MID-OHIO REGIONAL
MORPC
PLANNING COMMISSION

111 Liberty St., Suite 100
Columbus, Ohio 43215
www.morpc.org

NOTICE OF A MEETING
CENTRAL OHIO GREENWAYS TRAIL DEVELOPMENT (URBAN)
WORKING GROUP
MID-OHIO REGIONAL PLANNING COMMISSION

REMOTE MEETING
June 5, 2025, 9:30 am

AGENDA

Welcome & Introductions

Indianapolis Trails to Transit Prioritization
Donny Donoghue, MKSK, presented on trail planning in other regions, specifically his work with the City of Indianapolis on a strategic update to their Greenways Plan.

Prioritization Process
He discussed the prioritization process and the importance of connecting people, underserved communities, and promoting growth and development. The process also involved segmenting the network, establishing criteria and analysis, and weighting and aggregating criteria to guide priority tiers, with an emphasis on the importance of storytelling and data in this process. Donny explained how criteria are weighted and aggregated to guide priority tiers, allowing for different scenarios to be tested and adjusted based on community and advisory committee input. Progress made in Indianapolis included the addition of new miles to the Greenway network.

Public and Advisory Committee Input
Donny described how MKSK staff gathered input from the Advisory Committee and the public to guide the prioritization process. The Advisory Committee focused on connectivity and sustainable funding, while the public prioritized quality of life indicators and serving underserved populations.

Report Cards
Donny introduced the concept of report cards for each Greenway, which provide detailed information about the projects and corridors, including their importance, supporting projects, and potential funding mechanisms. The report cards helped communicate the rationale for prioritizing certain projects to residents, funders, and public agencies, making the prioritization process more transparent.

Prioritization Discussion
MORPC staff and Members discussed the potential for updating the COG trail prioritization process and incorporating report cards. They considered the importance of environmental criteria and the need for regional prioritization in addition to local priorities.

Pathways to Prioritization
Members and staff discussed the idea of not only prioritizing trails, but other amenities, walking and biking infrastructure, and destinations near the prioritized corridor that activate the trail. This would help promote use of the trail.

William Murdock, AICP *Executive Director* | **Chris Amorose Groomes** *Chair* | **Michelle Crandall** *Vice Chair* | **Ben Kessler** *Secretary*

LinkUS Transit Supportive Infrastructure (TSI) Project Recommendations
Member Ashworth and Chair Andrako discussed the potential for the COG Board to endorse TSI projects, giving them additional weight in the selection process. They emphasized the importance of regional projects and the need for a formal process to integrate COG priorities into TSI project selection to ensure that regionally significant projects receive the necessary support..

Gateways of Regional Significance
Melinda Vonstein shared the definition of Gateways of Regional Significance, describing them as premier trailheads that connect users to nearby trail towns and serve as prominent sites for place-making and community identity. She proposed organizing a smaller group to identify the specific amenities these Gateways should have. This group will report back to the Working Group with their findings.

Closing / Next Steps
Staff will organize a smaller group conversation to identify the specific amenities that a Gateway of Regional Significance needs to have and those that would be desirable.

It was suggested that the COG Board recommend regional projects, such as the Linden Green Line, to the TSI committees to ensure they are considered for prioritization and funding, and develop an ongoing strategy for the COG Board to endorse or recommend TSI projects, ensuring regional significance is considered in the evaluation process.

Adjourn

Please notify Lynn Kaufman at 614-233-4189 or LKaufman@morpc.org to confirm your attendance for this meeting or if you require special assistance.

The next Trail Development (Urban) Working Group Meeting will be August 21, 2025, at 9:30 am.
Details to follow.

Mid-Ohio Regional Planning Commission
Hybrid Meeting

Central Ohio Greenways Trail Development – Urban
Working Group Meeting

June 5, 2025

Members Present
- Mike Andrako, Franklin County Engineer's Office
- Brian Ashworth, City of Columbus
- Laura Ball, City of Westerville
- Beth Hugh, Korda Nemeth Engineering
- Ryan Hughes, Central Ohio Mountain Biking Organization
- Dan Kaderly, Quarry Trails Metro Park
- Kimberly Moss, OSU
- Lexi Petrella, Alta Planning & Design
- Eric Oberg, Rails-to-Trails Conservancy
- Andrew Overbeck, MKSK
- J.M. Rayburn, City of Dublin
- Letty Schamp, City of Hilliard
- Co-Chair Kelly Scocco, City of Columbus
- Brad Westall, City of Columbus

Public Present
- Collin Adams, City of Obetz
- Taylor Casey, COTA
- Donny Donoghue, MKSK
- Emma Kogge, Alta Planning & Design

Staff Present
- Morgan Fuller
- Riky Jimenez Cuduco
- Lynn Kaufman
- Melinda Vonstein

INDIANAPOLIS GREENWAYS

Strategic Implementation Plan

COG Working Group

06/05/25

MKSK

PRIORITIZE THIS!

+ Study Introduction
+ The State of the Indy Greenways
+ Prioritization Process

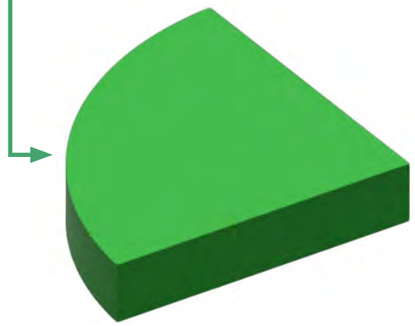
PLAN VISION

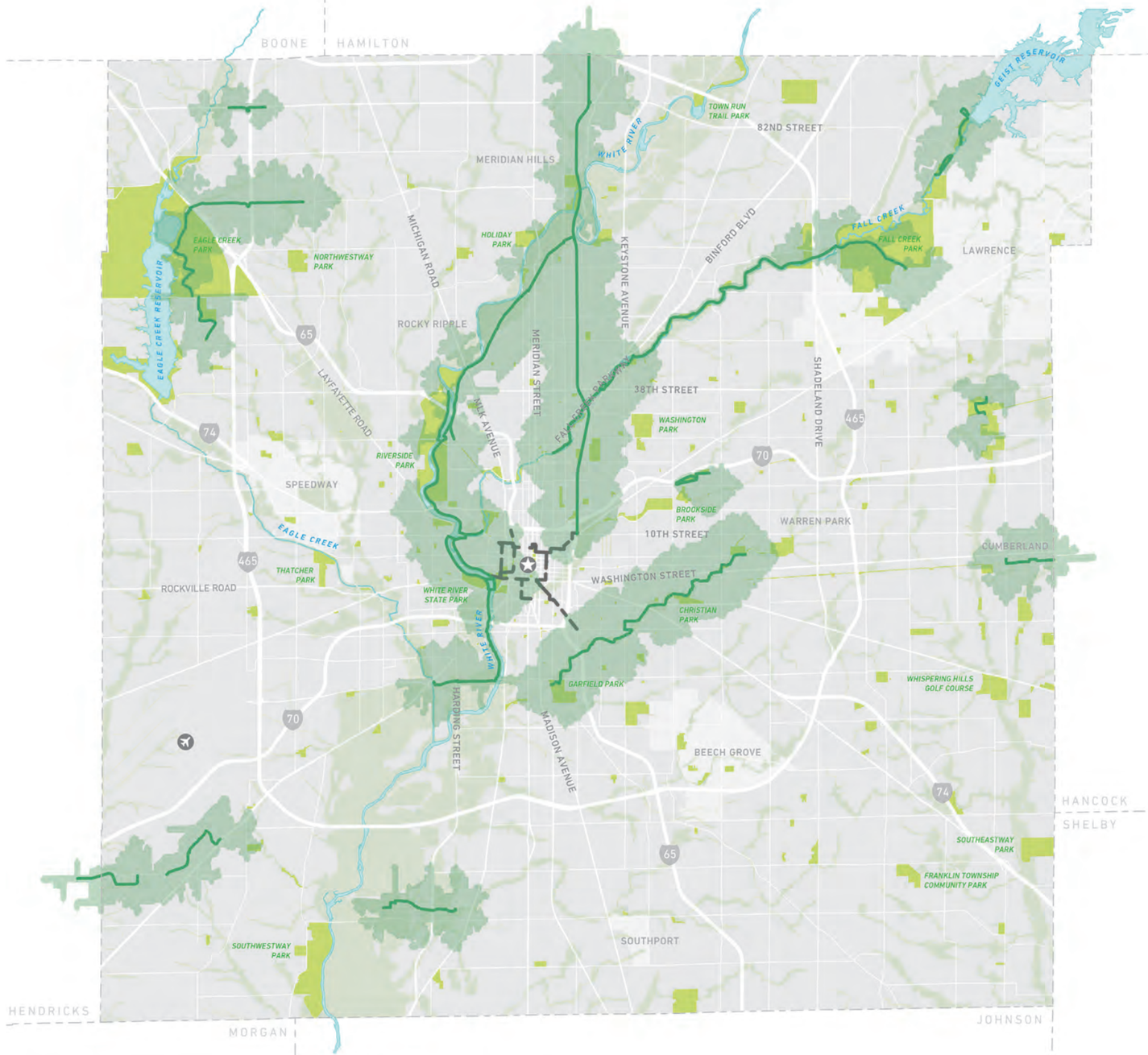
To build on the existing plan and **create a framework for the completion and sustained excellence** of a connected, equitable, and beloved Indianapolis Greenways system.

2014 NETWORK

Year	Miles	Population*	Jobs*
PRE-2014	62.8	200,426	187,007

24% of the Greenway Network Greenway was built before 2014.

