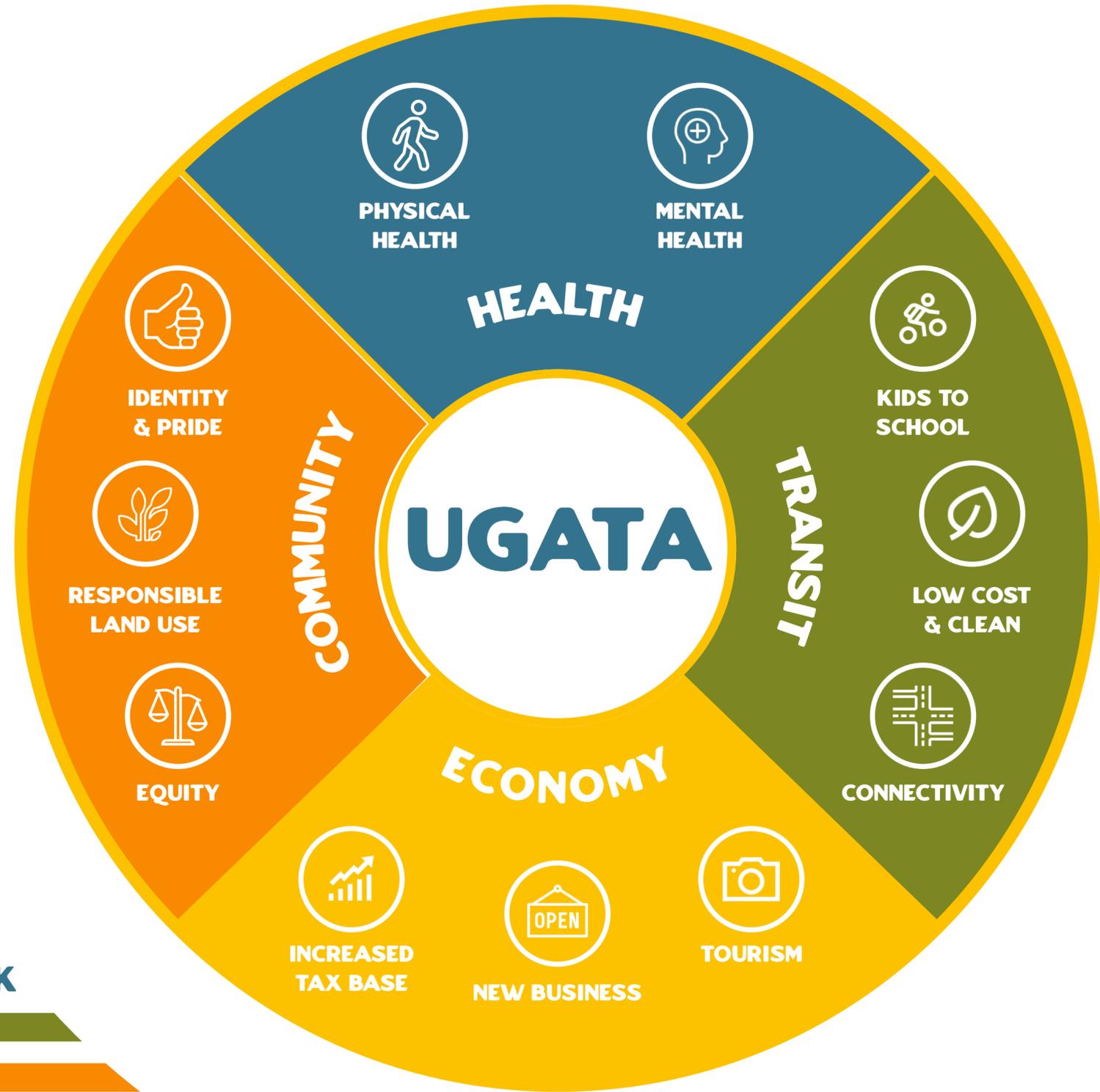




WHEEL OF BENEFITS

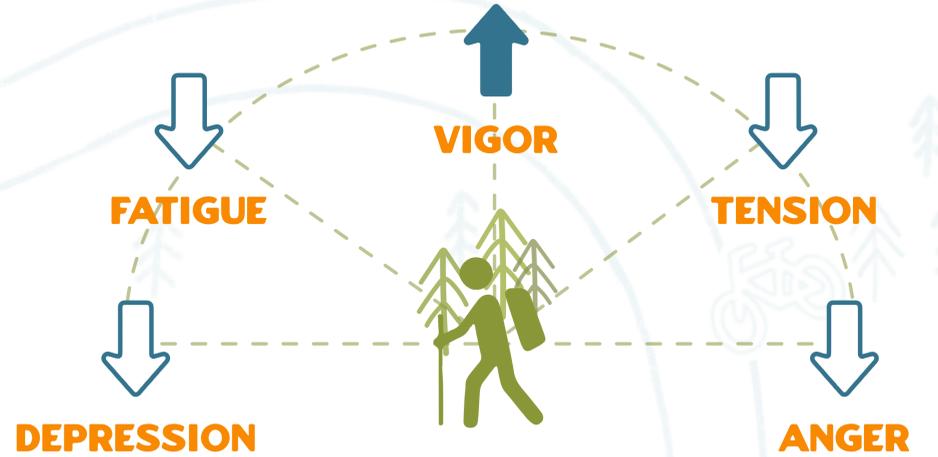
EXPANSIVE GREENWAYS & TRAILS NETWORK



MENTAL HEALTH



TAKING A WALK IN NATURE [7] AFFECTS PEOPLE'S



WITH GREEN SPACE WITHIN 1 KM OF THE HOME, [8]

PEOPLE ARE LESS LIKELY TO SUFFER FROM

25% ↓
IN DEPRESSION

30% ↓
IN ANXIETY

DUTCH TEENS, WHO CYCLE AROUND 3.4 MI/DAY, ARE THE [10]



HEALTHIEST



HAPPIEST

ON EARTH
AND HAVE THE



**LOWEST RATES OF
ANTIDEPRESSANT USE**



**LOWEST RATES
OF OBESITY**

OF TEENS WORLDWIDE

AFTER WALKING AND CYCLING TO WORK [9] PEOPLE FEEL



**A GREATER
SENSE OF FREEDOM**



**MORE
SATISFIED**



**LESS STRESSED
AND MORE RELAXED**



PHYSICAL HEALTH



of all adults in South Carolina are overweight or obese [1]



OF BIKING CUTS RISK OF HEART DISEASE AND STROKE BY 50% [3]



FOR EVERY \$1 INVESTED IN TRAILS, THERE WERE \$2.70 IN MEDICAL BENEFITS [4]



