	67.1	92.8	68.9	12.6	50.5	85.4	83.5
» % of Trips by Bike	>1%	>1%	1%	2%	1%	4%	>1%	3%
» LAB Rating	Bronze	Bronze	Bronze	Silver	Bronze	Gold	Bronze	Gold
								Best



Scale Rating

TRAIL DEVELOPMENT

This working team is **responsible for generating recommendations for trail development.** Recommendations could include filling in gaps in the existing trail network and physically connecting the multi-county region through a comprehensive trail network.

Below are potential actions for the working team to consider as they develop their portion of the action plan recommendations.



Convert rail line corridors.

» Indy Greenway's extensive trails link many of the surrounding communities via abandoned rail line corridors. The greenways received national and state award recognition for their comprehensive approach to urban rail-trail transformations, with the Monon Trail serving as the centerpiece. The design and planning standards with which these trails have been created have fostered surrounding communities to create their own systems.

» Minneapolis has transformed several historic rail corridors to greenways. Midtown Greenway is now one of the most highly used commuter bicycle corridors and connects seventeen different communities.

Create quality design experiences.

» The Indy Cultural Trail has won several design accolades for its cultural interaction and design components. Stormwater and planter designs enhance the streetscape and also provide protection for pedestrians and cyclists.

Connect key destinations.

- » The eight-mile trail celebrates downtown Indianapolis connecting many civic and recreational uses. Several pieces of art along the trail provide cultural nodes, linking the trail with historical interests in the area. With access to the Monon Trail and others, users can ride up to 40 miles of trails directly connected to the Cultural Trail.

Capitalize on existing utility spaces.

- » State legislation has been passed in Houston to allow for greenways to be placed under high-tension power lines which alleviate liability to the land-owners (power companies). The bayous run east to west with very little north to south connectivity. As the network reaches the bounds of the city, Houston Park Boards is looking to use these utility corridors as a way to create a “Green Grid” within the city through existing north-south utility corridors.
- » Existing arroyos (drainage ways) and under-utilized street corridors are examples of how greenways are connecting with the denser population base. Tucson has re-envisioned existing infrastructure as greenway opportunities. As The Loop nears completion, the city and related organizations have shifted their focus to providing connections within the dense portions of the loop to connect with the largest population possible. Innovative designs and creative land uses aim to provide residents with trail access within a short distance of their home. Durable materials and smart drainage design are important for accommodating storm events.

Convert low traffic streets into greenways.

- » Minneapolis is exploring the potential conversion of low traffic streets to greenways. These types of bold projects, which are managed by the City of Minneapolis’ Public Works Department and Department of Transportation, have created a strong network of on-street bicycle pathways and are widely recognized around the country.

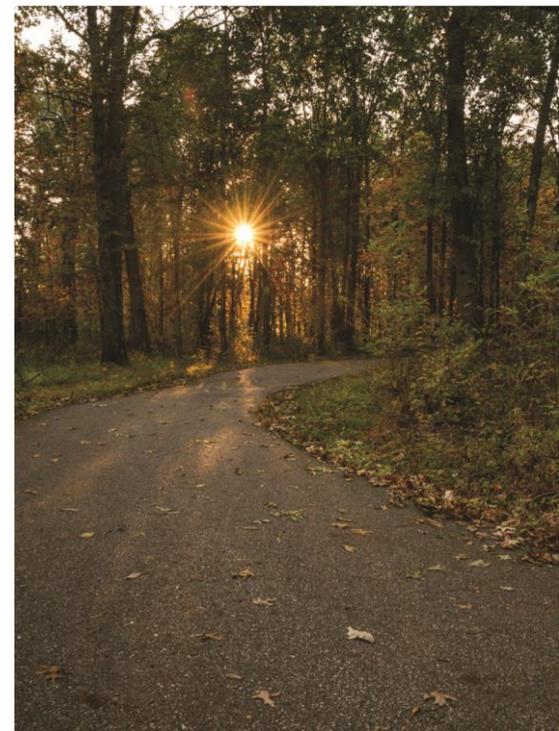
Coordinate trail development with public works.

- » A section of The Loop in Tucson has gained national awards by designing a trail in combination with several area public work projects. The 16 foot wide path was designed and constructed through an area thought undevelopable by meeting with area engineers and public work designers early in the process. Existing utilities and several roadways combined with highly eroded areas were among the concerns, but trail planners worked together to stabilize a stream bank and provide a trail. This new trail provides a three mile connection of The Loop through an area which once forced riders into an onroad bike lane.

