

QUALITY OF PLACE

Trail Enhancement

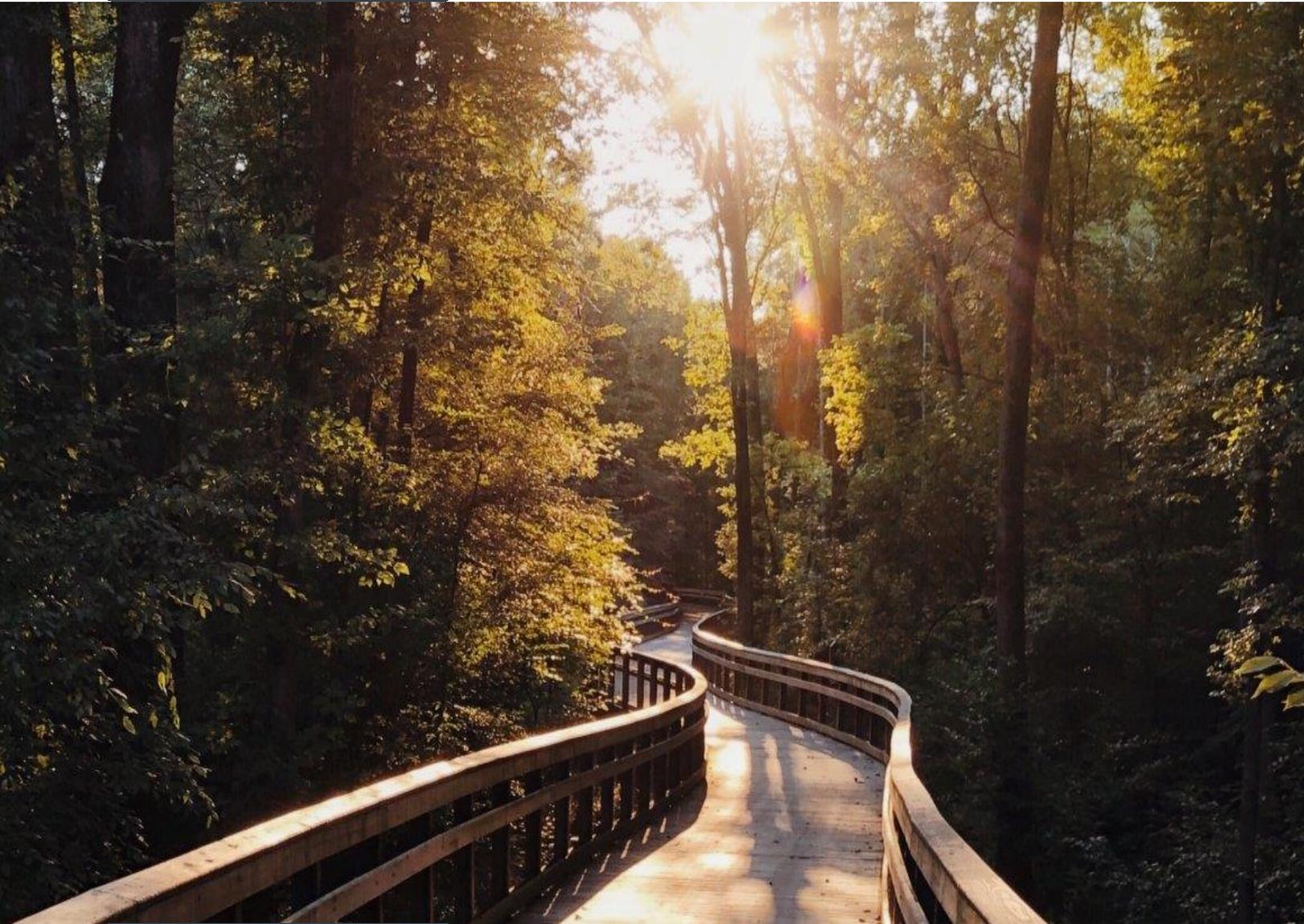


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BENEFITS OF TRAILS

Benefits of Trails and Greenways

Rail-Trails and Safe Communities

Property Values, Recreation Values, and Urban Greenways

- **Safe and Livable Communities**

The benefits listed below collectively contribute to an overall enhanced quality of life. Trails can also provide informal opportunities to meet and interact with other members of the community.