WALKING 30 MINUTES A DAY 5X/WK [2]



REDUCES STRESS



EXTENDS LIFE EXPECTANCY BY SEVERAL YEARS



DELAYS DEMENTIA



CUTS THE RISK OF HEART DISEASE AND TYPE 2 DIABETES IN HALF



REDUCES ARTHRITIS PAIN

PEOPLE WHO EXERCISE REGULARLY [5]



FEWER HEALTHCARE CLAIMS



FEWER DAYS IN THE HOSPITAL



FEWER CLAIMS OVER \$5,000



BIKING CAN IMPROVE THE PHYSICAL FITNESS OF EMPLOYEES [6]



KIDS TO SCHOOL



SADLY, FOR THE FIRST TIME IN TWO CENTURIES, THE CURRENT GENERATION OF CHILDREN IN AMERICA MAY HAVE SHORTER LIFE EXPECTANCIES THAN THEIR PARENTS [1]



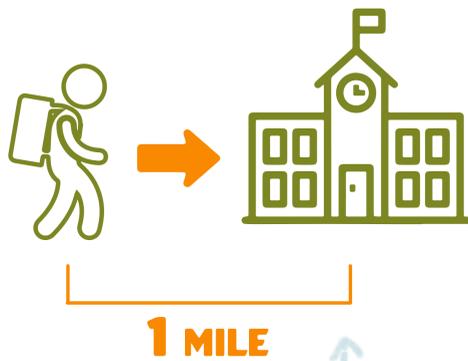
OF 10-17YR OLDS IN SOUTH CAROLINA ARE OVERWEIGHT OR OBESE [12]

35% ↓

FEWER CHILDREN WALK OR BIKE TO SCHOOL TODAY THAN IN 1969 [11]



CHILDREN WHO BIKE ARE **48% LESS LIKELY** TO BE OVERWEIGHT AS ADULTS [13]



= 2/3 OF 60 MIN RECOMMENDED DAILY PHYSICAL ACTIVITY [14]

TAKING A 20 MIN WALK IN NATURE [15]