Image Sources

Opposite: Great Rivers Greenway

Below: Great Rivers Greenway



TRAIL DEVELOPMENT CONTINUED

Add permanent staff.

- » The addition of permanent staff with the City of Minneapolis enables constant cycling and pedestrian plan progress. The city has staff devoted to the current Bicycle Master Plan (2015) which aims to increase the number of trips taken by bicycle. The League of American Bicyclists promotes the addition of permanent staff members so planning and design initiatives are followed through when master plans are created.
- » Houston Park Board and Great River Greenways now have staffs of over 20 devoted to trail development, marketing, etc. As trail networks expand, operations and maintenance will grow in importance. In order to maintain their character and brand, the Houston Park Board has added the majority of their staff positions in the last two years.
- » Great Rivers Greenway District was created in 2000 and in 2013 was able to secure funding through Proposition P. A 15 percent administrative cap is in place to ensure funding is directed towards trail development. Proposition P funds fulltime staff of more than 20 employees, ranging from greenway planners to community outreach directors. Doubling the staff in the last two years has enabled a shift to promoting the greenways and adding programs. In the past, the organization had developed trails with little fanfare or acknowledgement.

» Milwaukee By Bike's plan has successfully led to the creation of full time staff in the Department of Public Works. The overarching goals for the Bike Master Plan are to increase bike trips by five percent, to provide bicycle networks within one quarter mile of all residents and to reduce bike crash rates by fifty percent. In order to follow through with these initiatives, the city created several permanent staff positions. This staff is responsible for on-going studies, research, trail design and implementation of current plans.

Conduct plans and studies users and **regularly.** initiatives: a Bike

» Louisville has undertaken many Master Plan; a plans to gain insights into all Pedestrian aspects of their greenways. Master Plan; a There have been multiple Livability Master indepth master plans for specific Plan; a



BEST PRACTICES REPORT

Wayfinding Master Plan; and the Louisville Loop Design Guidelines. A plethora of studies have been conducted by multiple organizations leading to these plans and include surveys, trail studies and research.

- » Minneapolis has sustained momentum for cycling in the community partially by updating or developing new bicycle and pedestrian plans regularly. As the network ages and becomes more established, reports have typically focused on user studies and management plans.
- » St. Louis has performed initial plans and two plan updates since 2004. These efforts have seen 1,500 acres preserved and 90 miles of trails added to the network. This constant highquality planning has produced several planning and design awards for the Great Rivers Greenways.

Adopt and enforce bicycle ordinances.

- » The League of American Bicyclists recognized the City of Milwaukee for their strong foundation of bicycle-friendly laws and education to protect riders and promote vehicular stewardship. The enforcement of ordinances and laws by Milwaukee County sheriff officers has been as important as the laws themselves with the education of officers for both vehicular and bicycle users.

Monitor and inventory assets.

- » Great Rivers Greenway has developed a monitoring system for trail resources. Ranging from bridges to park benches and trash receptacles, the organization now has an inventory of the status and condition of each item. From this practice, replacements can be scheduled and ordered to match the standards set forth by the master plan.

of the trail provides connectivity to employment centers and recreation facilities without the need to force riders into uncomfortable situations.

Image Sources

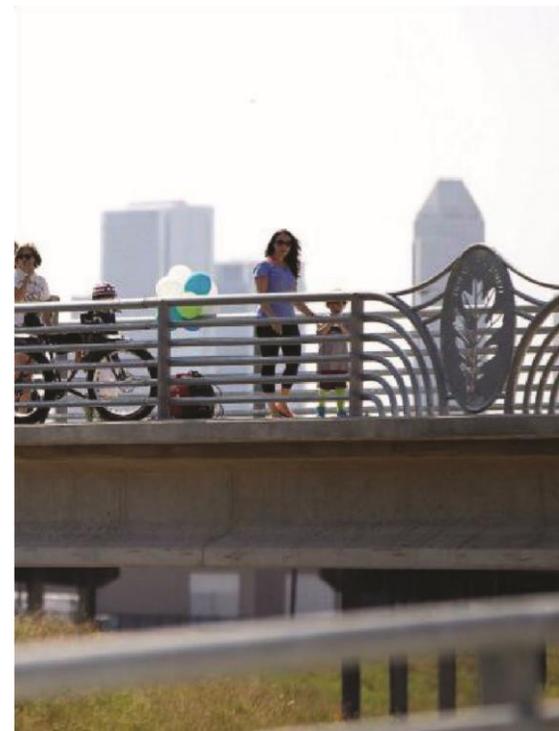
Opposite: Houston Park Board
Below: Houston Chronicle

