

SECTION 2

GREENWAYS PLAN 2000

Summary of Public Planning Process

During the public planning process, which took place during the summer and fall of 1999, a number of issues and priorities emerged from the public comments received (see summary in appendix) and the participant survey distributed (see survey sample in appendix). Identified needs from these meetings and surveys can be summarized into five (5) categories:

1. **Expansion**-There is an increasing demand for development of a complete system that links the entire county which will include the development of new trail opportunities or extension and improvement of existing trails.
2. **Linkage**- The public desires more trail linkages from neighborhoods to various community facilities such as schools, parks and churches. These linkages may include alternatives to off road trail systems, such as on road bike routes. The need for linkages from trail to trail to create “trail loops” was noted.
3. **Sustainability**-Plan for and acquire funding for future development and retain and expand resources for adequate maintenance.
4. **Stewardship**-Preserve natural and cultural resources, expand interpretive and educational experiences and acquire significant corridors suitable for greenway designation.
5. **Partnerships**-Seek partners for improvement projects, development funds, program sponsorships, stewardship activities and educational experiences.

Expansion

The 14 greenway and conservation corridors contemplated in both the 1994 and 2000 Greenway Master Plan do not fully satisfy all the needs and demands of Marion County citizens. In public meetings held in 1999, the “gaps” in the 1994 14 corridors were noted:

- The southern and southeastern portions of Marion County lack the watercourses, canals or former rail corridors that are the potential greenways in other parts of the county.
- Although the Central Canal, Eagle Creek, Fall Creek, Monon and White River corridors provide significant north-south greenway capacity, ever greater distances separate them as they go north. This has led to public requests for east-west greenway connections to link the northern part of Marion County.
- Dense residential and commercial development, such as along the Michigan Road (northwest) and Allisonville Road (northeast) corridors, have given rise to the public demand for non-motorized transportation facilities convenient to these corridors. Advocacy groups for non-motorized facilities and neighborhood associations on these corridors have arisen spontaneously and urged inclusion of their corridors in our umbrella plan.

The significance of these and other examples from the public record is the necessity of keeping the Indianapolis Greenway Master Plan adaptable and flexible. The intense popularity of the greenway projects opened prior to 2000 has had the effect of stimulating

demand for more greenway facilities in the under served areas of the county. Surveys of users of existing Indy Greenways reveal that as many as one-fourth of trail users come from across the county –and from adjacent counties-and these more distant users apparently liked what they saw enough to lobby for greenways closer to where they live.

Accordingly, the Indianapolis Greenways Master Plan should be open to amendment during the five year intervals between updates. The logical entity to review and adopt such expansions is the Indianapolis Greenways Development Committee, which could make recommendations for such extensions to be formally adopted by the Park Board and the Metropolitan Development Commission.

Where might these new greenway opportunities arise, given that we're unlikely to create any new rivers, streams or canals?

- Newly inactive rail corridors,
- Former rail corridors, such as the east west Penn Central line.
- Utility corridors, such as high tension electrical transmission lines and buried pipelines,
- Major upgrades to existing roadways, which might integrate non-motorized components, or
- Major public works, such as storm water interceptors, flood control and levee construction.
- Planned greenways within newly developed residential, commercial or park areas accomplished through zoning commitments or subarea planning.
- Tributaries of the major streams such as Brookside Creek, Little Buck Creek, Little Eagle Creek and Falcon Creek.

Any or all of these opportunities might permit the Indianapolis Greenways Master Plan to be expanded to more fully satisfy the public's demand for greenways.

With the popularity of the completed Greenway trails existing in the year 2000 namely the:

- Monon Rail Trail
- Fall Creek Greenway Trail
- Pleasant Run Greenway Trail
- Pogues Run Greenway Trail
- Central Canal Greenway Trail
- White River Central Greenway Trail

a common theme was heard repeatedly during the public planning process. The public desires trails to be completed on the original 14 corridor greenway system and they want them as soon as possible. Substantial support was identified for trail development along the southern portion of the Monon Rail Trail, trail development along the Eagle Creek Greenway corridor and completion of the Fall Creek Greenway from downtown Indianapolis to Fort Harrison State Park. A strong advocacy for the development of the B & O Rail Corridor was also expressed. Many suggestions were also received for specific improvements to existing trails that would make those trails more safe or user friendly, namely drinking fountains, benches, bike racks, emergency call boxes or pay phones, directional signage, restrooms, lighting and safer street crossings. A need to minimize user conflicts was also identified; primarily the need for some speed control of bicycles and rollerblades on crowded trails and the danger of long lead dog leashes being used on trails. Illegal motorized traffic on some trails is also a safety issue.

