

ALIGN
Southern Indiana



REGIONAL TRAILS MASTER PLAN



November 2023

SUPPORTERS OF THE PLAN

The Align Regional Trails Master Plan would not have been possible without the generous donations from the many supporters of the project (see website).

Tremendous input, feedback, and expertise was provided by the steering committee throughout the planning process.

Additionally, many representatives from each county in various forms of government and tourism were also generous with their time and feedback vetting goals and ideas.

Finally, special thank you to the many residents and business owners who participated in the county open houses providing input and ideas towards building a more comprehensive regional trail network in the future.

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01. Executive Summary 4

- Purpose
- Planning Area
- Process
- Vision and Goals
- Key Findings
- Using the Plan

02. Introduction 8

- Background
- Purpose
- Study Area
- Process
- Organization

03. Existing Conditions 12

- Regional Context
- Who Lives Here?
- Environment
- Infrastructure

04. Public Outreach 36

- Who Did We Reach?
- What Did We Hear?

05. Forming a Vision 42

- Intent
- Case Studies
- Route Selection Criteria

06. Recommendations 50

- Project Pages
- Funding Opportunities
- Implementation Table

07. Design Guidelines 106

A. Appendix

EXECUTIVE SUMMARY



PLAN PURPOSE

The purpose of this plan is to layout a regional trail system within six southeastern Indiana counties—Clark, Floyd, Harrison, Jefferson, Scott, and Washington—that can be implemented over time through local and regional leadership using a variety of funding mechanisms.

The regional trail system will connect twenty-two communities within the six counties to popular destinations, cultural and historical sites, local, regional and state parks, and neighboring regions. Objectives include an emphasis on regional connections—longer in length, making connections between communities or connections between communities and destinations—rather than local connections—shorter in length connecting destinations *within* communities. Providing greater safety, connectivity, and awareness system-wide is another priority, which will ultimately promote more active, healthy living throughout the region.

The end goal is to identify projects within each county that can be implemented over time as funding becomes available. More trail miles built within the region in the coming years will ultimately determine the success of this plan.

PUBLIC INPUT

Over 950 people were engaged as a part of this regional trails master planning process. Input was gathered through Steering Committee Meetings, Focus Group Meetings, Public County Open Houses, and an on-line Public Survey.



A family reviews the regional aerial map during one of the (6) public open houses held during the planning process.

Main conclusions gathered from the various input methods are listed below. One commonality through all engagements is that an overwhelming majority of open house participants, survey respondents, and focus group attendees were in favor of more trails and felt they were a critical quality of life amenity for their communities and the region.

- Increase trail lengths
- Create safe corridors for students
- Connect trails to tourism
- Connect communities to corridors
- Increase promotion of trails through maps, websites, social media, etc.
- Increase connections, access, safety, information, and amenities
- Build more trails!

VISION & GOALS

Unlike many trails plans that focus on one corridor, one community, or one county, this plan is much broader reaching. Planning for a region of six counties requires a long-term vision. The intent for this regional trails master plan is summarized in the five goals listed below:

- Promote the value of regionally significant facilities as an impetus for stimulating tourism and economic development
- Provide suggestions for regionally significant facilities and initial steps for implementation
- Support preservation of unique natural resources and promote the value of greenways as linear parks for the enjoyment of future generations
- Make available opportunities for collaborative agreements and relationships between communities, counties, private, and public entities within the region
- Increase awareness of events, programs and the location of existing and proposed trail corridors

EXECUTIVE SUMMARY

GUIDING PRINCIPLES

When reviewing opportunities for trail routes within a six-county region, many ideas were generated. Ultimately, routes selected to pursue further should meet as many of these objectives as possible:

- Accommodate Most User Groups
- Connect Multiple Key Destinations
- Extend Existing Facilities
- Have Prior Planning Completed
- Address Existing Safety Concerns
- Serve Transportation-Challenged Populations
- Support Preservation of Natural Corridors
- Encourage Acquisition of Utility or Rail Corridors

PRIORITIES AND PROJECTS

The priorities and projects developed for this plan are a compilation of residents' and stakeholder input at open houses and the on-line survey. The overwhelming enthusiasm for the development of this plan will serve the area well in connecting the Southern Indiana community residents and visitors through a network of multi-modal trails.

While a multitude of new trails were suggested, priority for individually identifying a project for inclusion was based on a number of factors, including connectivity between communities, parks and existing trails. For these projects and consideration of future projects, emphasis was and should be given to rails-to-trails and rail-banking possibilities as well as utility easements.

The scope for the final Project Recommendations was narrowed from all the suggested projects for each county to 4-6 priority projects, then further narrowed to the three most promising. The priority projects not included in the final three recommended will provide a path forward for the counties in the future

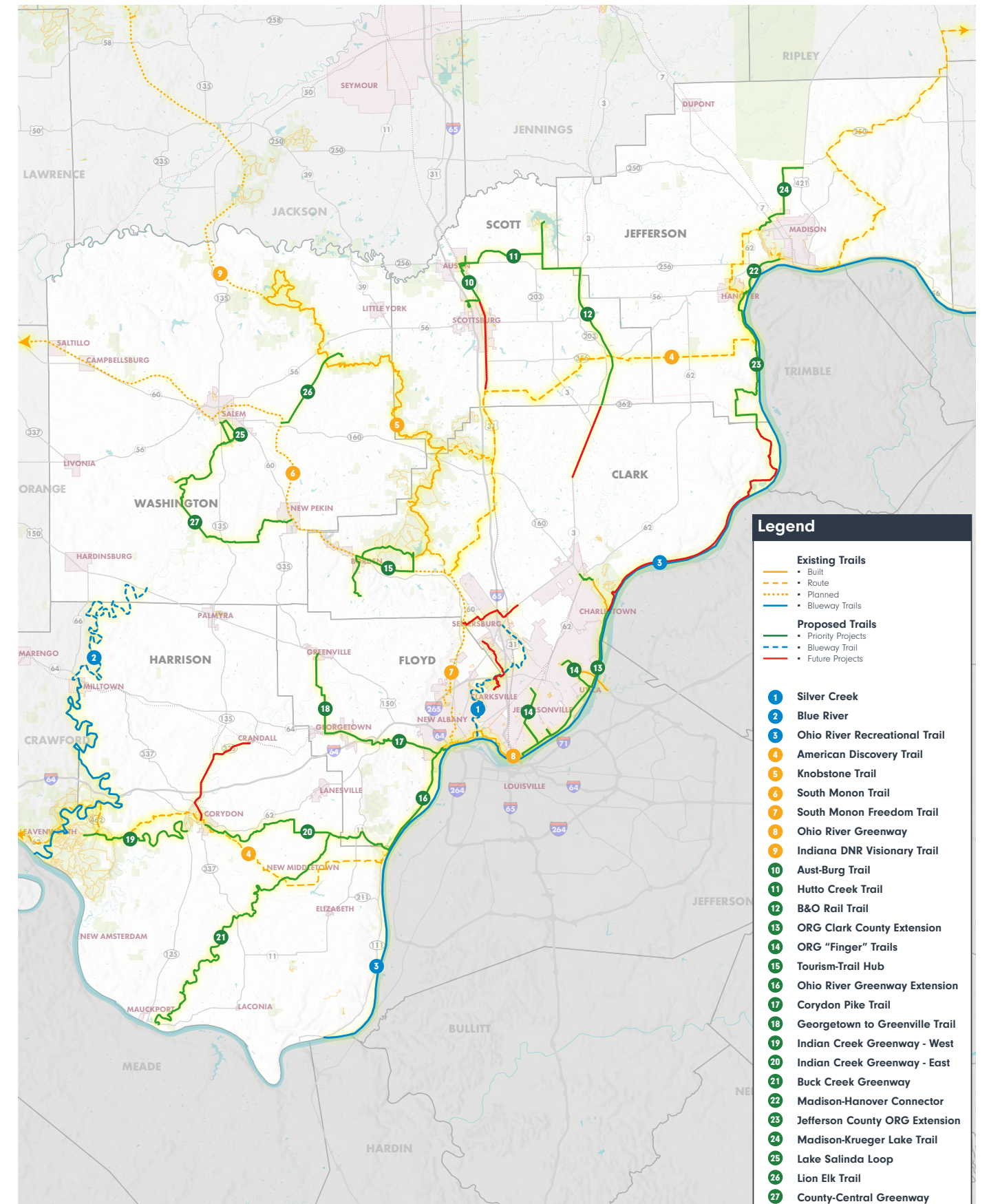
Region-wide, as well as county specific, recommendations were developed through this process. Several are listed in the following table

and a full list can be found in the Recommendations chapter.

- Implement land and rail-banking
- Manage invasive species along existing trail corridors
- Develop region-wide trail promotions and programming

County	Project Name
CLARK	ORG Clark County Extension
	ORG "Finger" Connectors
	Tourism-Trail Hub
FLOYD	ORG Southwest Extension
	Corydon-Pike Trail
HARRISON	Town-Ville Trail
	Indian Creek Greenway East
	Indian Creek Greenway West
JEFFERSON	Buck Creek Greenway
	Madison-Hanover Connector
	Park-2-Park Trail
SCOTT	Madison-Krueger Lake Trail
	Aust-burg Trail
	Hutto Creek Greenway
WASHINGTON	B&O Rail-Trail
	Lake Salinda Loop
	Lion-Elk Trail
	County-Central Greenway

Figure 01: The Region – System-wide Proposed Facilities



BIG OPPORTUNITIES

The region has nearly 250-miles of trail when adding together the four major existing trail corridors within the six counties reviewed in this study.

- Ohio River Greenway: 7 miles
- Knobstone: 55.6 miles
- American Discovery: 145.5 miles
- South Monon: 41.1 miles

If implemented, the proposed routes developed through this planning process would add over 180 additional miles of trail to the Region.

- Scott: 18.2 miles
- Clark: 33.6 miles
- Floyd: 23.3 miles
- Harrison: 52.9 miles
- Jefferson: 24 miles
- Washington: 28.7 miles

Because these trail routes were developed with the success of the region in mind, prioritizing making connections between communities, to major destination, and extending or connecting to existing trail routes, they should be highly competitive for grant funding opportunities from both the state and federal levels.

Outside of the extensive amount of trail mileage that is proposed to be added to the region, the most notable “big idea” that came from this plan is that of a “Park-to-Park” regional trail. The project proposes to connect two READI Regions, multiple existing trail corridors, four counties, and five state or regional parks via a multi-use separated path. Illustrated on the map graphic on the following page, this extensive trail corridor would attract residents and visitors to the region seeking a long-distance trail corridor for recreational use.

Four projects within the plan are along this proposed corridor--each are outlined in more detail below:

1 PROJECT NO.1: FLOYD COUNTY Ohio River Greenway Southwest Extension OBJECTIVE:

- ▶ Extend the Ohio River Greenway from the trailhead at River Recreation Boat Ramp along the New Albany Shoreline southwest to Caesars Southern Indiana Hotel and Casino in Harrison County. Most of the trail will be constructed within the floodway of the Ohio River. The route will follow the Ohio River and use existing road right-of-ways to make this connection.

2 PROJECT NO.2: CLARK COUNTY Ohio River Greenway Northwest Extension OBJECTIVE:

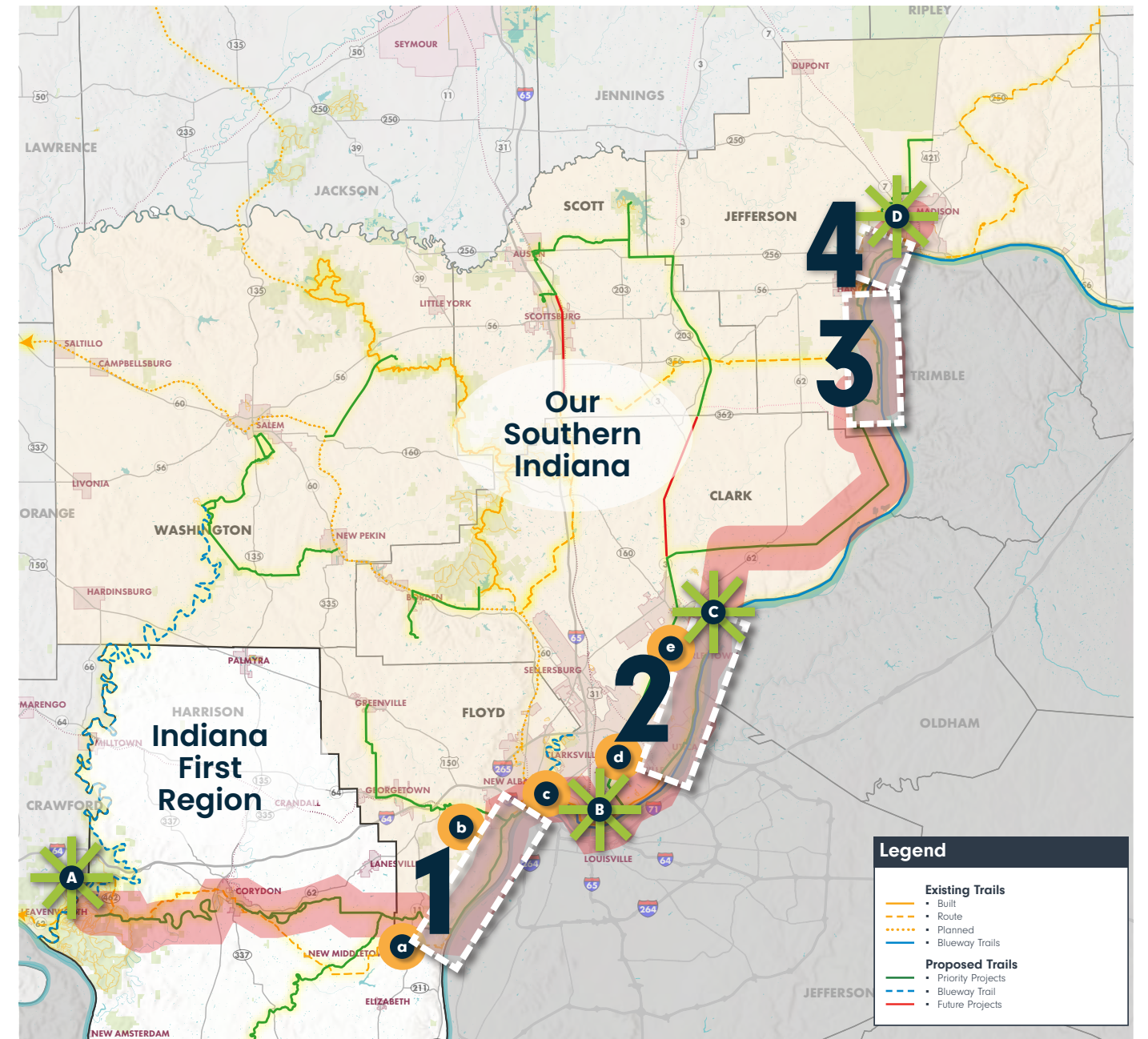
- ▶ Extend the Ohio River Greenway from Jeffersonville to the Charlestown State Park. Utilize and improve existing and proposed sidewalks along Utica Pike in Jeffersonville and extend to the Charlestown State Park through Utica and River Ridge Commerce Center. The route will generally follow the Ohio River along existing road right-of-ways through historic Utica.

3 PROJECT NO.3: JEFFERSON COUNTY Madison-Hanover Connector Ph.3 OBJECTIVE:

- ▶ Complete Phase III of the Madison-Hanover Connector Trail, which connects the city of Madison with Hanover College. Phase III continues the trail with a series of switchbacks that ascend the Hanover Beach Hill to the Hanover College campus.

4 PROJECT NO.4: JEFFERSON COUNTY Madison-Hanover Connector Ph.2 OBJECTIVE:

- ▶ Complete Phase II of the Madison-Hanover Connector Trail, which connects the city of Madison with Hanover College. Phase II starts at the Clifty Falls park entrance and stretches to the bottom of Hanover Beach Hill Road. Design is funded and underway. Construction funding is needed to complete this phase.



READI REGIONS
Our Southern Indiana
Indiana First Region

INDIANA STATE PARKS
(A) O'Bannon Woods State Park
(B) Falls of the Ohio State Park
(C) Charlestown State Park
(D) Clifty Falls State Park

COUNTIES
Harrison County
Floyd County
Clark County
Jefferson County

TRAIL CORRIDORS
Indian Creek Greenway
Ohio River Greenway
Madison-Hanover Connector

REGIONAL AMENITIES
(a) Caesars Casino
(b) New Albany Shoreline
(c) Origin Park
(d) Clarksville Convention Center
(e) River Ridge Commerce Center

CHAPTER 02: **PLAN INTRODUCTION**



BACKGROUND

In 2021, the Our Southern Indiana Regional Development Authority, which consists of five counties—Clark, Floyd, Jefferson, Scott, and Washington—developed a series of projects that were funded by READI (Regional Economic Acceleration and Development Initiative), a state-led initiative promoting quality of place, quality of life, and quality of opportunity projects in regions across Indiana. One Southern Indiana’s “Our Plan” document was a culmination of that initiative and the Align Regional Trails Master Plan was one of the project it outlined. The Master Plan was ultimately awarded and funded by READI, as well as grant initiatives coordinated by Align Southern Indiana.

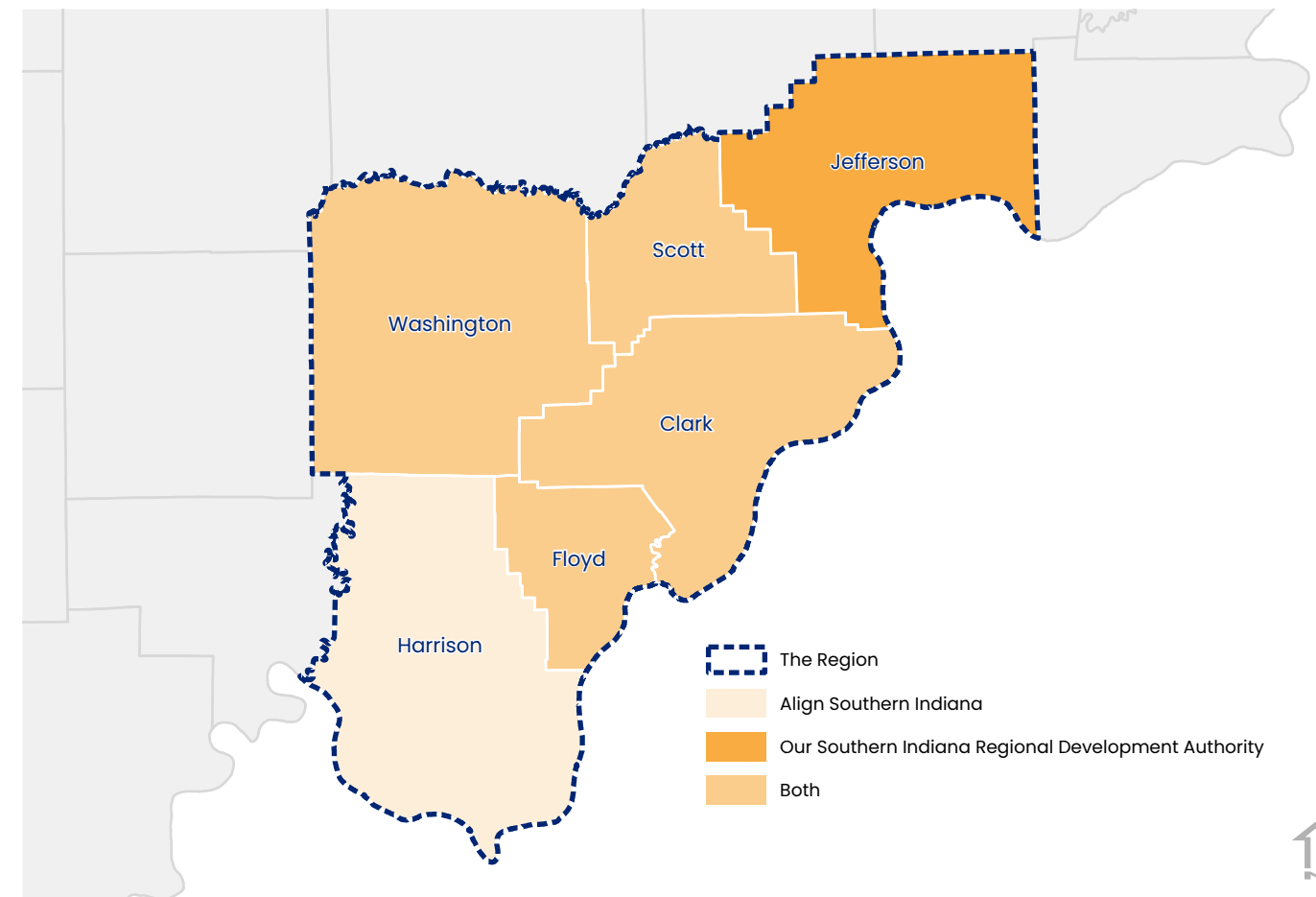
PURPOSE

The purpose of the plan is to outline a regional trail system that connects the six counties and twenty-two communities to popular destinations, cultural and historical sites, local and state parks, and

neighboring regions. Objectives include providing greater safety, connectivity, and awareness system-wide, which will ultimately promote more active, healthy living throughout the region. The end goal is to identify projects within each county that can be implemented over time as funding becomes available. More trail miles built within the region in the coming years will ultimately illustrate the success of this plan.

STUDY AREA

The planning area includes six counties—Clark, Floyd, Harrison, Scott, Washington, and Jefferson. Align Southern Indiana is made up of five of the six counties—Clark, Floyd, Harrison, Scott, and Washington. Because Jefferson County is included in the Our Southern Indiana region and has a strong interest in establishing regional trail connectivity, this sixth county was included in this planning effort. For the purposes of this plan, this six-county planning area will be referred to as “the region”.



INTRODUCTION

PROCESS

The planning process lasted approximately seven months and was guided by a steering committee comprised of Align Southern Indiana Trails Team members representing each county as well as a representative from Jefferson County. Several regional input and engagement opportunities were offered over the course of the process which included focus group meetings, on-line survey, and an open house in each county.

The planning process began on April 11th, 2023, with an initial kick-off meeting between the steering committee and consultant team. The meeting was used to review the project scope and schedule, determine what existing trails-related planning documents were available for review, and to create a plan for public input.

The project steering committee met six times over the 7-month period. The May meeting was used to review existing facilities mapping and a draft on-line survey. Final details for the county open houses were also established including venues, timing, invitations, and promotion.

In June and July, the on-line survey was opened to the public and six open houses were held—one in each county. The on-line survey received 874 responses and 56 people attended the input sessions. Two more steering committee meetings were held during these months to review the website design, public input results gathered thus far, and initial goals for each county. Those goals were then sent back to county stakeholders who attended the open houses for their input and suggestions.

The August and September steering committee meetings were used to develop recommendations and establish priority projects in each county. A focus group meeting with the regional parks directors also took place in September. After reviewing a draft plan and design guidelines in October, the plan was finalized in November.

ORGANIZATION

The document is organized into five main chapters:



Jefferson County open house attendees point out trail routes they would like to see implemented in the future.

Chapter 3: Existing Conditions

The existing conditions chapter sets the stage with regional context. The status of the region as it relates to demographics, health, infrastructure, environmental conditions, and safety are presented.

Chapter 4: Public Outreach

This chapter presents the different public outreach opportunities and the information gathered by each method. Key takeaways heard across multiple methods are summarized.

Chapter 5: Forming a Vision

This chapter combines existing conditions with public input to form a vision for active transportation in the study area.

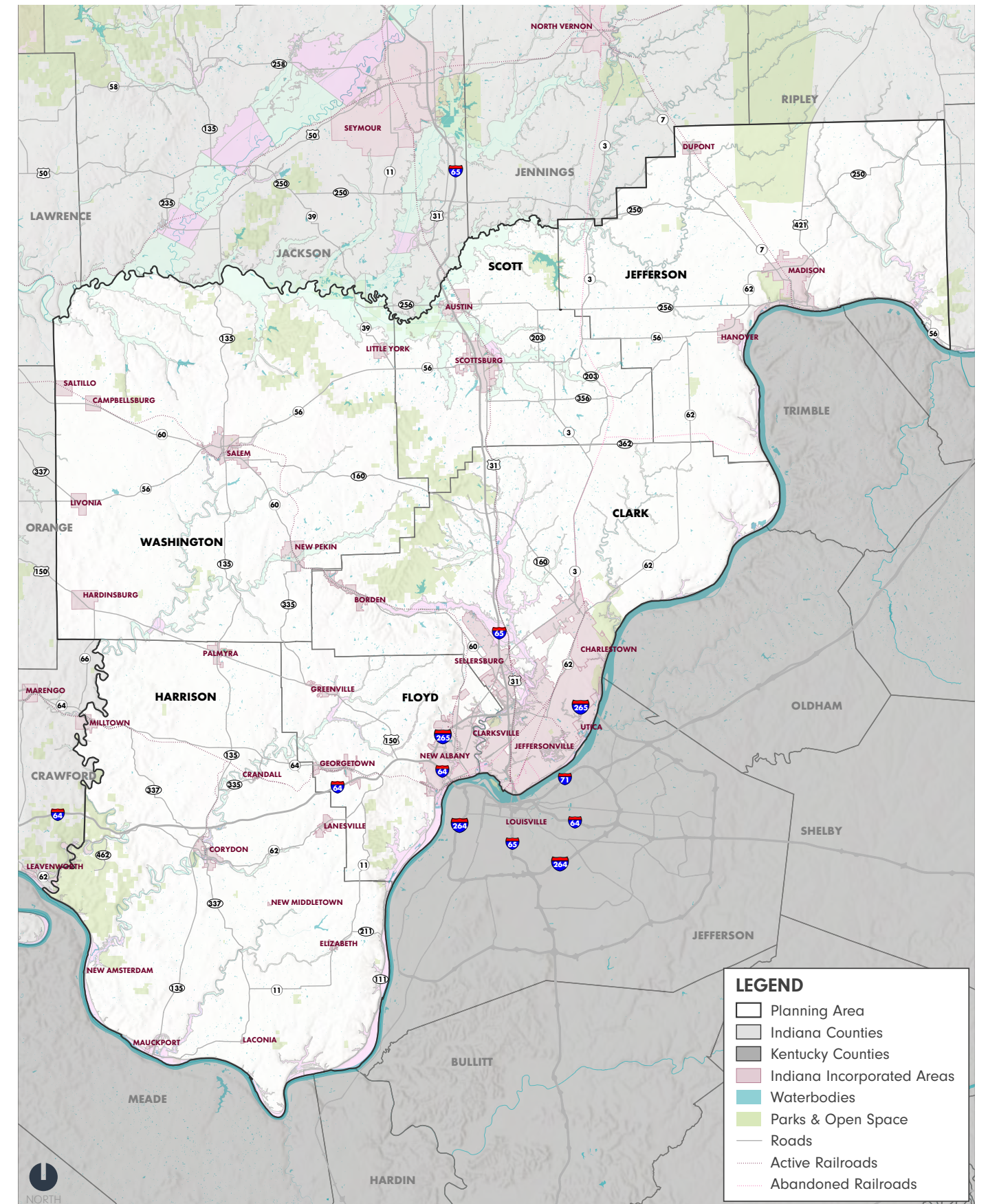
Chapter 6: Implementation

Priority projects from each county are presented in this chapter. Project intent, estimated cost, and expected timeline are provided along with “actionable” steps, responsible parties, and potential funding sources.

Chapter 7: Design Guidelines

This chapter includes a set of guidelines that illustrate preferences for design and implementation system-wide.

Figure 02: The Region – Existing Conditions



CHAPTER 03: **EXISTING CONDITIONS**



Defined by the Ohio River, rolling hills, rugged geologic terrain, and connectivity to the larger Louisville metropolitan area, this six-county region has many outstanding assets. This chapter will provide insight into the makeup of the region as well as current and proposed trail projects and planning efforts.

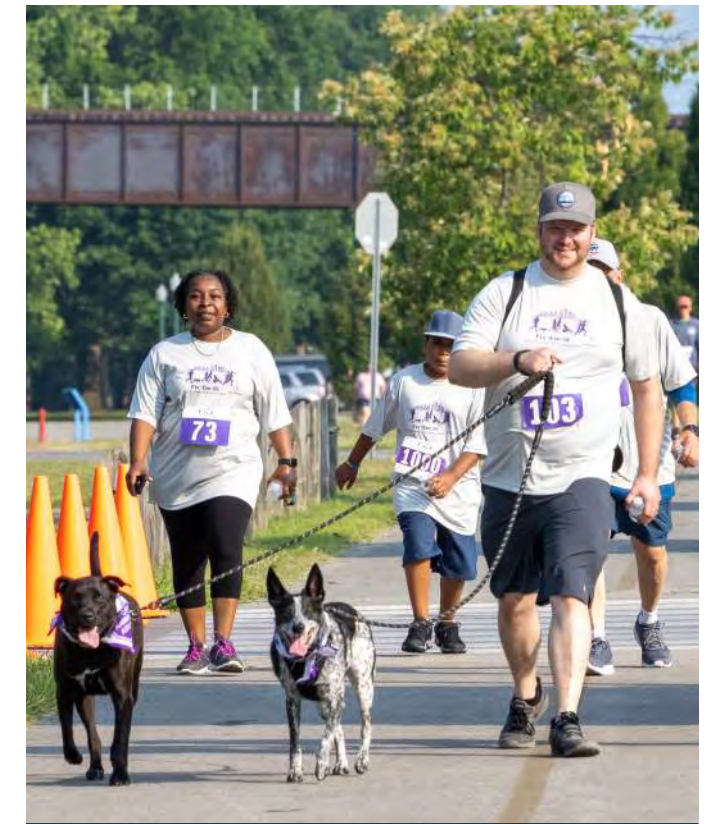
REGIONAL CONTEXT

DEMOGRAPHICS AND HEALTH

A six-county area in southern Indiana bordering the Ohio River and Louisville, Kentucky, the region’s mixture of urban cores, rural communities, and natural landscapes, along with a well-connected transportation network, has attracted a wide range of residents and businesses. This winning combination has also led to the area becoming one of the fastest-growing metropolitan areas in the mid-west.

Due to the fast-paced nature of growth within the region, placemaking amenities that enhance the quality of life and safety of residents are of critical importance in providing a diversity of options for those living in urban spaces and connecting facilities to rural residents. To accurately assess what trail facilities are desired, it is essential to gain a base understanding of who lives in the region and the infrastructure currently in place.

It should be noted, the following demographic data was gathered using ESRI Community Analyst location-based mapping and is based on 2020 American Community Survey data and Census 2016-2021 ACS Data. Due to the multiple jurisdictions present within the study area, data was pulled from the combined region geography when using ESRI Community Analyst. Any data pulled from ESRI Community Analyst is cited appropriately.



Residents in the region used trails for organized events such as this pet-friendly run along the Ohio River Greenway.

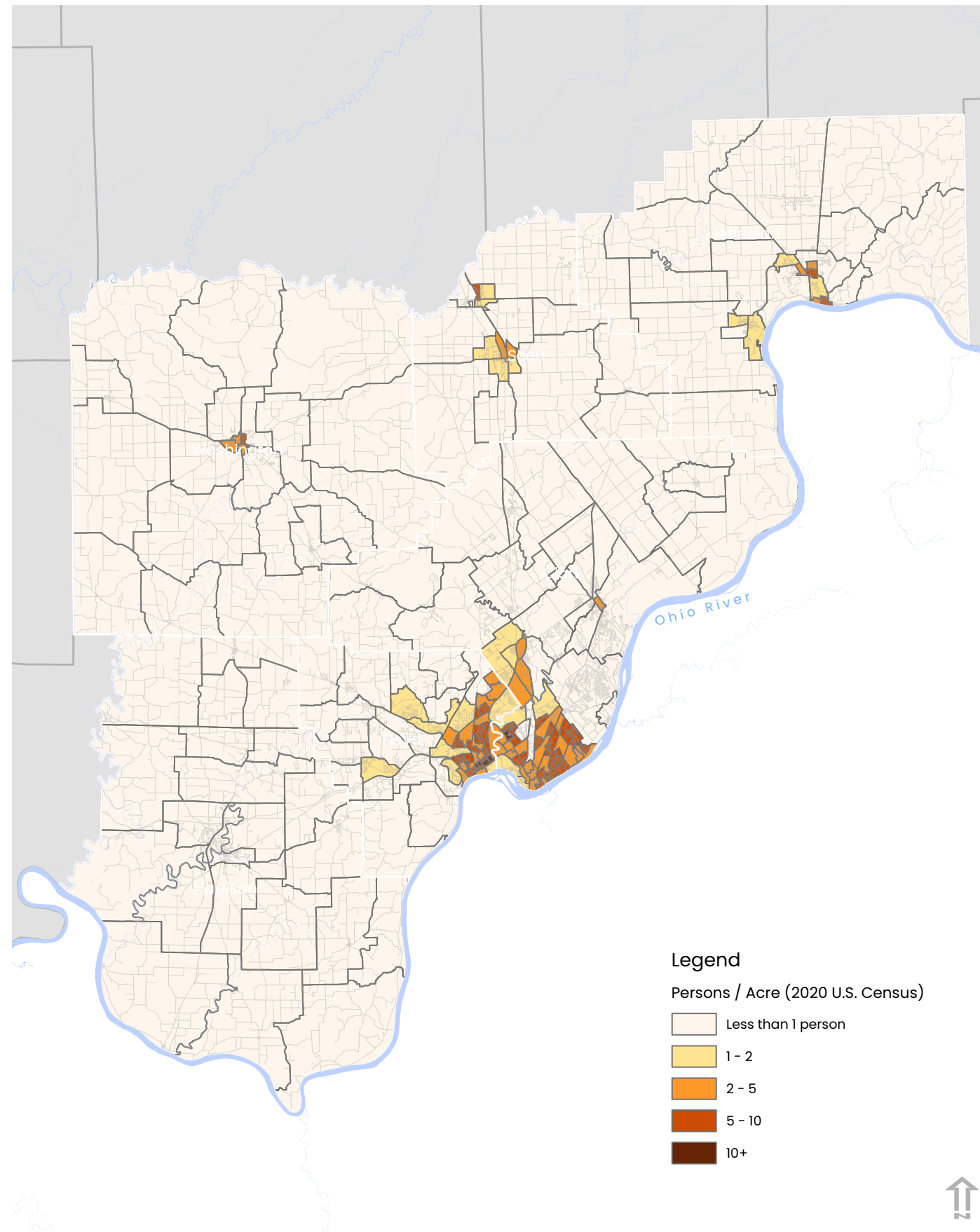
WHO LIVES HERE?

POPULATION

The population within the region grew 14.5% from 2000 to 2021, with an increase of approximately 20,291 people from 2010 to 2021. However, population increases were not spread evenly throughout the region itself. Clark County (24.6%), Harrison County (15.1%), and Floyd County (12.4%) saw fast growth over the past two decades that surpassed the state (11.0%), while Scott County (5.8%), Jefferson County (4.1%), and Washington County (2.9%) grew at slower rates. Apart from Floyd County, all counties within the region aged at a rate faster than the state, with Harrison County, Jefferson County, Scott County, and Washington County all showing median ages over 40 years of age.

See Figure 02 on the following page for a visual representation of population within the study area.

