



Central Canal Towpath

chapter three

MASTER PLAN





chapter three

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CHAPTER 3

master plan

Planning and implementing a trail and greenway system on the scale of Indianapolis is complex. The city has been successful in getting many trail segments planned and in place, and that is testament to the past planning efforts and administrative overview of Indy Parks. Indianapolis stands as a case study of leveraging resources and dollars to create a successful network of greenways and trails, often being cited as a national example of successful greenway implementation. As such, Indy Parks is well positioned to begin the next phase of planning for the system. However, this planning effort must be different than previous efforts. Much has changed since the 2002 plan was completed. The economic climate in 2014 is drastically different. Even the priorities have shifted and are different now than in 2002. This plan will need to respond to these changes and provide the “new blueprint” for the Indy Greenways system.

UNDERSTANDING OF THE PLAN DIRECTION

This planning effort recognizes:

- **New Generation of Master Plan.** This effort produces the next generation of master planning for the system. The greater Indianapolis community has embraced the greenway system as an integral part of the community and this plan has been developed to meet the needs of current and future residents. This plan addresses how the trail infrastructure can better connect the community, be integrated with other transportation options, and provide positive growth in Indianapolis.
- **Focus on Implementation.** This plan focuses on implementable steps. It defines priorities for greenway development, the steps needed for implementation, and how it can be programmed

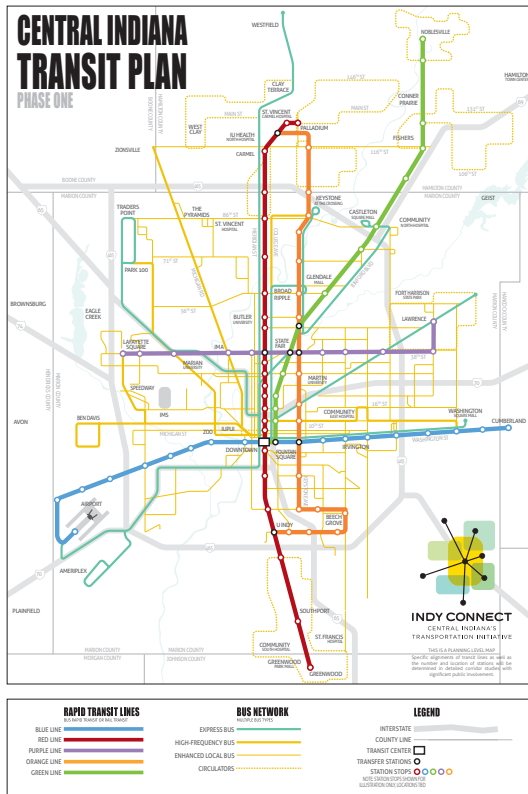
Rise of Indy's bicycle culture.



Connections to public transportation and transit.



Central Indiana Transit Plan (2014)



and maintained within the context of financial opportunities available to the city.

- **Economic Value and Impact.** This plan focuses on how the greenway system can provide economic value to the community. It's planning recognizes how the system can foster commercial growth, connect to neighborhood and commercial centers, and become a positive advantage for local businesses.
- **Trail and Greenway Development in 21st Century Indianapolis.** The climate for trail development in Indianapolis has changed since the last master plan was done in 2002. Today, more agencies have oversight responsibilities for implementation of the greenway and its connections. There is a greater focus on issues such as sustainability and creating bicycle-friendly infrastructure. User demand for these types of facilities are far outpacing new construction and this plan establishes the bigger vision of how the greenways will be integrated into the 21st Century city.
- **Sustaining a World-Class Trail and Greenway System.** The presence and quality of the city's trails and greenways is a contributing factor to attracting people to Indianapolis. By building upon the system, the greenways help contribute to the greater perception of Indianapolis as a world-class city -- attracting families and decreasing the "brain drain" being experienced by so many other Midwestern communities. The greenways must be visionary. They must be designed with world-class amenities and design standards, and they must be managed and maintained as integral parts of the city infrastructure. By sustaining and building upon the system, Indianapolis can further position itself for growth and economic development.

Indy Greenways is a significant part of the city's overall strategy for fitness, recreation, community growth, and economic development. The Greenways Master Plan is intended to excite the public and fosters these objectives.

PLANNING CONTEXT

The context of this planning process is different than those of some of the previous planning efforts. While many of the earlier issues remain, there are several newer planning efforts and initiatives going on in the city that will have an impact on, or be impacted, by the Indy Greenways Master Plan.

Indy Connect Transit Plan

Indy Connect is central Indiana's new transportation initiative. Produced by the Metropolitan Planning Organization (MPO), it establishes the long-range transportation system for Indianapolis and its surrounding counties. Included in the plan are the public bus routes, proposed rapid transit lines, pedestrian and bicycle facilities, and surface transportation planning for the city. The overall plan calls out the long-term goals and designated improvements across the spectrum of transportation options in the region.

One of the more visible components during the greenways master planning process was the proposed new transit plan. A new plan has been developed that keys in on five major rapid-transit lines in the city. These five lines define some of the heaviest commuter corridors in the city:

- Green Line- Northeast corridor running from Downtown to Noblesville
- Red Line- North-south corridor running from Carmel to Greenwood
- Blue Line- East-west corridor running from the Indianapolis International Airport to Cumberland
- Purple Line- East-west corridor in the north central region running from Eagle Creek Airpark to Lawrence
- Orange Line- north-south line running from the University of Indianapolis to Carmel.

After much study, the Indy Connect plan identifies bus-rapid transit for four of the five lines with a BRT/light rail option for the Green Line. General station areas were also identified as part of the Indy Connect Plan. The new transit plan offers the opportunity to connect the greenway system into the greater transportation network for central Indiana.

Regional Bikeways Plan

The Regional Bikeway Plan provides a plan for the development and implementation of the regional bicycle networks in Indianapolis and the surrounding communities. The Plan identifies potential projects, funding sources, and preliminary priorities for the development of a bicycle network throughout the region. The Regional Bikeways Plan was adopted by the Indianapolis Regional Transportation Council in 2012.

As with other regional facilities, the greenways are part of the regional plan which identifies potential funding sources and timelines for implementation of the greenways that have been programmed .

Indianapolis Bikeways Master Plan

In June 2012, the City of Indianapolis adopted its bicycle master plan. The purpose of the bikeways plan is to outline the development of bikeway facilities across the city, including bicycle lanes, on-street bicycle facilities, and trails and greenways. At the time of the master plan, the city had 64 miles of on-street bike lanes and the plan's goal is to have 200 miles of on-street bike facilities by 2020. The bikeways plan recognizes that there is a growing use of bicycles for commuting and it outlines the needed facilities to accommodate and increase this use, not just in the number of miles of bike lanes, but even in the number of citizens that use bicycles for transportation. The plan has set a benchmark for the city to "increase the number of residents that use a bicycle for transportation purposes to ten percent of all citizens residing in the Central Business District and one-half of one percent of all other Marion County residents."

As the on-street network of bicycle facilities continues to grow, it presents another opportunity to increase the reach and connectivity afforded by the greenways.

The Indianapolis Cultural Trail: A Legacy of Gene & Marilyn Glick

In 2013, construction was completed on the Cultural Trail in downtown Indianapolis. The Cultural Trail is an eight mile bike and pedestrian facility that completes a circle through Downtown connecting to many of the city's cultural destinations and linking to several cultural districts near Downtown. For the most part, the trail contains separated facilities including a ten-foot wide bike path with an adjacent area designated for walkers. In some areas, the trail becomes a shared-use path. The Cultural Trail is not part of the Indy Greenways system. It was constructed through a public-private partnership and is overseen by the non-profit *Indianapolis Cultural Trail, Inc.* This group oversees the management, operations, and most of the maintenance of the facility. Pavement maintenance is provided by the Indianapolis Department of Public Works.

Even though the Cultural Trail is not part of Indy Greenways, it serves an important function in that many of the trail routes coming into the downtown connect to it, making it a hub for the system and providing further connections into the downtown for the greenway system.

Reconnecting to Our Waterways

Another growing initiative is the Reconnecting to Our Waterways, a grass-roots effort that is seeking to bring positive impact and reconnect the city's neighborhoods to its waterways. Initiatives for the group are organized around six key elements:



The Canal Towpath is a destination for runners.



Fall Creek provides water-based recreation.



Indy's new bike lanes.

Connecting to new development.



One of Indy's many CSO areas.



Public Art at White River State Park.



aesthetics, connectivity, ecology, economics, education, and well-being. The group has taken on projects that range from providing master plans for the waterways, to clean-up projects and community service projects. The long-term goal is to have a measurable impact on the water quality and quality of life in Indianapolis and to once again focus attention onto the city's water courses.

Indianapolis-Marion County Comprehensive Plan 2014 Update

In 2014 the Indianapolis-Marion County Comprehensive Plan is being updated. The planning process for this update is called Indianapolis Insight and will include review of development trends and affected land uses and physical environment policy recommendations. Specifically, this update to the comprehensive plan seeks to:

- Place more emphasis on policies rooted in common community values.
- Focus more attention on ways to positively position Indianapolis within the context of metropolitan growth.
- Tackle issues on a comprehensive, county-wide basis.
- Provide a user friendly product.

The last comprehensive plan was adopted in 1991-93. Recommendations regarding the Indy Greenways system, specifically routes and system network, should be incorporated into this 2014 comprehensive plan update for Indianapolis (Source: *Indy.gov website, Department of Metropolitan Development*).

Indy Rezone Initiative

Indy Rezone is the initiative by the City of Indianapolis to update the city's zoning and associated development regulations to be more sustainable and livable. Zoning is the most common tool that a city utilizes to regulate the location and density of development. Zoning seeks to protect public health, safety and welfare by regulating the use of land and controlling the type, size and height of buildings. The City of Indianapolis currently encompasses over 300 square miles as a result of the 1969 UniGov with Marion County. As such, there is a broad diversity in development patterns, ranging from agriculture, newer subdivisions, commercial areas that are suburban in character and original commercial nodes in the heart of the city created during the streetcar era. The current development pattern is regulated by a one-size-fits-all set of zoning and building ordinances and regulations. The city's current practice of administering and enforcing a single use pattern of development is auto-centric. As a result, the city is hindered in its ability to create livable, sustainable places of lasting value.

As the city approaches full build-out of the jurisdictional area, officials are saddled with standards and regulations that ignore many of the issues facing today's cities, including a greater need for adaptive re-use, redevelopment of existing structures, a need for quality pedestrian experiences, multi-modal connectivity, increasing demand for diverse housing, and air and water quality issues that can no longer be ignored. The Indy Rezone project is taking those perspectives into account as the zoning ordinances and regulations are updated.

Throughout the course of the public input and community dialogue during the Indy Rezone process, issues related to connectivity, health and the enhancement of property values were highlighted. The continued development of the Indy Greenways system is one tool that touches each of those issues and should be incorporated into new community development best practice standards.

CSO/Deep Rock Tunnel Project

Like many cities, Indianapolis has many Combined Sewer Overflows (CSO). When as little as ¼ inch of rain falls, many reach capacity and raw sewage flows directly

into the city's rivers and streams. The city is under a consent decree with the Environmental Protection Agency and the Indiana Department of Environmental Management that mandates a Long-Term Control Plan to curb overflows. The city and Citizen's Energy Group is currently working to create a series of deep rock and connector tunnels that will capture sewage overflows and control their release to treatment plants. The new tunnels are currently under construction and will include storage tunnels along the White River, Pleasant Run, Pogues Run and Fall Creek. Greenways exist within each of the project locations.

While there may be some short-term impacts from the construction, long-term impact from construction should be minimal and there is an opportunity for greenway improvements in areas along these waterways impacted by construction.

Office of Sustainability

Indianapolis' Office of Sustainability was created in 2008 with the mission of making Indianapolis one of the most sustainable and livable communities in the Midwest. The office oversees the city's efforts to develop and implement sustainable strategies including improving air quality, constructing bike lanes and other opportunities for alternative transportation, recycling, adding green infrastructure, constructing urban rain gardens, and more. Part of its charge is promoting and improving the quality of life in the city and that includes a focus on the bicycle infrastructure and pedestrian connectivity. The office's ongoing activities often overlap with many of the greenways and issues associated with the greenways. This plan will help tie into many of the initiatives being spearheaded by the Office of Sustainability.

Adoption of Complete Streets Ordinance

In August of 2012, the Indianapolis-Marion County City-County Council unanimously passed the Indianapolis Complete Streets ordinance. Subsequently in March of 2014, The Indianapolis Metropolitan Planning Organization (MPO) adopted a Complete Streets policy. This local commitment to developing streets that accommodate public transportation, cyclists, pedestrians and users of all ages and abilities further supports numerous goals of the Indy Greenways Master Plan. The adoption of Complete Streets policies by the City-County Council and the Indianapolis MPO ensures that future roadway transportation projects should appropriately include planned greenways that follow or cross public streets.

Introduction of Bike Share

In April of 2014, the Indiana Pacers Bikeshare program was launched by Indianapolis Cultural Trail, Inc. This program established 25 bikeshare stations throughout the downtown area. At the time of this masterplan, no plans have been announced to expand the Bikeshare program into the Indy Greenways system. However, the introduction of bikesharing to Indianapolis represents another step forward for Indianapolis's growing bicycle culture and responds to the public demand for increased alternative transportation options.



Flood control along Pogues Run.



Sustainable amenities, in use along the greenways.

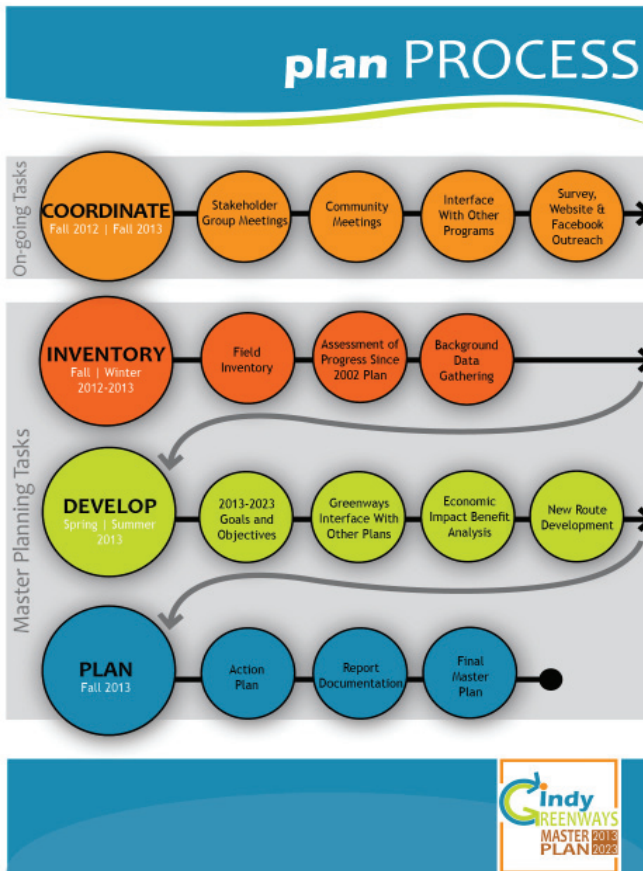


Preservation of Natural Areas along upper Fall Creek.

INTRODUCTION TO THE PLANNING PROCESS

In 2013, the city initiated a master plan update and laid out an extensive public-driven planning process that focused on evaluating the existing system, establishing a new long-term vision for the greenway system, and building public consensus for the plan. This planning process included many different components.

- Inventory and Assessment.** The first part of the process was the inventory and assessment phase. Relevant background materials were collected and inventoried for the entire existing greenway system. This assessment included progress made since the 2002 plan and assessment of how the greenways interface with the proposed bikeways plan, proposed transit plan, and the MPO Regional Pedestrian and Bicycle Plan. Issues were identified and the existing system was documented and mapped.
- Public Meeting Series 1.** At the conclusion of the inventory and assessment phase, the first series of public meetings were held with one in each township. The purpose of these meetings was to introduce the plan, explain its purpose, discuss how Indianapolis compares to other similar-sized metropolitan areas, discuss progress from the 2002 Greenways Master Plan, and to present the current system. Participants were asked to provide input about the future direction and priorities of the greenway system through interactive exercises. The public was also invited to provide input on potential new routes.
- Public Engagement.** An extensive public engagement process was employed throughout the planning process. The process included distribution of project brochures and FAQ sheets, public meetings, a social media campaign, the development of a project website, an online survey, and ongoing meetings with concerned groups, organizations, and individuals. The public engagement continued throughout the duration of the project. More information on the specific public engagement activities are included later in this chapter.
- New Route Development.** After the first round of public meetings, new routes were identified that met the goals and objectives outlined for the project. Potential new routes were identified and evaluated for their impact and benefit to the overall system. Each new route was field checked and mapped for presentation. Existing routes were also mapped with improvements needed to the existing segments.
- Public Meeting Series 2.** A second round of five public meetings were held to present the proposed system, including refinements to the existing routes as well as new routes. Participants were asked to evaluate and give input on all of the recommended routes and improvements.
- Economic Impact Review.** An economic impact review was completed for the greenway system. It reviewed the existing system of trails and studied economic impacts between initial construction and the present in order to determine potential impacts of new greenway routes with similar characteristics. The review provided an additional set of information that could later be used to help prioritize the routes.
- Route Prioritization.** With the feedback from the second round of public meetings, the routes were evaluated in a prioritization exercise to determine the level of potential impact that each route would have. The outcome of this effort produced a realigned set of priorities for implementation across the Indy Greenways system.



The planning process for the Indy Greenways Master Plan was a year-long process rooted in public engagement and visioning.

- **Design Standards.** After the completion of the routes, design standards were developed to help establish consistent construction methods and aesthetics for the greenways across the system. Preliminary design standards were prepared and coordinated with several different public agencies and oversight groups.
- **Coordination with Indy Rezone.** The City of Indianapolis has undertaken an effort to update its zoning ordinance and the timing of that update coincided with the update of the master plan. Greenway planners met with the City to identify how the greenways plan should tie into the overall zoning effort, and this plan includes the designations and mapping necessary for incorporation into the overall zoning ordinance.
- **Final Report Document and Adoption.** At the conclusion of the planning process, all findings and recommendations were coordinated into a report document and executive summary for public review and adoption. In March, 2014, Indy Parks released the draft report for public input and gave a final public presentation of the plan to the Greenway Development Committee and the Indianapolis Parks Board. The Indianapolis Parks Board adopted the new master plan at their April meeting.

The outcome of this planning process is the new vision for Indy Greenways. It provides the first comprehensive update of the Greenways Master Plan since the original 1994 plan and was achieved with input from the public, city agencies and the greater community.



Public Engagement.



Stakeholder Meeting.



Master Plan Project Office.

Indy Greenways Master Plan Brochures.



Indy Greenways project website.



Indy Greenways Facebook page.



PUBLIC ENGAGEMENT PROCESS AND SUMMARY

The planning process for this master plan was driven by public input and informed by countless meetings with residents, advocates, neighborhood groups, and others interested in the long-term investment in greenways in the City of Indianapolis. Indy Parks committed tremendous resources and access to project planners to enable the public to help craft the direction and recommendations of the master plan.

Because of the scale and notoriety of the Indy Greenways Master Plan project and the level of community investment in the project, a range of different public involvement and engagement tools were employed as part of the plan. The intent was to fully integrate and understand the ideas and values of local community stakeholders, residents, public officials, planning agencies, community action groups and the media. Key to the public engagement process was making the community aware of the master planning effort and providing multiple ways for involvement.

The public engagement process included the following steps. Input and feedback from these efforts are included in the appendices to this report.

Promoting the Process. A series of brochures and public information handouts were developed at the beginning of the project to explain the project, the planning process, why the plan is being completed, and information about how to get involved. Three different brochures and a Frequently Asked Questions (FAQ) sheet were developed and distributed at public libraries, community centers, public meetings, the Indy Parks office, the project office, and at other events for the general public. The purpose of the materials was to make the general public aware of the project and how they could get involved. A second FAQ sheet was developed for the second round of public meetings that explained the details of the Full Circle Plan and its preliminary recommendations.

Online Public Survey. An online public survey was prepared that sought input from the public on their awareness of the greenways, the ways in which they use the greenways, and their impressions on many of the issues associated with the greenways. Over 450 people responded and provided input through the survey.

Project Website. A project website was created to provide information about the project. Throughout the project, the public could review materials on the website. The website was designed as an interactive blog allowing users to provide comments and feedback directly onto the web pages as they reviewed them. The website address was www.indygreenwaysmasterplan.wordpress.com.

Social Media- Facebook. A project Facebook page was established at the beginning of the project and had an active following throughout the planning process. The project team used the page to share announcements, share project information, and to engage greenway users in more intimate and detailed conversations about the greenways and greenway-related issues. As of December 2013, the Facebook page had over 430 followers. 41% of the followers were women and 58% were men. The predominant age group of followers was 18-44. 18% of followers were in the 45-54 age group. As would be expected, the majority of the followers were from the Indianapolis area, but the page did receive hits from as far away as China, Germany, New Zealand and Saudi Arabia.

The resulting success of the Facebook page was that it allowed a more immediate dialog between project planners and greenway users. As issues were discussed by the planning team, they could get real-time feedback from Facebook followers to gauge public opinion.

Project Office and Consistent Office Hours. With the development of a plan on this scale, it was known that there would be a tremendous amount of coordination needed—between the consultant and Indy Parks, with neighborhoods and community groups, with city agencies and regulatory bodies, and with other members of the community. In order to provide a level of consistency for this coordination, a “project office” was established. The project office was set up in Boulevard Station, the historic train depot at 38th Street along the Monon Trail. One day a week, project planners staffed the office. During this time, the team conducted a consistent, weekly project coordination meeting with Indy Parks, scheduled coordination meetings with other agencies or community groups, and allowed members of the general public or representatives from other organizations an opportunity to stop by the office, talk about the project, view progress, or share any input on the project. By providing these consistent office hours, the project was better positioned to accommodate and address the large amount of input received on the plan. The project office opened at the beginning of the project and was opened every Wednesday through the end of August 2013.

Throughout the duration of the project office, planners met with over 45 groups that ranged from use-specific advocates such as bicycling groups to neighborhood development groups. A full list of coordination meetings and notes from each of those meetings are included in the appendices of this report.

Public Meetings. Fourteen public meetings were held throughout the process to solicit input from residents and to get feedback from the public on plan elements.

In February and March of 2013, nine public meetings were held throughout Marion County, one in each township. At each meeting, residents were asked to help identify critical connections, identify strategic goals for trail development and help develop potential routes within each township. This input contributed to the preliminary recommendations that were developed and presented in the second round of public meetings in August, 2013.

The first round of public meetings included:

- Wednesday, February 20- Pike Township- Eagle Creek Salvation Army Community Center
- Thursday, February 21- Washington Township- Park Tudor School
- Monday, February 25- Lawrence Township- Heritage Christian School
- Tuesday, February 26- Wayne Township- Speedway United Methodist Church
- Wednesday, February 27- Center Township- Garfield Park Arts Center
- Thursday, February 28- Warren Township- Education and Community Center
- Tuesday, March 5- Decatur Township- Salvage Yard Church
- Wednesday, March 6- Perry Township- Perry Meridian High School Library
- Thursday, March 7- Franklin Township- Franklin Township Middle School West Annex

After the first round of public meetings, several additional coordination meetings were held over the next six months to determine the resulting routes, connections, and improvements needed to the Indy Greenways system. In August 2013, five additional public meetings were held throughout Indianapolis to unveil the preliminary recommendations of the master plan. These meetings included:

- Tuesday, August 20- Holliday Park
- Thursday, August 22- Krannert Park
- Tuesday, August 27- Municipal Gardens
- Wednesday, August 28- Post Road Park
- Thursday, August 29 - Garfield Park Arts Center



Public Engagement.



Pike Township Public Meeting.



Greenways Day at City Market.



Take a break with us!

BIKE to work day rest stop

What? Join us for some ice cold water, lemonade, and snacks to celebrate "2013 Bike to Work Day" and check-out some of the planning currently happening as part of the Indy Greenways Master Plan effort!

When? Friday, May 17, 2013 4 p.m. - 7 p.m.

Where? Indy Greenways Master Plan Project Office
Boulevard Station, adjacent to the Monon Trail and the Indiana State Fairgrounds (north of 38th Street)



Sponsored by:
TAYLOR SIEFKER WILLIAMS
design group
landscape architecture community planning urban design planning strategy design planning

For more info on the Indy Greenways Master Plan, visit the project website: www.indygreenwaysmasterplan.wordpress.org

planning the future for the indy greenway system.

A special rest stop was held at the Indy Greenways Master Plan project office at Boulevard Station on National Bike to Work Day. This event was one of many special public outreach events held throughout the design process to promote the project.

OTHER PUBLIC ENGAGEMENT EVENTS.

The project team participated in or conducted several other public events to make residents aware of the project and to solicit feedback and input from the general public. These events included:

Mayor's Polar Pedal. On January 5, 2013, members of the project team attended the Mayor's annual bike ride to promote the plan. Participants were able to talk with planners about the direction of the plan and give their thoughts on how the greenways could be improved.

Greenways Day at City Market. On April 3, 2013, the planning team set up the public meeting exhibits in City Market for lunchtime discussions. Market visitors were able to view the public meeting materials and talk with project planners about the project.

National Bike to Work Day. On Friday, May 17, 2013, the project team held a rest stop for the national bike-to-work day event at the project office at Boulevard Station. The project office was open during the evening commute so riders could stop in, view the project materials, grab a snack or power drink, and give their thoughts on the greenways.

Other Public Presentations. Throughout the course of the project, several additional presentations were given about the plan to different organizations. Some of these groups included:

- Irvington Terrace Neighborhood
- WTS (Women in Transportation Seminar)
- MCANA (Marion County Alliance of Neighborhood Associations)
- Speedway Trails
- Indianapolis Ski Club
- Mayor's Advisory Committee on Bicycling
- Greenways Development Commission
- Indianapolis Parks Foundation
- Mayor's Advisory Council on Disabilities

MEDIA COVERAGE. Several of the public meetings, presentations, and other events were recorded and run on local governmental television stations in the region. In Indianapolis, Channel 16 recorded and aired video of the February 27 public meeting (first round) at the Garfield Parks Arts Center and the August 27 public meeting (second round) at Municipal Gardens. Channel 16 also telecasted the presentations to the Greenways Development Committee.

Speedway government television (SCTV- Comcast Channel 28 in Speedway, AT&T U-verse channel 99) recorded and aired the public presentation given in Wayne Township on February 26, 2013.

In addition to these telecasts of full presentations, the project also received coverage from several local media outlets during the project, especially during the public meeting periods. This coverage included:

- Indianapolis FOX 59
- Indianapolis WTHR 13
- Indianapolis WISH TV 8
- WFYI Public Radio

ADDITIONAL COORDINATION MEETINGS WITH THE CITY.

Given a project of this scale and complexity, two additional levels of administration in the form of coordination meetings were built into the planning process.

Weekly project coordination meetings were held with Indy Parks at the project office. The purpose of the meetings was to provide Indy Parks with an update on progress of the plan, to discuss relative issues and decisions with the appropriate parks staff, and to coordinate upcoming events and milestones for the project.

The project team also conducted three meetings with a City Leadership Group identified and assembled by Indy Parks/DPW. At these meetings, the project team gave public officials a general update on the project progress, timing of key components of the plan, presentation of key parts of the plan, and provided the leadership of each of these agencies an opportunity to give input and direction to the plan. The leadership group included representatives from several different boards and agencies:

- Office of Sustainability
- Indianapolis Parks Board
- Metropolitan Planning Organization
- Department of Metropolitan Development
- Mayor's Advisory Council on Disabilities
- Department of Public Works
- Indy Parks Foundation
- Neighborhood Development Groups

Presentations and coordination meetings were also held with other key City groups and agencies throughout the process.

Indianapolis Greenways Development Committee. Several coordination sessions and presentations were held with the Indianapolis Greenways Development Committee throughout the process. This committee, established by ordinance, includes representatives appointed by the Mayor and City-County Council to oversee the overall development of the greenway system. Indy Parks staff coordinated with the committee monthly throughout the process. Three presentations were given to the committee by the consultant team at key milestones during the planning process.

City Agency Briefings. Additional briefings were given to city agencies throughout the design process. These briefings included presentations to the directors of Indy Parks, Indianapolis Department of Public Works, and the Indianapolis Parks Foundation. Briefings were also held with Public Works' design and engineering staff as well as maintenance and operations' staff.

Indianapolis Mayor's Bicycling Advisory Committee on Bicycling (IMBAC). Staff met monthly with the Mayor's Bicycling Advisory Committee to coordinate on bicycle and trail issues. Consultants also gave updates on the status of the plan at several meetings as well as a presentation outlining the preliminary recommendations of the new plan.

In the end, this master plan included a broad, inclusive, and integrated planning process that allowed the public unprecedented access and input to the plan. The results of the plan truly represent this elevated level of public participation in the process.





master plan goals and objectives

From the beginning of Indianapolis' greenway system, there have been several different themes that have helped to guide the development of the system. Some themes dealt specifically with policy while others detailed the expectations of physical trail development. Over the years, many of those issues continue to resonate while others have evolved. Some have lessened in importance while others have been elevated.

At the beginning of this update, past themes were reviewed and evaluated. Through discussions with Indy Parks and the general public, eight overall themes were developed for the project. These themes were based on the previous plans, the outcomes and objectives outlined by city staff, and consultant input. The themes were presented to the general public for input and feedback and were refined based upon those comments. These project themes covered the broad range of issues and goals for what the master plan needed to achieve. These broad themes were refined and ultimately became the goals and objectives for this plan.

the indy greenways

master plan will



Provide opportunities for recreation throughout the city



Identify, promote, and increase access to the greenways by residents



Provide connections to neighborhoods, commercial centers, parks, pedestrian and bicycle facilities, and public transportation



Provide routes that can be used for alternative transportation



Provide a positive economic benefit to the community and foster the growth of existing and emerging commercial districts



Promote responsible and sustainable stewardship of greenway corridors and their resources



Identify appropriate oversight and coordination with related agencies overseeing similar bicycle and pedestrian functions in the City



Promote the continued recognition of Indy Greenways as one of the nation's world-class greenways systems

RECREATION

Indy Greenways are first and foremost recreational facilities within the city. They provide corridors for passive and active recreation. They provide recreational opportunities but also are critical in providing connection to larger recreational facilities. The greenways, by their sheer length alone, have the potential to provide the greatest amount of access to residents for recreational purposes.

RECREATION GOAL: Provide opportunities for recreation throughout the city. Indianapolis' greenways shall provide recreational opportunities and green space for all types of users.

RECREATION OBJECTIVES:

- Continue to plan, design, and promote the use of greenways for all users including walkers, bicyclists, families, and for all age groups.
- Provide facilities and amenities that support the broad range of users of the greenways.
- Continue to expand the greenways into underserved portions of the county to provide opportunities for recreational use and to link residents to other recreational facilities in the city.

ACCESS

Access to park and recreational facilities is one of the largest hurdles a city faces in establishing new parks and recreation facilities. In any city, the goal is to provide residents with local access to recreational facilities. That means providing physical facilities near residential areas and creating opportunities for residents to have meaningful recreational experiences. Greenways are particularly powerful access providers given their linear nature and length that allows these facilities to touch on a higher number of residents. It also means ensuring that there are appropriate means by which residents can access existing facilities.

ACCESS GOAL: Identify, promote, and increase access to the greenway system for residents. Expand the greenway system so that more residents live within ½ mile of the system.

ACCESS OBJECTIVES:

- Identify underserved portions of the city and seek ways to expand the greenway system into those areas where there currently is no access to the greenway system.
- Identify connections to neighborhoods along the greenway routes and encourage neighborhoods to connect to the greenways.
- Identify additional access points or trailheads along all of the routes where residents can access the greenways.

CONNECTIVITY

Connectivity is a huge issue in the development of a greenway network in a community. To be truly successful beyond just the recreational component, the greenway network needs to provide connections to different uses and areas, allowing the greenway to be used for every day purposes. Successful greenways provide connections to park facilities, other trail networks, neighborhoods, community centers, and other places where residents want to go.

CONNECTIVITY GOAL: Provide connections to neighborhoods, commercial centers, parks, pedestrian and bicycle facilities, and public transportation. Increase the connections to the system to make everyday use more desirable and available to more residents.

CONNECTIVITY OBJECTIVES:

- Connect existing and future greenway sections to parks and other recreational facilities including waterways.
- Identify and promote greenway connections to neighborhoods, neighborhood centers, and other places that encourage everyday use of the system.
- Identify and promote greenway connections to other bike and pedestrian facilities in the city.
- Identify and promote greenway connections to regional trail, greenway, or bike route systems.
- Identify and promote greenway connections to public transit (existing and proposed).

TRANSPORTATION

The greenways provide an alternative means of transportation for residents. Increasingly, the greenways are being used for commuting as more and more people seek alternative methods of getting to work. In areas near the existing greenways, people are discovering that they can use the greenways to walk or ride to local commercial areas such as stores and restaurants. The greenway system should encourage the use of the greenways for alternative transportation and future greenway routes should consider the transportation element of the greenways during the route identification for future segments.

TRANSPORTATION GOALS: Provide greenway routes that can be used as alternative transportation for commuting and everyday use.

TRANSPORTATION OBJECTIVES:

- Identify future routes that promote commuting to downtown and other business centers.
- Identify potential improvements along the existing routes that would help promote the use of the greenways for commuting.
- Identify and promote connections that encourage use of the greenways for transportation purposes.
- Identify cross routes (north-south connections in the eastern and western townships and east-west connections in the northern and southern townships) that promote use of the greenways for transportation purposes to areas other than the downtown.
- Make regional connections to trails, greenways, bicycle and pedestrian facilities outside of Marion County.

ECONOMIC DEVELOPMENT AND VALUE

The greenways present an opportunity to encourage appropriate economic development and value for the community. Greenways promote connectivity to neighborhoods and connections to local business areas along their routes. Greenways can help elevate the property values in residential areas and can be an asset in the development of nearby-commercial centers in and near the adjoining neighborhoods through which they pass. While this goal does NOT specifically encourage development along the trails, it is recognized that proper route placement on new trails and building appropriate connections along the existing



Recreation, Health and Fitness- Canal Towpath.



Access and Connectivity- Eagle Creek Greenway.



Alternative Transportation- Momon Trail.

Economic Development along the Canal Towpath.



Environmental Stewardship.



Protection of Habitat.



greenways, can have a significant impact on the economic value of those areas and can serve as an added incentive for economic development in the neighborhoods along the routes.

ECONOMIC DEVELOPMENT AND VALUE GOAL: Provide a positive economic benefit to the community and help foster the growth of existing and emerging commercial districts.

ECONOMIC DEVELOPMENT AND VALUE OBJECTIVES:

- Provide connections to neighborhood centers and other commercial centers near the trails.
- Identify areas where trail connections can bring an added economic value and impact.
- Promote reasonable and appropriate economic development in the areas adjoining the greenways and provide appropriate connections and access to those areas.
- Protect and preserve the character of the greenways and ensure that new development is respectful of that character. Determine and formalize appropriate physical controls such as setbacks, screens, and other mechanisms as appropriate.

ENVIRONMENTAL STEWARDSHIP

Many of the existing and proposed greenways occur within areas that have significant natural resources, whether it is along a stream corridor, within a historic rail corridor, or through new residential areas. In all of these cases, the greenways provide an opportunity to preserve and provide sustainable treatment of the areas through which the trails pass. The greenway corridors should be designed and maintained in a manner consistent with the intrinsic character, the original design intent, and using the most current practices to sustain long-term viability of the greenways.

ENVIRONMENTAL STEWARDSHIP GOALS: Promote responsible and sustainable stewardship of Indianapolis' greenway corridors. The greenways have historically functioned to conserve and preserve stream corridors and other natural areas.

ENVIRONMENTAL STEWARDSHIP OBJECTIVES:

- Identify conservation, preservation, and ecological restoration areas appropriate to the Indy Greenways system.
- Identify and encourage appropriate vegetation and land cover for each greenway segment.
- Develop best practices for including conservation, preservation, and ecological restoration into greenway planning.
- Provide appropriate treatments to the historic Kessler parkways and greenways to sustain the original historic design intent of these corridors.
- Develop maintenance techniques and standards for all natural, conservation, or preservation areas.
- Protect important wildlife habitat and promote the conservation of open space, forests and wetland areas.

INTER-AGENCY COORDINATION

Today, many different agencies and departments have a hand in the funding, planning, design, construction, maintenance, and management of the greenways and other trail facilities in the city. While recent reorganization of certain staff have helped to consolidate many of these functions, more clarity and overall responsibility of the greenway system is needed to ensure that the system is planned, constructed, maintained and managed in a comprehensive and appropriate manner.

INTER-AGENCY COORDINATION GOAL: Identify appropriate oversight and coordination of greenway functions. Establish the best practice for oversight of the greenways system and its various functions.

INTERAGENCY COORDINATION OBJECTIVES:

- Establish an appropriate oversight structure that combines long-term planning, design, operations, maintenance, and management of the system.
- Establish and empower a greenways administrator responsible for all greenway operations and functions.
- Establish appropriate protocols with other city agencies and coordinators on greenway-related issues.
- Establish appropriate review processes for issues related to or affecting the greenways.