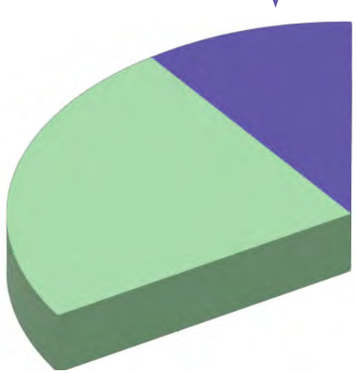




*Access is defined as proximity within a 1-mile travelshed

2024 NETWORK

Year	Miles	Population*	Jobs*
PRE-2014	62.8	200,426	187,007
2014-2024	27.1	98.684	57,110

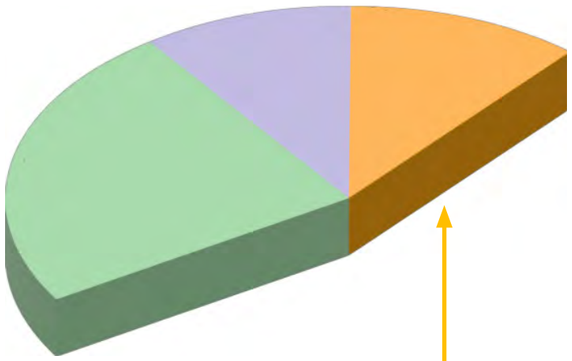


+10% of the Greenway Network mileage was built since 2014.

*Access is defined as proximity within a 1-mile travelshed

IN-PROGRESS NETWORK

Year	Miles	Population*	Jobs*
PRE-2014	62.8	200,426	187,007
2014-2024	27.1	98,684	57,110
IN-PROGRESS (2024-2028)	**30.4**	**63,922**	**60,093**

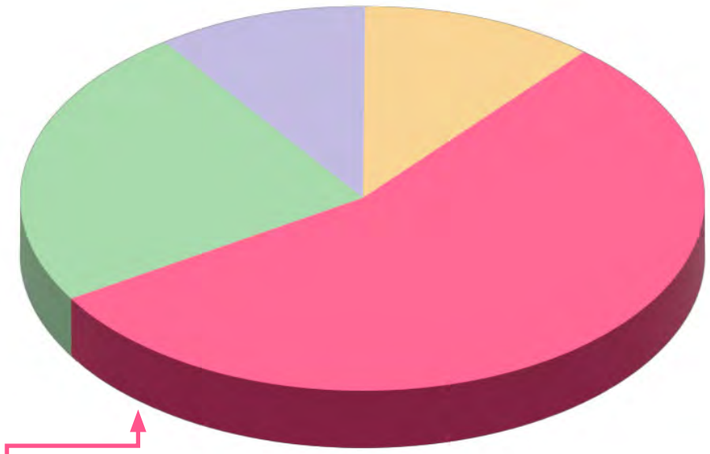


+11% of the Greenway Network mileage is currently funded and in-progress.

*Access is defined as proximity within a 1-mile travelshed

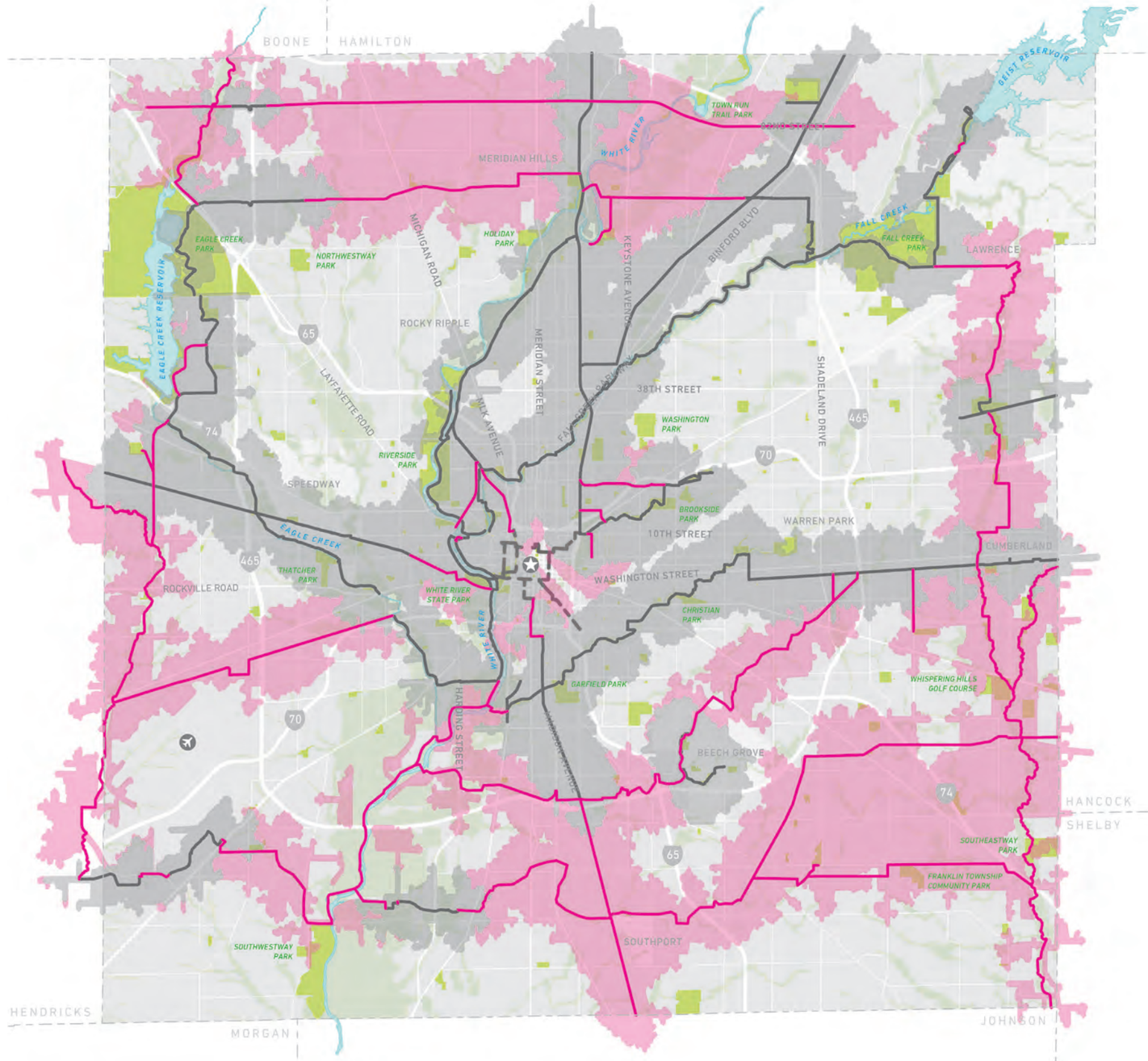
PLANNED NETWORK

Year	Miles	Population*	Jobs*
PRE-2014	62.8	200,426	187,007
2014-2024	27.1	98,684	57,110
IN-PROGRESS	30.4	63,922	60,093
PLANNED	**145.8**	**262,397**	**168,358**



+55% of the Greenway Network mileage is planned.

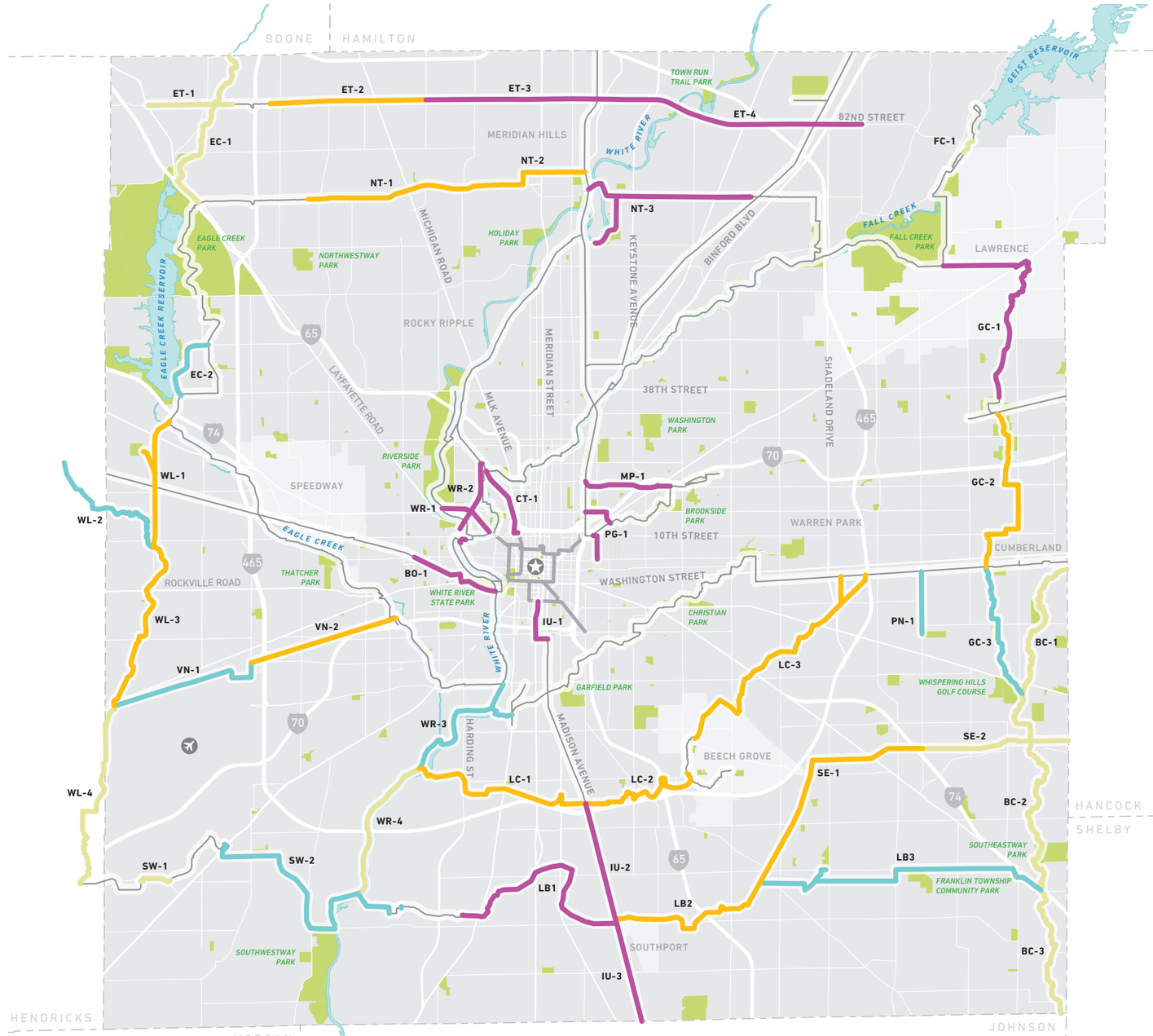
*Access is defined as proximity within a 1-mile travelshed