In an article titled “Rail-Trails and Safe Communities: The Experience on 372 Trails” the authors address many misconceptions concerning trail security. Their research revealed that crime rates are lower on trail networks than the overall crime rate for the region in which they are located (whether urban, suburban, or rural). The authors also discovered that in many cases the trail networks reduced minor crimes such as graffiti and vandalism.

- **Recreation**

One of the most direct benefits of community trails is the close to home, accessible recreation opportunities they provide. Trails serve diverse populations that may otherwise have limited opportunities to access natural areas due to financial or transportation constraints.

- **Transportation**

Trails function as non-motorized transportation corridors. One fourth of all trips made by people are one mile or less, but three fourths of these short trips are made by cars (Center for Disease Control and Prevention).

- **Healthy Living**

Trails provide a safe and inexpensive avenue for regular exercise. Evidence suggests that providing access to places that promote physical activity (for example, trails that connect people to parks or other recreation facilities) increase the level of physical activity in a community.

- **Property Appreciation**

Trails are becoming common in residential neighborhoods. Trails are considered lifestyle enhancements and are usually included in the sales package of a property. Studies in Denver, Seattle, Minnesota, and other communities across the country have found that proximity to trails can increase home values by 1 to 6.5 percent.

A study titled “Property Values, Recreation Values, and Urban Greenways” found that, in Indianapolis, property values are higher when located near conservation areas without trails or near high-profile trails but are no different when located near less popular trails. Individual trail users place a positive value on being able to use trails, which is sufficiently high to justify the expense of trail construction and maintenance.

- **Environment**

Trail corridors can assist in providing natural buffer zones from pollution run off and become important tools for improving water quality. They can also improve air quality by protecting the plants that naturally create oxygen and filter out air pollutants.

TYPES OF TRAILS

DNR- Trails

Types of Trails

- **Backpacking**

Backpacking combines hiking and camping, two of the most popular outdoor recreation activities. These trails tend to be at least 10 miles long, have a natural surface, and have at least one camping option along or near the trail. Knobstone Trail in Washington County is Indiana's longest natural footpath.

- **Bicycling**

Although Indiana has always had the terrain to accommodate different types of cycling, the state has experienced major developments in bicycle infrastructure and culture in the last 20 years.

- **Horseback**

The state has more than 600 miles of horse trails on public and non-profit properties (there are also several private trails and horse camps).

- **Off Road Vehicle (ORV)**

Off road vehicles are motorized, recreational vehicles capable of cross-country travel. They can travel on land, snow, ice, marsh, swampland, or other natural terrain. Such trails should accommodate the diverse capabilities of said vehicles.

- **Water Trails**

A water trail is a stream that has at least two public access points. Paddling sports such as canoeing, kayaking, rafting and paddle boarding are the main form of recreation on water trails. However, other recreational uses like boating, fishing, and wildlife watching may also occur on water trails.

ADA trails meet the standards of the Americans with Disabilities Act and are used by people of varying ability levels. The National Center on Accessibility within the Eppley Institute promotes access and inclusion for people with disabilities in parks, recreation, and tourism.

Rails to trails is a more recently developed trail that converts old or abandoned railroad easements to trails. Example: **Bloomington's Rail Trail** or Bedford's Milwaukee Trail

Shared Use or Mixed Use is a type of trail that supports multiple recreation and transportation opportunities, such as walking, biking, skating, and people in wheelchairs. Motorcycles and mopeds are normally prohibited. More information is available at **this link**.

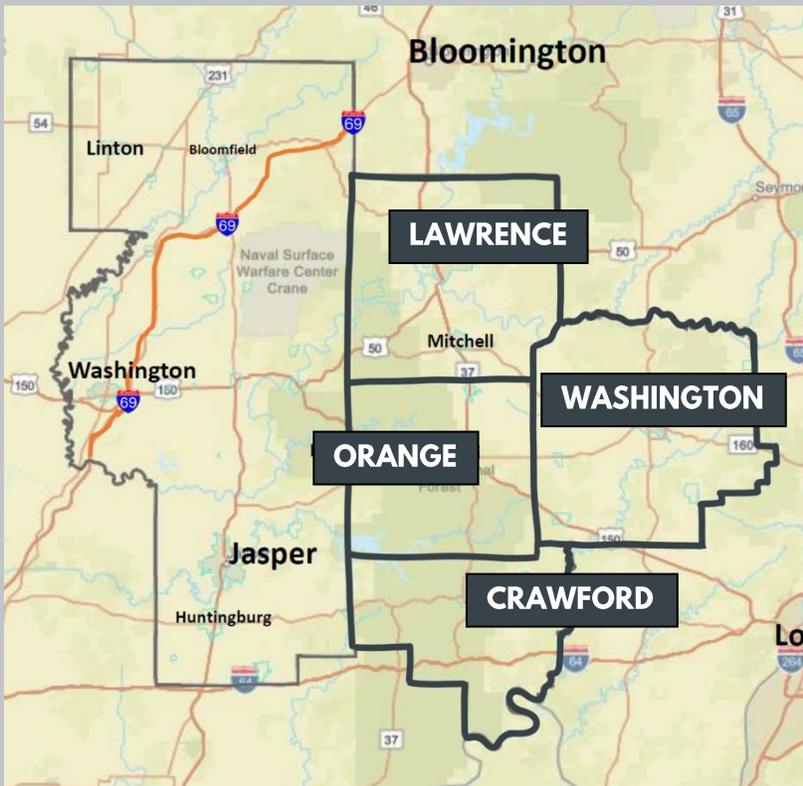
The National Park Services has identified a continuum of trail classes with the following characteristics:

- **Trail Class 1 = minimal/undeveloped trail**
- **Trail Class 2 = simple/minor development trail**
- **Trail Class 3 = developed/improved trail**
- **Trail Class 4 = highly developed trail**
- **Trail Class 5 = fully developed trail**

For an in depth look at the attributes of each class: Federal Trail Data Standards

Indiana Uplands Park, Recreation, and Protected Land Inventory and Opportunity Mapping

Inventory of Existing Trails Within the Radius Region | East Counties



Lawrence County | 29 existing and planned trails which span 45 miles

- Among the trails identified, approximately 83 percent are publicly managed, while 17 percent are privately managed.
- All of the trails are publicly accessible (69 percent are free to access, while 31 percent have an associated fee).

Washington County | 16 existing trails which span 43 miles

- Among the trails identified, approximately 69 percent are publicly managed, while 31 percent are privately managed.
- All of the trails are publicly accessible (69 percent are free to access, while 31 percent have an associated fee).

Orange County | 34 existing and planned trails which span 73 miles

- Among the trails identified, approximately 82 percent are publicly managed, while 18 percent are privately managed.
- All of the trails are publicly accessible (88 percent are free to access, while 12 percent have an associated fee).

Crawford County | 12 existing and planned trails which span 31 miles

- Among the trails identified, all of them are publicly managed.
- All of the trails are publicly accessible (58 percent are free to access, while 42 percent have an associated fee).

Inventory of Existing Trails Within the Radius Region | West Counties



Greene County | 41 existing and planned trail which span 32 miles

- Among the trails identified, approximately 83 percent are publicly managed, while 17 percent are privately managed.
- All of the trails are publicly accessible (32 percent are free to access, while 68 percent have an associated fee).

Martin County | 17 existing and planned trails which span 25 miles

- Among the trails identified, approximately 94 percent are publicly managed, while 6 percent are privately managed.
- All of the trails are publicly accessible (82 percent are free to access, while 18 percent have an associated fee).

Daviess County | 6 existing and planned trails which span 4 miles

- Among the trails identified, all of them are publicly managed.
- All of the trails are publicly accessible (33 percent are free to access, while 67 percent have an associated fee).

Dubois County | 37 existing and planned trails which span 39 miles

- Among the trails identified, approximately 97 percent are publicly managed, while 3 percent are privately managed.
- All of the trails are publicly accessible (92 percent are free to access, while 8 percent have an associated fee).

TRAIL RECOMMENDATIONS

Counties have the opportunity to improve community health by investing in readily accessible walking and biking trails. Research has found that every dollar invested in trail construction results in a direct medical benefit (reduces individual medical costs by approximately \$2.94)

In addition to simply developing trails, trails that connect local parks, state parks, national forests, residential areas, and other counties are a great tourism opportunity. Long distance trails were found to be sparse in the Indiana Uplands region and should be an area of focus in order to increase tourism and spending in the region.

Specifically, long-distance trails capable of accommodating pedestrians and bicycles are likely to be the most successful, according to focus group data. To ensure that trails maximize the economic benefits to the region, the development of a comprehensive trail plan is recommended. Trail development that aligns with community development and actively plans for points of interest (restaurants, lodging, shopping) along the trail is important.

A second plan assessing opportunities for water trails in the region could also be useful.