BOOSTS CONCENTRATION



CAN BE EFFECTIVE IN TREATING MILD CASES OF DEPRESSION



ENCOURAGING AND ENABLING BICYCLE AND PEDESTRIAN TRIPS [16]



REDUCES COSTS

- ROAD MAINTENANCE**
- GAS**
- BUSSES**

WALKING AND BIKING TO SCHOOL CAN HELP CHILDREN INCORPORATE REGULAR PHYSICAL ACTIVITY THEY NEED INTO THEIR DAILY ROUTINE AND BUILD HEALTHY HABITS THAT LAST A LIFETIME. PHYSICALLY ACTIVE CHILDREN ARE MORE LIKELY TO BECOME HEALTHY, PHYSICALLY ACTIVE ADULTS.

LOWER COST & CLEAN



THE AVERAGE HOUSEHOLD SPENDS [17]
(OF TOTAL EXPEDITURES/YR)



SECOND ONLY TO HOUSING, TRANSPORTATION IS A DRAIN ON HOUSEHOLD BUDGETS. TRAILS AND GREENWAYS CAN BE PART OF THE SOLUTION.



AFFORDABLE MOBILITY OPTION FOR LOWER INCOME FAMILIES [20]

AVERAGE ANNUAL COST TO OPERATE



CYCLING IS AN INEXPENSIVE TRANSPORTATION ALTERNATIVE TO A CAR [18]



120 BIKES IN SECURE BIKE LOCKERS TAKE UP ABOUT THE SAME FOOT PRINT AS 6 PARKED CARS. [19]



The transportation sector accounted for the largest share of greenhouse gas emissions at 28% [21]



Building infrastructure for vehicles, such as streets and parking lots, increases the impervious surfaces of an area which can exacerbate stormwater runoff, urban flooding, and the urban heat island effect [23]



POLLUTANTS



NOISE



COOL TEMPERATURES

GREENWAYS HELP PROTECT PLANTS THAT NATURALLY CREATE OXYGEN AND FILTER OUT POLLUTANTS. THEY ALSO COOL TEMPERATURES AND CAN MITIGATE NOISE. [24]



1 MI =

1 LB OF CO₂ AVOIDED

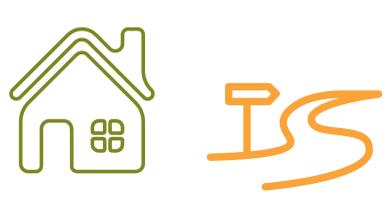
PROMOTING PEDESTRIAN AND BIKE INFRASTRUCTURE PROVIDES AN OPPORTUNITY TO INTEGRATE GREEN INFRASTRUCTURE INTO STREET DESIGN AND PRODUCES CO-BENEFITS FOR URBAN HEAT ISLAND, STORMWATER, AND FLOOD MITIGATION AS WELL AS PEDESTRIAN HEALTH AND SAFETY [23]

BIKING AND WALKING ARE CARBON NEUTRAL MODES OF TRANSPORTATION. [22]

CONNECTIVITY



TRAILS AND GREENWAYS ARE TRANSPORTATION CORRIDORS & SOCIAL INFRASTRUCTURE, CONNECTING PEOPLE TO EACH OTHER, PLACES THEY NEED TO GO, AND NATURE. [20]



IF EASY AND ACCESSIBLE, PEOPLE ARE MORE LIKELY TO BIKE OR WALK: PEOPLE LIVING WITHIN 1 KM FROM A NEW, TRAFFIC-FREE BIKING OR CYCLING ROUTE INCREASED THEIR WALKING AND CYCLING BY [25]

COLUMBUS, OH. SAW A 40% GROWTH IN USES OF THEIR TRAILS OVER 1 YR JUST BY LINKING PREVIOUSLY DISCONNECTED TRAILS INTO AN INTERCONNECTED NETWORK [26]

15 MIN / WK ↑

WITH NEARLY 1/2 OF ALL TRIPS IN THE US

← **20 MIN BIKE RIDE** **AND** **1 IN 5 TRIPS WITHIN A 20 MIN WALK**

ACTIVE TRANSPORTATION IS A GOOD, PRACTICAL CHOICE [7]



FOR LONGER TRIPS, URBAN TRAILS OFTEN CONNECT TO TRANSIT FACILITIES, ENABLING RESIDENTS TO SAFELY ACCESS PUBLIC TRANSPORTATION [20]

