

CHAPTER 6

Indiana Trails Plan

The 2026 Indiana Trails Plan builds on a strong foundation established by the Indiana Department of Natural Resources' (DNR) previous trail plans. These previous efforts laid critical groundwork in identifying trail priorities, expanding trail networks, and elevating the role of trails as vital elements of Indiana's communities, economy, and quality of life. Since the publication of those plans, Indiana has made significant strides in growing and connecting its trail systems, while also confronting new challenges related to demand and funding.

The 2026 plan continues this momentum, offering an updated vision for Indiana's trail future. It provides a comprehensive look at the state's trail supply, assessing current trail miles and notes the progress made in the past five years. An updated Visionary Trails map outlines long-term connectivity goals, guiding future expansion with a focus on strategic, high-impact projects.

In addition, this plan explores trail demand, analyzing surveys and trail count data and highlighting recreation needs across the state. Based on this assessment, goals were formulated to present actionable recommendations to ensure Indiana's trail systems continue to meet the evolving needs of residents and visitors.

Together, these components aim to strengthen

Indiana's position as a national leader in trails development and stewardship, fostering connected communities throughout the state.

This trail plan is not a DNR call to action or a plan for the state to complete in five years. This is information collected from trail users and trail providers and put together into a plan for the state.

TRAIL SUPPLY

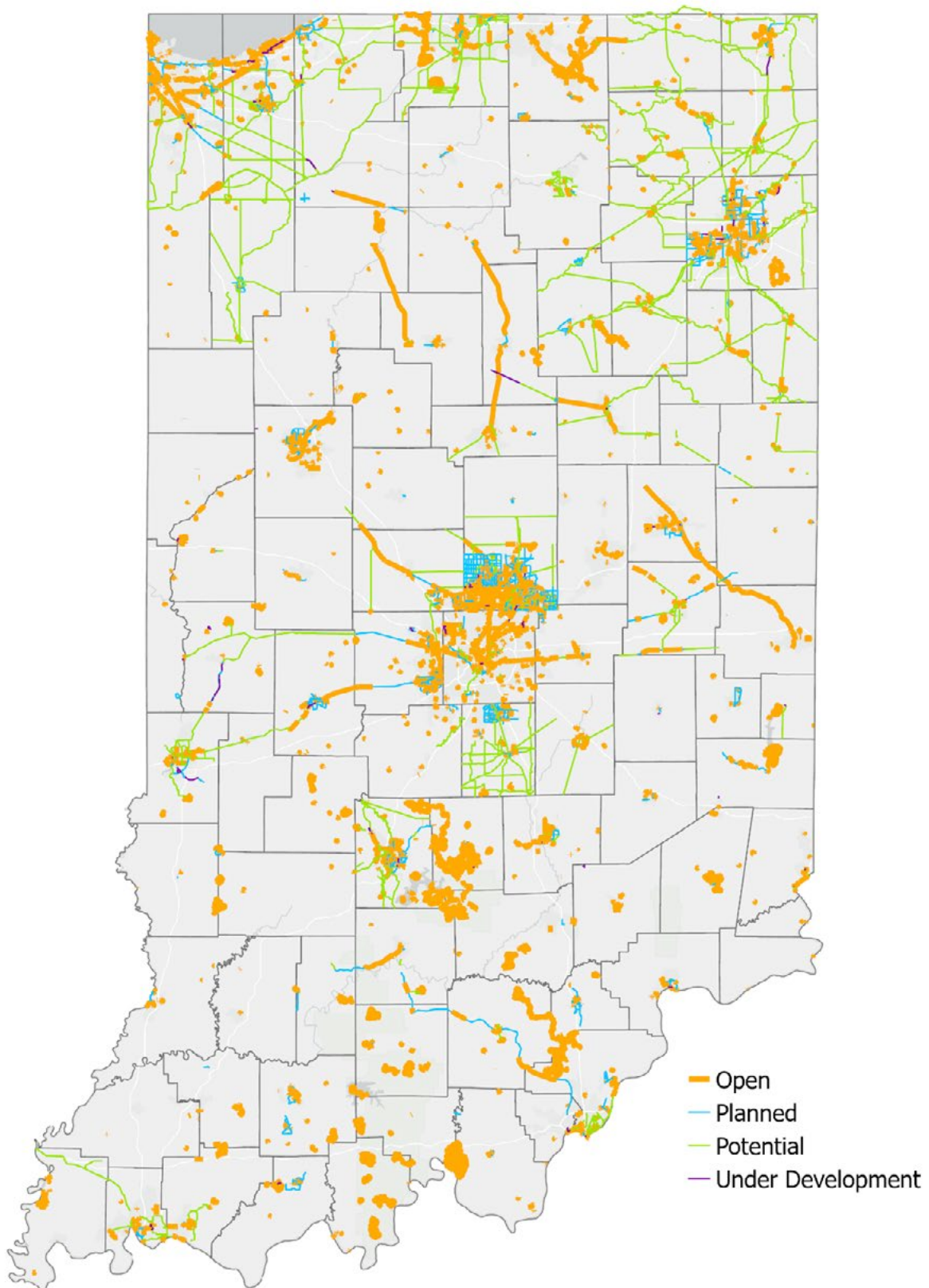
Indiana Trails Inventory

Indiana DNR staff maintain a database and map of all known trails in the state, including those that are open, under development, proposed, or have potential to be developed. This includes trails managed by federal, state, and local governments, as well as those run by nonprofits. This information is kept up-to-date through the close monitoring of new trail construction and related news stories, review of aerial imagery throughout the state, information gained from the administration of grants programs, and frequent communication between the DNR, trail organizations, stakeholders, and local governments. The trails inventory and its data are available to the public through the Indiana Trail Finder, a mobile and user-friendly interactive map launched in 2016.

As of October 2025, Indiana had 4,584 miles of

Figure 6.1

INDIANA TRAILS INVENTORY



trails open to the public, an increase of 491 miles since 2019.

Trails by Status:

- Open – 4,584 miles
- Under Development – 134 miles
- Planned – 1,195 miles
- Potential – 2,711 miles

Trail Miles by Recreation:

- Hike/Pedestrian – 3,956 miles (up 386 miles from 2019)
- Road Biking – 1,918 miles (up 384 miles)
- Mountain Biking – 712 miles (Up 82 miles)