Figure 03: The Region – Population



EXISTING CONDITIONS

HOUSING

Housing units in the region grew at a slightly slower rate compared to the population from 2010 to 2021, 5.8% and 6.7% respectively. All counties in the region showed an increase in housing units between 2010 and 2021 except for Washington County which decreased by 0.3%, the same trend seen in population change over the same years. Approximately 5.2% of occupied housing units in the region reported that residents had no available vehicles, with Washington County (6.7%) and Floyd County (6.2%) the only counties in the region greater than state levels (6.1%).

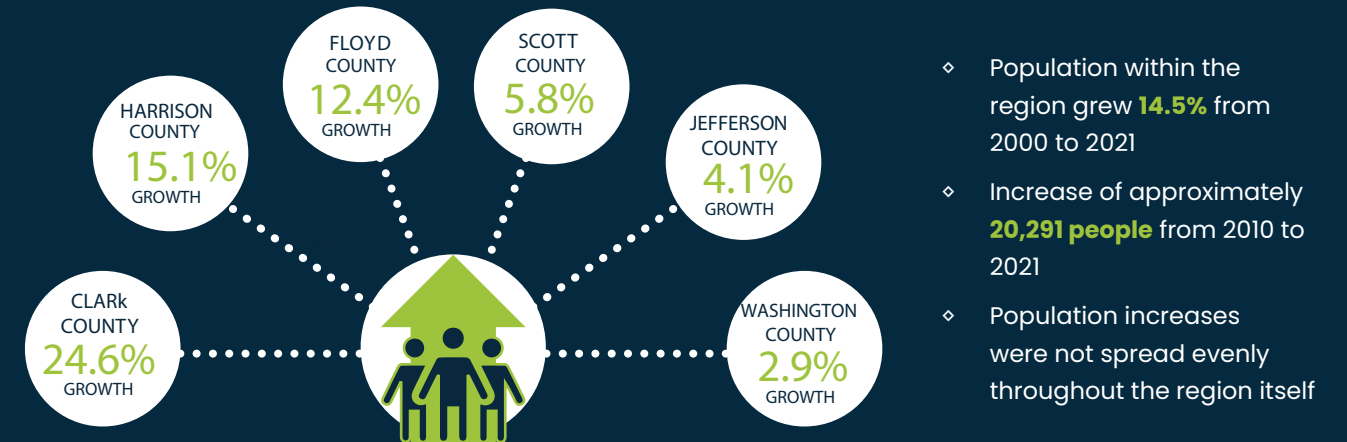
Median household incomes in the region have a clear split between more urbanized counties and those which are more rural in nature. Floyd County (\$69,858), Harrison County (\$63,586), and Clark

County (\$62,296) all have higher household incomes when compared to Indiana while Washington County (\$53,932), Jefferson County (\$53,784), and Scott County (\$45,794) fall under state levels. However, each county in the region has seen positive household income growth since 2010 with most counties in line with or exceeding state levels.

EDUCATION

The region is well educated, with 87.9% of residents having at least a high school diploma or equivalent and 20.4% with a bachelor's degree or higher. While the region as a whole is similar to educational levels seen across Indiana, Scott County and Washington County fall slightly behind the other four communities in both high school and post-high school educational attainment.

THE REGION IS GROWING



HOUSING UNITS IN THE REGION GREW SLOWER THAN THE POPULATION

0.9%
from 2010 to 2021



HOUSEHOLD INCOME IS GROWING

\$\$\$

\$58,208
median household income for the region

THE REGION IS WELL EDUCATED

87.9%
with a high school diploma or more



20.4%
with a Bachelor's degree or more

EXISTING CONDITIONS

	Primary Care Physician per 100K	Adults with Diabetes	Heart Disease Hospitalizations per 10K	Children in Poverty	Children Eligible for Free Lunch
INDIANA	67	11.0%	93.0	16%	47%
CLARK	38	10.0%	109.0	14%	47%
FLOYD	61	9.0%	97.0	13%	37%
HARRISON	44	10.0%	77.0	12%	41%
JEFFERSON	65	10.0%	55.6	16%	52%
SCOTT	38	11.0%	104.5	21%	58%
WASHINGTON	28	11.0%	86.5	18%	48%

HEALTH

A well-connected and accessible recreation network can help improve the health and well-being of users from both a social and physical standpoint. The following statistics were gathered from Indiana Indicators.

Primary Care Physicians per 100k people.

Higher numbers of primary care physicians per capita should not be an overall representation of a community's health but does heavily impact a resident's accessibility to healthcare. Each county in the region falls short of Indiana's 67 physicians per 100,000 people, with Clark County (38), Scott County (38), and Washington County (28) falling well below the state.

Adults with Diabetes.

The region's population of adults with diabetes is slightly lower than Indiana's (11.0%).

Heart Disease Hospitalizations per 100k people.

Heart disease is one of the leading causes of

death in the United States and can vary based on age, ethnicity, income, and other socio-economic attributes. Indiana has an average of 93 hospitalizations per 10,000 people, and each community in the region varies slightly from the state. Jefferson County (55.6) and Harrison County (77.0) are well below the state in hospitalizations per 10,000 people, while Clark County (109.0) and Scott County (104.5) are well above.

Children in Poverty.

Similar to trends seen in median household incomes of each county in the region, the percentage of children below the poverty line in each community closely align with the state (16.0% of children) with the exception of Scott County (21% of children) and Washington County (18% of children).

Children Eligible for Free Lunch.

Approximately 47% of children in Indiana are eligible for free lunch programs based on economic status. The region is generally on par with state levels or under, with the exceptions of Scott County (58% of

EXISTING CONDITIONS

Adult Obesity	Adults Reporting Physical Inactivity	Adults Reporting Poor or Fair Health	No. of Poor Physical Health Days per Month	No. of Poor Mental Health Days per Month	Adults Who Smoke
37%	26%	15%	3.3	4.9	20%
39%	27%	16%	3.6	5.2	21%
36%	23%	14%	3.3	4.9	19%
39%	26%	15%	3.5	5.0	22%
35%	26%	16%	3.7	5.2	24%
38%	31%	19%	4.2	5.5	26%
39%	29%	17%	3.9	5.2	25%

children) and Jefferson County (52% of children) which have the highest percentages in the region.

Adult Obesity.

Counties within the region have slightly higher levels of adult obesity than the state (37% of adults), with the highest levels in Clark County (39% of adults), Harrison County (39% of adults), and Washington County (39% of adults).

Adults Reporting Physical Activity

A key indicator of physical well-being is adults self-reporting their average levels of physical activity. About 26% of adults in Indiana reported higher levels of physical inactivity with adults living in the region reporting similar or higher numbers, with the exception of Floyd County (23% of adults).

Number of Poor Physical Health Days per Month (self-reported).

Another self-reported statistic is the number of poor physical health days per month a person may experience. Residents in the region reported more

poor physical health days each month than Indiana (3.3 days) as a whole, with Scott County (4.2 days) and Washington County (3.9 days) reporting the most.

Number of Poor Mental Health Days per Month (self-reported).

Similar to self-reported poor physical health days, residents in the region reported a higher number of poor mental health days than the state average (4.9 days), with Floyd County (4.9 days) being the only individual county similar to state levels.

Adults Who Smoke.

The percentage of adults who regularly smoke nationwide has slowly been decreasing over the last decades, with approximately 20% of adults in Indiana smoking regularly today. Except for Floyd County (19% of adults), the percentage of adults who smoke in each county of the region is higher than Indiana's average, with over a quarter of the adult population admitting to smoking in both Scott County and Washington County.

EXISTING CONDITIONS

ENVIRONMENT

TOPOGRAPHY

The topography of the region (Figure 03) varies widely from peaks at elevations of over 900 feet to lows in the 400's. The most prominent topographic feature in the region is the Knobstone Escarpment, a geologic area stretching south from Bloomington, through Washington County and on to the Ohio River in Floyd County. 'The Knobs' reach as high as 1,000 feet, sloping sharply to valleys below. The rugged, steep terrain is treasured by hikers and trail bikers as its forested hills stretch for miles from northern Washington County, where elevations reach over 800 feet, through southwest Scott County and western Clark County to Floyd County with ridges over 900 feet in elevation. New Albany lies at the foot of the Knobs at elevations in the 400's, which span out to the east into Clark County and provide a more level terrain.

The low slung valleys of farmland, east of the Knobs, feature meandering shallow streams and broad floodplains, flowing into larger water bodies carved in deep ravines on their way to the Ohio River. Most of Clark, Scott and Jefferson Counties are gently rolling hills, with subtle variations in elevation except for the Silver Creek corridor. The banks of Silver Creek drop 50 feet to the stream below in New Albany, with lesser slopes through Clark County.

Topography along the Ohio River is steep, standing 200 feet above the river in Charlestown to over 400 feet in Madison. Slopes along the river fan inland in Jefferson County into the forested hills of Clifty Falls State Park and in Clark County into the Charlestown State Park.

FLOODPLAIN AND WATER BODIES

While most of the communities along the Ohio River are protected from its floodwaters by levees and flood walls, inland areas subject to its tributary streams are not. When the river floods, inland streams back up into their floodplains (Figure 04). Clark, Floyd, Harrison and Jefferson Counties are most impacted by frequent local stream flooding.

Silver Creek flows from northern Clark County to the Ohio River in Floyd County, with tributaries large and small along its route. One of the largest tributaries is Muddy Fork, which flows to the east from the Knobs in western Clark County and takes on Deam Lake overflow. Both streams have widespread floodplains with few restraints. In Scott County, the Big Ox Creek, Flat Creek, and Stucker Ditch flow into the Muscatatuck River. The river's and its tributaries' floodplains cover wide swaths of farmland as it flows west to the East Fork White River.

MANAGED LANDS

Figure 05 illustrates the state and federally managed lands scattered throughout the region. The federally managed Big Oaks National Wildlife Refuge occupies over 50,000 acres across three counties, including Jefferson County. Formerly Jefferson Proving Grounds, the land is now managed as a conservation area with fishing, hunting, and birdwatching. State properties with forested hilly terrain and hiking opportunities include Clifty Falls State Park in Madison, best known for its breathtaking waterfalls, and Charlestown State Park in Charlestown, the location of Rose Island Amusement Park, destroyed in the 1937 flood.

State recreation areas with water features include O'Bannon Woods State Park and Harrison Crawford State Forest (Corydon), Deam Lake State Recreation Area (Borden), and Hardy Lake (Scottsburg). Falls of the Ohio State Park features a museum and unique access to the Ohio River fossil beds (Clarksville). All the managed lands provide a variety of recreational opportunities; however, do require admission fees.

SIGNIFICANT PRIVATELY OWNED LANDS

River Ridge Commerce Center (RRCC) is a 6,000 acre area spanning Jeffersonville and Charlestown and operated by the River Ridge Development Authority (RRDA), a quasi-governmental agency. Sidewalks area required along all new streets in the RRCC and the streets are popular with bicyclists. The 2014 RRCC Gateway Master Plan calls for a network of multi-use trails connecting its future office/research campus, the industrial park and the existing Lewis & Clark Bridge trail. A gateway park constructed near I-265

Figure 04: The Region – Topography

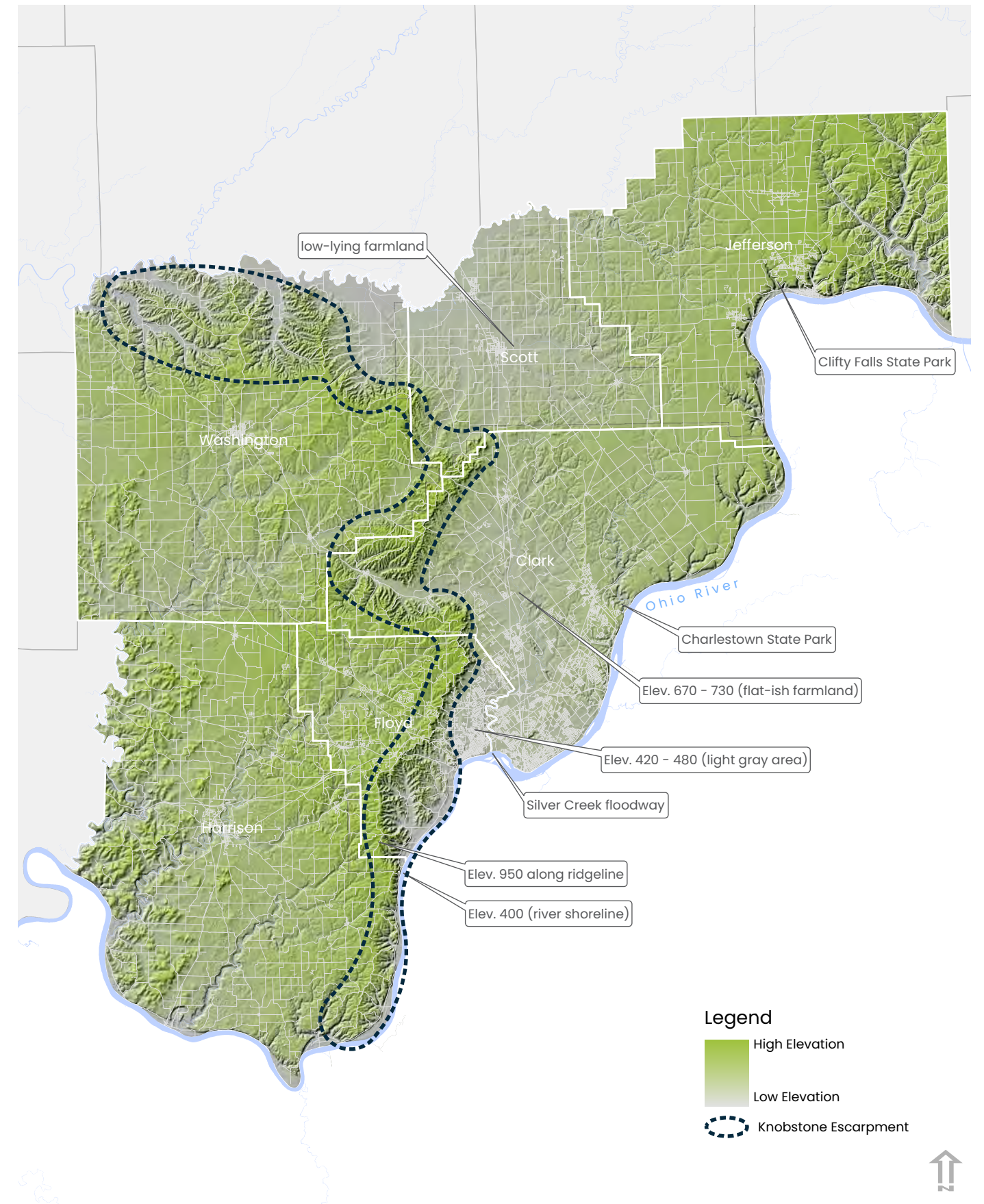


Figure 05: The Region – Floodplains and Water Bodies

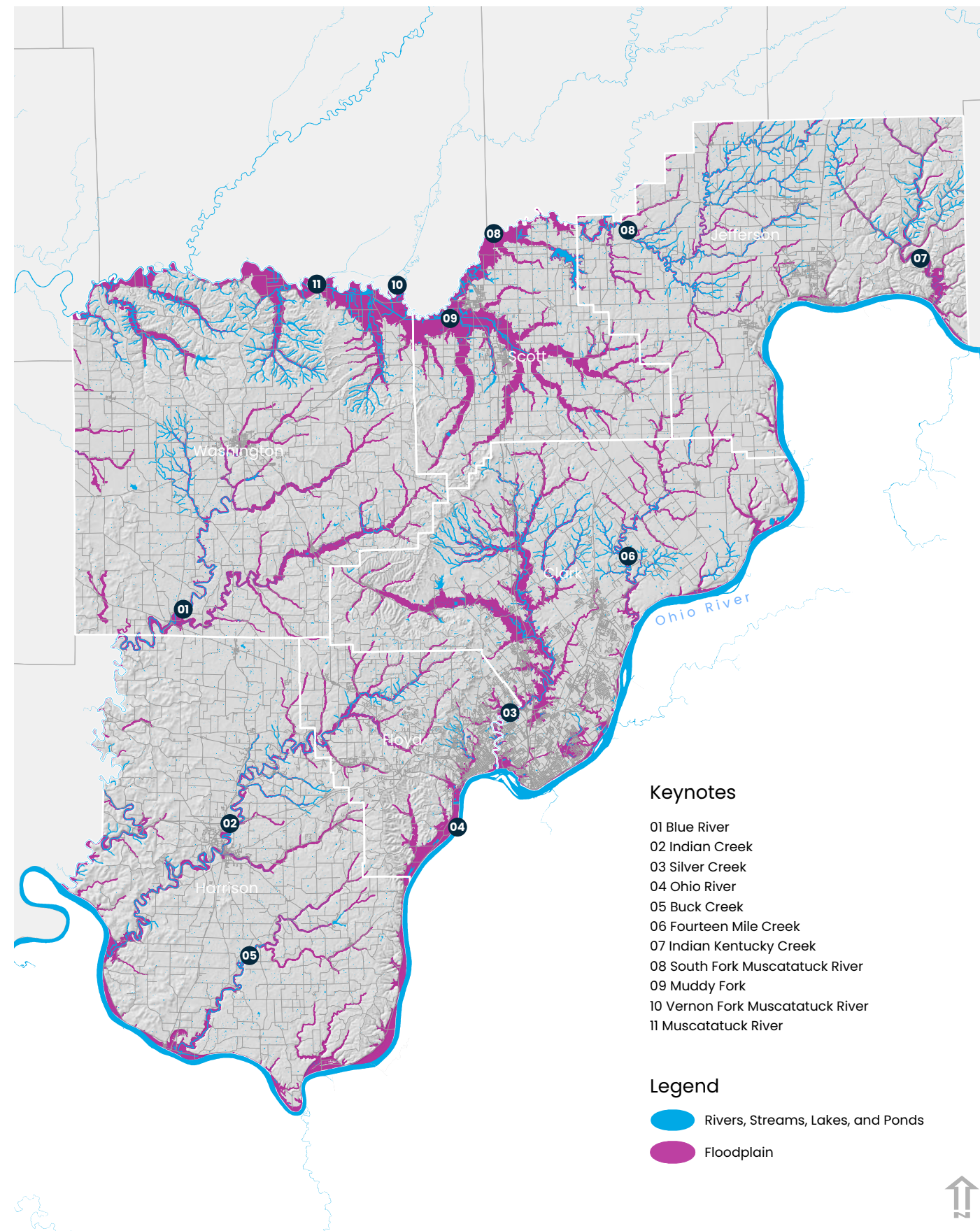
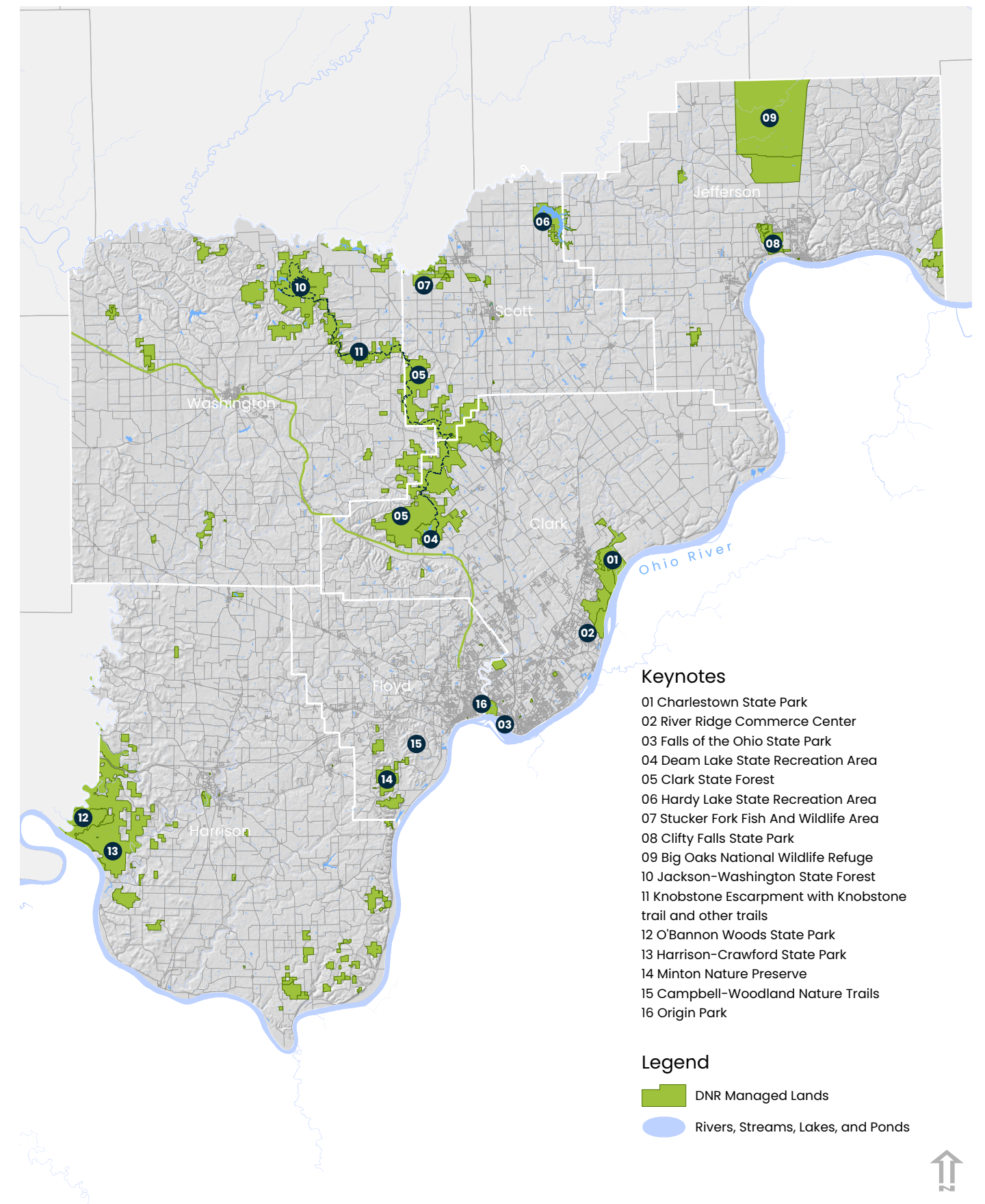


Figure 06: The Region – Managed Lands



EXISTING CONDITIONS



River Ridge Commerce Center has a gateway park with amphitheater and trails that is accessible to the public.

(see image pg.22) will eventually serve as a hub for this system.

INFRASTRUCTURE

ROADS

Though two interstate highways, I-65 and I-64, travel through the region, they only pass through four of the six counties and the I-265 connector allows travelers to bypass communities in Clark and Floyd Counties. Access to communities not along the I-65 and I-64 corridors are accessible via state and county roads, which, given the varying topography of the region, can be narrow and winding, cutting into the side of steep hills.

The larger communities in Clark and Floyd Counties have more roads but also fewer lengthy trail systems and lack regional trails connecting to other communities and the more extensive state parks trails. State and county roads are two lanes, lacking bike lanes and shoulders sufficiently wide for safe travel for pedestrians or bikes. Some of the larger communities have implemented bike-ped programs and installed bike lanes on city streets, but as the on-line survey found, many residents do use the nearest local road for multi-modal recreation.

Functional class of roads within the region is a helpful tool when considering locations for trails along existing road corridors. A “walkable shoulder” is a cost effective way to provide space within a right-of-way for cyclists and pedestrians on roads

by widening the shoulder during reconstruction projects. This scenario typically works best on rural roads where traffic volume is low, or along Minor Collector or Local Roads (Figure 06).

INACTIVE RAILROAD CORRIDORS

The region has multiple active and inactive railroads. Louisville & Indiana Railroad operates railroads from the Port of Indiana and River Ridge Commerce Center (Jeffersonville), to rails parallel to US 31, where they continue north to Indianapolis and south to Louisville. CSX operates railroads from Jeffersonville north, parallel to US 31, and in New Albany, west through Floyd and Harrison Counties and north through Clark and Washington Counties.

Inactive railroad corridors are identified in this plan as they can be ideal candidates for rail-trail projects (Figure 07). Long, straight, and usually at relatively flat grades, train facilities can be modified to trail facilities with some efficiency. The original use of transferring goods from community to community means the direct connectivity is already in place. Furthermore they are often elevated out of any flood areas and may only require adapting bridges to meet pedestrian and bicycle safety standards. Priority consideration should be given to rail-to-trails possibilities and rail banking.

Though not inactive, in January 2023, Governor Holcomb announced an award to acquire and begin development of the CSX railroad through



Although not ideal, the “walkable shoulder” may be an option in rural areas where traffic volume is low.

Figure 07: The Region – Functional Class

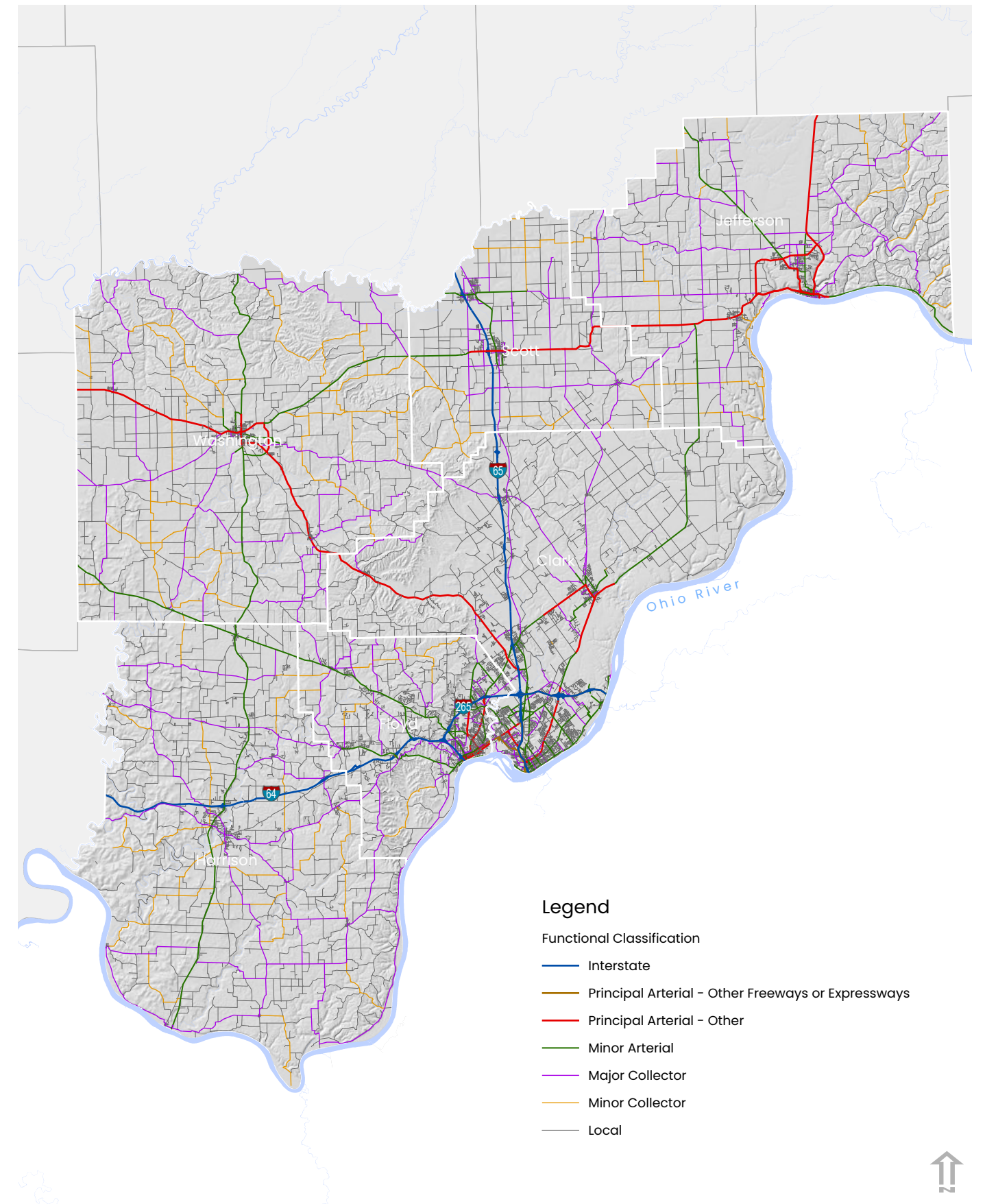


Figure 08: The Region – Railroad Corridors

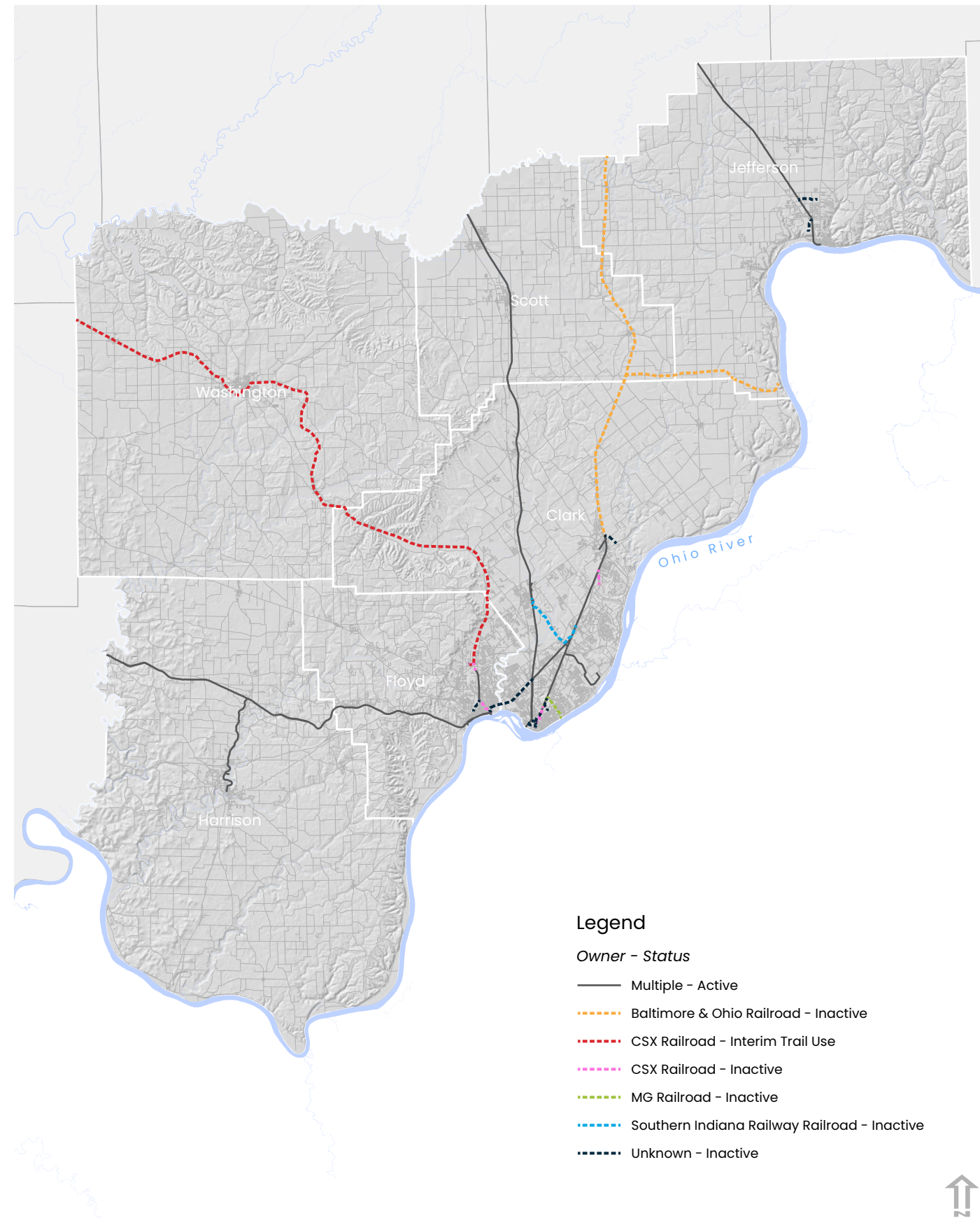
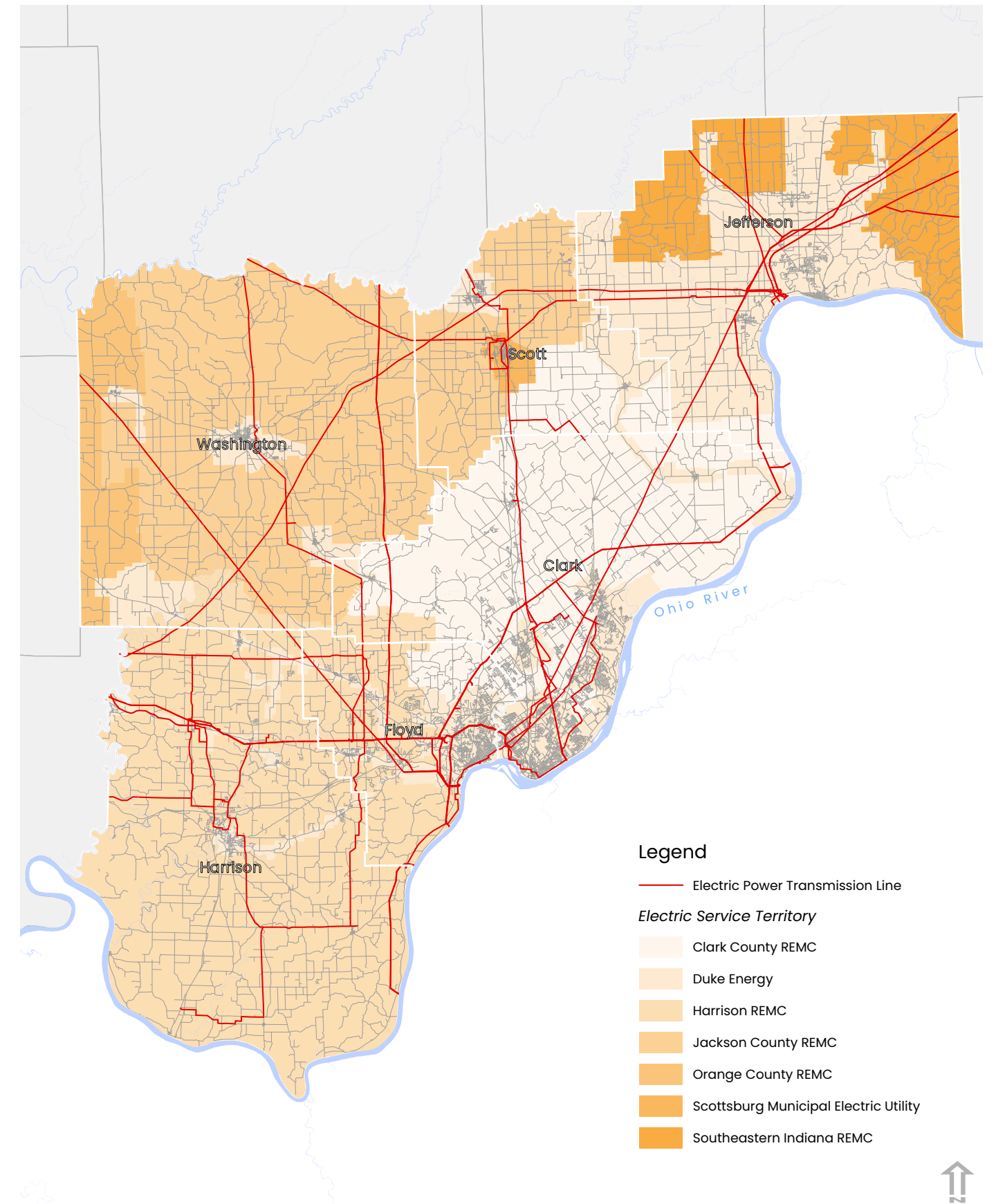


Figure 09: The Region – Existing Utility Corridors



EXISTING CONDITIONS

southern Indiana for the Monon South Greenway Trail. Beginning in Charlestown in Clark County, the inactive B&O railroad extends north through Scott County where it intersects with the proposed IDNR Visionary Trail, then continues further north into Jefferson County. An east-west leg also extends into Jefferson County from Lexington.