SUSTAINING A WORLD-CLASS GREENWAY SYSTEM

Since the first segments of the Indy Greenways system were put in place, the city has been recognized as having a world-class greenway system. Today, the definition of a world-class greenway has changed as growing expectations are placed on the types of facilities needed and user demand continues to rise. The resurgence of a bicycling culture and the health and fitness movements have created a demand for facilities that meet a broader range of users than what was previously planned for the greenways. New facilities are needed to truly sustain the system as a world-class greenway for the residents of Indianapolis.

SUSTAINING A WORLD-CLASS TRAIL AND GREENWAY SYSTEM: Promote the continued recognition of Indy Greenways as one of the nation’s world-class greenways systems. Indy Greenways is already recognized as one of the leading, premier greenway systems in the country. What are the current trends of the leading greenways systems and what is needed in Indianapolis? What steps are needed to continue this type of leadership?

WORLD-CLASS OBJECTIVES:

- Establish the highest level of safety in design standards for the greenways.
- Meet or exceed national design standards for all greenways.
- Continue to promote and brand the unique character of the Indianapolis Greenway System.
- Incorporate amenities such as restrooms, signage, benches, drinking fountains, and bicycle parking along the greenways to promote the highest level of use.
- Promote year-round use of the greenways with appropriate operational hours.
- Maximize the potential connections along the greenways promoting connectivity and every day use of the system.
- Introduction of innovative facilities/enhancements.

While all of these goals present their own unique set of challenges, together they provide a framework for where the city needs to go to further develop and sustain its world-class greenway system. The goals speak to the purpose of the system, how it is planned, how it is developed, and what it can become to residents. The most important objective of all of these goals is creating a system that not only is well used, but that also promotes greater use in more ways than it ever has before. The public engagement process reinforced these key goals and each will be critical in identifying additional routes for the system and in determining how best to connect to the existing routes. Creating and sustaining a world-class greenway system is more than the accolades that come from the outside world. It’s about establishing a greenway system that most fully meets the needs of residents and all the connections it provides.



Inter-agency Coordination- Central Canal Towpath.



Environmental Education- Skiles Test Nature Park.



Preservation of Nature near the IMA.



indy GREENWAYS • full CIRCLE

THE FULL CIRCLE PLAN

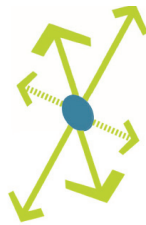
The Full Circle Plan is the long-term vision for Indy Greenways. Like the Kessler Plan and the previous Greenways Master Plans (1994, updated in 2002), this plan seeks to identify a long-term and comprehensive vision for trail and greenway development in the City. Like those early plans, it is intended to set the long-term directives for trail development, addressing the needs of recreation, access, connectivity, transportation, economic impact, and environmental stewardship while putting into place a level of inter-agency coordination to oversee the system. In the end, it seeks to further establish and sustain the Indy Greenways system as one of the world-class greenway systems.

The master plan identifies over 139 miles of new trail development for the City of Indianapolis and Marion County, much of which reaches into areas that have long been underserved by the current greenway system, and connects to over 80 parks and public facilities.

The Full Circle Plan is broken into four distinct parts:



Completing the Existing System - This portion of the plan examines the current trails and greenways and identifies needed improvements, upgrades, enhancements, or areas where reconstruction is necessary. The new plan recognizes the validity of the master plan already in place and includes completing the portions of existing routes that aren't already constructed.



Connections to the City Center - The plan also recognizes the significance of having direct routes from the perimeter of the county to downtown in terms of providing direct connections, commuter routes, neighborhood connections, and economic development potential. Using the existing Monon Trail as an example, the plan recommends four additional routes to the center of Indianapolis from the outer townships.

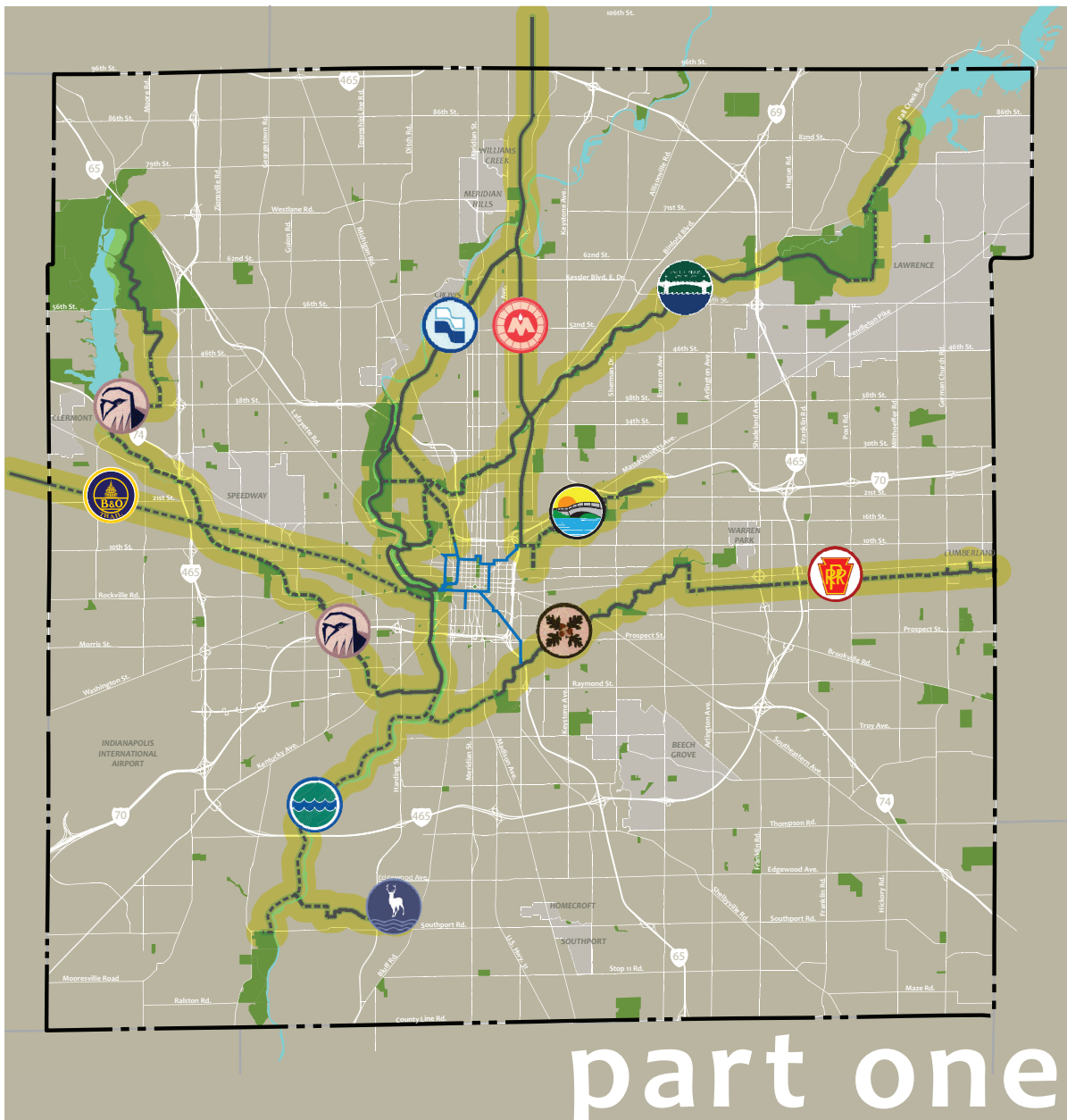


The Circle - One of the most ambitious recommendations, the plan outlines east-west and north-south connections in the outer townships using four major destination parks (Eagle Creek Park, Southwestway Park, Southeastway Park, and Fort Harrison State Park) in each corner of the county as the keystones in the system's development. The result is a continuous 64-mile shared-use greenway corridor that circles the city.



The Connectors - These corridors provide opportunities to link together key greenway segments and provide an additional layer to the greenway system, in many cases providing multiple opportunities for greenway development as well as providing key connections to regional trail systems.

Together, these four parts constitute a system that is truly embedded within the fabric of the city and connected in a way never before imagined. When the current bikeways, township connectivity plans, and the new mass transit initiatives are overlaid with the new Full Circle Plan, the resulting connectivity becomes readily apparent.



part one completing the existing system

Implementing a greenway system such as the one currently in place takes time. Much work has been done since the first greenways master plan was completed in 1994 and updated in 2002. Together, these plans identified ten specific greenway corridors and outlined priorities for developing the greenway system. These corridors include:

- B&O Trail
- Central Canal Towpath
- Eagle Creek Greenway
- Fall Creek Greenway
- Little Buck Creek Greenway (see Part 3: The Circle)
- Monon Trail
- Pleasant Run Greenway
- Penny Trail
- Pogue's Run Greenway
- White River Greenway

Several portions of these different greenways have been established. Some, such as the Monon Trail, have been completed in terms of getting the trail in place. Others, such as the Fall Creek Greenway, have significant portions constructed but still have future sections planned but unbuilt.

Completing the existing system was identified as a priority throughout the planning and public input process. There is widespread support for completing the existing planned routes and this master plan recognizes the validity of that original plan.

The first part of the Full Circle Plan deals with completing the existing planned system. It also addresses improvements and repairs to the existing system. Detailed descriptions, inventories, maps, and improvements are identified for each existing greenway segment on the following pages.





SEGMENT PROFILE **B & O trail**



The Baltimore & Ohio Railroad was largely credited with ushering in the new railroad era in America. It's been noted that when construction began on its first segment on July 4, 1828, it was the birth of the American rail. The B&O was the country's first common carrier railroad and upon its construction, it played a vital role in the growth of the mid-Atlantic region of the country. But its impact was much larger. The B&O rail line would eventually connect much of the Midwest to the Atlantic seaboard and that had a huge impact on settlement, the movement of goods, and industry as a whole.

Now an inactive rail line, the B&O rail corridor extends 7.1 miles from the Hendricks County line east to the intersection of Michigan Street and Concord Street where the corridor then joins an active rail line. Adjacent properties along the eastern two thirds of this corridor are completely developed with moderate density residential and industrial land uses. The western third of the corridor is rapidly developing as a residential area. Major community facilities along the corridor include Ben Davis High School, the Indiana Girls School, the Country Club of Indianapolis, Leonard Park in Speedway, and the Indianapolis Motor Speedway. The B&O rail corridor is easily accessible from several thoroughfares, such as Country Club Road, Girls School Road, Lynhurst Drive, and West 10th Street.

The route would utilize the abandoned rail corridor from the county line eastward to Concord Street. From Concord Street to downtown, the route follows the existing rail line and old rail corridor east toward downtown to Miley Avenue. In this section, coordination with the railroad and the existing property owners along the route will be needed to determine the most appropriate route through the corridor. Special design standards will be needed to address areas where the trail route follows an active corridor.

Just east of Miley Avenue, the corridor crosses the bellline railroad, an active line that runs south around the downtown. This intersection of existing, active routes presents the biggest challenge for development of this trail corridor. Additional study will be needed to determine the best alternative for crossing this intersection. Stringtown Park exists at the northeast side of this rail-line intersection,

This park includes a comfort station making it an ideal location for a potential trailhead. Space exists to cross the beltline at Ohio Street to connect up to Stringtown Park. Further planning efforts should determine the feasibility of constructing this crossing to connect the B&O route to Stringtown Park.

Once at Stringtown Park, the route again follows the existing rail line southeast to Koehne Street where the route then turns south to cross under the active rail line to Washington Street. The route then turns east and follows the existing Washington Street alignment east to the White River. For this portion of the greenway, the existing sidewalk on the north side of the street should be reconstructed as a shared-use path.

During the public involvement process, there was a significant amount of support for accelerating development of the B&O corridor from residents of Speedway and Hendricks County. Momentum has been building for new trail development in the western part of the County and the communities of Speedway and Clermont expressed support for the development of this key greenway route to downtown. The potential linkages include Eagle Creek Greenway and Eagle Creek Park, the Indianapolis Motor Speedway, various schools and recreation facilities along the corridor, connection to Downtown and connection to the built portion in Hendricks County and western Indiana.

The B&O corridor presents the city with the opportunity to provide a key east-west connection to downtown, similar to the Monon Trail on the north side. This route has the potential to connect communities, serve important linkages, provide regional connectivity to the surrounding counties to the west of Indianapolis, and provide another major commuter route to the downtown business district.



Total Miles Planned

8.6

Anticipated Cost to Complete

10.75 Million

4 parks

Leonard Park
Olin Park
Stringtown Park
White River State Park

5 neighborhoods

Near Westside
Speedway
Key Meadows
West Indianapolis
Downtown

4 landmarks

White River State Park
Indianapolis Zoo
Indianapolis Motor Speedway
Downtown

5 connections

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



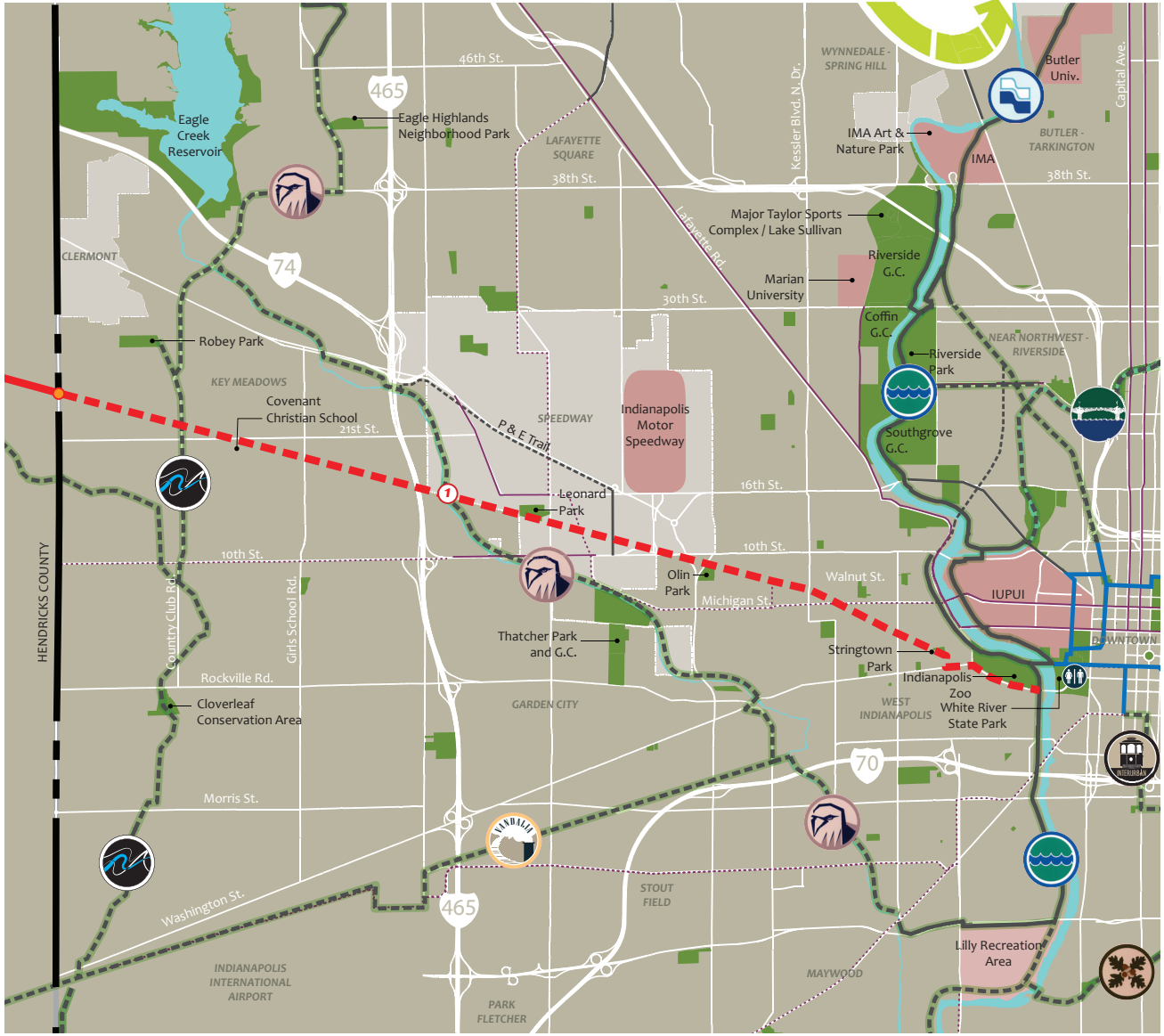
MASTER PLAN RECOMMENDATIONS

Site-Specific Recommendations

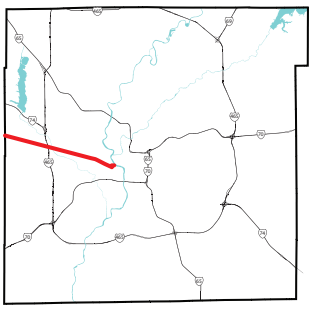
- 1 Construct trailhead and parking near the intersection of the B & O Trail and the Eagle Creek Greenway

Corridor-Wide Recommendations

- Research property ownership and proceed into land acquisition phase.
- Develop a comprehensive project report for development of the trail.
- Develop a pilot trail project on a section of the corridor.
- Continue to work with Hendricks County and the communities of Speedway and Clermont to identify funding, local matches, and input on the design process for the corridor.



key map



Legend

- PARKING AREAS
- RESTROOMS
- GREENWAY ACCESS POINTS
- CONTINUOUS GREENWAY ACCESS
- B & O TRAIL
- OTHER GREENWAYS
- INDIANAPOLIS CULTURAL TRAIL
- EXISTING SHARED-USE PATHS
- PLANNED SHARED-USE PATHS
- EXISTING BIKELANES
- PLANNED BIKELANES
- LANDMARKS
- PARKS
- OTHER INCORPORATED AREAS

B & O Trail overview:

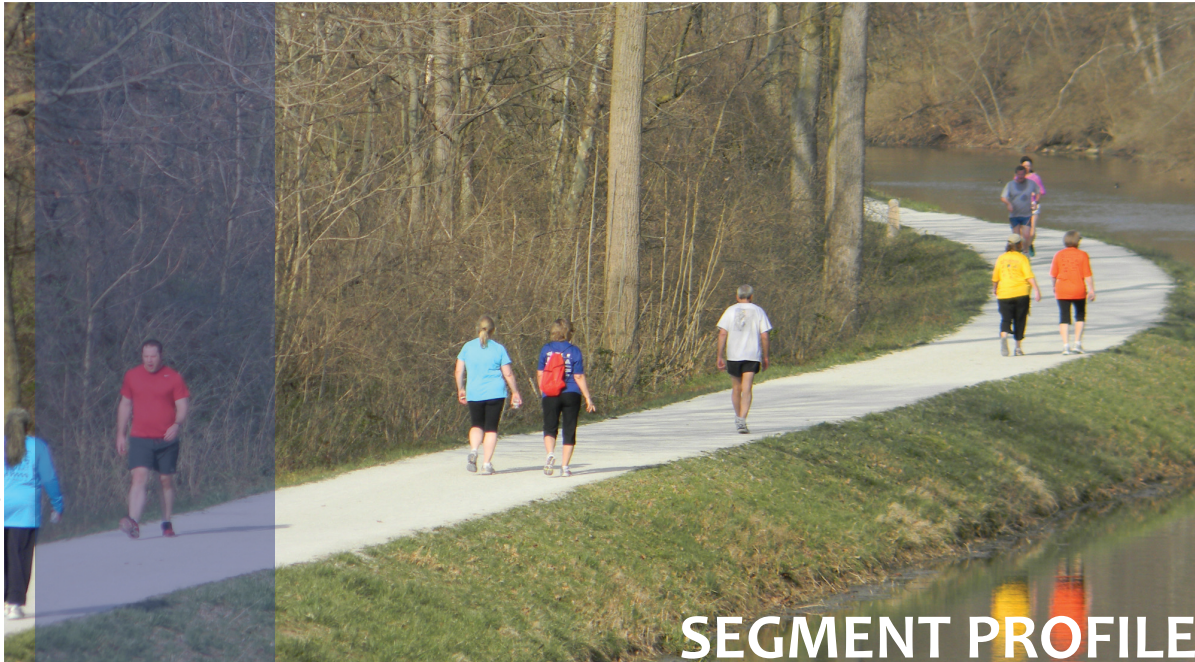
- PROVIDES CONNECTION TO DOWNTOWN FROM HENDRICKS COUNTY ALONG THE FORMER B & O RAIL CORRIDOR
- MILES:** 8.6
- DESTINATIONS:**
 - BROWNSBURG
 - CLERMONT
 - SPEEDWAY
 - P & E TRAIL (SPEEDWAY)
 - INDIANAPOLIS ZOO
 - WHITE RIVER STATE PARK
 - INDIANAPOLIS MOTOR SPEEDWAY
 - COVENANT CHRISTIAN HIGH SCHOOL
- CONNECTIONS:**
 - WHITE LICK CREEK GREENWAY
 - EAGLE CREEK GREENWAY
 - WHITE RIVER GREENWAY



B & O trail







SEGMENT PROFILE

central canal towpath

In the 1830's, the Central Canal was envisioned as part of an eight-canal system to cross the state and link major points of commerce. After three years of construction and the introduction of railroads, debts halted the project, leaving the Central Canal with no connections to other navigable waterways. In 1881, the Indianapolis Water Company purchased the canal. The Central Canal is a primary source of drinking water for the Indianapolis metropolitan area and receives its water from the White River in the Broad Ripple area. An 8.2-mile segment of the historic canal towpath was studied as part of the 1994 Indianapolis Greenways Plan. This segment begins at its source, the White River in Broad Ripple, and ends at 10th Street. The canal area south of the I-65 interchange in downtown Indianapolis is part of the "Canal Walk" which extends into White River State Park and terminates at the White River. This area is a beautifully developed urban promenade with landscaped walkways on both sides and connections to businesses, housing and major institutions. The beautification and rehabilitation of the canal in the downtown area has contributed to the successful redevelopment efforts that have occurred in that area in recent years. The 8.2 mile segment included in the 1994 Indianapolis Greenways Plan was envisioned as a greenway trail, primarily for pedestrian use, with a focus on pedestrian safety and access to various attractions along the corridor. Since 1994, much of the corridor has been developed with these uses in mind.

Phase 1 of the Central Canal Towpath was developed in 1996 and included the section of trail between 30th Street and 52nd Street. This portion of the trail is adjacent to the Indianapolis Museum of Art and Butler University. To accommodate the high percentage of joggers on this trail the surface is constructed of compacted crushed limestone, a more resilient surface than asphalt. Crossing Michigan Road was accomplished by the construction of a boardwalk passing under the Michigan Road Bridge.

Phase 2 construction began in 1997 and included the greenway trail from 52nd Street to College Avenue in Broad Ripple village. This section of trail is also constructed of crushed limestone. A renovated historic bridge has been converted for pedestrian use and has been placed alongside the Illinois Street bridge to facilitate safer crossings in this area.

The next phase of development occurred in the section of the greenway between College Avenue and the Monon Trail in the heart of Broad Ripple. Indy Parks and the Broad Ripple Village Association worked together to begin development of an urban pedestrian plaza near the location of the former parking deck over the Canal. Connection to the greenway trail across the canal is now provided by a new scenic pedestrian bridge, which spans the canal adjacent to the College Avenue bridge. Walkways on the north side of the canal have been built and now connect to the Monon trail. Walkways on the south side of the canal are planned along with terraced and landscaped canal banks and additional pedestrian crossings and bridge improvements. The removal of the parking deck over the canal in Broad Ripple has provided an opportunity to create a unique pedestrian environment and a crucial link between the north and south sides of the canal which is expected to create a more unified village experience. Additional parking spaces have been allocated in nearby locations to offset those formerly on the deck.

In June of 2010, the Indianapolis Museum of Art opened the *100 Acres: The Virginia B. Fairbanks Art and Nature Park* adjacent to the canal. The grounds now contain a series of self-guided tours and site specific art that is accessible to trail users from the trail. A new pedestrian bridge also connect to the Indianapolis Museum of Art.

The northern end of the Canal Towpath in Broad Ripple is currently part of an “Art-2-Art” initiative and is being developed as a promenade for art exhibits. As this plan develops, Indy Parks/DPW should engage designers and promoters to ensure that any new facilities along the Canal Towpath are designed to be consistent with the greenways master plan.



Miles Constructed

5.2

Total Miles Planned

7.7

Anticipated Cost to Complete

3.25 Million

3 parks

Alice Carter Place Park
IMA Art & Nature Park
Riverside Regional Park

5 neighborhoods

Near Northwest
Butler-Tarkington
Meridian-Kessler
Broad Ripple
Riverside

5 landmarks

Downtown
Indianapolis Museum of Art
Butler University
Broad Ripple

4 connections

Indianapolis Cultural Trail
Fall Creek Greenway
White River Greenway
Monon Trail



MASTER PLAN RECOMMENDATIONS

Site-Specific Recommendations

- 1 Improve the existing connection with the White River Greenway near 30th Street. Design a more intuitive connection that meets the design standards of the greenway and includes appropriate wayfinding signage.
- 2 Identify and construct connection to future transit stops/stations along the proposed Purple Line BRT station near the Indianapolis Museum of Art (exact location of station unknown at this time).

Corridor-Wide Recommendations

- Complete a scoping study for the segment of the canal from 30th Street to the I-65 interchange to determine feasibility of greenway development. Identify property issues and existing constraints associated with this segment.
- Install new signage and wayfinding system throughout the greenway.
- Identify additional access points and trailhead possibilities for the existing portion of the canal towpath.

central canal towpath overview:

- PROVIDES CONNECTION FROM BROAD RIPPLE TO DOWNTOWN ALONG THE HISTORIC INDIANAPOLIS WATER COMPANY CANAL

MILES: 7.7

DESTINATIONS:

- INDIANAPOLIS ART CENTER
- BUTLER UNIVERSITY
- INTERNATIONAL SCHOOL OF INDIANA
- CRISPUS ATTUCKS MEDICAL MAGNET SCHOOL
- INDIANAPOLIS MUSEUM OF ART
- DOWNTOWN

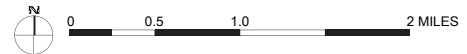
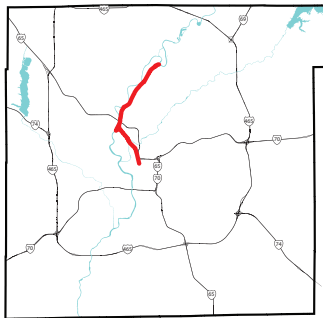
CONNECTIONS:

- MONON TRAIL
- WHITE RIVER GREENWAY
- FALL CREEK GREENWAY
- WHITE RIVER CONNECTOR
- INDIANAPOLIS CULTURAL TRAIL

legend

- PARKING AREAS
- RESTROOMS
- GREENWAY ACCESS POINTS
- CONTINUOUS GREENWAY ACCESS
- BUILT CENTRAL CANAL TOWPATH
- PROPOSED OTHER GREENWAYS
- BUILT INDIANAPOLIS CULTURAL TRAIL
- EXISTING SHARED-USE PATHS
- PLANNED SHARED-USE PATHS
- EXISTING BIKELANES
- PLANNED BIKELANES
- LANDMARKS
- PARKS
- OTHER INCORPORATED AREAS

key map



central canal towpath







SEGMENT PROFILE

eagle creek greenway



The 21-mile Eagle Creek corridor is located in the northwest portion of Marion County. The creek enters Marion County from Boone County and flows into the White River just south of downtown Indianapolis. Included in the Eagle Creek Greenway are the portions of the creek above and below Eagle Creek Park, as well as a designated route through the park.

The difference between the land use and development patterns found in the two portions of the corridor is striking. The northern segment above Eagle Creek Park is essentially rural in character. Land uses found in the area are low density residential, agriculture, and open space. The southern portion is more densely developed, with large residential developments, commercial areas, and a heavily industrialized district near the confluence with the White River. Numerous parks and recreational facilities lie within the Eagle Creek corridor. In addition to the 4,500 acre Eagle Creek Park, the greenway offers linkage opportunities to other parks in Indianapolis and Speedway, including the Geisse Soccer Fields, Chuck Klein Softball Complex, Thatcher Park and Golf Course, Eagle Highlands Neighborhood Park, and Ridenour Park. Excellent access to the Eagle Creek corridor is afforded by the existing street network and levee system along the creek. The corridor is crossed by Interstate 65, Interstate 74, and Interstate 465. As with the B&O Rail corridor, portions of the Eagle Creek Greenway are within the Town of Speedway.

A comprehensive project development report for the entire Eagle Creek Greenway was completed in early 2000. The Eagle Creek Alignment report outlines the proposed trail routes and phases of construction as well as recommended design standards for the entire Eagle Creek Greenway. The goal established by this planning document is to connect the large recreational resource of Eagle Creek Park to neighborhoods and other parks and destinations along the way. About 70,000 people reside within one mile of the Eagle Creek Greenway. By creating proximity to and connectivity with open space

resources, this large population base on the west side will realize relief from urbanization, gain nearby access to recreation, achieve a connection to natural areas, and be provided with safe alternative transportation routes.

Phase 1 of this plan included development of the trail from 56th Street and Eagle Creek Park to 46th Street. This initial section was built along the east side of Reed Road from 56th St. to 46th Street.

In 2012, a scoping document was completed that re-examined the route and other issues in regards to the master plan route. Adjustments were made to some portions, particularly around the Eagle Creek Airport. In 2013, through the Rebuild Indy program, design was initiated on the entire length of Eagle Creek Greenway from 46th Street to Raymond Street on the south side of downtown. This length, over 13 miles total, will provide a connection between Eagle Creek Park and the White River Greenway. Construction is anticipated to begin in 2014.

In addition to the southern section, this master plan also adjusts the route on the north side of Eagle Creek Park. Prior to the 2012 plan, the Eagle Creek Greenway exited the north side of the park, turned to the east and followed 71st Street to I-465. With the recommendation of this plan, this east-west portion along 71st Street will now become part of the new Northtown Trail that follows 71st and 75th Streets across the northern part of the city. The Eagle Creek Greenway route is now designated to follow Eagle Creek north out of the park and into Boone County to connect up with the Zionsville Rail-trail, part of the regional Farm Heritage Trail route that extends north to Lafayette.

Bikes and walkers can now use Eagle Creek Parkway inside Eagle Creek Park to get from 56th Street to 71st Street on the north end of the park. There are a number of natural hiking trails for walkers in the park that would make this connection as well. A designated and signed route through the park is needed in order to ensure continuity of the greenway.



Miles Constructed

5.4

Total Miles Planned

21.2

Anticipated Cost to Complete

19.75 Million

3 parks

Eagle Creek Regional Park
Eagle Highlands Neighborhood Park
Thatcher Park and Golf Course

9 neighborhoods

Trader's Point
Eagle Creek
North High School
Key Meadows
Speedway
Near Westside
Garden City
Maywood
Garfield Park
West Indianapolis

5 connections

Farm Heritage Trail (Zionsville)
Northtown Trail
B & O Trail
Vandalia Trail
White River Greenway



MASTER PLAN RECOMMENDATIONS

Site-Specific Recommendations

- 1 Complete the construction on the southern portion of the Eagle Creek Greenway between 46th Street and Raymond Street (in progress).
- 2 Identify and clearly mark the greenway "route" through Eagle Creek Park. Update all greenway mapping to reflect the newly-designated route through the park. Install new wayfinding signs for the trail connections along 56th Street.
- 3 Re-brand and replace existing signs along 71st Street as part of the proposed Northtown Trail.
- 4 Prepare a scoping study and work with property owners along Eagle Creek north of Eagle Creek Park to determine specific alignment along the creek up to the county line.
- 5 Identify and construct connections to future transit stops/stations along the proposed Purple Line BRT route on 38th Street.
- 6 Identify and construct connections to future Blue Line BRT transit stops/station near Holt Road and Warman Street.

Corridor-Wide Recommendations

- Replace the existing signage along the built portion of the greenway with the new signage standards outlined in this master plan. Ensure that new signage, especially milemarkers and emergency location signs are included in all new construction south of the park.

eagle creek greenway overview:

- LINKS NORTHWEST INDIANAPOLIS AND ZIONSVILLE TO EAGLE CREEK PARK, SPEEDWAY AND DOWNTOWN VIA LITTLE EAGLE CREEK

MILES: 21.2

DESTINATIONS:

- ZIONSVILLE
- EAGLE CREEK REGIONAL PARK
- CLERMONT
- SPEEDWAY

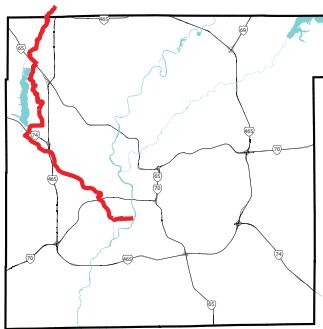
CONNECTIONS:

- FARM HERITAGE TRAIL (ZIONSVILLE)
- 86TH/82ND STREET COMMERCIAL CONNECTOR
- NORTHTOWN TRAIL
- B & O TRAIL
- P & E TRAIL (SPEEDWAY)
- WHITE RIVER GREENWAY

Legend

- PARKING AREAS
- RESTROOMS
- GREENWAY ACCESS POINTS
- CONTINUOUS GREENWAY ACCESS
- BUILT EAGLE CREEK GREENWAY
- PROPOSED EAGLE CREEK GREENWAY
- BUILT OTHER GREENWAYS
- PROPOSED OTHER GREENWAYS
- INDIANAPOLIS CULTURAL TRAIL
- EXISTING SHARED-USE PATHS
- PLANNED SHARED-USE PATHS
- EXISTING BIKELANES
- PLANNED BIKELANES
- LANDMARKS
- PARKS
- OTHER INCORPORATED AREAS

key map



eagle creek greenway





Winter on the Fall Creek Greenway (photo courtesy of Ken Pendleton).



SEGMENT PROFILE

fall creek greenway

Created by George Kessler, the historic Fall Creek Parkway, also known as the Fall Creek corridor, is located in the northeastern quadrant of Marion County. The corridor extends from Geist Reservoir dam to the White River north of downtown Indianapolis at 10th Street. The character of Fall Creek varies greatly between the areas west and east of Interstate 465. Land uses surrounding the corridor west of Interstate 465 are primarily residential with major commercial activities along main roadways; open space and residential uses predominate east of the expressway.

Fall Creek is well known in Indianapolis for its recreational and natural resources. The importance of this corridor was established early on with the development of Fall Creek Parkway, which parallels a majority of the corridor length. Pristine forested areas exist along the creek outside the Interstate 465 loop and have been identified as “unique resource areas” by Indy Parks. A variety of wildlife species inhabit the Fall Creek area and use the corridor as a nesting area and migration stopover. In addition, canoeists, hikers, bicyclists, wildlife observers, and anglers use the creek’s resources.

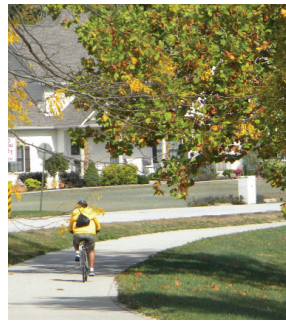
In May of 1999, the Fall Creek Corridor Comprehensive Project Report for the entire Fall Creek Greenway was completed. This detailed report identified suggested trail routes, design issues and trail construction phasing costs. The historical development of Fall Creek Parkway and Greenway and the role of the renowned landscape architect George Kessler are also highlighted. This report provides the framework by which Indy Parks has sought funding opportunities for development of the greenway.

The overall greenway begins downtown near the White River and follows Fall Creek nearly 22.6 miles to Geist Reservoir. In 2013, nearly 16 miles were complete with an additional 1.3 miles under construction. Different phases of trail development along Fall Creek has occurred over the years.



MASTER PLAN RECOMMENDATIONS

The first portion of the greenway constructed was between Allisonville Road and 56th Street. The trail was designed as an 8-foot wide paved trail that followed Fall Creek. As part of this section, several access points were constructed along Fall Creek Parkway to provide access to the greenway. Improvements are needed to repave and widen the trail surface to contemporary standards. Many portions are in need of repair, particularly the section between Emerson and 56th Street. Because of its location and the low number of users for this portion of the trail, this work may be lower in priority than completion of the greenway.



In 1998, after the completion of the master plan, development began on the phase that connects the end of the previous trail at Allisonville Road to the Monon Trail. This segment was awarded \$1.2 million in Transportation Enhancement (TE) Funds and construction began in 2002. As part of this work, trailheads were created at the connection to the Monon Trail, North Tacoma Street, and at the intersection of Fall Creek Parkway, Binford Blvd., and Allisonville Road (just east of Keystone Avenue).

In 1999 the city received Land and Water Conservation funding for design and construction of a loop trail around the pond at the commercial development near 79th Street and Fall Creek Road. This section of the trail was constructed of compacted aggregate for hiking and nature viewing. A small parking area was developed along Fall Creek Road.