LET'S TALK ABOUT PRIORITIZATION!

WHAT IS THE END GOAL?

+ Tiers of Priority Projects.
+ Individualized Report Cards, breaking down all the necessary details of each Greenway Project & Corridor to set up next steps
+ Guidance on How To Use Prioritization to inform next steps



DRAFT MAP, FOR ILLUSTRATIVE PURPOSES ONLY

WHAT IS THE END GOAL?

GREENWAY CORRIDOR

RATIONALE FOR PRIORITY

FUNDING & TROD OPPORTUNITIES

B&O TRAIL

Provides connection to Speedway and Downtown from Hendricls County along the former B&O Rail Corridor.

Greenway Profile

- **Urban Rail-Trail** [1]
- **$XX,XXX** to complete [2]
- **$XX,XXX** in economic benefits annually [3]

Greenway at a Glance

- **8.6 mile** greenway corridor
- **3.5 miles (40.7%)** existing
- **3.1 miles (36.6%)** in-progress
- **XX,XXX** residents
- **XX,XXX** jobs

The B&O Trail...

- Serves Underserved Populations
- Supports Economic Development
- Protects Conservation Corridors

The Planned Greenway will serve...

- **2.0 miles (22.7%)** planned
- **XX,XXX** new residents
- **XX,XXX** new jobs

Parks Served

- Leonard Park
- Olin Park
- Stringtown Park
- White River State Park

Destinations Served

- Indianapolis Zoo
- Indianapolis Motor Speedway
- Downtown

Greenway & Trail Connections

- B & O Trail (Brownsburg)
- P & E Trail (Speedway)
- White Lick Creek Greenway
- Eagle Creek Greenway
- White River Greenway

Indianapolis Greenway Projects [4]

- **Point A to Point B:** X.X Miles segment from point A to point B, connectiong to destination X and destination Y.
- **Point B to Point C:** 40.7% of the trail was constructed since 2014, with an additional 36.0% under-construction as of 2025.
- **Connector Trail:** 40.7% of the trail was constructed since 2014, with an additional 36.0% under-construction as of 2025.

Supporting Projects [5]

- **Regional Trail Connection:** X.X Miles segment from point A to point B, connectiong to destination X and destination Y.
- **Connector Trail 1:** 40.7% of the trail was constructed since 2014, with an additional 36.0% under-construction as of 2025.
- **Connector Trail 2:** 40.7% of the trail was constructed since 2014, with an additional 36.0% under-construction as of 2025.

Primary Funding Mechanisms [6]

- Mechanism #1
- Mechanism #2
- Mechanism #3

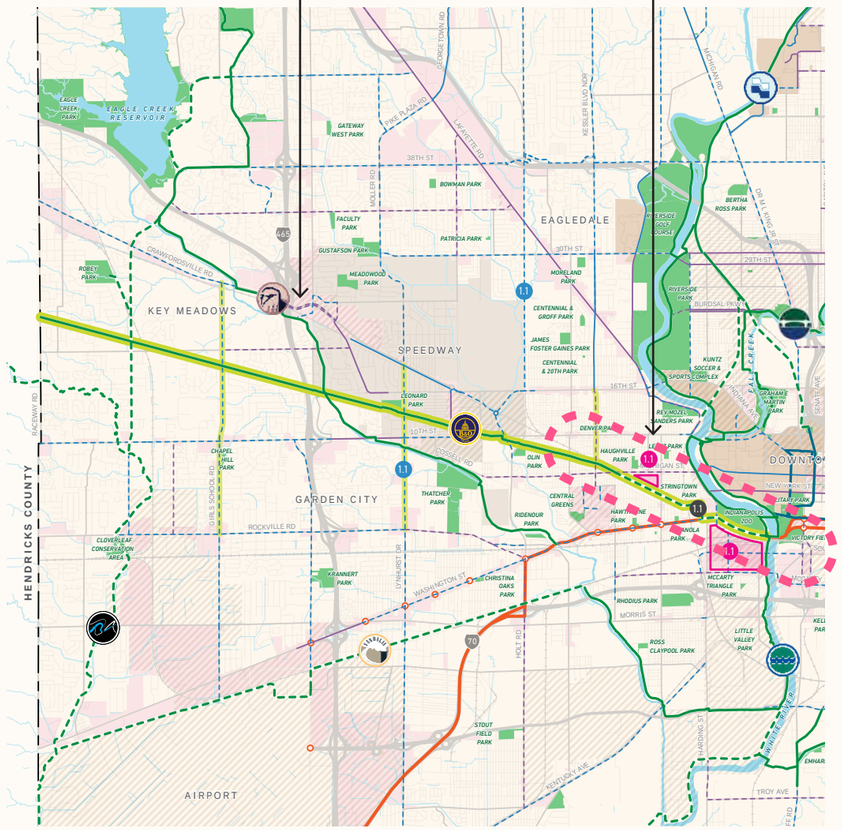
TrOD Opportunities [7]

- **Regional Center:** X.X Miles segment from point A to.
- **TrOD #2:** X.X Miles segment from point A to.

Footnotes
1. Trail Typologies, Ref. X
2. Cost Estimate, Ref. X
3. Project Benefits, Ref. X
4. Projects & Prioritization, Ref. X
5. Supporting Projects, Ref. X
6. Funding Mechanisms, Ref. X
7. Trail Oriented Development, Ref. X

GREENWAY, MULTI-USE PATH, & BIKE LANE CONNECTIONS

HIGHLIGHTED PROJECT SEGMENTS



DRAFT REPORT CARD, FOR ILLUSTRATIVE PURPOSES ONLY

THE PRIORITIZATION PROCESS

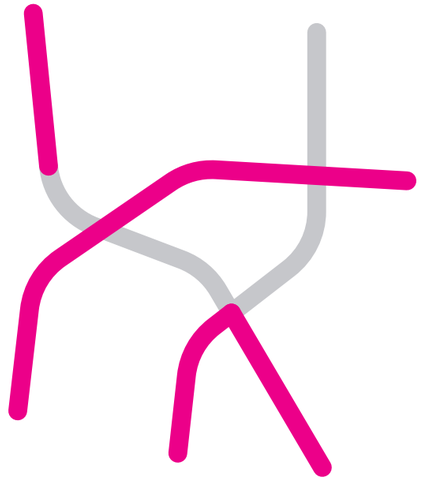
SEGMENT THE NETWORK

ESTABLISH PRIORITIZATION CRITERIA & ANALYSIS

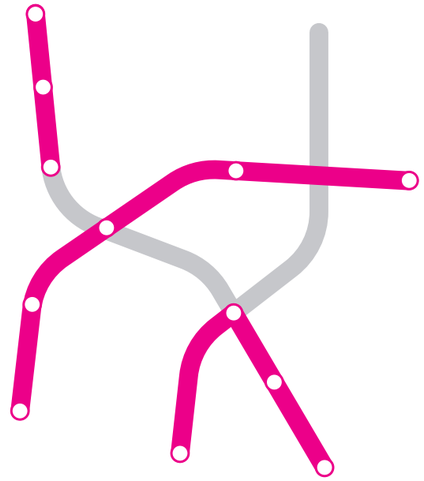
WEIGHT AND AGGREGATE CRITERIA TO ESTABLISH PRIORITY TIERS

SEGMENTATION

START WITH THE FULL GREENWAYS NETWORK



ISOLATE THE PROPOSED NETWORK



DELINEATE THE NETWORK INTO PROJECT SEGMENTS

PRIORITIZE SEGMENTS (ANALYSIS)

SEGMENTATION

WHY SEGMENT?