UTILITY CORRIDORS

Utility corridors are identified in this plan as they too may have potential to become a shared-use trail corridor (Figure 08). According to a spacial analysis done by the Rails to Trails Conservancy, more than 400 multi-use trails across the country co-exist within electric utility corridor rights-of-way, and approximately 17% of rail-trails in the United States are at least partially shared with this type of utility corridor. Co-use can also present challenges-- utility companies often have unique demands and adjacent land owners may voice concerns. With specific agreements set in place, utility corridors can be a solution to finding open land with direct connectivity that can't be developed otherwise.

The most notable utility corridor within the region is owned by the Harrison County REMC, an electric utility company. The utility corridor extends from New Albany in Floyd County to just northeast of Rosewood in Harrison County creating an open swath of cleared land through a wooded and rural area.

NOTABLE REGIONAL PLANNING AND PROJECTS

MONON SOUTH TRAIL

The Monon South Greenway Trail Visioning Sketchbook was developed to provide a vision for a multi-purpose greenway connecting southern Indiana communities between Mitchell and New Providence to the Monon Rail Corridor.

The plan proposes re-purposing as a multi-modal trail the Monon Rail corridor that runs between communities, sometimes directly through the towns along the route. Potential locations for trailheads,



The Power Trail is 4-mile route through Fort Collins, Colorado that shares a utility easement with overhead electric lines.

parking and other amenities along the route were identified and described in detail and a proposed Regional Overview Map was developed to serve as a basis for the future trail. See opposite page for the proposed route.

ORIGIN PARK MASTER PLAN

Described in the designers' opening letter to readers, Origin Park embodies "a hidden gem, the wildest and most storied place on the Ohio, a place that has been forgotten, neglected, and abused but can become central and beloved once again." The plan highlights the remarkable, resilient spaces and the wildlife inhabiting them and how the design of the park will preserve and protect them while making them accessible to visitors.

Key to the park's design is filling the gap in the region's parks and greenway systems between Jeffersonville, Clarksville and New Albany and Louisville. The design includes natural areas and large open spaces for gathering, playgrounds and trails, wetlands and ponds. The park anticipates drawing visitors from local communities and becoming a national destination.

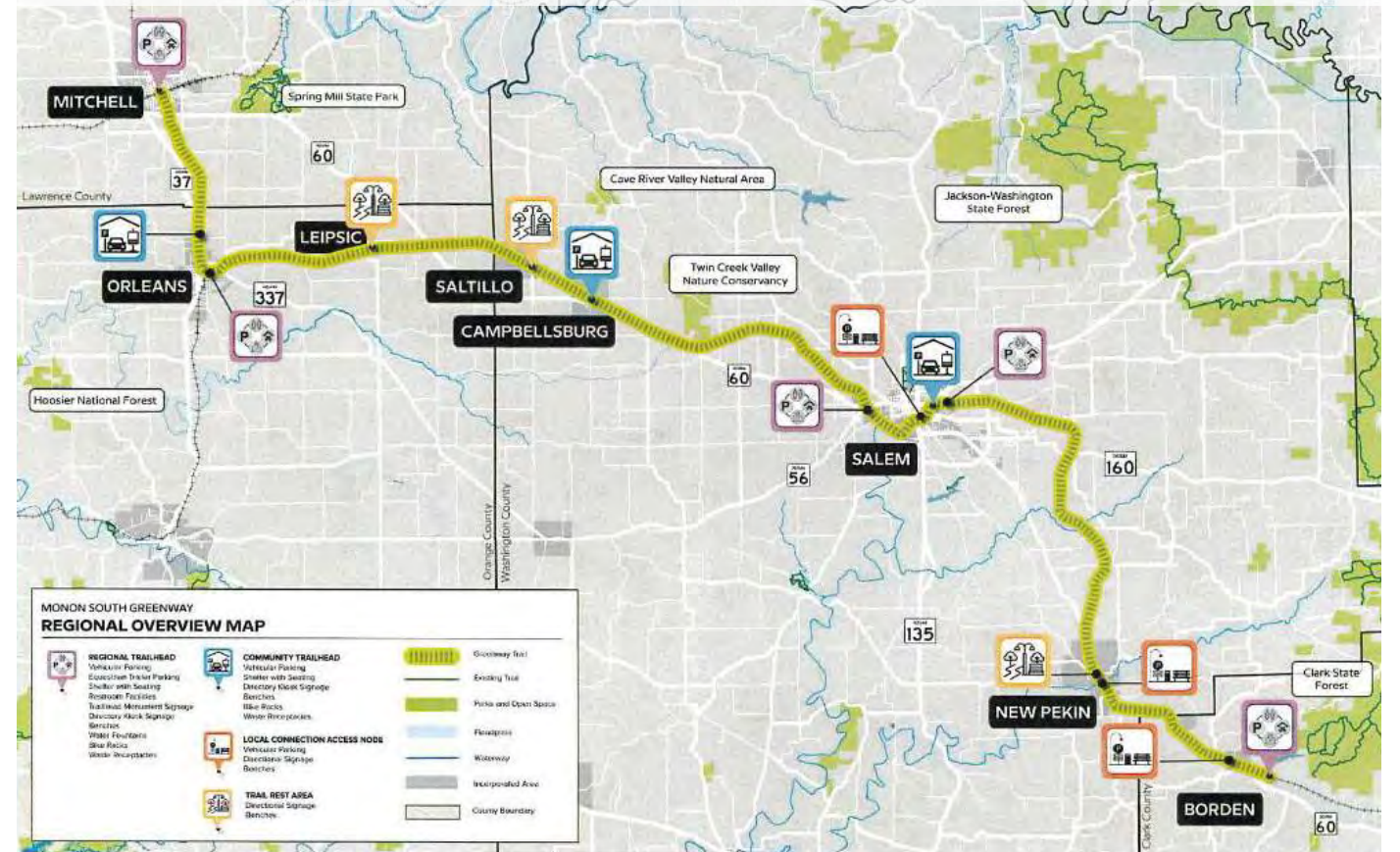
The River Heritage Conservancy has proposed the removal of obstructions and two new access points along the 4.5-mile Silver Creek Blueway that will provide access to Origin Park and the Ohio River from Silver Creek.

INDIANA STATEWIDE COMPREHENSIVE OUTDOOR RECREATION PLAN (SCORP)

Chapter 6 of the Indiana 2021-2025 SCORP

EXISTING CONDITIONS

When complete, the Monon South Trail and will provide regional connectivity to both Washington and Clark counties. When combined with the Monon South Freedom Trail, it will be one of the longest recreational trails in the state of Indiana.



Origin Park is a **unifier** and a **catalyst** for the region.

Parks make places. Large parks anchor economies and communities. Frederick Law Olmsted knew this: he designed his now historic parks to provide not only a democratic commons and access to nature, but also to spur and organize development. Origin Park sits between the three North Shore communities of Jeffersonville, Clarksville, and New Albany just over two miles away from the downtown of a top 50 US Metro Area. Today the site is a forgotten back door, but it can become an icon, a commons, and a refuge for all three communities -- and for the rest of the region.

Regions with better park systems attract and retain educated workers. Origin Park will strengthen Southern Indiana as an attractive place to live, work, and play by providing distinctive, excellent, and free recreational space. Better still, the charming, walkable neighborhoods near Origin Park host some of the most affordable housing in the region, meaning young families, empty nesters, and people of all kinds can afford to live near a world-class amenity. And Origin Park will amplify Southern Indiana's high quality of life by connecting parks and open space to its walkable downtowns. By increasing regional vibrancy and improving quality of life in Southern Indiana, Origin Park will reduce 'brain drain' and support regional economic development.

When complete, Origin Park will be a regional destination for trail users and outdoor enthusiasts from near and far.

supersedes the previous 2016 Indiana Trails Plan and incorporates it into the SCORP. This iteration of the plan highlights progress in trail development and the impacts of new trends, issues and successes relating to Indiana trails systems. It prioritizes local communities taking charge of new trail projects and adding a category of Proposed Visionary Trails to the State Visionary Trail System, which would identify gaps and potential connections for major destinations but have little to no planning.

The Visionary Trail System (Figure 06) is a collection of existing and proposed trails corridors throughout the state. All corridors must cross county lines and/or connect to Visionary Trails. The trails also provide a road-map for future planning of connections between trails and destinations. “Visionary” is described as completed or well-planned and near completion. “Potential” is described as having a lesser degree of planning, but shows some promise of completion. “Proposed” are corridors that close gaps and connect major destinations but have little to no planning.

The Visionary Trails System is driven by stakeholders and their input on where they want trail projects. DNR collects information from stakeholders, weighs it against the Visionary criteria and presents it as a statewide map. The system is currently re-evaluated every 10 years, but as the state’s trail system evolves, that may occur sooner. The system is not a construction plan or final in its scope. It is a tool to encourage trail providers to work together



Clarksville hosts an annual pet-friendly event on the Ohio River Greenway trail section in Clark County.

to coordinate inter-jurisdictionally in planning and funding to realize a state-wide trail system that benefits all Hoosiers.

OHIO RIVER WAY

The Ohio River Way is a non-profit organization that provides information for water recreation enthusiasts to enjoy events, amenities and community connections along the Ohio River in the Ohio-Kentucky-Indiana region. Highlights include on-shore trail connections, river vessel events and river community events and amenities. The Ohio River Way has applied for designation with the National Parks Service (NPS) as a National Water Trail. This section of the Ohio River is also included in the designation of the Lewis and Clark National Historic Trail which traverses sixteen states and 4,900 miles from Pittsburgh to the Pacific Ocean.



The Big4 pedestrian bridge in Jeffersonville, Indiana connects the Ohio River Greenway to Louisville, Kentucky.

NOTABLE COMMUNITY PLANNING AND PROJECTS

CLARK COUNTY

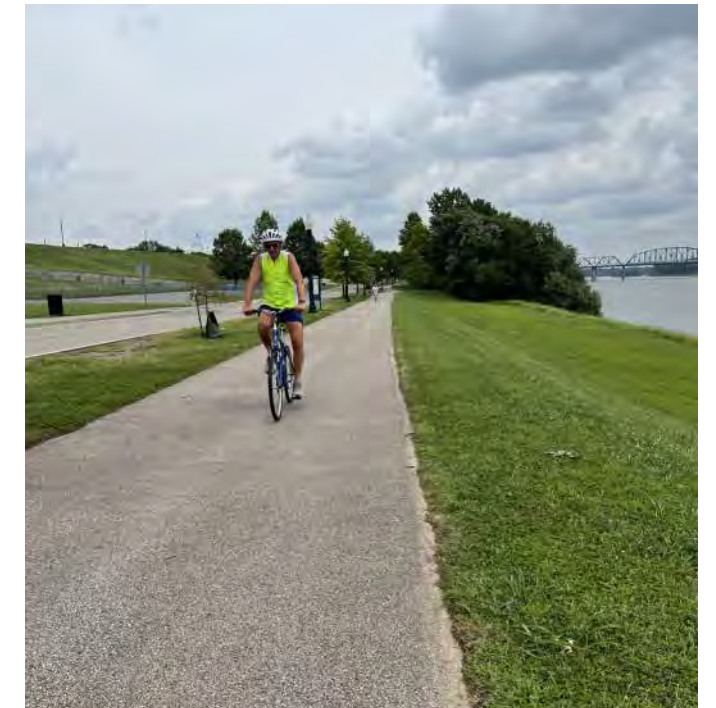
Borden Five Year Parks and Recreation Master Plan (2018–2023)

A public meeting during this plan highlighted the community’s desire for trails connecting neighborhoods and the adjacent Muddy Fork Conservation District. The Muddy Fork Conservation District was formed to solve flooding and drainage issues. Plans are underway to develop a reservoir with a park with connections to the town and Deam Lake. Additionally, the rugged terrain and heavily wooded slopes of the Knobs provide potential for hiking and mountain bike trails.

Building Jeff: Our Comprehensive Plan (2023)

This plan identifies utility corridors, stream corridors and environmentally sensitive areas preserved from development as potential locations for public trails and other recreational amenities to connect existing and future neighborhoods. It recommends incentivizing developers to include trails and paths in buffers areas in new developments. Furthermore, it identifies potential trail development that connects existing trails to other existing trails and neighborhoods and completes the Ohio River Greenway connection between Jeffersonville and Clarksville.

The plan also illustrates how the railroad spur inactivated by the closure of Jeffboat could connect to the current terminus of the Ohio River Greenway in Jeffersonville and extend the trail through Jeffersonville, past, and connecting to, Memorial Park and Highland Dog Park, as well as numerous neighborhoods. The Lewis and Clark Bridge/I-265 trail currently extends from Salem Road/International Drive in Indiana, across the Ohio River via the bridge, to River Road in Louisville, Kentucky. The Plan advocates for a connection between the trail at Salem Road/International Drive to the River Ridge Gateway loop trail, approximately 0.5 miles away. The Gateway lies 0.75 miles from where the Chapel



Ohio River Greenway offers spectacular views of the river near downtown New Albany.

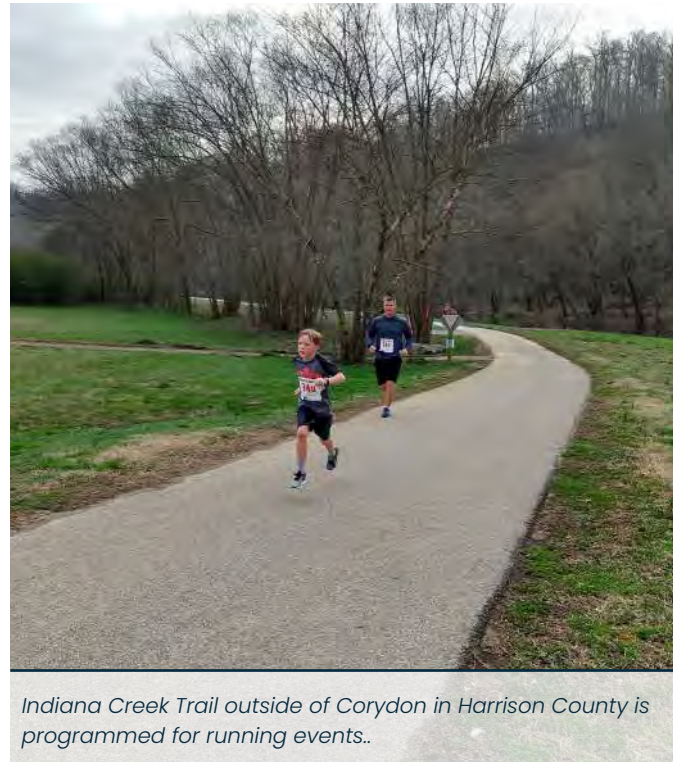
Lake Park trail connects to Salem Road in the River Ridge Commerce Center.

The plan notes existing in-park trails at Chapel Lake Park, Perrin Family Park, and Vissing Park as well as the Big 4 Bridge and the Ohio River Greenway. Potential future trails identified include the inactive railroad at the former Jeffboat site and the development of a River Ridge Gateway connecting the Lewis and Clark Bridge, I-265 trail to Chapel Lake Park trails.

Charlestown Five Year Parks and Recreation Master Plan (2020–2025)

Charlestown lacks any multi-use trails outside it’s city parks, with access to the parks not possible without a vehicle for most of the residents. Trails, both loop trails within city parks and external trails connecting parks to neighborhoods and trails beyond the city, were high on the list of features the residents supported in preparation of the updated Five Year Parks Plan. Many of the residents utilized trails at the nearby Charlestown State Park and the Ohio River Greenway, but these facilities are not within walking distance for most residents.

EXISTING CONDITIONS



Indiana Creek Trail outside of Corydon in Harrison County is programmed for running events..

The plan recommends developing trails that connect local parks, schools and the library; establishing a multi-use trail from the city center to River Ridge Commerce Center, Charlestown State Park and the Lewis and Clark Bridge trail; developing a multi-use trail along Pleasant Run Creek corridor; and establishing multi-use trails along inactive rail corridors. The plan also recommended working with ALIGN Southern Indiana to develop a regional trail connecting Charlestown to the Ohio River Greenway.

Clarksville Five Year Parks and Recreation Master Plan (2018-2023)

The Town of Clarksville is in the process of developing an updated Five Year Parks and Recreation Master Plan as the current plan expires in 2023.

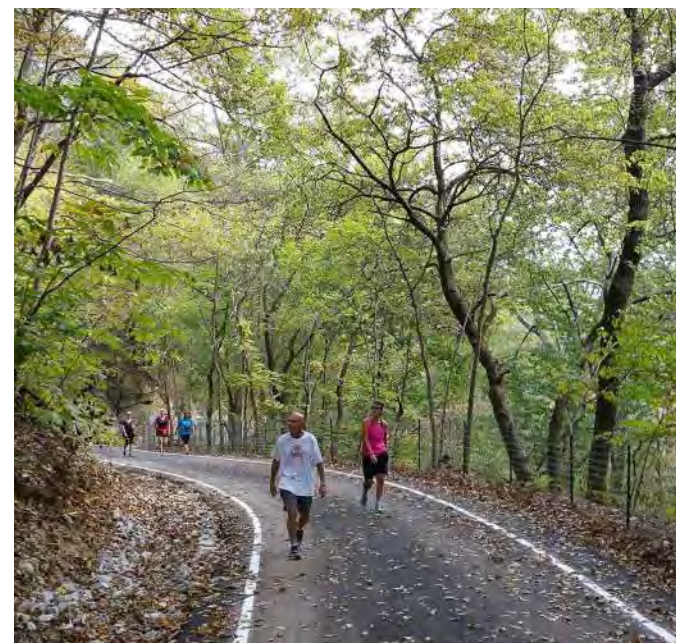
The current plan identified 7.4 miles of trails in Clarksville as of its writing. A trail identified in the plan trail map as the Central Trail follows the same path as the Discovery Trail, which was completed in 2020, and converted an abandoned railroad to a multiuse trail from the Lewis & Clark Trail to the Ray Lawrence Park and Beechwood Park.

Residents' responses to surveys for the development of the plan showed that trails/walking paths were the amenities a majority of respondents wanted most and acquiring more land for parks, green spaces and trails was also extremely important to a majority. Recommendations to address these concerns included the development of the Discovery Trail, completed in 2020 as note above, and developing a town-wide trail system master plan.

Connect Clarksville Multimodal Transportation Plan (2023)

A public Survey found that residents drive alone 95%, walk 42%, bike 18% of the time but want to drive 40%, walk 42% and bike 32%. Top 3 desired improvements: more sidewalks, more pedestrian amenities, less traffic congestion. Existing conditions show inadequate usership and performance of existing infrastructure for bicycles, pedestrians and transit modes of travel. The study found that bike use in a six-month period for the Greenway and Discovery Trail averaged in the thousands.

To address the survey findings, the Plan cites another Town plan, the Catapult Central Clarksville Master Plan, in its vision for improving connectedness



Madison's Hatcher Hill Trail in Jefferson County is a popular pedestrian way that climbs a substantial amount of grade.



Hardy Lake is a popular fishing destination northeast of Scottsburg within Scott County.

and walkability in Central Clarksville by enhancing Lewis & Clark Parkway with a paved cycle track, separated sidewalks, street trees and green strips, and enhanced roadway center medians. The Plan also proposes adopting a Geometric Standards Matrix that would apply to all streets in Town and would include design standards for multimodal elements such as multiuse trails, bike lanes and transit amenities. Recommended projects include new standalone shared-use paths or multiuse trails incorporated into existing conditions and future transportation projects with connections to existing bicycle facilities as one of the prioritization tools.

FLOYD COUNTY

Floyd County Five Year Parks and Recreation Master Plan (2019-2023)

Public input gathered during this plan identified that county residents are concerned with the lack of walking, hiking and biking trails and want to see them included in future plans. Existing trails are most often located within parks, are less than one mile in length, and don't connect to nearby neighborhoods. Walking, hiking and biking trails have topped the lists of requests on county recreational surveys.

The plan recommends a comprehensive approach to add these facilities to develop a superior system of walking trails. Three of the county's existing underutilized facilities, Letty Walter and Galena Lamb, both regional parks, and Campbell Woodlands, Nature Trails, were identified as locations for future trail facilities. Another potential opportunity would be

a collaborative effort to work with IDNR to utilize state property in Franklin Township for hiking.

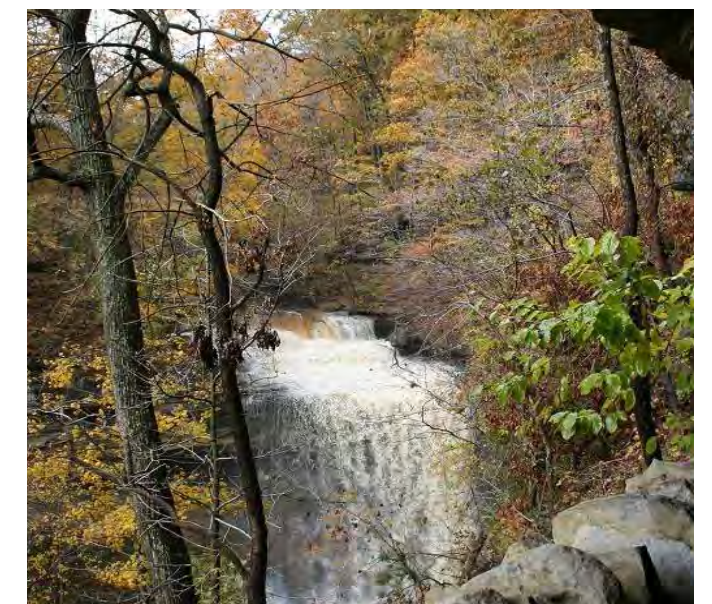
New Albany Five Year Parks and Recreation Master Plan (2023-2028)

The city of New Albany has 7.7 miles of walking trails in its existing park system. Respondents to the plan survey identified the third most used park facility as the Ohio River Greenway Trail. The respondents also identified natural areas for hiking/nature viewing as the second most needed facility or improvement, additional greenway/bike trails as number three, and internal loop trails within existing parks as number four. The Plan identifies adding trails for walking/jogging/biking as the top desired capital improvement projects. The Silver Creek Trail, a small spur to the Ohio River Greenway, was completed in 2023 and connects the Greenway to a kayak launch on Silver Creek at Spring Street. The city is moving ahead with plans to develop the South Monon Freedom Trail.

HARRISON COUNTY

Corydon's Comprehensive Plan (2015-2035)

For a city rich in state history, the challenge for the Corydon Comprehensive Plan was planning for the city's future growth while honoring its important



Clifty Falls State Park trails offer spectacular views of the multiple falls throughout the park.

historic value. As with other communities, the need for additional trails, expanding trails and connections were high on the list of future needs.

The plan recommends developing new trails and sidewalks, repairing existing infrastructure and completion of the Indian Creek Trail. The plan also recommended developing a town-wide bicycle and pedestrian plan to identify needs and recommendations for proposed routes for trails, paths, bike facilities and sidewalks.

JEFFERSON COUNTY

Madison Comprehensive Plan (2016)

The City of Madison Comprehensive Plan acknowledges the importance of trails for health and wellness and as a component of its transportation system. It identifies a need to improve the connection between the city and Clifty Falls State Park as well as a need to encourage connecting trails between new commercial and



Ohio River Greenway at the New Albany Riverfront Amphitheater in Floyd County.

residential developments, existing trails, parks and neighborhoods. This plan notes five existing trails within the city including the Riverfront Walkway, Heritage Trail, Hatcher Hill Trail, Johnson Lake Park Trail, and Riverfront Trail. The proposed Hanover Madison Connector Trail is also introduced.



Visitors enjoy the sunset over Ohio River Fossil beds at the Falls of the Ohio Museum on the Ohio River Greenway through Clarksville

Madison Parks and Recreation Master Plan (2022–2026)

The city of Madison maintains 27 parks within its 8.9 square miles that occupy two sections divided by steep, wooded hillsides in excess of five hundred feet, with the lower portion along the Ohio Riverfront. The land along the riverfront currently has 7.7 miles of walking trails in its existing park system. Respondents to the Parks Plan survey identified walking as the activity they participated in the most and expanding trails and creating more trails that will connect neighborhoods to parks as a community need.

The plan identifies the installation of a 1.0-mile trail at the Warren R. Rucker Sports Complex, which currently features baseball and softball fields, a skate park, and playground. The plan also strongly encourages implementing the recommendation set out in the 2016 Bike & Pedestrian Plan.

SCOTT COUNTY

Scott County Comprehensive Plan (2001)

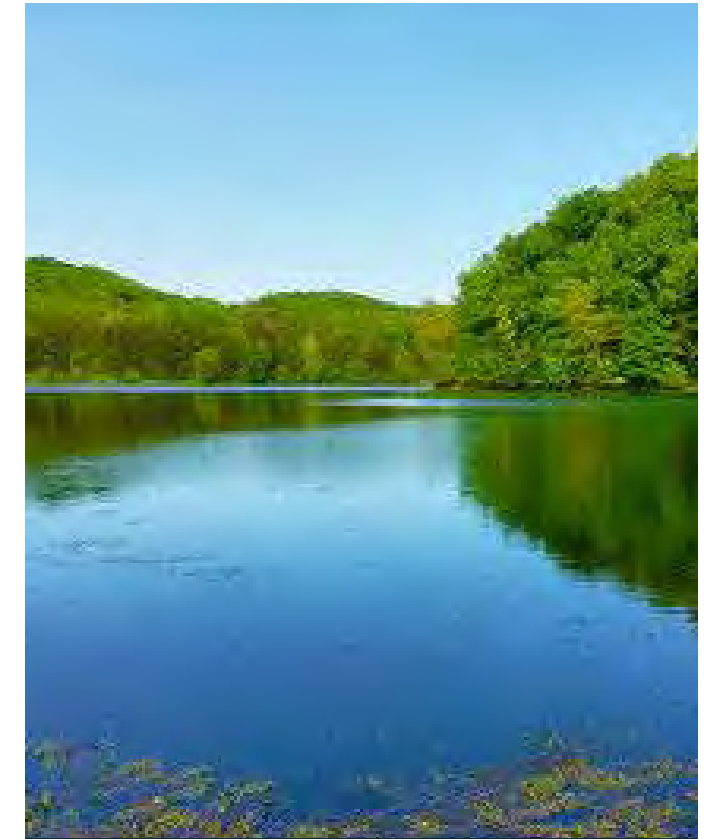
The Scott County Comprehensive Plan covers all non-incorporated areas in the county and the city of Scottsburg. The plan lays out goals and objectives for future development that best meets the needs of the communities.

Within those objectives, the development of a 100-acre city-county park around the Scottsburg Reservoir with a beach, water recreation, and a nature area with trails was suggested. The park would utilize floodway areas for recreation, such as hiking trails and horseback riding trails. Additionally, the development of a recreational area in Lexington that would include equestrian trails and camps is also explained in the plan as a desired facility. Finally, the plan recommended the development of a rail-trail along the inactive section of the B&O Railroad south of Lexington to Hardy Lake.

WASHINGTON COUNTY

Washington County Comprehensive Plan (2010)

Washington County Comprehensive Plan states that the county remains mostly undeveloped due to rough terrain, sinkholes, floodplains and other



Lake Salinda Reservoir is less than 2-miles from downtown Salem in Washington County.

limitations. Though there is limited commercial development, the county is primarily farmland and forests, which provide the county's greatest natural resource asset in the Jackson-Washington State Forest. While most of the trails in the county are within the forest and Beck's Mill, a historic gristmill site, the plan recommends making a connection from Salem to Lake Salinda Park as a priority.

Lake Salinda Trail Feasibility Study (2019)

The Lake Salinda Trail Feasibility Study was to evaluate alternatives for a new trail connecting downtown Salem with the Veterans Trail at Lake Salinda. Lake Salinda lies approximately 1.5 miles from the city of Salem and currently provides no route outside the existing roads for visitors to travel from Salem to the lake. Providing a multi-purpose trail from Salem to the lake would provide additional recreational opportunities to city residents and allow visitors to the lake access to the city without the necessity of travel by vehicle.

EXISTING & PLANNED FACILITIES

*Planned facilities shown in orange.

CLARK

- Big 4 Bridge
- Chapel Lake Park trail
- Charlestown State Park trails
- Clark State Forest – White Oak Nature Preserve trails
- Deam Lake trails
- Discovery Trail
- Heritage Trail
- Knobstone Trail
- Lapping Park trails
- Levee Trail
- Lewis & Clark Bridge walkway
- Ninepenny Branch Nature Preserve trail
- Ohio River Greenway
- Perrin Family Park Trail
- American Discovery Trail
- South Monon Trail
- Muddy Fork Conservation District Connector Trail
- North Trail (Clarksville)

FLOYD

- Campbell-Woodlands Nature Trail
- Ohio River Greenway
- Silver Creek Trail
- Loop Island Wetland Trail
- American Discovery Trail
- Loop Island Trail to Origin Park
- South Monon Freedom Trail

HARRISON

- Buffalo Trace trails
- Harrison-Crawford State Forest trails

- Hayswood Nature Reserve
- Indian Creek Trail
- O'Bannon Woods State Park trails
- South Harrison Trails
- American Discovery Trail

JEFFERSON

- Big Oak National Wildlife Refuge trails
- Clifty Falls State Park trails
- Hatcher Hill Trail
- Heritage Trail
- Johnson Lake Park trail
- Riverfront Trail
- American Discovery Trail
- Hanover-Madison Connector Trail
- Warren R. Rucker Sports Complex Trail

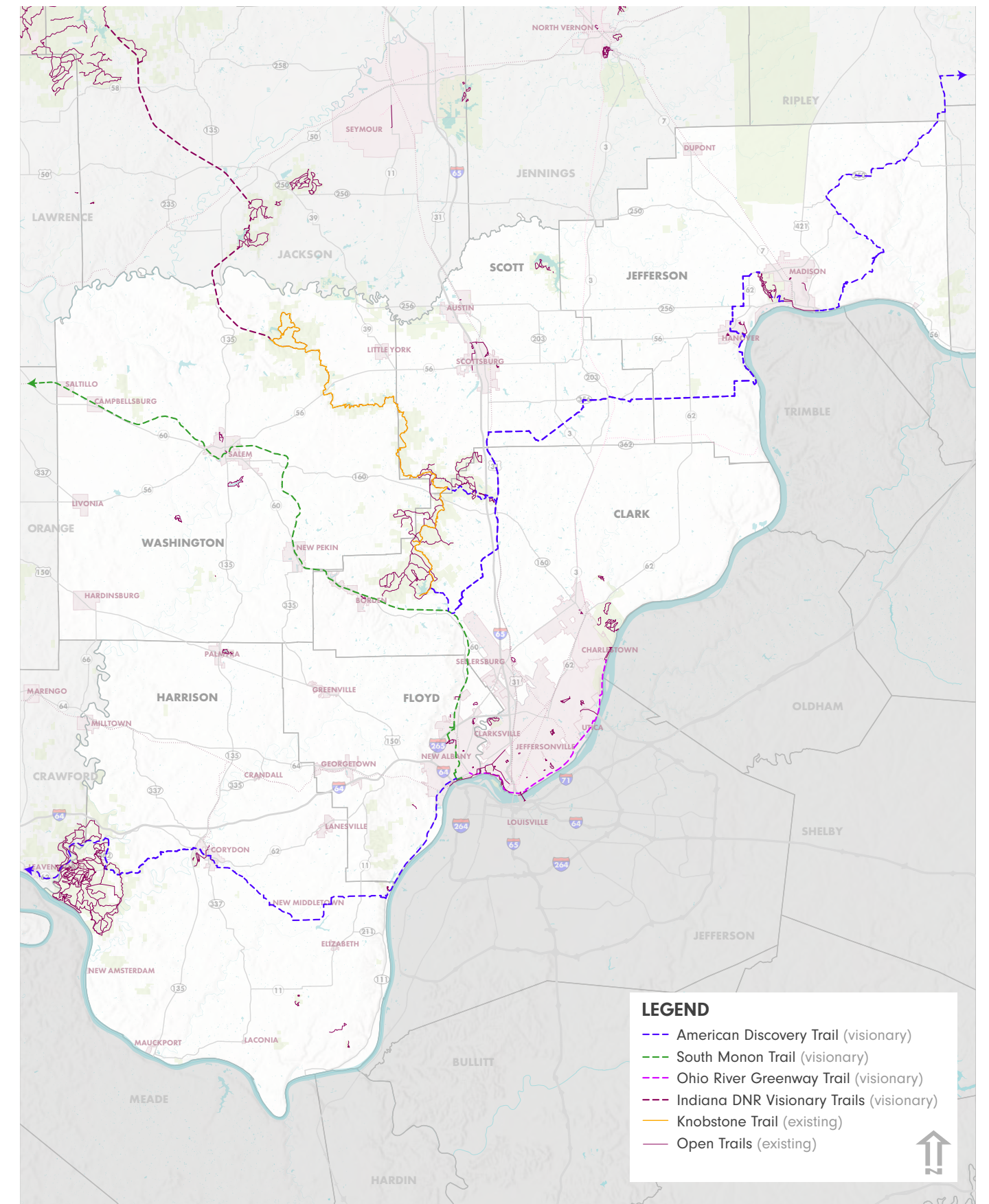
SCOTT

- Hardy Lake trails
- Knobstone Trail
- Washington
- Beck's Mill trail
- Jackson-Washington State Forest trails
- Knobstone Trail
- American Discovery Trail
- South Monon Trail
- B&O Railroad Trail

WASHINGTON

- Beck's Mill trail
- Jackson-Washington State Forest trails
- Knobstone Trail
- South Monon Trail
- Lake Salinda Trail

Figure 10: The Region – Existing Facilities Map



CHAPTER 04: **PUBLIC OUTREACH**

In order to engage the region in the process, a goal of this plan was to provide a variety of public outreach opportunities to reach a diverse range of people who both live and recreate within the study area. This chapter provides a summary of each type of public engagement offered as well as locations, times, and who was involved.



A brief presentation was given to the region's parks directors in September to review the plan intent and discuss any challenges they've seen with trail implementation.

FOCUS GROUP MEETINGS

A focus group meeting was held with some of the parks directors from within the region on September 19th, 2023 at an annual golf outing event. Both current and retired parks directors were in attendance. After a brief presentation about the plan progress and intent, attendees were asked to review the proposed overall facilities map and a discussion was had--key take-aways are summarized below:

- **Developing trails within floodways has been discouraging for some communities. The added time and cost required for regulatory approvals has been challenging, and in some cases cost prohibitive, for parks departments working to implement trails. Additionally, mitigation expectations are not feasible to implement with limited resources.**
- **Harrison County is working on a trails master plan as a part of a county-wide parks plan currently underway.**
- **Clarksville representatives had updated trail routing and planning documents which were shared after the meeting.**
- **New Albany representatives were in favor of the proposed routing, but expressed some concern with potential flooding issues and the extreme grade changes within some of the routing recommended in Floyd County.**

WHO DID WE REACH?