Additional phases of the greenway were also completed using Transportation Enhancement (TE) Funds. These phases included the area beginning at the existing trailhead at Fall Creek Parkway and continuing north to a connection with Fort Harrison State Park for a total length of 5.91 miles. Major features of this section include a new trail north of 56th Street with underpasses at I-465 and Shadeland Avenue. The segment from Skiles Test to Fort Benjamin Harrison State Park was completed in 2013.

Also in 2013, construction began on the section of Fall Creek Greenway from the Monon Trail southwest to Central Avenue. This project includes the construction of the trail in addition to two new trailheads along Fall Creek Parkway. This segment will be complete in 2014.

An additional completed section of the Greenway is the Fall Creek at Geist Dam segment. This portion of the greenway is a stone walking path connecting a small parking area along Fall Creek Road to the Geist Dam and into the natural wooded areas below the dam north of 79th Street. This section currently can only be used for walking and is not connected to any other segments of the Fall Creek Greenway. Internal planning has determined some very preliminary routes to connect this trail under 79th Street to the Fall Creek Loop Trail. This section of the trail is important because it provides a connection to the Geist

Miles Constructed

15.7

Total Miles Planned

22.6

Anticipated Cost to Complete

12 Million

9 parks

- Ft. Benjamin Harrison State Park
- Lee Road Park
- Skiles Test Nature Park
- Woollens Gardens
- Fall Creek & 30th Park
- Barton Park
- Watkins Park
- Riverside Park
- Fall Creek and 16th Park

12 neighborhoods

- Geist
- I-69 - Fall Creek
- Lawrence
- Devonshire
- Brendonwood
- Millersville
- Devon
- Meadows
- Mapleton-Fall Creek
- Martindale - Brightwood
- Near Northside
- Near Northwest

4 landmarks

- Geist Reservoir
- Fort Benjamin Harrison State Park
- Indiana State Fairgrounds
- Taggart Memorial

5 connections

- Grassy Creek Greenway
- Northtown Trail
- Monon Trail
- Central Canal Towpath
- White River Greenway

Site-Specific Recommendations

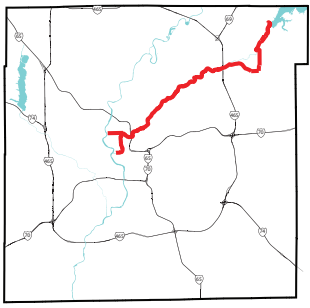
- 1 Complete scoping study, construction documents and implementation for the section between Meridian Street and the 10th Street. Work with the Citizen's Energy Group to study the potential for making the canal aqueduct accessible to trail users as an educational resource area.
- 2 Complete a scoping study, construction documents and implementation for the connection between Fort Harrison State Park and the Fall Creek Loop Trail.
- 3 Complete scoping study, construction documents and implementation for the connection between the Fall Creek Loop Trail and the Geist Dam portion of the Fall Creek Trail, including the underpass under 79th Street.
- 4 Work with IDNR officials to clearly define the greenway route through Fort Harrison State Park and clearly mark the route and distances with new signage. Coordinate with State Park about user fees for passing through the park.
- 5 Redesign and reconstruct segment from Allisonville Road to 56th Street. Provide upgraded trailhead facility between Emerson Avenue and 56th Street.
- 6 Reroute trail crossing of Fall Creek at 38th Street to the 39th Street bridge. Construct new trail segment from 39th Street south to meet up with existing trail.
- 7 Identify and construct connections to future Purple Line/Green Line transfer station at 38th Street and the Indiana State Fairgrounds (exact location of station unknown at this time).
- 8 Identify and construct connections to multiple future Red Line transit stations on the Near Northside.
- 9 Construct Burdsal Parkway connection between the Central Canal and White River.

Corridor-Wide Recommendations

- Replace the existing signage along the entire length of the route with the new signage package identified in this master plan.
- Coordinate with Indy Parks / DPW Land Stewardship section on strategies for native plantings and natural areas along Fall Creek Greenway.
- Complete a study on how the overall greenway should be designed from Fort Harrison State Park to Geist Reservoir. Consideration should be given to establishing a consistent trail surface and experience through these three different areas.



key map



legend

- PARKING AREAS
- RESTROOMS
- GREENWAY ACCESS POINTS
- CONTINUOUS GREENWAY ACCESS
- BUILT FALL CREEK GREENWAY
- PROPOSED FALL CREEK GREENWAY
- BUILT OTHER GREENWAYS
- PROPOSED OTHER GREENWAYS
- INDIANAPOLIS CULTURAL TRAIL
- EXISTING SHARED-USE PATHS
- PLANNED SHARED-USE PATHS
- EXISTING BIKELANES
- PLANNED BIKELANES
- LANDMARKS
- PARKS
- OTHER INCORPORATED AREAS

fall creek greenway overview:

- PROVIDES CONNECTION FROM GEIST RESERVOIR ALONG FALL CREEK SOUTHEAST THROUGH DOWNTOWN BEFORE TERMINATING AT THE WHITE RIVER
- MILES:** 22.6
- DESTINATIONS:**
 - GEIST RESERVOIR
 - FORT BENJAMIN HARRISON STATE PARK
 - CATHEDRAL HIGH SCHOOL
 - IVY TECH COMMUNITY COLLEGE
 - INDIANA STATE FAIRGROUNDS
 - DOWNTOWN
 - IUPUI
- CONNECTIONS:**
 - GRASSY CREEK GREENWAY
 - NORTHTOWN TRAIL
 - MONON TRAIL
 - CENTRAL CANAL TOWPATH
 - WHITE RIVER GREENWAY



fall creek greenway



Bridge underpasses along Fall Creek at 46th Street.



Existing Access Point along Fall Creek Greenway.



Fall on the greenway.



perimeter trail, a fitness route around Geist Dam that begins near the parking area.

There are several future phases still not implemented from the original plan. On the north end, the route between Fort Harrison State Park and the Fall Creek Loop Trail still needs to be designed and constructed. Through discussions with state officials, it has been determined that the route will exit the state park through the main entry gate and then follow 59th Street north and east to Lee Road. There are currently pedestrian facilities along much of this portion. The route will follow Lee Road north to where it becomes 71st Street where it can connect into the Fall Creek Loop Trail.

Additional future phases also include the route between Meridian Street and the south terminus at the Beurt SerVaas Bridge (a cable-stay pedestrian bridge over Fall Creek near 10th Street). This section includes linkages to downtown Indianapolis, White River State Park, the White River Greenway and the Canal Walk. Preliminary plans for the trail include an underpass at Stadium Drive and street crossings at 16th Street, Dr. Martin Luther King Jr. Avenue, Senate Avenue, Capitol Avenue, Illinois Street, Meridian Street, Pennsylvania Street, Talbot Street, Delaware Street, Washington Boulevard and Central Avenue. Street crossings are proposed at existing stop light locations where pedestrian-activated signals can be incorporated. Several trailheads are also planned.

Although one of the oldest greenways in the system, this section also exhibits some of the newest construction standards, and as such is the model used for many of the design guidelines being recommended by this master plan for the entire system.

When completed, the Fall Creek Greenway will be the system's longest contiguous trail routes.

Monon Trail through Broad Ripple.



SEGMENT PROFILE

monon trail

The Monon Trail is the best known of all of the trails in the Indy Greenways system. Its 10.3 mile length stretches from the Cultural Trail downtown at 10th Street and extends north to Hamilton County at 96th Street, passing through several neighborhoods, communities, commercial districts, and park facilities. It provides a regional connection extending north through Carmel and Westfield with ultimate plans to extend all the way to Sheridan, Indiana. Its length has made it Indy Greenways' most highly used trails and a major alternative commuter route.

In 1994 Indy Parks initiated a comprehensive planning and scoping effort to study conditions of the rail corridor and develop specific recommendations for future development. The planning involved neighborhood and interest group representatives who were active in the original master planning and also conducted several public meetings. The result of this work was instrumental in securing the initial federal funding for the trail. The comprehensive development plan also helped to establish many standards that would eventually be applied to other greenways in the system.

The Monon corridor has a long and dynamic past. Beginning in the 1880's the railway was used for passenger transport, which by the end of the century extended from Chicago through Indianapolis, south to Louisville (known then as the C. I. & L). At some point in the 1900's it became known by its nickname, "Monon." This nickname eventually became its official corporate title, even after passenger service was terminated and the line ran only freights of hogs, corn and coal. The rail line was ultimately abandoned and the tracks and ties were removed, leaving it ideal for rail-trail development.

Implementation of the Monon Rail Trail Plan began in 1995 with the construction of the trail between 86th Street and Westfield Boulevard, a length of 2.96 miles. This section of the trail is perhaps the most scenic since the trail crosses the White River, the White River overflow and the Central Canal.



Major features of this section include the bridge structures painted in the original Monon red. Much of the original structures of the railroad bridges were restored and new decks and railings were installed. The overlooks on the White River Bridge are very popular viewing areas. Major linkages within this section include the commercial areas along 86th Street and Broad Ripple, the Indiana School for the Blind, the Indianapolis Art Center, the Jordan YMCA, the White River and the Central Canal Towpath.



Construction of Phases 2 and 3 of the Monon Trail began in the spring of 1997 and included 3.55 miles of trail from Westfield Boulevard down to and including the bridge over Fall Creek Parkway. Major features of this section include the new bridge over Kessler Boulevard, and renovated bridges over Fairfield Avenue and Fall Creek Boulevard. Important connections in this section include the commercial areas of Broad Ripple, the Indiana School for the Deaf, the Indiana State Fairgrounds, Boulevard Station (a restored, historic train station) and the Fall Creek Greenway.

In 1997, the one mile trail section between 86th Street and 96th Street, was constructed. In order to provide a safe crossing of 86th Street, a new pedestrian activated traffic signal was installed just east of the trail. Railings were provided along 86th Street to direct trail users to this crossing. Parking next to the trail at 91st Street was constructed to alleviate parking problems in the 86th Street commercial properties.

The final phases of the Monon Trail (Phases 4 and 5) were approved for TE-21 funds during summer 2000 and were constructed in 2002-2004. These sections extended the trail from Fall Creek Parkway to 10th Street. Major features of this section of trail include a rehabilitated railroad bridge over Fall Creek and connections to the Fall Creek Greenway, Douglass Park, J.T.V. Hill Park, and O'Bannon Soccer Complex.

The Monon Trail has been widely recognized by several organizations. In 1999, it was given the Millennial Trail Designation by the Federal Trails Program. In 2000, it was recognized as a Millenium State Legacy Trail, and in 2002 it was designated as a National Recreation Trail.

Miles Constructed

10.3

Total Miles Planned

10.3

4 parks

- O'Bannon Soccer Fields
- Canterbury Park
- Marott Park
- Martin Luther King Memorial Park

9 neighborhoods

- Downtown
- Near Eastside
- Near Northside
- Martindale-Brightwood
- Mapletown-Fall Creek
- SOBRO
- Broad Ripple
- North Central
- NORA

6 landmarks

- Downtown
- Indiana State Fairgrounds
- Martin Luther King Memorial
- Broad Ripple Village
- NORA Commercial Center
- Mass Avenue Cultural District

7 connections

- Monon Trail (Carmel)
- Central Canal Towpath
- Fall Creek Greenway
- Monon-PoguesConnector
- Northtown Trail
- 86th-82nd St. Commercial Connector
- Indianapolis Cultural Trail

Site-Specific Recommendations

- 1 Add restrooms to trailhead at 71st Street.
- 2 Establish Riverwalk connection to Broad Ripple Park.
- 3 Establish new trailhead at Boulevard Station.
- 4 Construct connections to future transit stops/stations including the connection to the proposed Red Line BRT station at the county line (exact location of station unknown at this time), the potential connection to Red Line BRT station at Broad Ripple (exact location of station unknown at this time), and the potential connection to Red Line/Purple Line/Green Line BRT transfer station at 38th street and the state fairgrounds (exact location of station unknown at this time). Additional BRT station connections may be feasible for other portions of both the planned Red and Orange lines.
- 5 Complete trailhead/access improvements along Cornell Street in Broad Ripple.

Corridor-Wide Recommendations

- Study the impacts and solutions for widening the trail north of 46th Street
- Work to develop connections from the trail to neighborhood centers. Connections may include sidewalks, bike lanes, or other pedestrian facilities. Construct sidewalks along neighborhood streets that intersect the trail.
- Implement unified wayfinding system, including the replacement of the various milemarkers with the new emergency location system--mapping for this system needs to identify the trail connection between the Monon and Town Run Park via Carmel trails along E. 106th Street and Hazel Dell Parkway.
- Access Improvements- identify potential trailheads and parking areas along entire length of route.
- Remove outdated call boxes south of 38th Street.

monon trail overview:

- PROVIDES CONNECTION FROM HAMILTON COUNTY AND NORTHERN INDIANAPOLIS DIRECTLY TO DOWNTOWN

MILES: 10.3

DESTINATIONS:

- NORA COMMERCIAL CENTER
- BROAD RIPPLE VILLAGE
- BROAD RIPPLE HIGH SCHOOL
- INDIANA SCHOOL FOR THE DEAF
- INDIANA STATE FAIRGROUNDS
- DOWNTOWN

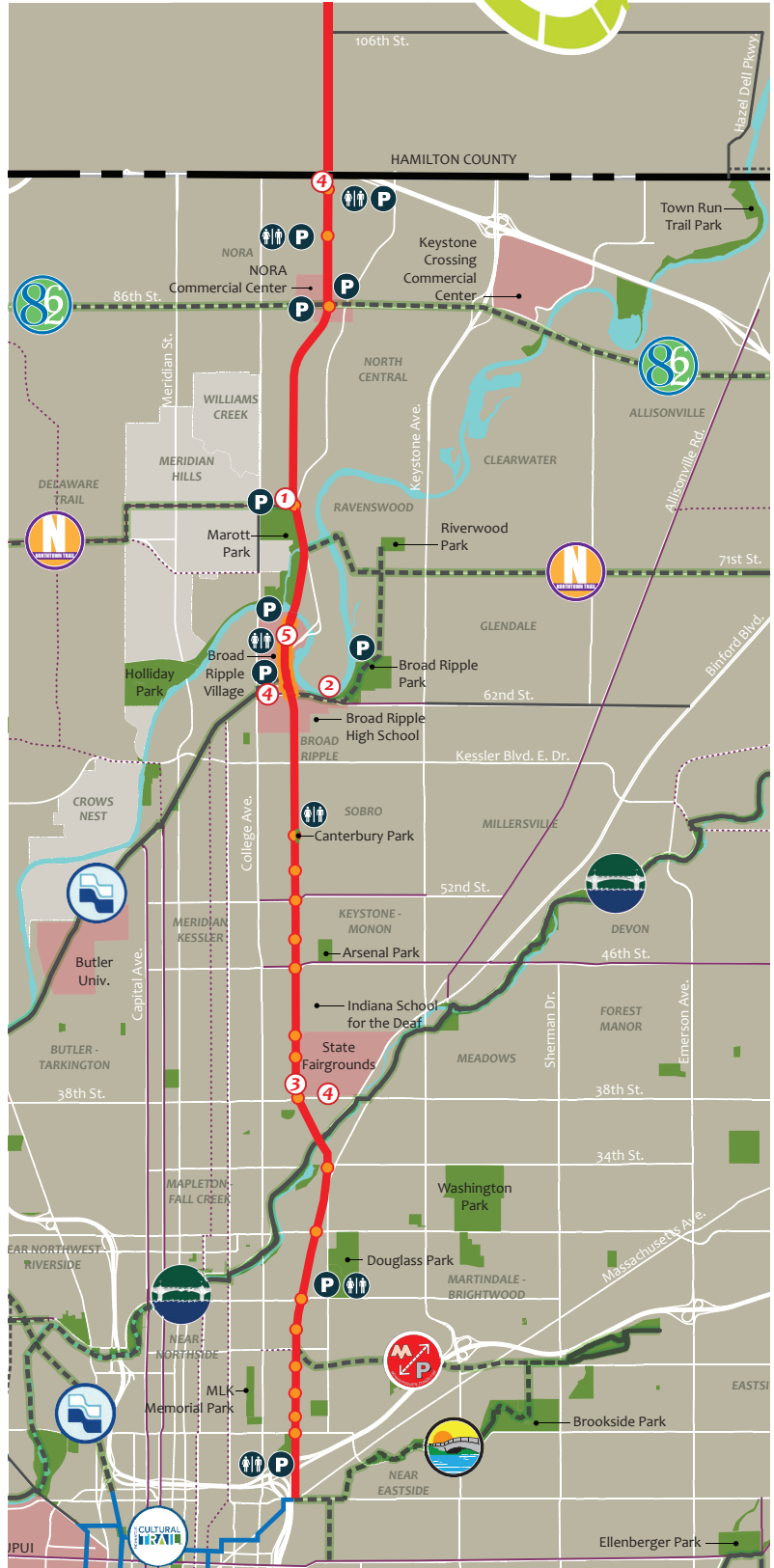
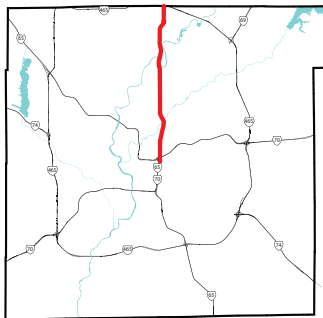
CONNECTIONS:

- 86TH-82ND STREET COMMERCIAL CONNECTOR
- NORTHTOWN TRAIL
- CENTRAL CANAL TOWPATH
- FALL CREEK GREENWAY
- MONON-POGUES CONNECTOR
- POGUES RUN GREENWAY
- INDIANAPOLIS CULTURAL TRAIL

legend

- PARKING AREAS
- RESTROOMS
- GREENWAY ACCESS POINTS
- CONTINUOUS GREENWAY ACCESS
- BUILT MONON TRAIL
- PROPOSED MONON TRAIL
- BUILT OTHER GREENWAYS
- PROPOSED OTHER GREENWAYS
- INDIANAPOLIS CULTURAL TRAIL
- EXISTING SHARED-USE PATHS
- PLANNED SHARED-USE PATHS
- EXISTING BIKELANES
- PLANNED BIKELANES
- LANDMARKS
- PARKS
- OTHER INCORPORATED AREAS

key map



monon trail







SEGMENT PROFILE

penny trail

The Penny Trail corridor utilizes the old Penn Central Railroad corridor between Pleasant Run Parkway and the Town of Cumberland to the east, a distance of approximately 7 miles. It is the second rail-trail project to be initiated in the Indy Greenways system and is one of four former rail corridors planned for the system. The Penny Trail is part of the former Indiana Central Railroad corridor which spanned 78 miles from Indianapolis to Richmond and was completed in 1853. It was over this railroad on April 30, 1865 that the slain body of President Abraham Lincoln was returned to Springfield, Illinois. After numerous acquisitions and name changes, the Pennsylvania Railroad began operating the line in 1921, which was later abandoned and its track pulled up in 1980.

The Penny Trail will establish a significant east-west connection on Marion County's east side and will provide connections to Irvington, the Town of Cumberland, Hancock County, and other east-side neighborhoods. It will further serve as an essential eastern route as part of the proposed Marion County Bicycle and Pedestrian System.

The proposed 7.2-mile trail route runs just south of Washington Street, between Ritter Avenue and German Church Road. It will ultimately connect Irvington to the Town of Cumberland and extend to Greenfield and beyond. Other possible connections and areas of interest include Pleasant Run Greenway, Ellenberger Park, the proposed Lick Creek Greenway, the proposed Grassy Creek Greenway, the proposed Buck Creek Greenway, the Eastgate commercial area and Washington Square Mall. In addition, the Town of Greenfield has three miles of trails on the same railway and would like to connect with Cumberland.

There are currently two sections that have been constructed. The first section begins at Arlington Avenue and extends eastward for 1.25 miles to Shortridge Road. A second section has been constructed on

the far east side at the county line. This section begins at South German Church Road and extends to the east to South County Line Road (S 800 W) and is 1.2 miles long. At South County Line Road, it connects to the 1.75-mile-long section of the Pennsy built in Cumberland and Hancock County providing a nearly three-mile continuous section of greenway.

Two major sections of the Pennsy are undeveloped and the city is currently working with property owners to acquire the former rail right-of-way through the federal land acquisition process. On the west end of the route, the trail is planned to continue 0.5 miles to Ritter Avenue where the shared-use path portion of the route will end. New bicycle and pedestrian improvements will be made along Ritter to the north for 0.5 miles to connect with the Pleasant Run Greenway at Ellenberger Park. The total length of this segment is 1 mile.

The second major segment is between the two existing sections beginning at Shortridge Road and extending east to South German Church Road. This gap is approximately 3.7 miles long and will include crossing under Interstate 465. As part of the re-development of I-465 over the Penn Central Corridor, the State of Indiana Department of Transportation developed a tunnel under the interstate to allow trail users to safely use the corridor. Within this section, the Pennsy corridor will connect with two future greenways: Lick Creek and Grassy Creek. A connection to the proposed Buck Creek Greenway is also possible just to the east of the Marion-Hancock County line.

Land acquisition is expected to be complete in 2014 with design on the rest of the corridor beginning that same year.



Miles Constructed

3.0

Total Miles Planned

7.2

Anticipated Cost to Complete

5.25 Million

1 park

Ellenberger Park

4 neighborhoods

Irvington
Irvington Terrace
Southeast Warren
Cumberland

2 landmarks

Irvington Commercial District
Washington Square Mall

6 connections

Pleasant Run Greenway
Lick Creek Greenway
World Sports Park Connector
Grassy Creek Greenway
Buck Creek Greenway
Pennsy Trail (Hancock County)



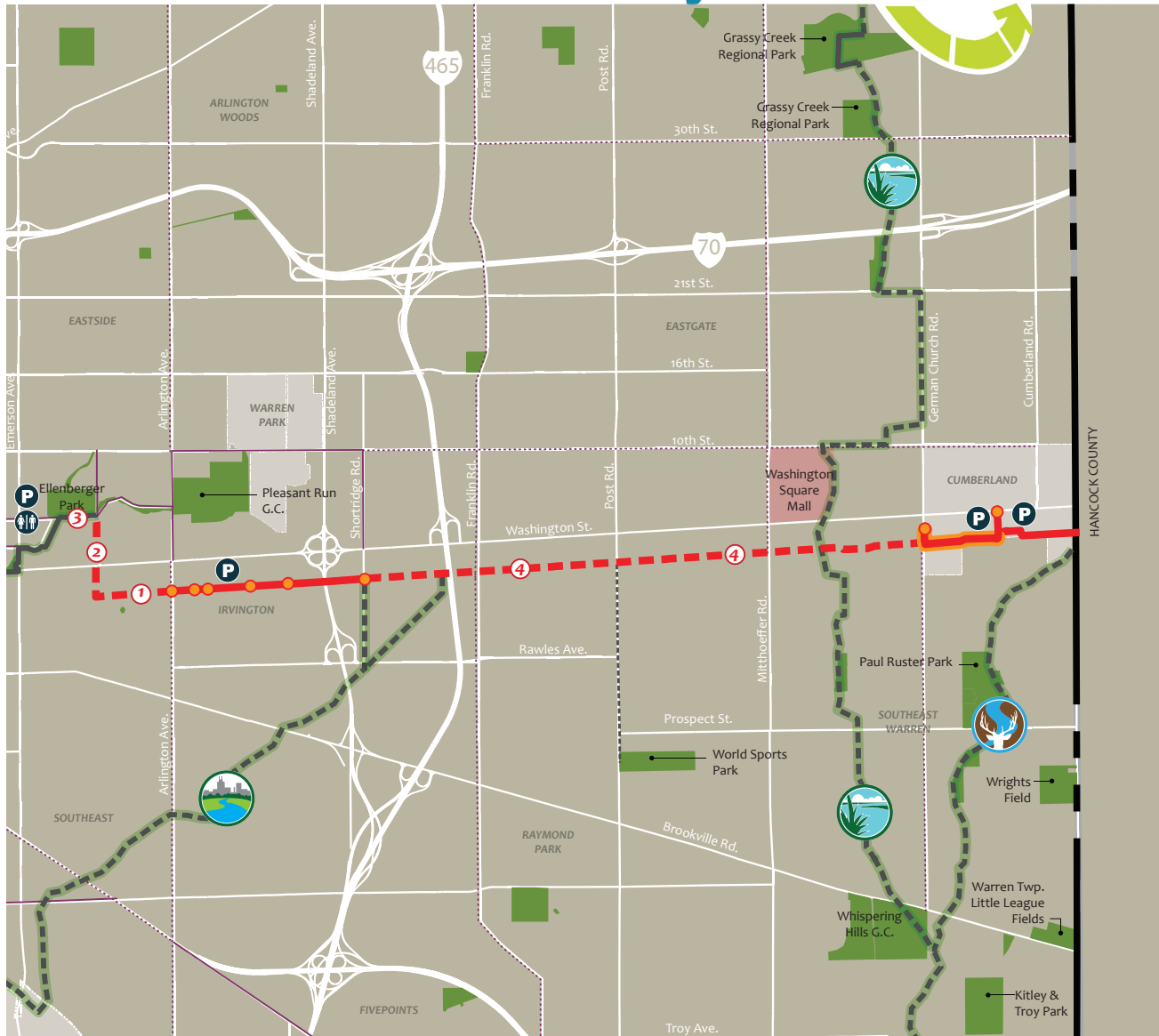
MASTER PLAN RECOMMENDATIONS

Site-Specific Recommendations

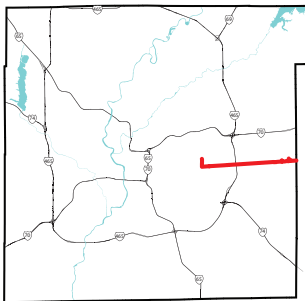
- 1 Complete the planning and design for the trail segment between Arlington Avenue and Ritter Avenue.
- 2 Implement pedestrian and bicycle improvements along Ritter Avenue to connect the Pennsy Trail to Ellenberger Park and the Pleasant Run Greenway.
- 3 Develop shared-use path on the southern side of Ellenberger Park to connect the Ritter Avenue improvements to the existing Pleasant Run Greenway.
- 4 Complete the planning and design for the trail segment between South Shortridge Road and South German Church Road.

Corridor-wide Recommendations

- Complete property acquisition for the remaining corridor.
- Establish connections between the Pennsy and other proposed greenways along the route.
- Replace the existing signage along the built portion of the greenway with the new signage standards outlined in this master plan. Ensure that new signage, especially milemarkers and emergency location signs are included in all new construction along the route.
- Construct connections between the trail and the neighborhoods and neighborhood centers (Irvington Terrace neighborhood for instance) along the route. Provide connections and wayfinding signage for commercial centers along the route.
- Construct connections to future planned transit stations/stops including potential connections to Blue Line BRT stations along entire corridor (exact locations of stations unknown at this time).



key map



legend

- PARKING AREAS
- RESTROOMS
- GREENWAY ACCESS POINTS
- CONTINUOUS GREENWAY ACCESS
- BUILT PENNSY TRAIL
- PROPOSED PENNSY TRAIL
- BUILT OTHER GREENWAYS
- PROPOSED OTHER GREENWAYS
- EXISTING SHARED-USE PATHS
- PLANNED SHARED-USE PATHS
- EXISTING BIKELANES
- PLANNED BIKELANES
- LANDMARKS
- PARKS
- OTHER INCORPORATED AREAS

penny trail overview:

• PROVIDES A CONNECTION FROM IRVINGTON TO CUMBERLAND ALONG THE HISTORIC PENN CENTRAL RAILROAD CORRIDOR

MILES: 7.2

DESTINATIONS:

- CUMBERLAND
- WASHINGTON SQUARE MALL
- IRVINGTON COMMERCIAL DISTRICT

CONNECTIONS:

- GRASSY CREEK GREENWAY
- BUCK CREEK GREENWAY
- WORLD SPORTS PARK CONNECTOR
- LICK CREEK GREENWAY
- PLEASANT RUN GREENWAY



penny trail

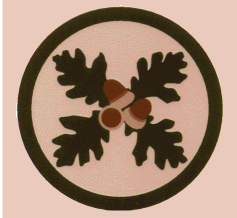


TAYLOR SIEFKER WILLIAMS design group





Pleasant Run Greenway in Garfield Park.



SEGMENT PROFILE

pleasant run greenway

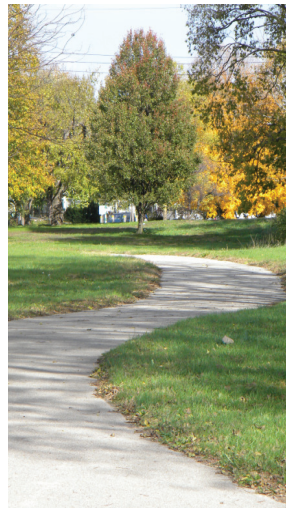
The Pleasant Run corridor is one of the original creek corridors to be developed into a parkway based on the Park and Boulevard Plan of George Kessler. Pleasant Run Parkway flanks both sides of the creek for most of its length. Older, well-established residential neighborhoods can be found on either side of the parkway. Commercial uses exist only where major streets intersect the parkway. Light to medium industrial uses are found at the headwaters near the I-465 and I-70E interchange, south of the Christian Park area and where Pleasant Run flows into the White River. One of the assets of the Pleasant Run corridor is its abundance of community facilities with easy access to the greenway. Nearby schools, parks, and open fields provide the public with exceptional access to recreational facilities. A majority of the corridor is owned by the city and is characterized by open space and parkland. During the 1994 Greenway Plan vision sessions, much of the public discussion centered on bringing back the historic character of the corridor and enhancing it by adding trails to connect major points such as Garfield Park, Christian Park, Ellenberger Park, and local schools.

Since the 1994 Greenways Plan, the portion of the Pleasant Run Greenway from Garfield Park to Ellenberger Park has been completed. From Garfield Park, the trail moves north along the east banks of Pleasant Run under Raymond Street, under the Conrail railroad tracks with a major street crossing at Shelby Street before continuing under Interstate 65. A cycletrack connects Pleasant Run Greenway to Fountain Square and the Cultural Trail along Shelby Street. From there it continues on the east bank until it crosses over to the west- side of the creek and connects with Orange Park. Several street crossings are necessary as the trail moves northeast to Prospect Street where it becomes necessary to travel on sidewalks to Keystone Avenue due to right-of-way restrictions. Another Conrail crossing is necessary before continuing along Pleasant Run Parkway adjacent to the Citizens Gas and Coke plant. The trail then runs along the edge of English Avenue to Pleasant Run where it can again meander along the creek banks. A trailhead is located at Christian Park as well as a pedestrian bridge crossing the

creek providing access to the park facilities there. Right-of-way restrictions and trail narrowing are also encountered at the railroad and near the historic Howe High School. Major street crossings at Washington Street and Emerson Avenue are required before again emerging into the greenway corridor of Pleasant Run and continuing on to the trailhead in Ellenberger Park where the trail currently ends. A natural trail within the park is accessible at this point but creates a break in the continuous paved connection to the restroom and parking facilities in the park. Challenges faced in project development included the location of a pedestrian bridge between Emerson Avenue and Michigan Street, the many street crossings necessary due to site considerations and the difficult railroad crossings. Over time, alternative solutions to some of the more difficult crossings should be identified and implemented.

Future trail development includes the southern section from Garfield Park to a connection with the White River Greenway. This is an important link in the entire Greenway system as it will connect the north, west and east-sides of Indianapolis with a continuous trail system and provide these areas a link to downtown Indianapolis and the various amenities located there. This section of greenway will follow Pleasant Run to a new pedestrian crossing of the White River to merge with the White River Greenway.

On the northern end, new bicycle and pedestrian improvements are being planned along Ritter to provide a connection between Pleasant Run and the Pennsy Trail. To accommodate the connection, the existing stone path in Ellenberger Park that parallels Michigan Street is planned to be upgraded and connect the end of the existing Pleasant Run Greenway to Ritter.



Miles Constructed

6.3

Total Miles Planned

8.4

Anticipated Cost to Complete

4.25 Million

5 parks

Garfield Park
Christian Park
Brown's Corner
Ellenberger Park
Orange Park

4 neighborhoods

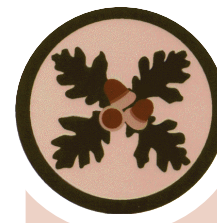
Garfield Park
Near Southeast
Irvington
Fountain Square

1 landmark

Garfield Park Conservatory &
Sunken Gardens

4 connections

Pennsy Trail
Indianapolis Cultural Trail
Interurban Trail
White River Greenway



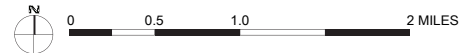
MASTER PLAN RECOMMENDATIONS

Site-Specific Recommendations

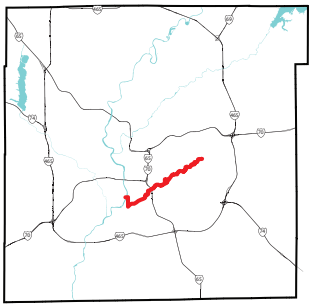
- 1 Upgrade existing stone path to new asphalt shared-use path on the north side of East Michigan Street (southern edge of Ellenberger Park) that will connect the Pleasant Run Greenway to Ritter Avenue, identified as the future connection to the Pennsy Trail.
- 2 Determine, design and construct paved trail route between the existing terminus of the trail at Michigan Street and the designated parking and restroom facilities within Ellenberger Park.
- 3 Prepare a scoping study for the greenway section between Garfield Park and the White River Greenway including options for a new pedestrian crossing over the White River.
- 4 Design and construct new improvements at the Emerson Avenue-Washington Street intersection.
- 5 Design and construct new trailhead at the Pleasant Run Parkway-Washington Street intersection to the west of Pleasant Run.
- 6 Continue to work to mitigate Coke Plant site and establish route for trail through the site.
- 7 Identify and construct connections to future transit stations/stops including potential connection to Blue Line/Orange Line BRT transfer station at Keystone/Rural and Washington Street (exact location of station unknown at this time) and potential connections to Red Line BRT station near Garfield Park (exact location of station unknown at this time)

Corridor-Wide Recommendations

- Replace the existing signage along the greenway with the new signage standards outlined in this master plan. Ensure that new signage, especially milemarkers, emergency location signs, and enhanced signage around the Coke Plant are included in all new construction on the greenway.
- Identify access improvements throughout the length of the greenway. Identify potential parking and trailhead connections to the greenway. Identify and improve connections to local parks along the greenway.



key map

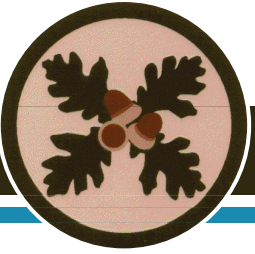


legend

- PARKING AREAS
- RESTROOMS
- GREENWAY ACCESS POINTS
- CONTINUOUS GREENWAY ACCESS
- PROPOSED PLEASANT RUN GREENWAY
- BUILT OTHER GREENWAYS
- PROPOSED OTHER GREENWAYS
- INDIANAPOLIS CULTURAL TRAIL
- EXISTING SHARED-USE PATHS
- PLANNED SHARED-USE PATHS
- EXISTING BIKELANES
- PLANNED BIKELANES
- LANDMARKS
- PARKS
- OTHER INCORPORATED AREAS

pleasant run greenway overview:

- PROVIDES CONNECTION FROM ELLENBERGER PARK TO GARFIELD PARK AND THE WHITE RIVER FOLLOWING PLEASANT RUN
- MILES:** 8.4
- DESTINATIONS:**
 - IRVINGTON
 - T.C. HOWE HIGH SCHOOL
 - GARFIELD PARK
- CONNECTIONS:**
 - PENNSY TRAIL
 - INDIANAPOLIS CULTURAL TRAIL (VIA SHELBY STREET CYCLE TRACK)
 - INTERURBAN TRAIL
 - WHITE RIVER GREENWAY



pleasant run greenway







SEGMENT PROFILE

pogues run greenway



Pogues Run Greenway is a 5.3 mile greenway corridor on the near northeast side of Indianapolis. It begins at the Pogues Run Art and Nature Park near the Interstate 70-Emerson Avenue interchange and extends southwest towards downtown to 10th Street and Arsenal Tech High School. At 10th Street, the route connects to the Monon Trail and the Indianapolis Cultural Trail for connections north and downtown.

Pogues Run was one of the earliest streams settled in Indianapolis. George Pogue, a pioneer blacksmith, settled on a hill overlooking the stream in 1819. The stream begins near Arlington Avenue and 34th Street and runs eleven miles to its confluence with the White River. Along the way, Pogues Run passes near some of the older neighborhoods of Indianapolis' east-side, including historic Woodruff Place and Cottage Home. Although the corridor passes through largely residential areas, it also borders industrial and commercial areas, particularly along Massachusetts Avenue in its northern half. As with Pleasant Run, Fall Creek, and White River, the Pogues Run greenway was identified in the Kessler Plan for development as a parkway. As a result of the Kessler Plan recommendations, the Pogues Run corridor boasts two excellent recreation areas at Brookside Park and Spades Park. Another important community asset, Arsenal Technical High School, is also located adjacent to this corridor.