The National Survey on Recreation found that as of 2009, 41 percent of the US population (16 years and older) swam in natural waters, 36 percent participated in boating, 34 percent participated in fishing, 23 percent partook in motorized boating, 12 percent participated in canoeing and kayaking, and 8 percent engaged in waterskiing.

These numbers suggest that there is a large number of people across the US who enjoy participating in water related outdoor recreation activities. Properly accessing what opportunities exist for the creation of water trails and the interest of the counties along the trail would be integral. If findings were positive, a water trail in the region could be a unique asset.

TRAIL ORIENTED DEVELOPMENT

Trail Oriented Development is an emerging planning tool that seeks to combine the active transportation benefits of a trail with the revitalization potential associated with well-designed and well-managed parks to help create more livable communities.

Transit-Oriented Development to Trail-Oriented Development

Riding the Trail to Revitalization: Rural and Small Town Trail-Oriented Development

Trail oriented development capitalizes on trails as community amenities and leverages their placemaking and development potential. As previously mentioned, there are several benefits to creating high quality trails:

- Increased traffic on trails is an incentive for business development and added investment in the community
- Increased property values
- Improved connectivity and accessibility to alternative modes of transportation
- Promotes a healthier community
- Attracts visitors

Every city has a unique set of variables so there are a wide variety of approaches to trail-oriented development depending on the goals of a community. A 2012 study by the National Association of Homebuilders found that the presence of walking trails would seriously influence the purchase decision of 60 percent of all homebuyers when looking to move into a new community.

Trails can also encourage tourism development by creating a desirable destination for recreation and can attract business development to support trail users.

Examples of Successful Trail Projects

The Trace (Louisiana)

The Trace is a 27-mile rail to trail conversion. The trail connects five distinct communities from east to west starting at Covington (pop 9,352) to Abita Springs (pop 2,450) to Mandeville (pop 12,193) to Lacombe (pop 8,679) and ending at the western city limits of Slidell (pop 27,526).

Trailheads in Covington, Abita Springs, and Mandeville are important downtown community



gathering places. They are strategically located in proximity to businesses and serve as settings for year-round events ranging from farmers markets to concerts. Beyond special events, the trailheads also serve as stopping and starting points along the trail and bring people into the city to shop and dine.

While the trail serves as a recreational amenity and transit corridor for local residents, many users are non-local. These users have an economic impact on these communities, as they spend money on overnight accommodations, food, and apparel. It is estimated that non-local direct spending when frequenting The Trace averages \$108,278 per year. When local spending is included in the analysis, there is an estimate \$2,816,924 spent each year by Trace users.

Radnor Trail (Delaware County, Pennsylvania)

Radnor Trail is a 2.4-mile multipurpose trail. Initially, there was opposition to the trail from nearby homeowners and residents who cited concerns over safety and vandalism. The positive impact and significant added value to residential property has stilled the opposition.

An analysis by the Delaware Valley Regional Planning Commission found that homes within a quarter mile of the Radnor Trail were valued on average \$69,139 higher than other properties and proximity to the trail is often cited as a key amenity in real estate listings.

In addition to daily recreational use, special community programming and events are hosted on the trail. The Bike Rodeo includes a ride along the trail, safety demonstrations, and bike skill games. The Radnor Steps program offers weekly group walking opportunities.



No two communities will approach trail based economic development the same way but there are several principles and considerations communities can use to guide trail development:

- **Understand community capacity**
 - **Services and infrastructure should match the scale and use of the trail**
- **Identify target markets based on trail characteristics**
 - **Different types of trails attract different users**
- **Strategically place trailheads in coordination with other businesses and services**
- **Cultivate partnerships and collaboration**
 - **Trails are one element of a larger visitor experience and should be implemented in tandem with other high-quality opportunities and services to draw a more diverse group of visitors**
- **Plan different events and activities for year-round use and activation**

CASE STUDIES | IOWA HANDBOOK

The Iowa Department of Transportation has produced a handbook for implementing trail based economic development programs, which expands on these concepts and provides several more case studies of successful trail projects.

Implementing Trail-Based Economic Development Programs

Case studies pulled from the handbook

- **Marthasville, Missouri**

When the Katy Railroad discontinued its route in 1986, the Katy Trail was created in its right of way. The trail was made possible by the National Rails to Trails Conservancy's rail banking program, which earmarks rights of ways for future transportation uses.

