

City of Ann Arbor Systems Planning Unit

The pages that follow provide a summary of the benchmarking research completed for the Allen Creek Greenway (ACG) Master Plan project. This document examines the following trails as useful to the development of the ACG:

- Trails at Grade
 - Burke-Gilman Trail (Seattle, WA)
 - Cleveland Midway (Cleveland, OH)
 - Indianapolis Cultural Trail (Indianapolis, IN)
 - Katy Trail (Dallas, TX)
 - Schuylkill River Trail/ Circuit Trail (Philadelphia, PA)
 - Interurban Trail (Bellingham, WA)
 - Mason Trail (Fort Collins, CO)
 - Southwest Commuter Path (Madison, WI)
 - Three Cities Heritage Trail (Pittsburg, PA)
 - Gordon River Greenway Park (Naples, FL)
- Trails Below Grade
 - Dequindre Cut (Detroit, MI)
- Elevated Rail Parks
 - Reading Viaduct (Philadelphia, PA)
 - The Trestle (St. Louis, MO)
 - The Embankment (Jersey City, NJ)
 - The Beltline (Atlanta, GA)
 - The Highline (New York, NY)
 - The Chicago 606 (Chicago, IL)
- Green Infrastructure
 - Boulder, CO
 - Portland, OR
 - Columbus, OH
- Rails with Trails
 - Traverse Area Recreational Trail (TART Trail) (Traverse City, MI)
 - Camp Chase Trail (Columbus, OH)
 - Five Start Trail (Westmoreland County, PA)
- Rails to Trails
 - George S Mickelson Trail (SD)
 - Longleaf Trace (MS)
 - Midtown Greenway (MN)
 - Washington and Old Dominion Railroad (VA)
 - Little Miami Scenic Trail (OH)
 - Trail for the Couer d'Alenes and Route of the Hiawatha (ID)
 - Pine Creek Trail (Jersey Shore, PA)

Similarities among trails were found regarding funding structure, ownership and maintenance, and social and environmental goals. Differences were found in length of trails, timeframe of

City of Ann Arbor Systems Planning Unit

construction, physical design of trails, and intended purpose. Each trail discussed provides some utility to planning for the future of the Allen Creek Greenway.

Lessons for ACG

The Indianapolis Cultural Trails offers the most direct comparisons to the ACG project for on-street applications. It was funded by a mixture of public, private and nonprofit funds in a ratio that minimized local tax dollars; it is an at-grade mixed use trail through downtown Indianapolis; and it has similar stated goals of offering increased green space and alternative paths for commuting.

The TART Trail in Traverse City is a Michigan example of an urban rail with trail that connects users to downtown destinations and a regional trail network. The multi-use trail, funded by MDOT active transportation grants and private partnership, enhances economic development through frequent programming.

The Schuylkill River Trail also offers lessons, ignoring its part in the larger Circuit Trail system, which is not applicable to the ACG. This paved, at-grade trail managed to raise funds and start construction fairly quickly, and it is also focused on increasing bike commuting, admittedly in a much larger city.

The Burke-Gilman Trail is a good example of integration of different public entities into the trail planning process, particularly a university-municipality relationship.

Mason Trail provides an example of how a trail can complement a transit corridor within a downtown setting. In addition, Mason Trail utilizes bicycle specific lights at intersections and pedestrian/bicycle bridges over railroad tracks

The 606 is physically different from the proposed ACG, but it offers valuable lessons in wide and deep community engagement throughout all steps of the trail-building process. Trust for Public Land, who handled the community engagement, specializes in this line of work for land conservation purposes.

Funding Structure

- Mix of funding (private, non-profit, and state/local/federal)
 - The Indianapolis Cultural Trail, the Chicago 606 (\$95 million), the Dequindre Cut (\$10 million), Reading Viaduct, the Beltline, and the Highline, TART Trail, Five Star Trail, Southwest Commuter Trail, Three Cities Heritage Trail, Gordon River Greenway
- Private funding only
 - Katy Trail
- Public funding only
 - The Trestle (\$12 million, to date), the Embankment (note: construction and planning still in progress, additional funding sources may be needed) the Interurban (greenway levy), Camp Chase Trail (\$10 million, to date)

City of Ann Arbor Systems Planning Unit

Ownership and Maintenance

- Dedicated non-profit
 - Indianapolis Cultural Trail: Indianapolis Cultural Trail, Inc.
 - Katy Trail: Friends of the Katy Trail
 - The Highline: Friends of the Highline
 - Reading Viaduct: Friends of the Rail Park
 - The Embankment: Pennsylvania Railroad Harsimus Stem Embankment Preservation Coalition
 - Camp Chase Trail: Friends of the Camp Chase Trail
 - Three Cities Heritage Trail: Friends of the Riverfront
- Multi-project non-profit
 - Chicago 606: Trust for Public Land
 - The Trestle: Great Rivers Greenway District
 - Dequindre Cut: Detroit Riverfront Conservancy
 - TART Trail: TART Trails, Inc.
 - Camp Chase Trail: Friends of Madison County Parks & Trails
 - Five Star Trail: Regional Trail Corporation
- Public
 - Burke-Gilman Trail: City of Seattle, King County, and the University of Washington
 - Schuylkill River Trail/ Circuit Trail: all municipalities containing parts of the trail
 - Interurban: City of Bellingham
 - Mason Trail: City of Fort Collins
 - Southwest Commuter Trail: City of Madison
- Private
 - Atlanta Beltline: Atlanta Beltline, Inc.

All land for the trails examined is publicly owned. Most trails are owned by the municipality where they are located. Reading Viaduct is owned by SEPTA (a regional transit authority) and The Trestle is owned by Great Rivers Greenway District (a regional conservation organization) and the Five Star Trail is owned by the Regional Rail Corporation (a nonprofit that purchases rail corridors in PA for trails). The Gordon River Greenway is composed of several separately owned parcels belonging to the City, County, Conservancy, Zoo, and municipal airport.

Social and Environmental Goals

Linking communities, making it easier to commute and enjoy recreational spaces without the use of a car, and promoting open/ green space to increase permeable surfaces, decrease runoff, etc. were discussed for each trail. Each project stated goals similar to those identified in the "Green the Way" report (2014 U-M urban planning students).

Length of Trails (for comparison the Allen Creek Greenway study area is approximately 3.25 miles)

- Reading Viaduct: 0.25 miles
- The Embankment: 0.5 miles

City of Ann Arbor Systems Planning Unit

- Dequindre Cut: 1.15 miles
- The Highline: 1.45 miles
- The Trestle: 1.5 miles
- The Gordon River Greenway: 1.7 miles
- The Chicago 606: 2.7 miles
- Mason Trail: 3.5 miles
- The Katy Trail: 3.5 miles
- Southwest Commuter Trail: 5.6 miles
- Five Star Trail: 6 miles
- Bellingham Interurban Trail: 6.5 miles
- Indianapolis Cultural Trail: 8 miles
- TART Trail: 10.5 miles
- Camp Chase Trail: 15 miles
- Burke-Gilman Trail: 18.8 miles
- The Beltline: 22 miles
- Three Cities Heritage Trail: 24 miles
- Cleveland Midway: 100+ miles
- Schuylkill River Trail/ Circuit Trail: 750 + miles

There seems to be a trend that trails built above or below grade were shorter, likely due to increased costs associated with their construction. Conversely, paved or dirt trails at grade appear to be longer.

Timeframe of Construction

Each trail varied widely in the time between their conceptualization, visioning, and building. This did not appear to correspond directly to the length of the trails.

Approximate time to move from vision to reality:

- 20 years: The 606 and the Highline
- 10 years: The Indianapolis Cultural Trail
- 5 years: The Dequindre Cut

Reading Viaduct, The Trestle, The Embankment, and the Beltline are all still in early phases of construction and no project except the Beltline has a schedule completion date (2030). The Schuylkill River Trail/ Circuit Trail started its first of many phases of construction in 2007, with hundreds of miles yet to be built.