- Equestrian – 699 miles (Up 9 miles)

Blueways

Indiana's blueways, provide paddlers with many opportunities to explore the state's rivers, lakes, and streams. With 767 public access sites, 441 of which are managed by the Indiana DNR Division of Fish, Wildlife & Nature Preserves, enthusiasts can easily find entry points for adventures on the waters.

In June 2020, the DNR launched the Where to Paddle interactive map, which combines useful water trail amenity information provided by both state and federal agencies. The map contains access sites, water level gauges, lowhead dam locations, watercraft rental locations, river miles, and streamside camping locations.

There are no active state water trails programs in Indiana as there are in some neighboring states, including Ohio and Michigan. Thankfully, water trail organizations continue to advocate, promote, and improve water trails throughout Indiana. The Ohio River Way, an organization driven by a coalition of agencies, communities and organizations, in Indiana, Ohio, and Kentucky, aims to enhance access to the Ohio River, promote safe and healthy outdoor recreation, and boost the economies of vibrant river communities. They have successfully instituted a river town program and have installed water trail signs along their route. Thanks to their efforts, a 308-mile stretch of the Ohio River has been designated as a national water trail by the National Park Service. It joins the Kankakee River as the two designated national water trails in Indiana.

Other organizations like the Northeast Indiana



Water Trails, Northwest Indiana Paddlers Association, and Paddle Perry continue to advocate on behalf of and improve water trails in their regions. Their efforts include installing water trail signage along popular routes, offering safety and instructional courses, hosting social paddles, and more. Members from these organizations also are involved with the Indiana Paddlesports Alliance, a 501c3 organization aiming to represent water trail interests throughout the state.

Motorized Recreation

Off-Road Vehicle Recreation

Indiana supports a robust off-roading community, with two major state-operated Off-road State Recreation Areas (OSRAs). Combined, these properties offer more than 100 miles of off-roading trail sprawled out over 4,000 acres.

In addition to these state-managed areas, Indiana is home to several privately operated ORV parks, providing additional access to varied landscapes and trail systems throughout the state.

By default, ORVs are not allowed on public roads; however, state law allows local jurisdictions to pass ordinances to open their county or city streets for off-road recreation and transportation. To date, 85 (out of 92) counties have passed an ordinance allowing motorized ORV use on their county roads. County ordinances vary with their restrictions and requirements, so users are advised to review them before taking off on local roads.