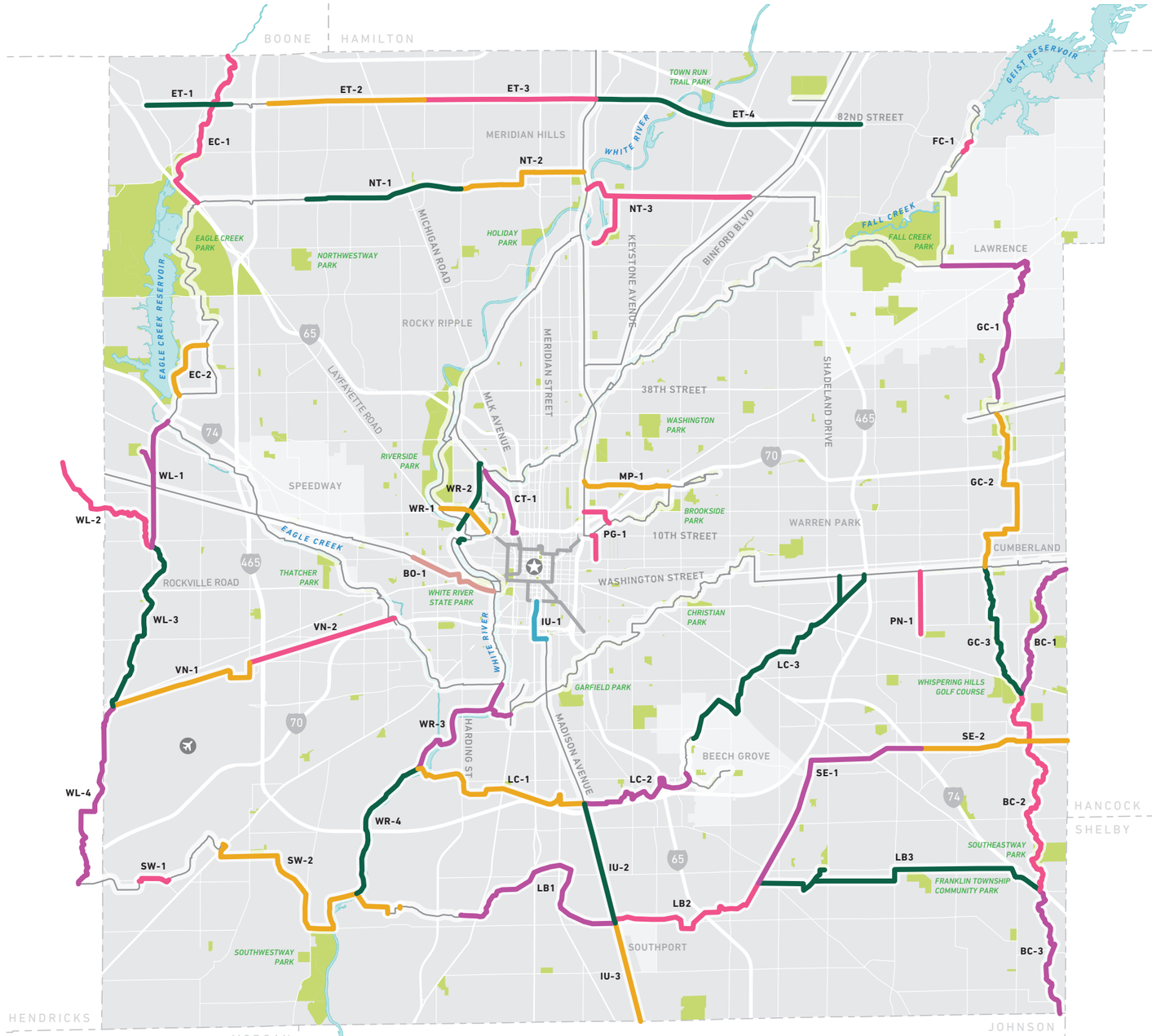
Segments provide a common point of comparison, and translate to realistic project lengths & extents.

44 total segments across 20 Greenways

3.3 MI average segment length

6.9 MI longest segment

0.3 MI shortest segment



COLORS ILLUSTRATE BEGINNING AND END OF SEGMENTS ONLY, NOT AS AN INDICATION OF RANK OR PRIORITY.

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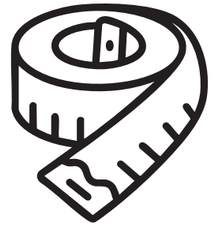
CRITERIA & METRICS

Prioritization is the result of a data-driven and reproducible analysis to evaluate, compare, and rank projects based on the project goals, stakeholder and advisory committee input, and community priorities.

BUCKETS: HIGH LEVEL CATEGORIES

GOALS: ASSOCIATED PROJECT GOALS



CRITERIA & METRICS: DISCRETE, MEASURABLE, AND COMPARABLE

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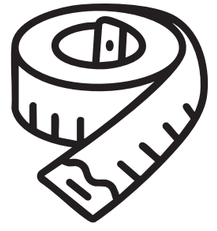
Prioritization is the result of a data-driven and reproducible analysis to evaluate, compare, and rank projects based on the project goals, stakeholder and advisory committee input, and community priorities.

BUCKETS: HIGH LEVEL CATEGORIES

GREENWAYS THAT CONNECT PEOPLE & TRAILS

GOALS: ASSOCIATED PROJECT GOALS

CONNECTIVITY & ACCESS



CRITERIA & METRICS: DISCRETE, MEASURABLE, AND COMPARABLE

SCHOOL ACCESS.

Metric: The number of schools within a 1-mile walk or bike ride of the segment.

AN EXAMPLE:

THE BIG BUCKETS

GREENWAYS THAT CONNECT PEOPLE & TRAILS

GREENWAYS THAT CONNECT UNDERSERVED COMMUNITIES

GREENWAYS THAT IMPROVE HEALTH & THE ENVIRONMENT

GREENWAYS THAT PROMOTE GROWTH & DEVELOPMENT

GREENWAYS THAT SUPPORT SUSTAINABLE FUNDING & IMPLEMENTATION

CRITERIA

GREENWAYS THAT CONNECT PEOPLE & TRAILS

Connecting people, jobs, destinations, and other greenways.

Continuity: Does the segment continue an existing Greenway?

Population: How many people does the segment access?

Points of Interest: Does the segment connect to community destinations?

Access to Parks: Does the segment provide access to parks?

Schools Access: Does the segment connect to schools?

Jobs: Does the segment connect to jobs?

Retail Access: Does the segment connect to retail areas?

Regional Trails: Does the segment connect to regional trail connections?

Active Transportation: Does the segment connect to planned and existing trails and bikeways?

Public Transit: Does the segment connect to planned and existing transit?

CRITERIA

GREENWAYS THAT CONNECT UNDERSERVED COMMUNITIES

Connecting population centers that are currently or have been historically underserved.

Transportation Mode: Does the segment serve people that rely on non-vehicular modes?

Zero Car HH Neighborhoods: Does the segment serve zero car households?

Low Income Neighborhoods: Does the segment serve low income neighborhoods?

High Poverty Neighborhoods: Does the segment serve high poverty neighborhoods?

Geographic Equity: Does the segment introduce a greenway in areas lacking in trails?

Ethnicity: Does the segment serve hispanic/latino populations?

Non-White Population: Does the segment serve non-white populations?

Senior Population: Does the segment serve seniors (>65)?

Youth Population: Does the segment serve youth (<18)?

CRITERIA

GREENWAYS THAT IMPROVE HEALTH & THE ENVIRONMENT

Leveraging greenway development to improve environmental conditions, public health, and safety.

Tree Canopy: Does the segment connect areas with limited tree canopy?

Surface Temperature: Does the segment connect areas with high surface temperature?

Conservation Corridors: Does the segment align with conservation corridors?

Brownfields: Does the segment present opportunity for brownfield restoration?

Floodplains: Does the segment align with floodplain areas not suited for development?

Public Health: Does the segment align with public health indicators?

Vehicular Crashes: Does the segment align with safety areas of concern?

Parkshed Gaps: Does the segment connect areas with low parks access?

CRITERIA

GREENWAYS THAT PROMOTE GROWTH & DEVELOPMENT

Aligning greenways with anticipated or opportunistic growth areas.

Population Growth: Does the segment align with areas that are rapidly growing?

TIF district: Does the segment align with TIF districts?

Vacant Parcels/Open Lands: Does the segment align with vacant and open lands?

Strategic Investment: Does the segment align with a strategic investment opportunity?

TrOD: Does the segment align with Trail-Oriented Development opportunity areas?

Highlighted Criteria are in-progress and not reflected in DRAFT results

CRITERIA

Acquisition: Does the segment require challenging land acquisition?

Cost: What is the construction cost of the Greenway?

Partnership: Does the segment represent a potential partnership?

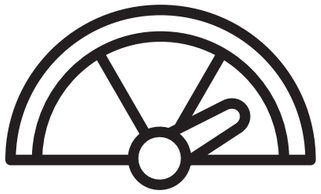
Funding Opportunity: Is there opportunity for additional funding sources?

GREENWAYS THAT SUPPORT SUSTAINABLE FUNDING & IMPLEMENTATION

Identifying greenways that are easiest to implement, pay for, and sustain.

Highlighted Criteria are in-progress and not reflected in DRAFT results

HOW DO BUCKETS DRIVE PRIORITIZATION?



The results are driven by the weighting of each bucket. It's all about trade-offs and balance.

More weight = More impact.

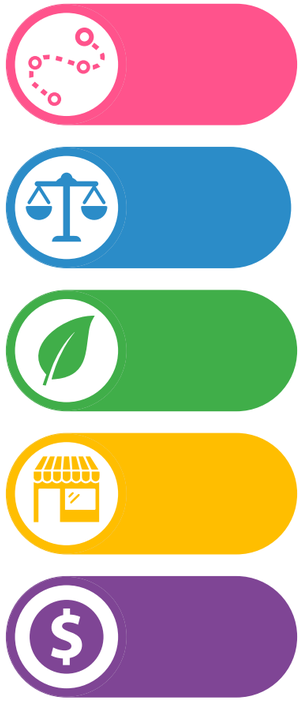
Focused on Existing Communities?