As the popularity of the Katy Trail has grown amongst hikers and bikers, trail towns like Marthasville have responded to the new demand. Following the opening of the trail, the first bed and breakfast opened and was quickly booked for much of the year. Knowing the unmet demand could drive away visitors, its owner decided to help a competitor get established. This cooperative spirit is common in Marthasville, as many new businesses have since given new life to its Main Street.

- **Scenic Cycles**

Scenic Cycles opened in 1991, the same year the Katy Trail came to Marthasville, Missouri. Starting with 10 bikes and 12 water bottles, it now maintains a 4,000 square foot building and \$100,000 in inventory. The shop shuttles customers to and from different parts of the trail, and even to and from the St. Louis airport. Scenic Cycles sponsors and participates in several small local races and events and sells tickets for larger events in the area.

Though Scenic Cycles uses the Internet, yellow pages, billboards, and the newspaper for advertising, management contends that word of mouth is its best source of business, as trail users often refer the shop to others. The trail is of great importance to the business' success. Management feels that the presence of the trail has attracted and sustained businesses in the community that, without the trail's presence, would not make it.

- **Sparta, Wisconsin**

One of the nation's first rail-trails was the Elroy Sparta State Trail in southwestern Wisconsin. Built in the 1960's, this multiuse trail has proven very popular due to three long tunnels that punctuate its 32 miles. Since the trail opened, several others have opened in the area, making the region a popular destination for hikers and bikers. The trail draws over 100,000 users each year, many of whom travel from other states. The trail's northern anchor, Sparta, decided in 1991 to make its trails synonymous with its identity by declaring itself the "Bicycling Capital of America." This theme is evident from the 30-foot tall fiberglass statue of a bicycle rider that welcomes visitors to the town.

Sparta's commitment to its identity is also expressed by its businesses: hotels and campgrounds provide free trail passes; restaurants serve healthier food desired by hikers; arts and crafts and novelty shops serve visiting trail users; tour operators package bus tours that include lodging, bike rental, and shuttle service to different points along trails. By capitalizing on trail-related tourism, Sparta has not only established a new identity, but an economic future as well.

- **Chequamegon Fat Tire Festival**

This mountain biking event held in Cable and Hayward, Wisconsin, began in 1983 as a race with just 27 riders. Today the Fat Tire Festival includes several races with a maximum of 2,500 riders, as well as a number of other family-oriented events during a three-day period. Registration for racers is in such demand that management has allotted the space to participants by a lottery of entries. The Fat Tire Festival attributes much of its early promotional success to the mailing of a pre- and postrace tabloid newspaper, "Fat Tracks." The race itself uses portions of the Birkebeiner (or "Birkie") Trail, as well as other logging and fire roads, and is a linear race rather than a circuit, taking participants from Cable to Hayward.

Events at the festival include a warm-up event, a Pasta Feast, product displays, awards presentations, and free family activities such as the Klunker Bike Toss and a Children's Bicycle Rodeo. The festival fills the area's hotel rooms and keeps people enjoying the trails and scenery of the Chequamegon National Forest all weekend. The race was modeled after the 7,500-participant American Birkebeiner, North America's largest cross-country skiing race, and uses part of this course as its path. TREK, Telemark Resort, and several other local businesses sponsor the Fat Tire Festival. Members of the community, many of whom are with volunteer organizations (churches, schools, and clubs), staff the race. Participants and spectators mainly come from large cities in the region like Minneapolis/St. Paul, Madison, Milwaukee, and Chicago.

EXAMPLES OF TRAIL EVENTS

Fort Wayne, Indiana | Fort Wayne Trails

▪ **Trek the Trails**

- Family-friendly bike rides
- Rides begin at 6 pm every Tuesday throughout the summer
- Starting locations vary each week (a schedule is posted on this website)



▪ **Trailsfest**

- A day long party to support Fort Wayne Trails and other nearby trail developments
- Includes family-friendly lawn games, a silent auction, live music, and a hog roast
- The Northern Indiana Beer Trail will also be there with 15 local taps

- **Pufferbelly Run, Walk, and Stroll**
- Race is held on the Pufferbelly trail
- All proceeds from this event will be used to further develop trails, including new sections of the Pufferbelly Trail
- Event includes music, refreshments, games, and displays about the Pufferbelly Trail Project



- **Allen County Trail Blazers**
 - Participating parks and organizations assemble a list of 15 trails (each about 1 mile in length)
 - Hikers who complete 10 of the listed trails receive an award
 - These trails change on a rotating basis over several years

ALLEN COUNTY TRAILBLAZERS



TRAIL SIGNAGE AND SURFACE MARKINGS

Signage and Surface Markings

SIGNAGE

To create a more uniform brand, it's recommended that all signage be coordinated with branding strategies in the community.