Keeping the existing trails safe and attractive to users should be a priority. In effect, this means that Indy Greenways needs to create a two-pronged approach to development with one effort focused on new development and a dual effort aimed at improvements to and maintenance of existing trails. Priorities should be established based on need, community support and feasibility. Development of plans outlining the scope of improvements and the preliminary budget needed for each specific project should then occur. This will allow the Greenways staff to target funding sources or partnership opportunities most applicable for each desired improvement.

Addressing these demands will require focusing on creative financing, maintaining existing funding sources, exploring new funding sources, encouraging inter-governmental cooperation and developing sustainable partnerships.

Linkage

Creating easier access to greenway trails and better connections to parks, neighborhoods and community facilities is a growing demand for greenway users and the public in general. Alternative transportation issues especially are important for citizens living in the urban core of the city. Many in this area may not have the ability to access traditional modes of transportation to jobs, shopping and recreation. Creating better access to these activities via alternative transportation makes much sense in a city striving to maintain a thriving economy and encourage economic growth and development.

A major step in addressing the linkage issue is identifying the locations of the many facilities, institutions and providers that exist within Marion County. The Indy Parks 1999 "Pathways to the Future" plan includes maps of the "Living Links" within each township. Park planners are currently in the process of developing strategies to connect these links with parks and greenway trails on a township by township basis. Links identified within the "Pathways to the Future" plan include such things as churches, shopping areas, educational facilities, recreation providers, hospitals, historic sites and landmarks. While greenway trails can provide access to some of these destinations it will take a combination of many different approaches to achieve a community fully linked through alternative transportation methods.

One strategy underway is the development of an updated bike route plan for Marion County that will identify streets appropriate for bike routes and recommend improvements to the bike route system. Bike route connections to parks and greenway trails will be an important component within this plan. Coordinating with the local public transportation system is another way of linking greenway trail users to the wider community. Installing bike racks on the public bus system is a new idea being implemented gradually.

As more of the greenway trails are developed on the original 14 corridor greenway system more connections between trails will occur creating more loops within the system. Prime examples of this will occur when the Fall Creek Greenway Trail is completed to link with the Central White River Greenway Trail. This section will create a loop connecting to the north with the Central Canal Trail and the Monon Trail; and to the south with the White River Promenade and the White River State Park. Another major trail loop will occur when development of trails along Eagle Creek, White River (south of downtown) and Pleasant Run are completed. These three major trail systems will all come together near Raymond Street and White River and will have the potential of

creating huge loops for trail users. A staggering number of major destinations will be accessible through these loop trail connections.

As development of the greenway system approaches the borders of Marion County it will become even more essential to develop plans for linking with trail systems beyond the borders of Indianapolis and in establishing communication with city, county or township officials responsible for developing those trails. A good model to follow is the relationship between the City of Carmel and Indy Greenways as the development of the Monon Trail evolves. In addition to the Monon Trail, the White River Corridor, the B&O Rail Corridor, the Eagle Creek Corridor, the White Lick Creek Corridor, the Crooked Creek Corridor and the Buck Creek Corridor all have the potential for cross border linkages.

A major undertaking by the Metropolitan Planning Office was the completion of the Indianapolis Regional Bicycle and Pedestrian System Plan. The geographic area included within the study area encompasses all of Marion County and portions of Boone, Hamilton, Hancock, Johnson and Hendricks Counties. The impetus for the study originates from the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) which placed new emphasis on alternative transportation, specifically bicycle and pedestrian modes. The goals and objectives guiding the overall direction of the project are:

- Support the goals of the National Bicycling & Walking Study to double the number of trips now taken by bicycle and walking and to reduce the number of motor vehicle accidents involving bicycles and pedestrians by 10% and to support the goals of ISTEA by providing alternatives to motor vehicle travel.
- Allow for incremental implementation, building on existing or planned facilities; and
- Provide a strong regional framework supporting the development and expansion of local systems.

The result of this study (see summary in Appendix) is to identify the location of a regional framework of bicycle and pedestrian facilities and to establish standards for facility design. Many corridors of the Indianapolis Greenways system are included in this framework and play a key role in providing the linkages necessary throughout the region. Recommendations from this planning process should help in identifying areas of priority for implementation by Indy Greenways and others.