Physical Design of Trails

- Built on abandoned rail lines: The 606, the Highline, Reading Viaduct, The Trestle, The Embankment, The Interurban, and the Katy Trail are all built on abandoned Rail Lines (as are the George S Mickelson Trail (SD), Longleaf Trace (MS), Midtown Greenway (MN), Washington and Old Dominion Railroad (VA), Little Miami Scenic Trail (OH), and Trail for the Couer d'Alenes and Route of the Hiawatha (ID), Pine Creek Trail (PA) but these examples are less applicable to the ACG project.)

City of Ann Arbor Systems Planning Unit

- Rail with Trail: The TART Trail borders the Great Lakes Central railroad for approximately 7.5 miles of the 10.5-mile trail. The entire Camp Chase Trail follows the Camp Chase Industrial Railroad owned by Indiana Boxcar Corporation. The Five Star Trail is located alongside the no longer active Southwestern Pennsylvania Railroad.
- Emphasis on green space and native/low-impact vegetation: The Indianapolis Cultural Trail, the 606, the Dequindre Cut, the Beltline, the Gordon River Greenway, and the Highline.
- Discussion of benefits offered to commuters and recreation seekers who don't wish to use cars: The Schuylkill River Trail/ Circuit Trail and the Cleveland Midway

Intended purpose

All of the trails discuss some mix of public art installations, bike rental, trail tours, and connections between diverse neighborhoods as selling points for their utility. The Dequindre Cut, Cleveland Midway, TART Trail, and Schuylkill River Trail/ Circuit Trail are intended to be parts of larger trail systems connecting green spaces in each city.

The Indianapolis Cultural Trail explicitly discusses its positive economic impact: \$864.5 million estimated, with 11,372 jobs created. The Schuylkill River Trail/ Circuit Trail estimates that \$69,000 will be added to home values surrounding the trail. The Highline does not discuss specific numbers, but it has an active presence in the local arts and environmental scenes and it lists over 50 jobs associated with the trail. TART Trails, Inc. in cooperation with MDOT and Vasa Pathways completed a study of economic benefits of biking and estimated that at 12% of the nonprofits revenues comes from trail events, which generate \$2.6 million in direct spending in the regional economy a year.

The extension of the Camp Chase Trail into the working class Hilltop neighborhood in west Columbus seeks to be a catalyst for economic development.

The Burke-Gilman trail is of particular interest to the ACG project because it was intended to connect the University of Washington community with the broader Seattle community. Though the location of the ACG does put it immediately adjacent to any U-M campus, it can still serve as a useful route for many associated with the University who work or live in Ann Arbor, and as a broader metaphor for connecting different neighborhoods in Ann Arbor.

Miscellaneous

The Highline was created in part through density offsets that the City of New York offered to developers, in order to create the requisite open space in the midst of the high density Manhattan neighborhood where the Highline was built. The City of Ann Arbor would not necessarily need these offsets in the ACG project area, but this strategy could be considered for other open space projects.

The 606 has been nationally recognized for its excellent community engagement process that reached all the diverse communities surrounding its footprint. It is the only project examined that did follow-up surveys with neighbors, and will continue to do so (it has only been

City of Ann Arbor Systems Planning Unit

operational for 11 months). Many of the projects in this report were started by neighborhood advocacy groups, but the 606 maintained excellent communication with all neighborhoods likely to be affected, not only the best-organized groups.

The Three Cities Heritage Trail consists of several trail deviations throughout Pittsburgh. Each trail deviation becomes a neighborhood trail and connects that neighborhood to the larger Three Cities Heritage Trail. Ann Arbor may consider providing several routing options throughout various neighborhoods while this maintaining connections to downtown.

	Bellingham Interurban Trail (Bellingham, WA)	Burke-Gilman Trail (Seattle, WA)	Camp Chase Trail (Columbus, OH)
Length of trail	6.5 miles	18.8 miles	80% done; planned to be 15 miles
Funding	Greenway Levy: \$150,000		Total cost: 10 million, \$850,00/mile
Timeframe of construction	Completed in 2005	constructed in parts from 1970s to 2010s	Segments started building in 2012- opened in 2013, last segment to be completed Fall of 2016
Operation and maintenance	City of Bellingham (public)	City of Seattle (DOT and Parks and Rec), King County, University of Washington partnership	Multiple Jurisdictions: Columbus, Franklin Township and Valley view Village- maintenance about \$4000/mile- Managed by Metro Parks
Ownership: public? Nonprofit? Other?	City of Bellingham (public)	Northern Pacific (1913) Burlington Northern Railroad (via merger, 1970) King County / City of Seattle / University of Washington (1970)	Multiple Jurisdictions: Columbus, Franklin Township and Valleyview Village
Environmental Stewardship and Green Infrastructure: flood mitigation, stormwater management, anticipated floodplain ordinance impacts, potential land acquisitions, easements, lease agreements	green trail along former electric rail line	dual goals: safety and placemaking (thought multi-use recreation and commute)	primarily pavement, small part is crushed and packed limestone
Social Interaction + Neighborhoods: community impacts, historic preservation impacts, housing impacts, streetscape modifications, railroad modifications, utility impacts, traffic impacts	connects two historic parts of Bellingham	runs through U-W campus and several Seattle neighborhoods	Connects to Metro Park, Confederate Cemetery, Several Parks and trail heads, Casino
Economic Development and Reuse: economic impacts, management impacts and operational budgets, risk management approaches		intended to fully connect University and Seattle communities	Will serve as a catalyst for the revitalization of the west side of Columbus
Other		at grade mixed use nonmotorized trails	rail with trail; part of a larger Ohio to Erie Trail
Contact Info	Gina Austin (360)778-7000 gaustin@cob.org	walkandbike@seattle.gov (206) 684-7583	Jody Dzurandin jodydzuranin@gmail.com campchasetrail@gmail.com 614-745-9178

	Cleveland Midway (Cleveland, OH)	Dequindre Cut (Detroit, MI)	Five Star Trail (Westmoreland County, PA)
Length of trail	proposed 100+ miles of connected bike trails	1.15 miles	6 miles
Funding	\$1.2 million to \$1.7 million per mile with planted boulevards. An intermediate option at about \$350,000 to \$400,000 a mile shows dedicated central lanes for cyclists but no protective barriers.	public, nonprofit and private partnership; \$10 million total budget- \$4 million from the Greenways Initiative at the Community Foundation for Southeast Michigan	Rail corridor purchased by nonprofit- Regional Trail Corporation, partnership with 5 municipalities
Timeframe of construction	The Midway is currently in its planning and community support building phase.	~5 years	
Operation and maintenance		Detroit Riverfront Conservancy (nonprofit)	Managed by the Regional Trail Corporation, cleaned by PA cleanways
Ownership: public? Nonprofit? Other?		public: City of Detroit	Westermoreland County Bureau of Parks and recreation, along with municipalities
Environmental Stewardship and Green Infrastructure: flood mitigation, stormwater management, anticipated floodplain ordinance impacts, potential land acquisitions, easements, lease agreements	adaptive re-use of infrastructure formerly dedicated for public mass transit		
Social Interaction + Neighborhoods: community impacts, historic preservation impacts, housing impacts, streetscape modifications, railroad modifications, utility impacts, traffic impacts	increased bike commuting; proposed benefits to local businesses	part of the plan for a 26-mile Inner Circle Greenway, which will encircle the city, connecting neighborhoods and their residents; "The Cut was not immediately thought of as a place for the public to enjoy. It was thought to be too short, that it didn't have any "amenities," and that it was dangerous. And then it opened. The public got to experience it, and people were thrilled."	Connects with Westmoreland County Community College, museum focused on local railroad history, and a sports complex
Economic Development and Reuse: economic impacts, management impacts and operational budgets, risk management approaches			
Other	proposed 2014; no posted timeline to completion	below grade	rail with trail, along Southwestern Pennsylvania Railroad corridor
Contact Info	info@bikecleveland.org		Malcolm Sias Parks and Recreation Director (724) 830-3968 msias@co.westmoreland.pa.us