STEERING COMMITTEE

A steering committee composed of four Align Southern Indiana Trails Team members, Dr. Rita Shourds, Nathan Broom (Harrison County representative), Chad Reischl (Clark County representative), and Todd Rush (Floyd County representative), as well as Jefferson County representative, Kay Stokes, met monthly in New Albany throughout the planning process. The steering committee attended public input sessions and provided continual input and feedback during each phase of the plan development.



Steering committee members review initial route alignment maps during a monthly meeting in New Albany.





In Floyd County, local business owners, developers, residents, and trails enthusiasts gathered around a regional maps to identify key destinations within their county as well as potential connectivity to adjacent counties within the study area.

PUBLIC OPEN HOUSES

Throughout the summer, a public open house was held in each county participating in the plan. The public, as well as county-specific stakeholders, were invited to attend and provide feedback through several planning exercises.

The first exercise asked participants to rate the kind of trail user they considered themselves to be in two categories--as a bicyclist and as a pedestrian. Preferences regarding types of trail facilities and trail elements were also rated as a part of the

exercise. Using stickers, the second exercise allowed participants to identify where they live within their county or the region, key destinations within the county they would like to see connected via trails, and existing and potential new water access points. Using sticky notes and markers, participants were asked to identify key information about existing trail projects within their county as well as proposed trail routes they'd like to see built throughout the region.

Specific dates and locations of each public open house held are listed in the table below.

COUNTY	VENUE	DATE
HARRISON	Harrison County Community Foundation	June 20th, 2023
SCOTT	Scottsburg Heritage Station	
FLOYD	New Albany Community Foundation	June 21st, 2023
CLARK	Jeffersonville Public Library	
WASHINGTON	Washington County Community Foundation	June 22nd, 2023
JEFFERSON	Hanover College Ogle Center	July 13th, 2023

ONLINE SURVEY

The final form of public outreach was an online 20-question survey. The goal of the survey was to understand what type of trail users exist in the region, how satisfied the public is with current trail systems, and how interested the public would be in the investment in new regional trail corridors. The survey was promoted via social media and news articles and was available to the public from mid-June through mid-August.

1 What kind of bicyclist are you?
Use a sticker to choose the category that best describes you.

2 What kind of pedestrian are you?
Use a sticker to choose the category that best describes you.

3 What facilities do you prefer?
Use stickers to represent your preferences.

4 What trail elements would you like to see?
Mark your highest priority in each category with a sticker.

5 What trail elements would you like to see?
Mark your highest priority in each category with a sticker.



Participants at the Clark County public open house identifying existing and potential future tourism opportunities.

The boards from the Clark County public open house are illustrated here. Attendees trended more towards enthusiastic and confident, strong and fearless trail users.

WHAT DID WE HEAR?

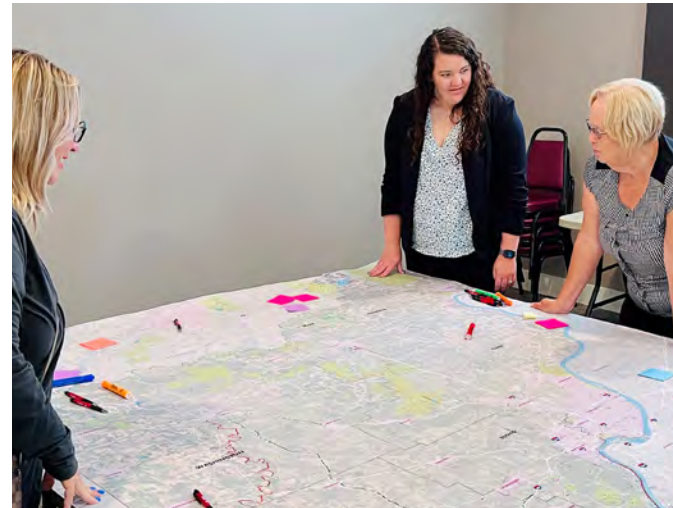
56+

Participants in the six public open houses combined

OPEN HOUSE TAKE-AWAYS

Outlined below are reoccurring themes that were heard from participants across the region during the public open house in each county:

- **INCREASE TRAIL LENGTHS:** Long-distance recreational trail users are leaving the state to seek out longer trails. Many cyclists relayed they are looking for a daily distance of 20 to 50 miles and are traveling to Missouri, Virginia, and northern Indiana to find this kind of length.
- **CREATE SAFE CORRIDORS FOR STUDENTS:** Students (elementary through university) need safe trail connections from schools to parks, community centers, and their places of residence.
- **CONNECT TRAILS TO TOURISM:** Existing tourism destinations such as parks, casinos, wineries, shopping, and dining need to be connected to recreational trails to create reasons for recreational trail users to select destinations for overnight trips or weekend getaways.
- **CONNECT COMMUNITIES TO CORRIDORS:** The public is thrilled about the Ohio River and South Monon Trail and want to find ways to connect their communities to these existing and soon to be heavily traveled "spines".
- **INCREASE PROMOTION:** Provide more information, mapping, and awareness of existing trail corridors. Establish events to educate non-trail users about the benefits of using them.



Participants at the Scott County public open house identifying existing and potential future trail projects within

881+

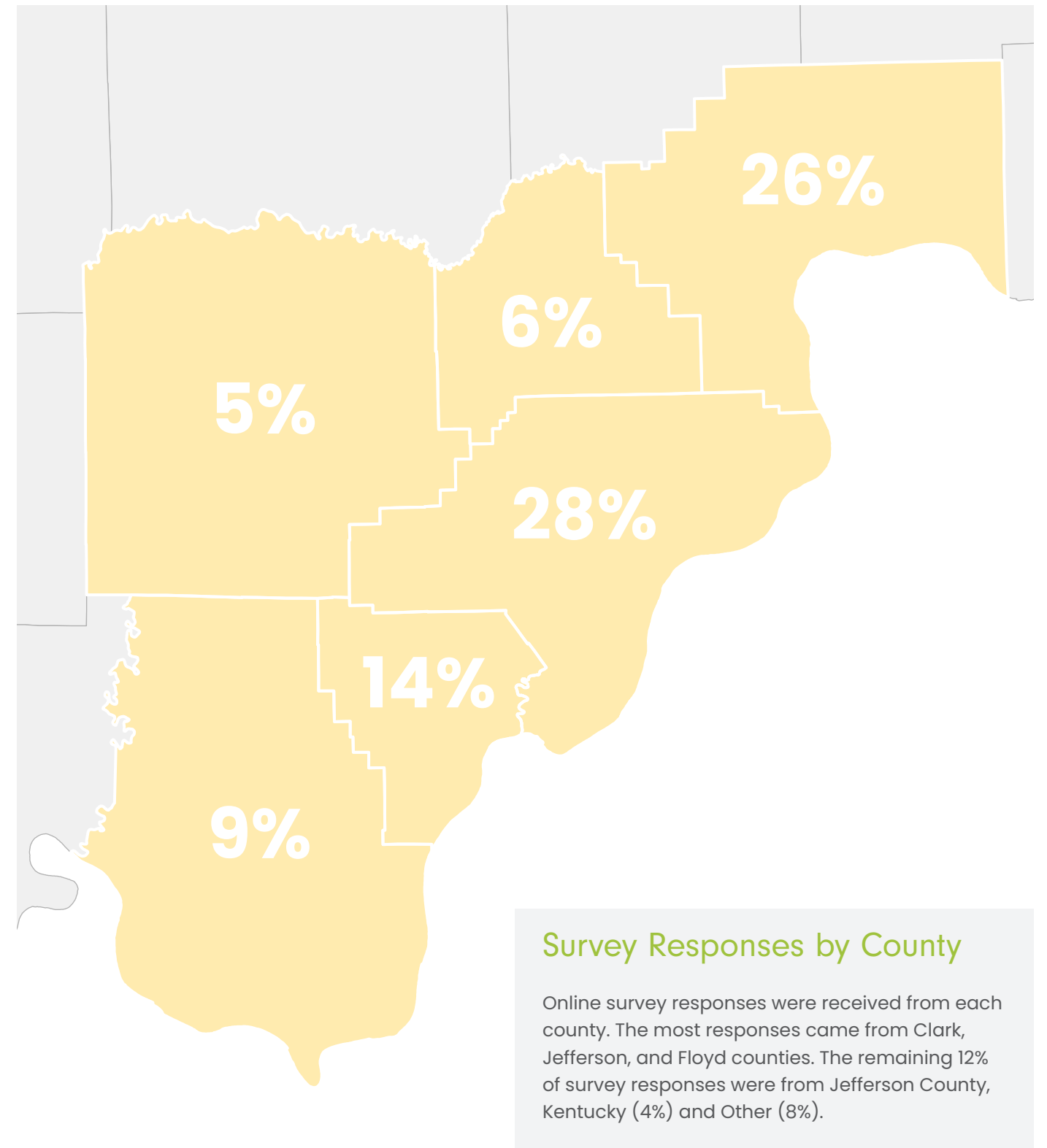
Responses to the online public survey

ONLINE SURVEY TAKE-AWAYS

A summary of the key take-aways from the online survey is illustrated below. A full copy of the survey results can be found in the appendix of this document.

AGE AND PLACE OF RESIDENCE

The largest number of responses came from the 35 to 54-year old age group (411 responses), followed by the 55-74-year old group (303 responses). Approximately 28% (247 responses) came from Clark County, 26% (229 responses) from Jefferson County, 14.19% (125 responses) from Floyd County, 8.74% (77 responses) from Harrison County, 6.24% (55 responses) from Scott County and less than 10% each from Washington County and Other. Respondents from Other were from Jackson County, Lawrence County, Orange County and Switzerland County. In addition to the Indiana counties, 4.09% (36 responses) were from Jefferson County, Kentucky (the Louisville metropolitan area), Oldham County, Kentucky (east of Louisville), and Meade



Survey Responses by County

Online survey responses were received from each county. The most responses came from Clark, Jefferson, and Floyd counties. The remaining 12% of survey responses were from Jefferson County, Kentucky (4%) and Other (8%).

County, Kentucky (1 response), which is on the Ohio River and west of Jefferson County, Kentucky. The responses from Kentucky residents reflect the connectedness between Indiana and Kentucky in this area and the shared use of facilities in spite of the separation by the Ohio River.

Respondents were almost equally divided between Rural at 35.03% and Neighborhood in a Town or City at 38.78% regarding the area where they live. 17.23% described where they live as County Subdivision and far fewer, at 8.39% live in a Downtown.

DISTANCE

To the question regarding a sidewalk or trail in front of their house, 64.51% (569) respondents said there was not. The highest percentage of respondents at 40.64% (358 respondents) live less than five miles away from a trail, 26.79% (236 respondents) live less than 20 miles from a trail, and 23.72% (209 respondents) live less than one mile from a trail. When asked how far they would be willing to travel to get to a trailhead, trail facility or water access point, the majority, at 38.58%, said less than 30 miles, with 36.87% willing to travel less than 10 miles.

EXISTING TRAIL USAGE

Parks were the most popular location for trails at 86.01% of the responses, with Downtown at 60.41% as a second choice. Specific responses cited the Riverwalk Greenway along the Ohio River and the Big Four Bridge in downtown Jeffersonville as favorite trails as well as state parks and state forests, and specifically the Knobstone Trail. Many responses cited neighborhoods and county roads.

The ease or difficulty of walking/running or biking in the respondents' counties varied by mode. Walking was rated somewhat easy by 42.21% of respondents, somewhat difficult by 31.06%, and very easy by 13.99%. Biking, however, was rated as somewhat difficult by the greatest percentage at 38.45%, somewhat easy by 20.93%, and very difficult at 21.96%. When asked what made walking/running/biking difficult, a large majority of 72.89% (640 responses) cited roads as too busy/cars drive too fast. A lack of multi-use paths garnered 53.53% (470 responses) as the second most cited reason for

difficulty and lack of access points and lack of safe crossings as third and fourth with 44.76% and 40.43%, respectively. Unsurprisingly, most of the responses at 61.8% cite more trail facilities when asked what changes would have the most beneficial impact on using facilities in their county. Second most was better pedestrian connections to trail facilities at 44.47% and more restrooms along trails at 39.57% as third most beneficial impact on using facilities.



Participants at the Harrison County public open house complete the planning user preference exercises.

FIVE TOP CONCERNS

(1) CONNECTIONS AND ACCESS

Trail facility connections to neighborhoods, businesses, recreational centers, shopping districts, and downtowns with safe and easy access from those destinations were the most frequently cited needs from comments in addition to the 19 specific questions. Respondents wanted to see more trail facilities and longer trails near their neighborhoods and connections between rural neighborhoods and cities, towns and other trails. This need is reinforced by the large number of respondents who don't have sidewalks in front of their homes and use city streets and country roads for walking, running, and biking or must drive to a trail facility. The lack of access points and safe crossings were also cited under the question of what makes these activities difficult.

(2) NEED FOR MULTI-USE TRAILS

The comments frequently cited a need for multi-use trails to provide recreation but especially to provide safer routes for biking. The difference in responses to ease or difficulty of walking/running versus biking and factors that make it difficult indicates this need. A lack of multi-use paths and dangerous road usage received large percentages of responses when asked what factors make these activities difficult.

(3) AMENITIES

A lack of restrooms concerned nearly half of the online survey respondents citing difficulties in using or accessing trails and restrooms, along with available trash cans, benches and seating, rest areas, drinking fountains, and maps and signage were the amenities many respondents wanted to see in new trail facilities.

(4) SAFETY

Safety was a concern for some respondents, citing poor lighting, overgrown vegetation near trails and the use of trails for illegal activities as cause for concern. Some felt that the presence of trails presented a safety concern for their properties from abuses by trail users. Case studies will be valuable resources for providing a safe environment for users while respecting adjacent property owners' privacy.

(5) INFORMATION

Respondents to the comments section of the survey asked for more promotion of the location of trails and trail users, such as organized group activities. Respondents cited a lack of available information about local trails and their locations, a lack of access to trail maps, and a lack of a means to communicate with trail-user groups organizing events. Promotions by local governments and social media sites would benefit residents and visitors.



Recumbent cyclists seek out multi-use trails (above). Represented at the Clark County public open house, Southern Indiana Trike SQUAD is a group of active recumbent cyclists within the region (below).



FORMING A VISION



This chapter sets forth an understanding of the plan intent and outlines a vision using analysis from public input, case study research, and the development of trail route selection criteria to establish projects within each county worth pursuing further.

FORMING A VISION

PLAN INTENT

Unlike many trails plans that focus on one corridor, one community, or one county, this plan is much broader reaching. Planning for a region of six-counties requires a long-term vision. The intent for this regional trails master plan is summarized in the five goals listed below:

- **Promote the value of regionally significant facilities as an impetus for stimulating tourism and economic development**
- **Provide suggestions for regionally significant facilities and initial steps for implementation**
- **Support preservation of unique natural resources and promote the value of greenways as linear parks for the enjoyment of future generations**
- **Make available opportunities for collaborative agreements and relationships between communities, counties, private, and public entities within the region**
- **Increase awareness of events, programs and the location of existing and proposed trail corridors**

CASE STUDIES

Throughout the summer participants at the county open houses described trails they have visited across the country. As recreational trail users and advocates for trails, many residents within the region use their leisure time to seek out new trails for a weekend getaway or family excursion. In some cases, residents within the region are traveling several states away to find these experiences.

Case studies for four of these trails are provided on the following page—a rail-trail, a “trail town”, a state-wide trail, and a biker-hiker trail. Understanding what residents within the region are seeking outside of the state, informed the guiding principles for route selection and project development within the region.

GUIDING PRINCIPLES

When reviewing opportunities for trail routes within a six-county region, many ideas were generated. Following the case studies within this chapter are a set of guiding principles established as evaluation criteria to prioritize which ideas should be further developed into more focused pursuits.

Explanations of each principle are provided as well as referenced as route selection criteria in the project matrix found later in the chapter.

Ultimately, routes selected to pursue further should meet as many of these objectives as possible:

- **Accommodate Most User Groups**
- **Connect Multiple Key Destinations**
- **Extend Existing Facilities**
- **Have Prior Planning Completed**
- **Address Existing Safety Concerns**
- **Serve Transportation-Challenged Populations**
- **Support Preservation of Natural Corridors**
- **Encourage Acquisition of Utility or Rail Corridors**

CASE STUDY:

RAIL-TRAIL

**VIRGINIA CREEPER TRAIL + NEW RIVER PARK
MULTIPLE COUNTIES, VIRGINIA**

The Virginia Creeper Trail is a **34-mile multi-use rail-trail** from Abingdon to Whitetop Station, through farmland, mountains, and the Mount Rogers National Recreation Area. The Welcome Center in Abingdon encourages users to enjoy biking, hiking, walking, running, horseback riding, cross country skiing and newly popular, geocaching. The New River Trail Park is a **57-mile linear park** along abandoned railroads alongside the scenic New River through four counties and the city of Galax. The multi-use trail features two tunnels, three major bridges and almost 30 smaller bridges and trestles. The park offers horseback trail rides, rentals of bikes, canoes, kayaks, and tubes and hosts annual events, festivals, programs and workshops.



The Virginia Creeper Trail was developed using the federal rails-to-trails grant program established in 1976 to begin revitalizing abandoned or non-used rail corridors. A glimpse of the 57-mile New River Park is (above) is available to all types of trail users.

CASE STUDY:

TRAIL TOWN

**LITTLE MIAMI SCENIC TRAIL
YELLOW SPRINGS, OHIO**

Yellow Springs is a small “trail town” along the Little Miami Scenic Trail in southwest Ohio. In addition to Yellow Springs connection to the trail, it features eclectic shops, galleries, and restaurants. The town hosts a variety of festivals, art openings, theatre, and live music to attract trail users to the community. Yellow Springs is also home to Young’s Dairy, a working dairy farm that features family dining, a petting zoo, mini-golf driving range, batting cages, and hosts festivals and events. Young’s Dairy is easily accessible from the Little Miami Scenic Trail. The combination of connections and access to adjacent amenities and intense programming has turned Yellow Springs into a popular “trail town” destination for recreational trail users across the country.



The Yellow Springs Train Station (shown below) provides a popular rest stop for trail users on the Miami Scenic Trail, the fourth-longest paved rail trail in the United States, which moves through five southwest counties in Ohio.

CASE STUDY:

STATE-WIDE TRAIL

**KATY TRAIL
CLINTON TO MACHENS, MISSOURI**

The Katy Trail is over **240 miles of rails-to-trails** through the state of Missouri, beginning in Clinton and ending at Machens. The trail features twenty-six trailheads, follows the Missouri River most of its route, winding through historic river towns Boonville and St. Charles, and providing views of the Missouri bluffs, floodplains and native flora and fauna in its wooded areas. The trail surface of crushed and finely packed gravel provides an optimum surface for biking, running or hiking. Two segments of the trail also allow horseback riding. The Katy Trail also connects to larger trail networks, the largest being the MKT Trail in Columbia, Missouri, and the Rock Island Trail in Windsor, Missouri.



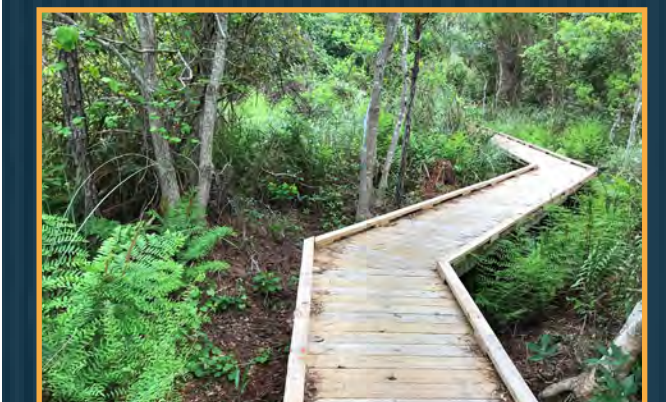
Outside of bridge structures, much of the trail surface is crushed and finely packed gravel. This provides minimal resistance for bikers and an ideal surface for runners or walkers due to the lower impact than asphalt or other paved surfaces.

CASE STUDY:

BIKER-HIKER TRAIL

**HUGH S. BRANYON BACK COUNTRY TRAIL
ORANGE BEACH, ALABAMA**

The combination of seven multi-purpose trails that make up a more than 14-mile system that leads through thousands of acres of six distinct ecosystems and the Alabama Gulf Coast. Home to native plants and wildlife, the trail system provides access to Boulder Park. Attractions include trailheads with parking, a butterfly garden and pavilion, picnic areas, campground, and nature center. Amenities include benches and swings along the way.



Segments of this trail are boardwalk, others are paved asphalt, and some crushed stone. From wet pine flatwoods to fresh water marshes, trail users are exposed to six distinct ecosystems throughout this 14-mile trail system.

8 GUIDING PRINCIPLES FOR TRAIL ROUTE SELECTION

1. Accommodate Most User Groups

- Age range of 8 to 80 are most comfortable on an 10-12'-wide paved, multi-use path
- Accessible path is highly desired – longitudinal slope no greater than 5%
- Material paved or compacted crushed aggregate
- Road cyclists are comfortable on the road or a shoulder – don't need more trails for this user group
- Equestrian trails are desirable, but are catered to a small percentage of affluent user groups who own horses, or a private entity provided guided trail rides
- Heard from recumbent bikers, mountain bikers, families biking with children
- Rails-to-trails, Rails-with-trails, Hike-and-bike, Multi-use Paths will accommodate most users

2. Connect Multiple Key Destinations

- Tourism destinations such as a casino, a winery, brewery, or a downtown shopping or dining district
- Parks and recreation destinations such as a local, state, or national park or forest
- Landmark or historic site
- Outdoor recreation area such as a reservoir, fishing or boating destination, or outdoor adventure park
- Hotel accommodations such as a bed and breakfast, campground, lodge, or RV park

3. Extend Existing Facilities

- Want to build upon existing facilities to create connect more communities to existing amenities
- Adding miles to existing trails is more competitive in NLT and DNR trail grant funding opportunities
- Connecting missing links or key gaps between existing facilities or existing facilities and a destination, community, or populated area is also important

4. Have Prior Planning Completed

- If projects have already been discussed or studied prior to this plan, they are more likely to catch momentum to be completed
- Prior studies, design, and engineering plans will make the projects more competitive for grant funding opportunities

5. Address Exiting Safety Concerns

- Location where people are walking on the side of the road now because there isn't a facility available to them

6. Serve Transportation Challenged Populations

- Lower income populations often cannot afford the luxury of owning a car
- Providing the opportunity for individuals to bike-commute to their place of employment can provide economic relief to lower income populations

7. Support Preservation of Natural Corridors

- Often trails are located in areas that are challenging to develop or farm due to flooding or steep topography
- Routes should encourage the preservation of these types of areas before they are surrounded by private development and access is cutoff
- Waterways like creeks and streams, wetlands, riparian buffers, flood plains, densely wooded areas, or areas, and ridge tops a few natural corridors that are ideal for transformation into greenways or linear parks with trails

8. Encourage Acquisition of Utility or Rail Corridors

- Utility corridors and abandoned railways are also ideal for transformation into greenways or linear parks with trails
- If plans aren't put in place, railroads often relinquish the right-of-way back to adjacent property owners making the implementation of a trail corridor a very challenging pursuit

FORMING A VISION

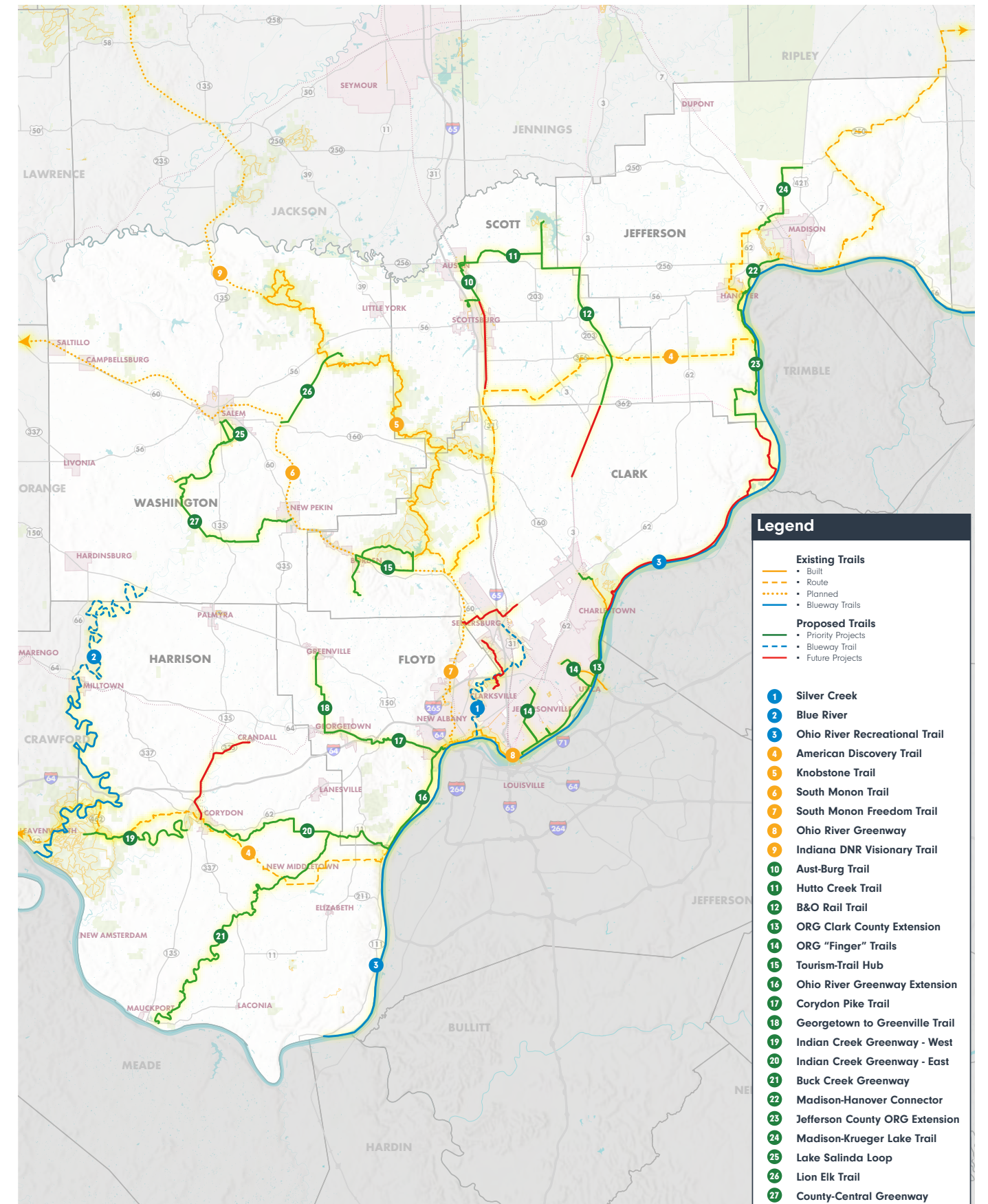
PROJECT RECOMMENDATIONS

After reviewing existing trails within the region (built, routes, and planned) as well as key destinations, priorities for connectivity were established in each county. From these key priorities, three projects were developed. These projects were evaluated based on the route criteria selection shown in the table below.

Detailed PROJECT PAGES can be found later in the chapter describing the county priorities and proposed projects. A system-wide facilities map on the next page illustrates the combined existing and proposed trails within the region.

County	Project Name	Accommodate most user groups	Connect multiple key destinations	Extend existing facilities	Have prior planning already completed	Serve transportation-challenged populations	Address existing safety concerns	Contribute to longer, regional trail systems	Support preservation of natural corridors	Encourage acquisition of utility or rail corridors
CLARK	ORG Clark County Extension									
	ORG "Finger" Connectors									
	Tourism-Trail Hub									
FLOYD	ORG Southwest Extension									
	Corydon-Pike Trail									
HARRISON	Town-Ville Trail									
	Indian Creek Greenway East									
	Indian Creek Greenway West									
JEFFERSON	Buck Creek Greenway									
	Madison-Hanover Connector									
	Park-2-Park Trail									
SCOTT	Madison-Krueger Lake Trail									
	Aust-burg Trail									
	Hutto Creek Greenway									
WASHINGTON	B&O Rail-Trail									
	Lake Salinda Loop									
	Lion-Elk Trail									
	County-Central Greenway									

Figure 11: The Region - System-wide Proposed Facilities





PROJECTS + RECOMMENDATIONS



Consideration of existing conditions, public input, development of goals, and priorities for route selection lead to both broad recommendations for the region as well as county-specific projects, which are included in this chapter.

REGION-WIDE RECOMMENDATIONS

1. IMPLEMENT RAIL-BANKING THROUGHOUT THE REGION

According to a 1983 amendment to the National Trails System Act, rail-banking is a voluntary agreement between a railroad company and a trail sponsor (such as a trail organization or government agency) to use an out-of-service rail corridor as a trail until a railroad might need the corridor again for rail service.

More often, rail corridors are relinquished back to adjacent properties when railroads no longer want the land, which creates a daunting property acquisition challenge for any entity wanting to create a trail along the corridor in the future. All counties within the region should be mindful of railroad corridor usage and would be encouraged to set up agreements with local and national railroad companies to obtain the land when possible.

The South Monon Trail is an excellent example of leadership in the region recognizing an opportunity to acquire a rail corridor. The agreement with the railroad took a strong vision, collaboration between multiple counties and communities, and many years to establish, but the result will be long-lasting.

2. MANAGE INVASIVE SPECIES ALONG EXISTING TRAIL CORRIDORS

Managing invasive plants along existing trail



Boot brushes are recommended at all trailheads to prevent the spread of invasive species via seeds stuck in treads.

corridors is a daunting task; however, if not addressed, young hardwood saplings will not survive, putting mature forests along greenways at risk. These forests provide shade, a cooler microclimate, and a scenic experience for trail users. It is recommended the region work with the State of Indiana Cooperative Invasive Management (SICIM) organization to put a plan in place that focuses on education, prevention, and eradication of a variety of invasive plants.

Weed Wrangle Indiana is another organization that can advise on volunteer efforts. Hosting quarterly or monthly Weed Wrangle events along trail corridors in the region would make an invaluable impact on the on-going battle with invasive plants in the region's natural areas.

3. DEVELOP REGION-WIDE TRAIL PROMOTIONS & PROGRAMMING

Many respondents to public input cited a lack of available information about local trails, access and locations, adequate trail maps, and lack of a means to communicate with trail-user groups organizing events. It is recommended a collaborative multi-county effort be made to promote and program

existing and planned trails throughout the region to both residents within the region and tourists outside of the region. Aspects of this effort are outlined in two categories below--Promotion and Programming:

PROMOTION

- ▶ **Interactive On-line Map:** Establish and maintain an interactive on-line map for regional trails. Identify trail corridors, mileage, difficulty, accessibility, trailheads, parking, pedestrian only access, bike repair stations, etc.
- ▶ **Social Media Hub:** Create a regional social media hub that is a one-stop-shop for any resident or tourist seeking out recreational trails or trail-related activities, groups, or events in the areas. Establish consistent templates for all local, county, and regional government or tourism groups, trail-related clubs, or trail-building entities to use for promotion of new trails, recent improvements, activities, or events.
- ▶ **Tourism Triangles Campaign:** Develop tourism triangles campaign that creates multiple reasons for tourists to seek out locations along the regions trails for an outing or weekend getaway. Identify destinations such as shopping districts, wineries and breweries, historical sights, lodging, and recreational areas that can be sought out via trails and promote them via the social media hub or other means.
- ▶ **Physical Branding:** Develop consistent branding for the region's trail network for use on the social media hub, on-line interactive map, physical signs and trailhead maps, or other means. Provide style package of logos, fonts, colors for each individual entity to use and customize as existing trails are updated and new corridors are established.

PROGRAMMING:

- ▶ **Trail Safety Campaign:** Implement a trail safety campaign to address concerns and perceptions that trails are unsafe.
- ▶ **Trails Awareness Events:** Establish one trail awareness event, such as a 5K, fun run, or bike repair demonstration, per year within each county.



Lawrenceburg and Aurora, two Indiana cities northeast of the region, recently combined efforts to establish the River Cities Bike Share program. Three bike rental locations are now available to the public for use along the Dearborn Trail, a trail along the Ohio River connecting the two cities.

- ▶ **Trails Club Council:** Create a board of county representatives who are responsible for creating and advertising new clubs as well as promoting the growth of existing organizations related to organized trail activity across the region. Groups for hiking, teen cyclists, recumbent cyclists, or a women's walking club would promote healthy living and more activity along trails.
- ▶ **Bike-share Program:** Establish a regional bike-share program with stations strategically placed at trailheads and destinations across the five-county area.

4. ELEVATE EXISTING WATER TRAILS WITHIN THE REGION

According to the Outdoor Industry Association Economy Report, each year Americans spend more than \$20 Billion on Trail Sports Gear and \$14 Billion on Water Sports Gear. Some of the most beautiful waterways in the state are located within the region, and should be promoted for recreational use. The "blue mind", a theory that people have a better state

of mind, positive mood, and are more relaxed when interacting with water, is another strong argument to encourage water recreational activities.

Canoe outfitters and water access points exist along the Blue River in Harrison County. The Ohio River Water Trail is also well established, which touches Jefferson, Clark, Floyd, and Harrison counties. A new water access point was recently established along Silver Creek in Floyd County. Acquiring land for preservation along water ways within the region would help ensure these natural resources are maintained and available for recreational use to the next generations to come.

The Northeast Indiana Water Trails organization offers a number of tools, programming, and events to the surrounding northeast Indiana region. By offering an on-line interactive map, water proof physical maps, and implementing a consistent wayfinding and interpretive signage program, they are working towards designating clear water way routes and access points for water recreation. Events such as the "Pedal, Paddle, Play" scavenger hunt and monthly social paddles, encourages inexperienced paddlers to join the fun. They also focus on safety by installing low head dam warning signs, and offering information on river etiquette, log jams, and flash flooding.



Cave Country Canoes in Milltown, Indiana offers a number of excursions and events for paddlers on the Blue River.



The Booneville Bike Club has brought awareness of the sport of mountain biking to many tweens in southwest Indiana.

5. ENCOURAGE ALL TYPES OF TRAIL-USE

Throughout the public input process, trail enthusiasts of all kinds described their hopes and dreams for what they would like to see more of within the region. Mountain bikers and equestrians are two that were most discussed outside of typical hiking, running, and cycling use along trails. Although this plan is focused on multi-use regional trails, it is recommended these trail use types be encouraged within the region. When established, these amenity areas should be connected to the regional trail system when possible.

COUNTY-SPECIFIC PRIORITIES & PROJECTS

The following pages include Priorities and Projects from each county. While a multitude of new trails were suggested, priority for individually identifying a project for inclusion was based on a number of factors, including connectivity between communities, parks, and existing trails. The scope for recommendations was narrowed from all suggested projects for each county to priority projects and then narrowed to the three most promising.

Four priorities for connectivity were identified for **Scott County**, which are outlined below. Three projects were developed from these priorities, which are listed below and illustrated in further detail on the pages following.

