

A

GREENWAY

IN YOUR

COMMUNITY

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A GREENWAY IN YOUR COMMUNITY

Purpose/ Objective

In 1995 a report titled 'Kosciusko County Greenway Proposal - A Blueprint For Success' was created as a KLA white paper project. That report discussed the many opportunities our county had to offer. It also documented the need for, the benefits of and other communities successes with greenways. Steps were proposed to initiate implementation of a greenways plan for Kosciusko County. The purpose of this report is to identify the next step.

Overview

Greenways are corridors of protected open space managed for conservation and recreation purposes. By setting aside these corridors several different life benefits can be obtained.

- Provide an opportunity for alternative transportation routes.
- Create a connecting path for observing a regions natural and cultural resources.
- Allow a greater connection between people.
- Improve the economics of a region.
- Set aside a safe area to improve health and fitness.
- Provide a method for environmental conservation and historic preservation.

Greenways are a very diverse group of regions. This report will focus on bike and pedestrian paths, primarily in the Warsaw area. Note that in this report greenway will be limited to bike and pedestrian paths, unless otherwise indicated.

Reasons

A detailed greenway plan for Warsaw does not appear to be in place. Several major infrastructure projects have been completed in the last 2 years and to travel around town without a car remains impractical and potentially dangerous in many areas. One such example is the high school. Cars have several avenues around the school but a separate path for bicycles is not present. This is not a reflection on the school but on the surrounding community which has not put an emphasis on these type of paths.

It is imperative for a community to have this infrastructure in place for it to remain competitive as a great place to live, work and raise a family. Kosciusko County ranks at the bottom of the list in this measure of quality of life with zero trail miles reported for the Indiana Trails 2000 report.

THE ROUTES

General Information

The routes detailed are not the only options available. They do tie together:

- existing parks
- schools
- natural scenery (lakes, trees, etc.)
- places (YMCA, fairgrounds, businesses, etc.).

These routes attempt to utilize existing infrastructure, such as extra wide roads for a possible new bike lane or pedestrian operated traffic signals for crossing busy streets. For clarification, designated bikeways come in 3 classifications (class 1,2 & 3). Class 1 is the safest, and most difficult to create in an existing infrastructure. The bike path is completely separate. Class 2 places the bikeway directly beside the street potentially separated by as little as a painted stripe. Class 3 shares the street between bike and car. This is a bikeway only in name and should be a last resort. An additional option in Warsaw is placing a bikeway beside a train track. This is only possible in areas of sufficient space.

Funding

Funding for each route could come from several sources. One is The Intermodal Surface Transportation Efficiency Act (ISTEA). One provision of ISTEA, passed by Congress in 1991, requires that 10 percent of all surface transportation monies (about \$3.3 billion over 6 years) be spent on transportation enhancements while a second Governor O'Bannon has just authorized to provide \$265,000 in grant funds. Money is available and being creative increases the opportunities (including a historic district or educational aspect might make additional funds available).

Route 1 (Lincoln Loop)

This route services Lincoln, Sacred Heart and Lakeview Middle Schools. It also gives access to the YMCA and the fairgrounds. Additional features include the cemetery, some businesses and parks. The major element, though, is the points at which this route crosses center street have traffic lights and they have pedestrian buttons to change them.

Route 2 (Pike Lake Loop)

The Pike Lake Loop allows a scenic view around the lake and by and through parks. The existing roads appear to be wide enough to allow a class 2 bikeway without major automobile traffic. This lack of traffic would be evident throughout because large sections of this loop would be dedicated greenways.

Route 3 (Central Park Loop)

This loop ties together the first two routes and possible a portion of the forth. It contacts Madison and Edgewood Middle Schools in addition to others previously mentioned and encircles the downtown. The major feature is Central Park. One major difficulty is crossing State Road 15 safely.

Route 4 (Eagle Creek Line)

This route is the only non-loop. It can stand alone or be done in conjunction with Route 3. Currently there is a path being utilized but no formal plan exists. This is also a scenic route but its utility is in its contact with Edgewood Middle School and the west side of Winona Lake. It creates a corridor for travel, much shorter than is possible by car. This route is completely new and has the greatest potential for a class 1 route.

Recommendations

Personally, the order in which to proceed would be route 1, 4, 2 and then 3. Route 1 is smaller, connects a lot, shows what can be done, and is something to build from. Route 4 enhances and legitimizes an existing greenway. It could also be a showplace of what can be done. Route 2 is a nice circuit for families and emphasizes quality of life. Route 3 then ties these routes together into a whole.

CONCLUSIONS

Review

There are many options, from small city lines to larger county, state and even country wide routes. The key is to focus on starting and completing a plan and a project. By doing this everyone benefits.

- Safe and healthy alternative transportation routes.
- Improved quality of life for all residents.
- Increasing property values.
- Greater numbers of people utilizing what our county has to offer which improves the local economy through their expenditures.

Without a plan we continue to lose opportunities and no one benefits.

Challenge

None of the steps outlined in the 1995 report have been completed. The challenge of this paper is to complete, within the next 2 years, implementation of at least 1 mile of trail in OUR community.



American Greenways Program

Fact Sheet No. 2

What is a Greenway?

Greenways are corridors of protected open space managed for conservation and recreation purposes. Greenways often follow natural land or water features, and link nature reserves, parks, cultural features, and historic sites with each other and with populated areas. Some greenways are publicly owned, some are privately owned, and some are the result of public/private partnerships. Some are open to visitors, others are not. Some appeal to people, others attract wildlife.

In cities and other urban areas, greenways can encompass natural or man-made features and can be managed primarily for resource conservation or recreation.

In the country, greenways are planned natural corridors linking large natural areas — like state parks and national forests, or wildlife refuges. Rural greenways preserve native habitats and wildlife migration routes, and can be an impetus to restore environmentally valuable landscapes. In conjunction with existing and proposed recreational trail systems, such as the National Scenic Trails, rural greenways will form the heart of America's network of greenways.

From the hills of inland America to the beaches and barrier islands of the coast, greenways provide a vast network linking our Nation's special places and providing a whole that is truly greater than the sum of its parts.

What Are The Benefits Of Greenways?

No other conservation initiative provides so many ecological, economic, and quality of life benefits to the communities that create them. Greenways not only protect environmentally important lands and native plants and animals, they also link people with the natural world and outdoor recreational opportunities.

Greenways can also:

- * Help preserve the biological diversity of plant and animal species by maintaining the connections between natural communities.
- * Soften urban and suburban landscapes with ribbons of green that improve the quality of life and enhance property values.

- * Help protect the quantity and quality of water, a natural resource vital to people, plants, and wildlife.
- * Direct development and growth away from important natural resource areas.
- * Provide alternative transportation routes that connect people, communities, and the countryside.
- * Act as outdoor classrooms.

What is the American Greenways Program?

American Greenways is a program of The Conservation Fund, a national organization committed to land and water conservation. American Greenways was created to help assemble a national network of linked natural areas and other open spaces. The program serves as an umbrella organization, promoting the greenways concept at the national, state, regional, and local levels. It provides professional and technical assistance to interested citizens, private landowners, non-profit and for-profit organizations, and governmental agencies. Through the formation of conservation partnerships, American Greenways will help create state and regional greenway networks and carry out specific greenways projects.

American Greenways is designed to operate both from the "top down", by working through state agencies and from the "bottom up" through grassroots citizen actions and private and public efforts at the local level.

How Can I Help?

We invite you to join the growing partnership of individuals, organizations, communities, and public agencies working to assemble the components of a statewide network of greenways. We need to know your ideas and learn about greenway opportunities in your area. For additional information contact us at:

**The American Greenways Program
The Conservation Fund
1800 North Kent Street, Suite 1120
Arlington, VA. 22209
Phone (703) 525-6300 Fax (703) 525-4610**

The American Greenways Program

Fact Sheet No. 3

Economic Benefits of Greenways

Summary of Findings

Real Property Values	Many studies demonstrate that parks, greenways and trails increase nearby property values. In turn, increased property values can increase local tax revenues and help offset greenway acquisition costs.
Expenditures by Residents	Spending by local residents on greenway related activities helps support recreation oriented businesses and employment, as well as other businesses which are patronized by greenway and trail users.
Commercial Uses	Greenways often provide business opportunities, locations and resource for commercial activities such as recreation equipment rentals and sales lessons, and other related businesses.
Tourism	Greenways are often major tourist attractions which generate expenditures on lodging, food, and recreation oriented services. Greenways also helps improve the overall appeal of a community to prospective tourists and new residents.
Agency Expenditures	The agency responsible for managing a river, trail or greenway can help support local businesses by purchasing supplies and services. Jobs created by the managing agency may also help increase local employment opportunities.
Corporate Relocation	Evidence shows that the quality of life of a community is an increasingly important factor in corporate relocation decisions. Greenways are often cited as important contributors to quality of life.
Public Cost Reduction	The conservation of rivers, trails, and greenways can help local governments and other public agencies reduce costs resulting from flooding and other natural hazards.
Intrinsic Value	While greenways have many economic benefits it is important to remember the intrinsic environmental and recreation value of preserving rivers, trails and other open space corridors.

Adapted from: Economic Impacts of Protecting Rivers, Trails, and Greenway Corridors, National Park Service, 1990

For additional information contact: The Conservation Fund's American Greenways Program, 1800 N. Kent Street, Suite 1120, Arlington, VA. 22209, (703) 525-6300.