	Gordon River Greenway Park (Naples, FL)	Indianapolis Cultural Trail (Indianapolis, IN)	Katy Trail (Dallas, TX)
Length of trail	1.7 miles	8 miles	3.5 miles; 30-acre park, as well as 125 acres of urban parkland connected by the pedestrian and bike trails.
Funding	In 2004, Collier County residents voted to tax themselves to acquire 140 acres of land on the Gordon River (forms most of the greenway).	Central Indiana Community Foundation, the City of Indianapolis and several not-for-profit organizations. total project cost was \$63 million. Private funding totaled \$27.5 million, public funding (federal transportation funding) totaled \$35.5 million. No local tax money was used for the Trail construction.	private
Timeframe of construction	First phase opened in 2014, phase II is currently under construction. Additional pathways are in the planning stages	2001-2003 , \$4 million was raised for initial design studies and concepts. In 2004 , the City of Indianapolis gave permission to use city right-of-way to build the Trail. 2005 , local firms, R.W. Armstrong & Rundell	
Operation and maintenance	Southwest Florida Land Preservation Trust and Gordon River Greenway supports county efforts.	Indianapolis Cultural Trail, Inc. (nonprofit)	Friends of the Katy Trail (nonprofit)
Ownership: public? Nonprofit? Other?	County owns most of the land, some separately owned parcels with easements-	public: City of Indianapolis	public: City of Dallas
Environmental Stewardship and Green Infrastructure: flood mitigation, stormwater management, anticipated floodplain ordinance impacts, potential land acquisitions, easements, lease agreements	wildlife viewing stations, Native plants, boardwalks over wetlands	stormwater planters to green downtown streets	
Social Interaction + Neighborhoods: community impacts, historic preservation impacts, housing impacts, streetscape modifications, railroad modifications, utility impacts, traffic impacts	Decorative Bridges, Educational Signage, Interpretive Graphics, Restrooms, Playground, Kayak Launch	bike rental, public art, trail tours	
Economic Development and Reuse: economic impacts, management impacts and operational budgets, risk management approaches	near an airport and river mostly undeveloped land between neighborhoods	\$864.5 million of estimated economic impact 11,372 estimated jobs created	
Other	Connects to a small airport and zoo	within downtown Indianapolis; at grade	built on abandoned railroad; City of Dallas has been working to connect the Katy Trail with other nearby trail systems; at grade
Contact Info	Ellie Krier EK Consulting, Inc. P.O. Box 2465 Naples, FL 34106 (O) 239-262-0015 (F) 239-262-0750 (e) info@swflpt.org	Dan Remington Customer Service Manager Indianapolis Cultural Trail, Inc. 317.672.7630 dremington@indyculturaltrail.org	LAUREN WHITSON Membership and Marketing Director lauren@katytraildallas.org

	Mason Trail (Fort Collins, CO)	Pine Creek Trail (Jersey Shore, PA)	Reading Viaduct (Philadelphia, PA)
Length of trail	3.5 miles	65 miles	.25 miles (Phase 1)
Funding	City of Fort Collins, North Front Range Metropolitan Planning Organization (MPO), Colorado Department of Transportation (CDOT), and Great Outdoors Colorado (GOCO)		9.6 million construction goal, 5.1 million raised so far
Timeframe of construction		final section opened in 2007; no plans for expansion despite suggestions	neighborhood talks started in 2003; planning 2004-2010; fundraising 2010-2016; plan to break ground in 2016 on Phase I
Operation and maintenance	Maintained by the Fort Collins Streets department	No trash cans along the route, so pack in and pack out	Friends of the Rail Park (nonprofit)
Ownership: public? Nonprofit? Other?			public: SEPTA (Southeastern Pennsylvania Transportation Authority)
Environmental Stewardship and Green Infrastructure: flood mitigation, stormwater management, anticipated floodplain ordinance impacts, potential land acquisitions, easements, lease agreements		hard packed stone	discussion of greening old railroad infrastructure; nothing more explicit
Social Interaction + Neighborhoods: community impacts, historic preservation impacts, housing impacts, streetscape modifications, railroad modifications, utility impacts, traffic impacts	the trail offers a solution to improve safety and mobility for cyclists and pedestrians traveling north and south in the city		community effort to see park built; inspired by Highline
Economic Development and Reuse: economic impacts, management impacts and operational budgets, risk management approaches			
Other	pedestrian and bike path along transit corridor, overpass over railroad tracks, bike lights at intersections	rail with trail	inspired by the highline; elevated rail line above grade
Contact Info	parkshop@fcgov.com	Info@pinecreekvalley.com	friends@therailpark.org

	Schuylkill River Trail/ Circuit Trail (Philadelphia, PA)	Southwest Commuter Trail (Madison, WI)	TART- Traverse Area Recreation Trail (Traverse City, MI)
Length of trail	750 miles planned, through PA, NJ	5.6 miles	10.5 miles
Funding		Initial construction paid for 80% by the federal government	FHWA grant to cover initial \$628,000 with local match of \$115,00 (for first installment of critical sections). Contributions from MDOT and private partnerships
Timeframe of construction	construction started in 2007; to be completed in phases	Opened in 2001	Over seven years for critical segments but completed in 2004. MDOT grant (Enhancement Grant) began extension 09/2016 and to build a pedestrian crossing
Operation and maintenance	Trail managed in sections; Schuylkill River Trail Council: Schuylkill River Development Corp., Fairmount Park, East Falls Development Corp., Manayunk Development Corp., Montgomery County, Valley Forge National Historical Park, Chester County, Schuylkill River Heritage Area, Berks County Planning Dept., Borough of Hamburg, Schuylkill County and PA Dept. of Conservation and Natural Resources (mix of public and nonprofit)		TART Trails works with the City and County on trail projects. Working to create a MOU with the Traverse City
Ownership: public? Nonprofit? Other?	public: different municipalities		The TART Trail between Carter Rd and Aero Park Dr is owned by the City of Traverse City, Aero Park Dr to the Bates/Lautner section is owned by the Grand Traverse County Road Commission.
Environmental Stewardship and Green Infrastructure: flood mitigation, stormwater management, anticipated floodplain ordinance impacts, potential land acquisitions, easements, lease agreements			Complete streets, promotes hiking and biking
Social Interaction + Neighborhoods: community impacts, historic preservation impacts, housing impacts, streetscape modifications, railroad modifications, utility impacts, traffic impacts	focus on promoting health benefits of alternative commuting and economic benefits at large		The TART Trail connects to: Resorts, shops, and restaurants; Recreation areas including Reffitt Nature Preserve and several City Parks including Clinch Park Marina and Beach; Other trails including Boardman Lake Trail, Three Mile Trail, and the Leelanau Trail; Downtown Traverse City; Local neighborhoods; Several bike shops; The State Park campground
Economic Development and Reuse: economic impacts, management impacts and operational budgets, risk management approaches	<p>2.3% rate of bicycle commuting in Philadelphia, the highest rate among the 10 largest US cities.</p> <p>\$69,000 additional value to homes within a quarter mile of the Radnor Valley Trail attributable to trail proximity.</p> <p>active transportation-related infrastructure, businesses, and events were estimated to have contributed \$497.46 million to the New Jersey economy in 2011.</p> <p>The Greater Allegheny Passage in Western Pennsylvania hosts over 800,000 trips a year and, in 2008, generated over \$40 million in direct annual spending and another \$7.5 million in wages.</p> <p>Healthcare Savings</p>		TART Trails partnered with Vasa Pathway to complete a study of the TART system and the Vasa Pathway. Study concluded that 12% of TART's income comes from events and that trail events generate \$2.6 million in direct spending in the regional economy each year. In addition, MDOT choose Traverse City as a case study for their report on biking and the economy- found that TC generates 3.3 million from bike retail and that the total annual economic impact is over 5 million
Other	at grade mixed use nonmotorized trails	Vacated railroad corridor	TART trail is a "rail with trail", Organization uses "Trail ambassadors" to promote safe, responsible, and enjoyable use of the trail- Can be a Maintenance Ambassador, Program Ambassador, or Outreach Ambassador. Ambassadors represent TART Trails Inc., educate about trail etiquette, help with minor trail maintenance and hazard reporting, surveying, minor mechanical assistance.
Contact Info	http://www.circuittrails.org/contact		Chris Kushman, ckushman@traversetrails.org, (231) 941-4300