Sustainability

This category involves the funding sources and maintenance needed and to sustain the Greenway system.

Funding Sources

The most important funding source for Indy Greenway projects since 1993 has been federal transportation enhancement (TE) funds, available under the ISTEA statute and its successor the TEA-21 (Transportation Equity Act for the 21st Century). TE funds are administered through the Indiana Department of Transportation (INDOT), and total approximately \$16 million annually for all Indiana projects. In addition to TE, other sections of TEA-21 may also be used to fund pedestrian and bikeway expenditures,

including CMAQ (Congestion Mitigation & Air Quality Program) STP (Surface Transportation Program) and others.

Other smaller federal and state grant programs can, and have already, helped fund Indy Greenways projects. These include Soil & Water Conservation Funds, Indiana Heritage Trust, Hometown Indiana grants, Build Indiana Fund, Americorps, the Conservation Area Reinvestment Act and others.

Non-profit foundations have been important financial supporters of Indy Greenways, particularly the Lilly Endowment. Previous supporters should be approached for additional grants and existing efforts continued to interest foundations which haven't previously supported greenway projects.

Corporate contributions, individual contributions and bequests have arguably been underutilized in past funding of Indy Greenway projects. In cooperation with the White River Greenway Foundation, Inc. (WRGFI), Indy Parks Greenways is undertaking a fundraising campaign to appeal to these under represented constituencies. Known by its acronym "PATH" (Partnerships & Action for Trails and Habitat), this campaign began in the year 2000 and should continue indefinitely.

Although local tax moneys have never been the major source of the funding to develop the Indy Greenway System, they have played a key catalytic role. Many of the external grants previously mentioned require 20% to 50% "matching" funds-which has primarily come from local tax revenue. Given that Indy's greenways are on properties under mixed jurisdiction (DPW, DCAM, DMD and DPR), using municipal staff and budgets to coordinate greenway maintenance and capital improvements have proven to be the most efficient course. Local budgets also provide for the small professional staff to manage Indy Greenways.

The following table identifies some of the federal and state grants available:

Federal Grant Opportunities

Type of Fund	Administered By	Activities Funded	Issues
Transportation Enhancement Activities (TEA-21)	INDOT FHWA	Engineering, Construction & Land Acquisition	80/20 match. For non-vehicular modes of travel, including bicycle and pedestrian.
Land & Water Conservation Fund (LWCF)	NPS IDNR	Construction and Land Acquisition	No current funding. Need 5 year parks plan.
Congestion Mitigation and Air Quality Program (CMAQ)	FHWA INDOT	Construction and Land Acquisition	80/20 match
Community Development Block Grant (CDBG)	HUD DMD	Engineering, Construction and Land Acquisition	Benefits low income areas within established boundaries.
Federal Transit	FTA	Construction and	90/10 match. Bicycle and

Administration
(FTA)

Land Acquisition

pedestrian access to transit
facilities.

State Grant Opportunities

Type of Fund	Administered By	Activities Funded	Issues
Recreational Trails Program (RTP)	IDNR FHWA	Land Acquisition and Construction	80/20 match 10k-100k
Hometown Indiana Fund	IDNR	Land Acquisition and Construction	Local Parks and Recreation Plan Required
Indiana Heritage Trust Fund	Indiana Heritage Committee	Land Acquisition	From license plate monies.

In addition, a variety of local and national endowments have the potential of being tapped for funding of Greenway projects and it is recommended that these sources be explored more fully in order to identify which projects might be most applicable to each grant source's objectives.

It is recommended that proposed development projects have identified sources of funds which are applicable to the specifics of each project and that fund sources are targeted in advance of project planning. This will allow each project to be tailored to meet the requirements of fund sources and will increase the success of each grant application.

Maintenance

An important issue of the public planning participants involves the importance of providing excellent maintenance of the greenway corridors and facilities. Good maintenance of greenway facilities is essential not only for the safety of greenway users, but for the overall sense of security and well being greenway users can expect to experience. People are more comfortable using areas that appear to be cared for and in turn will respect the facilities and do their part in keeping them clean and safe. It is well documented that graffiti occurs less frequently if it is removed immediately. This is probably true for other types of vandalism as well.

To address these concerns a Memorandum of Understanding between the Department of Parks and Recreation and the Department of Public Works is currently in place to provide for maintenance of the greenway corridors. This agreement provides for a Greenways Supervisor, 2 crew leaders and 12 laborers. The following services are performed as part of this agreement:

For the entire greenway system within Marion County:

- Mowing according to prescribed standards for each corridor.
- Removal of flood debris from trail and structures.
- Stabilize, maintain and control erosion problems.
- Remove illegally dumped material.