The American Greenways Program

Fact Sheet No. 7

Property Owner and Tenant Concerns

People and institutions who own land along proposed greenway corridors are an important group. It is always a good idea to meet with property owners one-on-one. When approaching landowners, try to anticipate their concerns so that you can answer their questions and calm any fears. Ask about their concerns. Try to determine whether their concerns are real or the result of misinformation, hostility toward government, or simple territorial instincts. Always listen carefully and make sure landowners know you take these matters seriously. Landowner opposition can sink a greenway project or color public attitudes so that funding is difficult to secure. Remember, the greenway will affect them as much as anyone, so explain how the greenway will benefit them.

Common landowner concerns are:

- *Liability.* Always be prepared to discuss liability issues. What happens if someone is injured on the landowner's property? Is the landowner covered by adequate insurance, either his or her own or as provided by the land trust or state or local government liability legislation?
- *Crime.* Even though there has been no documented increase in criminal activity on greenways, crime is almost always a concern. In *Greenways for America* (pp. 186, 187), Charles Little cites the example of Seattle's Burke-Gilman Trail. Police officers who patrolled the trail were interviewed about problems with crime and vandalism. Their response was that "there is not a greater incidence of burglaries and vandalism of homes along the trail." The police noted that problems in parks are generally confined to areas of easy motor vehicle access. Despite fears that greenways will be used by "outsiders," it's usually the local citizens who use the path. Merely opening a greenway to public use may in fact discourage unsavory activities in derelict areas. Safety issues will be different in a small, rural trailway than in a large recreational greenway in a big city. (See Fact Sheet No. 4)
- *Property Taxes and Property Values.* Some people favor developing open space to expand the tax base. Expansion of the tax base, however, does not necessarily mean increased revenue to the local government. Development almost always means an increase in infrastructure and public service requirements, and the cost of providing these services often outweighs the additional tax revenue.

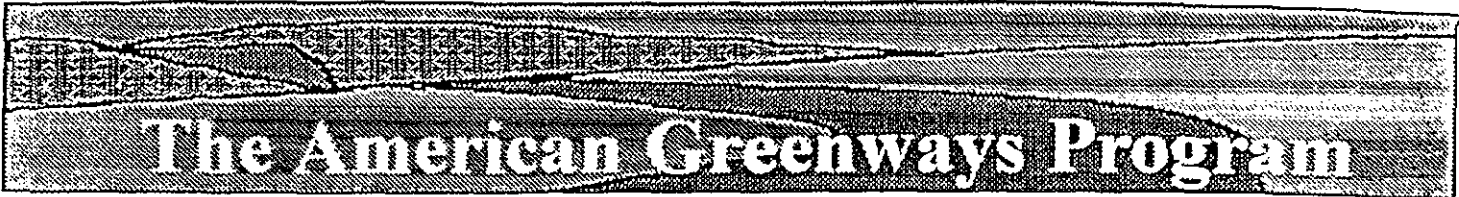
The other property tax issue you will probably face is a concern that the local government will increase taxes to pay for the greenway. In fact, increased tax revenues are usually generated by an increase in property values on land near the greenway. The

exceptions would be jurisdictions where property assessments lag behind market values and states that have passed legislation limiting real-estate tax increases. Some communities have levied additional taxes to pay for greenways, but these taxes usually take the form of special assessments. Landowners who donate easements can actually *reduce* their own property tax assessments. In addition, easements reduce the cost of full acquisition for the town.

- *Private Property Rights.* Some landowners are opposed to putting land into public ownership for any reason. You simply may not be able to change their minds, but we advocate that you stress the benefits to the community — *their* community.
- *Maintenance.* Be prepared to answer a landowner's concern that the government can't maintain what it already manages, let alone new property.
- *Privacy.* Landowners may be concerned about trespassing and privacy or about the trail interfering with agricultural or business activities on their property. To address this concern, some greenways use fences and landscaping to buffer private property; others, like the Stowe Recreation Path, literally give the landowners a blank map and let them site the path across their property. (See Fact Sheet No. 4)
- *Land Use.* Be prepared to explain the concept of conservation easements. Organizations like the Land Trust Alliance and local land trusts can offer you assistance and provide you with information about easements and how other groups have used them.

This Fact Sheet is one of a series produced by the American Greenways Program. For more information contact:

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The American Greenways Program

Fact Sheet No. 8

ISTEA Funding for Bicycle Paths and Greenways

The Intermodal Surface Transportation Efficiency Act (ISTEA) passed by Congress in 1991 includes several sections that can be used for the creation of trails and greenways. Here is a summary of the greenway funding provisions.

Transportation Enhancements

The biggest *new* source of funding for greenways comes from the transportation enhancement provision that *requires* that 10 percent of all surface transportation monies (about \$3.3 billion over six years) be spent on transportation enhancements. Eligible projects must match federal monies with a 20 percent local or state match. Eligible projects include:

1. provision of facilities for pedestrians and bicycles
2. acquisition of scenic easements and scenic or historic sites
3. scenic or historic highway programs
4. landscaping and other scenic beautification
5. historic preservation
6. rehabilitation and operation of historic transportation buildings, structure or facilities, including historic railroad facilities and canals
7. preservation of abandoned railway corridors including the conversion and use thereof for pedestrian and bicycle trails
8. control and removal of outdoor advertising (i.e. billboards)
9. archaeological planning and research
10. mitigation of water pollution due to highway runoff

National Recreational Trails Fund Act (Symms Act)

ISTEA authorizes a new trust fund of up to \$30 million per year for six years to help pay for recreation trails. No local match is required for the first three years. Grants can be made to private individuals, organizations, or government entities. Permissible use of the funds are:

1. state administrative costs
2. environmental and safety education programs
3. development of urban trail linkages
4. maintenance of existing trails
5. restoration of areas damaged by trail use
6. trail facilities development
7. provision of access for people with disabilities
8. acquisition of easements
9. fee simple title for property and construction of new trails

Projects must be included in or referenced in the State Comprehensive Outdoor Recreation Plan (SCORP). Decisions are made under the guidance of a state-appointed recreational trails advisory board, and states have the flexibility to decide priorities.

Scenic Byways Program

ISTEA authorizes the use of federal funds to identify and designate federal, state, and local scenic byways. Funds may be spent on the construction of facilities for pedestrians and bicyclists along these designated highways.

Pedestrian and Bicycle Issues

1. A state may spend surface transportation funds (STP) for pedestrian walkways and bicycle facilities, including rail-trails *not adjacent to federal aid highways*.

2. A state may spend a portion of its National Highway System funding for bicycle transportation facilities on land *adjacent to* any highway in the system (except interstates).

3. A portion of the Federal Land Highway Funds can be used for pedestrian and bicycle facilities on federal lands.

There are additional funds for air quality improvements and for metropolitan and statewide planning for walkways and bicycle facilities. With the exception of the Symms Recreational Trails Fund, greenway projects must compete with other highway projects for funding. However, the Washington, DC, based Surface Transportation Policy Project reports that a total of \$389 million was spent from 1991-1993 on 869 projects involving greenways, rail-trails, and other bicycle and pedestrian facilities nationwide.

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The American Greenways Program

Fact Sheet No. 9

Greenway Grant Programs

American Greenways DuPont Awards Program, administered by The Conservation Fund, provides grants of \$500 to \$2500 to local greenways projects. Grants can be used for almost any activity that serves as a catalyst for local greenway planning, design, or development. Contact the American Greenways Program at The Conservation Fund, 1800 North Kent Street, Suite 1120, Arlington, VA 22209.

Recreational Equipment Incorporated (REI) awards seed grants of \$200 to \$2000 to state and local conservation groups for projects that enhance river protection. Contact the National Rivers Coalition, American Rivers, Inc., 801 Pennsylvania Ave., SE, Washington, DC 20003.

Fish America Foundation provides funding to public and private organizations for projects that enhance or conserve water and fisheries resources, including community efforts. The grant award is approximately \$10,000. Write the Fish America Foundation, 1010 Massachusetts Ave. NW, Suite 320, Washington, DC 20007.

California Greenways Creative Grants Program provides grants from \$500 to \$2000 to benefit greenway programs throughout California. Awards recognize creative strategies or problem solving by local groups. Contact the California Greenways Board, 633 Los Palos Drive, Lafayette, CA 94549.

World Wildlife Fund's Innovation Grant Program (formerly Successful Communities Grants) provides grants of \$5000 to \$7500 to local and regional nonprofit organizations or their public agency partners to help communities implement innovative solutions to problems caused by unmanaged growth. Recent guidelines include projects focused specifically on wildlife, wetlands, and habitat protection. Contact the World Wildlife Fund/Innovation Grants, c/o Sonoran Institute, Suite D, 6842 E. Tanque Verde, Tucson, AZ 85715.

The Global Relief Heritage Forest Program, American Forestry Association, provides funding for planting tree seedlings on public lands. Emphasis is placed on diversifying species, regenerating the optimal ecosystem for the site, and implementing the best forest management practices. Write the American Forestry Association, P.O. Box 2000, Washington, DC 20013.

The Design Arts Program of the National Endowment for the Arts funds projects that promote excellence in urban design, historic preservation, planning, architecture, and landscape planning. Contact the staff at Room 625, Nancy Hanks Center, 1100 Pennsylvania Ave., NW, Washington, DC 20506.