	The Beltline (Atlanta, GA)	The Chicago 606 (Chicago, IL)	The Embankment (Jersey City, NJ)
Length of trail	22-mile transit system, 33-mile trail network, 1,300 acres of new and 700 acres of restored greenspace	2.7 miles of Bloomingdale Trail and four of the ground-level neighborhood parks	.5 miles
Funding	4.8 billion total cost; mix of public and private sources – including the Atlanta BeltLine Tax Allocation District (TAD), the City of Atlanta, private investment and philanthropic contributions, county, regional, state and federal grants, and public private partnerships	public/ private: project budget is \$95 million. The team has already raised \$76 million towards completion of the project, including \$56 million in public funds and \$20 million in private donations	Embankment Preservation Coalition has identified funds for acquisition, development of the top as a nature habitat and public park, creation of a tree-lined, lighted walkway along its base, and use of the elevated structure as an off-road segment of the East Coast Greenway, a 3,000-mile walking and bicycling trail from Maine to Florida
Timeframe of construction	scheduled to be completed in 2030; sections already operational	20 years; 2004 Logan Square Open Space Plan included the 606 Trail; Trust for Public Land hosted public review meetings throughout 2011 ; final design plans unveiled in 2013 ;	September 2004, the Jersey City Municipal Council tried to acquire the Embankment by eminent domain for a passive park and greenway but was delayed by courts deciding if the property is subject to federal protections
Operation and maintenance	Atlanta BeltLine, Inc. (private)	Trust for Public Land (nonprofit)	Pennsylvania Railroad Harsimus Stem Embankment Preservation Coalition (nonprofit)
Ownership: public? Nonprofit? Other?	public: City of Atlanta	public: City of Chicago	public: Jersey City
Environmental Stewardship and Green Infrastructure: flood mitigation, stormwater management, anticipated floodplain ordinance impacts, potential land acquisitions, easements, lease agreements			goal: develop its top as passive open space, and integrate the site into a network of local and regional pedestrian and biking trails
Social Interaction + Neighborhoods: community impacts, historic preservation impacts, housing impacts, streetscape modifications, railroad modifications, utility impacts, traffic impacts	public art, historic preservation, 28,000 new and 5,600 affordable housing units, 30,000 permanent and 48,000 construction jobs	"It will provide nearly three miles of much-needed open green space, and link four diverse city neighborhoods with the elevated trail and six neighborhood parks. The 606 will also bring economic development, public health, safety, environmental, and transportation benefits to our community. It will serve 80,000 neighbors—including 20,000 children—within a ten minute walk and is also expected to be a popular, citywide attraction and tourist destination"	
Economic Development and Reuse: economic impacts, management impacts and operational budgets, risk management approaches	up to \$20 billion in projected economic development; \$2.4 billion dollars in private development; six times greater than the total public/private investment of \$400 million to date		
Other	criticized for raising home prices in adjacent neighborhoods and pricing out existing residents; http://beltline.org/about/the-atlanta-beltline-project/similar-projects/ compares itself to Madris Rio, Spain; Midtown Greenway, MN; LA River Revitalization, CA; Chicago 606; Reading Viaduct; Promenade Plantee, Paris; Highline, NY	elevated trail on old rail line; recognized for inclusive, community-oriented planning process; above grade	inspired by the highline; elevated rail line above grade
Contact Info	Beth McMillan Director of Community Engagement and Planning, Atlanta BeltLine, Inc. bmcmillan@atlbeltline.org (404) 477-	http://www.the606.org/get-involved/contact-us/	info@embankment.org

	The Highline (New York, NY)	The Trestle (St. Louis, MO)	Three Rivers Heritage Trail (Pittsburgh, PA)
Length of trail	1.45 miles	1.5 miles	24 miles
Funding	public-private-nonprofit partnership	still gathering funds (currently public); invested 12 million already	
Timeframe of construction	nonprofit formed in 1999, planning began in 2002-2003, first section opened in 2009, second section opened in 2011	in development	
Operation and maintenance	Friends of the Highline (nonprofit)	likely Great Rivers Greenway District (public)	Friends of the Riverfront
Ownership: public? Nonprofit? Other?	public: City of New York	public: Great Rivers Greenway District	
Environmental Stewardship and Green Infrastructure: flood mitigation, stormwater management, anticipated floodplain ordinance impacts, potential land acquisitions, easements, lease agreements	self seeded landscape, native plants (funded by private donation- Toyota); green roof system	intended to create green space in St. Louis' downtown	Separate bike and pedestrian facilities on bridge crossings
Social Interaction + Neighborhoods: community impacts, historic preservation impacts, housing impacts, streetscape modifications, railroad modifications, utility impacts, traffic impacts	runs through several communities; original nonprofit started by neighbors; associated with concerns of neighborhood change	intended to be community gathering point and focus for new development	segments on both banks of Pittsburgh’s three rivers with access to city neighborhoods, business districts, and local attractions; The Three Rivers Heritage Trail highlights Pittsburgh’s history through the use of Interpretive Signage. Along the trail, signs call attention to significant places, historical events, and native wildlife. The trail also serves as the Pittsburgh hub for other trail system connections such as the Great Allegheny Passage, the Erie-to-Pittsburgh Trail, the Pittsburgh-to-Harrisburg Main Line Canal Greenway, and future connection to the Montour Trail and the Ohio River Greenway Trail.
Economic Development and Reuse: economic impacts, management impacts and operational budgets, risk management approaches	sustainable re-use of old rail line; local jobs created for construction and maintenance		
Other	above grade transformation of old rail line	inspired by the highline; elevated rail line above grade	In 2010, the Three Rivers Heritage Trail was awarded National Recreation Trail status by the U.S. Department of the Interior. This designation is granted to trails that are considered to be locally or regionally significant, open to the public for at least 10 years, and practice proper management and maintenance. Additionally, the Three Rivers Heritage Trail is ADA accessible and has adopted a Mobility Assist Device Policy that meets U.S. Department of Justice and Americans with Disabilities Act regulations.
Contact Info	(212) 206.9922 info@thehighline.org		friends@friendsoftheriverfront.org



INDIANA UNIVERSITY PUBLIC POLICY INSTITUTE

Reasons to Love the Indianapolis Cultural Trail: A Legacy of Gene and Marilyn Glick

The Indianapolis Cultural Trail: A Legacy of Gene and Marilyn Glick (the Trail) is an eight-mile urban bike and pedestrian pathway that serves as a linear park in the core of downtown Indianapolis. Originally conceived by Brian Payne, President and CEO of the Central Indiana Community Foundation (CICF), to help create and spur development in the city's cultural districts, the Trail provides a beautiful connection for residents and visitors to safely explore downtown. Completed in 2012, the Trail connects the now six (originally five) cultural districts and provides a connection to the seventh via the Monon Trail. The Trail connects every significant arts, cultural, heritage, sports, and entertainment venue in downtown Indianapolis as well as vibrant downtown neighborhoods. It also serves as the downtown hub for the central Indiana greenway system.