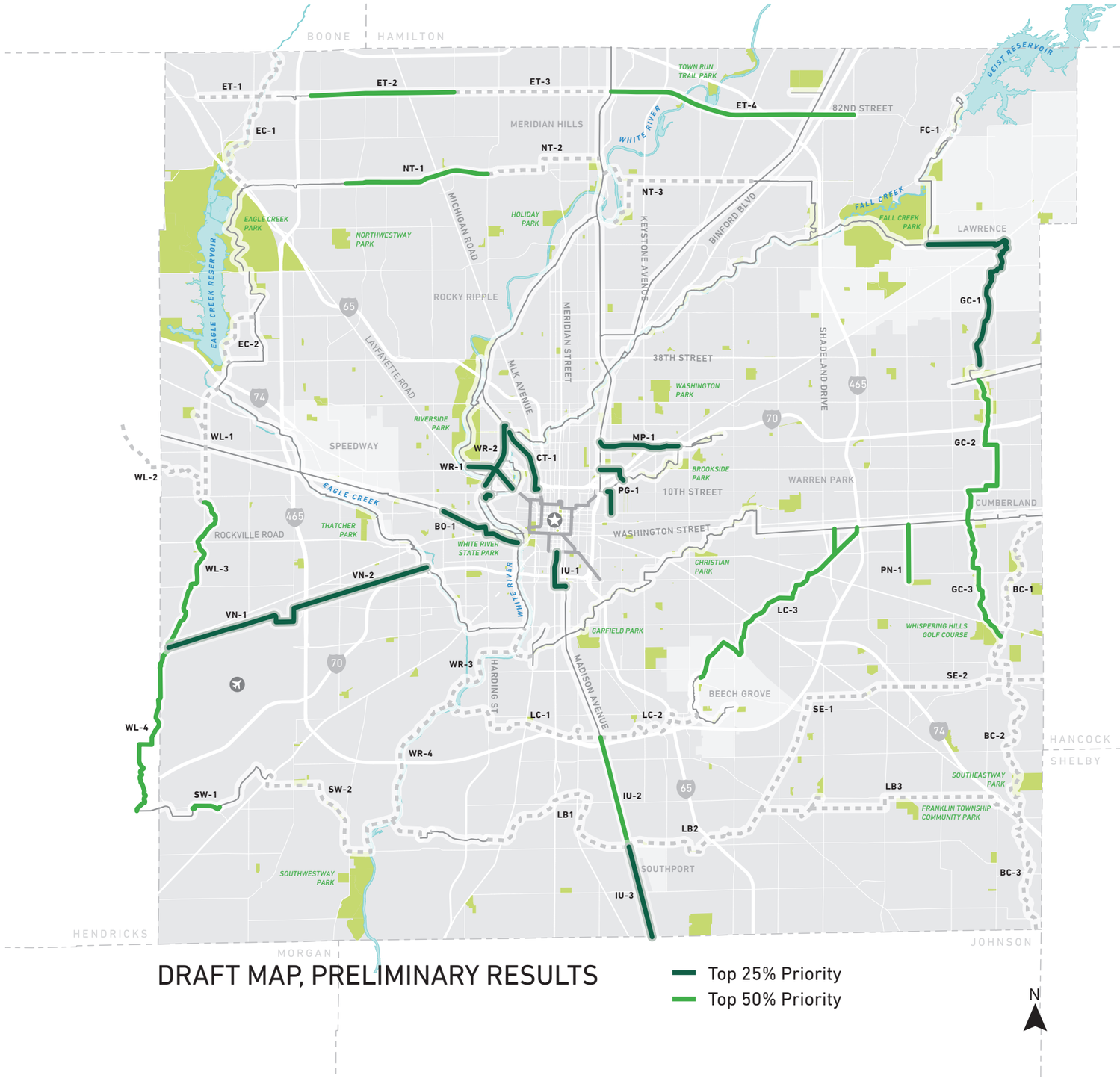
A Balanced Approach?

Focused on Future Growth?