The National Recreation Trail Trust will provide state grants for trail construction and management beginning in 1993. The Fund will be administered by the Federal Highway Administration and grants disbursed through the state transportation departments.

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DNR NEWSFAX

Indiana Department of Natural Resources
402 W. Washington St. W255 B
Indianapolis, IN 46204-2748

For Immediate Release: February 3, 1997
For information: Grants Staff, 317-232-4070

DNR announces grant applications available for National Recreation Trails Funding Act program

Governor Frank O'Bannon announced today the Indiana Department of Natural Resources will provide \$265,000 in grant funds to help local government and not-for-profit organizations acquire and develop multi-use trails and trails for motorized vehicles. Grant applications are available through the DNR Division of Outdoor Recreation.

"Almost every day of the year, thousands of Hoosiers enjoy hiking, running, skating and riding along trails throughout Indiana. These grants will help communities expand this valuable resource for recreation and fitness," Gov. O'Bannon said.

In addition to acquiring land for trails, local units of government and community organizations may apply for grants to develop access sites to trails, streams and rivers; or construct bridges, boardwalks, fords and crossings, signage, equestrian facilities, sanitary facilities, and other support facilities. The grants will fund no more than 50% of the cost of projects and land acquisition.

"Many excellent applications are expected and competition for the grants will be fierce," Gov. O'Bannon said.

The program is funded by the National Recreational Trails Funding Act. Federal funds are distributed to states by the U.S. Department of Transportation through the Federal Highway Administration in consultation with the U.S. Department of the Interior. To receive an application form and guidelines for preparing the application, contact the DNR Division of Outdoor Recreation, State and Community Outdoor Recreation Planning Section, 402 West Washington, Room 271, Indianapolis, IN 46204, (317) 232-4070.

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The Economic and Social Benefits of Off-Road Bicycle and Pedestrian Facilities

Economic Benefits

All across the country, bicycle and pedestrian facilities are proving to be a wise economic investment for the communities through which they pass. Studies have shown that they stimulate local economies by attracting bicyclists, hikers, cross-country skiers and other tourists to an area.

This, in turn, attracts and revitalizes businesses, creates jobs, and increases public revenue. Trails and pathways also have a positive effect on nearby properties as homebuyers and business owners realize the value that such facilities bring to a community.

If You Build It, They Will Come

Many Americans prefer to visit places such as greenways and trails which offer safe, scenic recreation and transportation for the whole family. The U.S. Department of Transportation, in its *National Bicycling and Walking Study* (NBWS) final report estimates that 131 million Americans regularly bicycle, walk, skate or jog for exercise, sport or recreation.

According to research conducted by Rails-to-Trails Conservancy, 85 million people used rail-trails in 1994 alone. Given these numbers, it is easy to understand how communities can profit by responding to trail users' needs.

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There are a variety of businesses that attribute their success to nearby trail: restaurants, convenience stores, bicycle shops, campgrounds and bed-and-breakfast establishments. Examples from around the country further illustrate the positive economic impacts of trails:

- ▶ The downtown area of Dunedin, Florida was suffering a 35 percent storefront vacancy rate in the early 1990s until the Pinellas Trail came into town. Now, storefront occupancy is 100 percent and business is booming.
- ▶ Peak-season hotel rooms along Wisconsin's Elroy-Sparta State Park Trail are booked up to a year in advance. A study of the trail revealed that the average visitor travels 367 kilometers (228 miles) to experience it.
- ▶ After biking the Youghiogheny River Trail in southwestern Pennsylvania, Robert Benns and his wife purchased a rundown trailside building and converted it into the River's Edge Cafe which now serves over 1,000 meals a day.

Trail-Related Tourist & Visitor Expenditures in Local Communities

Recent studies have shown exactly how much the average trail user is bringing into communities which have multi-use paths.

- ▶ A study of the Oil Creek Bike Trail (Pennsylvania State University, 1992) in Pennsylvania revealed the average visitor spending \$25.85 per day. This was broken down into \$9.09 for food, \$6.27 for transportation, \$2.56 for lodging (many visitors camp) and \$7.94 for equipment and other activities.
- ▶ According to a 1992 National Park Service study, approximately 170,000 individuals visit the Tallahassee-St. Marks Trail in Florida every year, where the average user spends more than \$11 per day.
- ▶ The 135,000 visitors of the Heritage Trail, which winds through eastern Iowa's farmland, spend \$9.21 each, and suburban California's Lafayette-Moraga Trail receives \$3.97 from each of its 400,000 users. In each case, total annual revenue exceeded \$1.2 million (*The Impacts of Rail-Trails*).

Suburban and rural trails that encourage "vacation-style" trips tend to generate more revenue per user than urban and suburban trails used primarily by nearby residents. However, a substantial amount of revenue can still be generated from the large number of users that a residential trail typically attracts.

Trailside Property is at a Premium

Homebuyers have begun to recognize the benefits of bicycle and pedestrian facilities and are showing a preference for properties close to those facilities.

- ▶ "Walking and biking paths" ranked third among 39 features identified by homebuyers as crucial factors in their home-purchasing decisions, according to a 1994 study by American Lives, a research firm serving the real estate industry. "Community designs that deliver low traffic and quiet streets" were ranked first, and "lots of natural, open space" was second.
- ▶ The increased salability of listings is considered to be the greatest value that the Northern Central Rail-Trail has brought to trailside properties in Baltimore County, Maryland. According to a 1994 study conducted for the Maryland Department of Natural Resources, "if two identical properties are for sale and one is near the trail and the other is not, the trail is used as a selling point and helps many nearby owners sell their property faster." (*Analysis of Economic Impacts of the Northern Central Rail-Trail*).
- ▶ In addition, 63 percent of survey respondents, comprised of trail users, nearby landowners and local businesses, felt the trail added value to nearby properties.
- ▶ Not only has Seattle's Burke-Gilman Trail been used as a selling point for nearby properties, but it has also been proven to increase the value of those properties. According to a study conducted by the Seattle Engineering Department (1987), "property near but not immediately adjacent to the trail is significantly easier to sell and, according to real estate agents, sells for an average of 6 percent more as a result of its proximity to the trail. Property immediately adjacent to the trail, however, is only slightly easier to sell..."

Business is Booming

The 376 kilometer (235-mile) Katy Trail traverses nine counties and adjoins 35 towns in Missouri, ranging in population from 60 to 60,000. These communities, many in economic decline since the railroad's demise, were initially opposed to the trail. But when the first sections opened, sentiments changed. Visitors flocking to the new rail-trail proved to be responsible, likable guests who needed goods and services available in the towns.

Within weeks of the trail dedication, new and old businesses were vying for tourist dollars. Restaurants, bed-and-breakfasts, bicycle rental shops, antique dealers, and campgrounds all opened to meet the needs of hundreds of thousands of visitors. A 1993 user survey on the trail's western half showed that it generated an estimated \$3 million in local revenue.

The Northern Central Rail-Trail attracts 457,000 visitors every year and has had an enormous economic impact on nearby businesses, leading to the creation and support of 262 jobs. These positions range from trail construction and maintenance work, to jobs in local restaurants and hotels serving trail users, to added positions in regional sporting goods companies and supermarket chains due to increased business.

Bicycle and pedestrian trails also attract high-quality businesses by providing commuting options for employees, scenic places for stress-free strolls at lunchtime, and safe, convenient sites for family recreation.

Choosing a location that will help attract and retain key personnel was cited as the number one factor in selecting office locations (by a June 8, 1989 *San Francisco Chronicle* article), and corporate real estate executives now say employee "quality of life" issues are as important as cost when deciding where to locate a new factory or office.

Trails Save Taxpayer Dollars

Locally and nationally, bicycle and pedestrian facilities have proven to be a cost-effective use of public funds. The above mentioned study of Maryland's Northern Central Rail-Trail found that while the trail's cost to the public in 1993 was \$191,893, it generated State tax revenue of \$303,750 the same year. This revenue was a direct result of a growing economy's sales, property, and income taxes.

The construction of multi-use trails allows more Americans to replace automobile trips with non-motorized trips. According to the NBWS final report, the American public saves from 3 to 14 cents for every

automobile kilometer (5 - 22 cents per mile) displaced by walking and bicycling due to reduced pollution, oil import costs, and costs due to congestion, such as lost wages and lost time on the job.

Social Benefits

Bicycle and pedestrian facilities enhance the quality-of-life for many individuals. Multi-use trails are great places for outdoor recreation such as hiking, cycling or cross-country skiing. Along with on-road facilities and sidewalks, trails encourage the use of non-polluting transportation alternatives to the automobile for those short trips to work, school, or the local store.

The increase in the level of walking and bicycling due to the creation of these facilities leads to a cleaner environment and a healthier population. Rail-trails and other pathways are also an expression of community pride and character, and in many cases a means of preserving the natural and historical resources of a region.

Close to Home Recreation

The recent explosion in the number of people participating in outdoor recreation has led to an increased demand for bicycle and pedestrian facilities. Participation rates for trail uses, such as hiking, walking, mountain biking, and in-line skating have experienced phenomenal growth in recent years.

The number of bicyclists alone in this country grew from 72 million to 99 million in the decade leading up to 1993 (*Bicycle Safety-Related Research Synthesis FHWA, 1995*). Multi-use trails provide convenient access to the outdoors for enjoyment and relaxation while promoting health and fitness activities.