- Remove and haul debris.
- Install, repair and maintain fences.
- Tree trimming and removal of dead trees.
- Remove and manage snow and ice.
- Develop and maintain planted areas.
- Apply watering and fertilizing as directed.
- Provide cleaning and janitorial service of public facilities within the Greenway system.
- Inventory and stock supplies and material for greenway support.
- Train staff and other personnel to develop and maintain the greenways system.

In addition, for areas of the greenway system where a trail is operational:

- Landscape designated areas.
- Spray and control weeds.
- Trim and remove brush.
- Remove graffiti.
- Pick-up trash and litter.
- Produce, install, maintain and repair signage.
- Maintain, replace and repair trail surface.
- Install, replace and maintain delineators, bollards, reflectors, striping, lights, and other warning devices.
- Assist with special events, activities and programs.

Each Greenway corridor maintained has a prescribed maintenance plan with a schedule for each activity on a year round basis.

Stewardship

Acquisition of Open Space and Natural Areas

The 1999 Indy Parks “Pathways to the Future” plan has identified many stewardship strategies that relate to land acquisition for greenways as well as parks. These strategies include:

- Actively pursue acquisition of open spaces and natural areas wherever possible with partnering groups and promote stewardship, development & maintenance of these areas with those same groups.
- Develop and implement a methodology to coordinate use/management and acquisition of non-park open space.
- Advocate, develop and implement an aggressive policy for land acquisition, land transfers, sale of surplus property and acquisition of more critical lands in expansion areas. Indy Parks should be a leader in conservation of open spaces.
- Implement strategies to provide necessary resources to establish programs to acquire land for Greenway connections and parks, using land trust strategies to preserve corridor open space for resource conservation.
- Review and update criteria for land acquisition by Indy Parks. Criteria should be based on land stewardship policies, demographic needs, developed baseline standards for recreation services, compelling need and fit Indy Park’s overall land policies.
- Develop and maintain a prioritized list of potential property acquisitions within Marion County that fulfill the criteria developed above.
- Acquire property using the prioritized list of available areas.

Land Stewardship of Community Spaces

Indy Parks and Greenways recognizes the need to manage natural areas using the newest and best approaches to the field of park and recreation management. Land stewards are professionals and volunteers that protect, restore and maintain the natural form and function of the land. Greenways, especially those located adjacent to river and stream corridors, contain a wide variety of flora and fauna that support a diverse habitat necessary for the many species of animals living there. Activities of the Land Stewardship Section include:

- Reforestation of riparian corridors
- Wetland rehabilitation
- Native plant landscaping
- Restorative management of high quality wooded parcels
- Floral and sensitive site inventory
- Invasive exotic plant species control
- Plan review consultation for capital improvement projects and maintenance operations
- Educational support through written articles, brochures and various land stewardship volunteer programs

Protection of Environmental Resources

Greenways provide a tremendous opportunity to preserve remnant forests and city trees. By reserving edge areas surrounding existing neighborhoods, proposed developments, and riparian corridors throughout Marion County the greenway system contributes greatly to aesthetics, air and water quality, and wildlife habitat. The development of new subdivisions and office parks provide opportunities for conservation of both greenway corridors and forest/tree resources. It is very common for these developments to include edge areas along old fencerows and in woodlots.

A 1998 study by IUPUI CEES (Center for the Earth and Environmental Science, Indiana University Purdue University at Indianapolis) found that Marion County's current forest canopy cover is 25%. This includes 14% dense canopy and 11% light to medium canopy. Of the 14% dense forest, 8% is included in 2 areas-around Eagle Creek Reservoir and Geist Reservoir. Various studies have shown that livable cities in our region should strive for >40% canopy cover. This amount of cover is adequate for cleaning the air and water, cooling homes and generally enhancing the quality of life. Greenways contribute to the existing canopy layer and can conserve other areas through land acquisition, conservation/recreation easements and public involvement.

The lack of canopy cover in certain areas of Marion County is critical. Currently Center Township has only 8.8% total canopy cover the lowest of all townships. By striving to maintain, protect and enhance greenway vegetation (especially trees), the greenway system can be a catalyst for reforestation or afforestation of this heavily urbanized area. A modest goal of 15% canopy cover in Center Township would have a significant effect.