1. **Installing signage and surface markings** along trails can help ensure the safety of trail users. Signs are also helpful in pointing out trail features and landmarks to make the experience more enjoyable to users; this is seen with the Jeffersonville Tree Walk.

Signage and surface markings should be clear, concise, and consistent. One of the best resources for signage guidelines is the "**Manual on Uniform Traffic Control Devices**" produced by the Federal Highway Administration. This comprehensive guide lists federal rules, regulations, and recommendations for the construction and placement of safety signs and markings that trail builders should follow.

Another important resource is the American Association of State Highway and Transportation Officials' "**Guide for the Development of Bicycle Facilities**".

2. **Regulatory and warning signs** should be placed throughout the trail in appropriate locations (crossings, areas with limited visibility, etc.). Because excessive signage may cause trail users to feel restricted or overwhelmed with information, warning signs should only be placed where necessary. The location of these signs should be identified in engineering studies during the trail design phase.

Regulatory signs should conform to the standard shape and color schemes used on roads but can and should be smaller than signs intended for roads. For optimal visibility, signs should be placed three feet off the trail and four to five feet off the ground.

Signs should be placed in areas unobstructed by vegetation, fencing, or other obstacles. For optimal viewing, sign text should be three to six inches tall

Signs come in different grades of retro-reflectivity (higher grades should be used in darker or more hazardous areas).

3. **Wayfinding signs** can help trail users stay safely on track. While often not needed on simple trails, wayfinding signage can be very helpful in complex trail networks, remote locations, and areas where the trail may be obscured by vegetation. These signs can be as simple as arrows pointing in the direction of the trail or can include more detailed information such as mileage to other trails, towns, or attractions. Signs pointing trail users to restrooms, snack bars, local businesses or campgrounds can also be helpful.



4. **Mile Markers** placed incrementally along a trail can significantly enhance the trail experience. Those using the trail for exercise often appreciate the presence of mile markers, as they can more easily track their distance traveled. When markers are installed, their locations can be recorded with a GPS device and incorporated into a city's GIS. Mile markers may be embedded into the pavement or displayed on posts, but higher visibility generally makes determining locations easier.

The trail system of Louisville, Kentucky provides an excellent example of effective mile marker use.

5. At trailheads, an **interpretative sign** to greet users and introduce them to the trail is often a welcomed addition. Some interpretative sign features could include:

- A trail map
- Rules and regulations (try to use a positive tone and focus on what users can enjoy)
- Warnings about poisonous plants, wild animals, dangerous weather conditions or other hazards
- A community bulletin board to inform trail users of major events happening on the trail
- Information about the trails ecology and environment, with tips to minimize environmental impacts
- Historical information (the trail may have a rich history that adds to the user experience)
- A directory of attractions alongside or not far from the trail
- A point of contact for trail maintenance issues

The US Forest Service provides **basic guidelines on interpretative signs**.



6. **Donor Recognition** signs, plaques, or artwork can thank donors for their contributions to the trail. These symbols of recognition can be featured at trailheads or along the trail and, when done properly, can add to the aesthetic of the trail in a creative way.



Materials

Before deciding on the materials for a sign, consider the desired aesthetic, budget, and amount of expected damage from weather and vandalism. Some signs made of recycled plastic are more environmentally friendly, durable, and resilient to vandalism and weather, which cuts down on maintenance and replacement costs. Signs should always avoid sharp corners and splintering material to prevent injury. Aluminum signs tend to be the most popular.

Cost and Sponsorship

Signage and surface markings are relatively cheap in the grand scheme of trail development. However, asking local businesses to sponsor a sign in return for a sign displaying the name of their business can cut down on signage costs while benefiting the community by promoting local small businesses. Corporate sponsorship is another option, but trail managers would need to ensure excessive signage isn't required that might disrupt the natural setting or user experience along the trail.

SURFACE MARKINGS

Like signage, surface markings can make a paved trail safer by communicating rules and regulations to users. However, surface markings should not replace signage, as they are often less visible, especially in obscuring weather conditions.

1. **Centerline striping** is not always necessary on low-traffic trails but adding it to higher traffic trails can improve safety. Striping can also make trail users more aware of potentially dangerous areas. Trails with high current or expected use by children, such as near a school, might also benefit from trail striping, as it can help them differentiate between the left and right side of the pathway.