As of the latest data, Indiana has approximately 98,578 registered ORVs, a significant increase from 64,611 in 2020, reflecting the growing popularity of off-roading in the state.

Snowmobiling in Indiana

Indiana also supports snowmobiling in the northern part of the state where snowfall is more consistent. There are four designated state snowmobile trails and an additional privately operated trail contributing. These trails wind through scenic woodlands and rural landscapes, offering seasonal fun for snowmobile enthusiasts. Most of the land used for these trails is leased from landowners and farmers, making the land inaccessible for recreation during the summer months.

As of the most recent figures, Indiana has about 8,603 registered snowmobiles, a decline from 9,134 in 2020, likely due to variability in winter conditions, an aging user group, and shifting recreation trends.

VISIONARY TRAILS MAP

The Visionary Trails map is a collection of existing and proposed trail corridors. It predominantly focuses on bike/pedestrian trails that provide a backbone of connected trails throughout Indiana. The map has been simplified and no longer differentiates between

visionary and potential visionary. All included trails in the visionary map have shown progress since the map's first iteration in 2006. Many included trails have open sections of trail, while others include trail projects that are actively seeking grants and have firm plans in place.

The visionary corridor that is part of this Trails Plan will be the last one created. The first visionary corridor map was published as part of the *Hoosiers on the Move – The Indiana State Trails, Greenways & Bikeways Plan* in 2006. The intent of the map was to highlight corridors that could connect communities to each other and to serve as a statewide trails backbone network that can connect to concurrent and future trails-planning efforts. When this map was created, the trails inventory for Indiana had 2,074 miles of trail, and the visionary map was a tool for communities to use to work together to create longer trails. Today, 4,584 miles of open trail are mapped, and we continue to track planned trails all over the state. The key gaps in longer corridors are known and easy to find; a map showing the corridors simply isn't needed anymore.

The DNR used the visionary map as scoring criteria for trail grants to incentivize projects that connected, expanded, or contributed to the visionary corridors. Over the decades of doing this, it became evident that grant applications were not done because of the visionary map. Trail connections are important without needing a map to show it. The extra points awarded to projects weren't enough to change the course of grant awards. In addition, the DNR started to get pressure from locals to change the visionary map to include their future trail project. They were trying to change the map to score extra points, a far cry from the intent of those who started the map in 2006.

Another goal from the *Hoosiers on the Move* plan was to have a trail within 7.5 miles of every Hoosier. When that goal was met with more than 95% of people living that close to a trail, the goal was increased to 5 miles. Years later, that goal was reached, and DNR stopped awarding grant points to trail projects that helped complete it. Just like that tool, the visionary trail map has outgrown its usefulness as both a planning tool and as criteria for trail grants. The DNR is working on a way to incorporate all the known and planned trails into a better tool for the 2030 trails