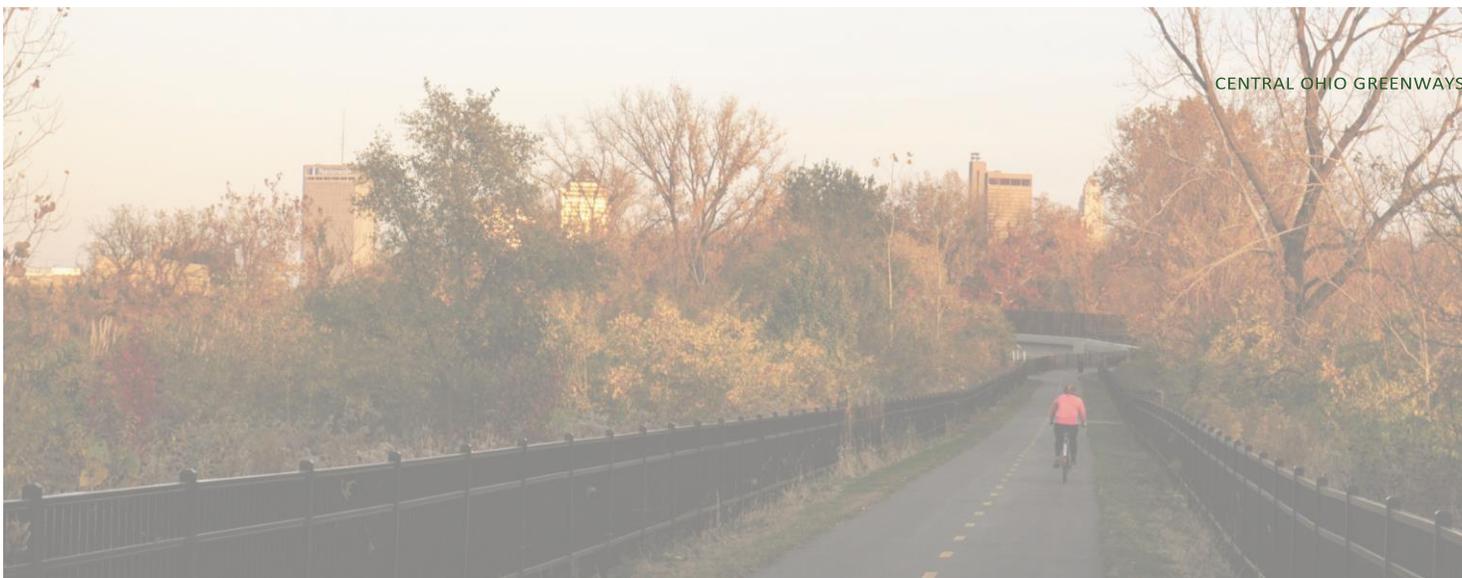
PROGRAMMING

This working team is **responsible for encouraging trail use.** This could be accomplished through the development of programmatic initiatives; the possibilities are

Complete the network.

- » Pima County and the City of Tucson have very nearly completed The Loop. As completion nears, residents are seeing the added benefits for recreation and transportation. Areas in proximity to the trail have also seen up to a 10 percent increase in property value. The completeness





endless, but will require significant buy-in from partners to ensure success.

Below are potential actions for the working team to consider as they develop their portion of the action plan recommendations.

Provide bicycle education.

- » Minneapolis continues to expand an educational program for students and adults. The program’s focus is on bicycle safety and commuter stewardship. Over 90 percent of schools in the region have bicycle education programs, instilling core principles at a young age. These educational initiatives are some of the many reasons why Minneapolis earned a Gold rating from the League of American Cyclists.
- » Minneapolis has a large network of advocacy groups for bicycling. Two of the most prolific include Transit for Livable Communities and Minneapolis Bicycle Coalition, which offer a multitude of educational riding sessions and bicycle safety classes for all ages.

Lead educational walks and classes.

- » The City of Louisville’s Metro Parks and Recreation Department has partnered with The Parklands at Floyds Fork which hosts programmatic events such as interpretive hikes. Nearly all hikes are free and happen a few times per month, year round. The themed walks vary from nighttime walks focusing on

nocturnal creatures, to Civil War history tours. ‘Wednesday Wonders’ are weekly classes for children under the age of 5 to learn about specific topics. Each week is centered around a question, “I wonder why animals migrate?” The one hour sessions are meant to spark curiosity through stories and science experiments.