The lower portions of Pogues Run are buried today and flow through concrete aqueducts beneath downtown Indianapolis. However, Pogues Run's upper section provides the opportunity for establishing a greenway that connects Near-Eastside neighborhoods with recreational opportunities along the stream corridor.

Throughout its history, several changes have occurred along the stream to mitigate problems. During the establishment of the city, the swampy areas created problems with mosquitoes. Its course interrupted the grid pattern of the city. Flooding became a bigger issue as neighborhoods were developed and

eventually the length through downtown was buried. Pogues Run also has had issues with combined sewer overflows. Today, the city is taking significant measures to reconnect to Pogues Run and turn the upper reach into an asset.

A flood control project in Brookside Park along Brookside Parkway North Drive resulted in the construction of an additional section of the greenway, a 0.3 mile paved trail with parking for a potential trailhead and a shelter. Indy Parks developed walking and jogging trails within Brookside Park and Spades Park in 1994. These trails are constructed of crushed stone and link recreational facilities within these parks and also create a connection between parks

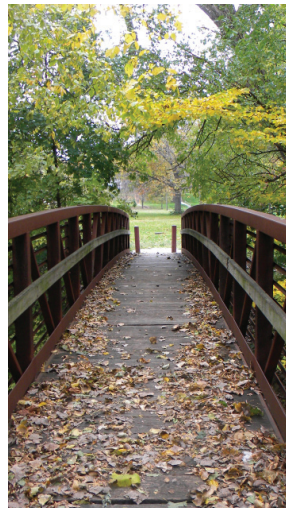
In 2003, the Department of Public Works completed a second flood control and wetland mitigation project on the Pogues Run Basin at Interstate 70 and Emerson Avenue. The flood basin includes a 1.5-mile loop trail, a new parking lot, wetland and prairie vegetation, and many open, grassy areas. Through a partnership with the Herron School of Art and Design, the Caleb Mills Organization and others, several art pieces were installed and the entire basin was turned into the Pogues Run Art and Nature Park.

Pogues Run Art and Nature Park is the northern terminus of Pogues Run Greenway. Access to the northern terminus trailhead is located at the end of North DeQuincy Street south of Interstate 70. The park currently provides soft-surface trails and the entire area is separated from the adjacent neighborhoods by an active, elevated rail line.

Other than these two flood control project areas, no other sections of the Pogues Run Greenway are currently in place.

Several modifications to the previously planned route were made during this master plan update. The previous plans included a section north of Interstate 70. That extension has been removed. The route now begins at the Art and Nature Park and exits the park at its southwest end near Sherman Drive and East 21st Street. The proposed route follows East 21st Street to North Olney Street and then turns south and follows the street to the northern entrance to Brookside Park.

Once inside Brookside Park, the route follows the park drive across the northern side of the park to connect with the constructed portion of the trail along Brookside Parkway North Drive. The trail route exits Brookside Park at the park's southwest corner at Rural Street. It crosses Rural and enters Spades Park using the abandoned road bed that exists along the creek. Two historic bridges will need to be rehabilitated in order to complete this route, but the roadbed provides a paved surface that can be used for the trail with only modest repairs. The route then follows the stream between the channel and Brookside Parkway



Miles Constructed

2.4

Total Miles Planned

5.3

Anticipated Cost to Complete

4.75 Million

3 parks

Pogues Run Art & Nature Park
Brookside Park
Spades Park

5 neighborhoods

Eastside
Near Eastside
Downtown
Cottage Home
Woodruff Place

1 landmarks

Arsenal Tech High School

3 connections

Monon-Pogues Connector
Monon Trail
Indianapolis Cultural Trail



MASTER PLAN RECOMMENDATIONS

Site-Specific Recommendations

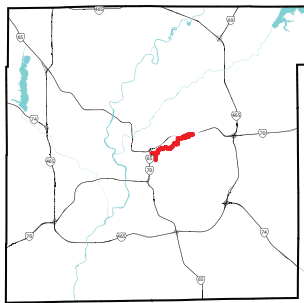
- 1 Design and construct new entrance to the Pogues Run Art and Nature Park at Sherman and 21st Street, and construct connection to Brookside Park.
- 2 Design and construct Brookside Park segment of the trail. Install new greenway signage and greenway enhancements along the entire portion within Brookside Park.
- 3 Design and construct Spades Park segment of the trail. Install new greenway signage and greenway enhancements along the entire portion within Spades Park.
- 4 Rehabilitate two historic bridges in Spades Park for use as part of the greenway.
- 5 Design and construct segment between Spades Park, 10th Street and the Monon Trail.
- 6 Design and construct extension to Arsenal Tech High School.
- 7 Re-establish art exchange program at the Pogues Run Art and Nature Park

Corridor-Wide Recommendations

- Develop a comprehensive project report detailing trail routes, route changes identified in this plan, and construction phasing for the development of the remaining Pogues Run Greenway. This report should also include review of the trail systems within Brookside Park and Spades Park for integration with greenway development standards and should emphasize connection to the Monon Trail and Downtown.
- The Pogues Run Greenway is largely invisible to the general public. The city should begin to implement and reinforce the branding established for the greenway. Install new signage along the existing segments of the greenway with the new signage standards outlined in this master plan. Ensure that new signage, especially milemarkers and emergency location signs are included in all new construction on the greenway.
- Implement new wayfinding signage along the entire length of the greenway to provide direction from local neighborhoods to the greenway. Provide vehicular wayfinding signage to the Pogues Run Art and Nature Park trailhead on North DeQuincy Street.



key map



Legend

- PARKING AREAS
- RESTROOMS
- GREENWAY ACCESS POINTS
- CONTINUOUS GREENWAY ACCESS
- BUILT POGUES RUN GREENWAY
- PROPOSED POGUES RUN GREENWAY
- BUILT OTHER GREENWAYS
- PROPOSED OTHER GREENWAYS
- INDIANAPOLIS CULTURAL TRAIL
- EXISTING SHARED-USE PATHS
- PLANNED SHARED-USE PATHS
- EXISTING BIKELANES
- PLANNED BIKELANES
- LANDMARKS
- PARKS
- OTHER INCORPORATED AREAS

pogues run greenway overview:

- PROVIDES CONNECTION FROM POGUES RUN ART & NATURE PARK SOUTHWEST ALONG POGUES RUN TO DOWNTOWN

MILES: 5.3

DESTINATIONS:

- POGUES RUN ART & NATURE PARK
- BROOKSIDE PARK
- SPADES PARK
- ARSENAL TECH HIGH SCHOOL
- DOWNTOWN

CONNECTIONS:

- MONON-POGUES CONNECTOR
- MONON TRAIL
- INDIANAPOLIS CULTURAL TRAIL



pogue's run greenway



Historic Nowland Avenue bridge in Spades Park.



Pogues Run Art and Nature Park.



Pogues Run Art and Nature Park.



South Drive. It continues along this course until it reaches Brookside East Drive and then follows the road to 10th Street, the southern terminus of the trail.

An extension of the trail east on 10th Street and south on North Oriental Street provides a connection to Arsenal Tech High School and a potential southern trailhead for the greenway.

South of Arsenal Tech, there is extremely limited space for development of the greenway along the stream. Significant property purchases and potential demolition of some existing structures would be required to provide a continuous stream-side trail. The entrance to the underground tunnels occur just north of New York Street, and there is no benefit to taking the trail any closer to the tunnel entrance.

A separate master planning effort is currently underway for the Pogues Run Greenway.



SEGMENT PROFILE

white river greenway



The White River is the largest river that begins and ends in Indiana and one of the largest watersheds in the State of Indiana. The White River's headwaters are in Randolph County in the eastern part of the state, and the river flows through the central portion of Indiana to the southwest. The White River bisects Marion County and flows south into Johnson County, eventually joining the Wabash River in Gibson County at the Indiana/Illinois border.

The White River is also the longest continuous waterway in Marion County running from north to south the entire length of the county. For purposes of this master plan, the river has been broken into three sections:

- The north White River between 96th Street (county line) and Interstate 65/38th Street
- The central White River between Interstate 65/38th Street and Raymond Street
- The south White River between Raymond Street and Southwestway Park.

NORTH WHITE RIVER

The northern section of the White River corridor begins north of the Interstate 465 overpass at 96th Street and ends at the Interstate 65 overpass near Riverside Golf Course. This section of the river flows through parts of Indianapolis that range from highly developed commercial areas in the vicinity of 82nd Street to low density residential development south of Keystone Ave. High density, single family residential development also exists in the Broad Ripple area. The undeveloped area on the northern part of this corridor is located on the White River's wide floodplain. As the river meanders south, the development becomes more dense with many single family homes that have property abutting the river.



The North White River corridor is the only corridor with direct access for motorboats from a boat ramp at Broad Ripple Park, Lake Indy and private docks that extend from private properties. The river can also be accessed from local roadways including Westfield Boulevard and Michigan Road. The White River flows by a number of public facilities such as Broad Ripple Park, Holliday Park, Town Run Trail Park and the Indianapolis Museum of Art. In all, the northern section of the White River corridor contains 14 miles.

Private land ownership issues have made the development of a greenway in this portion of the city difficult. Previous plans envisioned trail development in this portion of the city, but during this planning process, it was determined that further trail development in the northern section of the White River is unlikely. This reach of the river still holds potential for water-based activity and should be part of the city's designated blueway system.

There is also still potential for regional connections at the northern end of the river that should be considered. Town Run Trail Park is a 126-acre linear park resting on the west side of the North White River corridor beginning at 96th Street and ending just south of Interstate 465. The interstate splits the park into two sections, north and south. The north section is comprised of a densely wooded flood plain that contains a water levee on its western border. The south section is comprised of both smaller wooded sections and a larger prairie section. Recreational easements include Martin-Marietta Corporation and R. N. Thompson Associates in the north section and Mr. Oliver Daugherty/Central Indiana Land Trust in the south section. Relief in both north and south sections is 23 feet. An 8.3-mile dirt loop trail runs through both sections providing an exciting ride for the mountain biking enthusiasts and an in-depth look into the White River Corridor ecosystem for the naturalist. The park is open to mountain biking, trekking, picnicking, and nature study. There is trailhead parking at 96th Street. To keep the park connected with the greenway system, access to the overall system can be made using Carmel's Hazel Dell Parkway trail and connecting into the Monon Trail via 106th Street. The Town of Fishers is also planning a park and greenways network that will connect all the way to 96th Street on the east side of White River and potentially will help connect Town Run Trail Park to the north.

CENTRAL WHITE RIVER

Development of the White River Greenway has occurred primarily in the central section and has been developed from approximately 38th Street on the north to Washington Street at the southern end. In 2014, an additional two miles of trail were completed from Washington Street to Raymond Street. This new segment completes the central portion of the White River Greenway.

Miles Constructed

10.0

Total Miles Planned

17.8

Anticipated Cost to Complete

9.75 Million

7 parks

- Southwestway Park
- White River State Park
- Southgrove Golf Course
- Riverside Park
- Major Taylor Sports Complex
- Coffin Golf Course
- Riverside Golf Course

14 neighborhoods

- Near North
- Marion-Cold Springs
- Near Northwest
- Near Westside
- Downtown
- West Indianapolis
- Near Southside
- Maywood
- Garfield Park
- North Perry
- Mars Hill
- Sunshine Gardens
- Valley Mills
- West Newtown

6 landmarks

- Indianapolis Museum of Art
- Marian University
- IUPUI
- White River State Park
- Indianapolis Zoo
- Downtown

10 connections

- Central Canal Towpath
- White River Greenway Connector
- Fall Creek Greenway
- B & O Trail
- Indianapolis Cultural Trail
- Eagle Creek Greenway
- Pleasant Run Greenway
- Lick Creek Greenway
- Little Buck Creek Greenway
- Southwest Trail

Site-Specific Recommendations

- 1 Complete feasibility study for extending northern terminus of trail to the IMA 100 Acres parking area on the northeast side of the 38th Street/I-65. Eliminate current trail pavement that leads into the existing exit ramp.
- 2 Reconstruct/construct new trailhead and trail improvements between White River Parkway West Drive and the Lake Sullivan/Major Taylor Velodrome area.
- 3 Redesign and construct section of greenway North of 30th Street to provide separation from traffic and eliminate obstructions in trail. Improve the north and south approaches and crossing on the 30th Street bridge. Make repairs to existing historic bridge.
- 4 Improve connection to Central Canal Towpath by designating appropriate accessible route and improving wayfinding signage.
- 5 Identify and construct new access points with parking along the trail between 30th Street and 16th Street.
- 6 Make improvements to crossing at 16th Street.
- 7 Construct new access point along Waterway Blvd. near the Bush Stadium development and construct accessible connection between new parking area and the trail on top of the levee.
- 8 Make connections where feasible to public transportation and the future transit stations, including potential connections to the Purple Line BRT station near the IMA and the Blue Line BRT station near the Indianapolis Zoo (exact location of stations unknown at this time).
- 9 Construct new trailhead at Southwestway Park to serve the connection between the White River Greenway, the Little Buck Creek Greenway, and the Southwest Trail. Include restroom facilities at the trailhead.

Corridor-Wide Recommendations

- Install new signage along the entire built portion of the Greenway. Include wayfinding signage to existing features, parks, and facilities along the route. Coordinate with the White River State Park Commission to determine appropriate marking of route through White River State Park. Coordinate with Hamilton County officials to implement wayfinding to Town Run Trail Park via the shared-use paths along 96th Street, Hazel Dell Parkway, and 106th Street.
- Prepare and implement a scoping study for the South White River Greenway corridor from Raymond Street to Southwestway Park, including the development of pedestrian crossings to connect to the Lick Creek Greenway and the Little Buck Creek Greenway across the river.

white river greenway overview

- PROVIDES CONNECTION FROM THE INDIANAPOLIS MUSEUM OF ART SOUTH ALONG THE WHITE RIVER THROUGH DOWNTOWN BEFORE TERMINATING AT SOUTHWESTWAY PARK

MILES: 17.8

DESTINATIONS:

- INDIANAPOLIS MUSEUM OF ART
- IUPUI
- MARIAN UNIVERSITY
- DOWNTOWN
- WHITE RIVER STATE PARK
- INDIANAPOLIS ZOO

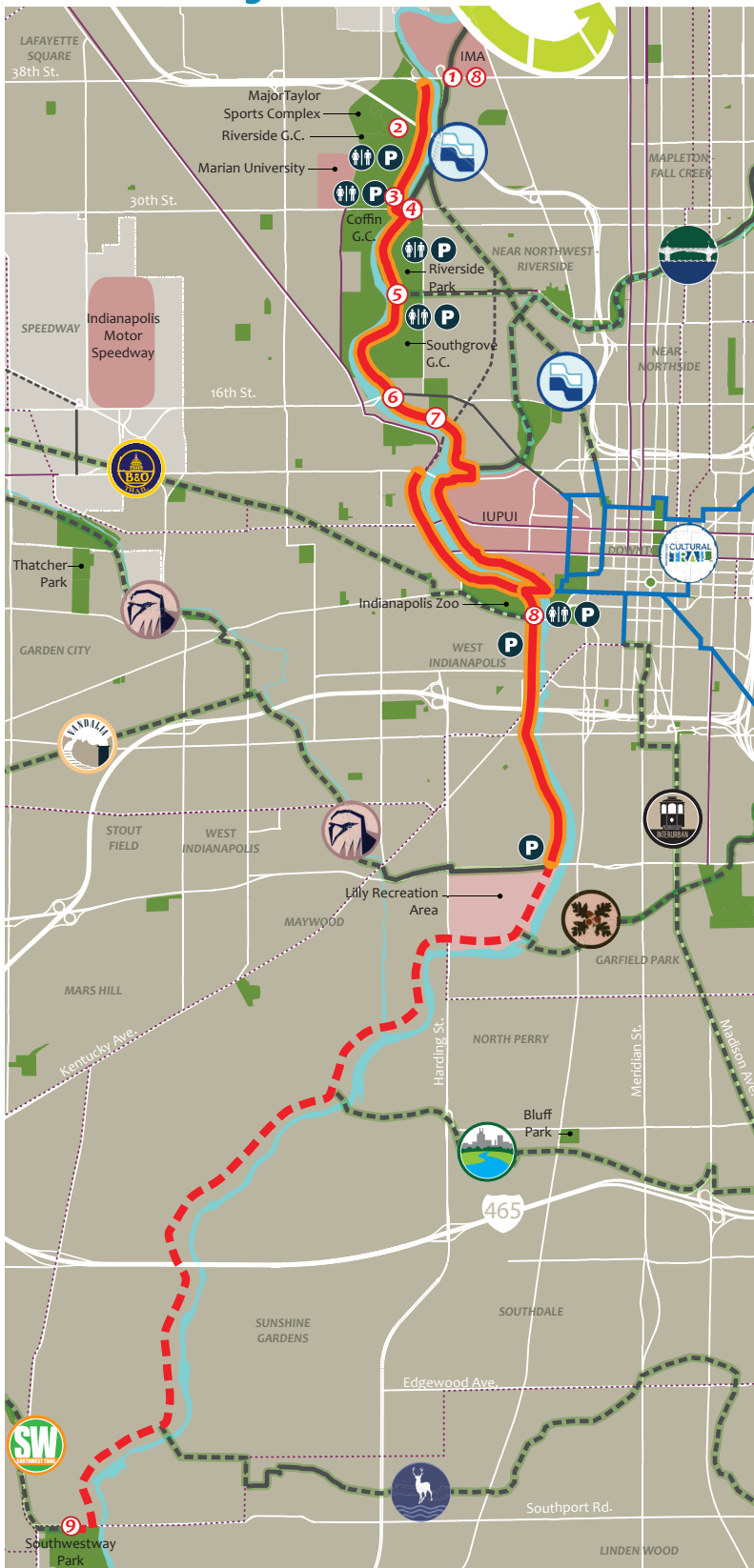
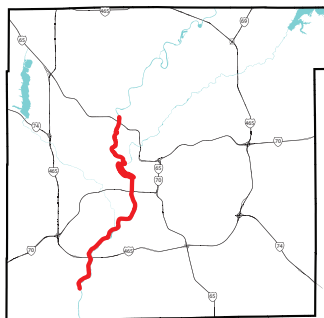
CONNECTIONS:

- CENTRAL CANAL TOWPATH
- WHITE RIVER GREENWAY CONNECTOR
- FALL CREEK GREENWAY
- B & O TRAIL
- INDIANAPOLIS CULTURAL TRAIL
- EAGLE CREEK GREENWAY
- PLEASANT RUN GREENWAY
- LICK CREEK GREENWAY
- LITTLE BUCK CREEK GREENWAY
- SOUTHWEST TRAIL

legend

- PARKING AREAS
- RESTROOMS
- GREENWAY ACCESS POINTS
- CONTINUOUS GREENWAY ACCESS
- BUILT WHITE RIVER GREENWAY
- PROPOSED OTHER GREENWAYS
- BUILT INDIANAPOLIS CULTURAL TRAIL
- EXISTING SHARED-USE PATHS
- PLANNED SHARED-USE PATHS
- EXISTING BIKELANES
- PLANNED BIKELANES
- LANDMARKS
- PARKS
- OTHER INCORPORATED AREAS

key map



white river greenway



At the northern end, the trail begins just south of the 38th Street/Interstate 65 overpass. There is evidence that a connection west to Lake Sullivan, the Major Taylor Velodrome and several smaller parking areas once existed in this area but are in need of repair.

The trail follows the western bank of the river south to 30th Street where it crosses over the 30th Street bridge to the east side of the river. This stretch is in need of reconstruction to provide better separation of the trail and traffic and to remove light poles and other obstacles within the path's route. The 30th Street bridge is in need of repair as well. This is also the point where the White River Greenway connects to the Central Canal Towpath. Connection and wayfinding improvements are needed at this connection. The only public facilities along this stretch of the greenway are at Riverside Golf Course, Riverside Park, and the Riverside Marina.

South of 30th Street, the trail follows the river all the way to 10th Street. There is significant trail repair needed as the trail approaches 30th Street. In this section, the greenway passes Coffin Golf Course (across the river), Riverside Park, the Lake Indy Boat Ramp and South Grove Golf Course as it works its way to 16th Street. Neither of the city golf courses is accessible from the greenway. Connections and wayfinding signage to Riverside Park are needed. Outside of the park, access along this stretch of the greenway is extremely limited. There are several potential locations for access points along White River Parkway and consideration should be given to creating a regional trailhead in this stretch of the greenway.

The at-grade crossing of 16th Street continues to be problematic and dangerous. Recent efforts to improve the crossing as part of the 16th Street/16 Tech Trail project have brought some improvement, but the existing sightlines and heavy traffic create a very dangerous situation and not just during peak traffic times. Further improvement to this crossing should be studied.

South of 16th Street, the trail follows the levee past one of the river's several dams and near the historic Bush Stadium, currently being renovated for residential uses. While there are small places for cars to pull off along Waterway Blvd., there are no accessible paved access points between the top of the levee and the street. As the trail continues south towards 10th Street, sweeping views of the Indianapolis skyline open up. The trail follows the river, and then Fall Creek to the Beurt SerVaas Bridge, a cable-stay pedestrian bridge spanning Fall Creek just north of 10th Street. This pedestrian bridge was completed in 1999 and has become an appealing landmark in the downtown environment. This bridge also marks the connection with the future sections of the Fall Creek Greenway.

South of the confluence with Fall Creek, the White River Greenway trail follows 10th Street to a signalized crossing that takes the trail onto the IUPUI campus and into White River State Park.

The downtown riverfront between 10th Street and Washington Street has been redeveloped according to the Central White River Waterfront Master Plan which was prepared in 1994 by Sasaki Associates. Walkways along both sides of the river have been developed forming a downtown loop that connects many of the attractions in this section. On the west bank, the trail connects across the 10th Street bridge and follows the top of the manicured banks to the White River Promenade behind the zoo and passes both the Indianapolis Zoo and the White River Botanical Gardens on its way to the Washington Street bridge.

On the east side of the river, the constructed trail runs along the edge of the

IUPUI campus and enters White River State Park, crossing the downtown Canal Walk and the Indianapolis Cultural Trail in route to the Washington Street bridge. A pedestrian crossing on Washington Street exists as well as the converted historic Washington Street bridge that has been converted into a pedestrian bridge connecting White River State Park to the Indianapolis Zoo.

In 2014, construction was completed on a two-mile section of the White River Greenway that extends south of Washington Street on the western bank of the White River. The trail passes through the floodplain crossing under Washington Street, under a railroad bridge, and several other bridges on its way to Raymond Street. At Raymond Street, the trail connects with the existing portion of the Eagle Creek Greenway.

SOUTH WHITE RIVER

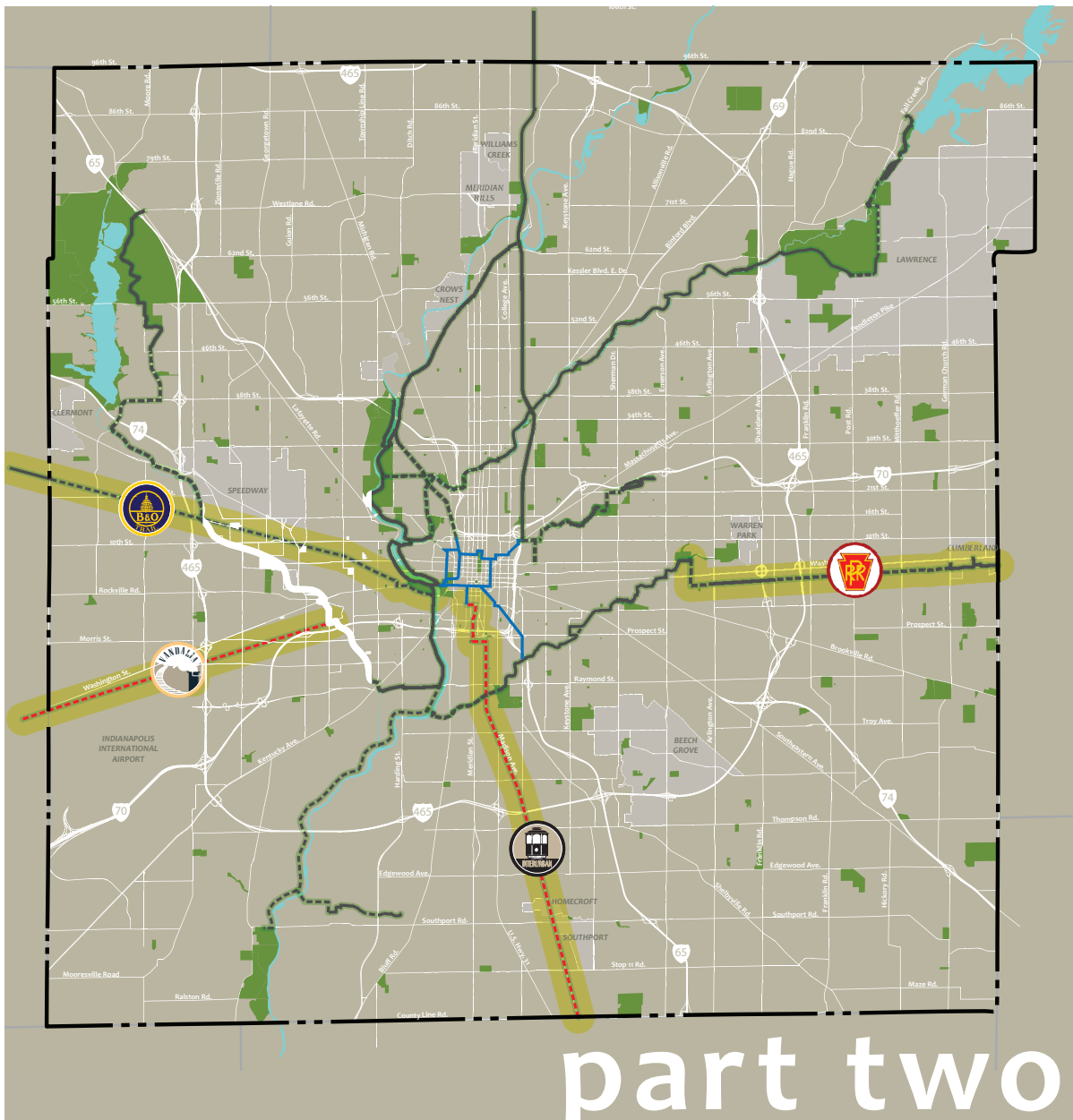
The Raymond Street overpass is the point where the South White River corridor begins. The corridor ends at the Marion County/Johnson County line. The southern segment of White River (from Raymond Street to the county line) is over 9 miles long. The northern part of this corridor contains primarily industrial development, and the southern portion of this corridor is characterized by open space with a wide floodplain. There has not been much residential or commercial development in this part of the county. Along this course, the White River Greenway will make connections with the Pleasant Run Greenway, the proposed Lick Creek Greenway and the proposed Little Buck Creek Greenway, before terminating at Southwestway Park.

In the 1994 greenways plan, paved shared-use paths were planned on both sides of the river from Raymond Street south to Interstate 465. At that point, the paved shared-use path was recommended to be on the east side of the river with non-paved pedestrian and equestrian trails recommended on the western side of the river. Since that plan, the route evolved and in the 2002 update, the route was designated solely on the west bank of the river. The route was evaluated again as part of this master planning process and remains on the west side of the river in order to maintain continuity. Connectivity to the other greenways that intersect with this section is critical so three new pedestrian bridges are proposed along the river to connect to Pleasant Run Greenway, the proposed Lick Creek Greenway, and the proposed extension of the Little Buck Creek Greenway on the southern end of the route.

This stretch of the White River also affords several places where trail users will have access to the river. All of this makes the completion of the White River Greenway a critical piece in the overall greenways system.



Beurt SerVaas Bridge over Fall Creek.



part two connections to the city center

Part two of the master plan deals with providing greenway connections to downtown Indianapolis. The plan recognizes the significance of having direct routes from the perimeter of the county to downtown in terms of providing direct connections, commuter routes, neighborhood connections, and economic development potential. Using the existing Monon Trail as an example, the plan recommends four additional routes to the center of Indianapolis from the outer townships:

- B&O Trail (existing greenway route- described in part one)
- Penny Trail (existing greenway route- described in part one)
- Interurban Trail
- Vandalia Trail

When included with the Monon Trail, these five routes provide direct connections to downtown Indianapolis from all directions.

Throughout the planning process, there was much support for creating the “Monon experience” in other parts of the city. The Monon Trail has been an example of how a trail can contribute to quality of life in the city. It provides connections to neighborhoods, shops, cultural areas, and neighborhood centers. It provides opportunities for commuting to work. It provides a meaningful recreation space that allows residents to focus on health and fitness. And it’s an economic generator that promotes growth, increases property values, and helps attract workers to the neighborhoods through which it passes. All of these things were noted as keys along the Monon, and the development of similar corridors in the other directions from downtown were identified as critical to the plan of the overall system. This part of the master plan addresses new routes that hold the potential to replicate those characteristics.



Interurban greenway corridor along Madison Avenue.



SEGMENT PROFILE **interurban trail**



The Interurban Trail is one of the new greenway segments introduced by this plan. During the planning process, there was tremendous support for developing a route into downtown from the south side. Currently, only the White River Greenway makes that connection, but its route is largely within the river corridor with limited connections to neighborhoods or commercial centers. The Interurban Trail is envisioned as an urban trail that not only links the southside to downtown, but also provides connections to neighborhoods, commercial centers, businesses community assets and other amenities along its route.

The proposed greenway follows the historic rail and interurban corridor along Madison Avenue on the south side of the city. Indiana's first rail line, the Madison and Indianapolis, began service along the corridor in 1847 providing a connection between the city and communities to the south including Louisville. The company was merged with the Jeffersonville, Madison and Indianapolis line and eventually merged with several other rail companies. Today, the line is an active CSX freight route that carries freight south to Louisville and beyond.

The Madison Avenue corridor was also the route for the Interstate Public Service Company, one of five interurban companies working out of Indianapolis in the early 1900s. Indianapolis served as the hub for Indiana's interurban system and had one of the busiest systems in the country. Hourly service was available out of the downtown Indianapolis Traction Terminal. The Interstate Public Service Route, often referred to as the "interstate," was an electric railway that was constructed between 1896-1907 that provided passenger service between downtown Indianapolis and the communities of Greenwood, Columbus, Seymour, Jeffersonville, and Louisville. It was a fixed track system that was powered by overhead electric lines. It was one of only two lines in Indiana to use heavy steel interurban cars that were similar to those used on steam railroads. Their service included parlor cars and buffets and for a brief time even provided three-car overnight accommodations for the trip to Louisville and back.

In 1930, Indiana's individual interurban lines were consolidated into one entity called The Indiana Railroad which continued to operate passenger, freight, and postal service along the old Interstate line until 1941. The onset of the great depression brought an end to the Indiana Railroad, but the Interstate Public Service route, reformed after Indiana Railroad's bankruptcy, continued service late into 1941 operating limited service between Seymour and Indianapolis until September 8 when there was a high-speed collision on the tracks. Service was immediately terminated and the tracks were pulled up in the wake of the accident.

While the CSX tracks remain and provide for freight service, no passenger service was ever resumed on the former interurban line. The legacy left by the interurban can be seen in the street names on the south side of Indianapolis. Streets such as Stop 11 Road reflect the historic stops of the interurban.

In 2012, the City of Southport initiated a conceptual study of the corridor from Thompson Road south to the county line. This study mainly looked at establishing a theme or character for the corridor, pedestrian improvements, and site enhancements. This plan builds upon that by looking at how this corridor could function as a major greenway route.

The 9.5-mile route begins in downtown at the Indianapolis Cultural Trail and follows Madison Avenue (roughly) to the Johnson County line on the south side. Throughout its length, the majority of the trail functions as a sidepath with upgraded greenway design standards.

On the north end, the route connects to the Indianapolis Cultural Trail at the intersection of South Street and Capitol Street at Lucas Oil Stadium. The route will run east along the north side of South Street to Meridian Street where it will cross south and enter into the small park at this intersection, exiting the south side of the park onto S. Meridian Street. The main route will follow the east side of the street for three blocks to McCarty Street. In this three-block section, the route connects to the existing east-west pedestrian promenade at Merrill Street that extends east into the Eli Lilly & Company world headquarters.

The route crosses McCarty Street and continues south along S. Meridian Street to Morris Street, passing through the small commercial district just north of the interstate. The route continues south to Orange Street where it connects to Kelly Park and the Concord Neighborhood Center. At Orange Street, the route turns and follows the street east across the existing active rail line to Madison Avenue. The Orange Street right-of-way is extremely tight and limited. Reconfiguration of the neighborhood street may be necessary to accommodate a shared-use path. Other potential options for this small section could include using Orange Street as a sharrow or turning it into a bicycle



Total Miles Planned

9.5

Anticipated Cost to Complete

12 Million

2 parks

Hendricks Park
Kelly Park

9 neighborhoods

Downtown
Near Southside
Garfield Park
North Perry
University Heights
Edgewood
Homcroft
Southport
South Perry

5 landmarks

Lucas Oil Stadium
Downtown
Garfield Park
University of Indianapolis
Greenwood Park Mall

5 connections

Indianapolis Cultural Trail
Pleasant Run Greenway
Lick Creek Greenway
Little Buck Creek Greenway
Greenwood Trail System-
(Johnson County)



MASTER PLAN RECOMMENDATIONS

Site-Specific Recommendations

- 1 Coordinate efforts with the City of Southport and develop an implementation strategy or approach for ensuring continuity of design throughout the corridor.
- 2 Coordinate with the Department of Public Works on the development of the Orange Street sharrow section of the corridor.

Corridor-Wide Recommendations

- Complete a comprehensive project report for the greenway corridor to determine exact route, costs, and phases for implementation. Meet with residents, property owners, and significant destinations (University of Indianapolis) along the corridor as part of the process.
- Coordinate with the Department of Public Works on intersection and street improvements where portions of the shared-use path can be incorporated into the design of improvements.
- Throughout its length, make connections where feasible to public transportation and the future transit stations, including multiple potential connections to Red Line BRT stations (exact location of stations unknown at this time).

interurban trail overview:

- PROVIDES A DIRECT GREENWAY CONNECTION TO DOWNTOWN FROM THE SOUTHERN TOWNSHIPS FOLLOWING THE HISTORIC INTERURBAN RAIL CORRIDOR

MILES: 9.5

DESTINATIONS:

- GREENWOOD
- SOUTHPORT
- HOMECROFT
- UNIVERSITY OF INDIANAPOLIS
- EMMERICH MANUAL HIGH SCHOOL
- CONCORD NEIGHBORHOOD CENTER
- ELI LILLY CAMPUS
- GREENWOOD PARK MALL

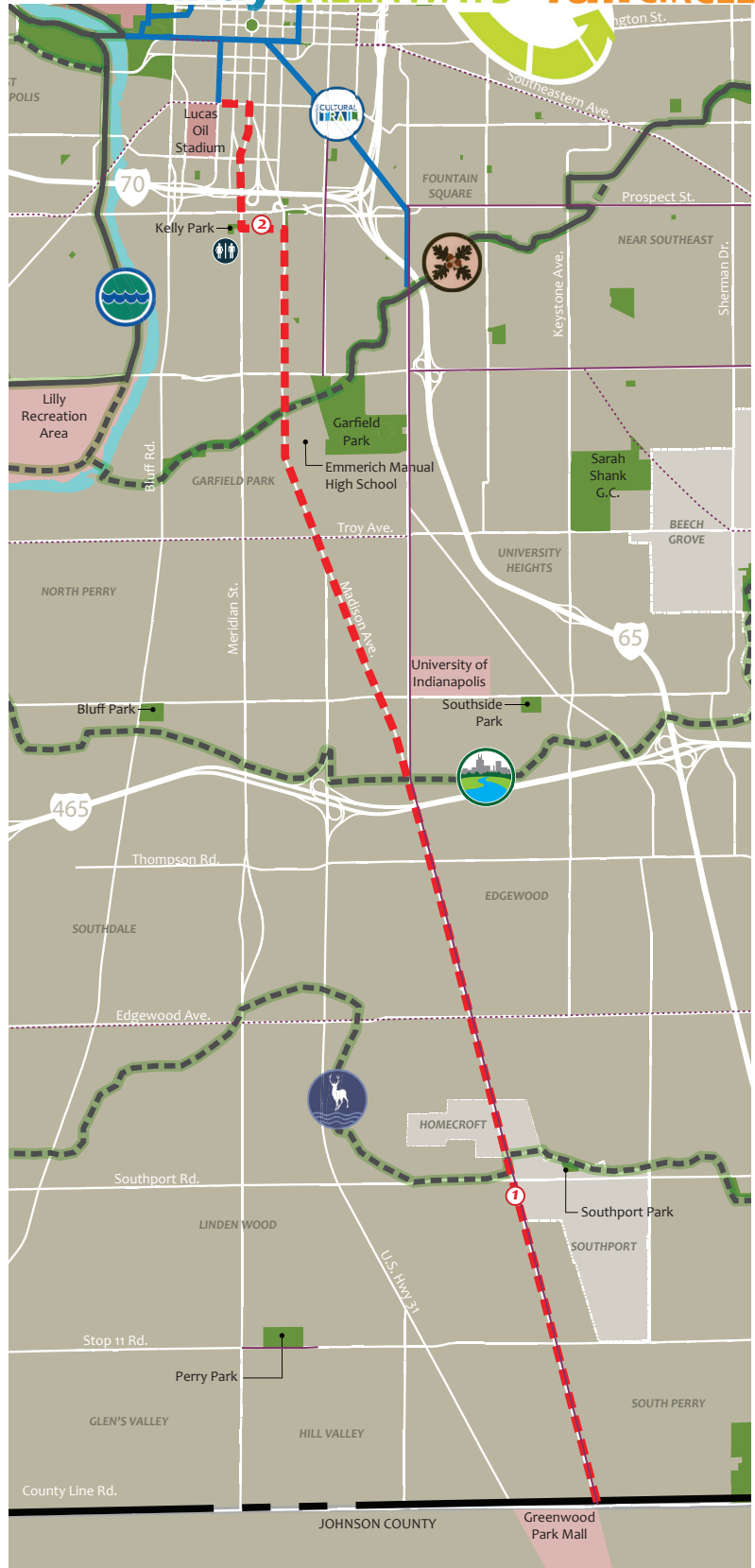
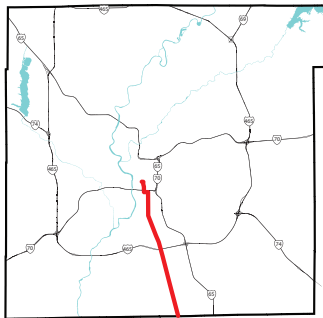
CONNECTIONS:

- LITTLE BUCK CREEK GREENWAY
- LICK CREEK GREENWAY
- PLEASANT RUN GREENWAY
- INDIANAPOLIS CULTURAL TRAIL
- GREENWOOD GREENWAY SYSTEM (JOHNSON COUNTY)

legend

- RESTROOMS
- PROPOSED INTERURBAN TRAIL
- BUILT OTHER GREENWAYS
- PROPOSED OTHER GREENWAYS
- INDIANAPOLIS CULTURAL TRAIL
- EXISTING SHARED-USE PATHS
- PLANNED SHARED-USE PATHS
- EXISTING BIKELANES
- PLANNED BIKELANES
- LANDMARKS
- PARKS
- OTHER INCORPORATED AREAS

key map



Interurban route along South Street.