TOURISM



THE SWAMP RABBIT TRAIL IN GREENVILLE, SC

GENERATES
\$6.7 MILLION
IN TOURISM ECONOMIC IMPACT ANNUALLY SINCE 2009 ^[28]

AND SEES OVER
500,000 USERS
PER YEAR ^[28]

Trail systems that attract tourists can generate \$4.3 million in revenue from 63,000 users. ^[32]

THE ECONOMIC IMPACT OF BICYCLE TOURISM IN WESTERN NORTH CAROLINA ^[29]

1,702
JOBS SUPPORTED

\$43.3
MILLION
INCOME GENERATED

\$15.3
MILLION
IN TAX REVENUES

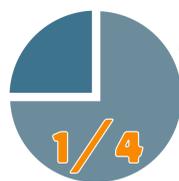


IN PLACES WITH WORLD CLASS MOUNTAIN BIKING FACILITIES,
TRAIL TOURISM CAN LEAD TO A 51% SALES TAX REVENUE INCREASE OVER 5 YRS ^[32]

**51% SALES
TAX REVENUE**

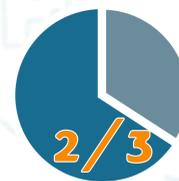


**OVER A
5 YEAR SPAN**



1/4
OF GROSS REVENUE LINKED
DIRECTLY TO TRAIL USERS

\$98
/DAY



2/3
OF BUSINESSES SAW AN
INCREASE IN GROSS REVENUE
DUE TO PROXIMITY TO THE TRAIL

One study found that users of a trail system spent \$98 a day in the trail communities and on lodging. Businesses near the trail attributed 1/4 of their gross revenue directly to trail users and 2/3 of the businesses saw an increase in gross revenue due to proximity to the trail ^[31]

\$60
MILLION



**BICYCLE TOURISM IN THE OUTER BANK, NC. IS
ESTIMATED TO GENERATE \$60 MILLION ANNUALLY. ^[30]**

**THEIR ONE-TIME INVESTMENT
OF \$6.7 MILLION ON BICYCLE
INFRASTRUCTURE**



**AN ANNUAL
9-TO-1 RETURN. ^[30]**

NEW BUSINESS



AS OF 2018, THE **ATLANTA BELTLINE** HAS HAD A **DIRECT ECONOMIC IMPACT** OF **\$4.6 BILLION** IN PRIVATE DEVELOPMENT. THIS IS **7X GREATER** THAN THE TOTAL PUBLIC/PRIVATE INVESTMENT OF **\$559 MILLION**. [35]

TOTAL PUBLIC/PRIVATE INVESTMENT OF **\$559 MILLION**

\$4.6 BILLION IN PRIVATE DEVELOPMENT

**\$\$\$\$
\$\$\$**

BUSINESSES ARE INTERESTED IN TRAILS AS PART OF THEIR HEALTHY INITIATIVES, EMPLOYEE QUALITY OF LIFE AND RECRUITING [36]

Businesses seek out locations with good local trail systems so employees have a [34]



HUNDREDS OF MILLIONS OF DOLLARS HAVE BEEN INVESTED ALONG A **4.5 MILE** STRETCH OF **PRISMA HEALTH SWAMP RABBIT TRAIL** ALONG **LAURENS ROAD**, **WELL BEFORE THE PROJECT HAS BEGUN IN EARNEST** [37]

THE SWAMP RABBIT TRAIL WAS THE CATALYST FOR THE **REVITALIZATION OF TRAVELERS REST**, prompting the renovation and repurposing of long vacant old textile industry buildings **with new businesses** [28]

INVESTMENTS IN BICYCLE & PEDESTRIAN INFRASTRUCTURE

SAFE & CONVENIENT WAY TO RUN ERRANDS

LOCAL SHOPS = MORE LOCAL BUSINESS

INVESTMENTS IN BICYCLE & PEDESTRIAN INFRASTRUCTURE CREATE A POSITIVE FEEDBACK LOOP [33]

ECONOMIC STIMULUS

SHORTER TRIP DISTANCES

LOCAL, CLOSER DESTINATIONS

DENSER, MIXED LAND USE PATTERN

MORE CUSTOMERS, BUSINESSES, & RESIDENTS

INCREASED TAX BASE



INVESTMENTS IN GREENWAY SYSTEMS DO MORE TO INCREASE PROPERTY VALUES THAN ANY OTHER PARK INVESTMENT [38]