SCENARIO A: BALANCED

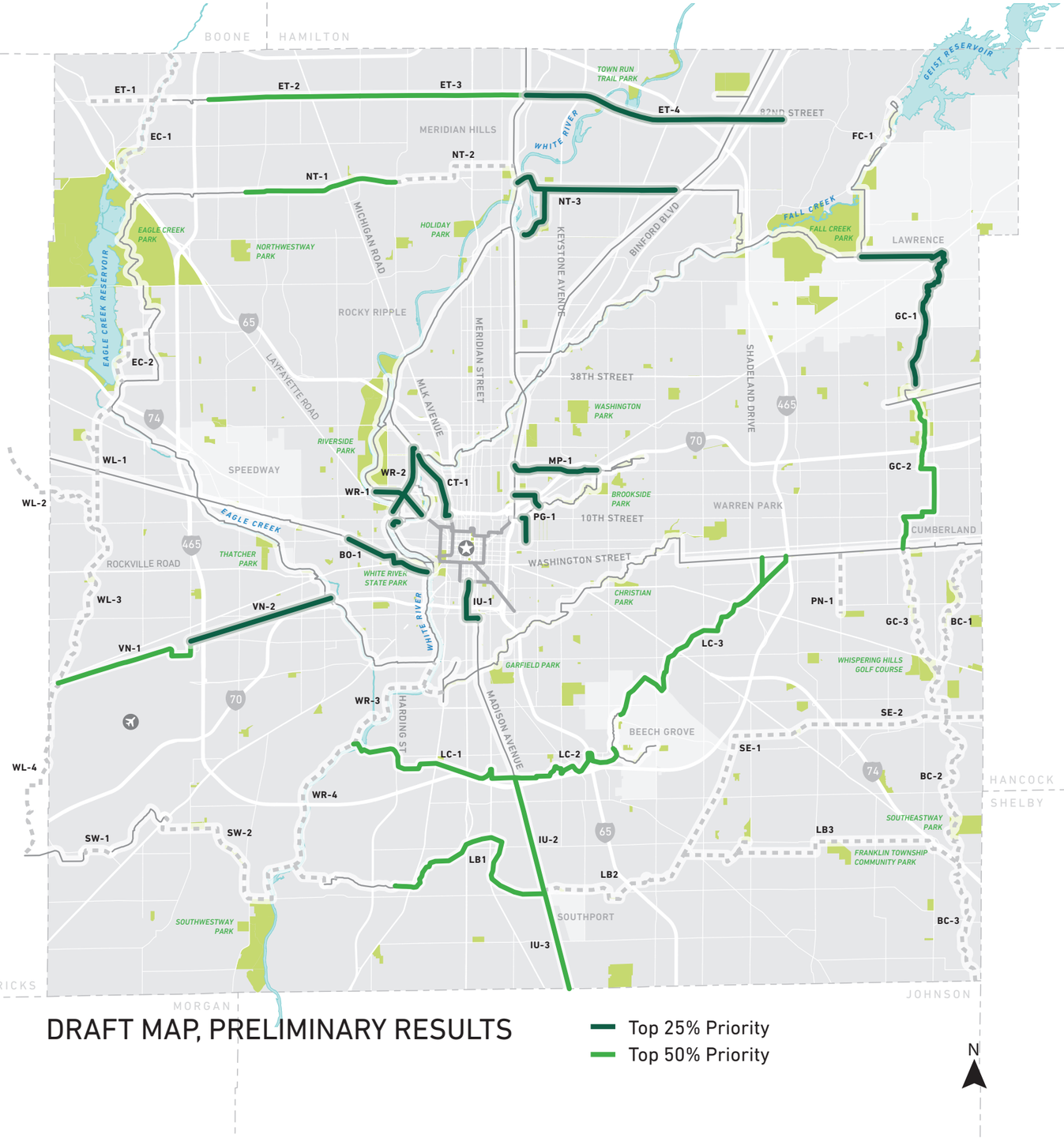
EMPHASIS ON BALANCING ALL 5 BUCKETS





SCENARIO B: MAXIMIZE ACCESS AND CONNECTIVITY

EMPHASIS ON EXPANDING THE EXISTING NETWORK AND ACCESS TO THE MOST PEOPLE AND JOBS



DRAFT MAP, PRELIMINARY RESULTS

Top 25% Priority
Top 50% Priority

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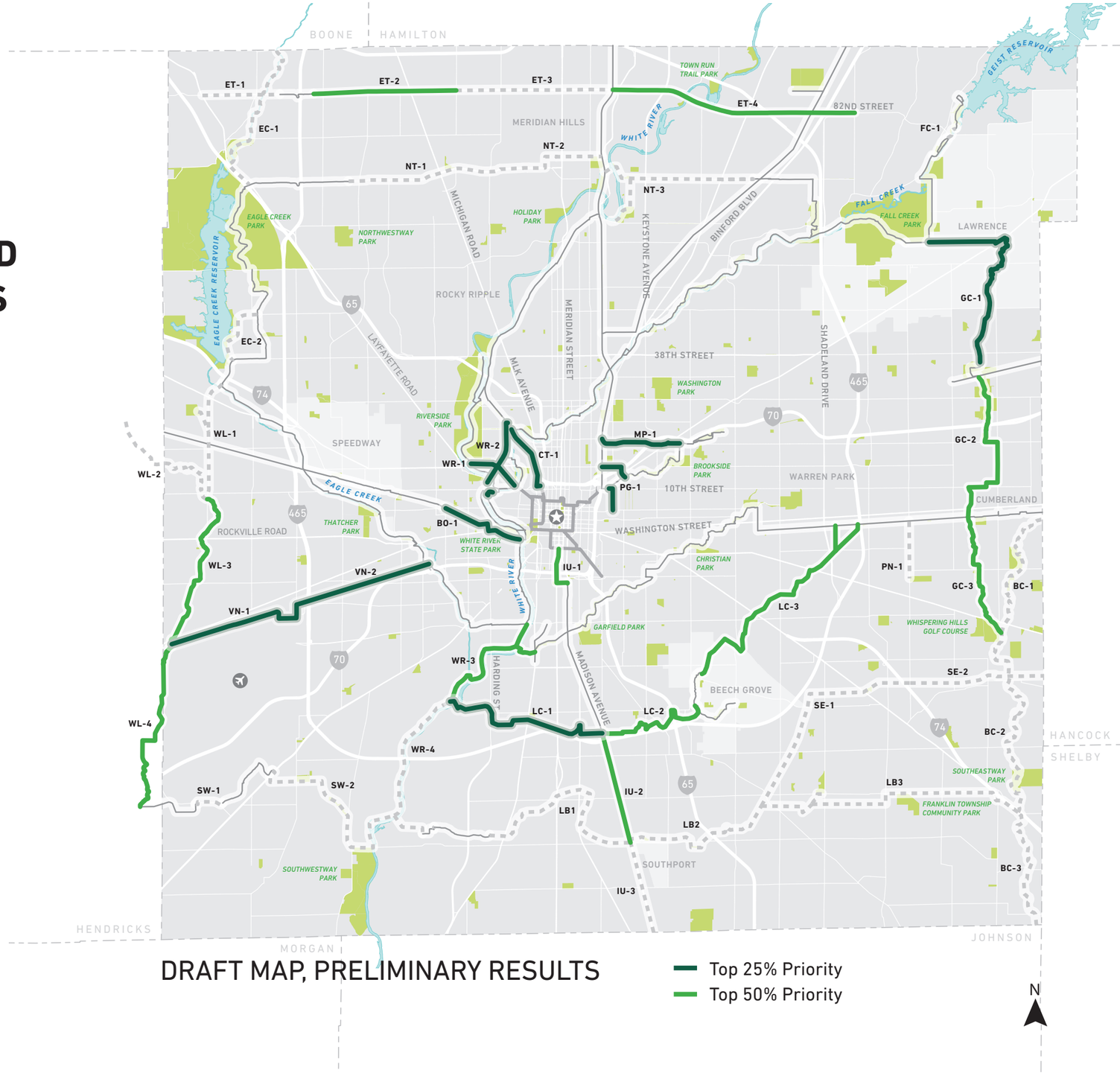
SCENARIO C: CENTER EQUITY