Interurban route- Orange Street bicycle boulevard.



Interurban route south of Interstate 465.



boulevard for this connection. These alternatives would likely fit into the context of this existing neighborhood better. The Orange Street connection is extremely important because any other connections to the Madison Avenue corridor are limited in this area because of Madison Avenue's construction being below grade.

When the route reaches Madison, it turns south along the west side of the street and begins to work its way south. Just south of Terrace Avenue, there is an existing parking area and pedestrian walkway over Madison. Effort should be made to construct a new trailhead in this area and to connect to the existing pedestrian walkway (which then connects to James Garfield School 3) over Madison Avenue. Rework of the existing grades or reconfiguration of the existing travel lanes will be necessary to fit the trail into this corridor, but using this corridor is important because it provides a means to cross two active rail lines with existing separated-grade crossings.

Just south of the pedestrian overpass are several opportunities for neighborhood connections to this greenway.

The route continues south to Pleasant Run Parkway where it intersects with the proposed extension of the Pleasant Run Greenway and Manual High School. Since this intersection will provide the connection between two greenways, consideration should be given to constructing a small trailhead here. There is a former gas station property on the northwest side of the intersection that could be utilized for a connection node.

The remaining route follows the Madison Avenue corridor as a sidepath with the upgraded greenway design standards. In many places throughout the corridor, there appears to be sufficient space within the right-of-way for the trail and its required setbacks. In some places, though, trail implementation will have to be incorporated with adjustments to the travel lanes or the purchase of additional right-of-way. This is especially true in the section between Troy and Hanna Avenue. Signal timing and pedestrian improvements will be required along its entire length.

At Pleasant Run Parkway, the route crosses to the east side of Madison Avenue and continues south to Hanna Avenue passing through a commercial district and near Garfield Park. A connection should be made to the University of Indianapolis campus which lies just east of the corridor on Hanna Avenue.

At Hanna Avenue, the route crosses to the west side of the street again and follows the roadway south for 4.14 miles to East Stop 11 Road. In this section, there are several particular things of note. Between Hanna Avenue and Interstate 465 where Shelby Street connects to Madison Avenue, is the future junction of the Interurban Trail with the proposed Lick Creek Greenway. Intersection improvements will be needed at this intersection to accommodate the Lick Creek Greenway to cross Madison Avenue. Also in this section, the trail will use the existing bridge over Interstate 465 to cross the interstate. Lane reconfiguration and adjustments will likely be needed to the bridge to accommodate the trail. South of the interstate, there are several places where there are existing parallel drives along Madison Avenue. These drives present the opportunity to either simply connect to and use the drives as the route, or to use the areas between the drives and Madison Avenue for the new route. Exact route placement in regards to these drives will need to be determined. This section will also connect to Southport and the proposed route of the Little Buck Creek Greenway at Southport Road. At Stop 11 Road, the route will cross again to the east side of the street and will continue there to the end at County Line Road.

The Interurban Trail will be one of the most challenging routes in the new Full Circle Plan. But it is also one of the most important in expanding the greenways system into the south portions of the county.

Vandalia Trail corridor looking east towards Downtown.



SEGMENT PROFILE

vandalia trail

(National Road Heritage Trail)

The Vandalia Trail proposed route is new to the Indy Greenways Master Plan, but its concept and the early planning of the entire Vandalia rail corridor is anything but new. The corridor is part of the National Road Heritage Trail, a trail route envisioned to cross the State of Indiana beginning in Terre Haute and extending all the way to Richmond, Indiana. Much of that proposed route utilizes the former Pennsylvania Railroad corridor, the successor of the Vandalia Railroad, and closely parallels US 40.

The Vandalia was originally chartered as the Terre Haute and Richmond Railroad Company and construction began on the section of tracks between Terre Haute and Indianapolis in 1849. In 1852, the first train ran between Terre Haute and Indianapolis. By 1856, the westward connection was achieved through the use of several smaller rail lines. In 1905, the Vandalia Railroad was formed as a consolidation of several different individual holdings and different railroad companies in Indiana and Illinois including the St. Louis, Vandalia, and Terre Haute Railroad which included the route that connected Indianapolis and St. Louis. The rail line provided both freight and passenger service between the two cities. In 1917, the Vandalia was acquired by the Pittsburg, Cincinnati, Chicago, and St. Louis Railroad. This acquisition provided a direct route between New York and St. Louis. Eventually, the company was absorbed into the Penn-Central rail company and ultimately into Conrail. Most of the rail line was abandoned in 1976. Today, the Vandalia Railroad (re-established in 1983) operates only 3 miles of track in Vandalia, Illinois.

In Indianapolis, the proposed National Historic Road Heritage Trail uses a combination of greenways to complete its route across Marion County, but approximately 6 miles of that route lies on the former Vandalia Rail corridor on the west side of Indianapolis. National Road Heritage Trail, Inc. has done a significant amount of preliminary route planning on Indianapolis' section of the Vandalia, and the route

being included in this master plan is consistent with that early route planning.

In this plan, the Vandalia route begins near the Hendricks County line and Bridgeport and extends east where it intersects with the Eagle Creek Greenway. The western reach of this route falls within lands controlled by the Indianapolis International Airport. It follows the former rail line along the north side of Perimeter Road for the entire length of airport property. There is an existing railroad bridge that could be renovated for use at the western end near Bridgeport. Near South Girl School Road, an active rail line joins the corridor and much of the remaining route parallels the active line. On the northeast side of the airport property, the route dips into some of the airport-related development along Pierson Drive because there is very limited space between the active line and the adjacent development. The route then works its way back to the former rail corridor.

The route passes under Interstate 465 by sharing the Minnesota Street underpass, and then continues east along the rail line. It follows the rail line on the south side of the tracks to an underpass near West Morris Street/Vandalia Street at Plainfield Avenue. At this point, the route would cross to the north side of the railroad tracks using a new underpass or pedestrian tunnel under the rail line. From this point, the route would follow the north side of the rail line the remaining 1.5 miles to where it converges with the Eagle Creek Greenway.

The Vandalia Trail is a key component of the plan. It provides a connection from the west side of Indianapolis to the Eagle Creek Greenway which will eventually connect to downtown. This route will provide one of the connections to the city center while connecting to several older neighborhoods north of the route. It will also provide a connection westward into Hendricks County as well as the Plainfield trail system. When extended into Hendricks County, it will connect to the shared-use path along the Ronald Reagan Parkway and to the constructed 2.2 mile section of the Vandalia Trail section built in Plainfield (the current terminus is approximately 2 miles to the west of the county line).



Total Miles Planned

6.8

Anticipated Cost to Complete

8.5 Million

5 neighborhoods

West Indianapolis
Stout Field
Park Fletcher
Garden City
Chapel Hill - Ben Davis

1 landmark

Indianapolis International Airport

3 connections

White Lick Creek Greenway
Eagle Creek Greenway
National Road Heritage Trail-
(Hendricks County)



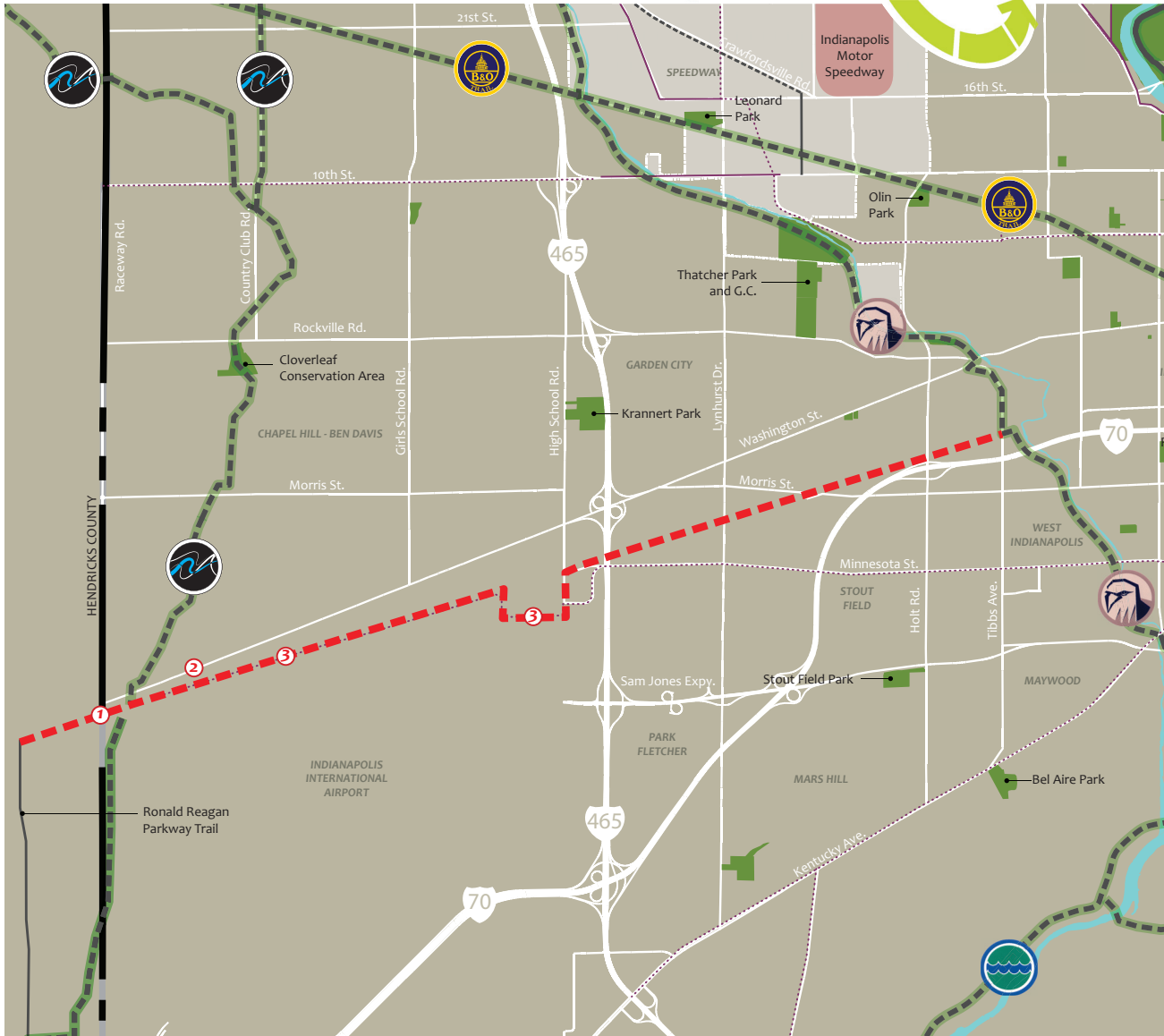
MASTER PLAN RECOMMENDATIONS

Site-Specific Recommendations

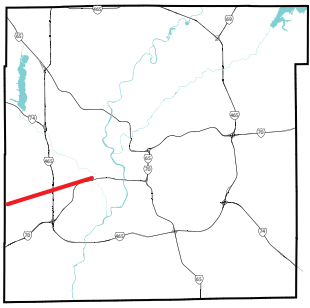
- 1 Coordinate with Hendricks County and Plainfield greenway officials on determining the location of where the systems connect along the county line.
- 2 Make connections where feasible to future transit stations, including potential connections to Blue Line BRT stations.
- 3 Coordinate with the Indianapolis International Airport to establish requirements for trail development on land controlled by the airport. Develop a Memoranda of Understanding (MOU) for use of airport-controlled property.

Corridor-Wide Recommendations

- Develop scoping study that identifies feasibility of route and identifies costs for implementing the trail.
- Work with neighborhoods along the route to determine appropriate connections and right-of-way controls along the corridor.
- Coordinate with National Road Heritage Trail, Inc. on the extension of the route into Marion County regarding funding development, grants, and other coordination issues.



key map



legend

- PROPOSED VANDALIA TRAIL
- BUILT OTHER GREENWAYS
- PROPOSED OTHER GREENWAYS
- INDIANAPOLIS CULTURAL TRAIL
- EXISTING SHARED-USE PATHS
- PLANNED SHARED-USE PATHS
- EXISTING BIKELANES
- PLANNED BIKELANES
- LANDMARKS
- PARKS
- OTHER INCORPORATED AREAS

vandalia trail overview:

- AS PART OF THE NATIONAL ROAD HERITAGE TRAIL, A STATEWIDE TRAIL ROUTE, THE VANDALIA TRAIL WILL LINK WESTERN INDIANAPOLIS AND PLAINFIELD TO CENTRAL INDIANAPOLIS
- MILES:** 6.8
- DESTINATIONS:**
 - BRIDGEPORT
 - INDIANAPOLIS INTERNATIONAL AIRPORT
- CONNECTIONS:**
 - WHITE LICK CREEK GREENWAY
 - EAGLE CREEK GREENWAY
 - RONALD REAGAN PARKWAY TRAIL (HENDRICKS COUNTY)
 - NATIONAL ROAD HISTORIC TRAIL (HENDRICKS COUNTY)



vandalia trail







part three

the circle

While the first two parts of the master plan deals with existing greenways and the routes to (and from) downtown, the third part deals more directly with the east-west and north-south connections in the outer townships of Marion County. Throughout the planning process, there was significant public dialogue about the need for more extensive and higher quality connections throughout the city. While there was strong support for the downtown routes, residents in the outer townships also indicated that a strong focus should be placed on local connections as well. Participants in the public meetings discussed the desire to be connected to regional parks, community centers, and neighborhoods in their own part of the city and how those connections were equally important to the plan.

The "Circle" component of the master plan addresses these types of connections. It identifies a series of trails that provide north-south

connectivity in the eastern and western townships and east-west routes in the southern and northern townships. This plan uses four major park properties in each corner of the city as an organizing element for these routes:

- Eagle Creek Regional Park in Pike Township in the northwest part of the county,
- Southwestway Regional Park in Decatur Township in the southwest part of the county,
- Southeastway Regional Park in Franklin Township in the southeast part of the county, and
- Fort Benjamin Harrison State Park in Lawrence Township in the northeast part of the county.

Using these major parks, routes were identified that connect each, creating a 64-mile circle around the city through the outer townships. This "circle" is a major part of the Full Circle Plan in that

it provides a different level of connectivity for the city. Not only does it provide the east-west and north-south routes in the county, the circle also establishes regional connectivity by providing connections to other regional trail systems near or just across the county line on all sides of the county.

To complete this circle, five new routes are being introduced to the plan:

- White Lick Creek Greenway
- Southwest Trail
- Buck Creek Greenway
- Grassy Creek Greenway
- Northtown Trail

Of these new routes, the White Lick Creek, Grassy Creek and Buck Creek corridors were identified in previous plans as conservation corridors and designated for potential future use as greenways. This plan “activates” those corridors and identifies them as future greenways. The Southwest Trail and Northtown Trail are two new routes being introduced. Detailed descriptions and maps are included in this section for all five of these greenways.

There are also portions of existing routes that help to make the full-circle connection. Those include:

- Eagle Creek Greenway
- Little Buck Creek Greenway
- Fall Creek Greenway

Eagle Creek and Fall Creek Greenways are described in Part 1: Completing the Existing System. Little Buck Creek Greenway is described and mapped in this section.

Conceptually, the connections between the major park facilities are made with a combination of these greenways:

- Eagle Creek Park to Southwestway Park (western townships): Eagle Creek Greenway, White Lick Creek Greenway, Southwest Trail
- Southwestway Park to Southeastway Park (southern townships): Little Buck Creek Greenway, Buck Creek Greenway
- Southeastway Park to Fort Harrison State Park (eastern townships): Buck Creek Greenway, Grassy Creek Greenway, Fall Creek Greenway
- Fort Harrison State Park to Eagle Creek Park (northern townships): Fall Creek Greenway, Northtown Trail

Buck Creek at Southeastway Park.



SEGMENT PROFILE

buck creek greenway

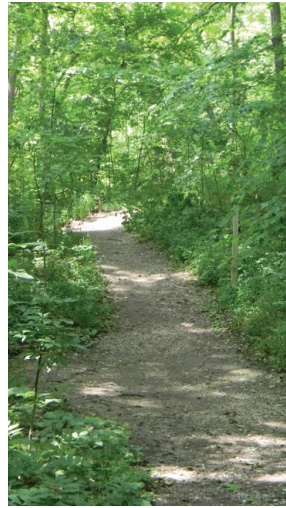
The Buck Creek corridor is over 12.4 miles long and forms part of the circle connection between Southeastway Park and Fort Harrison State Park. Flowing through both Warren and Franklin Townships, Buck Creek enters Marion County from Hancock County near Cumberland and exits into Johnson County. South of U.S. 52, Buck Creek is joined by Grassy Creek. Of all the potential greenway corridors, the Buck Creek corridor is one of the most rural in character, particularly in Franklin Township. Land uses found in the area include agriculture, vacant or undeveloped land, and low density residential. Both Southeastway Park and Paul Ruster Park are located along this corridor.

This greenway route was first identified in the 1994 Greenways Master Plan. That plan outlined the development of trails and conservation easements along most of the corridor in Marion County. The 2002 master plan update also identified the corridor, but it was largely identified as a conservation corridor and the plan noted that additional coordination was needed with property owners along its length. The corridor was again identified in the more recent Franklin Township Connectivity Study with the entire length being designated as a new greenway.

For the most part, Buck Creek is a wooded stream corridor that passes through mostly undeveloped agricultural land. Some pockets of residential development exists in the southern portion of the greenway and new residential subdivisions are being developed along the northern reaches. To date, the wooded areas along much of the stream have remained intact creating a unique, natural environment for the new greenway. Along its course, it will pass through forests, wetlands, meadows, and natural habitat areas for several different types of wildlife. It will provide the means for environmental educational opportunities if the current state of the corridor remains intact.

In the Full Circle Plan, the Buck Creek Greenway plays a major role in completing the circle portion of the plan. The route connects with the proposed terminus of the Little Buck Creek Greenway just south of Interstate 74 and follows the east side of the creek to Southeastway Park. From the park, it continues north towards the Town of Cumberland where it will meet the Buck Creek Trail being constructed there. Along its way, it will connect with Grassy Creek and the proposed Grassy Creek Greenway, which will ultimately complete the connection to Fort Harrison State Park.

This segment is a significant component of the plan not only because of its link to Southeastway Park, but also because of the regional connections it will provide and the future connections to residential development in the rural areas through which it passes. It will be vital to have zoning and development standards put into place to protect the corridor.



Total Miles Planned

12.4

Anticipated Cost to Complete

15.5 Million

3 parks

Southeastway Park
Whispering Hills Golf Course
Paul Ruster Park

4 neighborhoods

Acton
College Corner
Southeast Warren
Cumberland

5 connections

Penny Trail (Hancock County)
Grassy Creek Greenway
Southeast Trail
Little Buck Creek Greenway
Buck Creek Greenway- (Hancock & Johnson County)



**MASTER PLAN
RECOMMENDATIONS**

Site-Specific Recommendations

- ① Develop accessible multi-use trails within Southeastway and Paul Ruster Parks that will become part of the greenway.

Corridor-Wide Recommendations

- Prepare a comprehensive project report for the Buck Creek Greenway that details its route, connections, and other potential issues for development of its route.
- Work with developers of new neighborhoods to acquire easements along the Buck Creek Corridor and to provide access points to the greenway.

buck creek greenway overview:

- PROVIDES NORTH-SOUTH CONNECTION BETWEEN CUMBERLAND AND JOHNSON COUNTY IN FRANKLIN AND WARREN TOWNSHIPS ALONG BUCK CREEK

MILES: 12.4

DESTINATIONS:

- SOUTHEASTWAY PARK
- PAUL RUSTER PARK

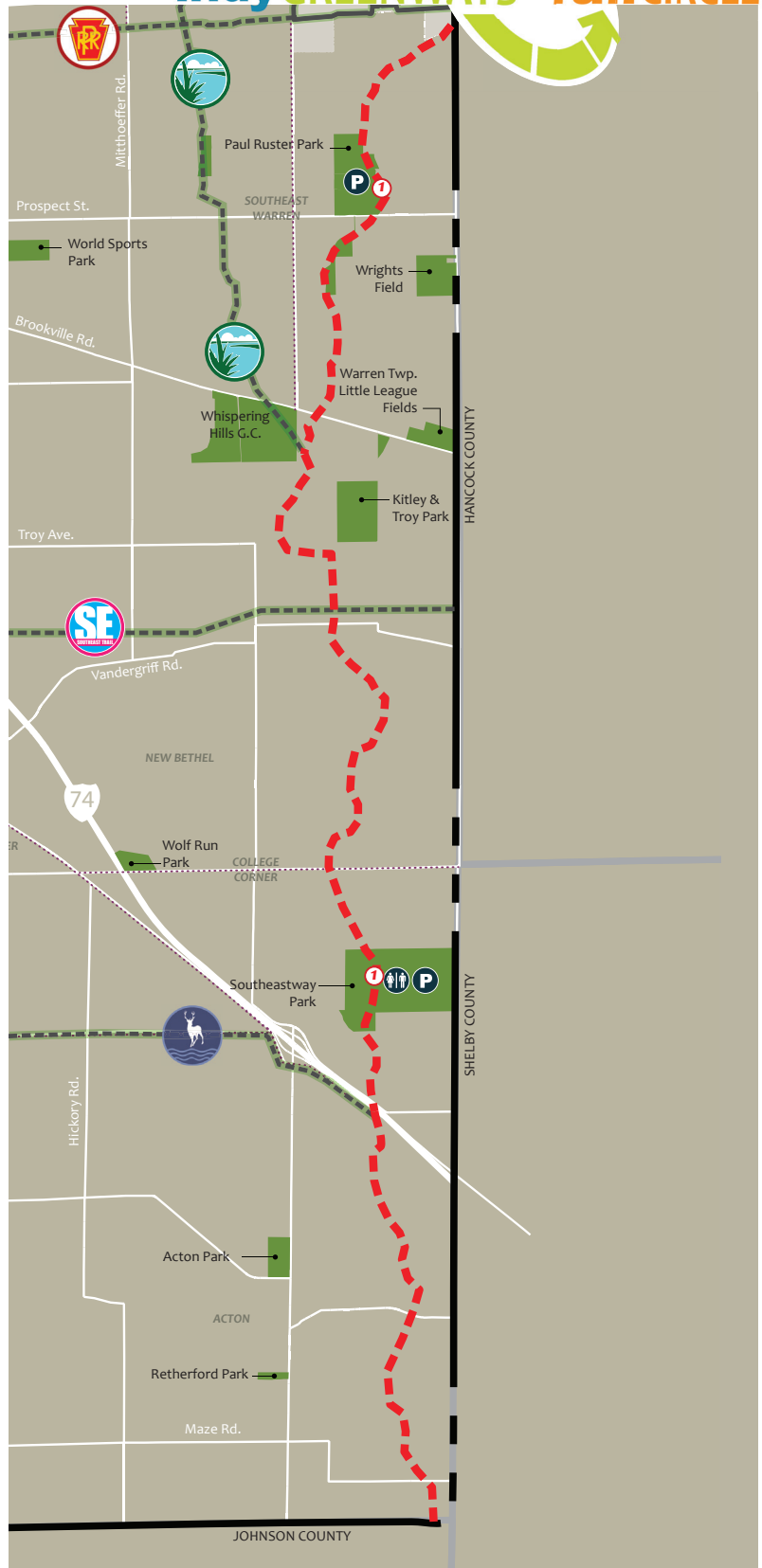
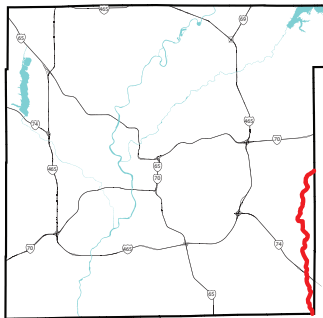
CONNECTIONS:

- SOUTHEAST TRAIL
- GRASSY CREEK GREENWAY
- LITTLE BUCK CREEK GREENWAY
- PENNSY TRAIL

Legend

- PARKING AREAS
- RESTROOMS
- PROPOSED BUCK CREEK GREENWAY
- BUILT OTHER GREENWAYS
- PROPOSED OTHER GREENWAYS
- EXISTING SHARED-USE PATHS
- PLANNED SHARED-USE PATHS
- EXISTING BIKELANES
- PLANNED BIKELANES
- PARKS
- OTHER INCORPORATED AREAS

key map



buck creek greenway







SEGMENT PROFILE

grassy creek greenway

Although the Grassy Creek Greenway was identified in the original 1994 master plan and again in the 2002 master plan update, development of the corridor into an active greenway has not yet occurred. In the 2008 Trail User's Guide to Indy Parks Greenways, it is identified as one of the many conservation corridors in the Indy Greenways system---environmentally significant corridors that should be preserved for future greenway development. The significance to the overall system is heightened as part of the Full Circle Plan in that Grassy Creek, along with Buck Creek to the south, becomes part of the eastern portion of the circle connecting Southeastway Park to Fort Harrison State Park.

The Grassy Creek Greenway actually includes two different stream systems. The Grassy Creek corridor lies entirely in Warren Township, beginning north of Interstate 70, flowing 7.5 miles to the south, and emptying into Buck Creek south of U.S. 52. Its northern limits occur at Grassy Creek Regional Park. The northern portion of the greenway follows a three-mile section of Indian Creek between 42nd and 59th Streets. The portion of the Indian Creek corridor north of 59th Street remain designated as a conservation corridor.

This overall corridor lies in one of the more rapidly developing areas in Marion County. Along Grassy Creek, new subdivisions, the updated Washington Square Mall and three golf courses are examples of new growth in the area. In the northern section of the corridor, commercial uses have grown along Pendleton Pike and residential growth has occurred along the southern portions of Indian Creek. Despite the growth, significant portions of the corridor are still surrounded by agricultural uses or are undeveloped.

Several schools and a significant regional park exist along the route. Grassy Creek Regional Park and other community facilities that already exist along the corridor, create opportunities for linkage, trails,



and recreation. Given the existing community facilities and the growing residential development, Grassy Creek will provide connections to the greenway system in areas where there has been little previous access.

The route begins on the south end of Grassy Creek at its confluence with Buck Creek and follows it north to Washington Street. At this point, it will intersect with the Penny Trail. The exact route and which side of the creek is still undetermined for this section and will likely be influenced by future development and developer cooperation in constructing segments of the trail.

A crossing will be required for Washington Street, most likely routing the trail to one of the nearby existing signalized intersections. Once across Washington Street, the trail runs along the east of Washington Square Mall. A connection should be made to this important commercial center. As the route reaches the north side of the mall property, it turns east and runs along the south side of East 10th Street to German Church Road, turns north and runs 1.1 miles to East 21st Street. At this point, the route turns east and follows 21st Street back to the creek corridor. This jog away from the creek is necessary to avoid the Maple Creek Country Club.

Once back along the creek, the route runs north, crosses over Interstate 70, runs through Grassy Creek Regional Park where it will join the park's internal trail system. The route exits the north side of the park along Long Wharf Drive to 38th Street where an at-grade crossing will be required. Once across the street, it follows an existing fence row a short distance north to Indian Creek and follows Indian Creek north to Pendleton Pike. Several additional street crossings are necessary in this section.

At Pendleton Pike, the route turns west towards Fort Harrison State Park and leaves the creek corridor. This is also the point where the trail meets the proposed bicycle facilities from the Madison County Interurban Trail. The route runs west along the south side of Pendleton Pike to Sunnyside Road, the first signalized intersection to the west. It crosses Pendleton Pike, continues north on Sunnyside for a short distance, then turns west along 59th Street for 1.5 miles to Lee Road and the Fall Creek Greenway.

The Grassy Creek Greenway will be an important greenway in completing the eastern edge of the circle and connecting to the many developing residential areas on the east side of the city. While greenway development has not yet occurred within this proposed greenway corridor, there has been some preliminary trail development within Grassy Creek Regional Park that will be part of the overall greenway route. The greenway also crosses Washington Street, a large commercial district on Indianapolis' east side, and the route will have direct access to Washington Square Mall.



Total Miles Planned

13.5

Anticipated Cost to Complete

17 Million

5 parks

Fort Benjamin Harrison State Park
Grassy Creek Regional Park
Lappin Way
Iron Gate Conservation Area
Whispering Hills Golf Course

4 neighborhoods

Southeast Warren
Far Eastside
Lawrence
Eastgate

2 landmarks

Fort Benjamin Harrison State Park
Washington Square Mall

3 connections

Fall Creek Greenway
Penny Trail
Buck Creek Greenway

Site-Specific Recommendations

- 1 Create regional trailhead facilities at Grassy Creek Regional Park.
- 2 Create new trailhead facilities and connection to Washington Square Mall.
- 3 Make connections where feasible to public transportation and the future transit stations, including potential connections to Blue Line BRT stations at Washington Square Mall.

Corridor-Wide Recommendations

- Complete a comprehensive project report for the route to verify feasibility and identify potential issues for full development of this greenway.
- Identify potential connections to existing residential subdivisions along the route and work with homeowner associations to construct access points to the new greenway.
- Work with city officials on the development review process to ensure that trail segments are included in new residential development along the corridor.

grassy creek greenway overview:

- PROVIDES NORTH-SOUTH CONNECTION BETWEEN FORT BENJAMIN HARRISON STATE PARK AND SOUTHEASTWAY PARK VIA THE PROPOSED BUCK CREEK GREENWAY

MILES: 13.5

DESTINATIONS:

- FORT BENJAMIN HARRISON STATE PARK
- GRASSY CREEK REGIONAL PARK
- WASHINGTON SQUARE MALL

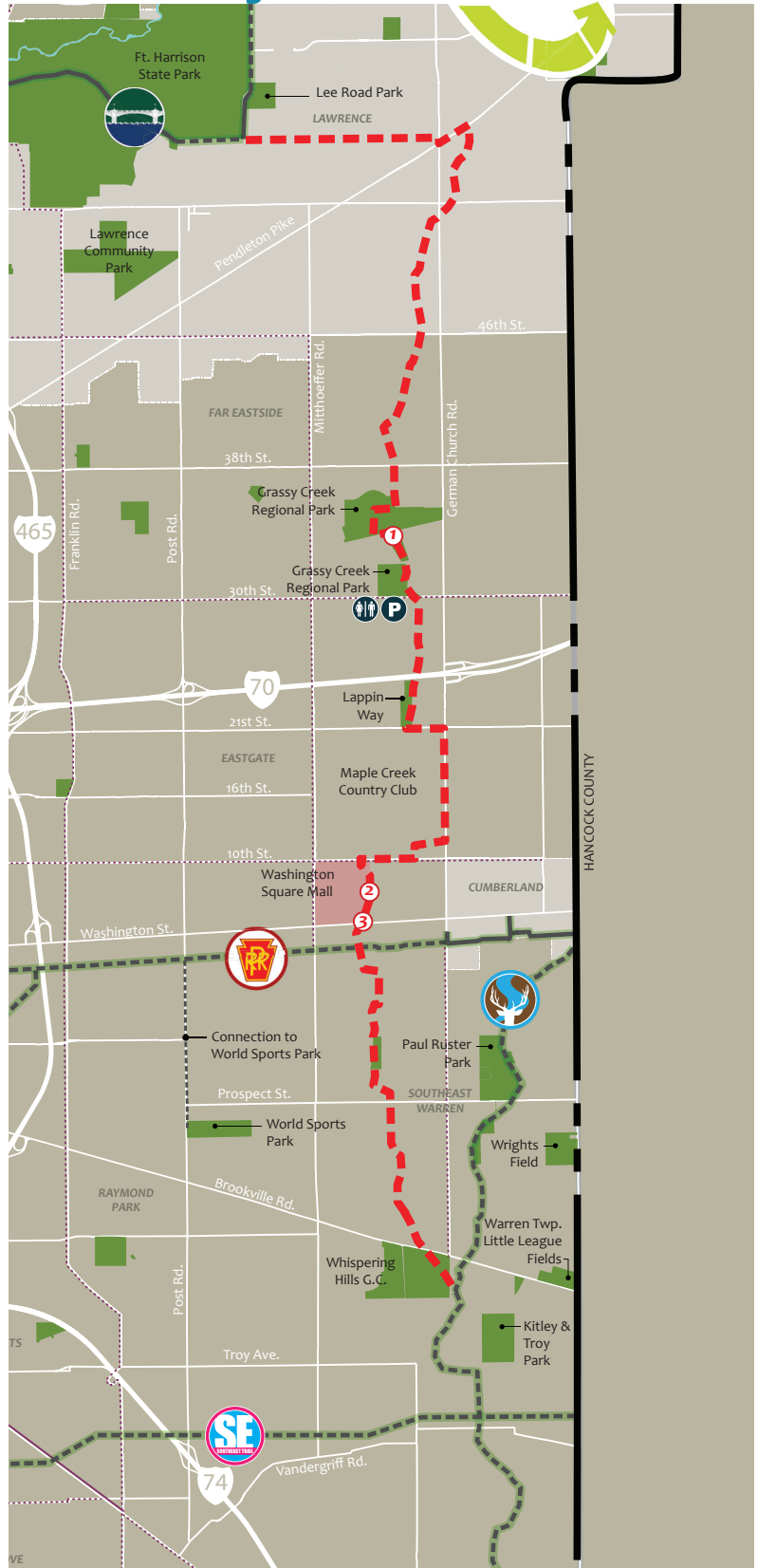
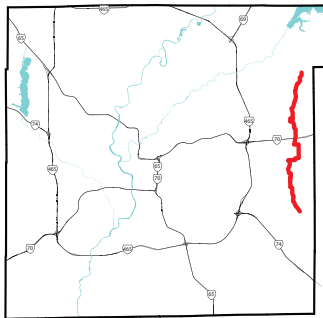
CONNECTIONS:

- BUCK CREEK GREENWAY
- PENNSY TRAIL
- FALL CREEK GREENWAY

legend

- PARKING AREAS
- RESTROOMS
- PROPOSED GRASSY CREEK GREENWAY
- BUILT OTHER GREENWAYS
- PROPOSED OTHER GREENWAYS
- EXISTING SHARED-USE PATHS
- PLANNED SHARED-USE PATHS
- EXISTING BIKELANES
- PLANNED BIKELANES
- LANDMARKS
- PARKS
- OTHER INCORPORATED AREAS

key map







SEGMENT PROFILE

little buck creek greenway

Little Buck Creek begins in mid Franklin Township and flows west through Perry Township emptying into the White River on Decatur Township's eastern border. This greenway got its start when developers of two residential areas near State Route 37 and Banta Road constructed a 1.5 mile paved trail along Little Buck Creek and deeded the property to Indy Parks. The previous greenways master plans focused on connecting the built section of Little Buck Creek to the White River. During this master planning process, Little Buck Creek Greenway was identified as the major east-west greenway across the southern townships connecting Southwestway Park to Southeastway Park. This plan seeks to establish the Little Buck Creek Greenway as an 18.3-mile greenway for the south side of Indianapolis.