An aggressive campaign to preserve existing greenway trees, perform necessary maintenance to these trees, and begin to replace degraded or invasive species with vigorous long-lived species should be adopted. Properly maintained trees have healthier crowns and do a better job of cleaning pollutants from the air, slowing rainfall (and consequently storm water runoff) and providing superior shade. Study of the existing resources and recommended actions should be pursued.

Environmental Education and Interpretive Programming

In the 1999 Indy Parks “Pathways to the Future” plan environmental education and interpretive programming was identified as an integral part of the Indy Parks mission, and identifying and developing the educational potential of the greenway system is an important component of that plan. The properties that make up the current Greenway system include a wide variety of wildlife habitats and examples of varied ecosystems. Partnering with school groups is an excellent way to expose children to this learning experience. Since greenways are linear, self guided interpretive tours using descriptive signs or brochures, is another way of communicating not only the environmental attributes of an area but also historical or cultural features of significance. Some initiatives to enhance environmental and interpretive programming include:

- Include greenway corridors in the development of the Indy Parks Environmental Education/Interpretation master plan.
- Identify and develop the educational potential of the greenways system.
- Develop a strategy to utilize self-guiding, non-personal techniques to interpret Greenway resources and features where personal contact is unavailable or impractical.
- Actively partner with schools near a greenway corridor to promote using the greenway as a site for environmental education.
- Partner with high schools, colleges and universities to provide research and program opportunities to further develop their students’ cultural and natural science proficiencies.
- Identify and implement environmentally sound management practices throughout the greenway system.
- Coordinate all agencies and organizations providing environmental education and interpretive services in Marion County.

Partnerships

Partnering has become a sustaining tool in the advancement of greenway projects by sharing resources to accomplish common goals. Partnerships are actively sought in many cases through contact with interested groups, neighbors and stakeholders. Other partnerships evolve out of the desire for specific improvements or amenities on particular greenways that go beyond the core services provided. Whether the partnerships are sought or come to Greenways voluntarily the results are similar in that advocacy for greenways is enhanced, outside funds, materials or labor are leveraged to accomplish projects and an atmosphere of cooperation is created. Partnering is contagious. Successful partnering projects provide positive examples for others to follow and encourage others to participate. All partnerships are documented through a unique and detailed system of reports. Examples of the many forms of partnerships occurring within the Indianapolis Greenways system include:

- Development of amenities such as drinking fountains, gazebos or park structures, interpretive signage, etc...
- Trail access areas
- Lease properties
- Landscaping
- Art projects
- Clean-ups

- Trail and conservation corridor clean-ups
- Volunteer trail monitors
- Medical service coordination
- Law enforcement patrol coordination
- Land /easement acquisition
- Environmental education
- University doctoral and masters thesis projects
- Native plant restoration/introduction program
- Indianapolis Trees For Tomorrow
- Academic research such as visual preference study, user surveys and studies, strategic management planning, economic development evaluation, design charrettes, aquatic life studies and homebuyer study.

During the entire span of the first Indianapolis Greenways Plan (1994-1999), the project has employed creative financing. Only about one-fourth of the total cost of the project to date has come from local tax monies, with the remaining three-quarters coming from a variety of federal, state and foundation grants; and private citizen donations.

It is important when establishing partner relationships that standards and criteria for monitoring and evaluation are employed. These standards should include benefit/need analysis and evaluation, cost impacts, accountability measures and performance evaluation. Defining and detailing the roles and resources of each partner is the first step in ensuring success.

To maximize the opportunities for partnering, pre-planning should be done to identify potential partners which may include foundations, schools, faith based organizations, private institutions, the medical community, athletic organizations, civic clubs and organizations, “Friends of” organizations, advisory boards, local businesses or corporations or other groups who might share a location with a greenway or who has a mission relevant to greenway or community needs.

Specific partnering strategies identified in the 1999 Indy Parks “Pathways to the Future” plan which relate to greenways include:

- Actively partner with high schools, colleges and universities to provide research and program opportunities to further develop their student’s cultural and natural science proficiencies.
- Develop partnerships that encourage a sense of stewardship and a standard of care for all natural and cultural resources.
- Actively pursue acquisition of open spaces and natural areas wherever possible with partnering groups and promote stewardship, development and maintenance of these areas with those same groups.
- Enter into active partnerships with various foundations, organizations and advisory boards within Marion County, with a focus on recreation and parks to assist in fulfilling the Indy Parks Mission.