Figure 6.2

2026 VISIONARY TRAIL SYSTEM MAP

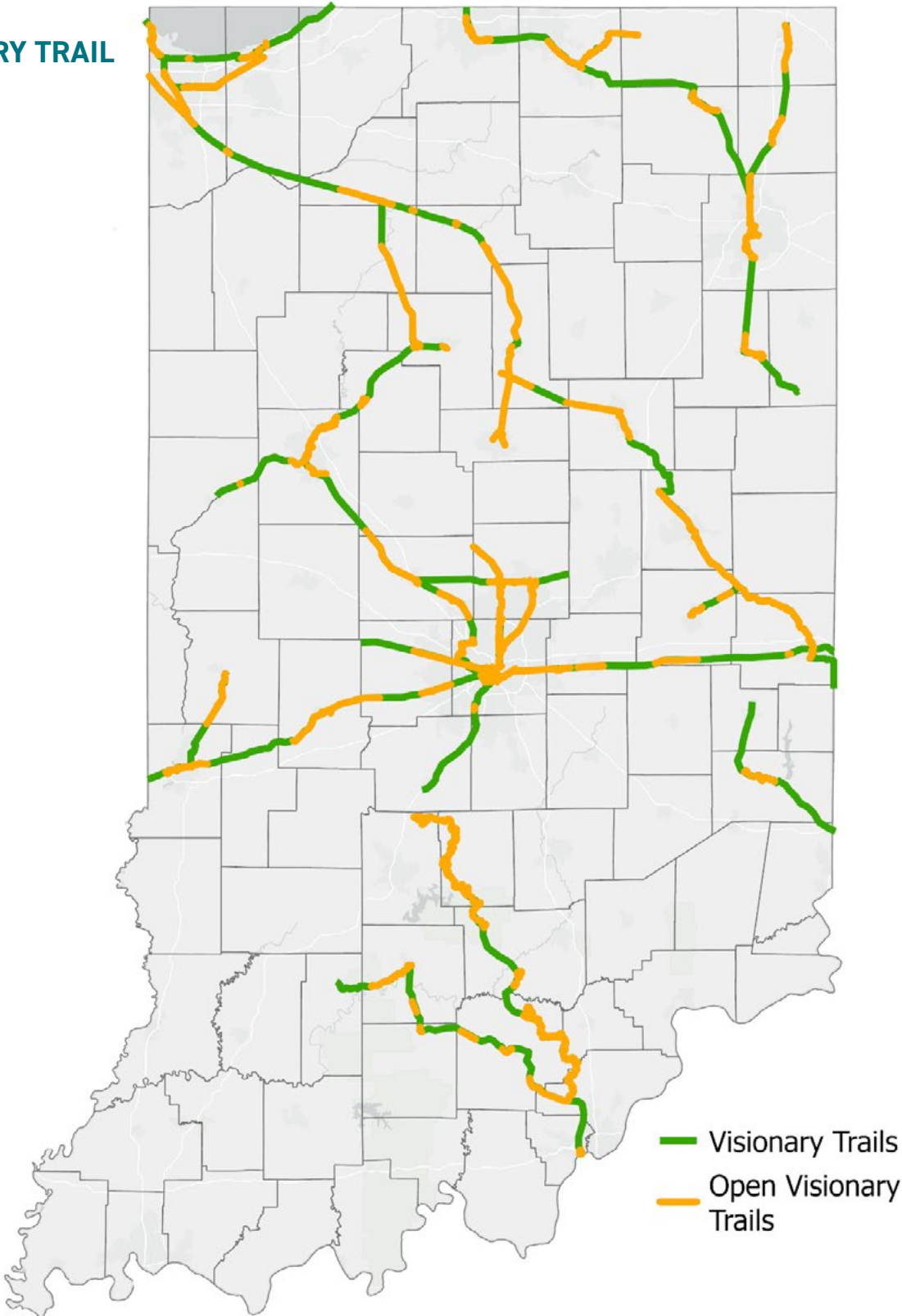


Table 6.1 Visionary Trail Mileage

	Total Mileage	Open Mileage	Percent Complete
Visionary Trails	1241	785	63.23%

plan update. Statewide planners and local trail builders will have a better tool to see the possible connections with potential long-distance trails instead of using a map that is updated only once every five years. DNR's grant criteria will still focus on trails that make key connections and bridge significant trail gaps. The importance of the connections, not whether they are on a line, will be the determining factor for additional points in future applications.

Visionary Trails

- American Discovery Trail North
- B&O Trail
- Big Four Trail
- Cardinal Greenway
- Covered Bridge Gateway Trail
- Erie Lackawanna
- Great American Rail-Trail
- Knobstone Trail/Tecumseh Trail
- Marquette Greenway
- Martinsville to Indianapolis
- Midland Trace Trail
- Milwaukee Road Trail
- Monon South Trail
- Monon Trail/Cultural Trail
- National Road Heritage Trail
- Nickel Plate Trail
- North Central IN Greenway
- Panhandle Pathway
- Poka-bache Connector Trail
- Wabash Heritage Trail
- Whitewater Canal Trail
- Wilbur Wright Trail

TRAIL FUNDING

Next Level Trails

Next Level Trails (NLT) was a grant program to incentivize collaborative efforts to accelerate trail connections throughout Indiana. Between 2019 and 2023, four rounds of grant awards were given to regionally and locally significant trail projects administered by local units of government or nonprofit organizations.

NLT invested \$180 million into Indiana trails. It was the single greatest infusion of funding for trails in Indiana's history. The initial \$90 million funding came from the renegotiation of the Toll Road lease in 2018. In 2021, an additional \$60 million came from federal funds allocated by the Indiana State Legislature. Lastly, in the 2024-2025 state budget, the Indiana State Legislature designated another \$30 million in state funds to the program. Regionally significant grants were awarded from \$250,000 to \$5,000,000; locally significant grants were awarded from \$200,000 to \$2,000,000.