Its difficult to ascribe a singular character to this greenway given the many different areas the new route will pass through. The western half of the greenway is planned to follow Little Buck Creek and provide a more natural setting for the trail. This portion of the greenway will pass through areas of new residential development with newer subdivisions backing up to the creek corridor. The overall section of the stream corridor is small so there are very few areas along the creek where the trail will have significant separation from the adjoining residential uses.

The eastern half of the greenway route, however, is much more utilitarian in nature. Once past Emerson Avenue, it uses utility and roadway easements to complete the connection through Franklin Township across the southeastern portion of the County. Once away from the creek, the greenway will pass through largely undeveloped areas that are starting to see more residential subdivision development.



The existing built section is in the southwest portion of the city near SR 37 and Banta Road. The route extension west to the White River is approximately 1.3 miles and occurs near the Southport Water Treatment Facility. Easement negotiations with Citizen's Energy Group will be necessary to facilitate the development of this segment. Once to the White River, there are options for connecting to Southwestway Park. One option is to provide a new pedestrian crossing of the White River, northwest of the treatment facility. A second option is to follow the White River south along the west side of the treatment facility, under the Southport Road bridge, and create a new pedestrian entrance to the park south of Southport Road along the river. This option would still require a bridge but could more fully connect to the trail system at Southwestway Park. An additional interim solution would be to reconfigure the Southport Road Bridge to support pedestrian and bicycle access across the river. This connection to the west is critical because once the White River Greenway is constructed, it will provide a direct route downtown for those in Decatur and Perry Townships.



Miles Constructed

1.4

Total Miles Planned

18.3

Anticipated Cost to Complete

22.75 Million

4 parks

- Southport Park
- Gray Park
- Five Points & Edgewood Park
- Franklin Township Community Park

13 neighborhoods

- Southern Dunes
- Southdale
- Linden Wood
- Homecroft
- Southport
- Edgewood
- South Perry
- South Emerson
- Galludet
- Acton
- College Corner
- Wanamaker
- Sunshine Gardens

4 connections

- White River Greenway
- Interurban Trail
- Southeast Trail
- Buck Creek Greenway

To the east, the route varies in setting and characteristics. Immediately east of the existing section, the route is planned to follow Little Buck Creek for approximately 4.2 miles before connecting back up to Southport Road. During this four miles, the route passes recreational facilities and several residential neighborhoods. Substantial property acquisition will likely be needed for this portion of the route along the creek. The route meets Southport Road between US 31 and Madison Avenue. It will follow Southport Road approximately 0.5 mile to Madison where the route will intersect with the proposed Interurban Trail in Southport.

At Madison Avenue, the route will once again follow Little Buck Creek north of Southport Road. Along its course it will connect to Southport Park and pass through more residential areas. Many of the properties along this section are larger and the route may need to be refined to find acceptable solutions. The route will also need to cross the existing active rail line which connects into downtown Indianapolis. After 1.6 miles along the creek, the route again meets Southport Road near South Sherman Drive where a midblock crossing will be needed to cross Southport Road and connect to Gray Park. This linear park currently has a soft-surface trail and it will need to be upgraded to a paved trail as part of this route. The route will follow the existing trail through Gray Park and along the creek back to Southport Road for a distance of one half mile.

At this point, the route will pass underneath the Southport Road Bridge, run northeast along the creek and pass under the Kildeer Drive bridge and follow the creek passing under the Interstate 65 bridge. Further assessment of all of these bridges will need to be completed to understand

Site-Specific Recommendations

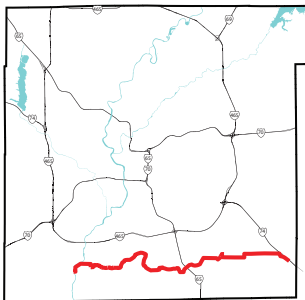
- 1 Install new pedestrian bridge to create stream crossing between developments and existing segments of the trail.
- 2 Identify and work with the appropriate city officials about trail development on the Southport Advanced Wastewater Treatment Plant property.
- 3 Work with INDOT and their Interstate 69 consultants to incorporate an underpass for the trail along the new I-69 corridor (currently SR 37).
- 4 Work with Southport and Franklin Township officials on portions of the trail that will pass through their jurisdictions.
- 5 Make connections where feasible to public transportation and the future transit stations, including potential connections to Red Line BRT stations along Madison Avenue.

Site-Specific Recommendations

- Complete a comprehensive project report for the route to verify feasibility and identify potential issues for full development of this greenway including White River pedestrian crossing options.



key map



Legend

- PARKING AREAS
- RESTROOMS
- GREENWAY ACCESS POINTS
- CONTINUOUS GREENWAY ACCESS
- BUILT LITTLE BUCK CREEK GREENWAY
- PROPOSED LITTLE BUCK CREEK GREENWAY
- BUILT OTHER GREENWAYS
- PROPOSED OTHER GREENWAYS
- INDIANAPOLIS CULTURAL TRAIL
- EXISTING SHARED-USE PATHS
- PLANNED SHARED-USE PATHS
- EXISTING BIKELANES
- PLANNED BIKELANES
- LANDMARKS
- PARKS
- OTHER INCORPORATED AREAS

little buck creek greenway overview:

- PROVIDES CONNECTION FROM THE WHITE RIVER AND SOUTHWESTWAY PARK ALONG LITTLE BUCK CREEK THROUGH SOUTHPORT BEFORE CONNECTING TO BUCK CREEK NEAR SOUTHEASTWAY PARK

MILES: 18.3

DESTINATIONS:

- SOUTHWESTWAY PARK
- SOUTHPORT
- SOUTHPORT HIGH SCHOOL
- FRANKLIN CENTRAL HIGH SCHOOL
- HOMESTEAD
- SOUTHEASTWAY PARK
- FRANKLIN TOWNSHIP COMMUNITY PARK

CONNECTIONS:

- WHITE RIVER GREENWAY
- INTERURBAN TRAIL
- SOUTHEAST TRAIL
- BUCK CREEK GREENWAY



little buck creek greenway



Little Buck Creek Greenway.



Little Buck Creek Greenway.



Little Buck Creek Greenway.



the full feasibility of the route. Property acquisition may also be needed in this section. The total length of the route described here is 0.25 miles.

East of Interstate 65, the route follows the back side of the existing commercial development and meets up again with the creek at Emerson Avenue (0.6 miles). It passes under the Emerson Avenue bridge and follows the creek another 0.35 miles to the location where it intersects with the overhead utility corridor/proposed as the Southeast Trail. At this point, the route shares the overhead utility easement with the Southeast Trail for 0.8 miles, extending northeast to the intersection of Edgewood and Shelbyville Road.

From this intersection, the route will follow East Edgewood Road for 1.3 miles to Five Points Road. Along this section, the route passes along many new subdivisions and properties that may be developed for residential use. This route also provides a connection to a newly acquired park property at the Edgewood-Five Points Road intersection. Near Five Points Road, the route will turn south for approximately .3 miles to meet with a second overhead utility easement. This 1.4 mile section runs east to Franklin Road near Franklin Central High School.

The route then turns north along Franklin Road and works its way back north to Edgewood Avenue (0.4 miles). Connections should be made to the school facilities in this area. The route then follows East Edgewood Avenue for 2.5 miles to Interstate 74, passing along Franklin Township Community Park and many future residential development areas.

The route then turns south along Southeastern Avenue and follows Interstate 74 to Buck Creek, a total of 0.8 miles. Here, the Little Buck Creek Greenway connects with the proposed Buck Creek Greenway to complete the connection to Southeastway Park.

The importance of this route cannot be overstated as it will become the dominate east-west greenway across the southern townships completing the southern leg of the circle. It's also one of the greenways that will be constructed in areas of the city that are still undeveloped allowing for potential partnership opportunities with developers to construct new greenway routes (similar to the process that led to the construction of the existing Little Buck Creek segments).

Northtown Trail crossing under I-465.



SEGMENT PROFILE

northtown trail

The Northtown Trail completes the east-west connection between Fort Harrison State Park and Eagle Creek Park. Along its route, it connects to many neighborhood and community parks, greenways, residential centers, and commercial nodes. It also opens up new recreational access to the White River. Largely in established residential areas, the corridor will likely be limited to an 8-foot wide path for most of its length. It begins at the Fall Creek Greenway on the east side just south of Skiles Test Nature Park and west of Interstate 465. The route begins on the Fall Creek extension north to Skiles Test Nature Park (this is now part of the new Northtown Trail route). A trailhead at the southern end of Skiles Test Park provides the eastern terminus of the route.

Although the Northtown Trail is new to the greenways master plan, the route had previously been identified in the Indianapolis Bikeways Master Plan as an east-west connection across the north side of the city. Bike lanes are already in place across the entire length and several small sections of sidepaths are either already in place or in the planning process. This plan elevates the design of these sidepaths to the greenways design standard.

The route begins at Skiles Test Nature Park and follows the existing trail to the center of the park and then follows the old driveway to the north end of the park at 65th Street. New parking facilities should be constructed at 65th Street. From this northern point of Skiles Test Nature Park, the route turns west along 65th Street to Johnson Road, then turns north and follows the east side of Johnson Road to 71st Street, providing a connection to Skiles Test Elementary School. At 71st Street, the route turns west and follows the southern side of the street to Binford Boulevard. This section of the route is currently in design by DPW with construction anticipated in 2014 or 2015. The trail route crosses Binford Blvd. and continues to Graham Road where it crosses to the north side of the street and then continues

west. The trail is already in place between Graham Road and Steinmeier, a total 0.35 miles. The route stays on the north side of the street all the way to Sylvan Ridge. Some sections of right-of-way are extremely limited in this section.

Beginning at Sylvan Ridge, the route follows the south side of 71st Street to Keystone Avenue, then crosses to the north side to Evanston. A spur connection to Riverwood Park should be made along Crittenden Avenue. There are two alternatives for the route between this point and the Monon Trail. The first alternative follows the north side of 71st Street west towards the White River and follows the street as it becomes Fitch and then 73rd Street. At 73rd Street, the route turns west again and continues to the Ravenswood Overlook, an Indy Parks property at the confluence of the White River and its northern overflow channel. A new signature pedestrian bridge would allow the route to cross to the south bank of the overflow channel, pass the existing dam structure, pass under the Westfield bridge and the Monon Trail, and connect up to the Monon in Marott Park. This alternative is approximately one mile long.

The second alternative turns south and follows Crittenden Avenue south to Broad Ripple Park. This stretch of the route would require on-street facilities and is ideally suited for a bicycle boulevard. It would enter the park and utilize part of the existing trail system to get to the river and then follow the river to the southern end of the park. At this point, it would connect up to a proposed "Riverwalk," a concept being developed to construct a walkway along Broad Ripple Avenue and the White River that would connect Broad Ripple Park to Broad Ripple Village. The route would then connect to the Monon at Broad Ripple Avenue. This alternative is approximately 1.6 miles long. Although longer, there would likely be less property issues associated with this alternative.

The Northtown Trail route will exit the Monon Trail at 75th Street. This location should be upgraded to a trailhead since its location will become the connection point for two greenways. The route follows 75th Street west for approximately 1.3 miles to Spring Mill Road, then turns south and follows Spring Mill to 71st Street. It turns and follows the north side of the street to Georgetown Road where it crosses to the south side of the street. Remaining on the south side of the street, the route will connect up to the existing trail which begins at Corporate Drive.

At Corporate Drive, the shared-use path is built through the interchange and continuing to Eagle Creek Park. This 1.75 mile built trail section is currently considered part of the Eagle Creek Greenway. With this planning effort, this section becomes part of the new Northtown Trail. The Northtown Trail terminates at Lafayette Road.

The Northtown Trail becomes a major piece of the full circle plan providing a critical east-west connection across the north side of the city, connecting Fort Harrison State Park to Eagle Creek Park, and also provides connections to Broad Ripple.



Miles Constructed

3.5

Total Miles Planned

16.8

Anticipated Cost to Complete

18.25 Million

8 parks

- Eagle Creek Park
- WISH Park
- Marott Park
- Broad Ripple Park
- Skiles Test Nature Park
- Riverwood Park
- Woolens Gardens
- Fort Benjamin Harrison State Park

14 neighborhoods

- Trader's Point
- Park 100
- Augusta-New Augusta
- Crooked Creek
- Delaware Trail
- Meridian Hills
- Williams Creek
- North Central
- Ravenswood
- Broad Ripple
- Clearwater
- Glendale
- Allisonville
- Devonshire

3 landmarks

- Fort Benjamin Harrison State Park
- Broad Ripple Village
- Eagle Creek Park

3 connections

- Eagle Creek Greenway
- Monon Trail
- Fall Creek Greenway



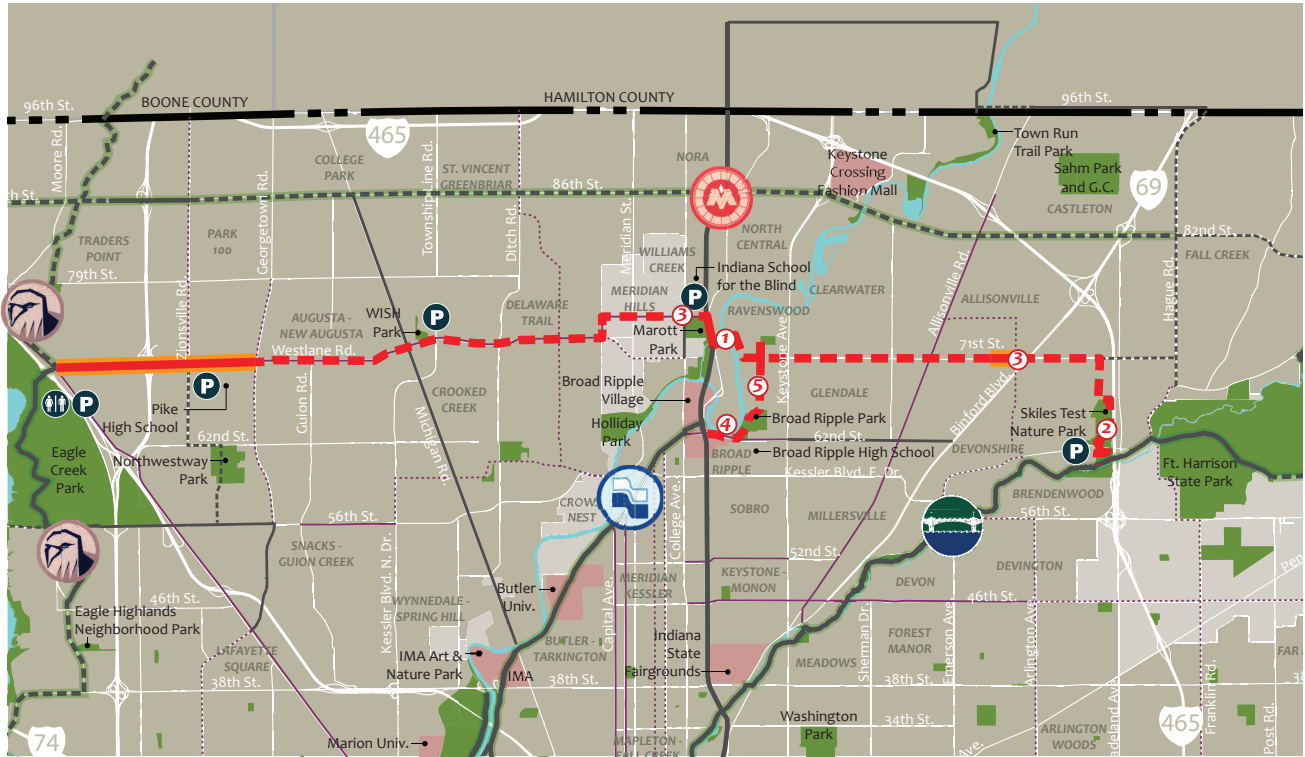
MASTER PLAN RECOMMENDATIONS

Site-Specific Recommendations

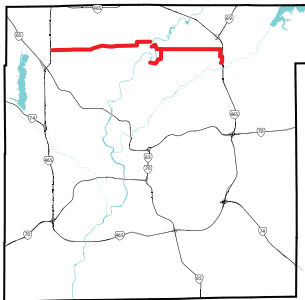
- 1 Study the feasibility of a new signature pedestrian bridge on the route north of Broad Ripple.
- 2 Complete section of trail through Skiles Test Nature Park. Determine if grades on existing climb at southern end of the park are feasible for a main greenway route.
- 3 Make connections where feasible to public transportation and the future transit stations, including potential connections to the Red Line and Green Line BRT stations.
- 4 Complete the Riverwalk connection along 62nd Street between Broad Ripple Park and the Monon Trail.
- 5 Construct bicycle boulevard along Crittenden Avenue to connect 71st Street to Broad Ripple Park. Construct shared-use path connection between 66th Street and 67th Street in city right-of-way.

Corridor-Wide Recommendations

- Complete a scoping study to determine route location for remaining unbuilt portions of the route.
- Install signage and reinforce new greenway logo and branding on sections of this route that exists. This includes the existing connection on the east end near Skiles Test, the built portion near Binford, and the Eagle Creek section on the west end.
- Identify and construct connections to schools and park properties along the route.



key map



Legend

- PARKING AREAS
- RESTROOMS
- CONTINUOUS GREENWAY ACCESS
- BUILT NORTHTOWN TRAIL
- PROPOSED NORTHTOWN TRAIL
- BUILT OTHER GREENWAYS
- PROPOSED OTHER GREENWAYS
- INDIANAPOLIS CULTURAL TRAIL
- EXISTING SHARED-USE PATHS
- PLANNED SHARED-USE PATHS
- EXISTING BIKELANES
- PLANNED BIKELANES
- LANDMARKS
- PARKS
- OTHER INCORPORATED AREAS

northtown trail overview:

- PROVIDES AN EAST-WEST CONNECTION BETWEEN FORT BENJAMIN HARRISON STATE PARK AND EAGLE CREEK PARK

MILES: 16.8

DESTINATIONS:

- FORT BENJAMIN HARRISON STATE PARK
- SKILES TEST NATURE PARK
- BROAD RIPPLE PARK
- BROAD RIPPLE VILLAGE
- BROAD RIPPLE HIGH SCHOOL
- INDIANA SCHOOL FOR THE BLIND
- MAROTT PARK
- EAGLE CREEK PARK
- PIKE HIGH SCHOOL
- NORTHWESTWAY PARK (VIA PROPOSED SHARED-USE PATH)

CONNECTIONS:

- FALL CREEK GREENWAY
- MONON TRAIL
- EAGLE CREEK GREENWAY



northtown trail





Southwest Trail corridor near Dollar Hide Park.



SEGMENT PROFILE

southwest trail

The Southwest Trail is one of the new greenways identified in the Full Circle Plan. Its 7.7 mile-route completes the southern portion of the circle and connects Southwestway Park to the proposed White Lick Creek Greenway, the western portion of the circle. The Southwest Trail brings a tremendous opportunity to the system in that its route uses portions of the shared-use pathway system of the Ameriplex Business Park, adding almost 4 miles of built trail to the system upon its designation. The Southwest Trail also provides an important connection to Decatur Central High School, the public library and several far southwest neighborhoods dissected by large industrial areas, major thoroughfares, and active rail lines in the southwest portion of the county, many associated with Indianapolis International Airport. This greenway completes the southern stretch of the Circle.

The Southwest Trail extends the Southwestway Park experience in that it provides access to several different environmental features not currently accessible by the general public. Along its course, the trail route will pass through undisturbed agricultural lands, meandering stream beds with wooded slopes, and preserved wetland areas. It will connect up to local schools, environmental learning areas within Ameriplex, and will end in a bucolic rolling countryside typical of southwest Marion County as it approaches White Lick Creek.

The proposed route begins at Southwestway Park and runs north along the west side of Mann Road. When determining the connection to the park, consideration should be given to how the greenway interfaces with the park and how it connects to the other greenways that terminate in the park (White River Greenway, Little Buck Creek Greenway). In this plan, the park undoubtedly will become a regional trailhead for these sections and strong consideration should be given to creating a major trailhead with full facilities at the park.

The route follows Mann Road approximately 0.8 miles north to a natural area known as Dollar Hide Park, a stream corridor for Dollar Hide Creek that cuts through several residential subdivisions in this

area. The route follows Dollar Hide Creek northwest for a mile then turns west along West Epler Avenue and extends another half mile to Carson Park. The location of Carson Park and its existing facilities, make it ideal for development of a second trailhead along this route.

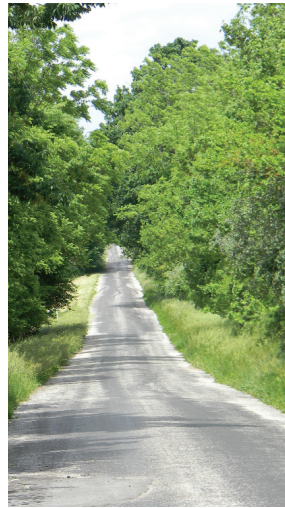
From Carson Park, the greenway crosses South High School Road and enters an overhead utility easement that skirts the southern portion of the Decatur Central High School property and continues all the way to Kentucky Avenue. To the south of this portion of the greenway are additional residential subdivisions. Connections should be established to these existing residential areas. Once the route reaches Kentucky Avenue, it turns northeast and follows it to its intersection with Gatwick Drive (to the west) and the high school entrance (to the east). This intersection presents the most logical at-grade crossing for both Kentucky Avenue and the existing active rail line that parallels the western side of Kentucky Avenue.

To the west of Kentucky Avenue is the Ameriplex Business Park. Construction of Ameriplex included the development of shared-use paths throughout the development. The route ties into that existing trail system on the north side of Gatwick Drive and uses it to complete the route westward to Decatur Blvd. It then follows the east side of Decatur Blvd. to Narita Road, where it crosses to the west side of Decatur Blvd. and follows the west side clear to Ameriplex Parkway. This section of Decatur Blvd. includes two natural wetland areas with interpretive opportunities.

At Ameriplex Parkway, the route crosses the street and then follows the southern side of Ameriplex Parkway west to Stansted Drive where the route turns south. It follows Stansted Drive to Orly Road and then follows Orly to the western edge of the Ameriplex complex. At this point, Orly Road turns into East County Road 600 South, a small two-lane country road that is largely rural in nature. Traffic counts are extremely low along this stretch due to significant change in the alignment cause by construction of Ameriplex and Interstate 70. Because of these low traffic counts, the proposed route shares the small country road for 0.3 miles until it crosses White Lick Creek where the route will connect with the White Lick Creek Greenway. During this segment, the route passes into Hendricks County.

The stretch of greenway through Ameriplex can be brought online relatively easily by signing and marking the route through the complex. The sharrow along East County Road 600 South can also be easily implemented through signage and pavement markings.

The Southwest Trail completes the southwestern portion of the circle and is a critical component of the concept both in terms of the route across the southern townships as well as a part of the western route north to Eagle Creek Park around the Indianapolis International Airport.



MASTER PLAN RECOMMENDATIONS

Site-Specific Recommendations

- 1 Design and construct a new trailhead facility within Southwestway Park where the Southwest Trail and the White River Greenway
- 2 Coordinate with the Ameriplex Business Park about designating the greenway route through the business park. Install signage that identifies the route through the business park.
- 3 Coordinate with IPL on the use of overhead utility easements along the route. Identify requirements and establish the necessary protocols for greenway development in the easements.
- 4 Sign and mark the sharrow on East County Road 600 South. Coordinate with Hendricks County Parks/Plainfield Parks on completing the sharrow to the proposed White Lick Creek corridor.
- 5 Design and construct a trailhead at Carson Park.
- 6 Meet with Decatur Township High School officials to discuss connections between Decatur Central High School and the greenway.

Corridor-Wide Recommendations

- Complete a comprehensive project report for the entire length of the Southwest Trail proposed route. Specific attention should be paid to the connection at Southwestway Park and the stream corridor along Dollar Hide Creek.
- Meet with local residential neighborhoods along the route to determine appropriate connections and access points in the local neighborhoods.

Miles Constructed

3.5

Total Miles Planned

7.7

Anticipated Cost to Complete

5.25 Million

3 parks

Southwestway Park
Dollar Hide Creek Park
Carson Park

3 neighborhoods

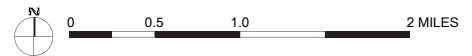
West Newtown
Valley Mills
Ameriplex

2 landmarks

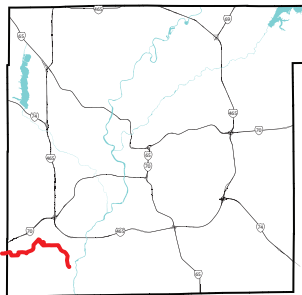
Decatur Central High School
Ameriplex Business Park

2 connections

White River Greenway
White Lick Creek Greenway



key map



legend

- PARKING AREAS
- RESTROOMS
- GREENWAY ACCESS POINTS
- CONTINUOUS GREENWAY ACCESS
- BUILT SOUTHWEST TRAIL
- PROPOSED SOUTHWEST TRAIL
- BUILT OTHER GREENWAYS
- PROPOSED OTHER GREENWAYS
- EXISTING SHARED-USE PATHS
- PLANNED SHARED-USE PATHS
- EXISTING BIKELANES
- PLANNED BIKELANES
- PARKS

southwest trail overview:

- CONNECTS THE PROPOSED WHITE LICK CREEK GREENWAY TO SOUTHWESTWAY PARK

MILES: 7.7

DESTINATIONS:

- AMERIPLEX
- CARSON PARK
- DECATUR CENTRAL HIGH SCHOOL & LIBRARY
- SOUTHWESTWAY PARK

CONNECTIONS:

- WHITE LICK CREEK
- WHITE RIVER GREENWAY



southwest trail



TAYLOR SIEFKER WILLIAMS design group





White Lick Creek.



SEGMENT PROFILE

white lick creek greenway

The White Lick Creek Greenway lies on the extreme western edge of Marion County along the border of Hendricks County in Wayne Township. The greenway identified in this plan is 15.2 miles long and connects the far southwestern corner of the city with the Eagle Creek Greenway and Eagle Creek Park on the northwest side. The greenway will be the major west-side trail connecting Southwestway Park to Eagle Creek Park.

The White Lick Creek Greenway will provide a quiet, more natural trail experience for users. Much of the route follows the meandering White Lick Creek through the countryside, under historic bridges, and through restored natural habitat areas. Along its route, users will see several different pieces of historic railroad architecture as the route passes under several turn-of-the-century railroad bridges and elevated trestles.

Beginning at the south end, the greenway begins where White Lick Creek meets East County Road 600 South/Reeves Road, the terminus of the Southwest Trail, in Hendricks County. The route runs to the north towards Interstate 70 in the natural area between South County Road 1050 East and the creek. It will pass under Interstate 70 using the existing bridges and will continue north across the interstate and under the Ronald Reagan Parkway. Once across the parkway, the route will turn north and follow Ronald Reagan Parkway north to Stafford Road.

Over the last several years, the Indianapolis International Airport has bought much of the property along White Lick Creek since it's at the end of their runways. Much of the area bordered by Stafford, US 40 the Ronald Reagan Parkway, and the airport perimeter is now owned by the airport and the former residential buildings have been removed. Much of the natural creek corridor has also been restored in this area. There are two options for extending the greenway through this two-mile section.



The preferred alignment turns east along Stafford Road and runs 0.3 miles to White Lick Creek and then turns north and follows the creek north to the proposed Vandalia Trail corridor. The last .3 miles of this stretch could utilize an existing overhead utility corridor. The alternative route in this area would have the route using the existing shared-use path along the Ronald Reagan Parkway up to US 40. This route could easily become part of the designated greenway by signing and marking the route.

To cross US 40, the route would turn east and follow US 40 west to its intersection with Ronald Reagan Parkway, cross at the signalized intersection, then follow the US 40 alignment east to White Lick Creek. An alternative crossing may be feasible using the US 40 bridge over White Lick Creek or constructing a new pedestrian crossing over US 40.

Once north of US 40, the route again follows the overhead utility easement and White Lick Creek for 1.5 miles north to West Morris Street/County Road 100 South. This section includes a crossing of Bridgeport Road and will require coordination with the utility company on use of their easements and the requirements for placing the route near their substation. A mid-block crossing may be possible at this location or the trail may be routed to the near-by intersection.

North of West Morris Street/County Road South, the trail again follows a combination of the creek and the overhead utility easement for another 0.75 miles until it meets the elevated railroad grade just south of US 36. The route will pass under the existing railroad bridges (two total) and follow the creek to US 36/Rockville Road where it again meets up with the overhead utility easement. The route then uses the US 36 bridge to cross the street and continues to follow the creek and overhead utility easement for another .6 miles. A crossing of Country Club Road will be required in this section. At this point, the route follows the creek back to Country Club Road.

Two alternatives also exist moving north from this point. The preferred route will follow Country Club Road north 0.1 mile to West 10th Street. At this point the route will cross the street and then continue north on the west side of Country Club Road for another 1.5 miles to the elevated railroad crossing. In this stretch, the trail will connect to the proposed B&O Trail as well as several residential neighborhoods along the way. Before the route passes under the railroad, a connection should branch off to the northwest to connect up to Robey Park, Robey Elementary School, and the Clermont Lions Club Park. Once under the rail line, the preferred route continues to follow Country Club Road/Dandy Trail another mile to where it will connect to the Eagle Creek Greenway.



Total Miles Planned

15.2

Anticipated Cost to Complete

19 Million

3 parks

Robey Park
Clermont Lions Club Park
Cloverleaf Conservation Area

5 neighborhoods

Ameriplex
Bridgeport
Chapel Hill-Ben Davis
Key Meadows
Clermont
Eagle Creek

1 landmark

Indianapolis International Airport

4 connections

Southwest Trail
Vandalia Trail
B & O Trail
Eagle Creek Greenway

Site-Specific Recommendations

- ① Coordinate with officials in Hendricks County and Plainfield to plan and construct the portions of the greenway outside of Marion County. Coordinate with County officials on use of the Ronald Reagan Parkway corridor.
- ② Coordinate with officials from the Indianapolis International Airport on use of airport-controlled land along the creek.
- ③ Coordinate with IPL on the use of overhead utility easements. Identify requirements and establish the necessary protocols for greenway development in the easements.
- ④ Work with INDOT to construct a safe crossing of Interstate-70 and the Ronald Reagan Parkway.
- ⑤ Coordinate with property owners along Country Club Road.

Corridor-Wide Recommendations

- Complete a comprehensive project report for the White Lick Creek Greenway corridor.

white lick creek greenway overview:

- PROVIDES NORTH-SOUTH CONNECTION BETWEEN EAGLE CREEK PARK AND SOUTHWESTWAY PARK IN WESTERN TOWNSHIPS

MILES: 15.2

DESTINATIONS:

- AMERIPLEX
- INDIANAPOLIS INTERNATIONAL AIRPORT
- RONALD REAGAN PARKWAY TRAIL (HENDRICKS COUNTY)
- CLERMONT

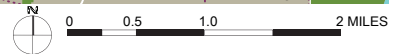
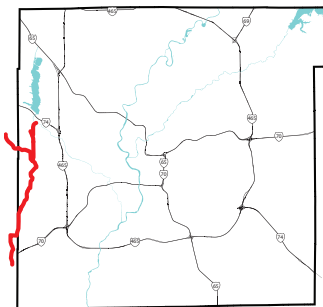
CONNECTIONS:

- SOUTHWEST TRAIL
- VANDALIA TRAIL
- B & O TRAIL
- EAGLE CREEK GREENWAY

legend

- PARKING AREAS
- RESTROOMS
- PROPOSED WHITE LICK CREEK GREENWAY
- BUILT OTHER GREENWAYS
- PROPOSED OTHER GREENWAYS
- EXISTING SHARED-USE PATHS
- PLANNED SHARED-USE PATHS
- EXISTING BIKELANES
- PLANNED BIKELANES
- LANDMARKS
- PARKS
- OTHER INCORPORATED AREAS

key map



white lick creek greenway



Bridge along White Lick Creek.



Existing railroad bridge along White Lick Creek.



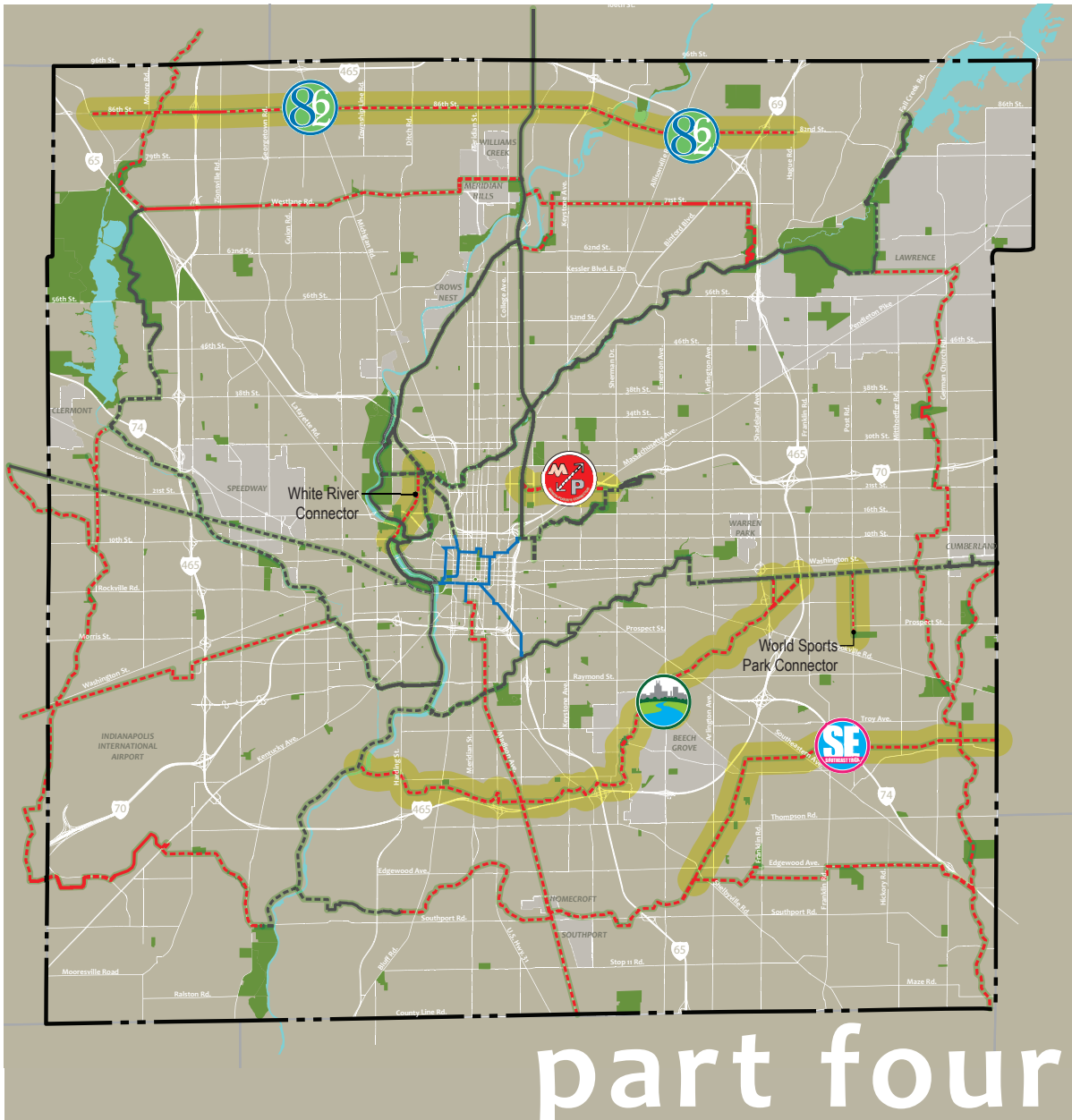
Overhead utility easement along White Lick Creek.



The alternative to the preferred route has the trail continuing to follow the creek west into Hendricks County eventually connecting up to the B&O rail corridor.

The White Lick Creek Greenway is a key segment of the overall master plan in that it provides the north-south connection on the west side and creates regional connections into Hendricks County. But the location of this greenway creates many challenges that will need to be coordinated as the greenway is developed:

- **County coordination-** Nearly a third of the route (2.3 miles) is in Hendricks County and another 2 miles of the route will be in Hendricks County if the Ronald Reagan corridor is used between Stafford and US 40. This is likely given that the airport has several pieces of runway-related infrastructure in place near the creek in this area. Coordination will be needed with officials in Hendricks County and Plainfield to complete the portions of the greenway outside of Marion County.
- **Airport coordination-** Coordination will be needed with the Indianapolis International Airport Authority to determine whether the greenway can be routed through land they control.



part four

the connectors

The final part of the master plan deals with smaller greenway and trail segments that help to complete the overall system and address areas of the city where additional connections are needed or where there are opportunities for meaningful connections. These types of connections include:

- Greenway-to-greenway connections
- Opportunities to connect between greenways in areas currently underserved by the greenway system
- Opportunities to establish connections between the greenways and nearby public facilities that will generate significant pedestrian and bicycle traffic.
- Areas where there is available right-of-way for greenway-to-greenway connections

Greenway to Greenway Connectors

Several areas have been identified where there are strong potential

connections between greenway segments. These potential routes link the different greenways together expanding the reach of each greenway for the user. They also provide a different experience for the user by providing alternative loops within the greenway and expanding the greenways into new areas. One such example in this plan is the Monon Connector, a proposed connection between the Monon Trail and the Pogues Run Greenway. This 1.8 mile link is proposed on an abandoned rail corridor that parallels 21st street. Not only would this connection provide access to the Monon Trail for residents on the east side, it would also bring users to the Pogues Run Art and Nature Park, helping to invigorate use of that property.