A STUDY OF HOMES NEAR A TRAIL FOUND PROXIMITY WAS BENEFICIAL TO VALUE. GIVEN TWO IDENTICAL HOUSES, ONE WITHIN A HALF-MILE OF THE TRAIL AND ANOTHER FURTHER AWAY, THE HOME CLOSER TO THE TRAIL WOULD SELL FOR AN AVERAGE OF 11% MORE. [31]



↑ 5.4%-12.8%

STUDY SHOWS THAT WITH A GREENWAY VIEW, PROPERTY VALUE CAN INCREASE BY ANYWHERE FROM 5.4% TO 12.8% [39]

WALKABLE NEIGHBORHOODS PERFORM BETTER ECONOMICALLY.

As the number of environmental features that facilitate walkability and attract pedestrians increase, so do [31]

↑
FOR-SALE RESIDENTIAL VALUES

↑
RESIDENTIAL, OFFICE, & RETAIL RENTS

↑
RETAIL REVENUES

PROXIMITY TO A TRAIL HAS A LARGE IMPACT ON COMMERCIAL PROPERTY VALUES. ONE STUDY FOUND THAT ANNUAL TAX REVENUE FROM COMMERCIAL TAXES INCREASED BY \$475,000 WITH A REGIONAL TRAIL NEARBY [39]



WHEN BOULDER CO. PRESERVED 15,000 ACRES FOR A PUBLIC GREENBELT AROUND THE CITY, HOME VALUES INCREASED BY 3.75% [39]



EQUITY



30%↓
LIKELY TO ENGAGE
IN PHYSICAL ACTIVITY



RESIDENTS OF LOW INCOME COMMUNITIES POPULATED BY MINORITIES AND RECENT IMMIGRANTS ARE 30% LESS LIKELY TO ENGAGE IN PHYSICAL ACTIVITY THAN WHITES AND HIGH INCOME INDIVIDUALS [7]



TWO SEPARATE STUDIES SHOW THAT LOWER NEIGHBORHOOD INCOME AND HIGHER CONCENTRATION OF LATINO OR AFRICAN AMERICAN RESIDENTS ARE RELATED TO GREATER PARK-BASED PHYSICAL ACTIVITY, SUGGESTING THAT ACCESS TO SAFE, FUNCTIONAL GREEN SPACES IN THESE COMMUNITIES IS NEEDED AND WOULD BE USED IF AVAILABLE. [43]

DUE TO LONGER DISTANCES TO PARKS, LOWER CONNECTIVITY, AND LACK OF SIDEWALKS, 19% OF LATINO CHILDREN HAVE ACCESS TO GREEN SPACE, YET 62% OF WHITE CHILDREN DO [7]

NATIONWIDE, LAND USE LAWS IN LOWER AND MIDDLE INCOME COMMUNITIES WERE SIGNIFICANTLY LESS LIKELY TO REQUIRE PEDESTRIAN-FRIENDLY IMPROVEMENTS, SUCH AS SIDEWALKS, TO REQUIRE OPEN SPACE AND ACTIVE RECREATION AREAS, OR TO REQUIRE TRAILS THAN WERE LAND USE LAWS IN HIGHER-INCOME COMMUNITIES [42]

IN ADDITION TO PROVIDING AN IMPORTANT AMENITY WHICH SERVES TO ENHANCE REGIONAL QUALITY OF LIFE, TRAILS CAN PROMOTE GREATER SOCIAL EQUITY AS THEY WILL HELP SOME LOWER TO MIDDLE-INCOME PROPERTY OWNERS EXPERIENCE AN INCREASE IN PROPERTY VALUE DUE TO PROXIMITY TO THE GREENWAY AS WELL AS PROVIDE HOUSEHOLDS OF RELATIVELY MODEST MEANS ACCESS TO AN IMPORTANT AMENITY. [39]

AN EXPANSIVE NETWORK OF GREENWAYS AND TRAILS CAN SERVE ALL PEOPLE IN A COMMUNITY, CONNECTING EVERYONE TO RECREATION, SCHOOLING, JOBS, AND HOUSING.