The funds were used for design and construction for public nonmotorized trails, corridor acquisition, trailheads, and trail amenities like benches, water fountains, bicycle racks, and bicycle repair stations. Each grant award required a 20% match from the local community in monetary contributions, land value, and in-kind donations of materials and labor. Matches greater than 20% were encouraged.

Preference was given to:

- projects that connect multiple cities or counties;



- projects that further the State Visionary Trail system;
- projects that connect schools, parks, neighborhoods, commercial centers, local attractions, and existing trails; and
- projects that collaborate between applicants.

DNR staff reviewed applications and presented projects to a multi-agency scoring committee. Eighty-nine trail projects were awarded NLT grants. As of October 2025, 54 projects were completed, totaling more 159 miles of trail, and 17 projects were under construction.

Additionally receiving NLT funding, the Monon South Trail is a 62.3-mile abandoned rail corridor through five counties and eight communities in southern Indiana from New Albany to Mitchell. The corridor was purchased for \$5.5 million, and \$24.5 million was awarded for design and engineering and the initial 25 miles of construction.

While the NLT grant program was the largest in state history, it became more than just a large pot of money. The NLT program was well-known, popular, and had bipartisan support. Communities that didn't know much about trail grants heard about it and applied. Large trail projects suddenly had a chance at funding that could make a real difference in their community. The program had such an impact on the trail world that it was only able to fund about a third of the projects that applied. With increased visibility, the program was highly competitive.

The total economic impact of the grants was often lost in the repeated number of state funds given toward trails. The \$180 million in funds was the highlight of many speeches and media releases and the local match was often overlooked. Including local match, the total investment on trails due to NLT was more than \$260 million.

Indiana Trails Program

The Indiana Trails Program (ITP) is a new state grant program that replaced the federal Recreational Trails Program (RTP) in 2021. The ITP is like Indiana's existing RTP and is still administered by DNR. The main difference is that funds for ITP are now state dollars rather than federal funds. The switch to state funds streamlined grant and program administration for DNR and INDOT, saving significant time and money. This allows more of the grant money to be used

to build trails with the same funds in a shorter timeline. The change was beneficial to INDOT, DNR, and the grant recipients. Because the original source of funding has not changed, the ITP program mirrors the intent of the RTP program as much as possible.

Other similarities include eligible applicants, projects that may be funded, a minimum of 30% being used for motorized trails, and the 80/20 match requirement. Aside from the change from federal to state dollars, the only other significant difference is that ITP runs on a two-year cycle. As the total amount of money available for grants remains unchanged, each grant round will have twice the money available for trail projects.

In 2025, ITP grants provide awarded applicants a minimum of \$100,000, and a maximum of \$400,000.

With the NLT grant program ended, the 2025 ITP grant round was hypercompetitive in seeking monies from its available \$1.5 million pool. The DNR received 31 applications with more than \$10.5 million in financial requests, far exceeding what it could provide, and only ~15% of projects were awarded.

TRAIL DEMAND

Trail Users Survey

A 2022 trail user survey provided key insights into how Indiana residents engage with trails and about their expectations for the future. A strong majority, 93.4% of respondents, indicated they would like to use a trail at least 12 times per year. The most common activities were walking, running, or jogging (76.6%), followed by hiking (47.5%), biking (39.1%), and water trail use (36%). Off-road vehicle (ORV) use (21.6%), horseback riding (19.1%), and mountain biking (13%) were also popular, though to a lesser extent.

The primary motivations for trail use continue to be for recreation/relaxation, health, and family or social outings, in that order. Word of mouth was the most common way respondents learned about trail opportunities, followed by trail websites and on-site trail signage. When it comes to surface preference, natural surface trails were favored over paved trails.