The \$63 million Cultural Trail was created through a public-private partnership between the city of Indianapolis and CICF, which raised \$27.5 million in private and philanthropic support for the Trail's construction, including a lead gift of \$15 million from Eugene and Marilyn Glick. An additional \$35.5 million came from federal transportation grants. There were no city of Indianapolis funds budgeted to construct the Trail. In 2008, Indianapolis Cultural Trail, Inc., was created to manage the Trail once construction was complete.

The Trail is expected to make a wide range of contributions to the quality of life and economy of central Indiana. In an effort to begin to quantify the benefits, the IU Public Policy Institute used a multi-faceted approach to evaluate the Trail's impact.

The goal of this assessment is to establish a baseline for future evaluations. The following represents the key findings from the assessment:



Photo credit: IU Public Policy Institute

Frank and Katrina Basile Corridor

The Indianapolis Cultural Trail is having a measurable economic impact.

Property values within 500 feet (approximately one block) of the Trail have increased 148% from 2008 to 2014, an increase of \$1 billion in assessed property value.

The Trail has increased revenue and customer traffic for many businesses along Massachusetts and Virginia Avenues. Business surveys reported part-time and full-time jobs have been added due to the increases in revenue and customers in just the first year.

Users are spending while on the Trail. The average expected expenditure for all users is \$53, and for users from outside the Indianapolis area the average exceeds \$100. In all, Trail users contributed millions of dollars in local spending.

The Indianapolis Cultural Trail is valued by locals and visitors.

Indianapolis visitors are attracted to the Cultural Trail; 17 percent of users surveyed were from outside the Indianapolis area.

With a strong emphasis on exercising and healthy living, the Trail provides an excellent opportunity for users to exercise. Results from a survey of users indicate that exercise and fitness is the primary reason for Trail usage.

Trail users feel safe and the Indianapolis Cultural Trail is helping to create a sense of community.

Users feel the Trail is safe and welcoming. When surveyed, 95 percent of the Trail users stated they felt safe and secure while on the Trail.

The sense of safety shows in the Trail usage numbers. The Cultural Trail usage estimates exceed usage estimates for most other Indianapolis trails and greenways.

The Trail has helped create a sense of community for the Fountain Square and Fletcher Place neighborhoods. Business owners are now enjoying a steady flow of Trail users into their neighborhoods.

"This amenity makes the entire downtown a better place to work, play and live!"

**Focus on Economic Impact*****Property values along and near the Cultural Trail have increased.***

Using GIS software, an analysis of property parcels (Map 1) located within 500 feet of the Trail was conducted. Gross assessed property values from 2008 and 2014 were used.

There are two factors to consider when reviewing these data. The first is that some of the increase in value is due to properties returning to pre-recession values.

Second, while there were projects that were planned before the construction of the Trail, the impact of the Trail could have led to increased rents, changes in marketing plans to highlight proximity to the Trail, increased property taxes that Marion County collects from the properties, and encouragement for existing property owners to make improvements that can increase the assessed value.

The assessed value of the 1,747 parcels within 500 feet of the Trail increased 148 percent. The total change in value was \$1 billion. The largest increase in property value was \$63.3 million. The 25 properties with the largest increases in assessed value accounted for 68 percent of the total increase. These properties are a mix of commercial, residential, and lodging establishments, including some of the largest downtown property and development projects.

At least 5 percent of the increase in assessed values comes from new condominiums that have been constructed within close proximity to the Trail. There were over 90 new condominium parcels established from 2008 to 2014.

Table 1 represents the changes in assessed values of the Census tracts that include the Trail segments along Massachusetts and Virginia Avenues and the changes for Center Township and Marion County.

During the 2008 to 2014 time period, the parcels in Center Township and Marion County had an overall increase of 37 and 8 percent, respectively. The increase in assessed value of the parcels within 500 feet of the Trail account for 43 percent of the increase in Center Township. While the Cultural Trail parcels account for less than 1 percent of the total parcels in Marion County, they account for 24 percent of the total increase in assessed value for the county.

Assessed property values along Virginia Avenue from South Street to the I-65/I-70 bridge increased 295 percent. The Census tract that includes this stretch of Virginia Avenue had an increase of 240 percent.

At the southern end of the Trail, there are 48 parcels that lie within 500 feet of the Trail and just south of Prospect Street. There is little doubt that the Trail had impact on these properties. Collectively, the assessed value of the parcels increased 30 percent. However, the Census tract that includes these parcels had an overall decrease in value of 1 percent. The total change for the 48 parcels was an increase of \$880,700. The total change for the Census tract was a decrease of \$817,000.



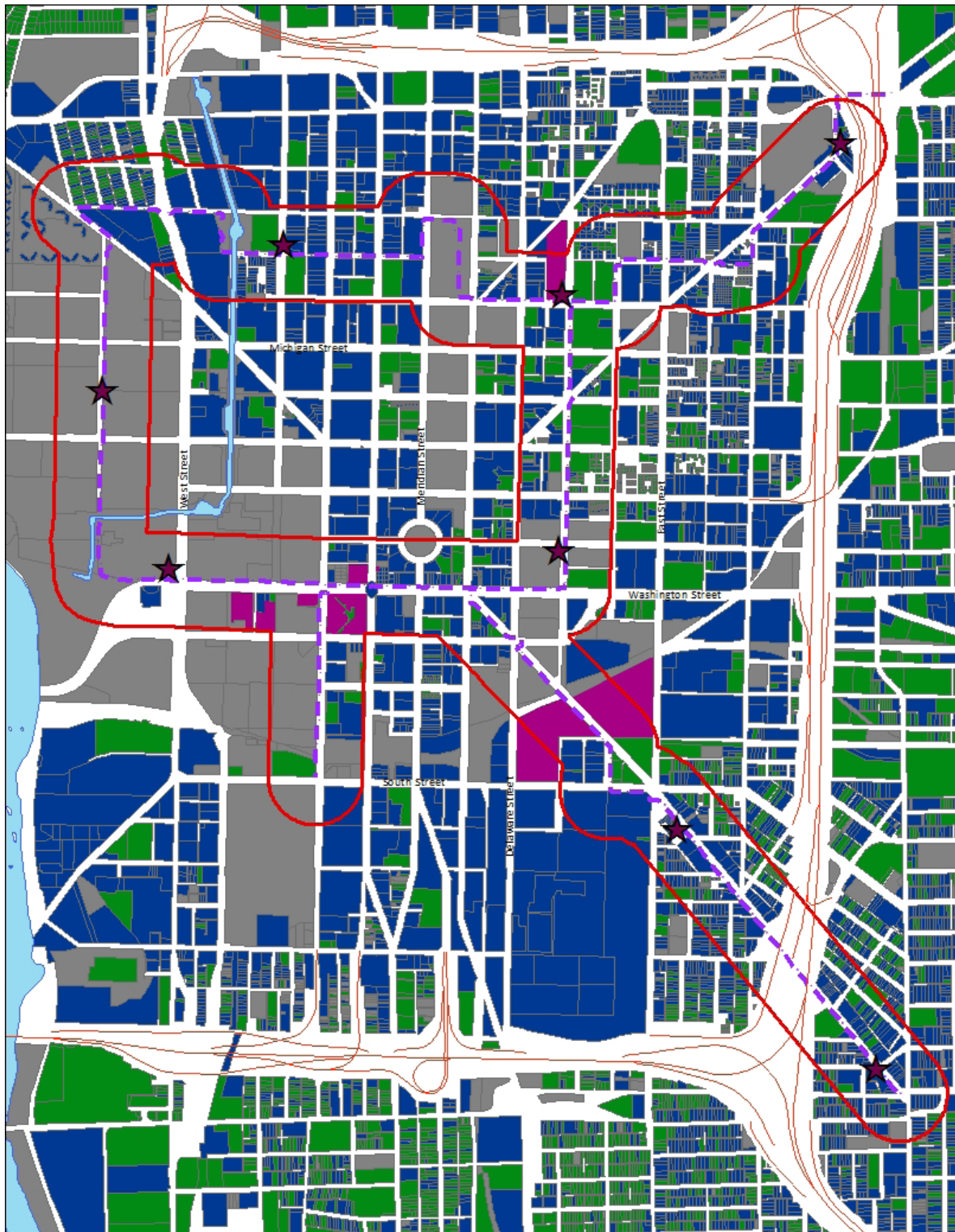
Photo credit: IU Public Policy Institute