RESPONSIBLE LAND USE



URBAN SPRAWL RESULTS IN AIR POLLUTION FROM AUTOMOBILE DEPENDENCY, WATER POLLUTION CAUSED IN PART BY INCREASES IN IMPERVIOUS SURFACES, THE LOSS OR DISRUPTION OF ENVIRONMENTALLY SENSITIVE AREAS, SUCH AS CRITICAL NATURAL HABITATS (E.G., WETLANDS, WILDLIFE CORRIDORS), REDUCTIONS IN OPEN SPACE, INCREASED FLOOD RISKS, AND OVERALL REDUCTIONS IN QUALITY OF LIFE [44]

THE GREENVILLE METRO AREA WAS NAMED THE 8TH WORST CITY IN THE UNITED STATES FOR SPRAWL [45]

GREENSPACES CAN PROVIDE [46]



WILDLIFE BIODIVERSITY



WATER SERVICES



HEALTH SERVICES



RECREATION & AMENITY OPPORTUNITIES



CLIMATE CHANGE MITIGATION



LANDSCAPE & AESTHETIC FEATURES



GREENWAYS AND TRAILS HELP PRESERVE IMPORTANT NATURAL LANDSCAPES, CAN PROVIDE NEEDED LINKS BETWEEN FRAGMENTED HABITATS AND OFFER GREAT OPPORTUNITIES FOR PROTECTING PLANT AND ANIMAL SPECIES. [24]

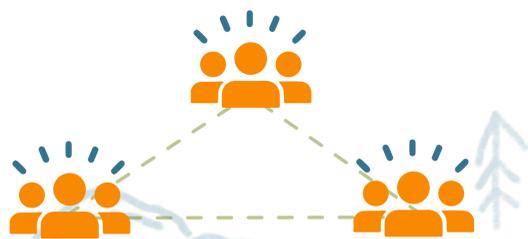


GREENWAYS PROVIDE NATURAL BUFFER ZONES, that can protect streams, rivers, and lakes from pollution. They can also absorb excess water during floods. [24]

REMOVING

50% & 75%
50% OR MORE OF PESTICIDES OF SEDIMENT

IDENTITY & PRIDE



THE LEVEL OF BIKING AND WALKING IS A KEY INDICATOR OF A **COMMUNITY'S LIVABILITY**. IN CITIES AND TOWNS WHERE PEOPLE CAN REGULARLY BE SEEN OUT WALKING, THERE IS A PALPABLE SENSE THAT THESE ARE **SAFE AND FRIENDLY PLACES TO LIVE AND VISIT**. [47]



COMMUNITIES THAT CONSTRUCT TRAILS AND GREENWAYS **ENABLE INTERACTION** BETWEEN NEIGHBORS AND CITIZENS WHICH STRENGTHENS RELATIONSHIPS AND **CONTRIBUTES TO A HEALTHY SENSE OF IDENTITY AND PLACE**. [47]



GREENWAYS CAN **CONNECT US TO OUR HERITAGE BY PRESERVING HISTORIC PLACES AND PROVIDING ACCESS TO THEM**, GIVING US A SENSE OF PLACE AND UNDERSTANDING OF ENORMITY OF PAST EVENTS, SUCH AS NATIVE AMERICAN TRAILS AND VAST BATTLEFIELDS. [50]



BUILDING A TRAIL SYSTEM HELPS CREATE A **MORE SOCIABLE CITY**. RESIDENTS ARE MUCH MORE LIKELY TO WITNESS NEIGHBORS WAVE, SMILE, AND TALK TO EACH OTHER WHILE TAKING A WALK OR BIKE RIDE ON THE TRAILS. [48]

25K
ANNUAL USES
2009



65K
ANNUAL USES
2012

LOCALLY, THE 2 MILE **MARY BLACK FOUNDATION'S RAIL TRAIL** HAS BECOME ONE OF SPARTANBURG'S **MOST HEAVILY TRAFFICKED RECREATION DESTINATIONS** IN LESS THAN A DECADE. **THIS TRAIL IS CENTRAL TO THE COMMUNITY**. [36]



THE POPULARITY OF **THE SWAMP RABBIT TRAIL** IN GREENVILLE HAS NOT ONLY **SPURRED DEVELOPMENT AND ATTRACTED BUSINESS**, BUT ALSO CREATED A **PROFOUND SENSE OF COMMUNITY PRIDE**; BUSINESSES AND MINOR LEAGUE SPORTS TEAMS HAVE BEEN NAMED AFTER IT. THE COMMUNITY HAS BECOME **NATIONALLY KNOWN** FOR IT AND NOW IDENTIFIES ITSELF THOROUGHLY WITH IT. [51]