Regarding trail accessibility, 71.9% of respondents reported having a trail within 5 miles or 10 minutes of their home, and 28.1% said they either

Table 6.2 **Trail users survey results**

	Supply is more than enough/Just Right	Supply does not meet demand/needs to be increased in the future	Does not know current supply
Using trails for alternative transportation routes	25%	56%	19%
Walking/running/jogging	47%	45%	8%
Hiking/backpacking	38%	47%	14%
Bicycle touring (casual, tour or both)	36%	51%	13%
Mountain bike riding	28%	45%	27%
In-line skating	28%	36%	36%
Cross country skiing	22%	35%	43%
Snowmobiling	21%	35%	44%
Off road vehicle riding (motorcycle, 4-wheel, ATV, etc.)	22%	44%	34%
Canoeing/kayaking on water trails or blueways	33%	45%	22%
Horseback riding	27%	39%	34%

did not have a nearby trail or were unsure. In a later question of why a user may not use a trail as much as they like, 14.3% cited a lack of nearby trails as a barrier.

Except for walking and jogging, every other recreational activity showed a gap between user demand and trail supply. The areas with the most significant unmet demand were for those who use trails for alternative transportation, off-road enthusiasts, and for mountain biking. Similarly, 83% of respondents either strongly or somewhat agreed that connected trails are an important part of community infrastructure.

In terms of funding, aside from using federal grants, respondents favored using state general taxes first and local taxes second to fund both new trail construction and for trail rehabilitation and repair. On average, respondents indicated a willingness to spend \$609 annually on their preferred recreational activities in direct spending, an increase of 42% from five years ago.

Trail Stake Holders Survey

In preparation for a statewide trails charrette in November 2024, a survey was distributed to stakeholders across Indiana to gather insights on trail development priorities and challenges.

Survey responses revealed a fairly even split of opinions regarding the focus of trail efforts. Stakeholders expressed nearly equal support for emphasizing

regional trail connections, integrating local trails into larger networks, and building trails that connect key destinations within individual communities. In terms of development priorities, enhancing community connections ranked as the highest objective, closely followed by the goal of expanding trail mileage for recreational purposes. Additionally, 87.5% of respondents supported allocating state funds toward a combination of building new trails and maintaining existing ones, with a preference for greater investment in new trail construction.

When evaluating the importance of trail connectivity for various benefits given a list of five possible benefits, improving quality of life was overwhelmingly rated as the most significant factor. Health and fitness benefits were the second highest priority, and economic development benefits ranked third.

The survey also highlighted several significant challenges that trail managing entities face. Chief among these was a lack of funding, escalating project costs, and the growing burden of trail rehab needs, with the latter two issues primarily attributed to funding shortfalls. Of note, 56% of respondents identified state funding as their primary financial resource. Federal funding was cited by 20% of stakeholders, local funding by 16%, and private sources by 8%.

These findings provide valuable guidance for shaping future trail policies and investment strategies across the state.



Trails Count Analysis

The Indiana DNR has collected trail count data from 14 different partners since 2019. Partners include DNR landholding divisions, local and regional park departments, municipalities, and trail organizations. Data was received from a total of 142 counters spread throughout 29 counties. Each year, between 51 and 70 trail counters provided complete data for year-to-year comparisons.

Table 6.3 **Year-to-Year Trail Counts**

Year	Trail Count	Percent Change	Counters Used
2024	3,972,310	5.07%	59
2023	3,780,568		
2023	2,777,887	-0.95%	63
2022	2,804,641		
2022	2,876,470	-1.66%	70
2021	2,925,021		
2021	2,797,069	-6.13%	51
2020	2,979,730		
2020	3,630,864	31.43%	66
2019	2,762,586		

From 2019 to 2020, trail usage saw a significant surge of 31.43%, largely attributed to the COVID-19 pandemic. After that spike, trail counts experienced slight annual decreases from 2020 through 2023 (-6%, -2%, -1%.); however, from 2023 to 2024, trail use rebounded with a 5.07% increase.

Table 6.4 **Cumulative Trail Count** (27 Counters Used)

Year	Trail Count	Percent Change
2019	1,154,774	—
2020	1,424,430	23.35%
2021	1,136,686	-20.20%
2022	1,017,011	-10.53%
2023	1,235,035	21.44%
2024	1,333,178	7.95%

Looking specifically at a consistent set of 26 counters who provided complete data over a six-year period, a similar pattern emerged. This group recorded an even larger increase of trail use from 2019-2020 of 36.5%. While these locations experienced steeper declines from 2020 to 2022 compared to the broader year-to-year counts, they also saw a stronger resurgence from 2022 to 2023, and trail counts continued to rise through 2024. While overall trail counts are down slightly in 2024 compared to 2020 due to

urban trails with heavy traffic, 59% of the counters used in the cumulative analysis had larger counts in 2024 compared to 2020.

