

LUDLAM TRAIL PROJECT

Miami-Dade County, Florida

One Linear Park. Hundreds of Miles of Connectivity. Billions in Economic Development.

PROJECT DESCRIPTION

In Miami, Florida, infrastructure has not caught up with the city's increased population of those who wish to walk and bike; therefore, the city continues to face 1) high pedestrian and biking fatality rates; and 2) barriers to opportunities for physical activity and active transportation to the area's vast cultural and natural assets. In the private sector, Florida East Coast Industries, a private real-estate development, high-speed rail and infrastructure company, is an active supporter of the project due to the potential for profitable trail-oriented development for real estate. The innovative Ludlam Trail project is positioning Miami-Dade County to transform a 6.2-mile disused rail line into a vibrant linear park and active transportation hub with the potential to spur billions of dollars in economic impact and health-care cost savings over the next 20 years—and safely connect thousands of residents to critical destinations in the densely populated heart of the region.

Modeled after New York City's 1.5-mile High Line, and stretching from Dadeland north to just south of the Miami Airport, the Ludlam Trail could connect more than 34,000 people within a half-mile walkable service area—where there currently exists numerous infrastructure barriers for walking and biking—to greenways, schools, parks and two transit hubs, encouraging active transportation and providing thousands of residents with new, safe access to opportunities for physical activity. The benefits of this signature and iconic regional project, costing approximately \$34 million, will be realized exponentially across all sectors of the community—including economic, health, social and civic—ultimately significantly improving the quality of life for all people living and working in the county.

The Ludlam Trail is also part of the Miami LOOP—a 225-mile regional trail project that, when complete, will form seamless connections around Miami and up through Miami Beach, and south into Monroe and Broward counties, linking major tourist areas, downtown Miami, the Port of Miami and two national parks.



Ludlam Trail Fest | Caitlin Granfield for the Miami Herald

CAMPAIGN OVERVIEW

LEAD AUTHORITY:	Miami-Dade County
TOTAL PROJECT COST:	\$34 million
FUNDING PLEDGED TO DATE:	
FEDERAL:	\$0
STATE:	\$24 million
LOCAL:	\$4.2 million
PRIVATE:	\$2 million
SHOVEL-READY:	One year
TYPE:	Urban

TRANSFORMATIVE IMPACT

JOB CREATION

An estimated **380 jobs** directly (construction) and 1,000 indirectly (new businesses) over 20 years¹; construction wages alone estimated at more than **\$21 million**.²

ECONOMIC GROWTH

Up to **\$1.8 billion** in estimated user spending and **\$125 million** in state sales-tax revenues over 20 years. Locally, a **\$2.7 billion** increase in assessed property values in the same time period could result in an additional **\$523 million** in real-estate tax revenues.

HEALTH-CARE SPENDING

Direct medical cost savings estimated to be up to **\$2.25 million** annually from increased physical activity.



SOURCES

¹Based on an economic impact study by RLCLC

²Miami-Dade County Trail Benefits Study, Ludlam Trail Case Study, Miami-Dade County, January 2011, available at: <http://www.miamidade.gov/parksmasterplan/library/trail-benefits-report.pdf>

INDUSTRIAL HEARTLAND TRAILS COALITION: PARKERSBURG TO PITTSBURGH CORRIDOR

Pennsylvania and West Virginia

Bolstering an Outdoor Tourism Economy in America's Industrial Heartland

PROJECT DESCRIPTION

The vision of the Industrial Heartland Trails Coalition (IHTC) is to create a 1,400-miles-plus trail network stretching across 48 counties in Pennsylvania, West Virginia, Ohio and New York, establishing the area as a premier outdoor tourism destination. Communities in this area, including many former railroad towns that are now struggling with a decline in industry, are eager to realize the economic benefits that trails can bring. Outdoor tourism has the potential to generate tens of millions of dollars in revenue for local economies and encourage job creation in small-town rural America. By leveraging the cultural heritage of the region—and harnessing and amplifying the benefits of existing trails—the IHTC aims to stimulate economic development and small business investment that will reverberate and transform the entire project footprint.