PRIORITIES

1. CONNECT SCOTTSBURG TO AUSTIN

Extend the existing trail network in Scottsburg north from the Scott County YMCA to downtown Austin.

2. CONNECT AUSTIN TO HARDY LAKE

Extend a trail corridor along 256, Hutto Creek, or an existing utility easement to connect downtown Austin to Hardy Lake.

3. CONNECT SCOTTSBURG AND AUSTIN TO EXISTING REGIONAL TRAIL CORRIDORS.

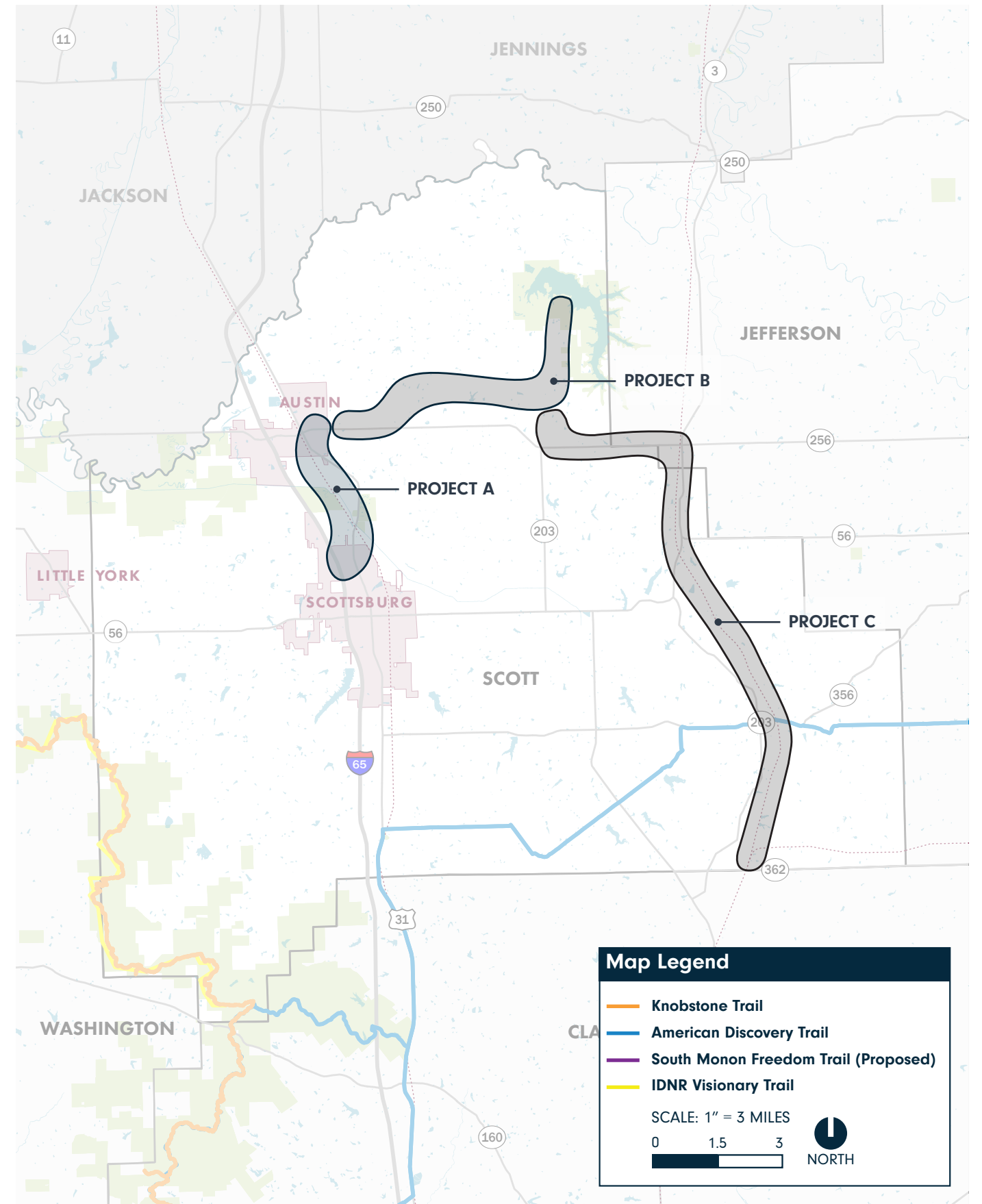
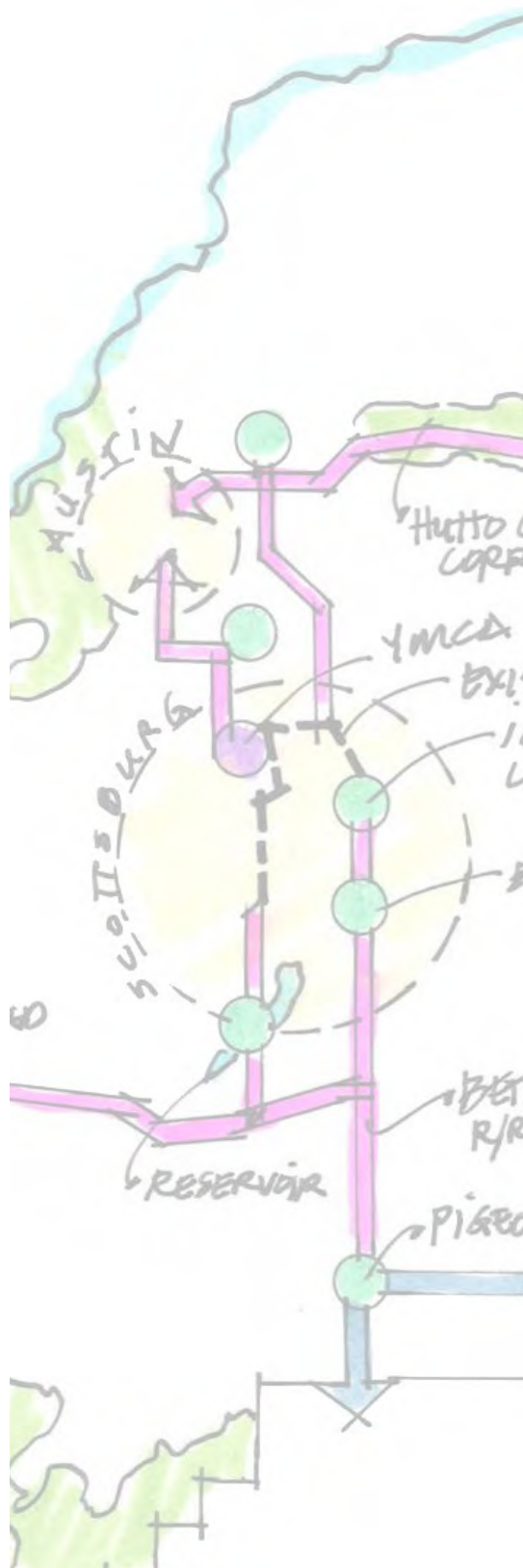
Extend the existing trail network in Scottsburg west along Leota Road/356 to connect to the Leota Trailhead of the Knobstone Trail. Connect to the American Discovery Trail via the abandoned B & O rail line creating a larger county loop trail.

4. CREATE A CENTRAL LOOP TRAIL WITHIN SCOTTSBURG CONNECTING DESTINATIONS.

Connect the existing trail network in Scottsburg and the Scott County YMCA to Iola Lake, Beechwood Park, the Scottsburg Reservoir, and the Pigeon Roost State Historic Site, which is situated along the American Discovery Trail.

PROJECTS

- A. **AUST-BURG TRAIL**
- B. **HUTTO CREEK GREENWAY**
- C. **B&O RAIL-TRAIL**



Objective:

Create a connector trail from Scottsburg to Austin.

Description:

The route begins at the bend of the existing Lake Iola Trail along the active, Louisville and Indiana rail corridor. This segment of trail would travel northwest along the west side of the rail corridor to York Road and would take on a rails-with-trails concept. If the railroad objects, property could be acquired. By extending a trail segment west on Moonglo Road, this new trail would connect to the existing asphalt path that runs along the south side of Moonglo Road and connects to Nichols Wilson Park.

Most of this land along this segment is located in floodplains and/or wetlands. Land ownership is mixed, but the majority of land is owned by the Indiana Department of Natural Resources (IDNR) or the Austin Redevelopment Commission. Easement and/or acquisition of property would be required.

The trail would cross over York Road and travel east, over the rail line to U.S. 31. Additional right-of-way acquisition may be required. The trail crosses U.S. 31 and remains within the right-of-way until it reaches the Austin Elementary School. The trail then cuts east and winds through school-owned property to State Road 256. The trail would continue over existing sidewalk before connecting north to Austin Community Park.

Mileage:

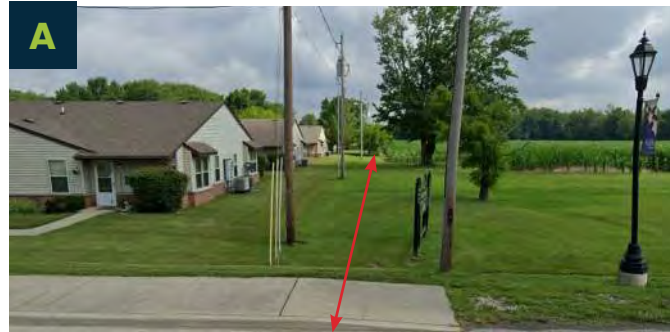
Approximately 5.7-miles of trail

Cost:

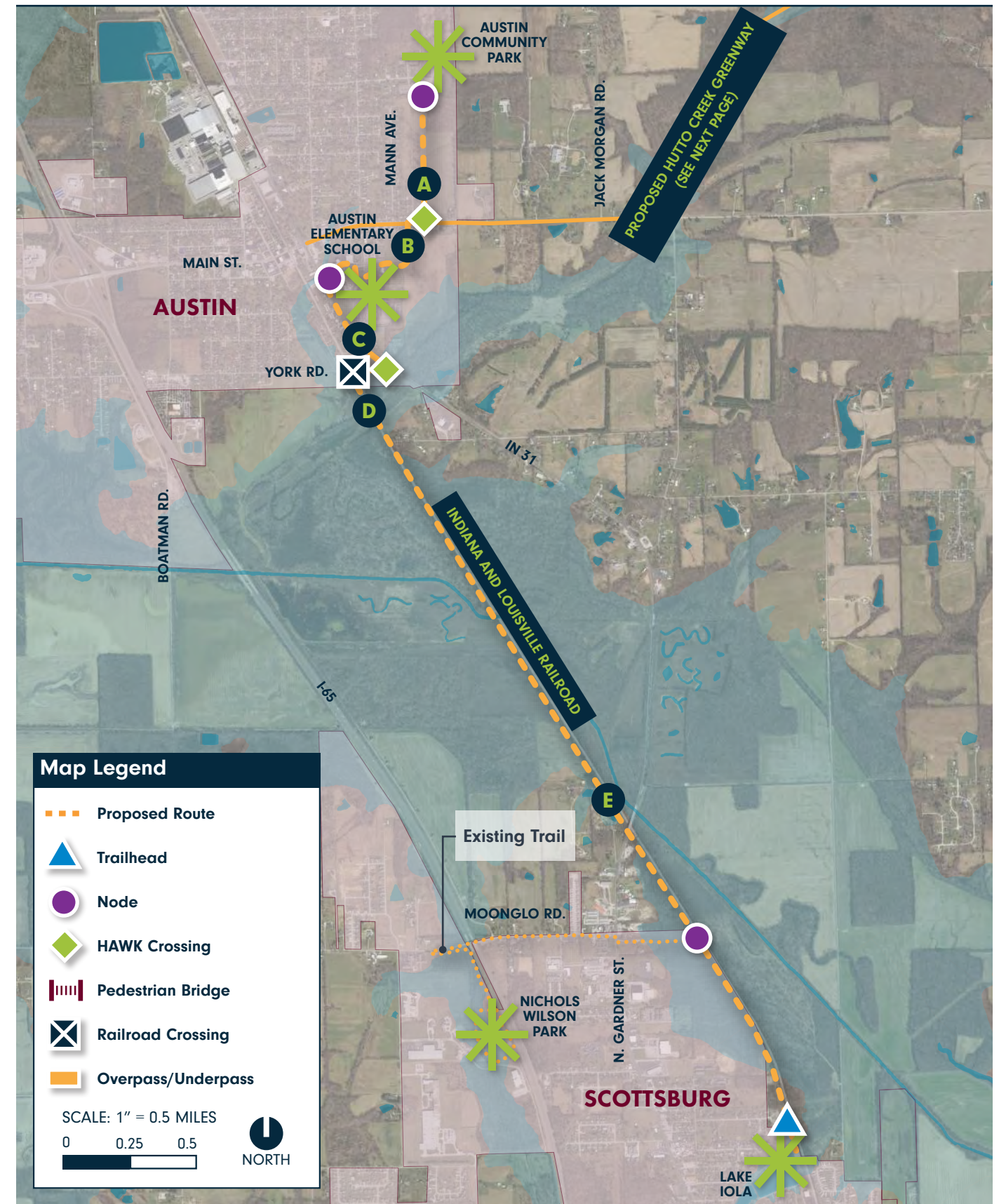
Approximately \$6.7 M
(excludes property acquisition)

Features:

- Asphalt multi-use path (3.1-miles)
- Wetland boardwalk (0.7-miles)
- Railroad crossing (1)
- Pedestrian signalized road crossings (2)
- Rest nodes (4)
- Trailhead with parking (1)



PROJECT PLAN



Objective:

Provide a multi-use trail between Austin and Hardy Lake to give residents a non-motorized route to this popular local recreation area. This greenway also connects with the rail-trail to Lexington and Nabb on CR 400 East creating an extended-length trail.

Description:

A trailhead could be established at the Austin Elementary School campus, which is adjacent to the Austin High School campus. From here, the trail would follow Main Street/SR 256 on the north side of the road east to Hutto Creek. A boardwalk and/or pedestrian bridge would be required to cross the creek beside the existing road bridge. The bridge/boardwalk feature would lower the trail user closer to the adjacent grade to cross the creek and connect to an asphalt trail on the other side.

After this crossing, the trail would follow Hutto Creek through woodlands and fields to Burn Road. The trail would cross beneath existing road bridges in several locations. A ramping system could also be developed to cross at-grade, but would require HAWK signals.

The trail would continue alongside Burn Road to CR 400 East, then turn north along CR 400 East to Hardy Lake where a trailhead could be established. The route along roads is mostly flat with the forested creek corridor in between.

Mileage:

Approximately 8.5-miles of trail

Cost:

Approximately \$8.5 M
(excludes property acquisition)

Features:

- Asphalt multi-use path
- Pedestrian Bridges (3)
- Rest nodes (1)
- Trailhead with parking (2)



PROJECT PLAN



Objective:

Provide a multi-use trail from Nabb to Lexington to Hardy Lake. This trail also connects with the Hutto Creek Greenway from Austin to Hardy Lake creating an extended-length trail.

Route:

The trail would begin at a new trailhead in Nabb along IN-362, or somewhere between Railroad Street and Huber Lane. The trail would follow along the inactive rail corridor northeast to Lexington, requiring one HAWK signal crossing on the way. A trailhead may be established in Lexington as well.

The trail would pass by Tree Springs Englishton Park and Morgan Trail Park. Nodes and trail spur connections would be provided at both locations. The trail would then continue along SR 256 to CR 400 East where it would connect with the proposed Hutto Creek Greenway.

The proposed trail follows the rail corridor through forested lands and farm land, making connections at several existing parks along the way. Because the trail follows a rail corridor, it is relatively flat. The structural integrity of the bridge crossing at Woods Fork Creek will need to be reviewed. A new pedestrian bridge may be required.

Mileage:

Approximately 13.2-miles of trail

Cost:

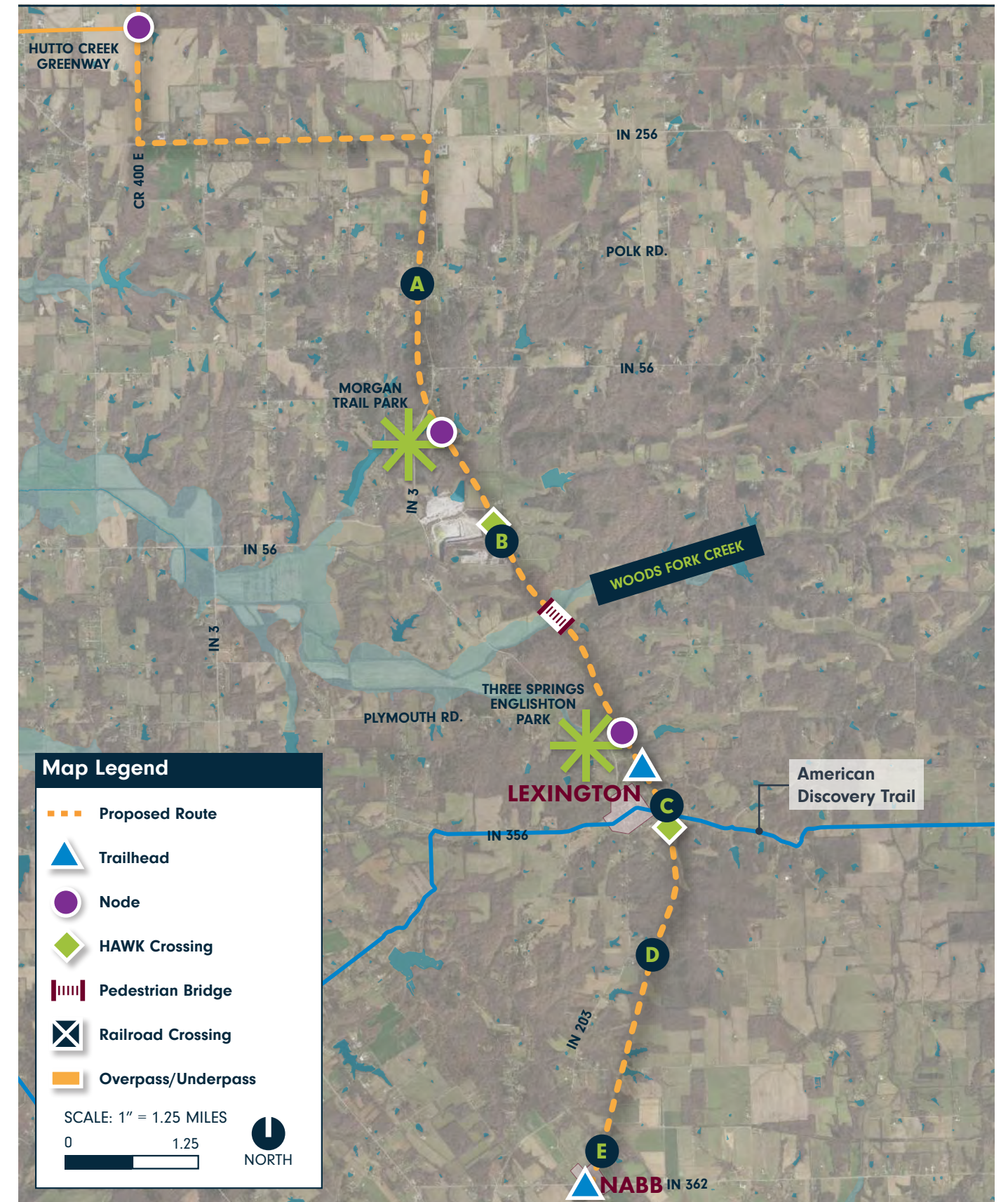
Approximately \$11.6 M
(excludes property acquisition)

Features:

- Asphalt multi-use path
- Pedestrian Bridge (1)
- HAWK signal (2)
- Rest nodes (3)
- Trailhead with parking (1)



PROJECT PLAN



Six priorities for connectivity were identified for Clark County, which are outlined below. Three projects were developed from these priorities, which are listed below and illustrated in further detail on the pages following.

PRIORITIES

1. EXTEND OHIO RIVER GREENWAY NORTHEAST

Extend Utica Pike sidewalk to River Ridge Commerce Center, Charleston, and Charlestown State Park.

2. DEVELOP "FINGER" CONNECTORS

Establish trail spurs that provide access to the Ohio River Greenway from Clarksville, Jeffersonville, and Utica.

3. CREATE A TOURISM-TRAIL HUB

Connect Huber Winery and the town of Borden to the Knobstone Trail and Deam Lake.

4. CREATE A SILVER CREEK BLUE WAY

Connect Origin Park to Sellersburg via a blueway.

5. CONNECT SELLERSBURG REGIONALLY

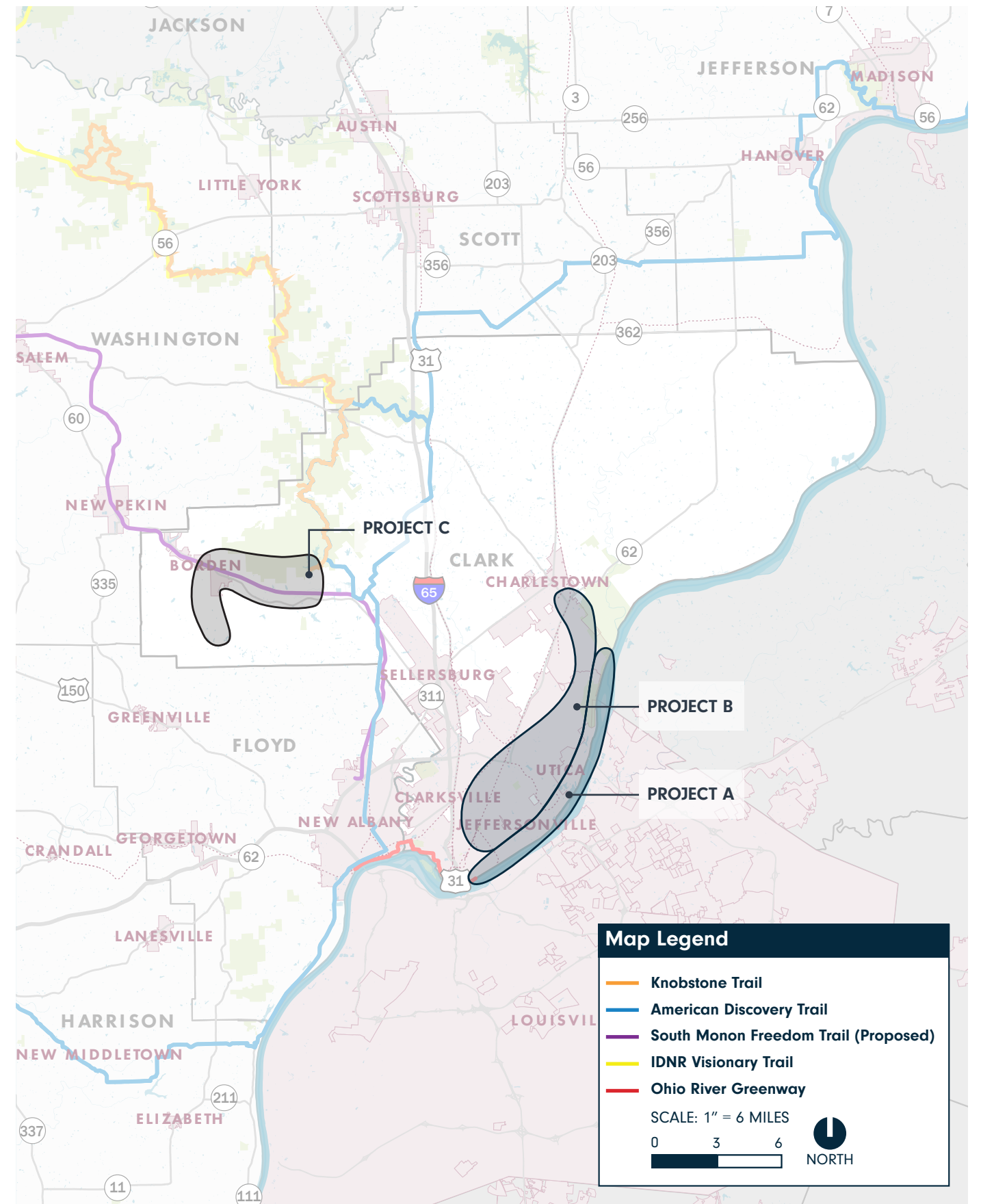
Connect Sellersburg to the South Monon Trail, so it may access the Ohio River Greenway via that route.

6. CONNECT CLARK COUNTY REGIONALLY

Use trail networks to connect Clark County to Scott County and Jefferson County.

PROJECTS

- A. ORG CLARK COUNTY EXTENSION
- B. ORG "FINGER" CONNECTORS
- C. TOURISM-TRAIL HUB



Objective:

Extend the Ohio River Greenway from Jeffersonville to Charlestown State Park. This route utilizes existing and proposed sidewalks along Utica Pike in Jeffersonville and extends to the Charlestown State Park through Utica and River Ridge Commerce Center. The route generally follows the Ohio River along existing roads through historic Utica.

Description:

The route begins on Utica Pike where a proposed wide sidewalk/trail will end prior to crossing the Lancassagne Creek at the Port of Indiana. Following Utica Pike through Utica, a rest node is proposed to take in views of the Ohio River.

The route moves northeast through Utica to Upper River Road, Long View Beach Road, and Patrol Road in the River Ridge Commerce Center. A node or connection point into River Ridge is recommended to take advantage of the trail system and scenic roads within this development.

Connecting to the Charleston State Park could occur through existing trails or abandoned roads to the boat launch. The route is mostly flat until it reaches the River Ridge Commerce Center where terrain becomes more hilly, especially through the Charlestown State Park.

Mileage:

Approximately 11.9-miles of trail

Cost:

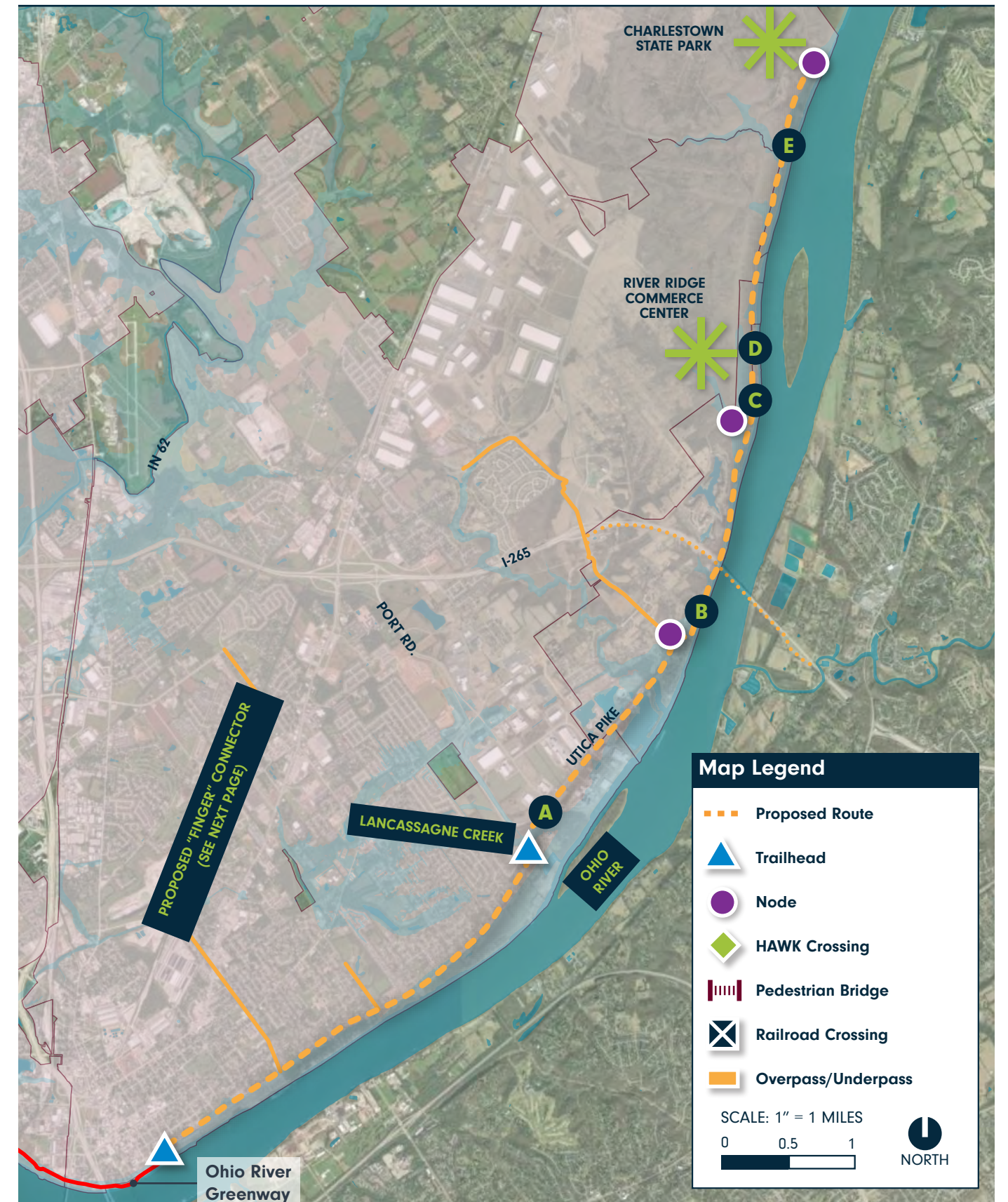
Approximately \$10.2 M
(excludes property acquisition)

Features:

- Asphalt multi-use path
- HAWK signal (2)
- Rest nodes (3)
- Trailhead with parking (2)



PROJECT PLAN



Objective:

Create spur trails from the Ohio River Greenway into the communities of Jeffersonville, and Utica.

Description:

"Finger" A: The route begins at the former Jeff Boat on the Ohio River in Jeffersonville and follows an abandoned railroad through residential areas to the northeast end of Jeffersonville where the abandoned railroad joined with a still active railroad from the Port of Indiana. Through most of Jeffersonville, the railroad has been removed. The railroad corridor is a straight, flat route from Jeffersonville to Charlestown, following State Road 62 past multiple existing and proposed residential neighborhoods.

"Finger" B: A short spur, this trail would connect the Ohio River Greenway to Perrin Family Park and the Jeffersonville Aquatic Center.

"Finger" C: This trail connection would start at the Ohio River Greenway and move along Old Salem Road, potentially as a shared-shoulder concept. At international drive, a trail crossing at the I-265 interchanges would need to be established. At this point it would tie into an existing trail that crosses the Lewis and Clark bridge into Kentucky. The trail would continue off International Drive to an easement that hugs an existing Crystal Springs residential neighborhood.

Mileage:

Approximately 8.8-miles of trail

Cost:

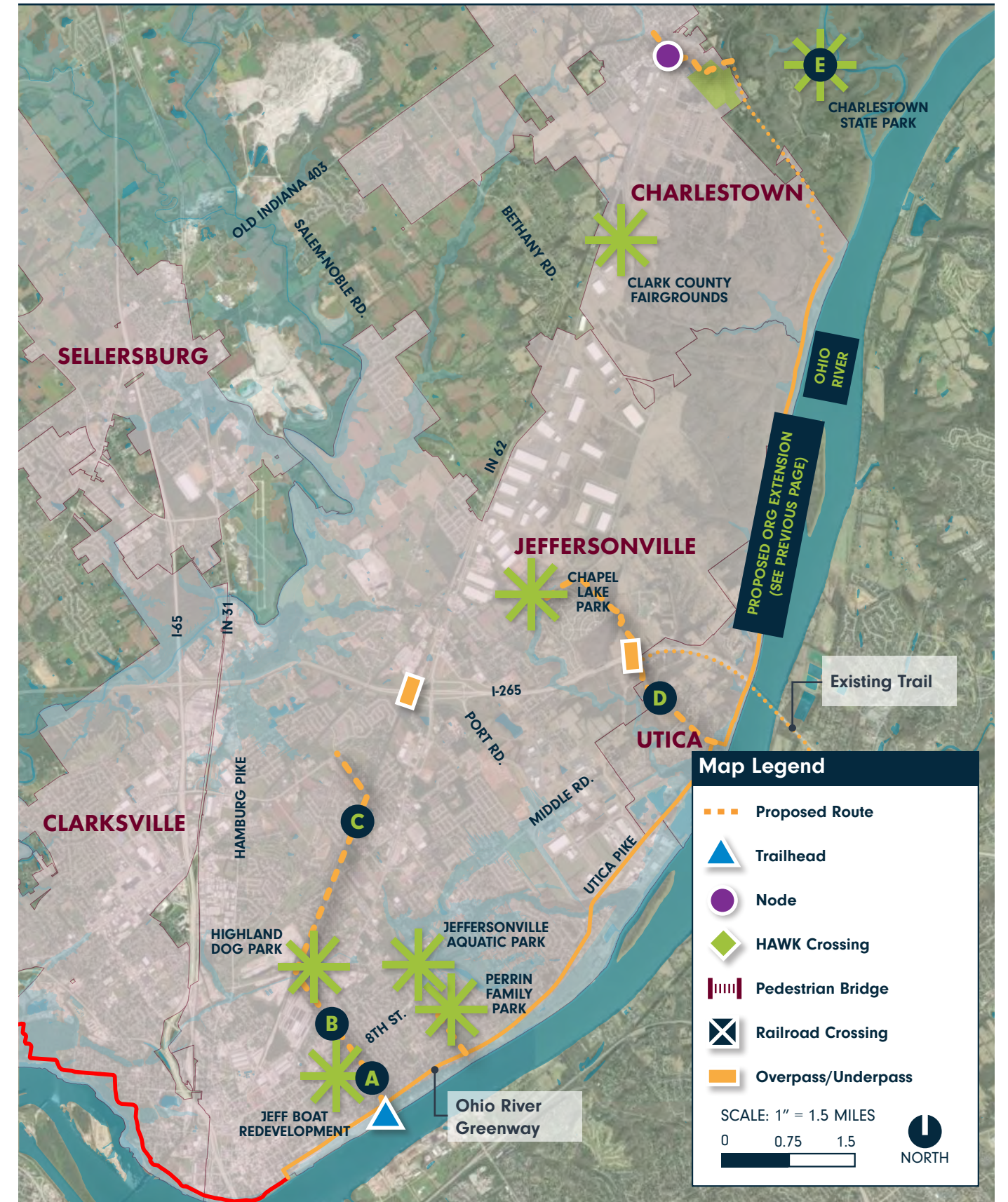
Approximately \$7.4 M
(excludes property acquisition)

Features:

- Asphalt multi-use path



PROJECT PLAN



Objective:

Create a tourism-trail hub around the South Monon Trail that connects the community of Borden, the Huber Winery and Family Farm Park, and the Knobstone Trail and Deam Lake State Recreation Area.

Description:

The trail begins at the Huber Winery and Family Farm Park at Rake Road and continues west to Star Valley Way, then north along Star Valley Way to SR 60 at Borden. A trailhead could be established at Borden Community Park.

From here, the trail would need to cross SR-60 using a HAWK signal to stop traffic. The route could then utilize the planned Monon South Trail to Deam Lake Road, which leads directly to Deam Lake as well as access to the Knobstone Trail.

The route along Star Valley Way has densely forested hills with wide turns and features wide, paved shoulders. This route provides non-motorized access between these tourism destinations and would encourage trail users to stay in this location for several days to utilize these trail connections.