These trails are becoming especially popular among people living in cities and suburban areas, where close to home recreation opportunities are scarce.

Convenient Transportation

The most common forms of non-motorized transportation are bicycling and walking, and facilities for bicyclists and pedestrians play a major role in the success of local transportation systems.

Nearly half of all trips people make within their communities can be made easily on foot or bicycle. The NBWS final report revealed that nearly 50 percent of all personal travel trips are less than 4.8 kilometers (3 miles) long, and personal business trips, like doctor

visits, household errands, and visits to friends, account for 41.5 percent of all trips. Such personal, short distance trips are well-suited to travel by walking or bicycling.

Public rail-trails, multi-use pathways, and on-road bicycle facilities offer communities a means of safe and convenient transportation and keep the essential links within a community open to all. They can connect neighborhoods to schools, workplaces, commercial and cultural centers, historic sights, and transit stations.

Health and Fitness

The health benefits of exercise derived from recreational activities such as bicycling and walking lessen health-related problems and reduce health care costs. A recent U.S. Center for Disease Control Handbook, *Promoting Physical Activity Among Adults*, states that "...the most effective activity regimens may be those that are moderate in intensity, individualized, and incorporated into daily activity."

Rail-trails, spacious sidewalks, and greenway trails offer adults and children alike the opportunity to integrate moderate, individualized exercise with their daily trips to work, school, the library, or shopping (*NBWS final report*).

Such regular, moderate exercise has been proven to reduce the risk of developing coronary heart disease, stroke, colon cancer, hypertension, diabetes, osteoporosis, obesity, and depression. This kind of exercise is also known to protect against injury and disability because it builds muscular strength and flexibility, which helps to maintain functional independence in later years of life.

Dr. Harold E. Varmus, the Director of the National Institutes of Health, and a regular bicycle commuter states, "It's nice to get an extra return on the time that I have to spend commuting to work each day--and that's the physical conditioning that contributes to a healthier heart and lungs. With trails accessible to a growing number of cyclists like me, another source of real satisfaction is becoming a more important part of everyday life."

Bicycling and walking offer many health benefits not only by improving physical health and quality of life but also by reducing health care costs. According to a National Park Service study, *Economic Impacts of Protecting Rivers, Trails, and Greenways Corridors*, people who exercise regularly have 14 percent lower claims against their medical insurance and spend 30 percent fewer days in the hospital.

Environmental Benefits

Our society is "driving itself to death" because of its love affair with the automobile. Cars, trucks and buses are major sources of noise, water and air pollution. This is especially true in urban areas, where carbon monoxide emissions from mobile sources can be as high as 90 percent of all emissions. Bicycling and walking are non-polluting alternatives to the automobile.

It has been estimated that, in 1991 alone, bicycling and walking trips in the U.S. replaced nearly 28.8 billion motor vehicle kilometers (18 billion miles). These non-motorized trips saved about 3.2 billion liters (850 million gallons) of gasoline which would have added 10.4 million metric tons of exhaust emission air pollution into the atmosphere (*NBWS Final Report*).

Greenways and other off-road trails also provide environmental benefits by linking existing parks, open spaces, and undeveloped lands while allowing for the preservation of the natural landscape. Such facilities are havens for flora and fauna, whether they are endangered, threatened, rare, or abundant.

- ▶ The endangered black-crowned night heron have found homes along the Fox River Trail in Illinois. Trail Manager John Carlson stated, "The habitat for wildlife such as these rare birds has been dramatically improved by the rail-trail. The wildlife along the rail-trail is abundant compared to other sections of the river where there are private homes and manicured lawns abutting the river's edge."

Historic Preservation

Railroads played an important role in the development of our young nation. They crossed rivers and penetrated mountain ranges, facilitating increased trade and westward expansion. Preserving abandoned rail corridors and canal towpaths as public trails offers future generations the chance to experience and learn about the history of America.

- ▶ The 3.7 kilometer (2.3-mile) Snoqualmie Pass Tunnel along the Iron Horse rail-trail in Washington State was an engineering marvel of the early 20th century. Construction began in 1912 with 2500 men blasting nearly 3,660 meters (12,000) feet of solid rock from both ends. Today, the tunnel allows trail users to traverse the east and west sides of the Cascade Mountain range.
- ▶ The 18 kilometer (11-mile) Minuteman Bikeway runs through the historic towns of Lexington, Arlington and Bedford, Massachusetts,

following part of the route marched by British soldiers in 1776. However, this rail-trail is most famous for being the route Paul Revere chose for his historic midnight ride.

Enhancing Our Communities

Each bicycle and pedestrian facility contains elements of local character and regional influence, and reflects the hard work, enthusiasm, and commitment of individuals, organizations, elected officials, and agencies. All are able to take pride in having worked together to successfully complete a bicycle, pedestrian, or trail project.

This sense of community pride is illustrated by the many group events that take place on the Northern Central Rail-Trail in Maryland. Local charities including St. Jude's Children's Hospital, the Maryland Air National Guard, and the National Kidney Foundation raise money and support by using the trail for walk-a-thons, bike-a-thons, and other activities.

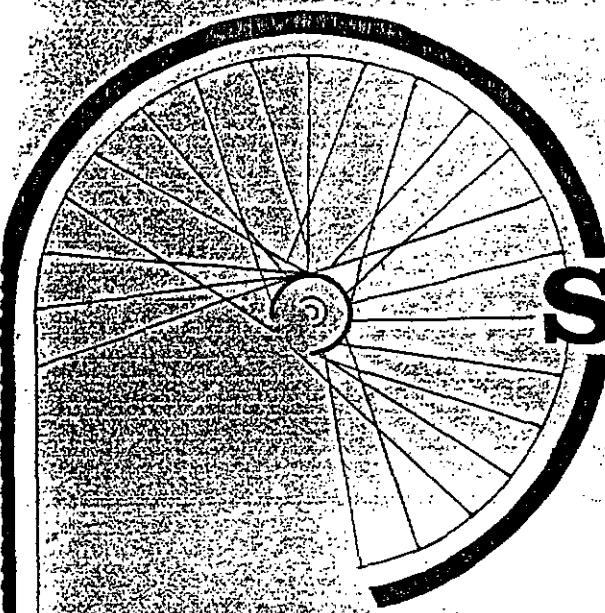
Multi-use pathways also provide opportunities for communities to get to know each other. They offer a chance for people to get out of their homes and cars and come in contact with each other on a regular basis.

Trails contribute to personal interaction, neighborhood socialization, and community unity. One popular example is the B & A Hike and Bike Trail in Maryland, which is commonly referred to as "Anne Arundel County's backyard" because so many people use it to meet, talk, and generally catch up on local affairs.