Host annual fund-raisers.

BEST PRACTICES REPORT

» The Houston Parks Board hosts an annual fund-raiser event to help fund the organization. The luncheon promotes awareness of the Bayou Greenways plans while financially supporting the Board. Funding secured at the annual luncheon goes toward the growth and sustainability of the Houston Park Board. This annual event is open to the public but prioritizes private donor opportunities.

Close public streets for events.

- » The Minnesota Bicycle Coalition hosts Open Streets: an event which closes several city streets and provides ownership of the streets to pedestrians, cyclists and skaters. Open Streets serves as an opportunity to connect with local businesses, support transportation options and create civic pride. In 2015, Open Streets was held in eight different locations throughout the city over the course of the year. With one of the highest percentages in the United States of people commuting via bicycle, much of the success has come from the city's advocacy groups.
- » The City of Louisville annually hosts CycLOUvia. Providing an opportunity for walkers, bicyclists and others to recreate on city streets. Past events have attracted several thousand people to various neighborhoods in an attempt to promote health, alternate transportation and bicycle safety. Tucson hosts a similar event.

Offer bicycling tours.

- » Indy Cultural Trail offers bicycling tours to explore the city. The tours last two and a half hours and participants travel all eight miles of the trail. They not only provide a great opportunity for residents to learn more about their downtown and cultural amenities, but also provide tourists a chance to explore a new city through cycling.

Connect with local artists.

- » Louisville has served as a home to various art installations. Contacting artists about installations along and sometimes in the trail have created interest for daily riders as well as tourists.

Contribute items to users.

- » Tucson sporadically hosts popular giveaway events - giving away items, bells for example - at local bike shops and stops along the trail. This provides an opportunity to engage the cycling community while also increasing safety and ease between riders. The giveaway is run through the Pima County Bicycle and Pedestrian Program.

Image Sources

Opposite: City of Tucson Sports and Recreation Below: City of Tucson Sports and Recreation

PARTNERSHIP

This working team is **responsible for building partnerships**. These potential partnerships may include; transportation, recreation or health organizations on initiatives related to advancing economic, quality of life and health benefits to the residents of Central Ohio. Potential funders may be



businesses, healthcare leaders, and elected officials in the advancement of the COG system. consider as they develop their portion of the action plan recommendations.

Conduct capital campaigns.

- » Houston Parks Board pursues private dollars through a capital campaign. Private funding is responsible for \$120 of the total \$220 million. HPB has already secured \$93 million. The largest gift being a \$50 million gift from a local family. The capital campaign committee has contracted a non-profit management consulting firm to aid in cultivating relationships with donors and foundations in the Houston area. As many of the large philanthropic entities in the city have become involved, Houston Park Board is now shifting campaign efforts toward corporations. Although some private donations are organic, the majority have been received as a result of collaboration with the consulting firm.

Collaborate to fund projects.

- » The Indy Cultural Trail was initiated through a private donation. A generous family gift of \$15 million kicked off the planning and design efforts. Subsequent grants were awarded by the US Department of Transportation. Ample support was provided by the City of Indianapolis to enable purchasing of right-of-ways.
- » The relationship between Pima County and the City of Tucson's Parks and Recreation Department has been critical. Plan creation and funding acquisition has been accomplished through the Parks and Recreation Department. Funding has been obtained jointly through county bonds, federal transportation and park funds, as well as various grants. Partnering with the large local University of Arizona has proven to be a valuable relationship with an audience in need of alternative transportation options.



Below are potential actions for the working team to

» Louisville has utilized public funding as a major source of revenue for the trail network. By working with groups such as the Greater Louisville Convention and Visitors Bureau as well as obtaining state and federal grant monies, they have been able to grow the trail network to over 100 miles. Public funding support was due in large part due to several successive mayors backing the Louisville Loop agenda.

Seek out and apply for grants.

» Louisville has obtained state and federal grant monies to grow the trail network to over 100 miles. Grants have come from several sources. Recently, the federal Centers for Disease Control and Prevention provided nearly \$1 million to improve physical fitness through encouraged trail use. This amount covered 80 percent of a bridge project connecting two large sections of trails.





Establish proximity property taxes.

- » A proximity property tax was initiated by the City of Houston to help fund initial construction and maintenance of the Bayou Greenways. Properties within a mile of the greenways pay an additional fixed property tax. The total amount of this property tax collected by the city is capped. Every five years the cap amount is revisited to ensure the amount is meeting the demands of the greenways.