Mileage:

Approximately 8.5-miles of trail

Cost:

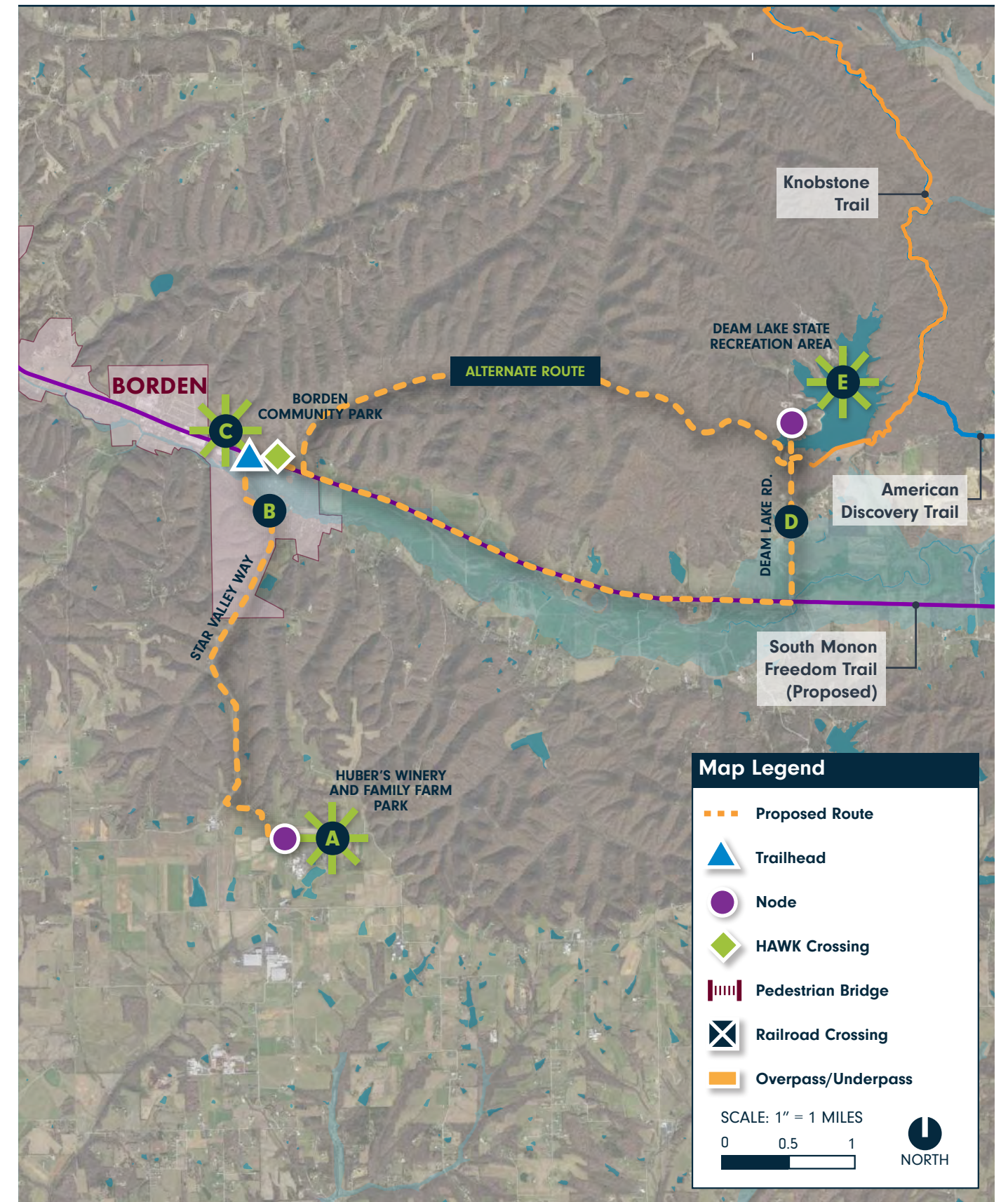
Approximately \$7.6 M
(excludes property acquisition)

Features:

- Asphalt multi-use path
- HAWK signal (1)
- Rest nodes (2)
- Trailhead with parking (1)



PROJECT PLAN



Four priorities for connectivity were identified for **Floyd County**, which are outlined below. Three projects were developed from these priorities, which are listed below and illustrated in further detail on the pages following.

PRIORITIES

1. EXTEND THE OHIO RIVER GREENWAY SOUTHWEST TO HARRISON COUNTY.

Extend the existing Ohio River Greenway from the River Recreation Site and Boat Ramp in New Albany to Caesar's Casino in the adjacent Harrison County.

2. COMPLETE THE SOUTH MONON FREEDOM TRAIL WITHIN FLOYD COUNTY.

Complete the design and construction of both the urban section (through New Albany) and the county section (through Floyd County) of the South Monon Freedom Trail.

3. CONNECT ADJACENT NEIGHBORHOODS TO THE SOUTH MONON FREEDOM TRAIL "SPINE".

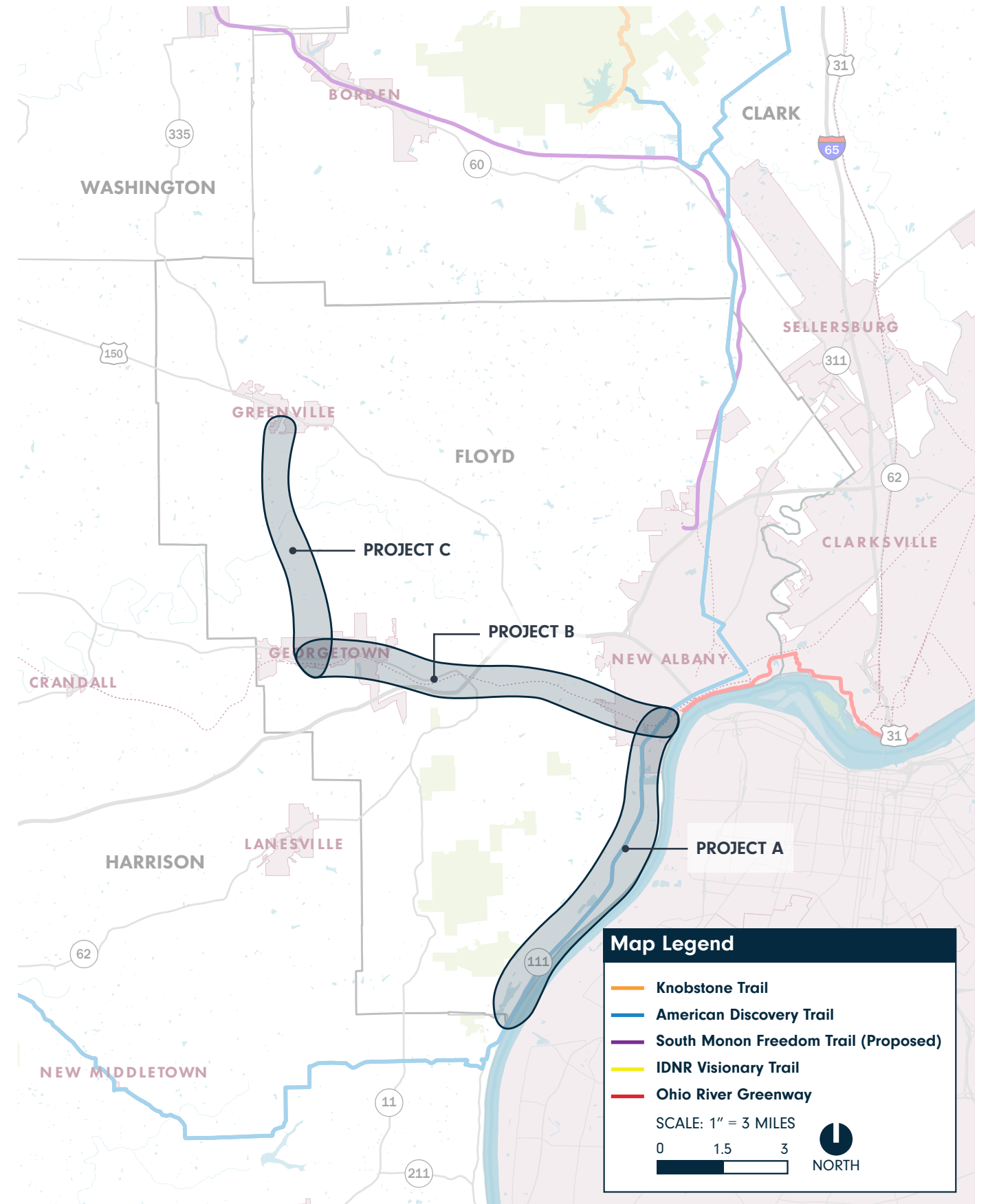
Connect neighborhoods from the west to the South Monon Freedom Trail via Cherry St. and/or Captain Frank Rd. (under the interstate). Connect neighborhoods from the east via Mount Tabor Road.

4. CONNECT CITIES TO REGIONAL TRAILS.

Connect Georgetown via Corydon Pike and Greenville via Borden to the South Monon Freedom Trail.

PROJECTS

- A. ORG SOUTHWEST EXTENSION**
- B. CORYDON PIKE TRAIL**
- C. TOWN-VILLE TRAIL**



Objective:

Extend the existing Ohio River Greenway from the trailhead at the New Albany Boat Launch to the Caesars Southern Indiana Hotel and Casino and connection to the Indian Creek Greenway to Corydon.

Route:

The route begins where the existing Ohio River Greenway ends at the New Albany Boat Ramp on Floyd Street. There is a planned trailhead at this location that will be completed by the end of 2023.

The trail will follow 10th Street from Floyd Street to Main Street and head west to SR 111. The trail would then follow SR 111 for approximately 8 miles to Caesars Southern Indiana Hotel and Casino.

The trail may be able to utilize the SR 111 65-foot right-of-way, eliminating the need to purchase easements. SR 111 is relatively flat and straight for the entire length, running from one-half mile to mere feet from the Ohio River, which comes into view approximately one-half mile from the casino. It is recommended rest nodes be established along the trail.

Approximately seven miles of the route is in the Ohio River floodway, Main Street and 10th Street are protected by a levee, with Floyd Street on the river side of the levee. Flooding via Floyd Street is controlled by flood gates stored on-site and installed when needed.

Mileage:

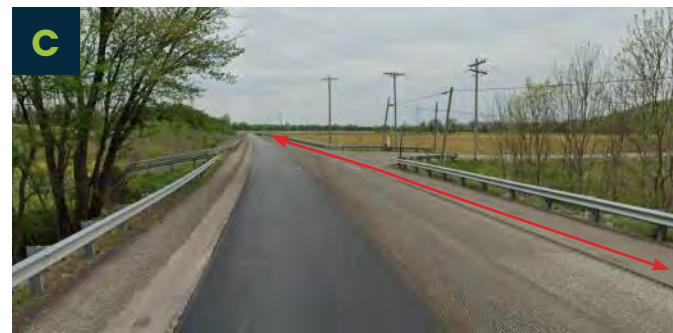
Approximately 8.5-miles of trail

Cost:

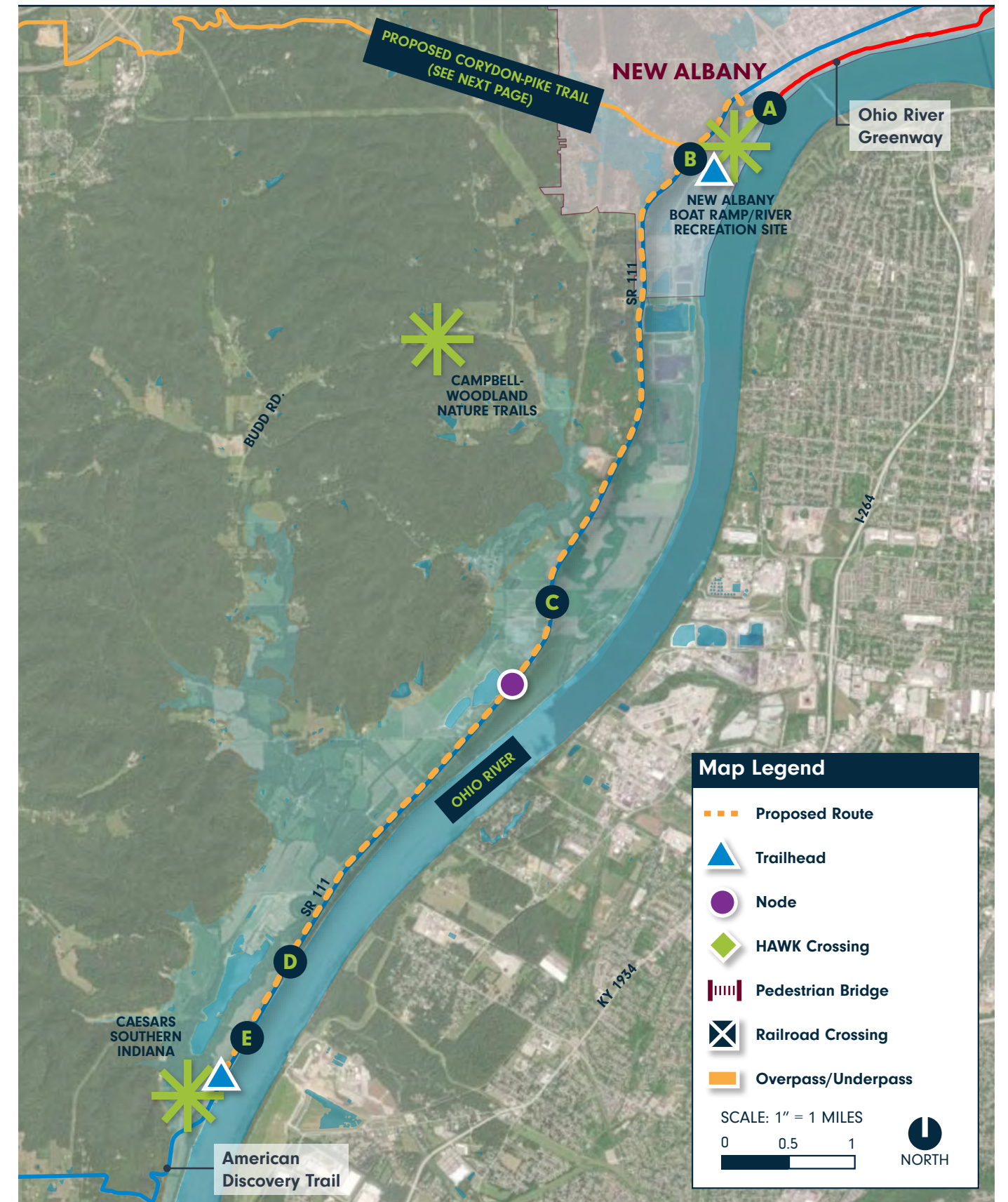
Approximately \$7.3 M
(excludes property acquisition)

Features:

- Asphalt multi-use path
- Rest nodes (2+)
- Trailhead with parking (1 - existing)
- Trailhead with parking (1 - proposed)



PROJECT PLAN



Objective:

Provide a connection between the Ohio River Greenway, New Albany, and Georgetown.

Description:

Beginning at the Ohio River Greenway Trailhead at the New Albany Boat Ramp, the trail would share the leg of the route with the trail to Caesars Southern Indiana along 10th Street and Main Street to the fork at Corydon Pike and SR 111. This leg would follow Corydon Pike through the Knobs to SR 62. After crossing SR 62, the trail would follow Old Georgetown Road to along the I-64 right-of-way to Yenowine Lane. The trail would follow Yenowine Lane under I-64 to where Old Georgetown Road continues until it ends near Innovation Parkway, then follow the railroad corridor to Georgetown Park on Kepley Road, near downtown Georgetown.

The portion of the trail along Corydon Pike is steep and winding around the hills of the Knobs. The topography levels considerably where Corydon Pike ends at SR 62 and for the remainder of the route to Georgetown Park on Wissman Road.

Mileage:

Approximately 9.3-miles of trail








Cost:

Approximately \$7.9 M
(excludes property acquisition)


Features:

- Asphalt multi-use path
- HAWK signal (1)
- Rest nodes (3)
- Trailhead with parking (1 - existing)
- Trailhead with parking (1 - proposed)

Map Legend

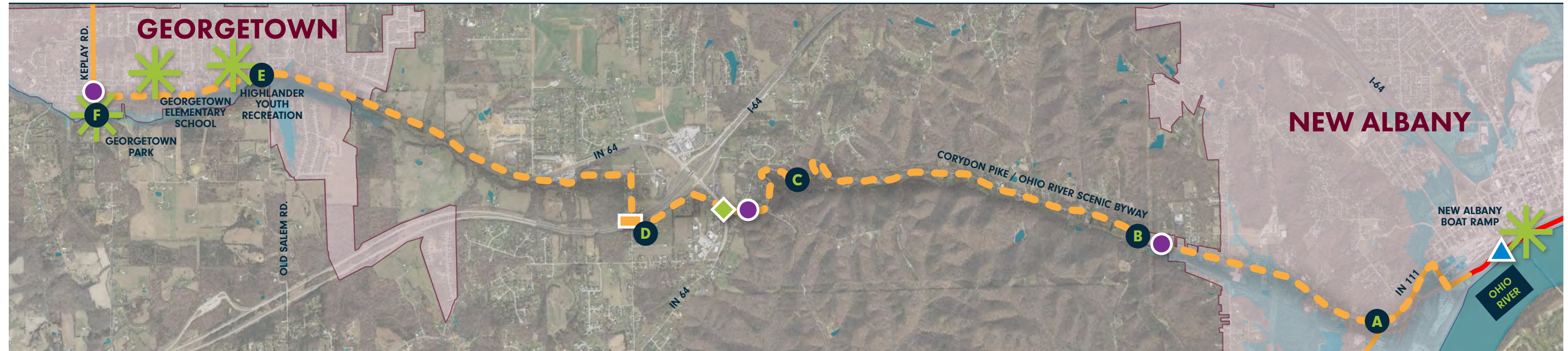
 Proposed Route	 Pedestrian Bridge
 Trailhead	 Railroad Crossing
 Node	 Overpass/Underpass
 HAWK Crossing	

SCALE: 1" = 0.5 MILES
0 0.25 0.5

 NORTH



PROJECT PLAN



Objective:

Provide a connection between Greenville and Georgetown. The proposed trail would be the second of three legs of trail that will connect New Albany, Georgetown, Greenville and Borden, creating a loop with the South Monon Freedom Trail and Deam Lake.

Route:

This trail follows Kepley Road from Georgetown Park, through the town of Georgetown and north on Ernsberger Road for a short jog to Carter Road to Evans Road, which leads to the Greenville Park. The shortest of the three legs, this route follows existing tree-lined county roads with gently rolling hills, past farms and scattered residential properties.

A pedestrian bridge may be needed at the Indian Creek crossing. The bridge is narrow with no shoulder in this location.

An alternate route may consider using floodway along the Indiana Creek to establish a greenway corridor for trail use. The combination of this alternate route with the road-adjacent route could create a loop trail for the community.

Mileage:

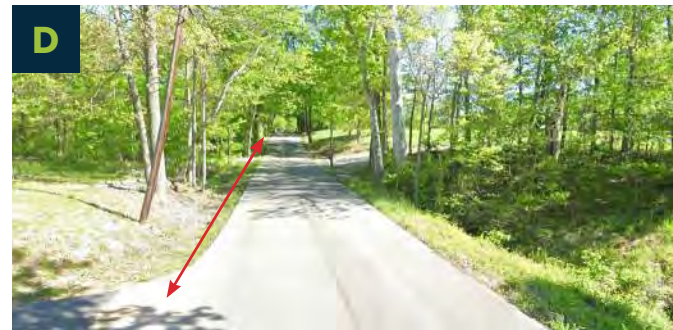
Approximately 5.7-miles of trail

Cost:

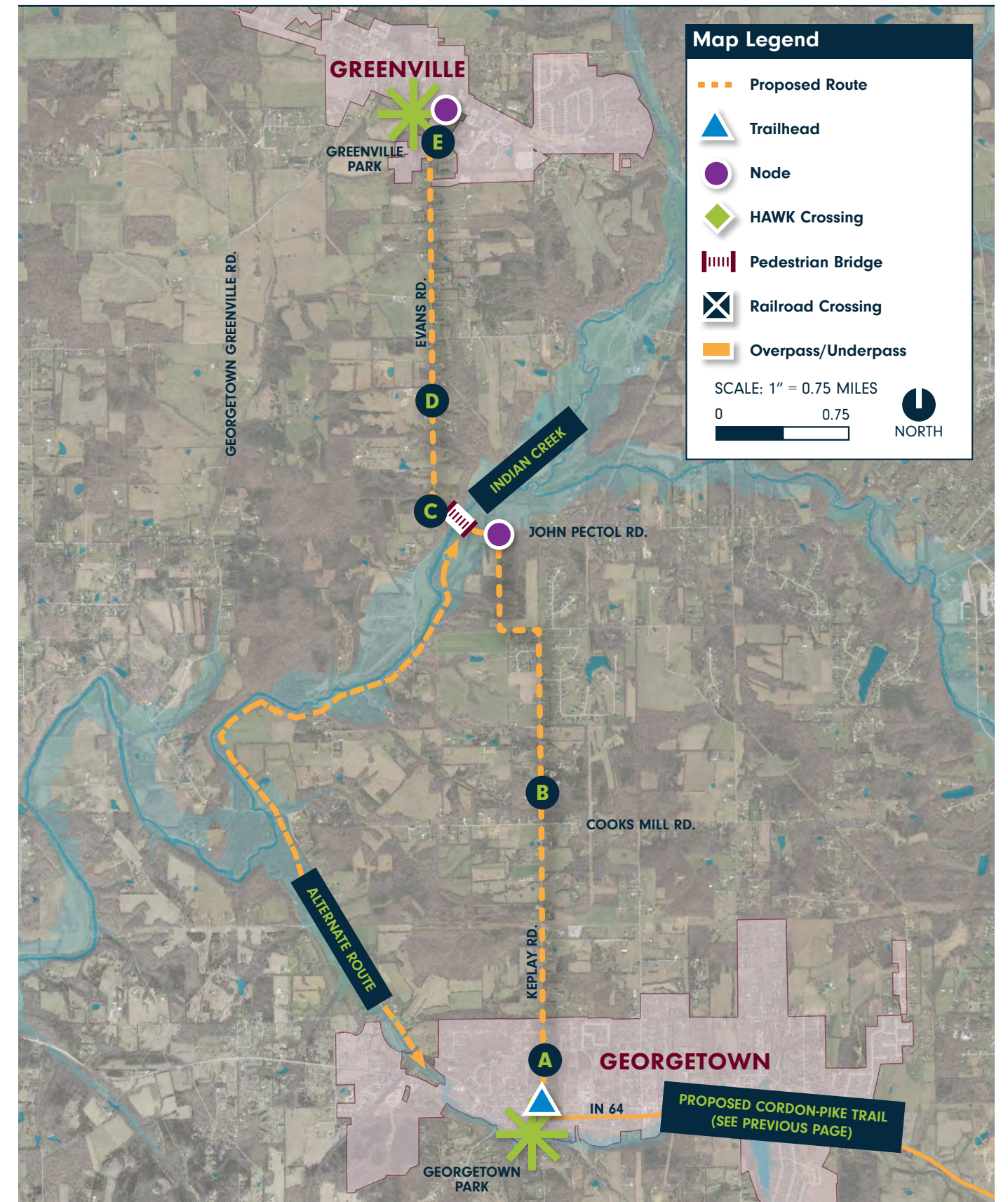
Approximately \$5.5M
(excludes property acquisition)

Features:

- Asphalt multi-use path
- Rest nodes (2)
- Pedestrian Bridge (1)
- Trailhead with parking (1)



PROJECT PLAN



Four priorities for connectivity were identified for Harrison County, which are outlined below. Three projects were developed from these priorities, which are listed below and illustrated in further detail on the pages following.

PRIORITIES

1. EXPAND INDIAN CREEK TRAIL

Expand the Indiana Creek trail in several directions-- (southwest) extend the existing Indian Creek trail southwest along Indian Creek to O'Bannon Woods State Park, (southeast) implement American Discovery Trail west of Corydon along Old Forest Road, and (north) create a safe connection from downtown Corydon to Indian Creek Trail and further north to other communities.

2. CONNECT SCHOOLS AND PARKS TO TRAILS

(1) Connect Mauckport to Morvin's Landing Park. (2) Connect South Central H.S. to South Harrison Park. (3) Connect Corydon Central H.S. to Hayswood and Downtown Corydon.

3. CONNECT COMMUNITIES REGIONALLY

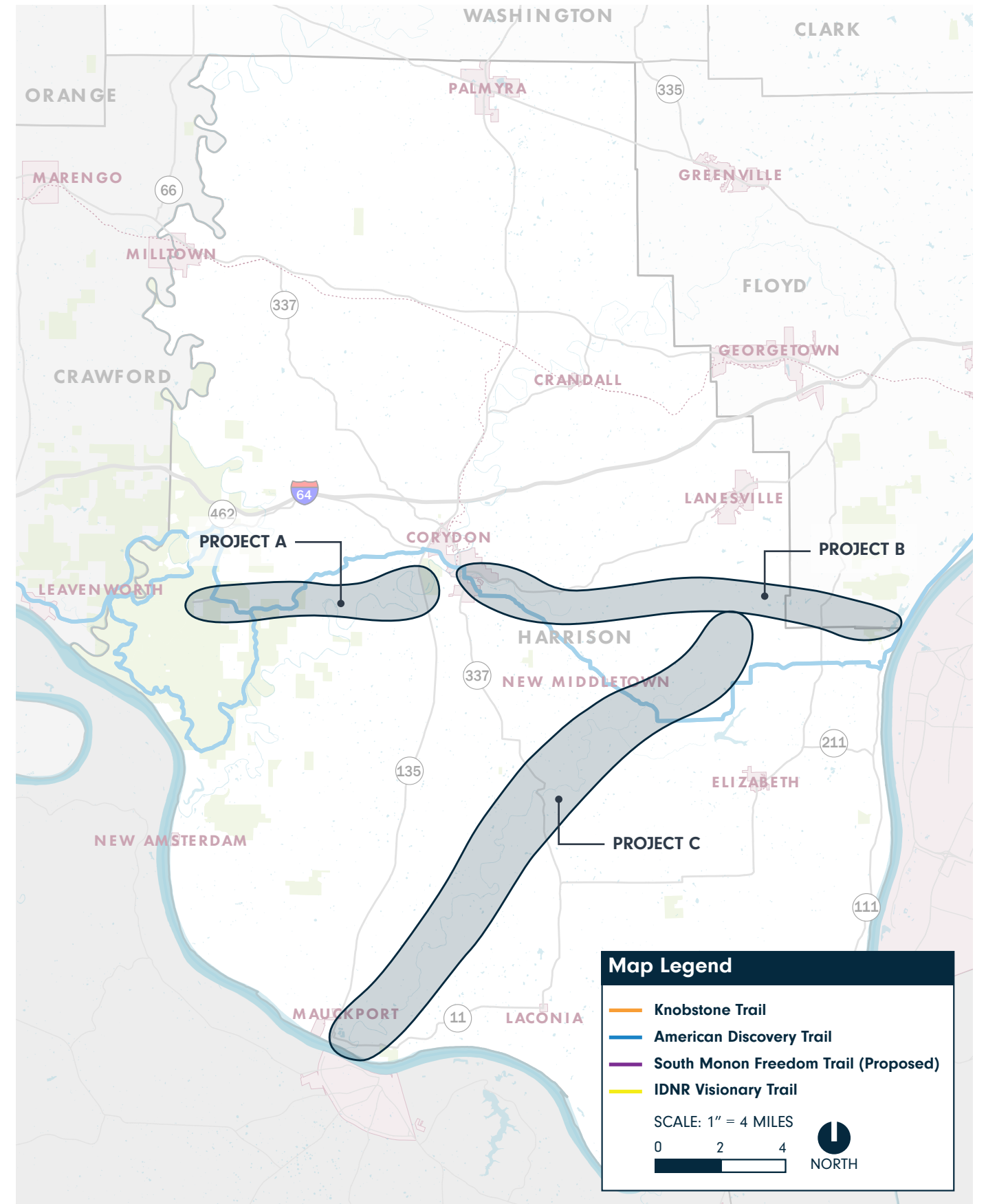
(1) Connect Lanesville to to American Discovery Trail. (2) Connect Elizabeth to the American Discovery Trail. (3) Connect Crandall to the Indian Creek Trail. (4) Connect Corydon to the casino.

4. PROMOTE THE BLUE RIVER WATER TRAIL

Increase access to the river as well as adjacent trails and destinations. Promote as a regional attraction.

PROJECTS

- A. INDIAN CREEK GREENWAY - WEST
- B. INDIAN CREEK GREENWAY - EAST
- C. BUCK CREEK GREENWAY



Objective:

Connect Hayswood Nature Reserve and the Indian Creek Trail to O'Bannon Woods State Park.

Description:

The proposed route will begin at the existing parking area near the fire tower at O'Bannon Woods State Park, which provides access to an existing hike-bike trail within the park. The route will follow 0.5-miles of 462 to Old Forest Road where it will continue east for 3.0-miles. At this point the route would leave the road heading directly east for 1.0-mile to connect to the winding Indian Creek corridor for 7.0-miles. The route would end at the existing Indian Creek trailhead within Hayswood Nature Reserve.

An elevated boardwalk may be required for a quarter-mile length where Mathis Road has steep terrain on the west side and is close to the waterway where an existing bridge crosses Indian Creek. A new pedestrian bridge may be required depending on which side of the road trail alignment falls.

Mileage:

Approximately 11.6-miles of trail








Cost:

Approximately \$10.6 M (excludes property acquisition)

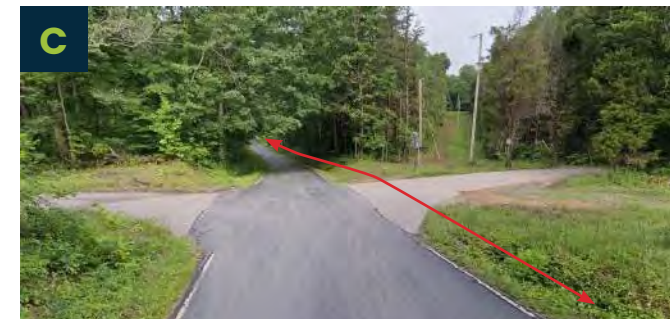
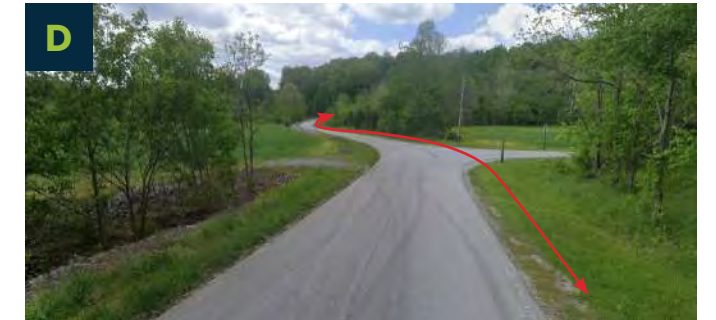
Features:

- Asphalt multi-use path
- Rest nodes (2)
- Pedestrian Bridge/Boardwalk (1)
- Trailhead with parking (1)

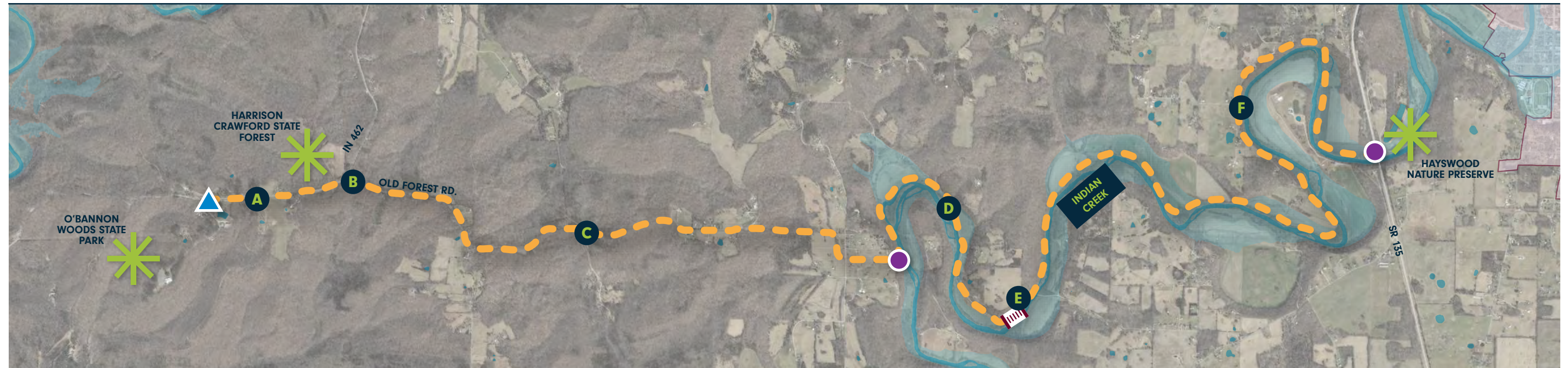
Map Legend

 Proposed Route	 Pedestrian Bridge
 Trailhead	 Railroad Crossing
 Node	 Overpass/Underpass
 HAWK Crossing	

SCALE: 1" = 0.5 MILES
0 0.25 0.5
NORTH



PROJECT PLAN



Objective:

Connect downtown Corydon and the Indian Creek Trail to Caesar’s Southern Indiana and the (future extension of the) Ohio River Greenway Trail.

Description:

The proposed route will begin at Logan’s Trail in downtown Corydon and follow Little Indian Creek to Pfrimmer’s Chapel Road. Requiring an easement, it would then follow the edge of existing woodlands east paralleling Hwy. 62 until it reaches Turtle Run Winery. From this point it would head south and east along existing roads until it connects with Buck Creek. More easements or acquisition will be required to connect to Black Creek Road. A valley off of Hwy. 11 would allow the trail to connect to Stuckeys Road and on to the casino. Several crossings beneath existing road bridges will be required.