EMPHASIS ON CONNECTING UNDERSERVED COMMUNITIES TO EXISTING DESTINATIONS



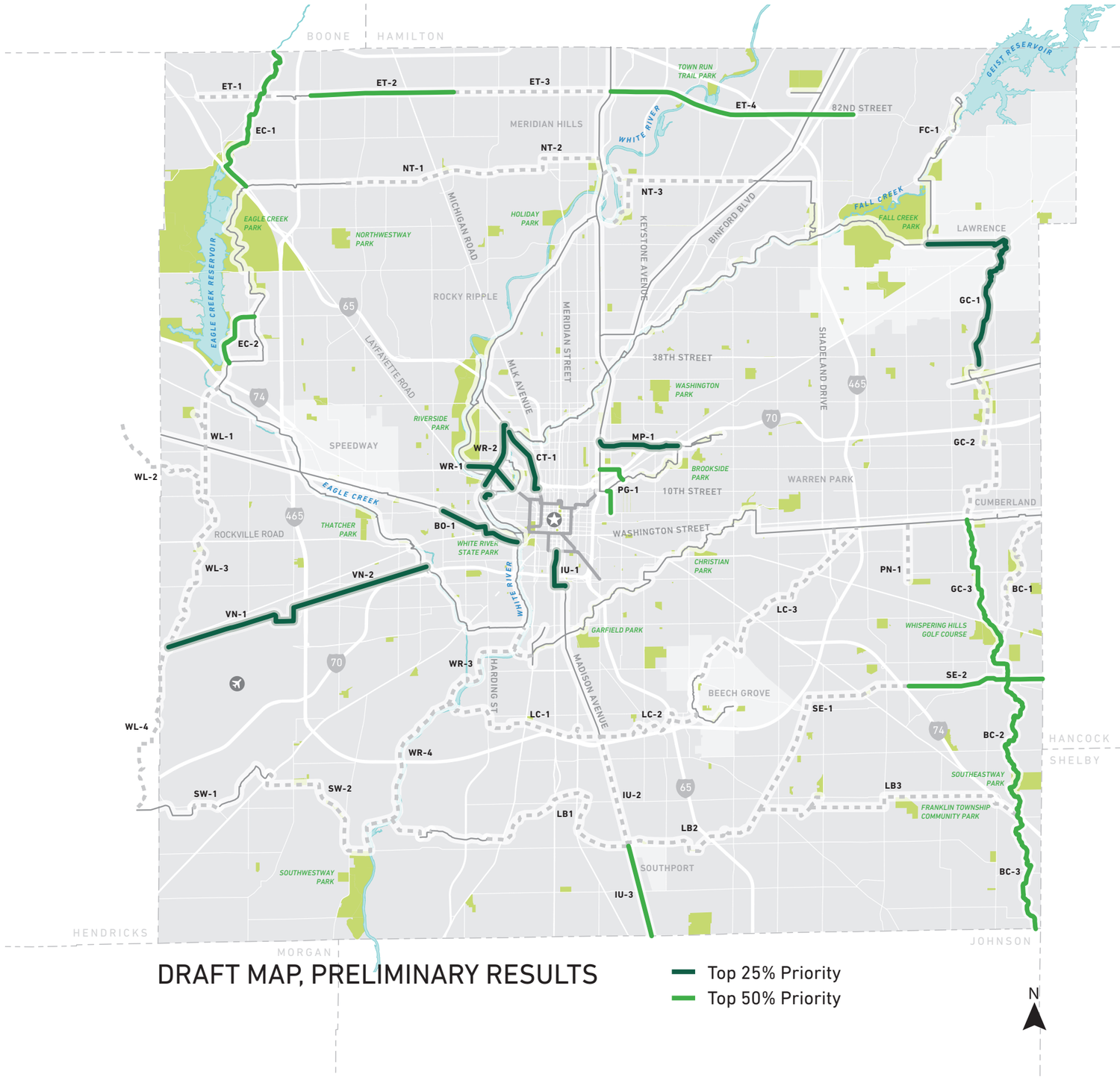
DRAFT MAP, PRELIMINARY RESULTS

Top 25% Priority
Top 50% Priority

N

SCENARIO D: FUNDING & GROWTH

EMPHASIS ON GROWTH AND IMPLEMENTATION



WEIGHTING IS INFORMED BY 3 INPUTS

Advisory Committee

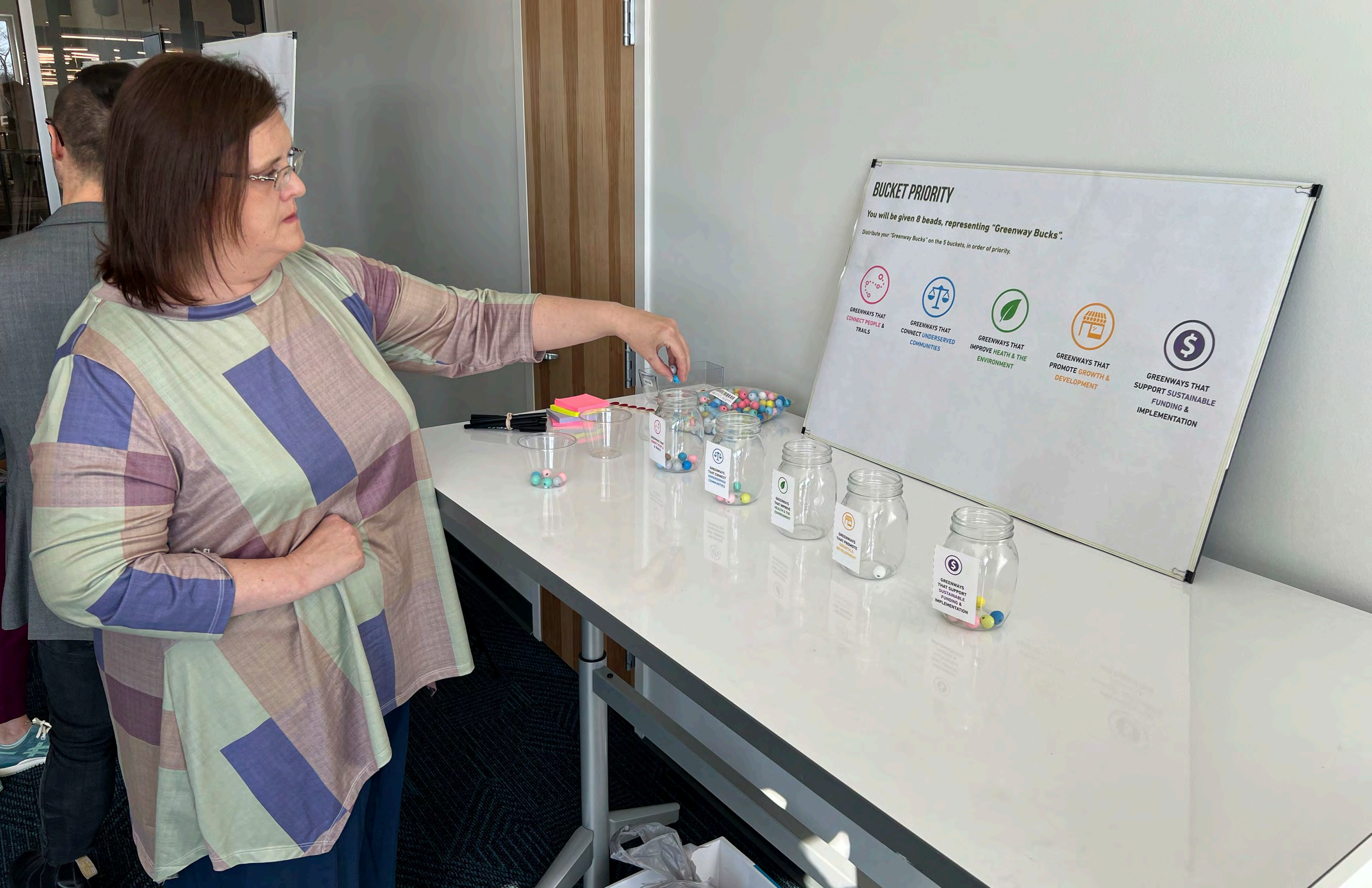
Civic leaders and champions

The Community

Citizens and Residents

Technical Experts

MKSK, DPW


BUCKET PRIORITY
You will be given 8 beads, representing "Greenway Bucks".
Distribute your "Greenway Bucks" on the 5 buckets, in order of priority.
GREENWAYS THAT CONNECT PEOPLE & TRAILS
GREENWAYS THAT CONNECT UNDERSERVED COMMUNITIES
GREENWAYS THAT IMPROVE HEATH & THE ENVIRONMENT
GREENWAYS THAT PROMOTE GROWTH & DEVELOPMENT
GREENWAYS THAT SUPPORT SUSTAINABLE FUNDING & IMPLEMENTATION

TECHNICAL CONSIDERATIONS TO WEIGHTING

+ Equal parts art and science, hard data and storytelling
+ If everything matters, nothing matters
+ Check for redundancy (i.e. do a subset of criteria boil down to "this is a dense area"?)

	Continuity	Population	Points of Interest	Access to Parks	Schools Access	Jobs	Retail Access	Connectivity to Regional Trails	Connectivity to Existing Access	Connectivity to Public Transit	Means of Transportation to Work	Zero Car HH Neighborhoods	Low Income Neighborhoods	High Poverty Neighborhoods	Geographic Equity	Ethnicity	Non-White Population	Senior Population	Youth Population	Tree Canopy	Surface Temperature	Conservation Corridors	Brownfields	Floodplains	Physical Health Indicators	Crashes Within Bikeshed	Parkshed Gap Neighborhoods	Population Growth	TIF district	Strategic Investment	TrOD Opportunities	Vacant Parcels/Open Lands	Partnership	Funding Opportunity	Acquisition	Cost	Sum Correlation	
Continuity		30	26	28	26	28	34	47	38	23	26	30	36	36	48	32	32	44	50	40	40	37	27	46	30	27	46	42	29	30	30	32	30	30	35	52	1217	Higher number=Lower Correlation
Population	30		8	34	10	16	22	49	44	25	22	32	28	50	42	30	30	46	46	44	30	43	29	48	30	11	36	40	37	30	30	38	30	30	35	58	1163	Lower number=More Overlap
Points of Interest	26	8		32	8	12	22	51	42	23	18	30	32	50	46	30	28	44	50	42	26	43	25	46	30	13	40	36	29	30	30	36	30	30	33	60	1131	
Access to Parks	28	34	32		32	38	40	43	44	29	30	36	48	36	46	38	34	44	44	34	36	33	33	36	30	37	58	34	37	30	30	18	30	30	39	46	1267	
Schools Access	26	10	8	32		18	24	47	44	23	18	32	30	48	46	28	28	48	48	42	30	41	31	46	30	11	40	36	33	30	30	34	30	30	33	60	1145	
Jobs	28	16	12	38	18		20	45	44	27	24	30	26	48	46	30	28	44	48	40	24	45	27	48	30	15	38	40	31	30	30	38	30	30	31	50	1149	
Retail Access	34	22	22	40	24	20		41	44	25	26	38	30	46	40	34	32	48	40	36	28	41	29	48	30	19	32	36	31	30	30	40	30	30	31	48	1175	
Connectivity to Regional Trails	47	49	51	43	47	45	41		75	48	45	49	43	37	47	41	39	45	39	43	39	56	54	49	39	42	41	41	52	39	39	41	39	39	42	35	1561	
Connectivity to Existing Access	38	44	42	44	44	44	44	75		31	44	44	48	44	38	44	44	44	44	48	44	31	31	44	44	45	44	44	31	44	44	44	44	44	47	48	1521	
Connectivity to Public Transit	23	25	23	29	23	27	25	48	31		25	33	31	39	35	27	27	41	41	39	27	24	24	41	23	22	35	33	22	23	23	33	23	23	40	45	1053	
Means of Transportation to Work	26	22	18	30	18	24	26	45	44	25		28	32	40	44	30	26	48	54	42	34	39	27	46	30	19	44	36	33	30	30	38	30	30	33	54	1175	
Zero Car HH Neighborhoods	30	32	30	36	32	30	38	49	44	33	28		38	42	42	36	32	42	50	36	36	41	29	40	30	29	42	34	33	30	30	40	30	30	45	48	1267	
Low Income Neighborhoods	36	28	32	48	30	26	30	43	48	31	32	38		38	40	18	28	56	46	32	30	43	29	54	34	21	40	44	29	34	34	46	34	34	35	38	1259	
High Poverty Neighborhoods	36	50	50	36	48	48	46	37	44	39	40	42	38		38	30	38	48	38	32	34	33	35	42	30	45	52	36	33	30	30	36	30	30	41	30	1345	
Geographic Equity	48	42	46	46	46	46	40	47	38	35	44	42	40	38		42	44	38	26	42	42	23	25	36	18	43	26	38	27	18	18	42	18	18	41	40	1263	
Ethnicity	32	30	30	38	28	30	34	41	44	27	30	36	18	30	42		20	54	40	38	30	39	33	48	30	25	40	42	27	30	30	42	30	30	37	46	1201	
Non-White Population	32	30	28	34	28	28	32	39	44	27	26	32	28	38	44	20		48	44	38	32	41	33	48	30	27	40	34	29	30	30	38	30	30	33	44	1189	
Senior Population	44	46	44	44	48	44	48	45	44	41	48	42	56	48	38	54	48		44	54	44	33	41	40	30	53	34	50	39	30	30	46	30	30	43	44	1497	
Youth Population	50	46	50	44	48	48	40	39	44	41	54	50	46	38	26	40	44	44		38	42	33	41	36	30	45	38	34	39	30	30	40	30	30	53	40	1421	
Tree Canopy	40	44	42	34	42	40	36	43	48	39	42	36	32	32	42	38	38	54	38		32	37	31	46	34	39	56	30	31	34	34	26	34	34	41	34	1333	
Surface Temperature	40	30	26	36	30	24	28	39	44	27	34	36	30	34	42	30	32	44	42	32		41	29	54	30	25	42	30	27	30	30	34	30	30	37	40	1189	
Conservation Corridors	37	43	43	33	41	45	41	56	31	24	39	41	43	33	23	39	41	33	33	37	41		26	27	17	42	41	37	24	17	17	35	17	17	42	35	1191	
Brownfields	27	29	25	33	31	27	29	54	31	24	27	29	29	35	25	33	33	41	41	31	29	26		39	17	26	37	29	12	17	17	33	17	17	30	43	1023	
Floodplains	46	48	46	36	46	48	48	49	44	41	46	40	54	42	36	48	48	40	36	46	54	27	39		30	49	42	40	39	30	30	36	30	30	63	46	1473	
Physical Health Indicators	30	30	30	30	30	30	30	39	44	23	30	30	34	30	18	30	30	30	30	34	30	17	17	30		29	30	30	17	0	0	30	0	0	33	34	909	
Crashes Within Bikeshed	27	11	13	37	11	15	19	42	45	22	19	29	21	45	43	25	27	53	45	39	25	42	26	49	29		33	33	30	29	29	37	29	29	36	53	1097	
Parkshed Gap Neighborhoods	46	36	40	58	40	38	32	41	44	35	44	42	40	52	26	40	40	34	38	56	42	41	37	42	30	33		50	39	30	30	54	30	30	45	50	1405	
Population Growth	42	40	36	34	36	40	36	41	44	33	36	34	44	36	38	42	34	50	34	30	30	37	29	40	30	33	50		33	30	30	26	30	30	45	42	1275	
TIF district	29	37	29	37	33	31	31	52	31	22	33	33	29	33	27	27	29	39	31	27	24	12	39	17	30	39	33		17	17	35	17	17	32	37	1045	
Strategic Investment	30	30	30	30	30	30	30	39	44	23	30	30	34	30	18	30	30	30	30	34	30	17	17	30	0	29	30	30	17		0	30	0	0	33	34	909	
TrOD Opportunities	30	30	30	30	30	30	30	39	44	23	30	30	34	30	18	30	30	30	30	34	30	17	17	30	0	29	30	30	17	0		30	0	0	33	34	909	
Vacant Parcels/Open Lands	32	38	36	18	34	38	40	41	44	33	38	40	46	36	42	42	38	46	40	26	34	35	33	36	30	37	54	26	35	30	30		30	30	43	46	1277	
Partnership	30	30	30	30	30	30	30	39	44	23	30	30	34	30	18	30	30	30	30	34	30	17	17	30	0	29	30	30	17	0	0	30		0	33	34	909	
Funding Opportunity	30	30	30	30	30	30	30	39	44	23	30	30	34	30	18	30	30	30	30	34	30	17	17	30	0	29	30	30	17	0	0	30	0		33	34	909	
Acquisition	35	35	33	39	33	31	31	42	47	40	33	45	35	41	41	37	33	43	53	41	37	42	30	63	33	36	45	45	32	33	33	43	33	33		43	1349	
Cost	52	58	60	46	60	50	48	35	48	45	54	48	38	30	40	46	44	44	40	34	40	35	43	46	34	53	50	42	37	34	34	46	34	34	43		1525	

TOP PERFORMER

INTERURBAN TRAIL (IU-1)

Gap closure from Cultural Trail/South St (Existing Trail) to Orange St/Madison St (In-Progress Trail).