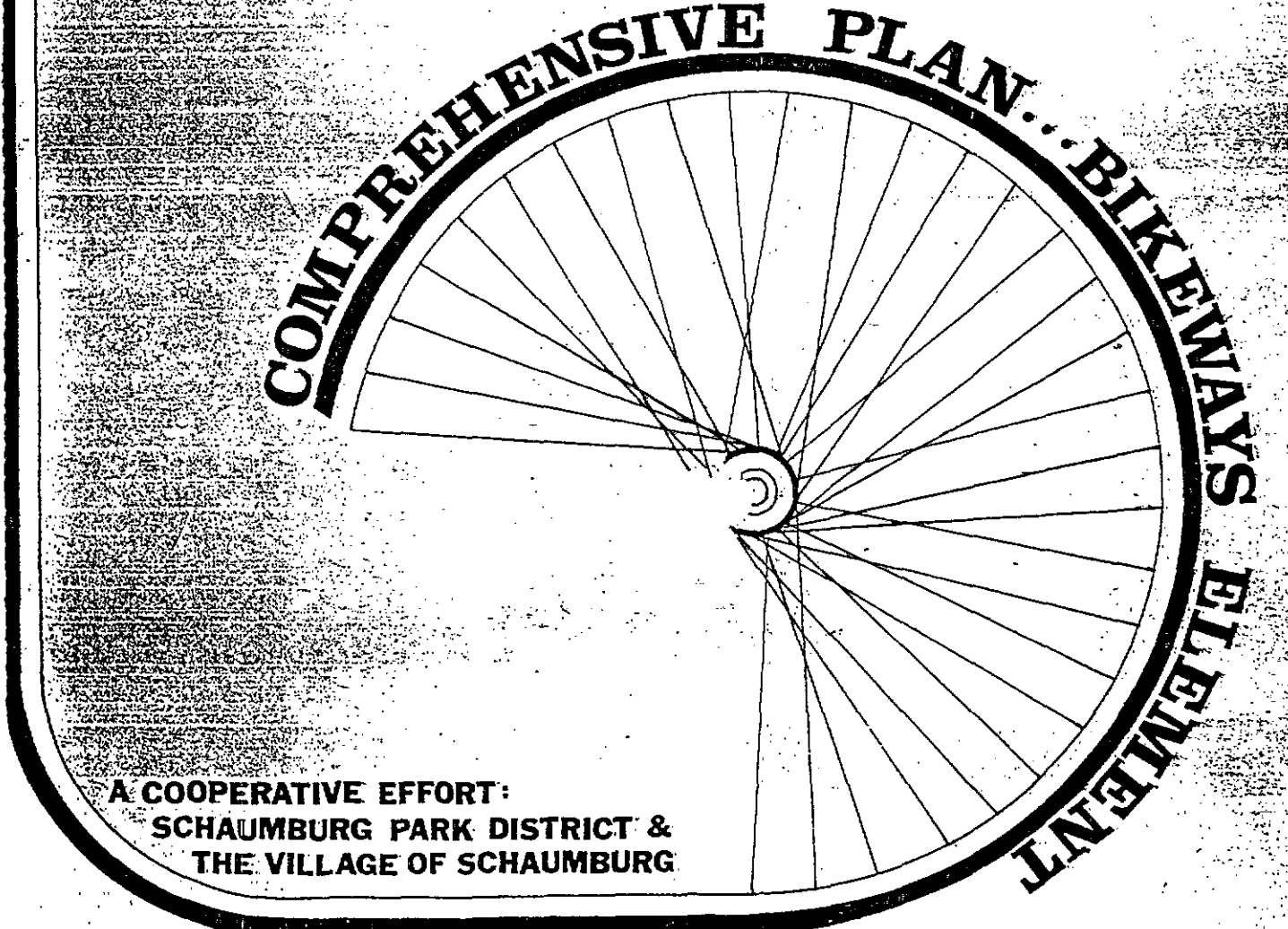
For More Information

The National Bicycle and Pedestrian Clearinghouse distributes 24 Case Studies and the Final Report of the Federal Highway Administration's National Bicycling and Walking Study, including Case Study No. 7, *Transportation Potential and Other Benefits of Off-Road Bicycle and Pedestrian Facilities*; and No. 15, *The Environmental Benefits of Bicycling and Walking*. Contact: NBPC, 1506 21st Street, NW, Washington, DC, 20036, (800) 760-6272.

The Rails-to-Trails Conservancy has a variety of resources regarding the benefits of off-road bicycle and pedestrian facilities available for distribution, including the executive summaries of *The Impacts of Rail-Trails* (1992), *The Economic Impacts of the Northern Central Rail-Trail* (1994), and *The Burke-Gilman Trail's Effect on Property Values and Crime* (1987). Contact: RTC, 1400 16th St, NW, Washington, DC, 20036, (202) 797-5400.



SCHAUMBURG BIKEWAYS PLAN



COMPREHENSIVE PLAN...BIKEWAYS
ELEMENT

A COOPERATIVE EFFORT:
SCHAUMBURG PARK DISTRICT &
THE VILLAGE OF SCHAUMBURG

BIKEWAY CLASSIFICATIONS

A bikeway may be defined as any facility which provides for bicycle travel. These facilities can be broken down into three classifications:

A CLASS I BIKEWAY is a completely separated right-of-way designed for the exclusive use of bicycles. Traffic conflicts with pedestrians and motorists are minimized. Figure 2-1 depicts a typical Class I Bikeway.

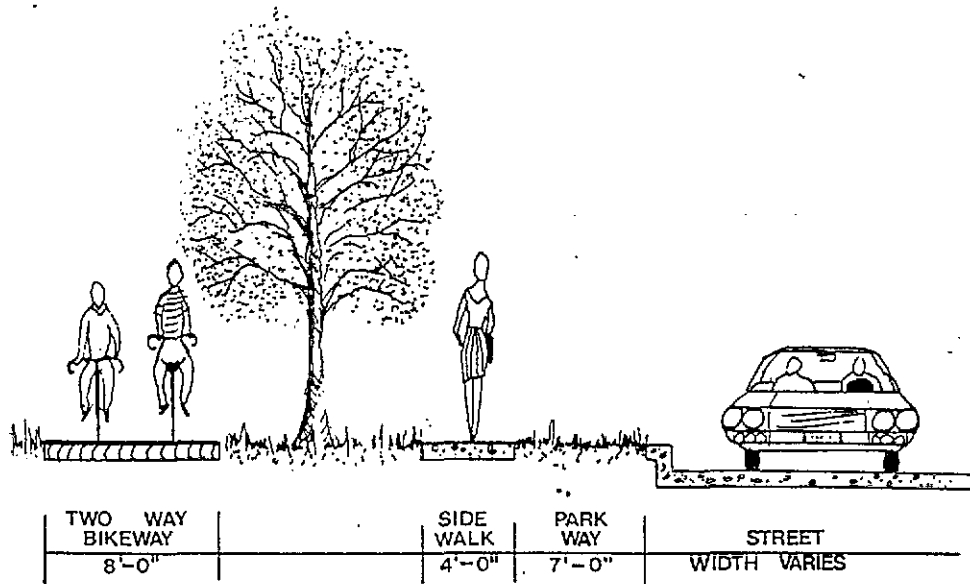


FIGURE 2-1:
CLASS I BIKEWAY

The standard pavement width of a Class I Bikeway is 8' for a two-way system and 4' for a one-way system with a 1' shoulder on both sides. The right-of-way width is 10' for a two-way bikeway and 6' for a one-way.

Class I bikeways should be considered the desired "ideal" in most locations. They are usually located in rural areas, on land which is in public ownership such as parks, schools sites, watersheds, or road right-of-ways.

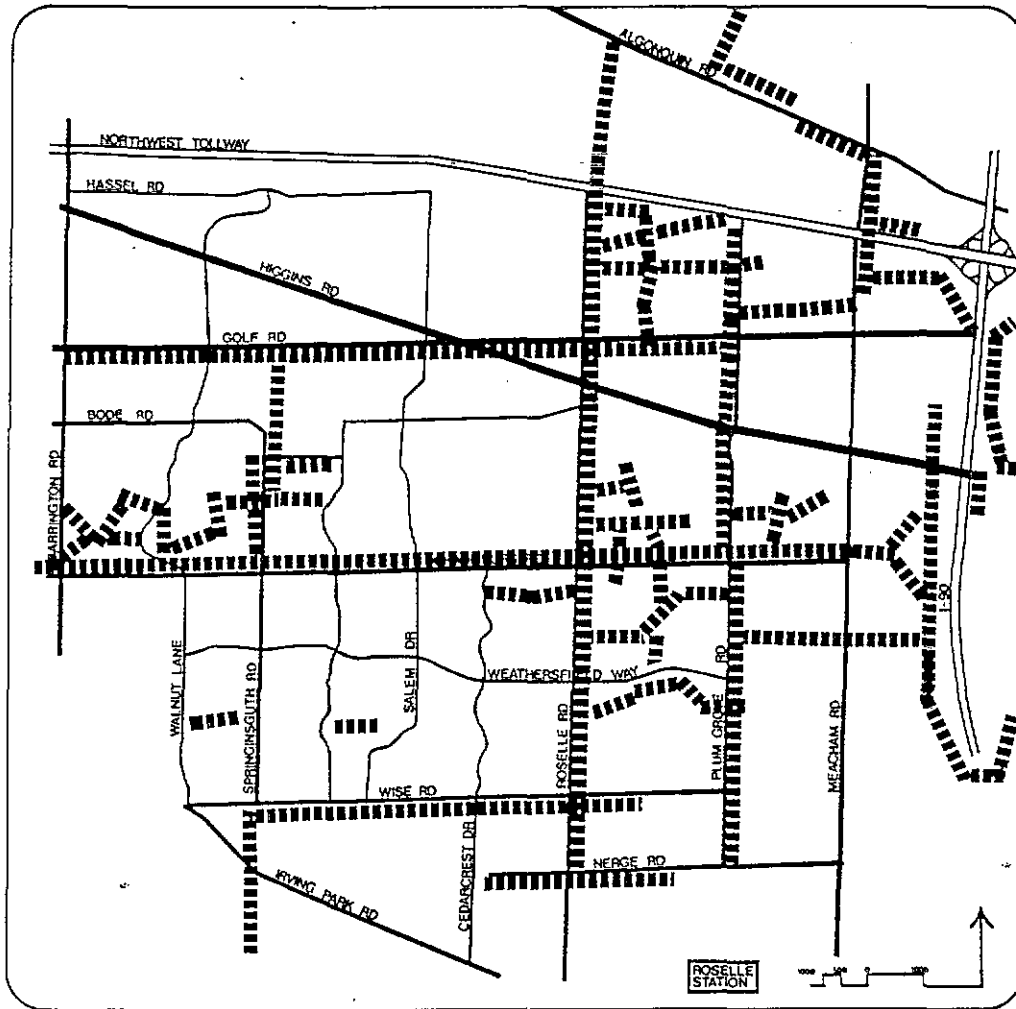
Class I bikeways are usually designed to increase the safety of cycling and/or enhance riding experiences. Those designed to increase safety tend to be located in road right-of-ways and are used more for utilitarian purposes than for leisure riding. Those designed for recreational riding often follow water-courses, or are located in parks or utility corridors. The Schaumburg Bikeways Plan includes both types of bikeways.

The utilitarian bikeways are designed to connect community activity centers with residential neighborhoods. Because most of the



activity centers are located on major roadways, the bike paths serving them must also be located on these roadways. Figure 2-2 shows the location of activity centers in and around Schaumburg, and the Class I routes designed to serve them.

FIGURE 2-2: CLASS I ROUTES



SCHAUMBURG BIKEWAYS PLAN

■■■■■ CLASS I ROUTE

The following road right-of-ways are scheduled to include Class I Bike Paths by the year 2000: Algonquin Road, Golf Road, Schaumburg Road, Wise Road, Springinsguth Road north of Schaumburg Road and south of Irving Park Road, Roselle Road and Plum Grove Road. The bikeway designs for these routes may vary from the approved standard bikeways due to cost and existing conditions.