New Public Plaza along Alabama and North Streets

Table 1. Comparison of the change in total assessed value (AV) for parcels near the Cultural Trail to Census tracts, Center Township, and Marion County, 2008 to 2014

	Virginia Avenue Census Tracts	Massachusetts Avenue Census Tract	Center Township	Marion County
Number of Parcels in Region	3,279	2,080	7,253	348,743
Change in AV - Region	126%	36%	37%	8%
Percent of Regional Parcels within 500 ft of Trail	21%	16%	24%	0.5%
Percent of Regional Change Attributed to Parcels 500 ft of Trail	35%	40%	43%	24%

Map 1. Changes in total assessed values of parcels along or near the Cultural Trail, 2008 to 2014



Change in Assessed Value, 2008 to 2014



Businesses report increases in revenues and customers, which have led to additional full- and part-time positions.

Businesses play a key role in determining the fiscal impact of the Cultural Trail. Increases in revenues benefit not only the owners, but the city and state in collection of taxes and as an opportunity for additional jobs. To determine any potential impact, businesses along the Cultural Trail in the Mass Avenue, Fountain Square, and Fletcher Place neighborhoods were surveyed.

In total, 66 businesses participated in the survey, including retail stores, eating and drinking establishments, art galleries, real estate agencies, salons, dental offices, and nonprofits. Responses from retail stores and eating and drinking establishments accounted for 60 percent of the responses.



Photo credit: Visit Indy

A cyclist enjoying the Trail in Fountain Square

Of those responding, 56 percent indicated that the establishment had been open five years or less. Those who had been opened for greater than 20 years accounted for 15 percent of responses. In Fletcher Place, 73 percent of the businesses were established between 2010 and 2014.

Over half of the owners indicated they have seen an increase in customers since the Cultural Trail opened, and 48 percent indicated they have seen an increase in revenue. While Mass Avenue and Fountain Square report a larger increase in customers than revenue, Fletcher Place reports a higher increase in revenue than customers (Figure 1).

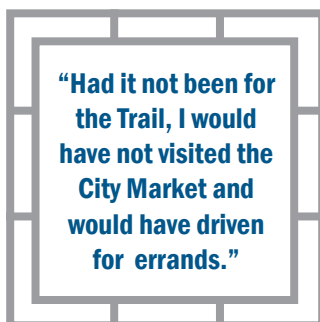


Photo credit: Central Indiana Community Foundation

A family taking an evening stroll under the M12 Prairie Modules on North Street

Figure 1. Increase in revenue and customers reported by respondents to business survey

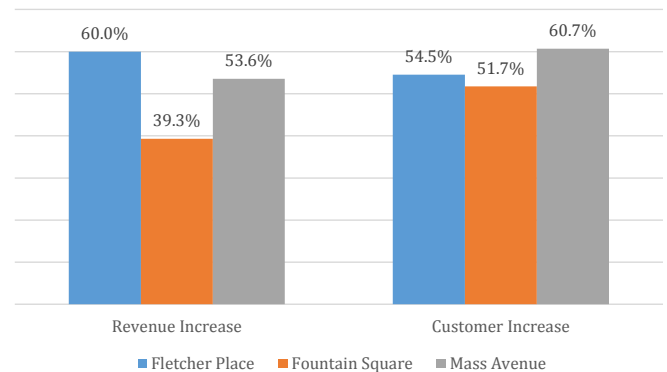


Photo credit: Visit Indy

Diners in Fountain Square

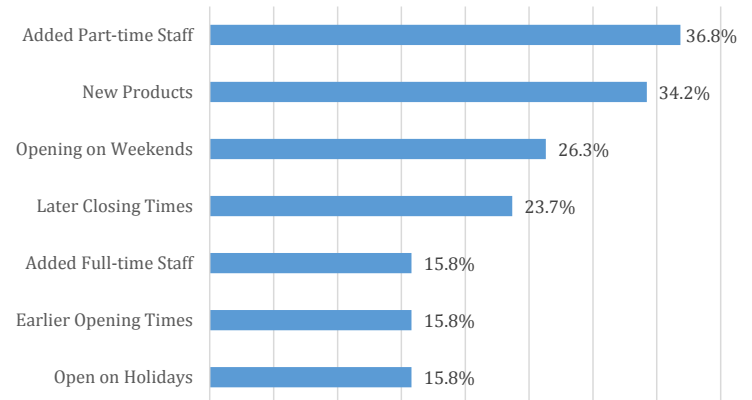
Several operators indicated that the revenue and/or customer increases led to the creation of additional full-time and part-time positions (Figure 2). In total, based on business operator responses, a range of 40 to 50 full-time positions and 47 part-time positions were added. The added new employment opportunities increase the local option income tax (LOIT) collected in Marion County as well as Indiana income tax. Some of the new jobs created were from new businesses opening up, and based on the survey results, 25 percent of those businesses were established at that location because of the Trail. Other actions taken in response to the increases included expanding business hours and adding new products or services to their business offerings.

The survey asked owners if they planned to or were actively using any measures to attract Cultural Trail users to their businesses. Mass Avenue and Fountain Square businesses most often use signage along sidewalks and displays in the storefronts to increase visibility. Others mentioned their proximity to the Cultural Trail on their websites.

Two other options listed on the survey were displaying flyers at non-competing businesses and universities and offering special deals during peak Trail hours. Fountain Square and Fletcher Place had the most respondents indicate that they advertise with other businesses or universities as well as offering special deals to attract Trail users.

Businesses adding or upgrading outdoor seating can also lead to an increase in property value assessments if the improvements are substantial. Increased spending to market businesses creates additional revenue for other Indianapolis businesses.

Figure 2. Actions taken in response to increases in revenue/customers by business survey respondents



“We opened the business with the intent of being in a building somewhere along the Cultural Trail. Doing this has been an advantage in attracting pedestrian and cyclist traffic.”



Photo credit: Kelley Jordan Photography for Indianapolis Cultural Trail, Inc.

Cultural Trail along Washington Street



Trail users report spending while on the Cultural Trail.

All users surveyed were asked how much they planned to spend while participating in the following activities: staying in a hotel, eating at a restaurant, shopping at stores, attending a theater or cultural event, or other activities. From the 558 surveys collected, 32 percent indicated they would spend money while doing at least one activity. Ten percent of the users reported they would spend money participating in more than one activity.

The average expected expenditure for all users surveyed was \$53, with hotel spending the highest and restaurant spending second. Out-of-town visitors had an average expected expenditure of \$113.

The IU Public Policy Institute utilized a formula developed by Rails to Trails Conservancy to calculate the estimated user spending. The following formula is calculated in three steps.

Anticipated Economic Impact = % Total Users Anticipating Spending X Average Expected Expenditures X Annual Users

The first step is to divide the number of users surveyed who indicated they anticipated spending money by the total number of users surveyed; this results in the *% Total Users Anticipating Spending* value. The second step is to divide the total expected expenditures reported by the respondents by the number of users anticipating spending. This value is the *Average Expected Expenditures*. The final step is to multiply the two values from steps one and two by the *Annual Users* estimate, which is obtained from the usage counters.