2. **Differentiated bike lanes** can help control traffic. If a trail experiences a very high volume of both pedestrians and cyclists, consider separating the trail into pedestrian lanes and bike lanes. If there is adequate space, a bidirectional pedestrian lane at least 5 feet wide should run adjacent to two unidirectional bicycle lanes. If the trail offers a particularly appealing view on one side, pedestrians should be closest to that side to minimize the risk of collisions. An example of this can be seen with the [Indianapolis Cultural Trail](#).

Maintenance

Striping and pavement require a good amount of maintenance, particularly in snowy areas where snowplows can damage the markings. One potential solution is to carve out the area and fill it with a thermoplastic so the surface is flatter. This process is expensive but can cut down on maintenance costs in the long run.

Network Signage and Branding

Trails that cross jurisdictional boundaries or that are part of a wider network may be subject to varied signage standards. To counter the confusion caused by different standards, stakeholders in regional trail networks should collaborate to develop a cohesive family of signs covering the entire system. A unified design improves the user experience not only by directing users, but by assuring them that they are on the right path. Good signage will increase the awareness of trails within a community (even outside of the system itself).

In general, effective network signage should strike a balance between establishing a consistent look and feel, promoting the system, and respecting the individual trails and the jurisdictions in which they are located.

In San Jose, California a signage and wayfinding manual guides the application of signage across the city's trails. Each trail is branded with a distinct icon and color combination at the trailhead while still clearly demonstrating its association with the larger network. During the development of signage standards, the City of San Jose conducted an audit of the signs installed along existing trails, with the goal of using the list to inform the replacement of any signs that don't conform with the new guidelines over time.

There are a variety of methods available to improve the branding and wayfinding of a trail network beyond the installation of traditional signage. Logos can be painted on bike lanes or the trail surface, and smaller signs or stickers can be added to existing streetscape elements like benches, trash receptacles, and street signs to entice new users into the system. These efforts can complement the installation of dedicated network signage or, in some cases, make more expensive signage unnecessary.

The Circuit Trails, a network of multiuse trails in the Greater Philadelphia region, have developed a recognizable brand whose elements (logo, color, typography, and symbols) have been made available to trail managers and coalition partners to use

- The Circuit also co-brands with local jurisdictions
- Circuit branded directional signs are installed on trails and at trailheads
- Where wayfinding signs already exist, affiliation signs are installed, and circuit medallions are added to signposts, fences, and mile markers to help assure users that they are within the network
- Learn more about the Circuit Trails [here](#).

For more information, see this [Trail Network Signage Webinar](#).

POTENTIAL PARTNERS AND RESOURCES

The Eppley Institute partners with recreation, park, and public land organizations in order to enhance access, choice, and quality of natural, cultural, and recreational experiences for all people. In accomplishing, the Institute advances knowledge, understanding, and appreciation of the increasing complex and interconnected nature of parks, health, recreation, public lands, and protected areas.

IU's Center for Rural Engagement (CRE) brings together people, research, cultural assets, and expertise to improve quality of life and address rural challenges. The CRE has become a national model for how universities can support the needs and futures of rural residents and communities.

Sycamore Land Trust has been protecting land, restoring habitat, and connecting people to nature in Southern Indiana since 1990.

The Greenways Foundation is a statewide, charitable trust providing leadership and advocacy in the growth and use of Indiana greenways and trails. They do this by catalyzing action and facilitating cooperation between government and private sector partners, providing technical assistance for community-based efforts, and soliciting and distributing financial resources to support the development, enhancement, and operation of Indiana greenways and trails.

The Rails to Trails Conservancy (RTC) is a nonprofit organization dedicated to creating a nationwide network of trails from former rail lines and connecting corridors to build healthier places for healthier people. [A toolbox for creating rail trails is available here.](#)

The Bloomington Bicycle Club (BBC) places an emphasis on safe, enjoyable cycling, peaceful coexistence on roads, and cooperation with land managers and other trail users off the road.

Indiana Trails works to promote the use of trails, walkways, bikeways, and greenways. The website also allows you to search by county and type of trail and could be a good starting point for a regional app.

FUNDING

FEDERAL

The Surface Transportation Block Grant program (STBG) provides flexible funding that may be used by states and localities for projects to preserve and improve the conditions and performance on any federal aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects including intercity bus terminals.

Note that grants are administered through state governments, so coordination with INDOT is key.