Completing the IHTC Parkersburg to Pittsburgh Corridor will bolster existing trail-oriented economic development strategies in West Virginia and support Main Street local economies throughout the region, helping local businesses thrive. The corridor stretches for 180 miles between Morgantown and Parkersburg in West Virginia, and Pittsburgh, Pennsylvania. With sufficient federal support, local governments can fill gaps between seven existing or developing trails, connecting major urban hubs with many smaller towns and communities that would all benefit from visitor spending. New trails would connect the North Bend Rail Trail, Harrison North Rail Trail, West Fork River Trail, Marion County "MC" Trail, Mon River Rail-Trail network, Sheepskin Trail and Three Rivers Heritage Trail. Many towns along the corridor eagerly welcome the trail infrastructure investment, with vocal and active support from chambers of commerce, mayors, and city and county council members along the corridor.



North Bend Rail Trail | Mike Tewkesbury

CAMPAIGN OVERVIEW

LEAD AUTHORITY:	Rails-to-Trails Conservancy, National Park Service, Pennsylvania Environmental Council
TOTAL PROJECT COST:	\$44,490,884
FUNDING PLEDGED TO DATE:	\$17,701,924
FEDERAL:	\$5,310,328
STATE:	\$25,000
LOCAL:	\$3,798,524
PRIVATE:	\$350,000
SHOVEL-READY:	Three years or less
TYPE:	Rural, suburban, urban

TRANSFORMATIVE IMPACT

JOB CREATION

An estimated 459 to 756 directly¹

ECONOMY IN PENNSYLVANIA

A 2014 study of the 24-mile Three Rivers Heritage Trail in Pittsburgh recorded more than 600,000 visits by trail users and total user spending in excess of \$8.2 million.²

ECONOMY IN WEST VIRGINIA

Along the Mon River Rail Trail, median property values have increased 172.6 percent since 2004.



SOURCES

¹Estimated at 17 jobs per \$1 million spent, according to a study commissioned by the American Association of State Highway and Transportation Officials (AASHTO) on American Recovery and Reinvestment Act (ARRA) job creation; jobs in terms of full-time equivalents

²A 2012 Economic Impact Study of the Great Allegheny Passage found that users spent \$50 million along the trail per year, available at <https://gaptrail.org/about-us/economic-impact-studies>

LOUISVILLE LOOP

JEFFERSON COUNTY, KENTUCKY

Essential for Connectivity, Business Development, Economic Growth and Prosperity

PROJECT DESCRIPTION

The Louisville Loop is not just a vision for a 100-miles-plus loop path system, but an essential component for the economic growth and prosperity of the entire region surrounding Louisville, Kentucky. Currently comprising 49 miles of completed trail and another 26 miles of trail in varying phases of design—the Loop will eventually travel through five physiographic regions, each which tell a different story of the history of Jefferson County and honor the legacy of the original Louisville Olmstead Parks and Parkways, designed more than 100 years ago.

Louisville endeavors to model itself after other urban leaders such as Denver, Indianapolis, Portland and Raleigh, whose green infrastructure, shared-use trails, active transportation systems, and safe and vibrant neighborhood districts make them some of the most livable cities in the nation. America's new economy requires cities to invest in these resources, and with the Loop, Louisville is poised to join the list of most livable cities—attracting businesses and tourists that will fuel the region's economic growth.

Foremost among the enormous benefits generated by the Loop are community engagement, health and wellness, economic development, balanced transportation, and environmental conservation. When complete, the Loop will be located within a mile of 66 percent of Louisville's residents, within 0.5 mile of 94 percent of the city's bus lines and within a mile of 42 percent of the city's public schools.

In 2011, Mayor Greg Fischer remarked on the potential of the Loop, stating, "The Louisville Loop will not only set us apart as a desirable city ... it will bring us together as a community ... it will be a wedding ring for our city ... joining neighborhoods ... helping connect people to recreation, to their work and to the place they do business."



Beckley Creek Park Trail | TrailLink.com/railbiker

CAMPAIGN OVERVIEW

LEAD AUTHORITY:	Louisville Metro Parks and Recreation Department
TOTAL PROJECT COST:	\$57,583,140
FUNDING PLEDGED TO DATE:	\$41,803,959
FEDERAL:	\$38,271,491
STATE:	\$463,839
LOCAL:	\$3,068,629
SHOVEL-READY:	Three years or less
TYPE:	Urban, suburban

TRANSFORMATIVE IMPACT

JOB CREATION

An estimated **969 jobs** directly¹

TRANSPORTATION CONNECTIVITY

When complete, Loop will be located within **1 mile of 66 percent** of residents, within **0.5 mile of 94 percent** of bus routes and within **1 mile of 42 percent** of public schools.