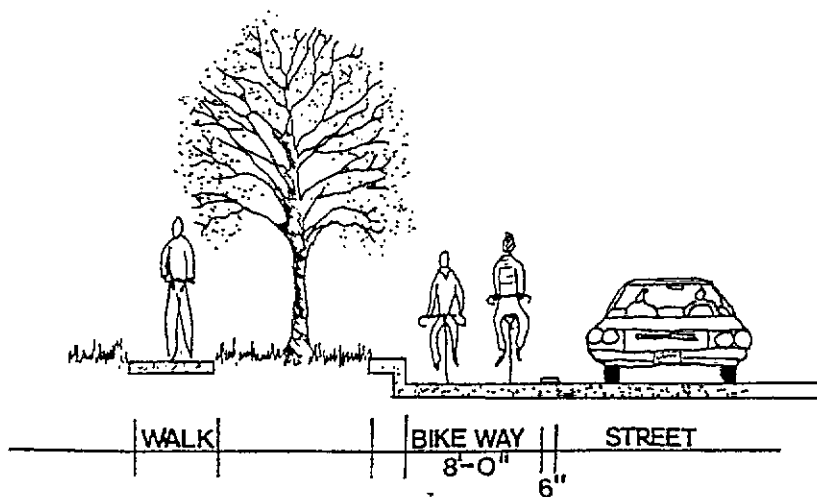
Several of the Class I routes are designed to be recreational paths and are to be located in future open space areas. These include the Salt Creek watershed, the perimeter of Spring Valley Nature Preserve, and Golden Acres Golf Club.

CLASS II BIKEWAYS are right-of-ways designated for the exclusive or semi-exclusive use of bicycles. Through travel by motor vehicles or pedestrians is not allowed with the exception of access to off-street driveways and parking facilities. Parking is sometimes allowed. Designation of a Class II bikeway may be by the use of a barrier curb or similar obstruction, or simply by painting a line on the pavement.

The required pavement width of a Class II Bikeway is 4' for a one-way system. The width of the barrier may vary according to the discretion of the engineering department.

Class II Bikeways are used when Class I paths are technically or economically unfeasible. They are usually found in urban areas along existing street right-of-ways where, due to spatial and financial constraints, Class I Bikeways are not considered practical.

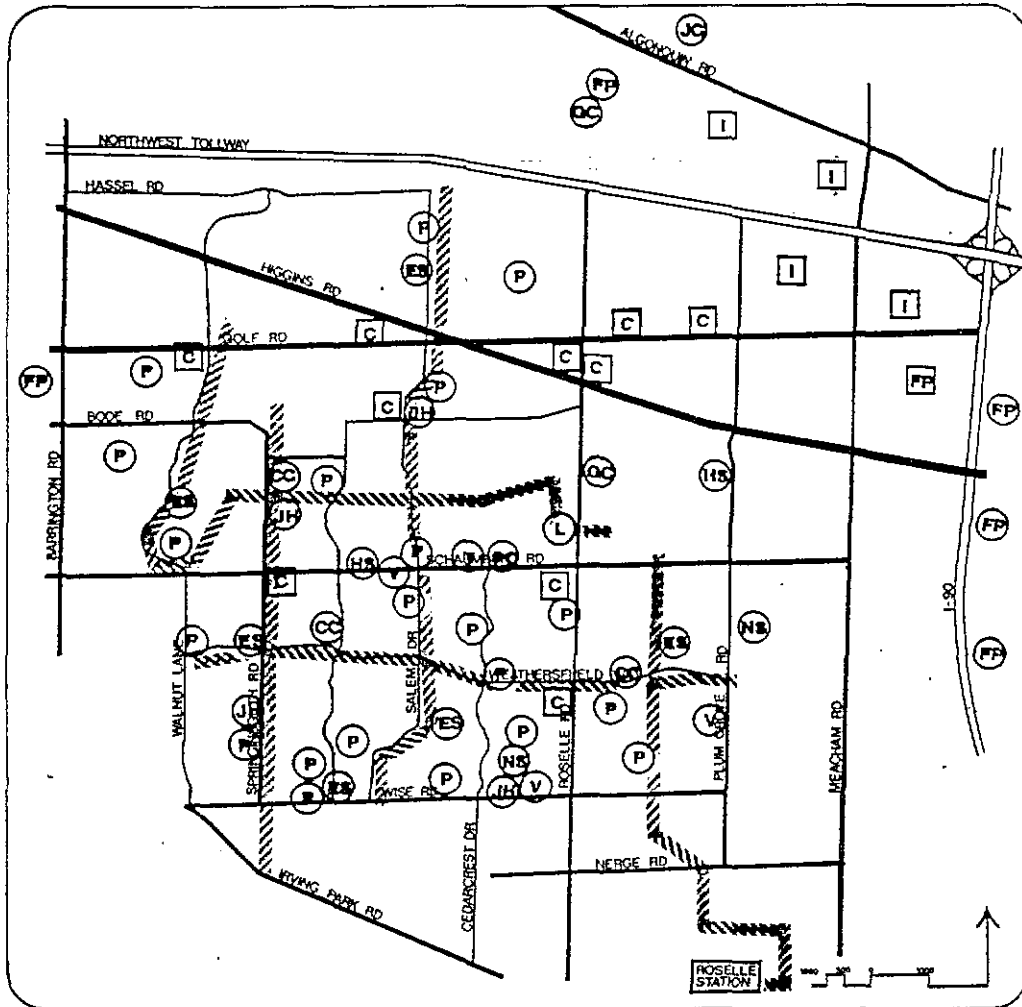
Schaumburg's Class II system is designed largely to connect existing neighborhoods. All of the Class II routes except one are located on residential collector streets. Each of the designated streets contains a one-way, 4' wide bike path on both sides of the street. The bike path is set-off from the street by a 6" wide painted white stripe.



**FIGURE 2-3:
CLASS II BIKEWAY**

Designated Class II bikeways include two east-west and three north-south routes. See Figure 2-4. The east-west route serving that part of the Village north of Schaumburg Road generally begins in the Grey Farm area and extends east to the Schaumburg Township Public Library. The area of the Village south of Schaumburg Road is served by an east-west route on Weathersfield Way. Each of these routes will be extended as development occurs, though where feasible, the extensions will be designed as Class I routes.

FIGURE 2-4: CLASS II ROUTES



SCHAUMBURG BIKEWAYS PLAN

- | | | |
|--------------------|---------------------------------------|-------------------|
| DESTINATION | POINTS & CLASS II RT. PLAN | |
| (V) VILLAGE | (HS) HIGH SCH. | (C) COMMERCIAL |
| (L) LIBRARY | (JC) JR. COLLEGE | (I) INDUSTRIAL |
| (PO) POST OFFICE | (P) PARK | |
| (T) TOWNSHIP | (CC) COM. CTR. | |
| (SD) SCH. DISTRICT | (NS) NATURE SANC. | ////// BIKE ROUTE |
| (ES) ELEM. SCHOOL | (FR) FOREST PRES. | |
| (JH) JR. HIGH SCH. | (GC) GOLF COURSE | |

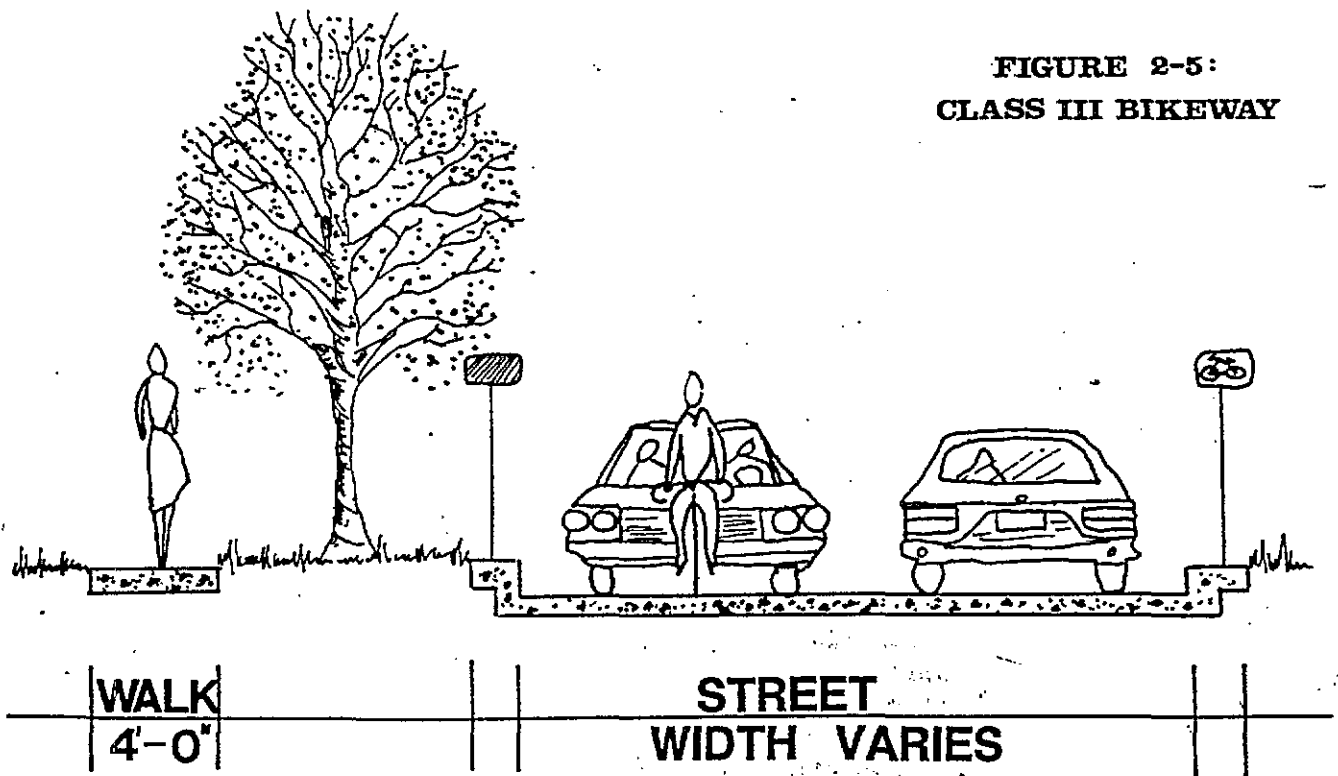
Summit is a designated north-south route. When Summit is extended north of Schaumburg Road, the Class II bike route will run through Hoffman Estates, then will connect with Schaumburg's emerging office/industrial center north of Golf Road. On the south, Summit will connect with a Roselle path leading to Roselle Station.