In dealing with private and non-profit sector donors it is often convenient, and sometimes required, to have an IRS-qualified 501(c)(3) entity to receive the contributions. Such contributions can be in cash or appreciated assets such as real property or securities. Indianapolis Greenways is fortunate to have the White River Greenway Foundation, Inc. to fulfill this important role.

Greenway Foundation, Inc. (AKA The White River Greenway Foundation, Inc.) (GFI)

Established in 1991 the White River Greenway Foundation, Inc. (now the Greenways Foundation, Inc.) was created specifically to facilitate contributions, of all forms, to central Indiana greenway projects. After receiving cash and in-kind donations, the GFI can hold them until they are needed for greenway development, enhancement or operation. As a private, permanent, on-going entity, the GFI doesn't have the bureaucratic burdens of annual re-appropriation, or the cumbersome and inflexible procurement regulations, which must be followed by city-county government. Non-partisan and non-political, the GFI can focus exclusively on the needs of greenway projects on a regional basis for cross county coordination.

In 1999 the GFI adopted the following mission statement:

The Greenways Foundation, Inc. is an independent, not-for-profit 501 (c)(3), volunteer organization serving greenway users, governmental agencies and other providers, as well as the public in central Indiana. The Foundation is committed to improving the region's quality of life through the conservation and development of an interconnected system of greenways. Working directly and through others, the GFI promotes the conservation, development, management and use of greenways by offering grants, energizing volunteers, developing public information and education, and through the ownership and management of greenway properties.

Since 1997, the GFI has also prioritized public communications about greenways. The quarterly Indy Greenways newsletters and the launch of the new Indy Greenways web site (www.indygreenways.org) were GFI initiatives.

To keep the GFI's goals and objectives aligned with those of the Indy Greenways project itself, the Indy Greenways Administrator continually reports to the GFI Board and there is also an ongoing relationship between the GFI and the Indianapolis Greenways Development Committee. It is possible, if donors to the GFI do not restrict their contributions solely to Indy Parks Greenways projects, that other Central Indiana greenway projects may also receive GFI grants. However, such projects in surrounding counties (the Monon Trail extension in Hamilton County, for example) arguably enhance the worth of the Indianapolis Greenway system by connecting to it. The Greenways Foundation, Inc. also holds the license and trademark for all logos associated with the Greenways for marketing and fundraising opportunities.

Indy Greenways has been very successful in securing partners and in creating exciting partnering opportunities. With the advent of this planning document and a new action plan outlining the many projects needed, it is anticipated that the number of partnerships will increase. It will be important for Indy Greenways to prepare a prioritized list of improvements and activities designated for partnering and to then solicit potential partners based on this prioritized list.

Additional Issues and Greenway Activities

Many other issues and activities were explored during the planning process. Some were observations of the need to continue citizen involvement in the planning and development process and the importance of communicating the greenway story to the public.

Citizen Involvement

Indianapolis Greenways Development Committee

The current Indianapolis Greenways Development Committee was established by the Indianapolis City-County Council in 1995 to advise the Board of the Indianapolis Department of Parks and Recreation. The duties of the Development Committee include:

- Requesting grants and in-kind support from the White River Greenways Foundation, Inc. and other support organizations for selected greenways-related projects;
- Reviewing greenways projects, guidelines and grants, and providing comments to the Indianapolis Department of Parks and Recreation Board and to other appropriate agencies and organizations;
- Assisting in identifying appropriate groups for adoption of segments of the Indianapolis greenways, matching appropriate adoptive groups to the interest and needs of neighborhoods and communities for stewardship of adoptive areas;
- Assisting in determining and developing appropriate recreation and event usage guidelines for the Indianapolis greenways system; and
- Advocating and promoting the Indianapolis greenways system based upon the Indianapolis Greenways Plan.

The committee consists of fifteen (15) voting members and one (1) non-voting member appointed as follows:

- Five members appointed by the mayor, one of whom to be designated as vice-chairperson.
- Five members appointed by the city-county council, one of whom to be designated as secretary.
- Four members appointed by the Board of the Indianapolis Department of Parks and Recreation, one of whom to be designated as chairperson.
- One member appointed by the director of the Indianapolis Department of Parks and Recreation to represent a not-for-profit local greenways 501 (c) (3) organization.
- The director of the Indianapolis Department of Parks and Recreation or his or her designee shall be a non-voting member.

Committee members serve a four-year term and must attend fifty percent (50%) of meetings to be considered for re-appointment. At least one member appointed from each appointing authority shall represent one of the fourteen (14) greenway corridors.