Overall, the data reflects the impact of COVID-19 on outdoor recreation trends, with an initial sharp increase during the pandemic, a subsequent dip as restrictions lifted, and a renewed upward trend, with many trails now exceeding their previous peak usage levels.

Monon South Trail – Economic Impact Projection

In 2025, Radius published its economic impact projections from research conducted by the Eppley Center for Parks and Public Lands. In its findings, Radius noted that visitors on predominantly Indiana trails reported spending \$1,840 annually on food/dining.

By using data from similar trails that were at least 20 miles in length and traveled through rural and semi-rural communities, the Monon South Trail, once completed, is projected to:

- Be visited by 25,000 – 93,000 non-local trail users annually, who are estimated to spend \$42-\$103 per person per day.
- Have an economic impact of \$2.1-\$6.9 million per year.

The study demonstrates that trails offer more than a boost to Hoosiers' quality of life and opportunities for recreation, but they also represent an investment into businesses and communities along trail networks.

FINDINGS

Trail demand continues to exceed supply.

The NLT grant program provided an additional \$180 million for new trails in Indiana. This funding mechanism led to the creation of 159 miles of trail open in 2025, with another 79 miles to come.

Even with the increased supply of trails, of the 11 recreations surveyed when asking if trail supply was enough, 91% of the recreation's user groups said that the supply does not meet the demand or should be increased.

Based on trail count data, trail use saw a giant spike of 30%+ in 2020, largely attributed to pandemic lockdowns. As the lockdowns eased, the following

years had small drops in total counts. However, trail counts are again on the rise and in many cases they have surpassed peak trail use seen during COVID lockdowns.

Trail Funding is inadequate to keep up with demand.

Funding for new trails

Even with the largest cash infusion for trail development in Indiana's history through NLT, the demand for trail has not been met. In NLT Round 4 alone, 34 trail projects totaling \$61million in grant asks were not funded. Each grant round of NLT was only able to fund approximately a third of applications, and each of the applicants had at least 20% match. If communities that want trail but do not have available funds to provide for match were added, demand increases even more.

Due to the increase in state funding through NLT, a majority (56%) of trail developing municipalities and organizations used state funding as their primary funding source for creating new trail. And after pursuing federal funds and grants, using state general taxes was the heavily preferred method for trail funding. Now that trail funding has been removed from the state budget for the 2025-2027 biennium, and with increased concerns regarding federal funding, the deficit between trail supply and its demand has been exacerbated.

This exacerbation was confirmed with the 2025 ITP grant cycle in which 31 grant applications had a combined \$10+ million in ask, competing for a pool of \$1.5 million. Approximately 15% of 2025 ITP applicants and projects received funding for their trail projects.

Trail rehab funding

- There is no state funding provided for rehabilitation, resurfacing, or repair of existing trail.
- 94% of trail stakeholders would like to see some state funding provided for trail rehab.
 - 56% would like to see 1-25% of state trail funding be provided for trail rehab, with 75-99% designated for new trail.
 - 31% preferred 26-50% for rehab.
 - 10% preferred 51-75% for rehab.
- The need for repaving and general trail rehab was among the chief challenges faced by trail managing

entities.

- 28.7% of respondents in the trail user survey said that better surface conditions would increase their use of trails.

Better information and resources are needed for both trail users and trail stakeholders.

Indiana made great strides to increase trail information available to the public these past years, including:

- Launch of the Where to Paddle interactive map
- Launch of the Where to Backpack interactive map
- Continued updates to the Trails Inventory/Indiana Trails Finder
- NLT dashboard overviewed grant program progress
- NLT project story maps showcasing completed projects

Even with these improvements, the data suggests that there is still room for improvement.

- 28.1% of trail users said there was not a trail within 5 miles or 10 minutes of their location, whereas almost 95% of Hoosiers have a trail near them.
 - 14.3% of trail users said they do not participate as much as they would like because there are no trails close by.
- Only 38% of trail users discover trail opportunities from trail websites. Word of mouth continues to dominate how users hear about trails.