Connections to Underserved Areas

Several potential greenway routes were identified, either through this planning process or other planning processes in the community, that help to not only link together two different greenways, but

62nd Street Trail.



56th Street Sidewalk in Pike Township.



Developer-built sidewalk on Franklin Road.



also provide connectivity to areas currently lacking connections to the greenway system. These greenway segments help expand the reach of the greenways and provide further connections to areas not currently accessible by the system. Examples of these connections include the Southeast Trail which connects to several residential areas in Pike Township, and the Lick Creek Greenway, the first greenway connection to Beech Grove.

Connections to Nearby Facilities

This plan also identifies some key connections felt to be important to the greenway system. These routes are intended to broaden the user experience by providing new connections to desirable uses. Examples from this plan include the World Sports Park Connector which connects the Penny Trail to the newly constructed World Sports Park along Post Road, and the 82nd/86th Street Commercial Connector which provides pedestrian and bicycle connections to one of Indianapolis' premier commercial corridors.

Areas of Opportunity

This plan also identifies opportunities for development of key pieces of the greenway system, especially in terms of available rights-of-way. Specifically, two corridors are identified where there are abandoned rail lines. These are opportunities that should be capitalized upon before the corridors are overtaken by adjacent uses.

“Connectors” Versus “Connections”

A final introductory note about the connectors identified in this plan is that the term “connector” is used for organizational purposes of the plan only. Indianapolis is in the midst of a revolution in terms of constructing new pedestrian and bicycle facilities, whether they be sidewalks, bike lanes, or sidepaths. There is even a separate Bikeways Master Plan that identifies the long-term vision for providing greater connectivity for the entire city. The routes identified in this part of the plan—the “connectors”—are part of a much larger toolbox of “connections.” There were several potential connectors identified during the planning process. Some of these include:

- Blickman Trail between Holliday Park and Marott Park
- Old Interurban line along 38th Street
- 62nd Street Trail

The strength of this plan is that it ties the greenway system into that larger system and in the end, this plan is intended to accept and connect to all of those different types of “connections.” The “connectors” included in this part of the plan are intended to be those connections that are part of the Indy Greenways system.

This section of the Full Circle Plan includes the following greenways:

- Lick Creek Greenway
- Monon Connector
- Southeast Trail
- 82nd/86th Street Commercial Connector
- World Sports Park Connector
- White River Connector

Further information about each of these trails is included on the following pages.

Overhead powerline easement in proposed Lick Creek Greenway Corridor.



SEGMENT PROFILE

lick creek greenway

The Lick Creek Greenway is one of the new greenways proposed in this master plan. The proposed 14.7-mile trail route is on the south side of Indianapolis and connects the White River to Beech Grove and then northeast to the Penny Trail. The creek is largely industrial in nature and swaths of the channel have been realigned or channelized in some sections. Although predominantly industrial, it does pass through some residential areas and provides a greenway connection to and through the town of Beech Grove.

The route is significant for several reasons. First, it provides an intermediate east-west greenway connection for the south side falling about half way between the Pleasant Run Greenway (nearer to the downtown) and the Little Buck Creek Greenway farther to the south beyond the I-465 loop. Over its course, it will connect to the White River Greenway, the proposed Interurban Trail and eventually the Penny Trail. It also provides the only greenway connection to Beech Grove.

The route begins at the White River just north of the Harding Street Quarry. A pedestrian bridge will be needed to connect it across the river to the White River Greenway on the west bank of the river. From here, the route runs east for approximately 2.2 miles crossing Harding Street and following the south side of the creek channel to just east of Bluff Road where it will be located in an overhead utility easement. It follows the easement for .4 miles to where the creek, easement, and Interstate 465 come together. A new creek crossing will be needed at this point for the route to pass over to the north side of the creek.

After crossing Lick Creek, the trail will continue underneath Meridian Street and connect to the Southern Plaza Shopping Center (it doesn't follow the creek in this section because the creek runs under the west-bound lanes of the interstate and flows in the median before it crosses over to the south side of the interstate). At Southern Plaza, the route follows the on-ramp and East Street to the Southern



Plaza Drive intersection where it crosses East Street. Once across East Street, the route turns south and follows East Street another quarter mile to an existing overhead utility easement. It then turns west and runs inside the easement 0.5 miles to Madison Avenue. This is also where the Lick Creek Greenway intersects with the proposed Interurban Trail. Crossing improvements will be needed at the Madison/Shelby Street intersection to accommodate the crossing.

From Madison Avenue, the route continues east in the easement. About 0.12 miles past Madison is an active elevated rail line. A crossing will need to be constructed to allow the trail to pass under the rail line or use an alternative route to get to an at-grade crossing. Once east of the rail line, the route follows the easement another .5 miles until it once again meets Lick Creek at the Indiana Central Little League Facility at Keystone Avenue. A stream crossing will be needed if the route passes through the little league facility. An alternative route would follow the north/west side of the stream, pass through a residential area en route to Keystone. Both routes would use the existing Keystone bridge to get under the roadway.

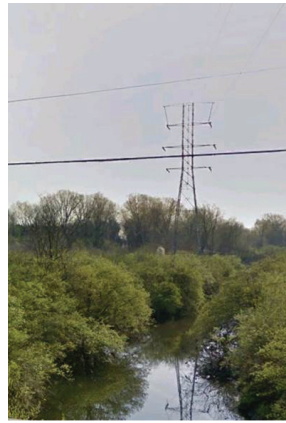
From Keystone, the route follows the creek east to Beech Grove and then turns north into the town and follows the creek to Sarah Bolton Park. It crosses Main Street to Central Elementary School and then follows the creek north to Bethel Avenue. North of Bethel, the route is blocked by active rail lines. To get over the rail lines, the route crosses Bethel and then turns and follows the tracks under the Emerson Avenue bridge and then uses the existing at-grade crossings on Subway Street to cross the three different sets of tracks. Once across the rail lines, the route turns north and follows Emerson Avenue to the creek at Raymond Street.

From here, the route runs northeast along the creek to Brookville Road where the route meets another set of active rail lines. The route uses the Brookville Bridge over the tracks to cross Brookville and then follows the railroad corridor northeast passing another set of rail lines and passing under Shadeland Avenue to English Avenue.

At English Avenue, two alternatives exist in connecting to the Pennsy Trail. The first alternative is for the route to turn north and follow Shortridge Road 0.5 miles north to the Pennsy. Sufficient right-of-way exists along Shortridge to allow the route to make the connection in this area.

A second alternative provides a connection nearer to Interstate 465. At English Avenue, the rail line is abandoned to the northeast. In this alternative, the route would use the abandoned rail grade .6 miles to the area near Interstate 465 and then share South Old Trail Road, a very low volume residential street, for 0.12 miles to meet with the Pennsy. In this alternative, the route would need to stay on the street to avoid a historic graveyard nestled up against the I-465 right-of-way east of South Old Trail Road.

In all, this route provides a major link to the greenway system for residents on the near south and near east sides of Indianapolis, an area not currently served by the greenway system.



Total Miles Planned

14.8

Anticipated Cost to Complete

19.75 Million

2 parks

Bluff Park
Sarah Bolton Park

5 neighborhoods

North Perry
University Heights
Beech Grove
Southeast
Irvington

1 landmark

University of Indianapolis

3 connections

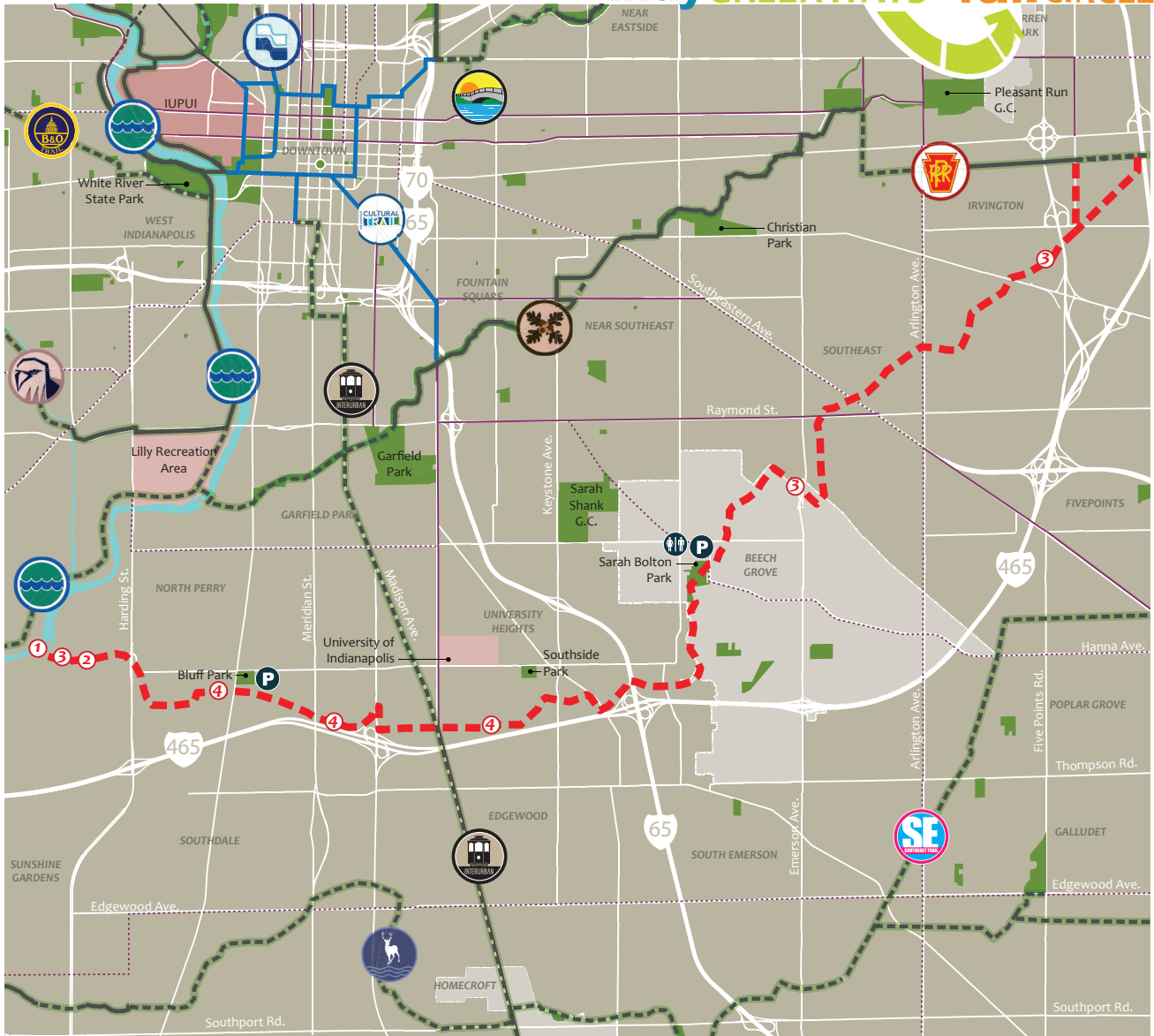
White River Greenway
Interurban Trail
Pennsy Trail

Site-Specific Recommendations

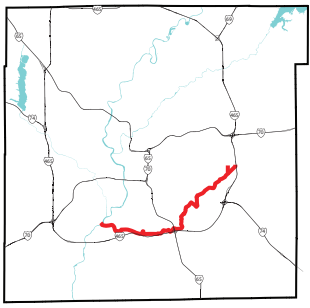
- ① Design and construct a new pedestrian bridge over the White River to connect to the White River Greenway on the west side of the river.
- ② Initiate discussions with Industrial property owners on the western end of the route to determine requirements for crossing industrial properties.
- ③ Identify status and ownership of rail corridors along the route---both active and abandoned---and initiate coordination for aligning the route along the active lines, and on the abandoned portion of the line at the northeast end of the route.
- ④ Coordinate with IPL on the use of overhead utility easements. Identify requirements and establish the necessary protocols for greenway development in the easements.

Corridor-Wide Recommendations

- Complete a comprehensive project report for the Lick Creek Greenway corridor.
- Identify property owners along the route and begin discussions about property acquisition.
- Coordinate with the Department of Public Works on street crossings and intersection treatments along the route.



key map



legend

- PARKING AREAS
- RESTROOMS
- PROPOSED LICK CREEK GREENWAY
- BUILT OTHER GREENWAYS
- PROPOSED OTHER GREENWAYS
- INDIANAPOLIS CULTURAL TRAIL
- EXISTING SHARED-USE PATHS
- PLANNED SHARED-USE PATHS
- EXISTING BIKELANES
- PLANNED BIKELANES
- LANDMARKS
- PARKS
- OTHER INCORPORATED AREAS

lick creek greenway overview:

- PROVIDES CONNECTION BETWEEN WHITE RIVER GREENWAY AND THE PENNSY TRAIL IN CURRENTLY UNDERSERVED SOUTHERN TOWNSHIPS
- MILES:** 14.8
- DESTINATIONS:**
 - BEECH GROVE
 - SARAH BOLTON PARK
 - BLUFF PARK
 - IRVINGTON
 - UNIVERSITY OF INDIANAPOLIS
- CONNECTIONS:**
 - INTERURBAN TRAIL
 - PENNSY TRAIL
 - WHITE RIVER GREENWAY



lick creek greenway





Proposed Monon-Pogues Connector corridor along 21st Street.



SEGMENT PROFILE

monon-pogues connector

There are several opportunities in the city to make connections between major greenway segments. One such opportunity exists to connect the Pogues Run Greenway to the Monon Trail near the 21st Street corridor. A section of the former belt line between Sherman Drive and the Monon rail corridor is abandoned and may provide a unique connection for the system.

The 1.9 mile corridor begins at the Pogues Run Greenway route at the intersection of 21st Street and North Olney Drive and follows the former rail line west to North Rural Street. The trail would need to cross an active line near Dearborn Street in this section and a crossing of Rural Street would need to be studied. The area where the corridor crosses Rural is just south of the Keystone/Rural Street interchange from Interstate 70 and this location sees high traffic volumes even during non-peak traffic hours. Just west of Rural is an existing parking area and vacant property that would make a great location for a regional trailhead.

From Rural, the route continues west another 1.1 miles passing under Interstate 70 and extends west to Yandes Street near the Monon Trail. In this section, the route would include at-grade street crossings at Winter Avenue, Jefferson Avenue, Greenbriar Lane, Sheldon Street, Dr. Andrew J Brown Avenue, Columbia Avenue, and Yandes Street. All of these street crossings, with the exception of Dr. Andrew J. Brown Avenue, are low traffic volume streets. This section also includes an overpass of Hillside Avenue on an existing rail bridge. Renovation and safety improvements would likely be needed in order to use this structure as part of the route.

West of Yandes Street, an abandoned industrial property sits between the street and the Monon Trail. Redevelopment of this property could create a new park near this connection of trail segments.

This corridor presents an opportunity for the city to potentially take ownership of this corridor before it is lost. When completed, this route would create a significant connection between the Monon Trail and the Pogues Run Greenway, Pogues Run Art and Nature Park, and Bookside Park. It also provides a significant potential location for a regional trailhead and access point to both greenways, and provides an additional connection to the Monon from the east side of the city.



Total Miles Planned

1.9

Anticipated Cost to Complete

2.5 Million

1 park

PoguesRun Art & Nature Park

2 connections

Monon Trail
Pogues Run Greenway



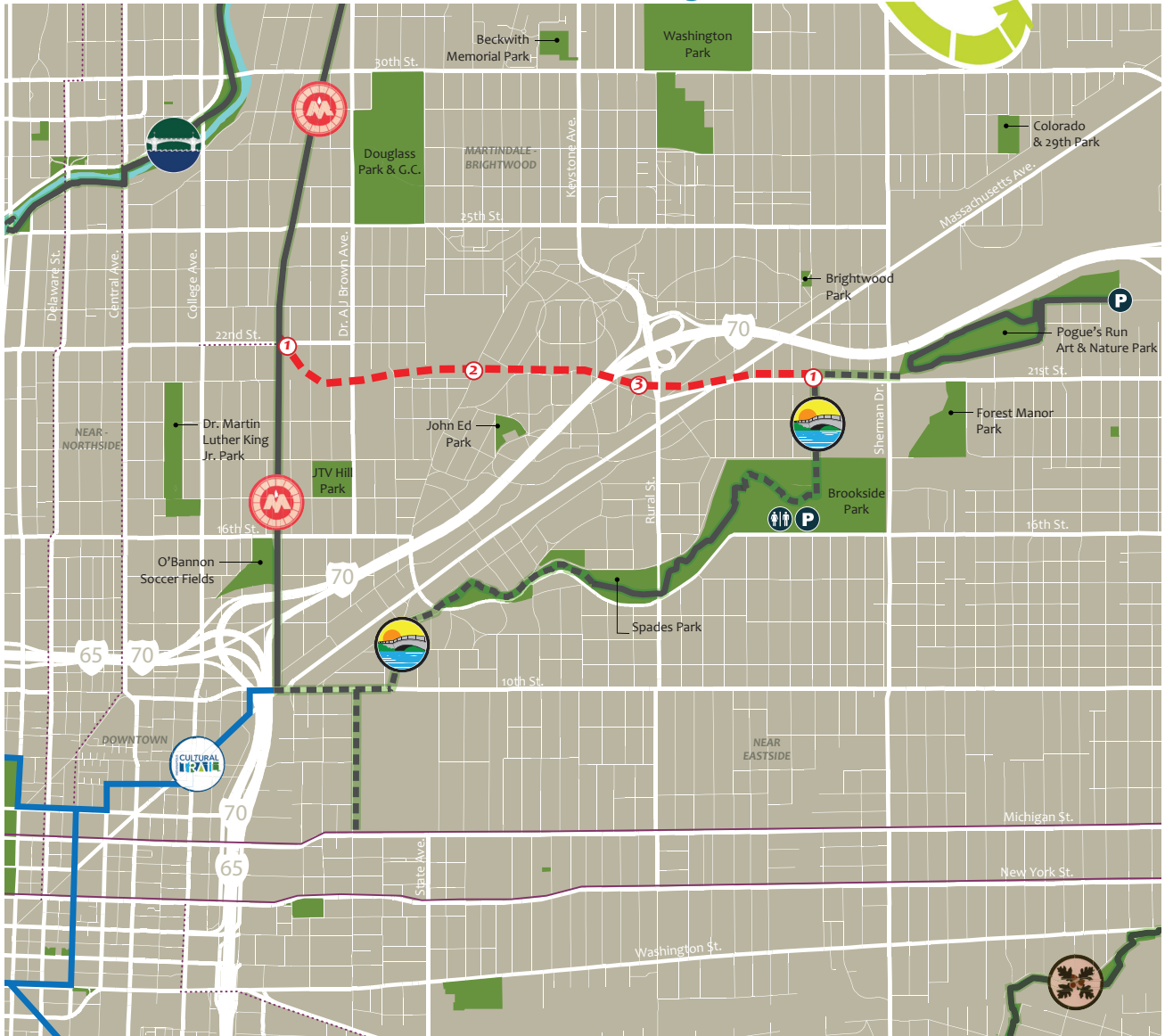
**MASTER PLAN
RECOMMENDATIONS**

Site-Specific Recommendations

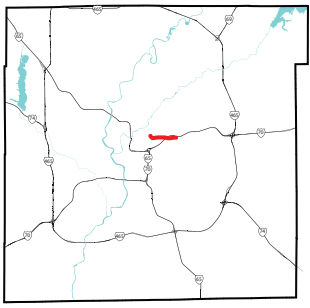
- ① Determine status of properties at each end of the connector to determine viability for park and/or trail development.
- ② Evaluate integrity of Hillside Avenue bridge for use as part of the connector.
- ③ Design and construct new regional trailhead just west of Rural Street.

Corridor-Wide Recommendations

- Complete a comprehensive project report for the route. Include identification of property ownership of abandoned rail corridor.



key map



legend

- PROPOSED MONON POGUES CONNECTOR
- BUILT OTHER GREENWAYS
- PROPOSED OTHER GREENWAYS
- INDIANAPOLIS CULTURAL TRAIL
- EXISTING SHARED-USE PATHS
- PLANNED SHARED-USE PATHS
- EXISTING BIKELANES
- PLANNED BIKELANES
- PARKS

monon-pogues connector overview:

- CONNECTS POGUES RUN GREENWAY TO THE MONON TRAIL VIA AN ABANDONED RAIL CORRIDOR
- MILES:** 1.9
- DESTINATIONS:**
 - POGUES RUN ART & NATURE PARK
- CONNECTIONS:**
 - POGUES RUN GREENWAY
 - MONON TRAIL



monon-pogues connector





Powerline easement along proposed Southeast Trail corridor.



SEGMENT PROFILE

southeast trail

The Southeast Trail is a new proposed 8.2 mile greenway in Franklin Township. While new to this master plan, it's potential route was first identified in the Franklin Township's Connectivity Plan. The entire route of the greenway lies within an overhead utility easement, the first in Marion County, which provides large stretches of continuous undeveloped land its entire route with limited interruptions.

The route begins in the southwest portion of Franklin Township near Southport Road and Emerson Avenue where the overhead utility easement intersects with the proposed Little Buck Creek Greenway route. It follows the overhead easement northeast across Edgewood Avenue, Thompson Road and Hanna Avenue passing near or through several new residential subdivisions. Several street crossings will be required as well as a crossing of the CSX rail line. The route reaches the rail line near Hanna Avenue which may allow an at-grade crossing of the line if the street crossing is improved.

Just southeast of Interstate 465, the route reaches an electrical substation and a second overhead easement turns to the east and extends to the Marion County line. Coordination with Indianapolis Power and Light (IPL) will need to occur to determine the exact routing of the greenway near the substation.

Once the route turns east, it proceeds through several newer subdivisions as well as agricultural land for approximately 2 miles until the route reaches Interstate 74 just north of the Post Road interchange. This interchange offers the easiest crossing of the interstate corridor.

Once across the interstate, the route extends the final 3.2 miles to the Marion County Line (County Line Road/S 800 W). Through this stretch, the route passes through mostly agricultural lands, but much of this area is likely to develop as residential as the city continues to expand southwestward. The easement continues east into Shelby County and offers the opportunity to provide connections to several newer neighborhoods just across the county line. One of the challenges of this portion of the route in the near term will be that the utility easement in this section privately-owned land used for agricultural purposes.



Total Miles Planned

8.2

Anticipated Cost to Complete

10.25 Million

6 neighborhoods

South Emerson
 Poplar Grove
 Five Points
 New Bethel
 College Corner
 Wanamaker

2 connections

Little Buck Creek Greenway
 Buck Creek Greenway



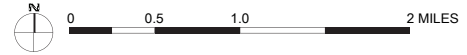
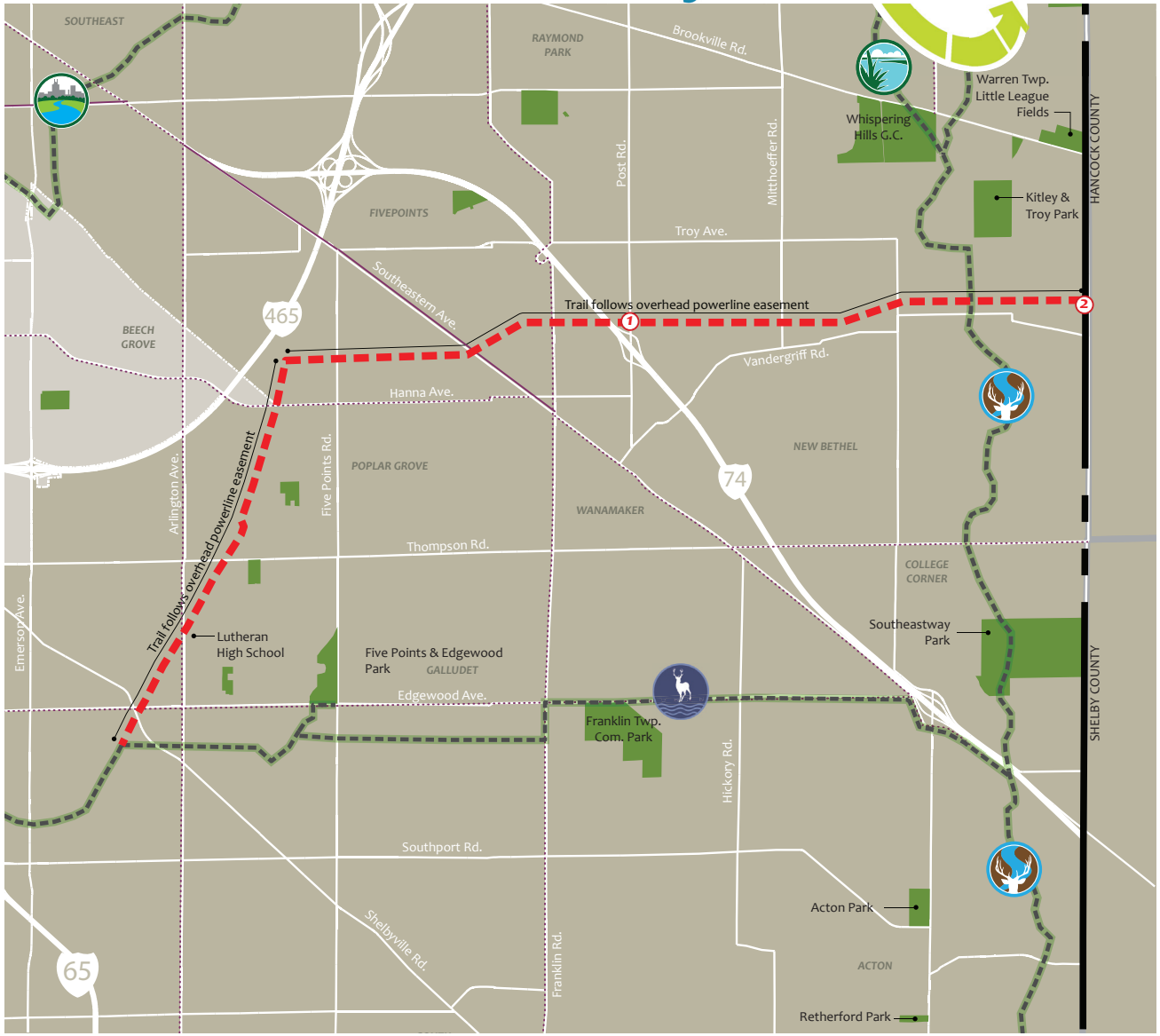
**MASTER PLAN
 RECOMMENDATIONS**

Site-Specific Recommendations

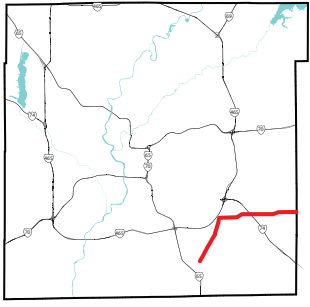
- 1 Coordinate with INDOT on incorporating trail route through the I-74 / Post Road interchange area.
- 2 Begin discussions with Shelby County officials on extending the greenway east into Shelby County.

Corridor-Wide Recommendations

- Coordinate with IPL on the use of utility easements. Identify requirements and establish the necessary protocols for greenway development in the easements.
- Work with Franklin Township officials to complete a scoping study for the entire length of the Southeast Trail proposed route. Identify and meet with neighborhood associations along the route to identify connections to neighborhoods.
- Identify and develop connections to the park facilities near the greenway.



key map



legend

- - - PROPOSED SOUTHEAST TRAIL
- - - PROPOSED OTHER GREENWAYS
- EXISTING SHARED-USE PATHS
- - - PLANNED SHARED-USE PATHS
- EXISTING BIKELANES
- - - PLANNED BIKELANES
- PARKS
- OTHER INCORPORATED AREAS

southeast trail overview:

- PROVIDES NEIGHBORHOOD CONNECTIONS TO THE INDY GREENWAYS SYSTEM IN FRANKLIN TOWNSHIP BY UTILIZING UTILITY CORRIDORS FOR MUCH OF ITS ROUTE
- MILES:** 8.2
- DESTINATIONS:**
 - LUTHERAN HIGH SCHOOL
- CONNECTIONS:**
 - LITTLE BUCK CREEK GREENWAY
 - BUCK CREEK GREENWAY



southeast trail







SEGMENT PROFILE

86th-82nd Street Connector

During the master planning process, it was determined that a connection to the major commercial centers in the city was desired. One major commercial corridor is the 82nd Street/86th Street corridor located in the far northern section of the city. This route begins on the east side at Hague Road and follows the corridor to the northwest side of Marion County before terminating at Lafayette Road.

This route is new to the greenways system and hasn't been studied as thoroughly as many of the other routes. The route begins at Hague Road. Future bikeway improvements along Hague Road will connect to the proposed Northtown Trail to the south and the existing sidepaths along 96th Street. The route follows the south side of the 82nd Street under Interstate 69 and west under Interstate 465 to Allisonville Road. The route then passes through several commercial areas and includes connections to Castleton Square Mall at signalized intersections.

From Allisonville Road, the route continues west on the south side of the 82nd Street to Clearwater Lane where the route crosses to the north side of the street and continues to Keystone Avenue. In this stretch of the route, the greenway passes several commercial strip centers as well as the Keystone Fashion Mall.

The route crosses 86th Street at the western off ramp of Keystone Avenue and then follows the south side of the street another mile west to the Monon Trail. In this section of the route, the trail passes through residential areas and connects to North Central High School. At the Monon Trail, the route again crosses 86th Street and follows the north side of the street for 6.75 miles, passing several additional commercial centers and neighborhoods continuing to the Traders Point commercial center. At this point, the route crosses to the south side of 86th Street and then follows the southern side of

the street to Interstate 465 where a trail and underpass is in place under the interstate and ramps. The route follows the south side of 86th Street for another 2.65 miles to Lafayette Road where it connects up to the city's existing bike lanes. This last section of the trail connects several suburban neighborhoods.

The nearly 15 mile long 82nd Street/86th Street Commercial Connector provides an opportunity for the greenways to provide pedestrian and bicycle connections to several major commercial areas in the city. Its implementation would provide a unique type of experience in the city. This route is in the very early stages of conceptual development and will need additional study to determine the exact alignment and more detail on how this greenway is incorporated into this high-vehicular volume corridor in the safest manner possible.



MASTER PLAN RECOMMENDATIONS

Site-Specific Recommendations

- 1 Install new signage package on the existing portion at Interstate 465 on the northwest side to begin reinforcing the brand and logo of the greenway.

Corridor-wide Recommendations

- Complete a scoping study to determine route and feasibility of this route.
- Work with City Bicycle Coordinator to include this route into the City's Bikeways Master Plan.

Miles Constructed

1.0

Total Miles Planned

14.9

Anticipated Cost to Complete

17.5 Million

10 neighborhoods

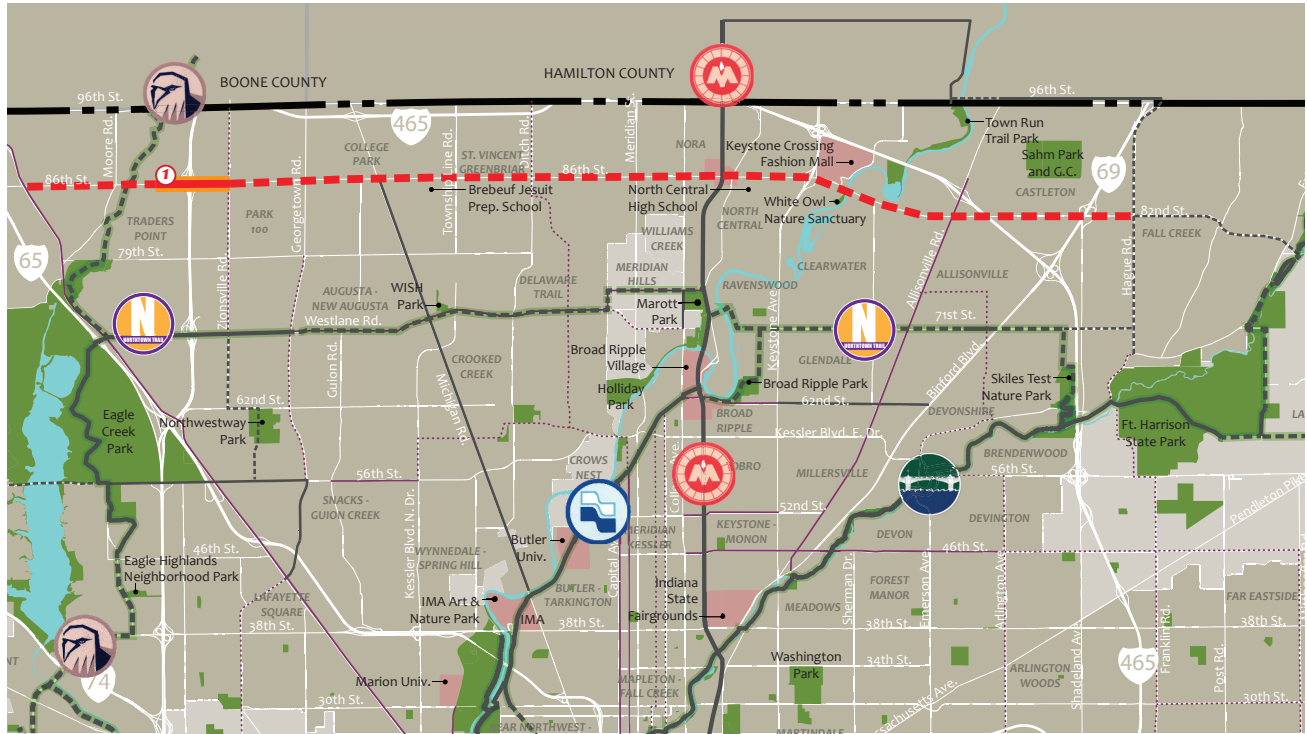
Trader's Point
Park 100
College Park
Augusta-New Augusta
St. Vincent-Greenbriar
Nora
North Central
Allisonville
Castleton
Fall Creek

5 landmarks

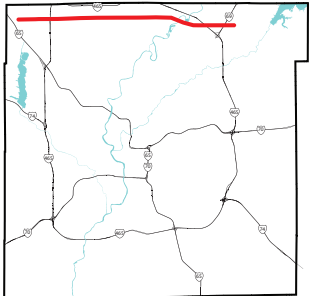
Traders Point Commercial Center
Nora Commercial Center
Keystone Crossing Fashion Mall
Clearwater Commercial Center
Castleton Commercial Center

2 connections

Eagle Creek Greenway
Monon Trail



key map



Legend

- CONTINUOUS GREENWAY ACCESS
- BUILT 86TH-82ND STREET COMMERCIAL CONNECTOR
- PROPOSED 86TH-82ND STREET COMMERCIAL CONNECTOR
- BUILT OTHER GREENWAYS
- PROPOSED OTHER GREENWAYS
- EXISTING SHARED-USE PATHS
- PLANNED SHARED-USE PATHS
- EXISTING BIKELANES
- PLANNED BIKELANES
- LANDMARKS
- PARKS
- OTHER INCORPORATED AREAS

86th / 82nd street commercial connector overview:

- THE 86TH-82ND STREET COMMERCIAL CONNECTOR CONNECTS MANY OF THE CITY'S MAJOR RETAIL CORRIDORS
- MILES:** 14.9
- DESTINATIONS:**
 - CASTLETON COMMERCIAL CENTER
 - KEYSTONE CROSSING FASHION MALL
 - NORA COMMERCIAL CENTER
 - INDIANAPOLIS PUBLIC LIBRARY- NORA BRANCH
 - NORTH CENTRAL HIGH SCHOOL
 - TRADERS POINT COMMERCIAL CENTER
 - BREBEUF JESUIT PREPARATORY SCHOOL
 - ST. VINCENT HOSPITAL
- CONNECTIONS:**
 - EAGLE CREEK GREENWAY
 - MONON RAIL-TRAIL



86th-82nd street connector



The new 62nd Street Trail near Glendale.



other connectors

WORLD SPORTS PARK CONNECTOR

The city is developing the new World Sports Park on South Post Road with the goal of attracting major tournaments to the facility. The types of events being targeted and the close proximity of the greenway system to the facility provide an opportunity to connect the system to this facility creating a significant connection within the system. A preliminary connection route has been identified along Post Road that would connect the World Sports Park to the Penny Trail, connecting the new park facility into the overall greenway network. The connector could most likely be constructed within the existing public right-of-way along Post Road. The 1.3 mile connection would also connect several existing residential subdivisions as well as future residential development near the park.