The TA Set-Aside authorizes funding for programs and projects defined as transportation alternatives including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity; recreational trail projects; safe routes to school projects; and projects for planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former divided highways.

Note that this funding is also administered through state governments, so coordination with INDOT is key.

The Recreational Trails Program is a matching assistance program that provides funding for the acquisition and/or development of multi-use recreational trail projects. Both motorized and non-motorized projects may qualify for assistance.

The Congestion Mitigation and Air Quality Improvement (CMAQ) program was implemented to support surface transportation projects and other related efforts that contribute to air quality improvements and provide congestion relief. The CMAQ program has provided more than \$30 billion to fund over 30,000 transportation related environmental projects for state DOTs, metropolitan planning organizations, and other sponsors throughout the US.

The Land and Water Conservation Fund (LWCF) is a matching assistance program that provides grants for 50% of the cost for the acquisition and/or development of outdoor recreation sites and facilities. Indiana has received approximately \$90 million in federal funds. The allocation usually is divided between Department of Natural Resources' projects and local government park projects

depending on funding levels. Over \$50 million has been provided to local agencies through the program. More than 30,000 acres of land have been acquired in Indiana with Land and Water Conservation Fund assistance for public outdoor recreation use and conservation.

STATE

The Indiana Office of Tourism Development offers matching grants to towns, cities, and counties located in Indiana that are involved with tourism promotion and development. Projects that contribute to the development and improvement of local economies and communities throughout Indiana by means of enhancing, expanding, and promoting the visitor industry are eligible to receive funding.

Sports Tourism Business Development Grants are available for tourism or sports-related organizations hosting events in Indiana. The purpose of these funds is to support, enhance, and grow sporting events as well as strengthen bids to attract new business to Indiana.

The Stellar Communities Program addresses holistic community improvement and development, including trails. Beginning in 2018, the program evolved into a regional partnership design. A minimum of two or more communities are encouraged to partner to create a self-selected region. The program provides resources for transformative quality of place, community, and regional improvements by:

- Fostering regional collaborative behaviors and investment
- Stemming the tide of non-metropolitan population loss through talent attraction and retention
- Building sustainability
- Building capacity with municipal governance
- Leveraging quality of place through comprehensive and transformative planning processes building on current assets

*Note that in response to COVID-19, the Stellar Communities program for 2020 has been suspended.

Bicycle and Pedestrian Plan Funding Program funds the preparation and adoption of bicycle and pedestrian plans for cities and counties throughout Indiana. The planning process typically includes the creation of a local advisory committee, a public input process and an inventory of existing bicycle and pedestrian facilities and policies, along with recommendations to increase the development of bicycle and pedestrian networks.

Next Level Trails (NLT) will invest \$90 million (the largest infusion of State trail funding in Indiana history) toward the development of regionally and locally significant trails throughout Indiana. As part of Governor Holcomb’s broader Next Level Connections infrastructure program, NLT is designed to incentivize collaborative efforts to accelerate trail connections.

*Note that in response to COVID-19, NLT funding is currently suspended.

OTHER LOCAL GOVERNMENT FUNDING OPTIONS

Appropriations

- Local Option Income Tax
- TIF (in specific areas)
- Local/County Recreation Impact Fees
- County “Wheel” Tax (vehicle registration fee)

Community Foundations | [List of community foundations in Indiana](#)

The Rails to Trails Conservancy (RTC) launched a new grant program in 2015 to support organizations and local governments that are implementing projects to build and improve multi-use trails. Under the Doppelt Family Trail Development Fund, RTC will award approximately \$85,000 per year (distributed amongst several qualifying projects).

The People for Bikes Community Grant Program provides funding for projects that build momentum for bicycling across the US. These projects include bike paths and rail trails, as well as mountain bike trails, bike parks, BMX facilities, and large-scale bicycle advocacy initiatives.

The Greenways Foundation is accepting grant applications for the year 2020 until November 15, 2020. In addition to the general trails funding through the grant program, The Greenways Foundation is also offering “start-up” grants in 2020 for those interested in establishing a Not-For-Profit Trail Group.

The Bloomington Bicycle Club supports a program of grants to a variety of community groups, including nonprofit organizations and programs, schools, and other civic-minded organizations. Goals of the grant program are to:

- Promote and encourage bicycling for recreation, competition, travel, and transportation
- Train and educate the community about bicycling
- Promote better public understanding and respect for the rights of bicyclists and the observance of traffic regulations by bicyclists and drivers
- Promote bicycle safety