THE FUTURE OF TRAIL FUNDING

With the NLT program concluding, trail funding will go back to pre-2019 levels. Only the ITP within DNR and INDOT's designated transportation alternatives monies will be available for state trail funding. Federal programs such as ARPA, REDI, and others are either discontinued or do not provide reliable funding. The Indiana Trails Caucus within the legislature continues to advocate for state trails funding. At the federal level, the Coalition of Recreational Trails (CRT) is working to fully fund RTP to current revenue numbers. The program was locked in at 2009 rates and provides about \$84 million annually in the U.S. If the revenue were calculated today, it is estimated to be about \$281 million, essentially tripling trail funding to the states.

GOALS AND STRATEGIES FOR THE 2026-2030 INDIANA TRAILS PLAN

After achieving the sole goal outlined in the 2016 Trails Plan—ensuring that 95% of Hoosiers live within 5 miles of a trail—the 2021 Trails Plan Update introduced four additional goals. The primary objective of securing additional funding for new trails to meet Hoosiers' growing needs was a major success. Through the NLT program, \$180 million was awarded, leveraging an additional \$80 million in matching funds, for a total investment of more than \$260 million in new trail development.

However, the significant staff time required to administer the NLT program limited the DNR's ability to advance public outreach and programming initiatives. Additionally, securing adequate funding for trail rehab remains a persistent challenge for managing entities. As a result, some goals and strategies from the 2021 update will be carried forward, while others will be revised to reflect the progress and changes of the past five years.

Goal 1: Develop more trail miles to meet growing demand.

Strategy 1: Increase funding for trail development.

Actions:

- Explore all potential options for increased funding, for any and all sources.
- Explore creation of a permanent, revolving fund for trail development.
- Encourage non-trail-specific grant programs to make trail development an eligible cost.

Strategy 2: Support trail connectivity, both regionally and within communities.

Actions:

- Continue to prioritize trail projects that create connections in trail grant programs.
- Provide education and technical assistance to communities looking to create connections.
- Encourage coordination and collaboration between municipalities and nonprofits on forming trail connections.
- Identify and publicize priority connection projects to focus advocacy and resources.

Strategy 3: Provide trail demand data.

Actions:

- Continue to maintain the trail count database, releasing yearly analysis on trail trends.
 - Encourage more municipalities and trail managers to use trail counters and share their data to enlarge the sample size.
 - Have counters be an eligible expense within trail grant programs.
- Create trail user surveys for specific recreations and publish results.
- Identify the largest gaps where trail supply is not meeting demand.
- Incorporate demographic and growth trend analysis into trail planning recommendations.

Strategy 4: Showcase trail benefits.

Actions:

- Develop a communications toolkit that presents the wide-ranging benefits trails offer to Hoosiers and their communities (e.g., health, economic, environmental).
- Encourage further economic impact studies and public health studies tied to trails.
- Share success stories from communities that have realized benefits from trail investments.

Goal 2: Better maintain existing trails.

Strategy 1: Increase trail rehab funding.

Actions:

- Assess rehab needs statewide
- Determine if and how existing funding sources (state, federal, local) can be applied to trail rehab.
- Pursue a state funding resource for trail rehab.

Strategy 2: Improve trail rehab information.

- Share rehab best practices among trail managers and stakeholders.
- Develop expected lifecycle rehab cost models based on surface type, construction methods, and trail age.
- Analyze and report the costs and negative impacts associated with deferred trail rehab.
- Create an online repository of rehab guidelines, toolkits, and resource links.

Goal 3: Improve trail information resources.***Strategy 1: Improve and better publicize trail user opportunities.***

Actions:

- Improve and expand upon existing digital maps
 - Trails Inventory
 - Where to Paddle
 - Where to Backpack
 - Where to Horseback
- Promote new trail projects, milestones, and events through social media and press releases.
- Highlight mileage and connectional benchmarks.
- Provide project dashboards and interactive story maps for projects funded through Indiana Trails Program (ITP) and Land and Water Conservation Fund (LWCF).

Strategy 2: Develop a digital trail planning resource.

Actions:

- Create and maintain a publicly available, interactive map specifying where communities are actively working on trail connections.
- Include trails in planning stages or grant-seeking phases, even if funding has not yet been secured.
- Review local and regional trails plans to incorporate planned routes and connections into state-level planning.
- Collaborate with trail stakeholders through surveys, meetings, and workshops to keep the planning map current.