Substantial effort should be made to maintain good communications with the IGDC and continue the successful relationship that exists between Indy Greenways management and the Committee. The IGDC is an excellent vehicle for public communication and feedback, as well as a source of citizen based advise for the many policy and implementation decisions which will confront Indy Greenways in the future.

Marketing/Fundraising Strategy Projects

Providing easy access to information about the Greenway system and activities occurring within the Greenway corridors is also essential. Marketing efforts are an effective way to communicate to the public. Also, a valuable new information tool is now available on an Indy Greenways web page. Keeping this information current and providing a continuous

process of evaluation of marketing efforts will ensure that public information is easy to access and that the story of greenway development, activities and successes are readily available. Examples of current marketing and fundraising strategies are:

- Web page development- www.indygreenways.org
- Marketing and Fundraising Campaign.
- Written and web based Newsletter.
- Donor catalog.
- Greenways calender/paintings/postcards for sale.
- Merchandise plan.
- National Institute for Fitness and Sport (NIFS) Partnership

Special Events

Special events are designed to provide communication to the general public of new greenway facilities or activities, to recognize partners for their participation and to allow the public to actively participate in greenway improvements or programs. Examples of currently planned special events include:

- Monthly Indianapolis Greenways Development Committee meetings.
- Annual “Spring into Broad Ripple” 5k/10k Run/Walk.
- Annual Greenways clean-up.
- “Moo”non to the State Fair
- Groundbreaking, grand opening celebrations and formal dedications of new trail /greenway facilities.
- Hosting the Indiana Greenways Conference.
- “Pedaling to Penrod”.
- “Commute to Work Day” on the Greenways.
- Hosting of National or International Rails-to Trails Conference.
- Winter Walk Challenge.
- IPS School 31 Walk To School Day on the Pleasant Run Greenway.

Awards

Applying for and receiving awards is a special way to increase public awareness of the success of the greenway program and to enhance the pride people may feel about their community assets. It is also a way to recognize valuable partners for sharing resources, time and talent. Indy Greenways has received many awards since the initiation of greenway development. A summary of the major awards include:

- 2000 Grand Project Award from the Consulting Engineers of Indiana for the Beurt Servaas Bridge over Fall Creek at 10th Street with Butler, Fairman & Seufert, Inc.
- 2000 National Park Service Award for Elected Officials
- 2000 Mayors Community Service Award-Ray Irvin
- 2000 Indiana State Trail Worker Award
- 2000 Millenium Trail Award
- 2000 Millenium Legacy trail Award
- 1999 Millenium Trail Designation-Monon Trail-Federal Trail Program Award
- 1999 American Society of Landscape Architects Centennial Medallion-Indianapolis Park and Boulevard System

- 1999 American Society of Landscape Architects Centennial Medallion-Monon Trail
- 1999 Broad Ripple Village Association Partnership Award
- 1998 Certificate of Appreciation-Mosaics along the Monon-Partnership with Indianapolis Public Schools
- 1998 Addy Nominee-Collaborative Print Material-Greenways Trail User Guide
- 1998 Indiana Greenways Conference-Host Appreciation Award
- 1997 Special Resolution recognizing the 10th Anniversary of the Indianapolis Greenways Program by the Indianapolis City County Council
- 1997 Consulting Engineers of Indiana, Engineering Excellence Merit Award for the Monon Phase I with Butler, Fairman & Seufert, Inc.
- 1997 American Society of Landscape Architects, Honor Award in Recognition of Outstanding Professional Achievement for the Monon Trail with Rundell Ernstberger Associates
- 1997 IPALCO Golden Eagle Grant Award
- 1996 American Hiking Society & Dupont Cordura, Honorable Mention
- 1996 A Monumental Affair – Excellence in Design and Development, Honor Award in Landscape Architecture & Project/Community Development for the Monon Trail Phase 1
- American Society of Landscape Architects-Ohio Chapter, Merit Award for the 1994 Indianapolis Greenways Plan with Woolpert Consultants
- 1991 A Monumental Affair, Honor Award in Landscape Architecture for the Fall Creek Corridor

The Mayor's Initiatives and the Indianapolis Greenways Plan

Mayor Bart Peterson, who took office in January 2000, developed a plan of initiatives to highlight his vision for the City of Indianapolis under his administration. A summary of the areas in which the Greenways Plan will address parks and recreation issues highlighted in these initiatives follows:

1. Inviting Youth and Families Into Our Parks

The Peterson Plan

As Mayor, Bart Peterson will ensure all Indianapolis children can enjoy safe outdoor activities at city parks. Bart Peterson knows that the City's parks must be about more than physical infrastructure; the parks department must make the parks places where young people, teens and families want to spend time. The parks department should offer more activities directed at teens and other children, particularly those in lower income areas. Most importantly, city children should not have to travel across town to find fun in a city park. City government must collaborate with youth and neighborhood groups, schools, faith-based groups and not-for-profit groups to make the city parks safer, more accessible and more enjoyable for local residents.