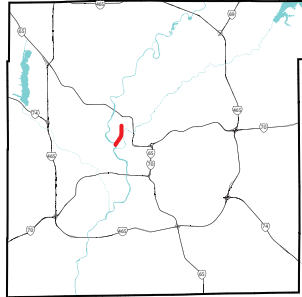
WHITE RIVER CONNECTOR

The City of Indianapolis has an extensive network of active rail lines. Part of the city's rail network includes a belt-line rail line that loops south around the downtown area. It serves as a route around the downtown, but has also served as spurs to local industries and shipping, especially along the northern portions. On the west side, the spur extends as far north as 29th Street. Today the spur is abandoned from 10th Street north, leaving the corridor and its old infrastructure in place. The infrastructure includes an old railroad bridge over the White River. This corridor presents an opportunity for the city to secure an open corridor that crosses over the White River. The route also provides an opportunity for creating a new loop connection with three major greenway routes: Fall Creek, White River and the Central Canal Towpath. It may also provide an additional route for the Fall Creek Greenway or the Central Canal Towpath should difficulties with their planned alignments prevent further trail construction to the south. It is recommended that the city investigate the ownership details of this portion of the abandoned belt-line corridor and determine if acquisition of the corridor is feasible.



white river connector

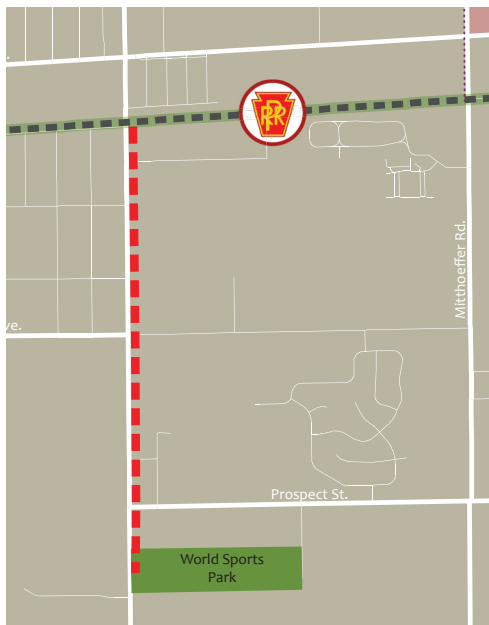
key map



white river connector overview:

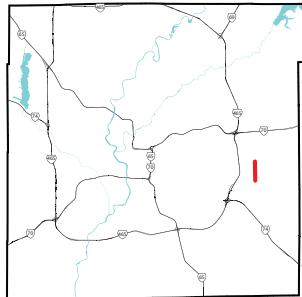
- CONNECTS THE CENTRAL CANAL TOWPATH TO THE WHITE RIVER VIA AN ABANDONED RAIL CORRIDOR

MILES: 0.5



world sports park connector

key map



world sports park connector overview:

- CONNECTS THE PENNSY TRAIL TO THE WORLD SPORTS PARK VIA POST ROAD

MILES: 1.3



legend

- | | |
|---------------------------|--------------------------|
| PARKING AREAS | EXISTING BIKELANES |
| RESTROOMS | PLANNED BIKELANES |
| PROPOSED CONNECTOR | LANDMARKS |
| BUILT OTHER GREENWAYS | PARKS |
| PROPOSED OTHER GREENWAYS | OTHER INCORPORATED AREAS |
| EXISTING SHARED-USE PATHS | |
| PLANNED SHARED-USE PATHS | |

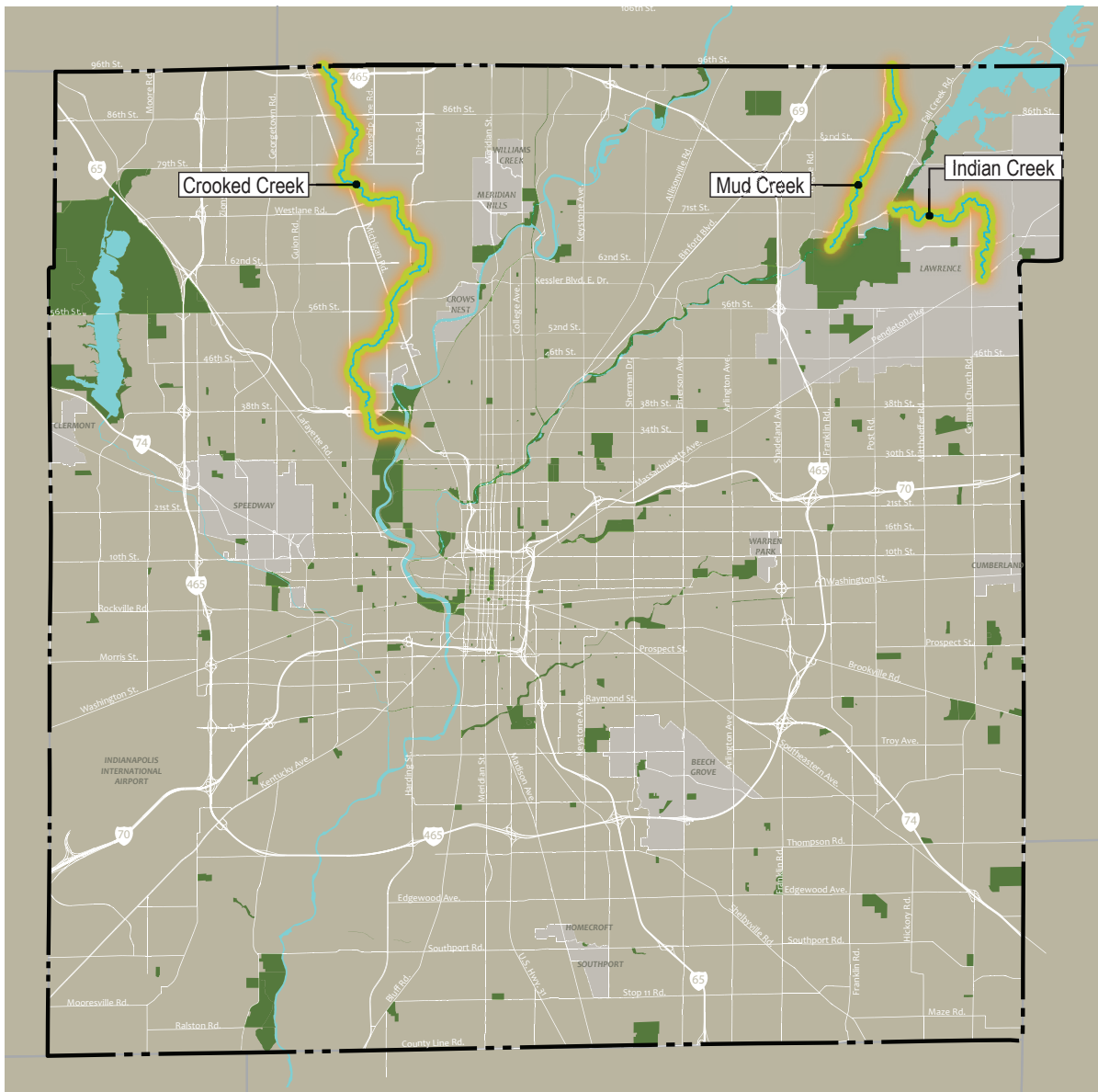


other connectors



TAYLOR SIEFKER WILLIAMS design group





conservation corridors

Several conservation corridors were identified in the previous greenways master plans (1994, 2002). These corridors were identified as unique environmental areas that should be preserved and protected from development. The following corridor descriptions are included from the 2002 Greenways Master Plan update. This plan also recognizes that these three corridors should be protected. For additional information or maps of the conservation corridors, please reference the 2002 Greenways Master Plan.

CROOKED CREEK GREENWAY

The Crooked Creek corridor is located in the northwest portion of Indianapolis in an area that is characterized by a mixture of commercial, office and residential developments. Although this part of Indianapolis is relatively mature in its development, there

are several areas where new commercial development is planned or already under construction. The corridor begins just south of I-465 in a business park and ends where the creek joins with the White River at Lake Sullivan, just south of 38th Street. The upper reaches of the Crooked Creek corridor flow by public facilities such as Wish Park, Crooked Creek Elementary School, The Humane Society, Juan Solomon Park and Fox Hill Manor Park; and all these facilities can provide direct access to the northern two-thirds of this conservation corridor. Additional access is possible from several streets, including 86th Street, 64th Street and Kessler Boulevard. The southern third of Crooked Creek flows primarily through moderate-to-low-density residential areas until the creek passes under 38th Street. The character of the surrounding land uses changes south of 38th Street as the creek flows by two educational institutions-Marian University and the Cold Spring School. The creek ends at Riverside Regional Park near the Major Taylor Velodrome, Riverside Golf Course and Lake Sullivan.

Trail development within this corridor has occurred only at Juan Solomon-Crooked Creek Community Park. During the public input process of the 2002 Greenways Master Plan, community interest was expressed in using the old interurban line as a greenway corridor connecting the Crooked Creek neighborhoods to the Central Canal Towpath Greenway trail and the Indianapolis Museum of Art. This concept is included in the 1994 greenway corridor plan for Crooked Creek. Another idea involved using the old Toll House on Michigan Road as the location for a trailhead. Support for using 56th Street as an east-west on-road trail connector was also expressed. The Crooked Creek Community Council (C-4) has developed a plan for pedestrian/bicycle linkages throughout the community. The Pike Township Connectivity Plan also includes linkage to the corridor. However currently, there are no formal plans to develop public recreation development along the creek.

INDIAN CREEK GREENWAY

Indian Creek lies in the northeast corner of Lawrence Township in Marion County and is a tributary of Fall Creek. The waterway is nearly all forested, and a number of wildlife habitat areas can be found adjacent to the corridor. One species that is found in the area is the great blue heron, which uses the corridor as a rookery. About half of the seven mile corridor is surrounded by undeveloped land, while the rest is largely low to medium density residential. The Indian Lake area dominates the southern portion of the Indian Creek corridor. The Indian Creek Greenway is planned as a conservation area. The southern reach is planned as part of the new Grassy Creek Greenway, but trail development is not proposed north of Pendleton Pike.

MUD CREEK GREENWAY

Mud Creek flows from the county's northern border to Fall Creek and is an important natural resource and wildlife habitat in Marion County. Because of the creek's proximity, development in Hamilton County directly influences the health of Mud Creek and the surround riparian environment. Even though a large portion of the corridor lies among low density residential development, the corridor has the feeling of being a natural, undeveloped area. Residential property owners respect the natural setting and take care to preserve it. Adjacent property owners established the Mud Creek Conservancy District to protect the corridor. Currently, no formal public recreation development exists along the creek.



The 1994 Greenways Master Plan identified several conservation corridors across the county. These corridors were identified as sensitive environmental areas that should be preserved and not developed. Some conservation corridors, such as this one along Buck Creek, were identified as areas for future greenways. Others are identified simply as a means of preserving environmentally-sensitive stream corridors from overdevelopment.

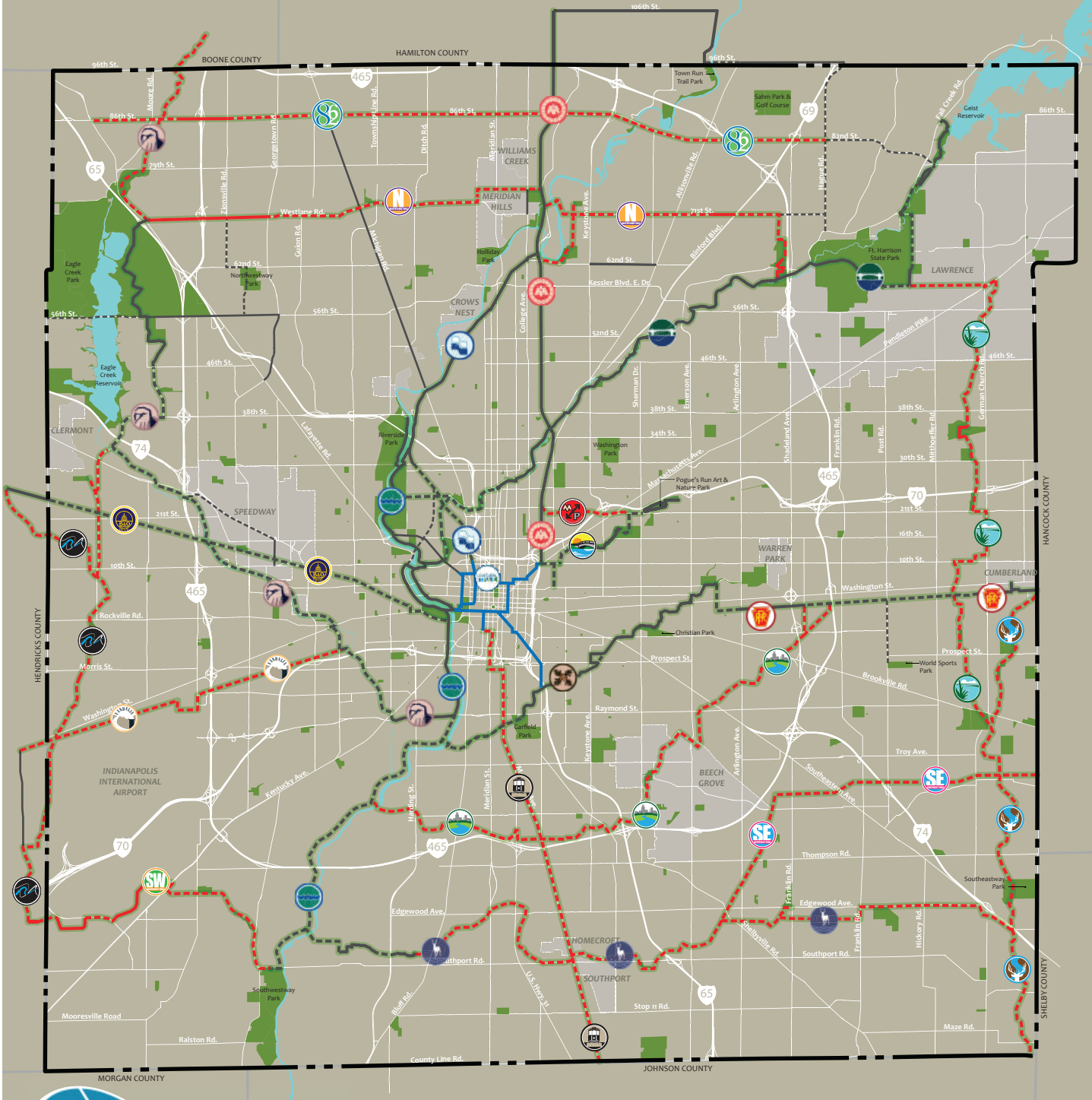


the results of the full circle plan

The Full Circle Plan is the first comprehensive update of the Indy Greenways Master Plan since the original plan was completed in 1994 and updated in 2002. It provides the long-term vision for greenway trail development in Indianapolis. As such, the plan is the first major expansion of the proposed greenway system to occur since 1994. There are obvious outcomes that can be identified:

- The plan identifies improvements and connections along the existing greenways.
- It identifies new trail routes to the heart of the city from the south, southwest, and southeast sides of Indianapolis similar to what existing trails such as the Monon Trail on the north side.
- It provides a 64-mile shared-use path that circles the city and provides planned multi-modal connections (bikes, walkers, and other users) between the four flagship parks in the corners of the city---Eagle Creek Park, Fort Benjamin Harrison State Park, Southeastway Park and Southwestway Park. These greenways also provide connections to several local and regional trails in the adjoining counties.
- With this plan, the greenway system will connect to nearly 70 different park properties.
- The Full Circle Plan includes over 139 total miles of potential new greenways and trail routes within Marion County, with many focused on the underserved southern townships.
- Completion of this plan will more than double the number of Marion County residents who reside within one half mile of a greenway.

On its own, the plan is impressive and in context with other ongoing initiatives in the city, the Full Circle Plan takes on even greater significance in increasing access and connections throughout the City of Indianapolis and Central Indiana.



Legend

- NEWLY IDENTIFIED GREENWAYS (EXISTING)
- NEWLY IDENTIFIED GREENWAYS (PROPOSED)
- PREVIOUSLY IDENTIFIED GREENWAYS (EXISTING)
- PREVIOUSLY IDENTIFIED GREENWAYS (PROPOSED)
- EXISTING SHARED-USE PATHS
- PLANNED SHARED-USE PATHS
- PARKS
- OTHER INCORPORATED AREAS

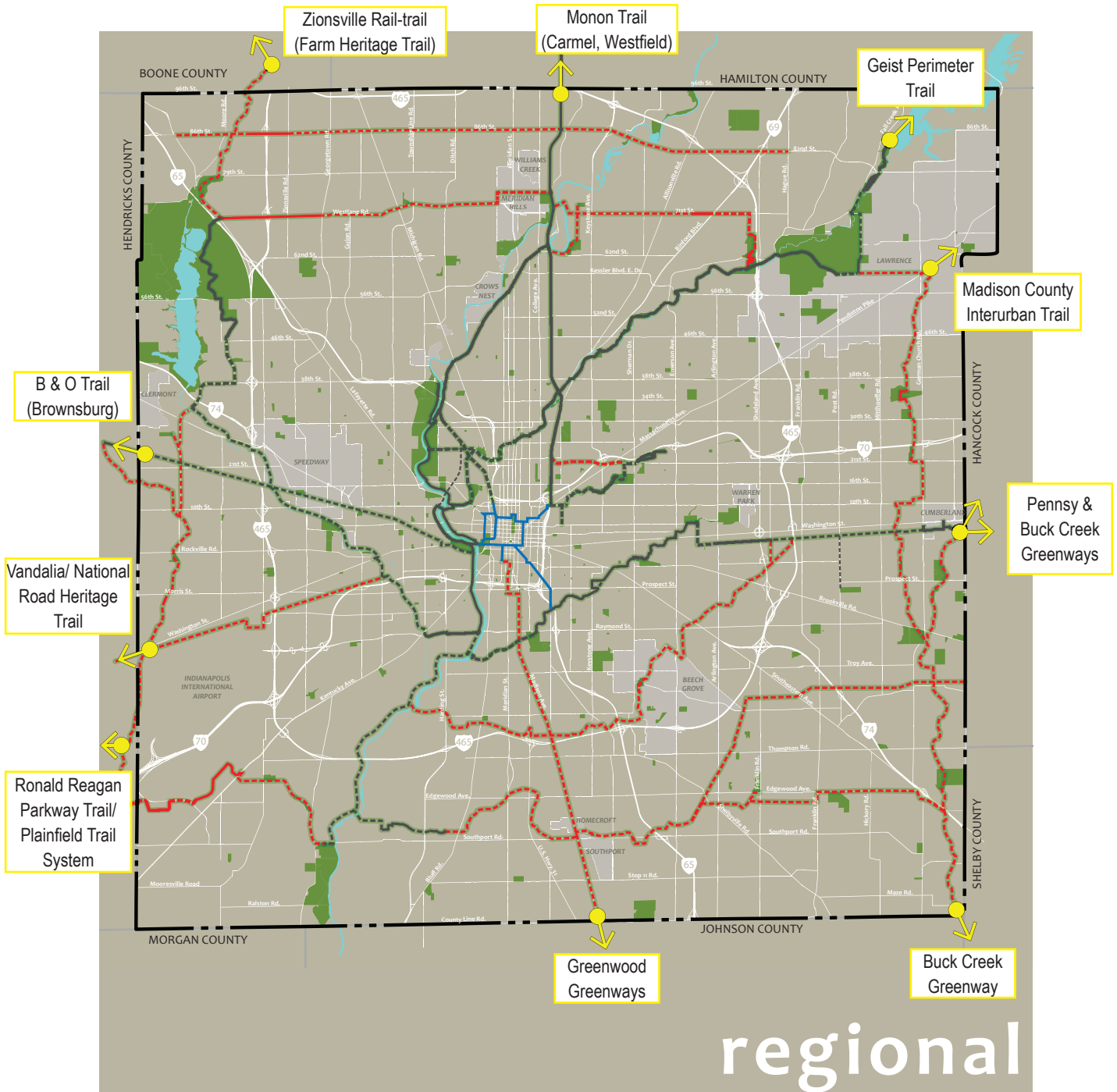
previously identified greenways

- | | | | |
|---|---|---|---|
| MONON TRAIL
10.3 MILES | PENNY TRAIL
7.2 MILES | FALL CREEK GREENWAY
22.6 MILES | POGUES RUN GREENWAY
5.3 MILES |
| CENTRAL CANAL TOWPATH
7.7 MILES | LITTLE BUCK CREEK GREENWAY
18.3 MILES | B & O TRAIL
8.6 MILES | PLEASANT RUN GREENWAY
8.4 MILES |
| WHITE RIVER GREENWAY
17.8 MILES | INDIANAPOLIS CULTURAL TRAIL
8 MILES | EAGLE CREEK GREENWAY
21.2 MILES | |

newly identified greenways

- | | | | |
|--|--|-------------------------------------|--|
| BUCK CREEK GREENWAY
12.4 MILES | LICK CREEK GREENWAY
14.8 MILES | SOUTHEAST TRAIL
8.2 MILES | WHITE LICK CREEK GREENWAY
15.2 MILES |
| GRASSY CREEK GREENWAY
13.5 MILES | MONON - POGUES CONNECTOR
1.9 MILES | SOUTHWEST TRAIL
7.7 MILES | 86TH / 82ND STREET COMMERCIAL CONNECTOR
14.9 MILES |
| INTERURBAN TRAIL
9.5 MILES | NORTHTOWN TRAIL
16.8 MILES | VANDALIA TRAIL
6.8 MILES | |





Legend	
	NEWLY IDENTIFIED GREENWAYS (EXISTING)
	NEWLY IDENTIFIED GREENWAYS (PROPOSED)
	PREVIOUSLY IDENTIFIED GREENWAYS (EXISTING)
	PREVIOUSLY IDENTIFIED GREENWAYS (PROPOSED)
	PARKS
	OTHER INCORPORATED AREAS
	REGIONAL CONNECTIONS

regional connections

While making connections throughout the city is a priority for the plan, regional connectivity is also important. As with other transportation facilities, there is the need to look more regionally at how our

infrastructure interconnects with the larger region. This plan provides the framework for greater connectivity to the adjoining communities and counties and helps provide connectivity for even larger regional trail systems.

REGIONAL CONNECTIONS

The routes in this plan provide connections to several regional built or planned trail systems:

- The Monon Trail connects to Carmel and Westfield creating one of the longest regional commuter routes in the region.
- The plan realigns the northern section of Eagle Creek Greenway to extend towards Boone County to connect up with the Zionsville Rail-trail, part of the Farm Heritage Trail system that is planned to connect northwest to Lafayette and beyond. There are also potential connections into Brownsburg along 56th Street from the Eagle Creek Greenway.
- The B&O Trail is already constructed in Hendricks County and completing the Marion County portion will help complete the regional connection to Brownsburg and Hendricks County.
- The Vandalia Trail is already constructed in portions of Plainfield and Hendricks County and completing the Marion County portion will help complete the regional connection to Plainfield and Hendricks County. The Vandalia Trail is part of the National Historic Road Trail that will ultimately connect to Terre Haute to the west and Richmond to the east.
- The White Lick Creek Greenway provides regional connections into Hendricks County by connecting to the Ronald Reagan Parkway trail and the Plainfield system as well as potential connections on the north end of the route towards Clermont.
- The Interurban Trail connects to planned trail development south in Greenwood and Johnson County.
- The Buck Creek Greenway connects to planned greenway development in Johnson County and north into Cumberland and Hancock County.
- The Penny connects to constructed sections in Cumberland and ultimately further east to Greenfield and Richmond.
- The northern end of Grassy Creek Greenway connects to the planned Madison County Interurban Trail.
- The northern terminus of the Fall Creek Greenway connects to the existing pedestrian and fitness trail around Geist Reservoir.



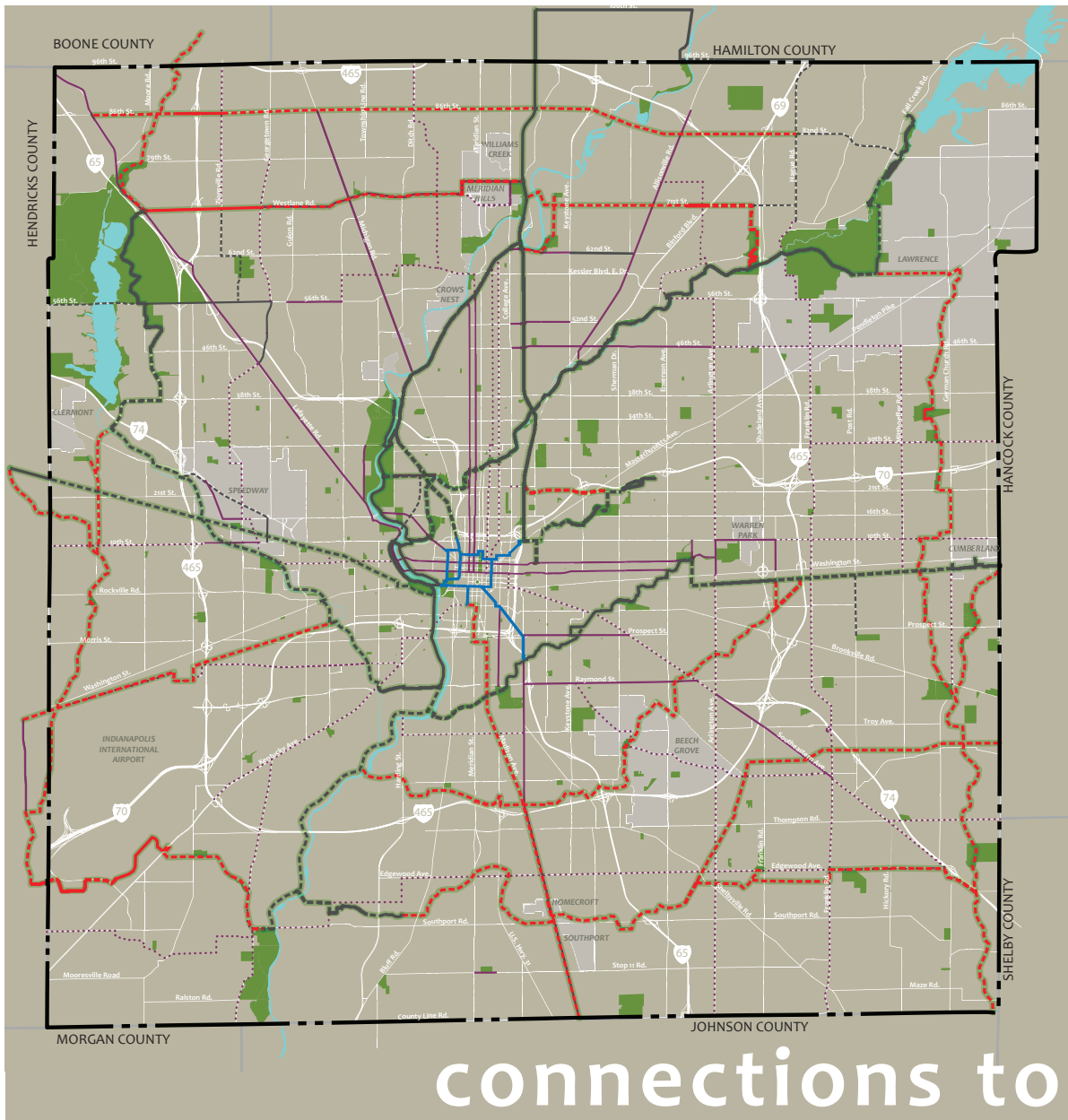
Zionsville Rail Trail, part of the Farm Heritage Trail.



Penny Trail in Cumberland.



Monon Greenway in Carmel.



connections to the indy bikeways master plan

- Legend**
- NEWLY IDENTIFIED GREENWAYS (EXISTING)
 - NEWLY IDENTIFIED GREENWAYS (PROPOSED)
 - PREVIOUSLY IDENTIFIED GREENWAYS (EXISTING)
 - PREVIOUSLY IDENTIFIED GREENWAYS (PROPOSED)
 - EXISTING SHARED-USE PATHS
 - PLANNED SHARED-USE PATHS
 - EXISTING BIKELANES
 - PLANNED BIKELANES
 - PARKS
 - OTHER INCORPORATED AREAS

The City of Indianapolis has a Bikeways Master Plan that outlines bikeway development in the city. In 2009, Indianapolis was designated a Bicycle Friendly City at the Bronze level by the League of American Bicyclists. The city's Bicycle Master Plan's stated vision is:

Indianapolis is a bicycle friendly city. Its bicycle network is a fundamental component of the transportation system, providing safe, convenient, and healthy opportunities for citizens to integrate bicycling into their daily lives.

The city has made the development of bicycle facilities a priority. Since this initiative began, Indianapolis has installed over 100 miles of new bike lanes and bicycle infrastructure in the city with a goal

of 200 miles by 2020. In addition to bike lanes, the City has also developed several miles of off-street shared-use paths that help establish connectivity in areas of the city where there previously weren't any facilities.

The Indy Greenways Master Plan complements this system. When the proposed greenway routes are overlaid with the facilities identified in the Bikeways Master Plan (shown above in purple), a more complete picture of connectivity emerges for the city. The two systems work together to provide a higher level of connectivity than either can achieve standing on its own. The figure above illustrates the combined reach of the Greenways Master Plan routes and the routes identified in the city's Bikeways Master Plan.



Indy Greenways...

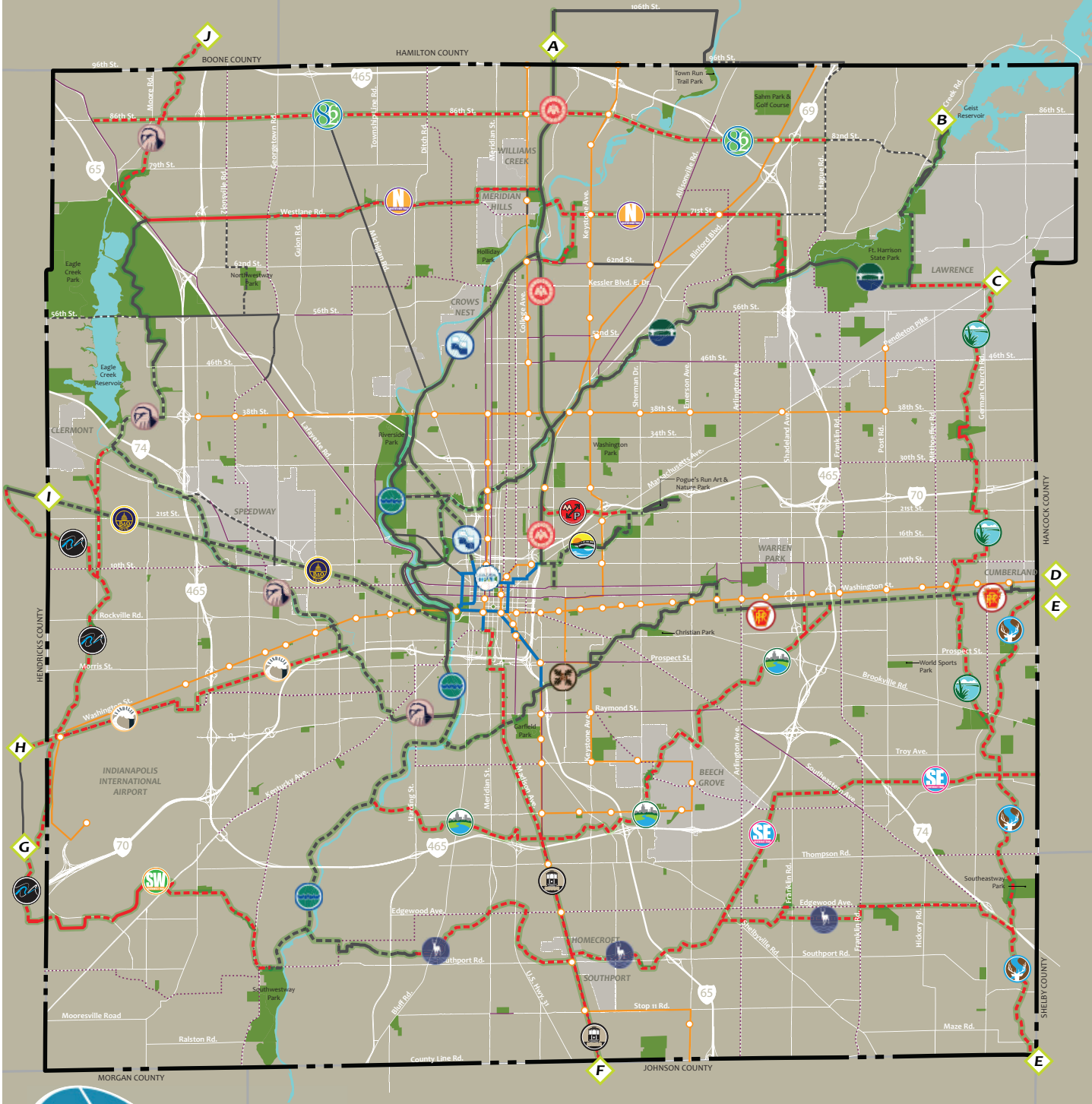


a new level of connectivity

The proposed Indy Greenways Master Plan outlines a system that is truly embedded within the fabric of the city and connected in a way never before seen here. When the current bikeways, township connectivity plans, and the new mass transit initiatives are overlaid with the recommendations of the new Full Circle Plan, the resulting connectivity becomes quickly apparent.

The Full Circle Plan Summary...

1. The Full Circle Plan is the first comprehensive update of the Indy Greenways Master Plan since the original plan was developed in 1994 and updated in 2002.
2. It provides the long-term vision for greenway and trail development in Indianapolis.
3. It identifies improvements and connections along the existing greenways.
4. It provides new trail routes to the heart of the city from the south, southwest, and southeast sides of Indianapolis similar to what the Monon Trail has accomplished on the north side.
5. Provides planned multi-modal connections (bikes, walkers, and other users) between the four flagship parks in the corners of the City--- Eagle Creek Park, Fort Benjamin Harrison State Park, Southeastway Park and Southwestway Park. These connections provide a 64 mile shared-use path that circles the City and provides connections to several local and regional trails in the adjoining counties.
6. With this plan, the greenway system will connect to nearly 70 different park properties.
7. The Full Circle Plan includes 139 total miles of potential new greenways and trail routes within Marion County, with many focused on the underserved southern, western and eastern townships.
8. More than doubles the number of Marion County residents within ½ mile of a greenway. (Currently, 213,607 residents are within ½ mile of a greenway. When implemented, approximately 509,645 residents will be within ½ mile of a greenway or park, an increase of 139%)



legend

- NEWLY IDENTIFIED GREENWAYS (EXISTING)
- NEWLY IDENTIFIED GREENWAYS (PROPOSED)
- PREVIOUSLY IDENTIFIED GREENWAYS (EXISTING)
- PREVIOUSLY IDENTIFIED GREENWAYS (PROPOSED)
- EXISTING SHARED-USE PATHS
- PLANNED SHARED-USE PATHS
- EXISTING BIKELANES
- PLANNED BIKELANES
- PLANNED TRANSIT CORRIDOR
- PLANNED TRANSIT STATION
- PARKS
- OTHER INCORPORATED AREAS

previously identified greenways

- | | | |
|-----------------------|-----------------------------|-----------------------|
| MONON TRAIL | LITTLE BUCK CREEK GREENWAY | EAGLE CREEK GREENWAY |
| CENTRAL CANAL TOWPATH | INDIANAPOLIS CULTURAL TRAIL | POGUES RUN GREENWAY |
| WHITE RIVER GREENWAY | FALL CREEK GREENWAY | PLEASANT RUN GREENWAY |
| PENNSY TRAIL | B & O TRAIL | |

newly identified greenways

- | | | |
|-----------------------|--------------------------|---|
| BUCK CREEK GREENWAY | MONON - POGUES CONNECTOR | VANDALIA TRAIL |
| GRASSY CREEK GREENWAY | NORTHTOWN TRAIL | WHITE LICK CREEK GREENWAY |
| INTERURBAN TRAIL | SOUTHEAST TRAIL | 86TH / 82ND STREET COMMERCIAL CONNECTOR |
| LICK CREEK GREENWAY | SOUTHWEST TRAIL | |

regional connections

- A** MONON TRAIL (CARMEL, WESTFIELD)
- B** GEIST PERIMETER TRAIL
- C** MADISON COUNTY INTERURBAN TRAIL
- D** PENNSY TRAIL (CUMBERLAND)
- E** BUCK CREEK GREENWAY (CUMBERLAND, GREENWOOD)
- F** GREENWOOD GREENWAYS
- G** RONALD REAGAN PARKWAY / PLAINFIELD TRAIL SYSTEM
- H** VANDALIA / NATIONAL ROAD HERITAGE TRAIL
- I** B & O TRAIL - BROWNSBURG
- J** ZIONSVILLE RAIL-TRAIL (FARM HERITAGE TRAIL)



FACT:

The Full Circle Plan identifies a 252-mile network of greenways spanning Marion County and providing connectivity throughout all nine townships.



indyGREENWAYS • fullCIRCLE
2014-2024 MASTER PLAN



The Full Circle Plan
ties the greenway system into the regional transportation network, transit routes, and bicycle facilities to create a truly integrated network of connectivity.