Mileage:

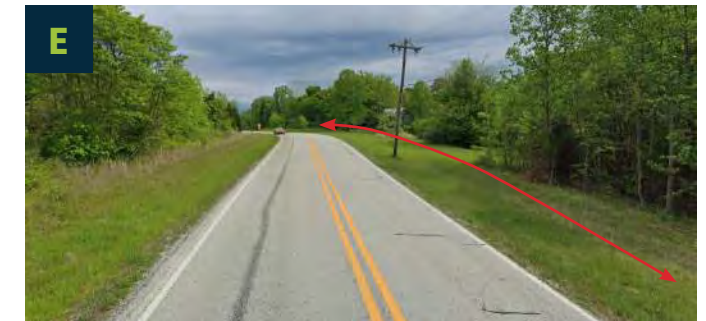
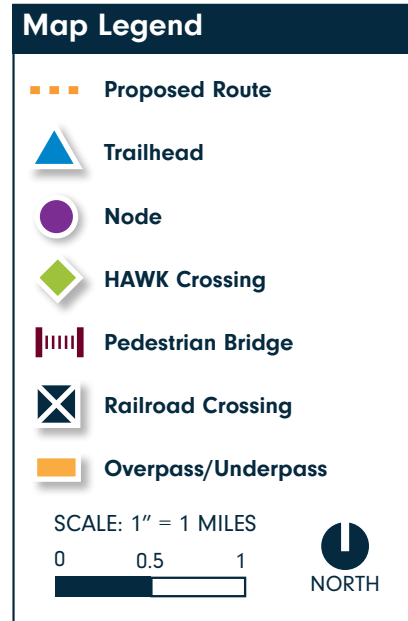
Approximately 14.3-miles of trail

Cost:

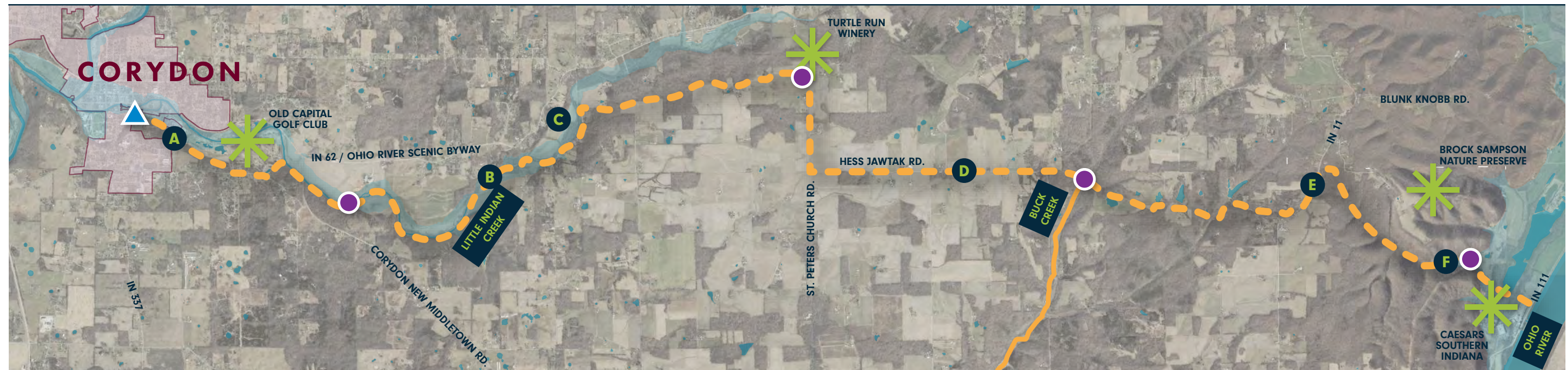
Approximately \$11.4 M
(excludes property acquisition)

Features:

- Asphalt multi-use path
- Rest nodes (2)
- Trailhead with parking (1)



PROJECT PLAN



Objective:

Establish a new greenway that connects the southern portion of the county to the main east-west trail corridor.

Route:

The proposed route will begin at Morvin’s Landing Historic Park and move northeast along the Buck Creek corridor. Using easements or acquisition along the existing waterway, the route will make it’s way past Squire Boone Caverns.

A northern extension would connect New Middletown to the route. Continuing northeast along the waterway, the route would terminate at the proposed Indian Creek Greenway East expansion where it would connect to Turtle Run Winery to the west or Caesar’s Southern Indiana to the east.

Mileage:

Approximately 25.7-miles of trail

Cost:

Approximately \$20.4 M
(excludes property acquisition)

Features:

- Asphalt multi-use path
- Rest nodes (3)
- Trailhead with parking (1)



PROJECT PLAN



Four priorities for connectivity were identified for Jefferson County, which are outlined below. Three projects were developed from these priorities, which are listed below and illustrated in further detail on the pages following.

PRIORITIES

1. SUPPORT EXISTING TRAIL INITIATIVES.

Madison-Hanover Connector Trail is underway and funding is secured for the first phase. However, it requires funding to continue the design and construction of the second and third phases.

2. CONNECT CLIFTY FALLS STATE PARK TO CHARLESTOWN STATE PARK

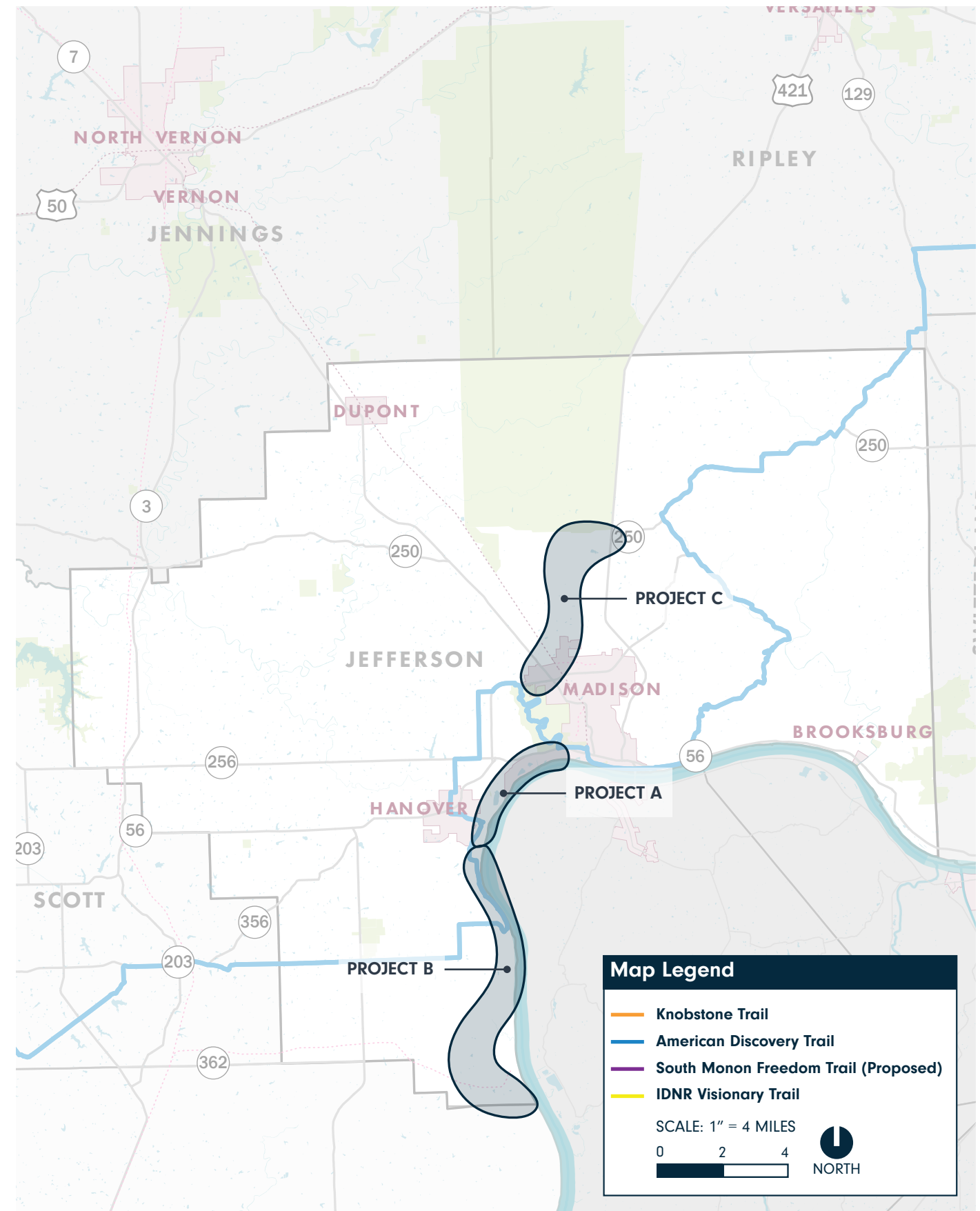
Establish a built trail that connects the Madison-Hanover Connector Trail to Charlestown and Charlestown State Park in Jefferson County.

3. CONNECT MADISON/HANOVER TO SURROUNDING DESTINATIONS

Provide trails and access to optimal cycling in the county as well as general stores, eateries, and establishments along the way. Create a trail north from Madison that connects to the existing trails and camping at Kruger Lake and Big Oaks National Wildlife Refuge.

PROJECTS

- A. MADISON-HANOVER CONNECTOR
- B. PARK-2-PARK TRAIL
- C. MADISON-KRUEGER LAKE TRAIL



Objective:

This project seeks funding for the Madison-Hanover Connector Phases 2 and 3 to complete the proposed trail from Madison to Hanover College.

Description:

Phase I extends from downtown Madison to the Clifty Falls State Park entrance. Phase 2 will continue the trail from the park entrance to the bottom of Hanover Beach Hill Road. Phase 3 proposes to continue the trail with a series of switchbacks that ascend the hill to the Hanover College campus.

Mileage:

Approximately 3.9-miles of trail

Cost:

Phase II: \$5.2M

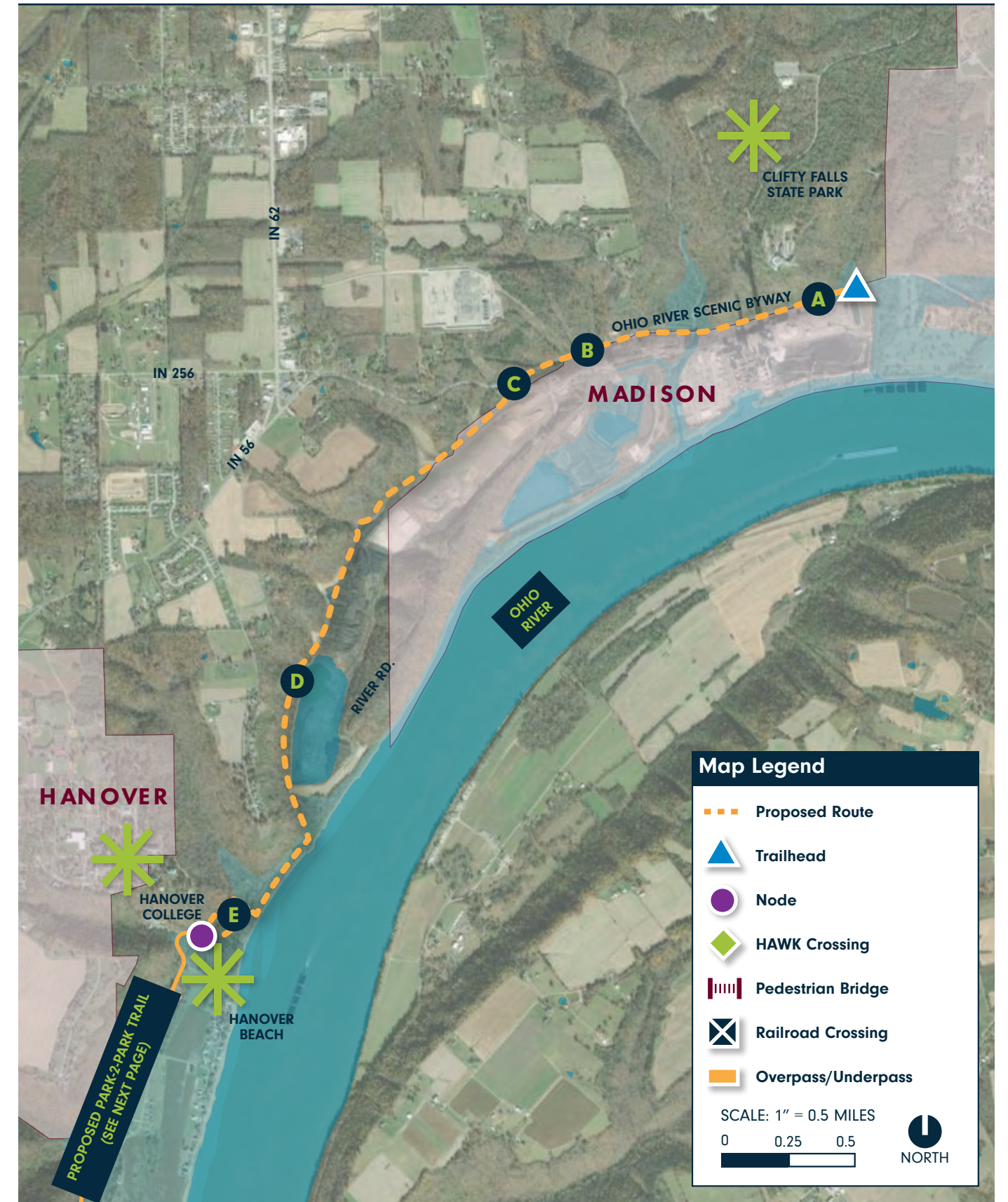
Phase III: \$2.3M

Features:

- Asphalt multi-use path
- Rest nodes (3)
- Trailhead with parking (1)



PROJECT PLAN



Objective:

This project proposes to extend the Madison-Hanover Connector trail into a regional trail that connects Clifty Falls State Park in Jefferson County to Charlestown State Park in Clark County in an 50+ mile greenway.

Description:

The extension will connect Hanover to Marble Hill and beyond. It generally follows the Ohio River along South River Bottom Road but can venture closer to the river at the former Marble Hill Power Plant site where topography and property acquisition allow. The route slopes gradually from the higher elevations at Hanover College to the river bottom, where the route is mostly flat and the road narrows to a gravel surface along a 2-mile stretch.

Past Marble Hill, the trail may use an existing utility corridor or a route closer to the Ohio River to move into Clark County, Charlestown, and Charleston State Park. This project page illustrates the Jefferson County portion of the trail only.

Mileage:

Approximately 13.3-miles of trail

Cost:

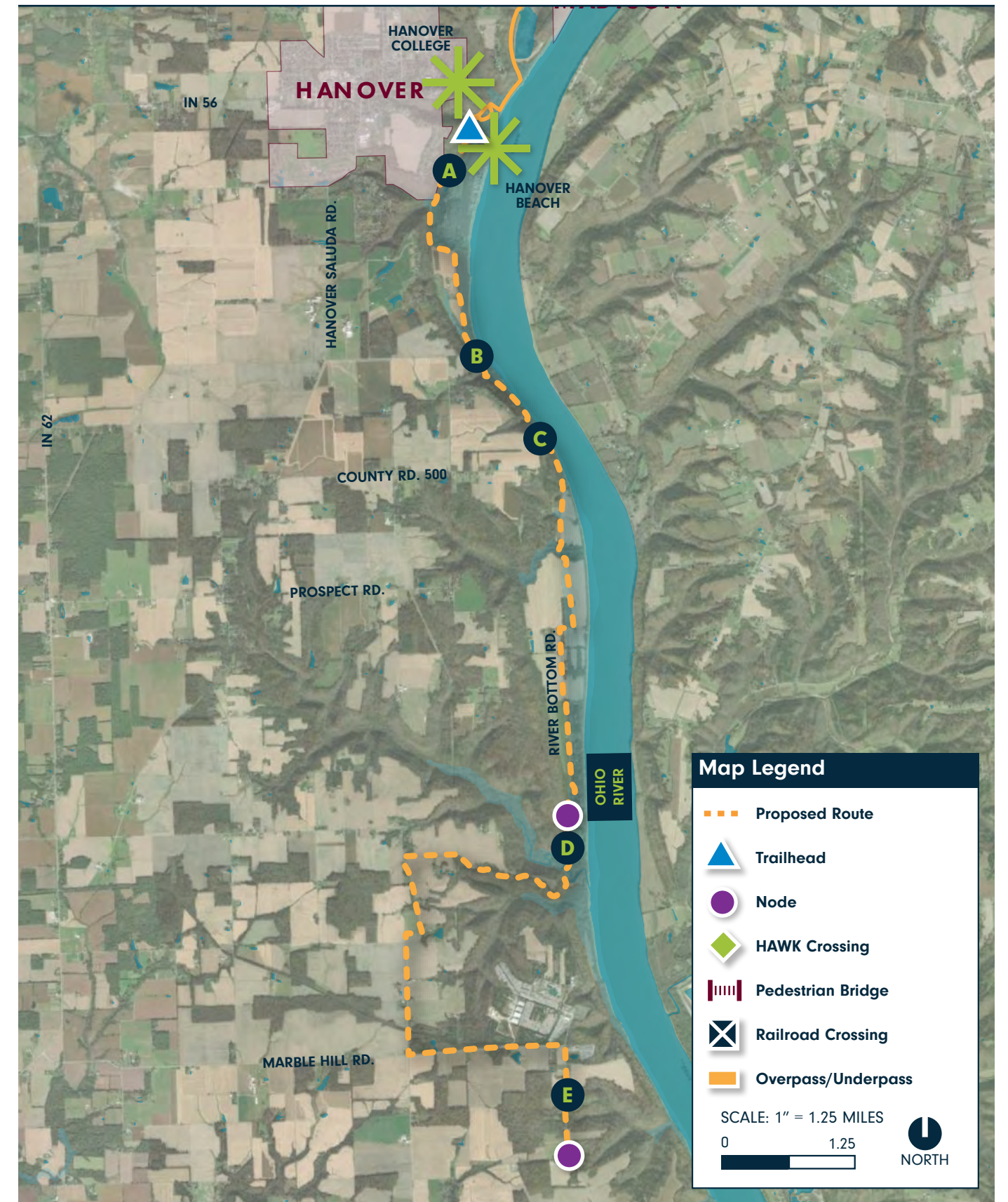
Approximately \$10.7 M
(excludes property acquisition)

Features:

- Asphalt multi-use path
- Rest nodes (2)
- Trailhead with parking (1)



PROJECT PLAN



Objective:

This project proposes a trail from the north entrance of Clifty Falls State Park in Madison to the Krueger Lake County Park/Big Oaks National Wildlife Refuge/ Jefferson Proving Grounds.

Route:

The proposed trail will begin at the Clifty Falls State Park north entrance and follow Little Clifty Creek until it reaches Oak Hill Drive. Oak Hill Drive could then be followed to Lanier Drive to JA Berry Lane and eventually CR 100 West. CR 100 West ends at the Jefferson Proving Grounds where JPG E. Perimeter Road and N. JPG Shun Pike Road intersect at a southern entrance to the Proving Grounds/Big Oaks National Wildlife Refuge.

N. JPG Shun Pike Road continues north to an intersection with W. JPG Ordinance Drive, which leads to Krueger Lake and the US 421 entrance to the Big Oaks National Wildlife Refuge. The refuge contains hiking trails, though other areas are open to hunting may be restricted. The route is fairly flat and straight.

The route connects residential neighborhoods to Clifty Falls State Park and Big Oaks, and passes through the Jefferson County countryside to the unique wildlife habitats of the wildlife refuge.

Mileage:

Approximately 6.8-miles of trail

Cost:

Approximately \$5.9 M
(excludes property acquisition)

Features:

- Asphalt multi-use path
- Rest nodes (2)
- HAWK signal (1)
- Trailhead with parking (1)
- Railroad Crossing (1)



PROJECT PLAN



Four priorities for connectivity were identified for Washington County, which are outlined below. Three projects were developed from these priorities, which are listed below and illustrated in further detail on the pages following.

PRIORITIES

1. CONNECT SALEM TO LAKE SALINDA

Establish a trail route from downtown Salem to the regional park destination of Lake Salinda.

2. CONNECT SALEM TO THE KNOBSTONE TRAIL

Provide access to the Monon South Trail.

3. CONNECT WASHINGTON COUNTY COMMUNITIES TO THE MONON SOUTH TRAIL

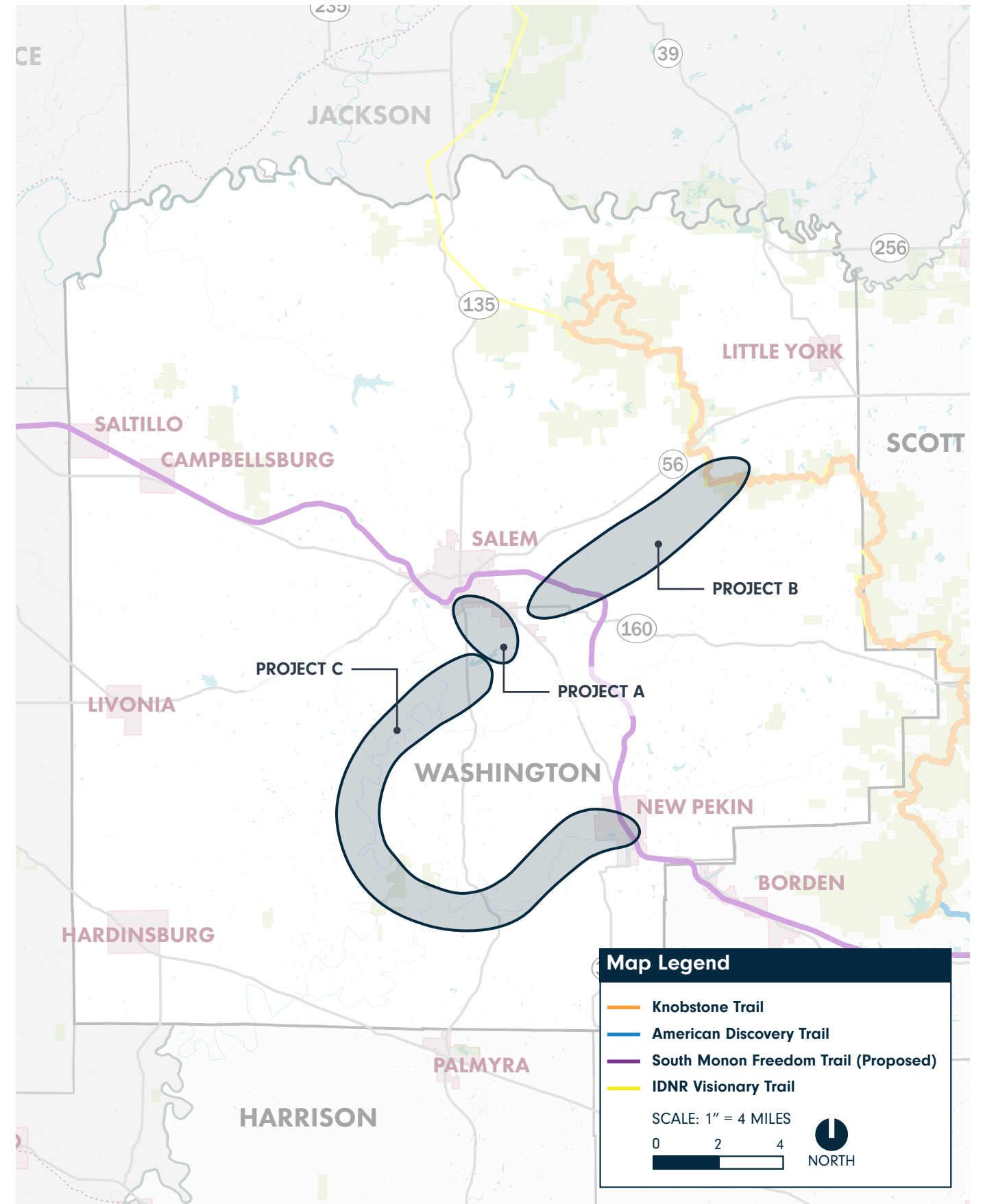
Connect smaller communities to the major “spine” of the planned Monon South Trail.

4. EXTEND THE KNOBSTONE TRAIL INTO JACKSON COUNTY

Support DNR’s Visionary Trail extension pushing the Knobstone Trail north into Jackson County.

PROJECTS

- A. LAKE SALINDA LOOP**
- B. LION ELK TRAIL**
- C. COUNTRY-CENTRAL GREENWAY**



Objective:

Create a loop trail route that connects downtown Salem with Lake Salinda.

Description:

The route begins at a proposed trailhead at Lake Salinda Road and S. Main Street. Traveling south along Lake Salinda Road, this segment of the trail could be a shared shoulder concept or it could be a full separated multi-use path, which would require right-of-way acquisition.

The trail would need to divert to the west to allow for an at-grade crossing at the Salem Bypass, and then return to Lake Salinda Road parallel to the bypass. Once the route reaches the trailhead at Lake Salinda, a footpath through the woodlands would stretch to the northeast along the lakeside.

Heading northwest again, the route will follow Martinsburg Road beneath the bypass eventually turning westward again to meet back to the starting point.

Mileage:

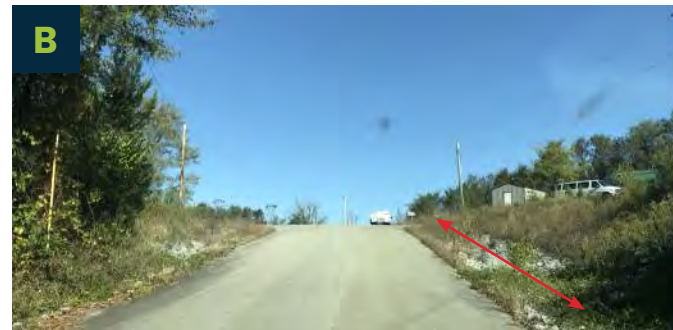
Approximately 3.9-miles of trail

Cost:

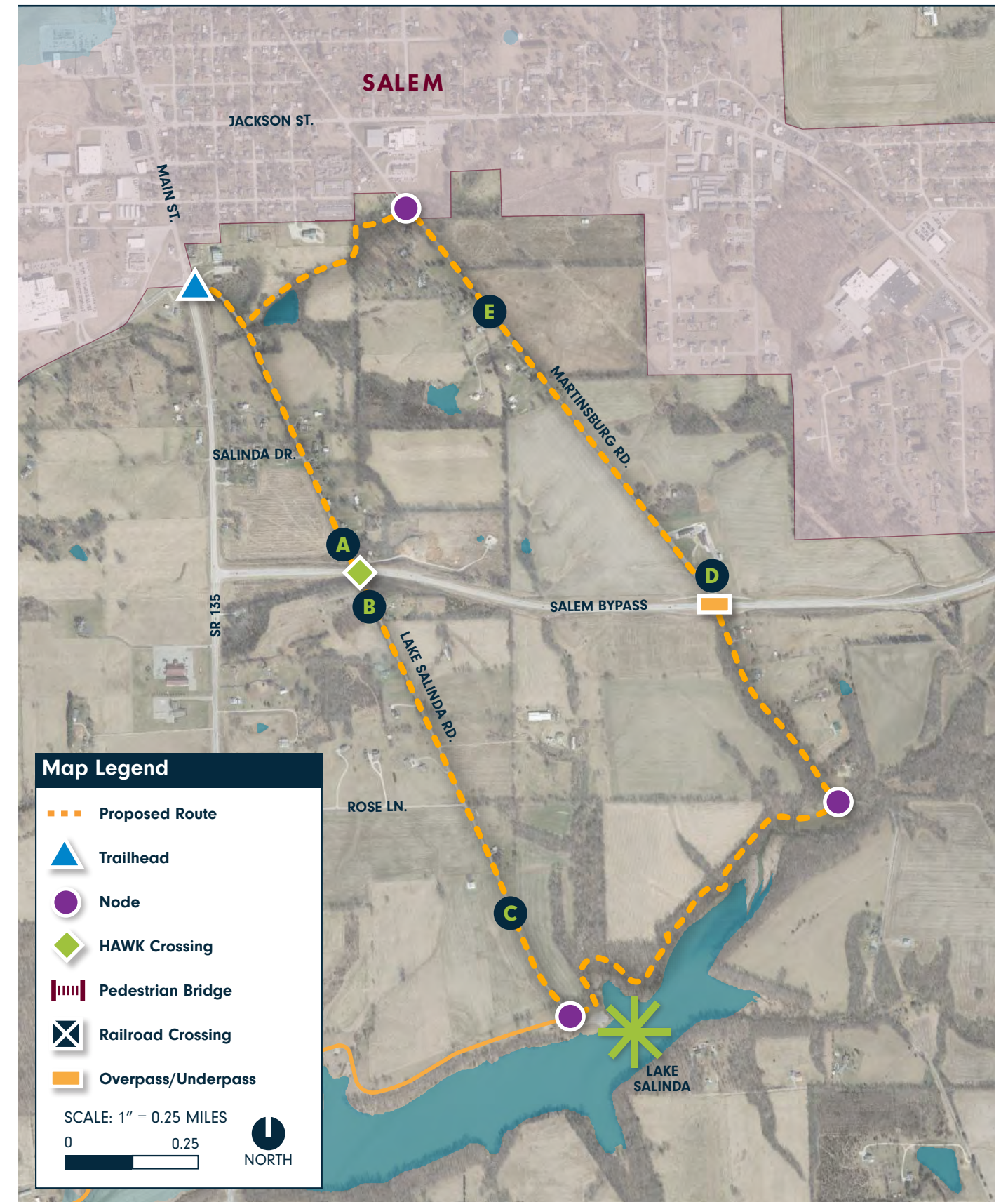
Approximately \$4.0 M
(excludes property acquisition)

Features:

- Asphalt multi-use path
- Rest nodes (3)
- HAWK signal (1)
- Underpass (1)
- Trailhead with parking (1)



PROJECT PLAN



Objective:

Establish a trail route from Elk Creek Trailhead along the Knobstone Trail to downtown Salem (home of the Salem Lions) using the South Monon Trail.

Description:

The route will begin with a trailhead or node where the South Monon Trail meets S. Harristown Rd. east of Salem. Using an existing utility easement, the trail will move northeast ending at Elk Creek Trailhead for access to the Knobstone Trail.

Three road crossings would occur as a part of this route. Steep terrain will require creative solutions for trail design and adequate rest nodes.

Mileage:

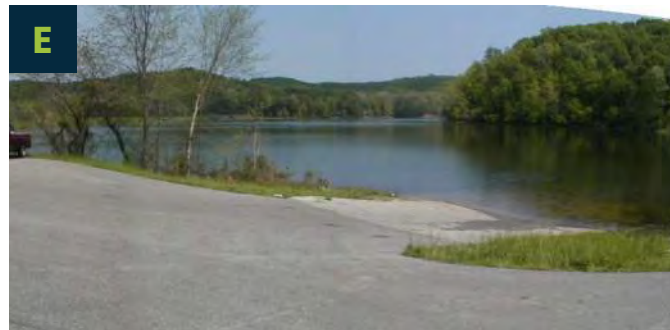
Approximately 6.7-miles of trail

Cost:

Approximately \$7.0 M
(excludes property acquisition)

Features:

- Asphalt multi-use path
- Rest nodes (2)
- HAWK signal (4)
- Trailhead with parking (1)



PROJECT PLAN



Objective:

Create a central county greenway within the Mill-Creek-Blue-River watershed that connects parks, nature preserves, tourist destinations, and the South Monon Trail.

Description:

Using a combination of marked routes on existing roads, following creeks within the Mill-Creek-Blue-River watershed, and existing utility easements, this route will connect Lake Salinda (A) with Beck’s Mill (B), Big Spring Nature Preserve (C), and downtown New Pekin via the South Monon Trail. The stretch of South Monon Trail from New Pekin to Salem as well as the proposed Lake Salinda Trail (previous page) will complete the loop of the County-Central Greenway.