Plan for maintenance.

- » As the Houston Bayou Greenways expand, the city plans to revisit the proximity property tax cap amount to accommodate growing maintenance costs. The City of Houston delegates funds to the Houston Park Board in the form of 30 year maintenance contracts to service and maintain the trails.
- » Great Rivers Greenway designs and builds the greenways but establishes agreements with the local municipalities to maintain the trails. This approach has found mixed results. In an effort to improve trail condition consistency, Great Rivers Greenway is conducting trail maintenance education sessions with agencies.

Connect with area businesses.

Greenway provides an audience to local businesses and in return local businesses support the greenway. There is also an adopt-agreenway program in which businesses care for portions of the trail.

Image Sources
Opposite: HK Group Incorporated
Below: Wikipedia

MARKETING

This working team is **responsible for promoting COG**. Such that COG is seen as a tourist attraction, transportation corridor and recreational asset. 'Selling' the many benefits of trails to

- » Midtown Greenway Coalition offers a program which connects with businesses along the greenway through donations and event sponsorships. The Midtown



gain additional buy-in from decisionmakers and creating and updating marketing materials. This may include reaching audiences through social media outlets, brochures, advertisements, website or promotional items.

Below are potential actions for the working team to consider as they develop their portion of the action plan recommendations.

Promote programs with city channels.

» The City of Minneapolis promotes bicycle tours and bicycle share programs through their print and online media resources. Both tours and share programs can be found in abundance throughout the city with several private companies offering tours with different themes, ranging from brewery tours to historical preservation tours. Nice Ride MN is the Twin Cities public bike share program with over 1,500 bicycles available throughout the region. Operation extends from April to November and has seen ridership rise incrementally in each of its last six years. Nice Ride MN was funded partially by corporate sponsorship along with the City of Minneapolis and federal transportation and public health grants.

Engage online audiences.

- » Great Rivers Greenways online presence reaches an engaged audience. The well-designed web page hosted by Great Rivers Greenways is easy to understand. It includes all events being hosted as well as provides a structure and background of the group. The organization uses several forms of social media with very active accounts on both Twitter and Facebook, consistently updating St. Louis riders on events and trail conditions.
- » Tucson's Loop has an active social media presence. The Facebook page lets users know about trail conditions, construction projects and community events. This also provides a forum for residents and users to provide feedback, make plans to ride, report conditions and share experiences.

Produce annual reports.

- » Pima County produces annual reports to summarize yearly accomplishments. These reports provide detailed mappings of completed and planned pathways. Consistently produced, the downloadable reports are available in an easy to understand and graphically pleasing format. Users are able to see what has been accomplished and what to look forward to. Maps within the reports are clearly labeled with new and existing path segments as well as where public art installations are located. These reports are available through the Pima County website.
- » Great Rivers Greenway provides an annual report portraying the year's budget and accomplishments. Featured in the annual report are the trails which have been constructed and any additions made to the network. Maps are created which show the year's built trail connections with associated costs. The report is handed out at

events and given to the community to establish consistent nomenclature of the greenways and to communicate how each person's neighborhood will be connected. By consistently providing annual reports, Great Rivers Greenway provides a benchmark to compare progress and

partnerships made. The last 15 years of annual reports are available for download on the greenway's website.

Seek recognition through awards.

- » Several of the different city and county departments and organizations studied have been successful in applying for and winning awards. Planning, engineering, landscape architecture, arts and cultural awards have all been obtained. This recognition brings awareness to





the region and project. The attention also fosters potential funding opportunities, both privately and publicly.

Image Sources
Opposite: City of Tucson Sports and Recreation
Below: Urban Milwaukee

RESOURCES

HOUSTON

Bayou Greenways 2020 Master PlanThe plan seeks to significantly expand Houston's park system through a network of trails along the

Additional information for each region can be found using the links. Listed are only some of the most recent and/or relevant planning documents for each region. Many also have social media outlets (Facebook, Twitter, Instagram) with event and outreach examples.

existing bayous. The plan aims to fulfill visions set in 1912 to organize the park network with the bayous.