Salem is a second Class II path. It is designated to extend north to the N.W. Tollway and south to Irving Park Road.

Springingsuth is also designated a Class II route south of Schaumburg Road and north of Irving Park Road, but this will not be realized until the roadway is improved. When it is improved, due to the high traffic volume of the roadway, it is recommended that a physical barrier separate the bike lanes from the auto traffic lanes.

Walnut is the last north and south Class II. It will extend north into Hoffman Estates' Barrington Square subdivision, and south to the Hanover Park line. It is expected that Hanover Park will extend it through to Wise Road.

A CLASS III BIKEWAY shares the right-of-way with either or both moving motor vehicles and pedestrians, and are designated as such by signs placed on vertical posts or stencilled on the pavement. Figure 2-5 depicts a typical Class III bikeway.

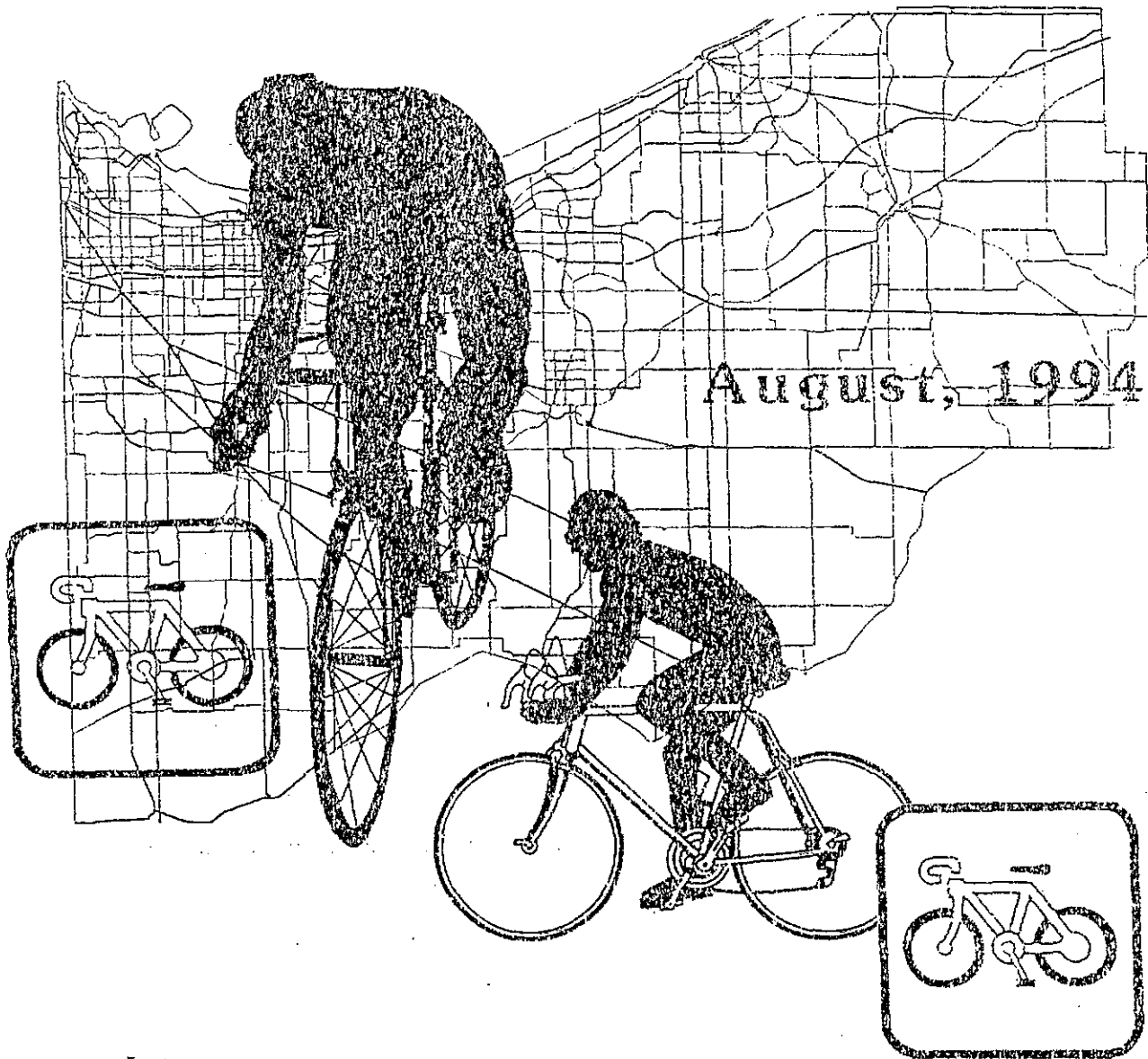


**FIGURE 2-5:
CLASS III BIKEWAY**

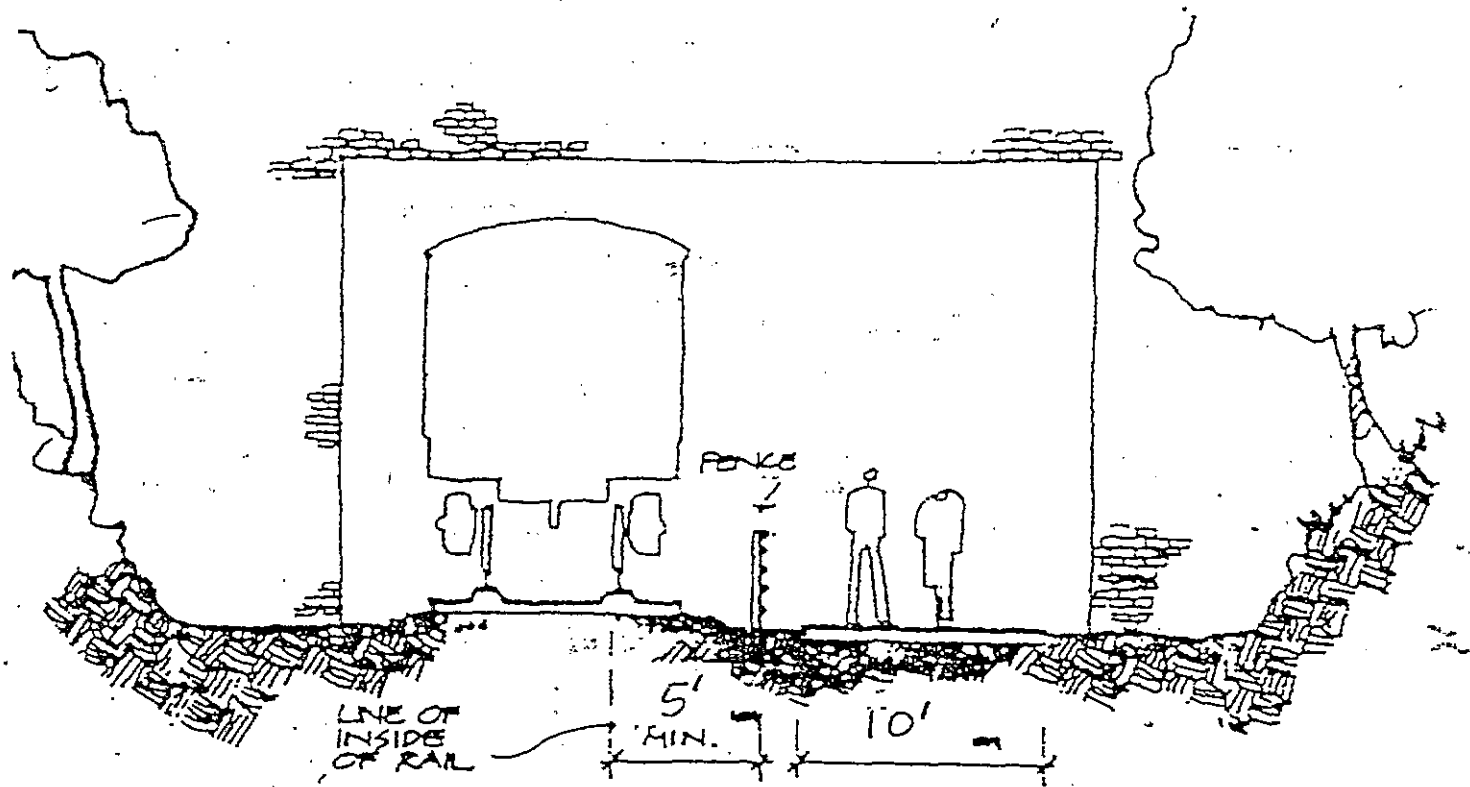
Class III Bikeways offer only token solutions in regard to bicycle transportation and should only be considered as a last resort, or a secondary, neighborhood oriented system. For this reason, there are no Class III routes designated in the Schaumburg Bikeways Plan.