The anticipated economic impact was calculated for all categories for which respondents were asked to estimate spending.

Over half (63 percent) of the respondents spending money indicated the spending would occur at a restaurant.

At this level of estimated spending, the anticipated economic impact that any segment of the Cultural Trail would achieve ranges from \$1 million to \$3.57 million.

Table 2 details the anticipated economic impact of the Cultural Trail for the high usage segments. Users were surveyed near the counter locations, rather than in the highly congested areas, therefore these estimates are conservative and the total economic impact is likely higher.



Photo credit: Central Indiana Community Foundation
Gene and Marilyn Glick Peace Walk at night

Table 2. Anticipated economic impact of the high usage segments of the Cultural Trail by spending category

	Estimated Economic Impact
Hotel	\$1,590,211
Restaurant	\$944,117
Stores	\$662,903
Other	\$369,223
All	\$3,566,453



Photo credit: Central Indiana Community Foundation
Landscaping along the Cultural Trail



Photo credit: IU Public Policy Institute

Indianapolis Cultural Trail near Eiteljorg Museum and the White River State Park

There are two considerations when analyzing the anticipated economic impact of the Cultural Trail. The first concerns the timing of survey collection. Surveys were not conducted after dark, which, according to the usage estimates, is peak usage for Fountain Square and high usage for Massachusetts Avenue. Therefore, if surveys were conducted during peak usage, there may be higher reported spending.

The second consideration is that the delay in construction of the Swarm Street art installation impacted the usage counts at the Fletcher Place counter. The counter was placed in a location that would provide an estimate of users who are coming from or going to downtown. With the Swarm Street art installation complete, it can be expected that the usage counts for this counter will increase within the coming year.

To estimate the economic impact of evening spending, based on the findings of economic impact studies, a \$60 price point was used. The anticipated economic impact of the Massachusetts and Virginia Avenue segments with evening spending is roughly \$1 million.

"The Cultural Trail has made it much easier for out-of-town guests to locate and feel comfortable walking to and around Mass Ave. It has been so beneficial linking downtown neighborhoods. It's beautiful and so welcoming."

Focus on Value

Visitors to Indianapolis are attracted to the Cultural Trail.

Seventeen percent of the users surveyed were visitors from outside the Indianapolis Metro Area. The largest number of these visitors were from other parts of Indiana. Two out-of-state travelers were from Washington state.

Users were asked whether they were aware that they were using the Cultural Trail. Eight-four percent of visitors were aware of the Trail, compared to 75 percent of Indianapolis residents.

When asked if they would like to see anything else along the Trail, the most common response was for more restaurants and shops (35 percent). More art displays, community and social programs, and benches were also among the top five suggestions for additional amenities for the Trail.



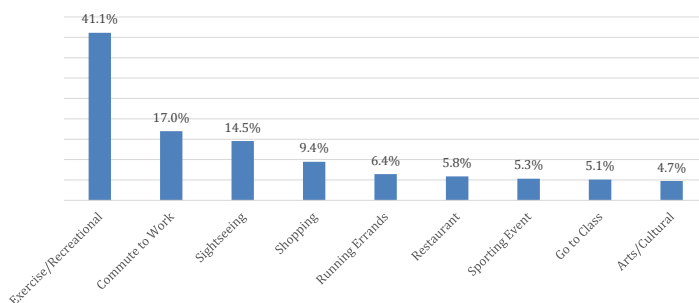
Photo credit: IU Public Policy Institute

Cultural Trail users on the IUPUI campus

Exercise and recreation is the primary reason for use.

While the majority of visitors indicated a reason other than the options provided in the survey for use of the Trail, 41 percent stated they were on the Trail for exercise and sightseeing. Given the continued emphasis on the need for increased physical activity, it is encouraging to see exercise and recreational usage as the primary use for those who were surveyed (Figure 3). As most users surveyed were walkers, these numbers underrepresent those running or biking on the Trail. For that reason, the number of users exercising on the Trail are likely higher.

Figure 3. Percent of Cultural Trail users by activity



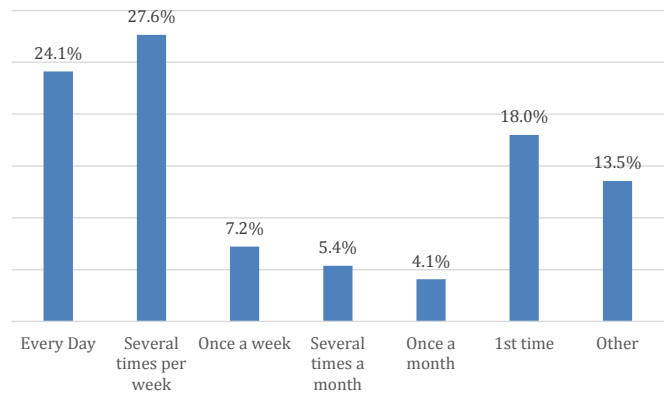
In addition to understanding how individuals are using the Trail, frequency of use also is beneficial to understanding the impact of the Trail (Figure 4). Over half of the respondents use the Trail every day or several times a week. Those who use the Trail every day represent one-quarter of survey respondents. Using the Trail to commute to work was the second highest use for Indianapolis and metro area residents.

The majority of survey respondents indicated that they use the Cultural Trail between zero and 30 minutes (47 percent) per visit. Twenty-three percent indicated that they will use the Trail between 30 and 60 minutes.

While there are numerous benefits to exercising, the economic benefit is often overlooked. According to *The Economic Benefit of Regular Exercise*,¹ employees who are active and exercise at least once a week will have lower health care costs than those who do not. These employees have 27 percent fewer sick days than co-workers who are sedentary.



Figure 4. Frequency of Cultural Trail use



"The Cultural Trail has been wonderful for the community. The Cultural Trail has offered opportunities for people to improve their health while enjoying the outdoors, win-win!"



Photo credit: Central Indiana Community Foundation

A family enjoying a walk on the Trail

¹ O'Neal, Christine and Wendel, Phil. 2009. *The Economic Benefits of Regular Exercise*. International Health, Racquet & Sportsclub Association. Boston, MA.

Focus on Community

Trail users feel safe on the Cultural Trail.

Regardless of the reason for using the Cultural Trail, feeling safe and secure while on it is vital. When asked, over 95 percent of respondents feel that the Cultural Trail is safe and secure. Business owners along Virginia Avenue have heard the same sentiment and are benefiting from this perception.

Comments from surveyed users supported the perception of safety. Several respondents mentioned the safety of the Trail, especially bike safety.

Trail usage along the Cultural Trail exceeds most other Indianapolis trails and greenways.

The sense of feeling safe and secure shows in trail usage. Usage estimates along the Trail exceed most other Indianapolis trails and greenways. Eight counters were deployed with at least one counter located along each of the main segments of the Trail (Map 2). Counter locations were selected in an effort to determine Trail usage and connectivity as opposed to counts at congested areas or at intersections. Therefore, these numbers are conservative estimates by segment; the actual usage is probably much higher. The lowest annual total (47,654) was recorded at Fletcher Place and the highest along Alabama Street (214,829). Table 3 shows the usage estimates at trail locations throughout Indianapolis.

Usage in Fountain Square is unique to all other segments of the Trail. Fountain Square has peak usage in the evening hours, between 6 and 7pm, and many users after 11pm. Other segments of the Trail have peak usage at 11am and 5pm. The number of eating and drinking establishments located directly on the Trail in Fountain Square may be the reason for the difference in peak usage along this segment.