Sterling & Associates. Local firm specializing in not-for-profit capital campaigns. Contracted to aid in cultivating relationships with potential donors and foundations for private funding.

bayougreenways.org [facebook.com/HoustonBayouGreenways](https://www.facebook.com/HoustonBayouGreenways)

houstonparkboard.org/bgi/ **Houston Parks Board.**

catherine@houstonparksboard.org Phone:
713-942-8500 (ext. 18)

RESOURCES CONTINUED

INDIANAPOLIS

indy Greenways - Full Circle. 2014-2024 Master Plan completed through Indy Parks and Recreation and Indianapolis Department of Public Works.

Community Outreach Director Catherine
Butsch

Greenways Foundation of Indiana Strategic Plan. Strategic plan completed in 2013 to provide direction for the foundation over the following three years. This plan is to be evaluated annually and evolve as the foundation changes. indygreenwaysmasterplan.wordpress.com
indyculturaltrail.org [facebook.com/IndyCulturalTrail](https://www.facebook.com/IndyCulturalTrail)
greenwaysfoundation.com **Indy Parks and Rec. 317-327-PARK**

LOUISVILLE

Louisville Loop Master Plan. Adopted in June 2013, the plan outlines benefits of the greenways, existing conditions, the planned trail system, design guidelines and implementation.

Louisville Loop Strategic Plan. Completed in 2011, the plan outlines the vision, mission, background of the Loop and recommendations moving forward. louisvilleloop.org [facebook.com/LouisvilleLoop](https://www.facebook.com/LouisvilleLoop)

Louisville Metro Parks and Recreation Department - Planning and Design.

Planner Milana Boz
milana.boz@louisvilleky.gov
v 502-456-8141

37

RESOURCES CONTINUED

MILWAUKEE

Milwaukee By Bike. Created in 2010, the bicycle master plan includes Milwaukee's 2020 vision, existing conditions, overarching goals, recommendations, design options, costs and maps.

Bicycle Milwaukee. 1993

Milwaukee by Bike Publicity. 2003

Milwaukee Bicycle Survey. 2008

city.milwaukee.gov/MilwaukeebyBike

Department of Public Works. 414-286-2489

MINNEAPOLIS

Minneapolis Bicycle Master Plan. Created in 2011, the bicycle master plan includes history of cycling in Minneapolis, policies, existing conditions, goals and objectives.

Protected Bikeway Update to the Bicycle Master Plan. This 2015 plan specifically addresses protected bikeways which were not included in the Bicycle Master plan of 2011.

Bicycle Facility Manual. 2010

Bicycle Master Plan. In 2001 the city and the Park and Recreation board approved the master plan which served as a guide for new bikeway development in Minneapolis.

minneapolismn.gov/bicycles midtowngreenway.org facebook.com/Midtown-Greenway-Coalition-68914301188/

Bicycling in Minneapolis. Bicycle and Pedestrian Coordinator
Matthew Dyrdaahl 612-673-3642

Midtown Greenway Coalition. 612-879-0104

RESOURCES CONTINUED

ST. LOUIS

Gateway Bike Plan. The 2011 plan created by Great Rivers Greenways outlines community engagement in the planning, a 20 year vision for the greenways, existing conditions, how people are using the greenways, education, enforcement and actions for how each are being carried out.

Great Rivers Greenway Plan Update. In 2011, updates were made to the 2003 plan to revisit conditions, the vision and actions for the greenways throughout the St. Louis region.

Building the River Ring: A Citizen Driven Regional Plan. This 2003 plan established a long-term vision for the St. Louis greenway network.
greatriversgreenway.org facebook.com/GreatRiversGreenway

Great Rivers Greenways.

Director of Communication and Outreach
Emma Klues eklues@grgstl.org

314-932-4919 **RESOURCES CONTINUED**

TUCSON

PR 34 Trails and Urban Greenways. In 2011 design and construction guidelines were presented to Pima County and the City of Tucson. The plan outlines national references, joint collaborations, feasibility, planning and public outreach.

Pima Regional Trail System Master Plan. In 2010 master plan update covers background on the trails, system features, existing master plan and implementation strategies.

Eastern Pima County Trails System Master Plan. Plans were created and updated in 1989 and 1996. Each focused on facility opportunities within Tucson and potential connections to surrounding trail systems.

Grant Applications and Project Summaries. On the Pima County Bicycle and Pedestrian Program website there are dozens of project

summary pdfs with specific details regarding funding applications and cost estimates. pima.gov/theloop bikeped.pima.gov
[facebook.com/ridetheloop](https://www.facebook.com/ridetheloop)

Pima County Natural Resources, Parks and Recreation. 520-724-5000



morpc

A graphic element consisting of two green, curved shapes that meet at a point, resembling a stylized path or a leaf.