DRAFT

REGIONAL BIKEWAY PLAN FOR NORTHWEST INDIANA



Northwestern Indiana Regional Planning Commission
6100 Southport Road Portage, Indiana



**CRITICAL DIMENSIONS OF PATHS
BESIDE OPERATIONAL LINES**

Figure 6b. Bicycle Path on active Railroad right-of way

FINAL REPORT

The National Bicycling and Walking Study

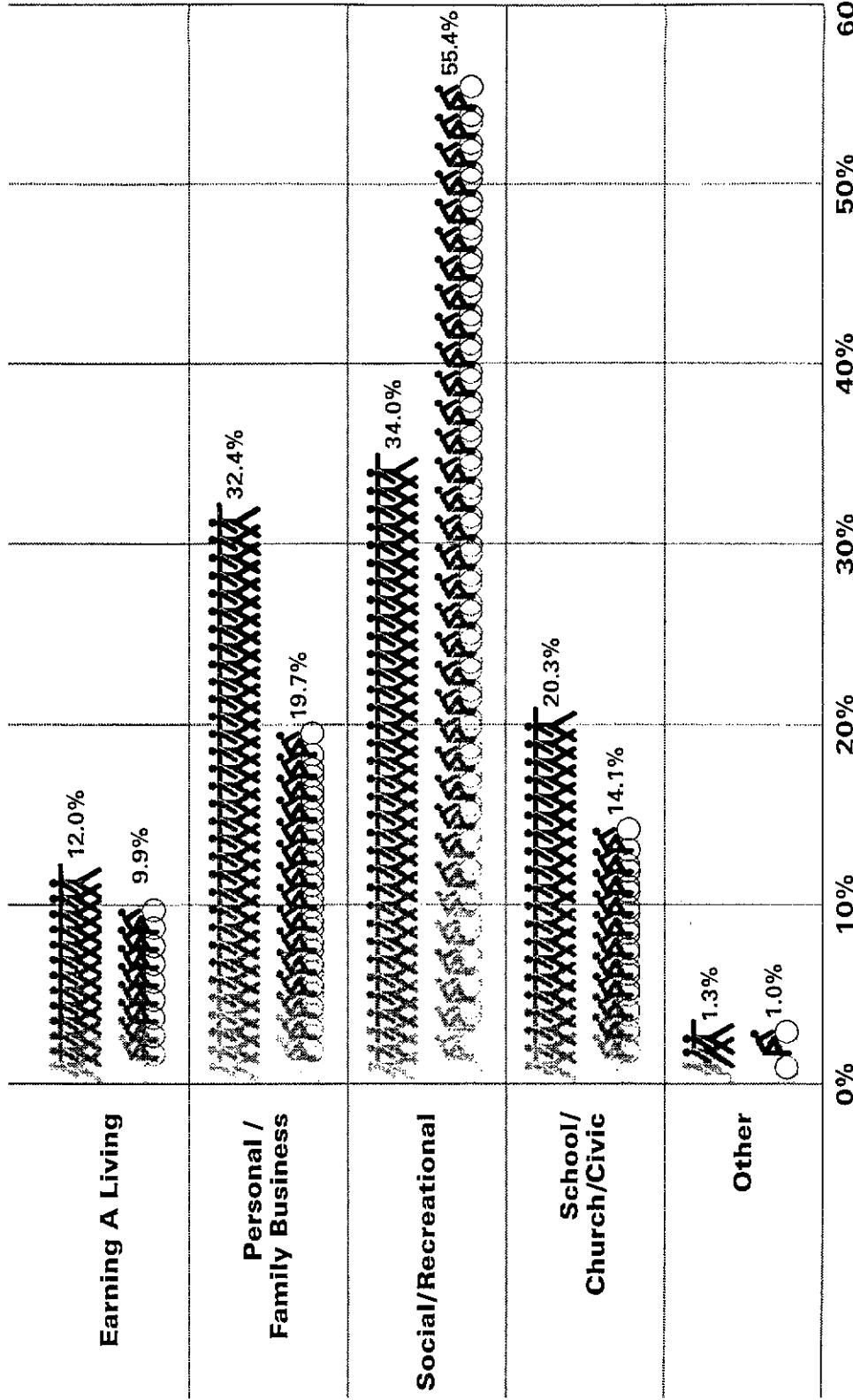
Transportation Choices for a Changing America



U.S. Department
of Transportation
**Federal Highway
Administration**



Walking and Bicycling Trips by Purpose



 Walking
  Bicycling

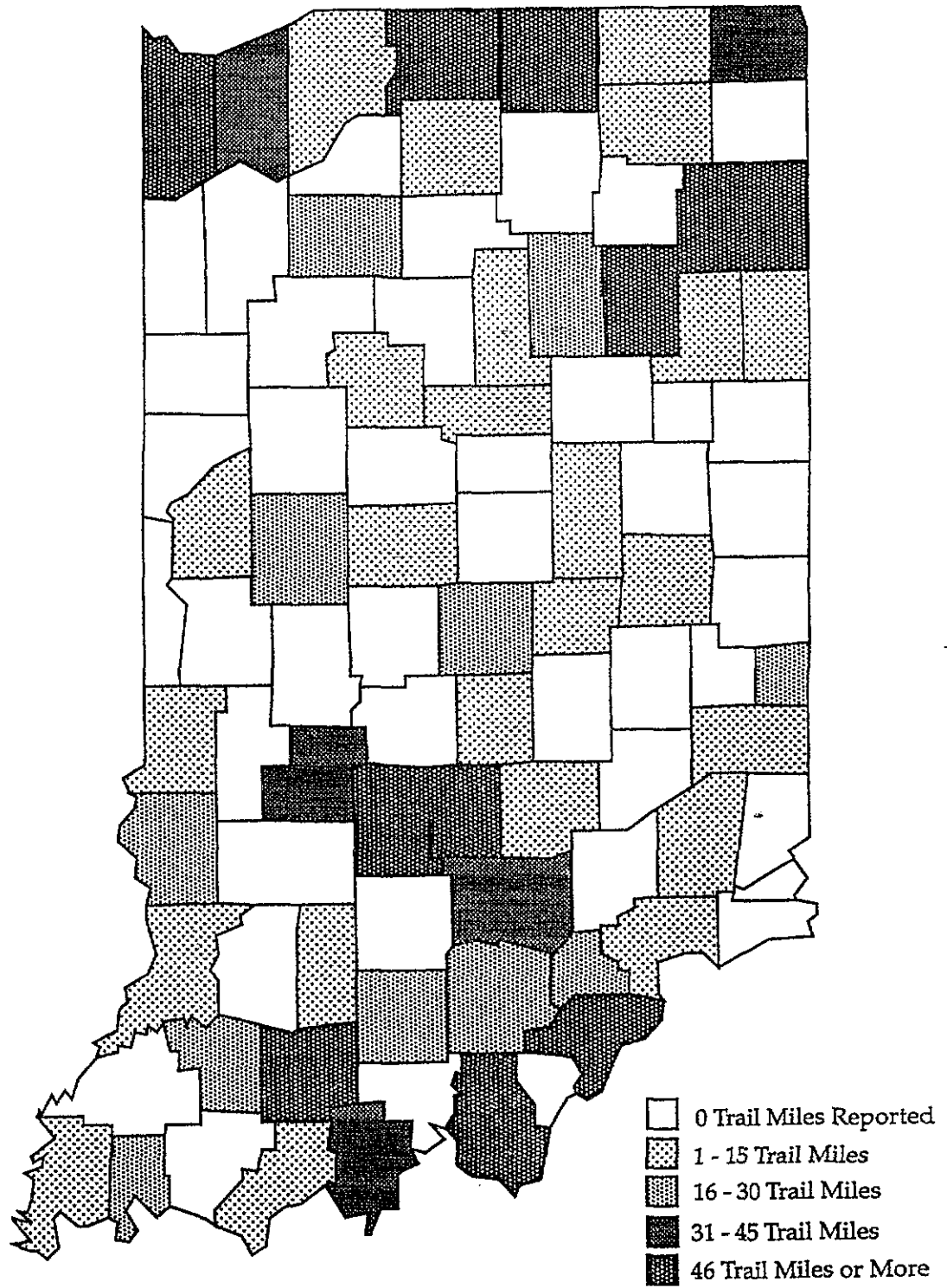
Source: Nationwide Personal Transportation Survey, 1990.

Indiana Trails 2000

A guide by
trail users
for trail providers.



Total Number of Trail Miles by County



Inventory of Trails in Indiana (as reported by responding agencies in February, 1993)