Map 2. Cultural Trail usage counter locations, 2014

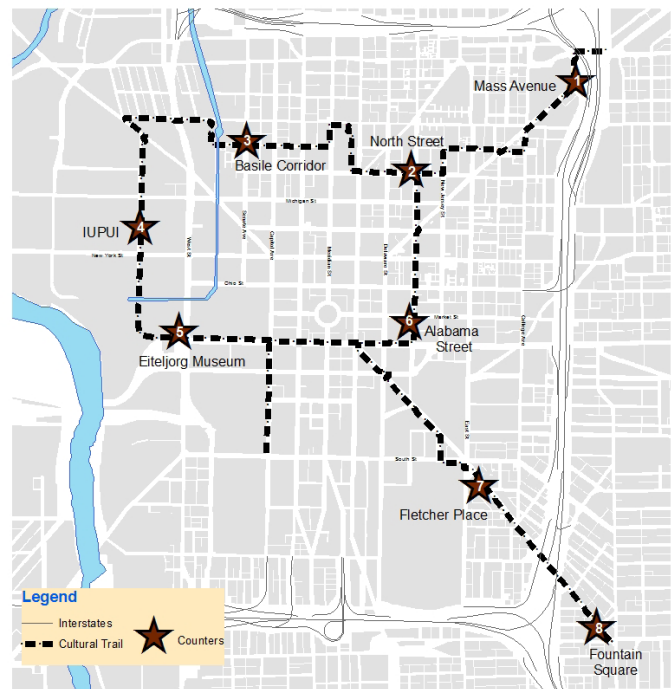


Table 3. Marion County Trail Usage Comparison

Trail	Segment	2014 Annual Usage Estimate
Cultural Trail	Alabama Street	214,829
	Eiteljorg Museum	210,769
	Fletcher Place	47,654
	Fountain Square	129,097
	Basile Corridor	78,875
	IUPUI	164,892
	Mass Avenue	131,904
	North Street	110,681
Monon Rail Trail	10th Street	134,605
	67th Street	471,018
Fall Creek Trail	Bosart Avenue	42,189
Central Canal Tow Path	Butler University	48,696
Pleasant Run Trail	Garfield Park	25,826
White River Trail	Michigan Ave Bridge	37,947
Eagle Creek Trail	Reed Road	51,581

"There is now a great deal of foot traffic and bicycles daily. We look forward to what the future holds!"

The Cultural Trail has increased the sense of community in the Fountain Square Cultural District.

Based on the responses from the business owner survey, 25 percent of the owners in Fountain Square and Fletcher Place indicated that the Trail did have an influence on their decision to locate in Fountain Square and Fletcher Place. Half of those establishments opened as construction on the Virginia Avenue segment of the Trail was beginning. Of the 14 eating and drinking establishments, 10 indicated that they had added or upgraded outdoor seating. Eight operators indicated that they have increased store hours to accommodate the increase in customers.

After reviewing the surveys, key informant interviews were conducted to gain a better understanding of the impact in the Fountain Square and Fletcher Place neighborhoods. The interviews with survey respondents were conducted to assess the perception of the Trail from the point of view of community leaders, business developers, nonprofit leaders, restaurateurs, real estate professionals, and developers. All of the participants have played an active role in the revitalization of Fountain Square and Fletcher Place, including assisting other

business owners with renovations, and buying and repairing vacant homes.

The participants agreed the Trail has increased activity in the area and they enjoyed seeing more people walking around Fountain Square, especially when they visited stores and restaurants along Virginia Avenue. They felt that the Cultural Trail offered greater connectivity to Eli Lilly and downtown, creating a more positive atmosphere and luring in more affluent visitors to the southern end of the Trail.

One business owner suggested that the connectivity increased business in the area because people use the Trail during the day to explore, then return in the evening for the restaurants and nightlife. First time visitors to the area come back because of the atmosphere and connectivity that the Trail has helped to create.

A couple of owners that opened businesses around the same time as the Cultural Trail, stated they have enjoyed growing with the Trail. Others commented that the increased pedestrian and bicycle traffic along the Cultural Trail



Photo credit: ©2015 Google



Photo credit: Alphons Van Adrichem

Photos above represent the transformation of the vacant lot at McCarty Street and Virginia Avenue. Photo on left captured June 2011. In 2014, it became home to The Hinge, a mixed-use development with apartments, a business center, a brewery, and a restaurant.

Photos below represent a vacant building and lot at Virginia Avenue and Merrill Street. Photo on left captured June 2011. The Mozzo Apartments replaced the vacant building and lot.



Photo credit: ©2015 Google



Photo credit: Alphons Van Adrichem

provides a distinct advantage for those businesses located right along the Trail.

Community leaders and business owners felt that a stronger collaboration between the merchant's associations and Indianapolis Cultural Trail, Inc., would be beneficial when marketing community and cultural events. They would like to see more events similar to the Cultural Trail Grand Opening and scavenger hunt, whether completely hosted by the Cultural Trail or in collaboration with the neighborhoods. This coincides with the sentiments of the users surveyed, who stated they would like to see more community and cultural events.

The overall sentiment from the business owners is that the Cultural Trail has provided a great amenity to the city and to the neighborhoods. Many felt that it has helped the neighborhoods realize their potential and has created a new sense of community in Fountain Square.

Furthermore, the community leaders, owners, and Trail users surveyed expressed interest in expanding the Trail to

Garfield Park and the University of Indianapolis. Many commented that the expansion would be beneficial to the city and all the communities connected. Owners noted that runners from the University of Indianapolis run to Fountain Square on a daily basis. The expansion would have the potential to spur revitalization and a stronger sense of community in the Garfield Park area, much like it has in the Fountain Square Cultural District.

Overall, everyone expressed excitement about the future of the Cultural Trail.

"I think it has had a tremendously positive effect because the Trail has connected Fountain Square to the downtown area."



Photo credit: ©2015 Google

The Trail Side on Mass Ave (mixed use development) replaced a vacant building on east end of Mass Ave Cultural District. The development includes apartments and retail and eating establishments.

(Photo on left captured June 2007)



Photo credit: ©2015 Google

Ann Dancing by Julian Opie is now a prominent art feature of the Trail at the intersection of Massachusetts Avenue with Vermont and Alabama streets.

(Photo on left captured July 2007)



Photo credit: ©2015 Google



Photo credit: ©2015 Google



An Eye on the Future of the Cultural Trail

By all indications, the Indianapolis Cultural Trail is a tremendous success. It is well-liked and utilized. Likely economic impacts are already being felt in the community. Yet, there is potential for more. At the time of this assessment, there were at least three establishments preparing to open in the Fountain Square neighborhood. There appears to be an opportunity for greater collaboration and coordination with neighborhoods and business owners along the various segments of the Trail. Members of the community have expressed interest in seeing the Trail expand to other neighborhoods. This is a community asset with potential for far-reaching impact. With construction complete, the focus may now shift to maximizing the capacity of this world-class amenity.



Photo credit: IU Public Policy Institute

Indiana Pacers BikeShare station in Fountain Square
(BikeShare reported over 108,000 trips in its first year of operation)

This report is produced in partnership with Central Indiana Community Foundation and the Indianapolis Cultural Trail, Inc.



INDIANA UNIVERSITY
PUBLIC POLICY INSTITUTE

Authors:

Sue Burow, Senior Policy Analyst,
IU Public Policy Institute

Jessica Majors, Graduate Assistant,
IU Public Policy Institute

Number 15-C23

The IU Public Policy Institute delivers unbiased research and data-driven, objective, expert analysis to help public, private, and nonprofit sectors make important decisions that impact quality of life in Indiana and throughout the nation. A multi-disciplinary institute within the IU School of Public and Environmental Affairs, we also support the Indiana Advisory Commission on Intergovernmental Relations (IACIR).

For additional information please see the full report on the Institute website
(www.policyinstitute.iu.edu)

To learn more about the Indianapolis Cultural Trail visit www.indyculturaltrail.org

For details on the Indiana Pacers BikeShare visit www.pacersbikeshare.org