1.04 miles long

TOP 33% of Greenways that Connect People & Trails

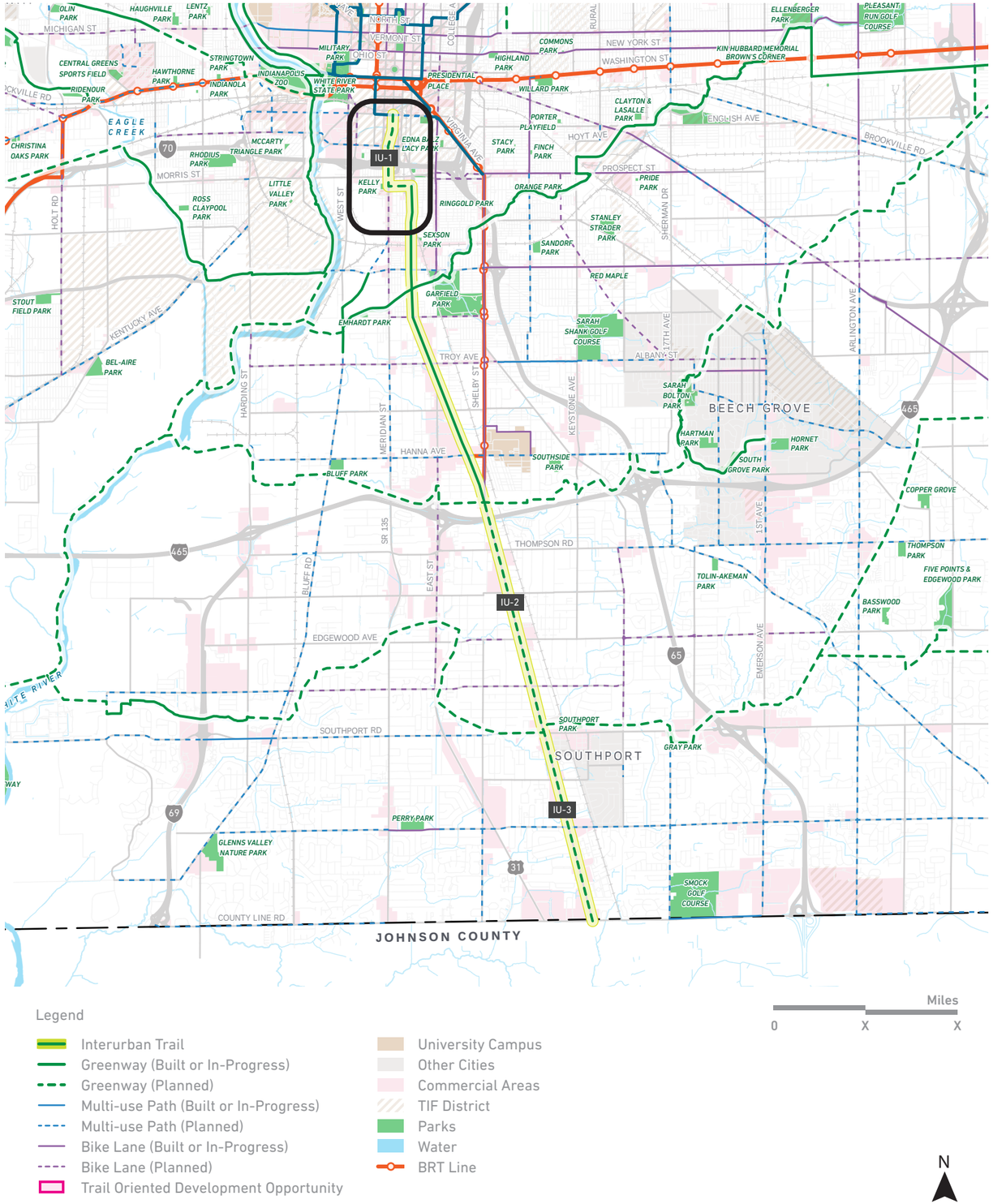
Within a 10 Min Walk

Aligns with BRT Stations
92,000 Jobs
14,000 Residents

TOP 33% of Greenways that Improve Quality of Life

Along the Segment

#1 segment for number of Crashes
#1 segment for Surface Temperature
#44 segment for existing Tree Canopy



TOP PERFORMER

GRASSY CREEK TRAIL (GC-1)

Gap closure from Fall Creek Greenway/Lee Rd (Existing Trail) to Lacebark Ln (Existing Trail)

5.27 miles long

TOP 25% of Greenways that Serve Underserved Populations

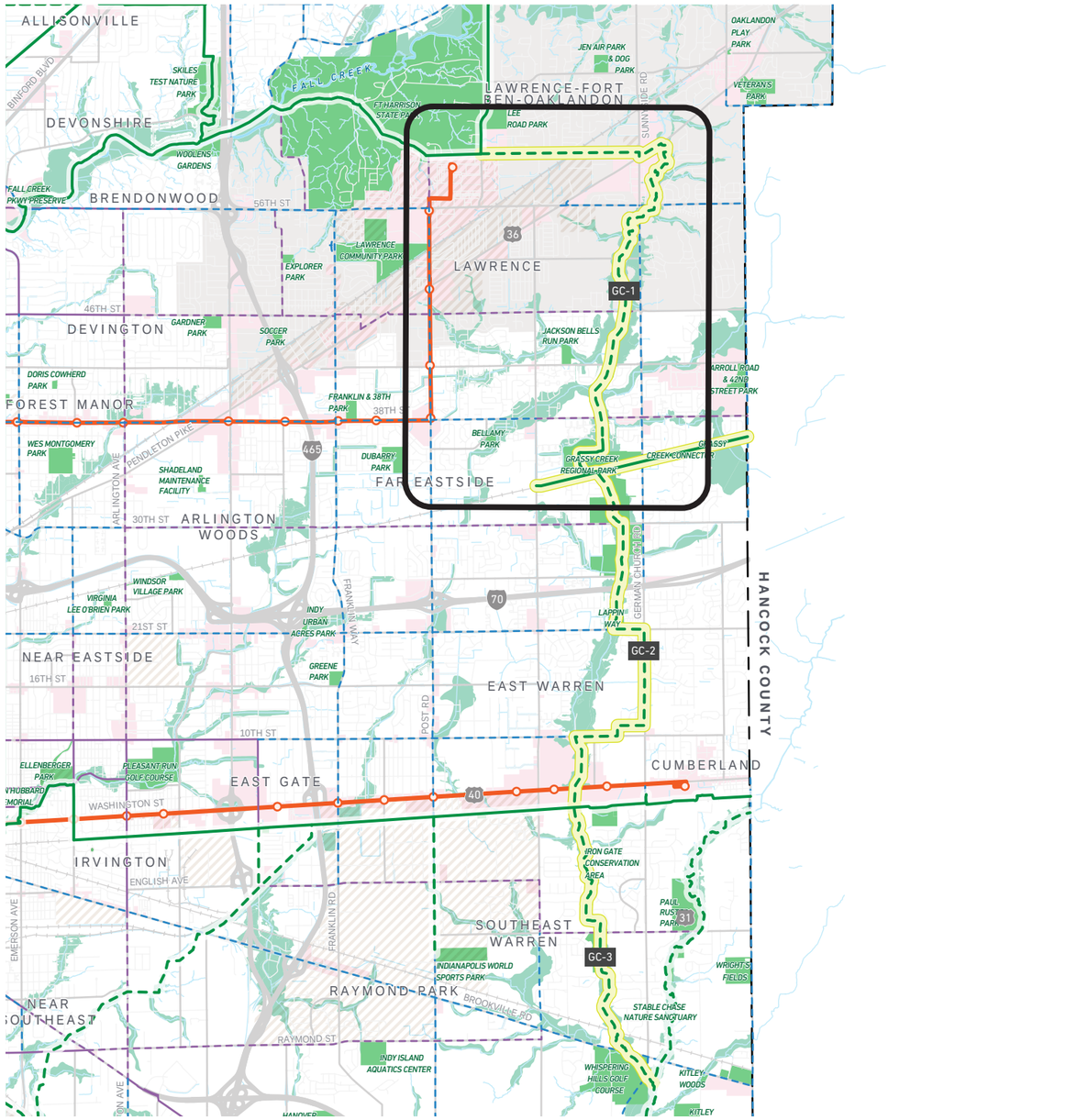
Within a 10 Min Walk

400 Residents that rely on Non-Vehicular Commute
73% of Residents are non-white
27% of Residents are Youth

TOP 33% of Greenways that Improve Quality of Life

Along the Segment

1.9 miles align with Conservation Corridors
7,000 sf of Brownfield within 1/4 Mile
3.5 miles align with Floodplains



THANK YOU!