The Indianapolis Greenways Plan

The Indianapolis Greenways Plan will link residents of the county to recreation resources, schools, neighborhoods and businesses. Partnerships with neighborhood groups, schools, faith-based groups and not-for-profits will be explored to provide resources for development and programs.

2. Working With Neighborhoods to Improve Parks Programs and Activities

The Peterson Plan

Evidence exists that crime frequently drops-sometimes dramatically-when the lack of open space is remedied and recreation opportunities are improved. Yet investments in parks and open space have generally been considered a low priority.

Many community groups have the resources to establish programs but they lack the facilities. The parks department has the facilities but lacks the resources for adequate programs and activities.

To create innovative programs for urban parks, department staff will work with a community partnership consisting of representatives from youth and youth groups, schools, faith-based groups, neighborhood groups, not-for-profits and urban businesses. This partnership will provide input from diverse perspectives and will work with the parks department on planning, management, and protection of resources and training.

Indianapolis Parks Department staff will assist neighborhood groups in ensuring that local parks and parks programs and activities are fully used, accessible, safe and responsive to the residents' needs.

Indianapolis' parks and greenways have the potential to be tremendous resources for the City's schoolteachers and community groups.

Indianapolis parks programs are inadequate and the programs and activities that are available are not always easily accessible.

The Indianapolis Greenways Plan

Indy Parks will actively pursue acquisition of open spaces and natural areas wherever possible and will work to create partnerships that will promote stewardship, program and facility development and maintenance of those areas. Indy Parks will implement strategies to provide the necessary resources to establish programs to acquire land for Greenway connections and parks using land trust or other strategies to preserve corridor open space for resource conservation. Land acquisitions shall be targeted through criteria based on established policies used to prioritize locations. Additional effort will be made to increase environmental education program opportunities on the Greenways by developing partnerships with local schools and environmental groups. Indy Parks will continue to develop plans for Living Links, which will identify various ways of accessing parks and community facilities.

3. Bart Peterson's Youth Agenda-Valuing Our Youth And Their Contributions To Our City

The Peterson Plan

Improve the public transportation system to give young people greater access to after-school and summer programs.

Support and invest in Indianapolis's cultural resources and activities. Involvement in the arts provides youth with the ability to express themselves and the opportunity to develop life-long skills such as self-discipline and teamwork. Collaborate with the Youth Council to create parks programs and activities to attract young people. Local parks can be important centers of neighborhood pride and unity. Especially in older parks in the city core, we must provide greater program access and opportunities for

youth and families. Parks department decisions must reflect the needs and desires of area residents.

The Indianapolis Greenways Plan

The update of the Greenways Plan includes exploring the many ways that, through Greenways or other means; neighborhood residents can be connected to parks, schools, businesses and cultural attractions.

Incorporating Other Planning Efforts

The issue of coordinating with the many other planning efforts completed or in progress was mentioned in many different contexts during the Greenways public planning process. In some cases the importance of greenway concerns being included in the planning process of other transportation or neighborhood/community wide planning efforts was the focus. In other cases the connection of greenway corridors to community points of interest was emphasized. It was also frequently noted how important communication and cooperation between planning or implementing agencies is in getting the most for the limited tax dollars available. Examples of this include such projects as road or bridge improvements, which if planned together, could allow for better pedestrian and bicycle usage.

Included in the appendix are references to planning documents that relate in some way to the greenway system and should be included in future planning of greenway projects. These plans include, but are not limited to:

- Indianapolis Regional Bicycle and Pedestrian Plan, including the Penn Central Corridor
- Michigan Road Corridor Study
- Pike Township Living Links Plan/Township Connectivity Plans
- 96th Street Thoroughfare Study
- Crooked Creek Community Council Plan
- Northeast Corridor Study
- Ellenberger Master Plan 2000
- Northwestway Park Master Plan 2000
- Marion County Bicycle Route System
- Indy Go Bus Route System