HEALTH-CARE SPENDING

Potential to promote healthy, active lifestyles and decrease long-term health-care costs due to improved community health

ECONOMIC GROWTH

By transforming Louisville into one of the nation's most livable cities, Loop will help attract businesses to the region and spark new waves of outdoor tourism.



**METRO PARKS
AND RECREATION**
Escape. Explore. Connect.

SOURCE

¹Estimated at 17 jobs per \$1 million spent, according to a study commissioned by the American Association of State Highway and Transportation Officials (AASHTO) on American Recovery and Reinvestment Act (ARRA) job creation; jobs in terms of full-time equivalents

SAN DIEGO BIKE PLAN

SAN DIEGO COUNTY, CALIFORNIA

A Bicycle Network: Solving Complex, Interconnected Problems With a Simple, Interconnected Solution.

PROJECT DESCRIPTION

As the San Diego region continues to grow, a robust, interconnected bicycle network will help solve a variety of complex, interconnected issues related to traffic congestion, air quality, carbon emissions and public health. The San Diego Regional Bicycle Plan proposes to develop, by 2050, a diverse system of connected bicycle corridors, related facilities and programs to make biking practical for more users.

For San Diego, the economic and transportation benefits of the bicycle network are intertwined. An increase in bicycling would reduce traffic on the region's typical transportation system and, thus, reduce the need for road expansion and improvement projects. The city estimates that, through the project, bicycle mode shift will rise from 2.7 percent to 7 percent and replace 189,035 car trips per weekday, improving traffic flow. As a result, money that would have been spent on an expensive road-widening project could be used elsewhere for the region's well-being. Air quality would also improve significantly, with the city estimating that reductions in carbon monoxide and asthma-inducing nitrogen dioxide would equate to 10 million pounds per year and 791,000 pounds per year, respectively.

San Diego's Bike Plan takes a self-help approach to funding the network through TransNet, a local half-cent sales tax that helps fund regional transportation projects. While the sales tax alleviates some of the need for funding, the addition of federal and state funds—on which the county also relies—would help accelerate the completion of the bicycle network before the proposed year of 2050.

The bike network is a critical step toward achieving the goals of San Diego Forward: The Regional Plan, which include not only facilitating transportation, but also supporting a sustainable and healthy region, a vibrant economy and an outstanding quality of life. The regional bike network will provide practical mobility options that provide economic benefits and increase public health to meet the goal of a thriving region.



Bayshore Bikeway | TrailLink.com/vikemaze

CAMPAIGN OVERVIEW

LEAD AUTHORITY:	San Diego Association of Governments (SANDAG)
TOTAL PROJECT COST:	\$270,673,400
FUNDING PLEDGED TO DATE:	\$204,955,000
FEDERAL:	\$32,000,000
STATE:	\$39,526,000
LOCAL:	\$133,429,000
SHOVEL-READY:	Immediately
TYPE:	Urban, suburban

TRANSFORMATIVE IMPACT

JOB CREATION

An estimated 1,250 jobs directly¹

HEALTH IMPACT

Opportunities for increased physical activity; healthier air through a 10-million-pound reduction in carbon monoxide and 791,000-pound reduction in asthma-inducing nitrogen dioxide by 2030

ECONOMIC IMPACT

Enhanced traffic flow by switching an estimated 189,035 trips per weekday from motor vehicles to bicycles by 2030, reducing the need for costly road expansion projects

TRANSPORTATION IMPACT

Increase bicycling mode share from 2.7 percent to 7 percent by 2030

OTHER

Bicycling in the city currently reduces carbon dioxide emissions by 76 million pounds per year; by 2030, the network is estimated to reduce emissions by up to 307 million pounds per year.

SOURCES

¹Estimated at 17 jobs per \$1 million spent, according to a study commissioned by the American Association of State Highway and Transportation Officials (AASHTO) on American Recovery and Reinvestment Act (ARRA) job creation; jobs in terms of full-time equivalents