Mileage:

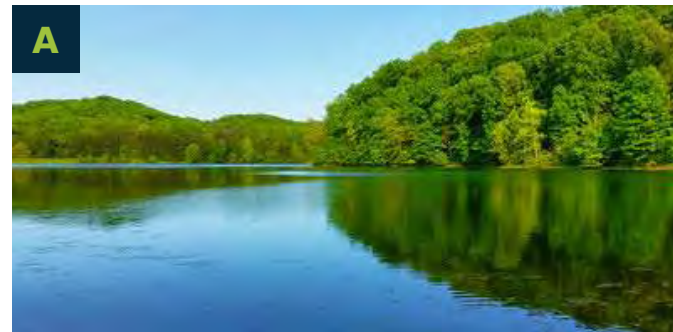
Approximately 18.3-miles of trail (excluding South Monon Trail)

Cost:

Approximately \$15.2 M (excludes property acquisition)

Features:

- Asphalt multi-use path (XX-miles)
- Rest nodes (3)
- HAWK signal (2)
- Trailhead with parking (1)



PROJECT PLAN

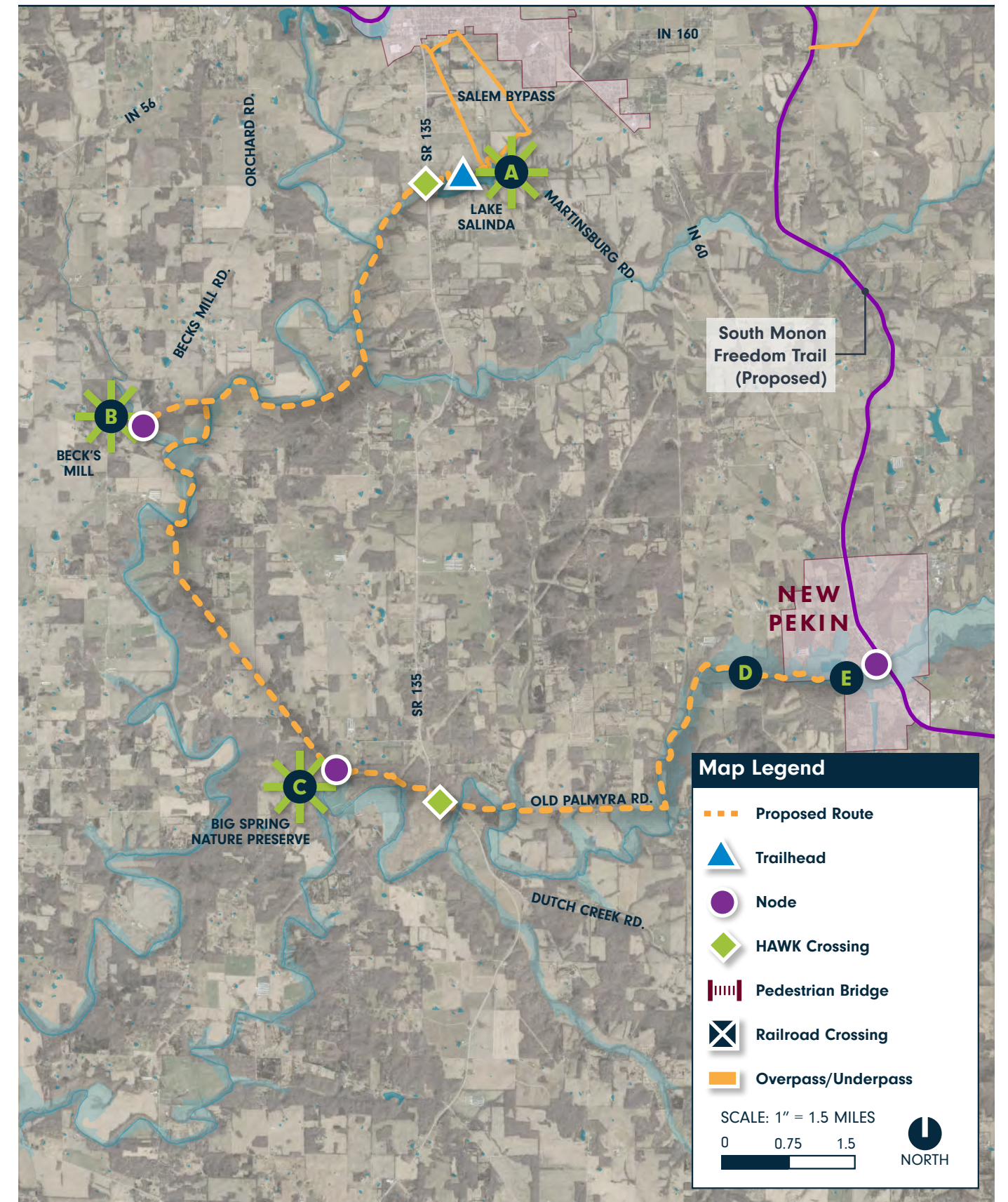


Figure 12: Funding Opportunities

GRANT	ELIGIBILITY		PROJECT TYPES	GRANT LIMITS
Next Level Trails (Indiana Dept. of Natural Resources)	Non-profit organizations/local government		<ul style="list-style-type: none"> ▶ All non-motorized trails ▶ Multi-use trails (consideration) ▶ Trails must be open to the public 	Up to \$5.0M (20% match)
Indiana Trails Program (Indiana Dept. of Natural Resources)	Non-profit organizations/local government		<ul style="list-style-type: none"> ▶ Land acquisition ▶ Trail development ▶ Amenities 	Up to \$400,000 (20% match)
FAST ACT (LPA Federal Highway Funding)	Local agencies not in an MPO		<ul style="list-style-type: none"> ▶ Highway Safety Improvement Program ▶ Streetscapes/Trails ▶ Roads on INDOT functional classification maps 	Up to \$5,000,000 (20% match)
Creating Places	Non-profit organizations/local government		<ul style="list-style-type: none"> ▶ Streetscape beautification and walkability ▶ Art/Public plaza development activation 	Up to \$100,000 (50% match)
Greenways Foundation of Indiana	Non-profit organizations		<ul style="list-style-type: none"> ▶ Trail development ▶ Start-up funds for citizen trail organizations 	Up to \$10,000
Indiana Department of Health	Communities and non-profits		<ul style="list-style-type: none"> ▶ Bike and Pedestrian Master Plan preparation ▶ In-house or by consultant 	Up to \$20,000
	Incorporated communities in Indiana		<ul style="list-style-type: none"> ▶ Bicycle and pedestrian safety demonstrations ▶ Property purchases ▶ Traffic calming projects 	Up to \$10,000
Rails-to-Trails Conservancy	Non-profit organizations		<ul style="list-style-type: none"> ▶ Develop and activate local and regional trail networks 	Up to \$25,000
Indiana READI Program (Regional Economic Acceleration & Development Initiative)	Established Regions: Our Southern Indiana Region Indiana First Region		<ul style="list-style-type: none"> ▶ Quality of Life (trails and parks are mentioned) ▶ Quality of Place ▶ Quality of Opportunity 	Funding dependent on local match and established public-private-partnerships

Figure 13: Implementation Table

COUNTY	PROJECT	PARTNERS	ACTION	FUNDING	PRIORITY
REGION	Regional Promotional Programming Campaign	<ul style="list-style-type: none"> Align Southern Indiana Our Southern Indiana RDA SoIN - Southern Indiana 	<ul style="list-style-type: none"> Interactive mapping - identify trailheads/trail type/accessibility/mileage Communications/websites/social media Consistent branding/signage/mapping 	<ul style="list-style-type: none"> READI 2.0 (2024) Partners fund locally 	High priority (1-year)
CLARK	ORG Clark County Extension	<ul style="list-style-type: none"> Ohio River Greenway Commission Charlestown State Park City of Charlestown River Ridge Commerce Center Town of Utica City of Jeffersonville Align Southern Indiana Our Southern Indiana RDA 	<ul style="list-style-type: none"> Procure consultant to prepare detailed routing map identifying exact location, detailed cost, and property acquisition needs. Meet with local partners to review detailed routing, property acquisition needs, phasing, cost, and funding options. Begin acquiring property if required. Apply for funding to support first phase design/engineering/construction. 	<ul style="list-style-type: none"> READI 2.0 (2024) Next Level Trails Partners fund locally 	High priority (1-year)
	ORG "Finger" Connectors	<ul style="list-style-type: none"> Ohio River Greenway Commission City of Jeffersonville Town of Utica 	<ul style="list-style-type: none"> Procure consultant to prepare detailed routing map identifying exact location, detailed cost, and property acquisition needs. 	<ul style="list-style-type: none"> Indiana Trails Program Rails-to-Trails Conservancy Partners fund locally 	Medium Priority (2-5 yrs.)
	Tourism-Trail Hub	<ul style="list-style-type: none"> Knobstone Hiking Trail Organization Town of Borden South Monon Trail Huber Winery and Vineyards IDNR (Deam Lake SRA) 	<ul style="list-style-type: none"> Procure consultant to prepare detailed routing map identifying exact location, detailed cost, and property acquisition needs. 	<ul style="list-style-type: none"> Next Level Trails Indiana Trails Program Partners fund locally 	Medium Priority (2-5 yrs.)
FLOYD	ORG Southwest Extension	<ul style="list-style-type: none"> Ohio River Greenway Commission City of New Albany Floyd County Parks and Recreation Harrison County Caesar's Southern Indiana 	<ul style="list-style-type: none"> Procure consultant to prepare detailed routing map identifying exact location, detailed cost, and property acquisition needs. Meet with local partners to review detailed routing, property acquisition needs, phasing, cost, and funding options. Begin acquiring property if required. Apply for funding to support first phase design/engineering/construction. 	<ul style="list-style-type: none"> READI 2.0 (2024) Next Level Trails Partners fund locally 	High priority (1-year)
	Corydon-Pike Trail	<ul style="list-style-type: none"> City of New Albany Floyd County Parks and Recreation 	<ul style="list-style-type: none"> Procure consultant to prepare feasibility study for best routing. 	<ul style="list-style-type: none"> Next Level Trails Indiana Trails Program Partners fund locally 	Low Priority (5-10 yrs.)
	Town-Ville Trail	<ul style="list-style-type: none"> Town of Georgetown Town of Greenville Floyd County Parks and Recreation 	<ul style="list-style-type: none"> Procure consultant to prepare detailed routing map identifying exact location, detailed cost, and property acquisition needs. 	<ul style="list-style-type: none"> Next Level Trails Indiana Trails Program Partners fund locally 	Low Priority (5-10 yrs.)
HARRISON	Indian Creek Greenway East	<ul style="list-style-type: none"> City of Corydon Indian Creek Trail, Inc. Turtle Run Winery Harrison County Parks and Rec. Indiana First Region 	<ul style="list-style-type: none"> Procure consultant to prepare detailed routing map identifying exact location, detailed cost, and property acquisition needs. Meet with local partners to review detailed routing, property acquisition needs, phasing, cost, and funding options. Begin acquiring property if required. Apply for funding to support first phase design/engineering/construction. 	<ul style="list-style-type: none"> READI 2.0 (2024) Next Level Trails Partners fund locally 	High priority (1-year)
	Indian Creek Greenway West	<ul style="list-style-type: none"> City of Corydon Indian Creek Trail, Inc. O'Bannon Woods State Park Hayswood Nature Preserve Harrison County Parks and Rec. Indiana First Region 	<ul style="list-style-type: none"> Procure consultant to prepare detailed routing map identifying exact location, detailed cost, and property acquisition needs. Meet with local partners to review detailed routing, property acquisition needs, phasing, cost, and funding options. Begin acquiring property if required. Apply for funding to support first phase design/engineering/construction. 	<ul style="list-style-type: none"> READI 2.0 (2024) Next Level Trails Partners fund locally 	High priority (1-year)
	Buck Creek Greenway	<ul style="list-style-type: none"> Town of Mauckport Squire Boone Caverns & Village Town of New Middletown Harrison County Parks and Rec. 	<ul style="list-style-type: none"> Procure consultant to prepare feasibility study for detailed routing. 	<ul style="list-style-type: none"> Next Level Trails Indiana Trails Program Partners fund locally 	Low Priority (5-10 yrs.)

Figure 14: Implementation Table (continued)

JEFFERSON	Madison-Hanover Connector	<ul style="list-style-type: none"> ▶ Town of Hanover ▶ City of Madison ▶ Clifty Falls State Park ▶ Jefferson County 	<ul style="list-style-type: none"> ▶ Apply for READI funding (2024). ▶ Apply for Next Level Trails funding (2024) if READI isn't awarded. 	<ul style="list-style-type: none"> ▶ READI 2.0 (2024) ▶ Next Level Trails ▶ Partners fund locally 	High priority (1-year)
	Park-2-Park Trail	<ul style="list-style-type: none"> ▶ Clifty Falls State Park ▶ Jefferson County ▶ Charlestown State Park ▶ Clark County ▶ City of Charlestown 	<ul style="list-style-type: none"> ▶ Procure consultant to prepare detailed routing map identifying exact location, detailed cost, and property acquisition needs. ▶ Meet with local partners to review detailed routing, property acquisition needs, phasing, cost, and funding options. ▶ Begin acquiring property if required. ▶ Apply for funding to support first phase design/engineering. 	<ul style="list-style-type: none"> ▶ READI 2.0 (2024) ▶ Next Level Trails ▶ Partners fund locally 	Medium Priority (2-5 yrs.)
	Madison-Krueger Lake Trail	<ul style="list-style-type: none"> ▶ City of Madison ▶ Jefferson County Parks Board 	<ul style="list-style-type: none"> ▶ Procure consultant to prepare feasibility study for best routing. 	<ul style="list-style-type: none"> ▶ Partners fund locally 	Low Priority (5-10 yrs.)
SCOTT	Aust-burg Trail	<ul style="list-style-type: none"> ▶ City of Austin ▶ City of Scottsburg ▶ Scott County Family YMCA ▶ Scott County Schools 	<ul style="list-style-type: none"> ▶ Procure consultant to prepare detailed routing map identifying exact location, detailed cost, and property acquisition needs. ▶ Procure consultant to prepare schematic plans and begin property acquisition process. 	<ul style="list-style-type: none"> ▶ Next Level Trails ▶ Indiana Trails Program ▶ Partners fund locally 	Medium Priority (2-5 yrs.)
	Hutto Creek Greenway	<ul style="list-style-type: none"> ▶ City of Austin ▶ Scott County Indiana Visitors Commission ▶ IDNR (Hardy Lake) 	<ul style="list-style-type: none"> ▶ Procure consultant to prepare feasibility study for detailed routing. 	<ul style="list-style-type: none"> ▶ Partners fund locally 	Medium Priority (2-5 yrs.)
	B&O Rail-Trail	<ul style="list-style-type: none"> ▶ City of Scottsburg ▶ Scott County Indiana Visitors Commission ▶ Lexington (unincorporated community) ▶ Nabb (unincorporated community) 	<ul style="list-style-type: none"> ▶ Procure consultant to prepare feasibility study for detailed routing. 	<ul style="list-style-type: none"> ▶ Partners fund locally 	Low Priority (5-10 yrs.)
WASHINGTON	Lake Salinda Loop	<ul style="list-style-type: none"> ▶ City of Salem ▶ Salem Indiana Parks and Rec. 	<ul style="list-style-type: none"> ▶ Procure consultant to prepare schematic plans and begin property acquisition process as needed. 	<ul style="list-style-type: none"> ▶ Next Level Trails ▶ Indiana Trails Program ▶ Partners fund locally 	Medium Priority (2-5 yrs.)
	Lion-Elk Trail	<ul style="list-style-type: none"> ▶ City of Salem ▶ Washington County Parks and Rec. ▶ Knobstone Trail Hiking Association 	<ul style="list-style-type: none"> ▶ Procure consultant to prepare feasibility study for best routing. 	<ul style="list-style-type: none"> ▶ Partners fund locally 	Medium Priority (2-5 yrs.)
	County-Central Greenway	<ul style="list-style-type: none"> ▶ City of Salem ▶ Washington County Parks and Rec. ▶ South Monon Trail ▶ Town of New Pekin 	<ul style="list-style-type: none"> ▶ Procure consultant to prepare feasibility study for best routing. 	<ul style="list-style-type: none"> ▶ Partners fund locally 	Low Priority (5-10 yrs.)

CHAPTER 07: **DESIGN GUIDELINES**



Design guidelines are included here to establish consistency in trail design and application throughout the region. As the trail systems within the region continue to grow, portions may be constructed by different agencies, other communities, or even private developers. Establishing set guidelines for construction ensures that all new trail facilities are consistent and meet the expectations of the contributors to this plan.

CONTENTS

Design guidelines within this chapter cover the topics listed below. The chapter begins with Trail Typologies in the column to the right and continues on the following pages.

- Trail Typologies**
- Materials**
- Trailheads**
- Rest Nodes**
- Signage**
- Trail Branding**
- Site Furnishings**
- Bridges and Crossings**



Depending on existing conditions and/or regulatory requirements, trail design can take on different forms. The Silver Creek Trail in New Albany was built on an earthen levee requiring a retaining wall on both sides of the trailway.

TRAIL TYPOLOGIES

Multi-use trails shall be designed to meet the requirements of the adjacent land uses and to fit within the existing right of way or easement.

Two categories of trail typologies are included in this section--those that are separated from roadways and those that are on-street or sharing the roadway with vehicles. Separated pathways are preferred; however in some cases the space may not allow due to right-of-way limitations or environmental concerns or regulatory requirements, so an on-street facility or shared shoulder concept may be implemented.

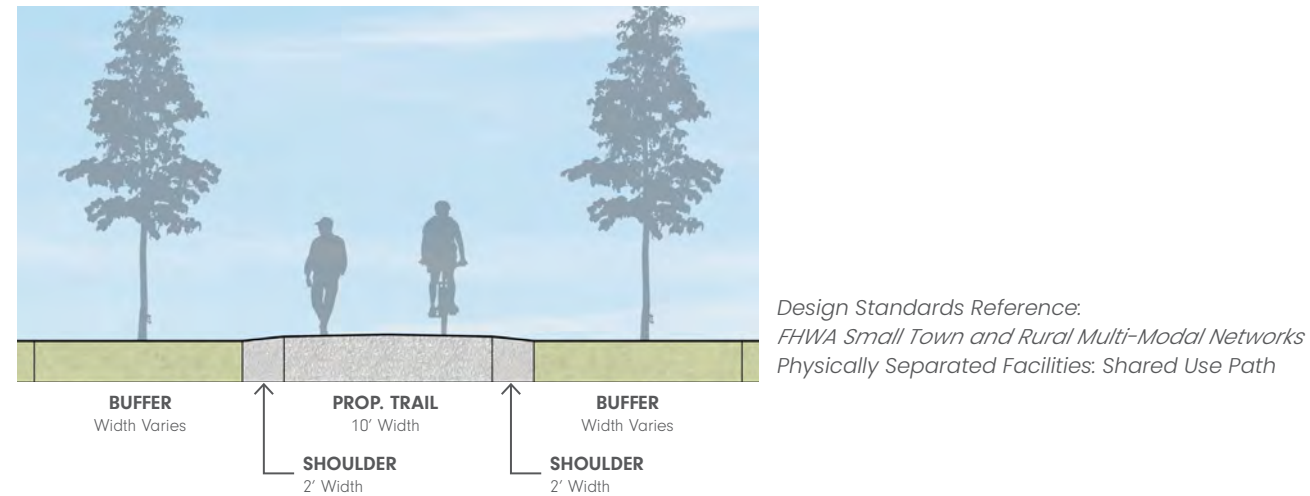
The following trail typologies are illustrated on the following page:

- Urban Condition
- Rural Condition
- Railroad Adjacent
- Separated Multi-Use
- On-street Cycle Track
- Shared Shoulder

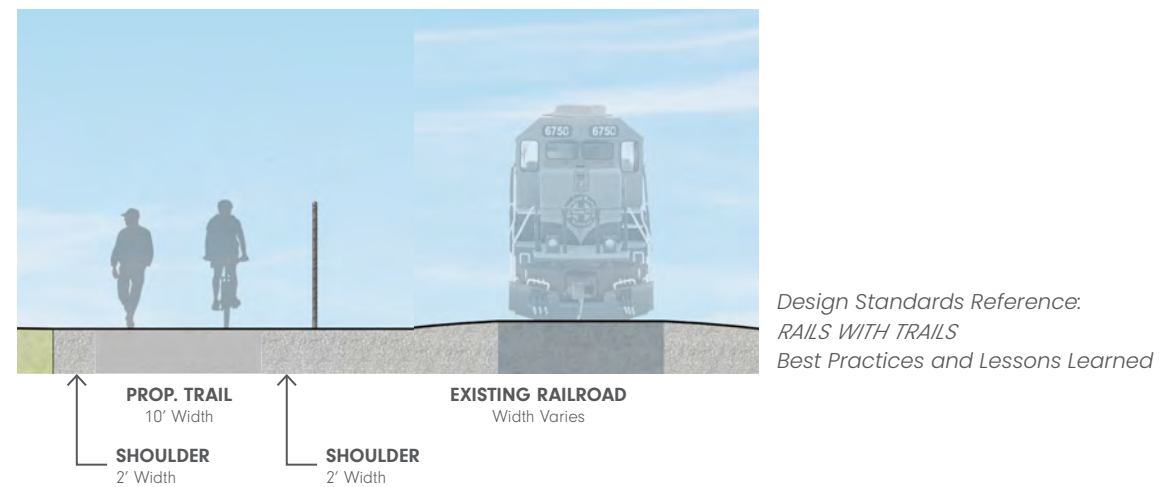
URBAN CONDITION



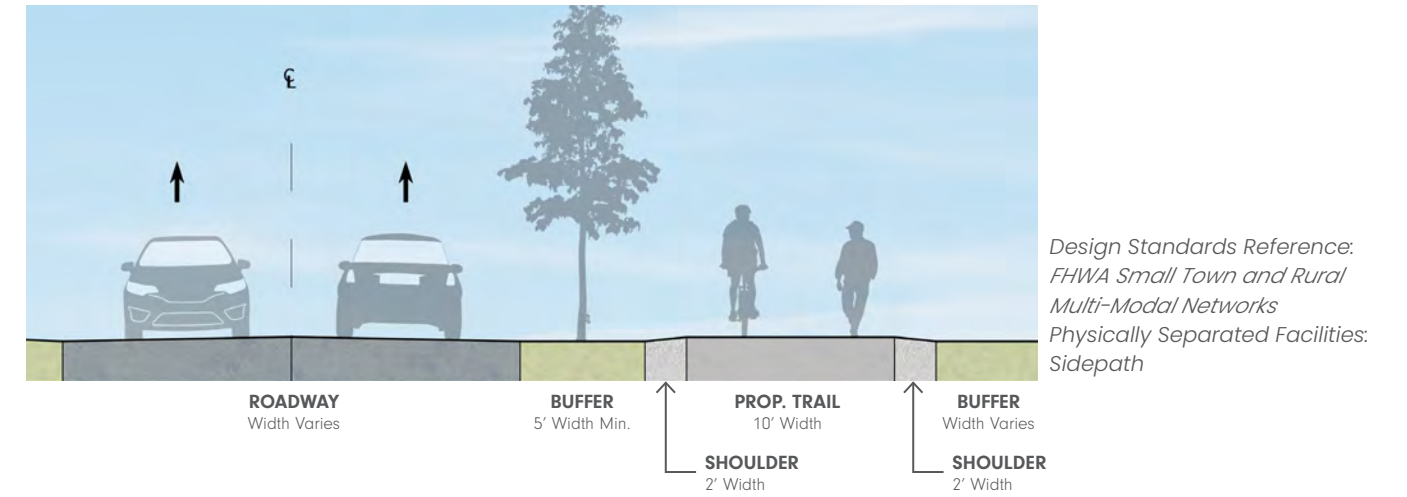
RURAL CONDITION



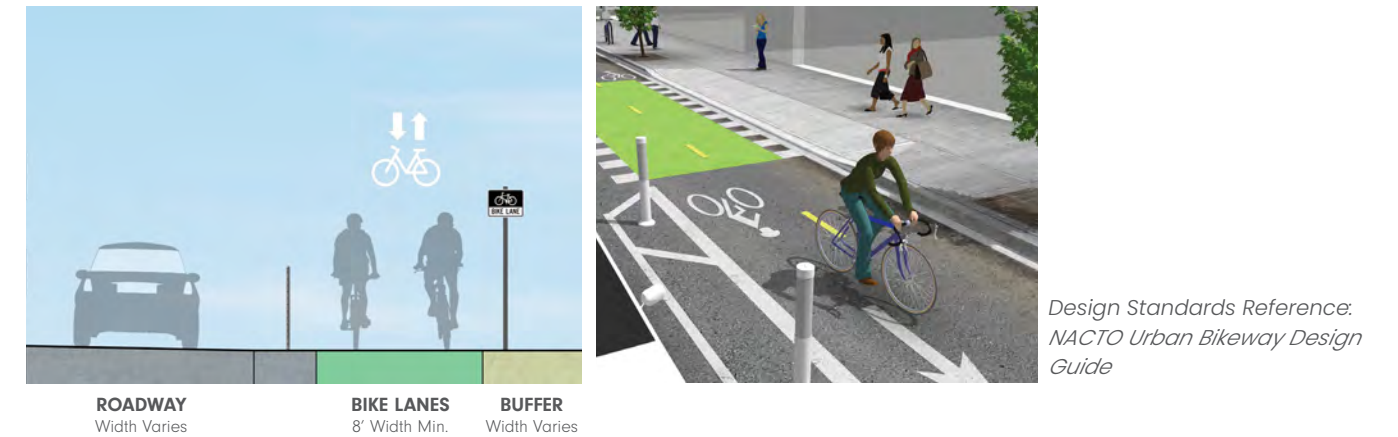
RAILROAD ADJACENT



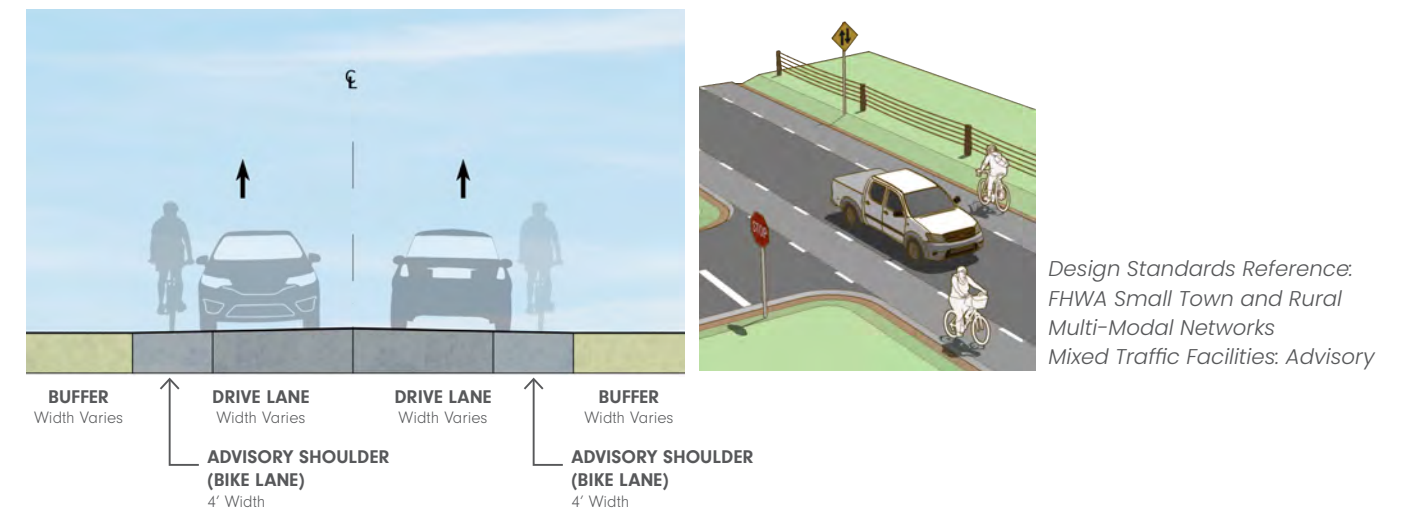
SEPARATED MULTI-USE (ASPHALT or CONCRETE)



ON-STREET CYCLE TRACK



SHARED SHOULDER



MATERIALS

Trail materials can range from asphalt to concrete to crushed limestone surfacing or natural earth trails. General recommendations for the preferred materials and standards for trails proposed in this plan are outline below:

RECOMMENDATIONS:

- Multi-use trails shall be designed to meet both recreational and transportation standards including AASHTO, ADA, FHWA, MUTCD and NACTO.
- HMA or Asphalt paving will, for the most part, be the standard paving material for trails in the region.
- Concrete pavement may be used in certain circumstances such as areas with annual flooding, urban areas, or other areas where substantial benefit or durability can be gained through the use of concrete.
- Crushed limestone may be appropriate in rural applications through the region.
- Trail material usage should be dictated by a site specific evaluation.
- All materials must meet current Americans with Disabilities Act (ADA) requirements.
- Pavements and aggregate bases shall be designed to accommodate the weight of service, security, and emergency vehicles.
- Design width and other spatial standards should be consistent with the overall trail width of the greenway or trail corridor width it is connection to and/or consistent with the illustrations on the following page.
- Trail cross sections shall meet the depths, thicknesses, and base materials as illustrated on the following page.



Asphalt
Silver Creek Trail - New Albany, IN



Concrete
Fall Creek Trail - Indianapolis, IN



Crushed Limestone
Vermillion County Trails - Vermillion County, IN

ASPHALT TRAIL



HMA - ASPHALT

1.5" of HMA surface Type B, 2.5" of HMA intermediate Type B

COMPACTED AGGREGATE BASE, NO. 53 OR EQUAL

6" Depth Minimum. Extend beyond edge of pavement 6" minimum as shown

COMPACTED SUBGRADE

Proof roll as required. Subgrade to be free of organic soils.

CONCRETE TRAIL



CONCRETE

4" Depth Minimum w/ welded wire mesh

COMPACTED AGGREGATE BASE, NO. 53 OR EQUAL

4" Depth Minimum. Extend beyond edge of pavement 6" minimum as shown

COMPACTED SUBGRADE

Proof roll as required. Subgrade to be free of organic soils.

CRUSHED LIMESTONE TRAIL



LIMESTONE FINES/ SCREENINGS

3" Depth Minimum

COMPACTED AGGREGATE BASE, NO. 53 OR EQUAL

6" Depth Minimum

COMPACTED SUBGRADE

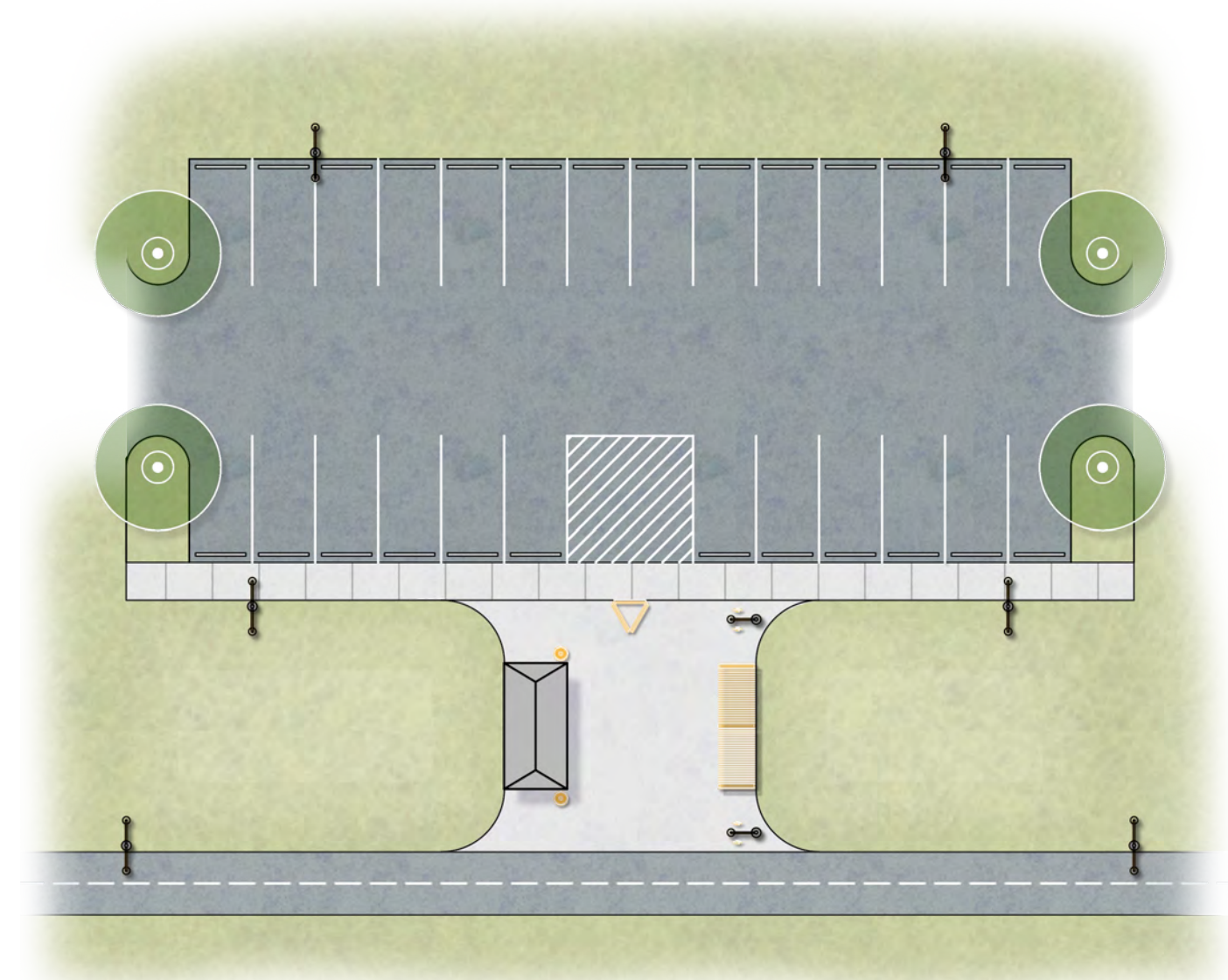
Proof roll as required. Subgrade to be free of organic soils.

TRAILHEADS

Trailheads are major entry points to any multi-use trail system. Representing the connection point for all users of the system, the initial interface must perform several functions. Trailheads should provide parking, trail information, and other amenities such as restrooms, seating, shade, bike repair stations, water fountains or other amenities that may enhance the trail user experience or address a trail user's common needs.

RECOMMENDATIONS:

- Trailheads should be placed at major connections between trail segments or other areas where significant ingress and egress from the trail occurs. Trailheads should be accessible by vehicle, pedestrian, and bicycles. All trailheads shall be ADA accessible.
- Trailheads should include parking for both vehicles and bicycles. A minimum of ten vehicle parking spaces should be provided at each trailhead.
- To prevent conflicts, trailheads should be designed so that users at the trailheads do not interfere with users passing the trailhead on the shared-use path. Signage and other areas where people might congregate should be kept out of the pathway.
- Trailheads should include informational signage that provides critical information for users. Information should include a map, trail rules, trail etiquette, and other information to enhance the user's experience.
- Trailheads should include the following user facilities: vehicular and bicycle parking, restroom facilities (at major trailheads), seating, shade, litter and recycling receptacles, and trailhead signage (trail information and rules). Boot brushes and bike repair stations are also recommended.



Typical Trailhead

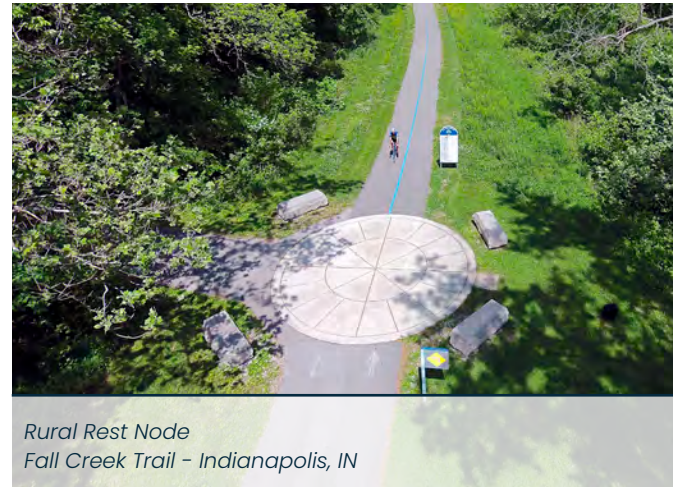
Legend	
	Trailhead Shade Structure
	Trailhead Kiosk
	Trail Map
	ADA Picnic Table
	Bike Rack
	Litter/Recycle Receptacle
	Lighting
	Restrooms

REST NODES

Rest nodes are designated resting areas for trail users that are spaced along the trail at key destinations as well as intermittently (approximately every 1/2-mile) for resting. Also used as access points to trails in some cases, rest nodes should provide benches and bike racks at a minimum. Additional features such as trail location maps, picnic tables, or shade structures could be provided based on the location and type of trail. Rest nodes are categorized here as “urban” and “rural”.

RECOMMENDATIONS

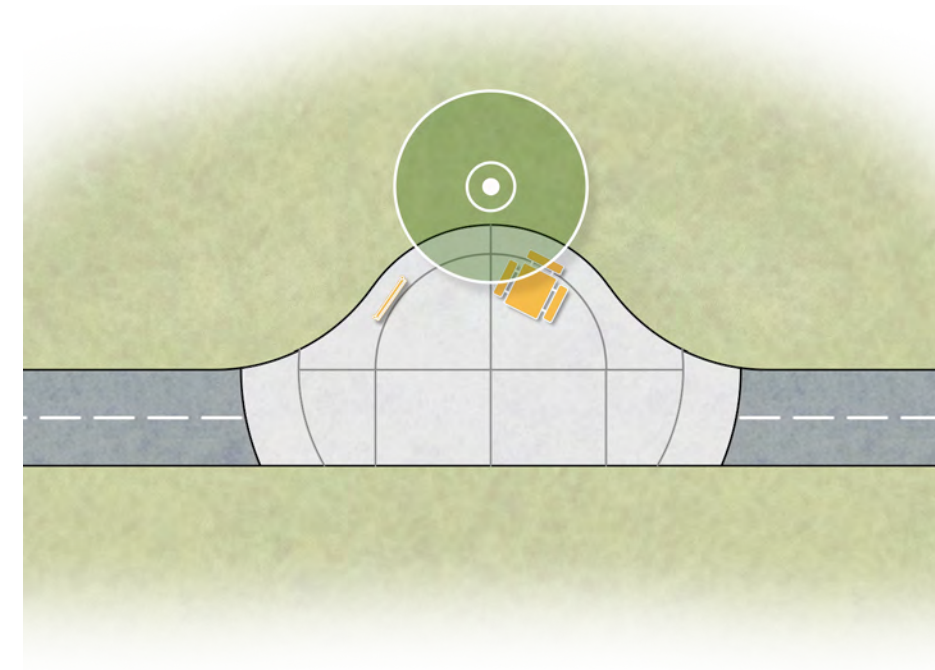
- Rest nodes should be placed at key destinations along the trail where a trailhead is not. Rest nodes at key destinations should provide a location map to orient users.
- Rest nodes should be accessible by both pedestrian and bicycles.
- Rest nodes should be designed so users at the node do not interfere with users passing the node on the shared-use path.
- Signage and site features where people might congregate should be kept out of the pathway.
- Urban rest nodes shall be located along the trail within the more dense areas of towns and cities. Urban rest nodes should provide seating and a trail location map at a minimum. Bike racks, a restroom, bike repair station, and litter and recycle receptacles may be desirable depending on the urban context.
- Rural rest nodes shall be located along trails in agricultural areas, along creeks, and in wooded areas. Rural nodes should provide seating at a minimum, but could also provide a bike rack, bike repair station, and trail location map if desired.



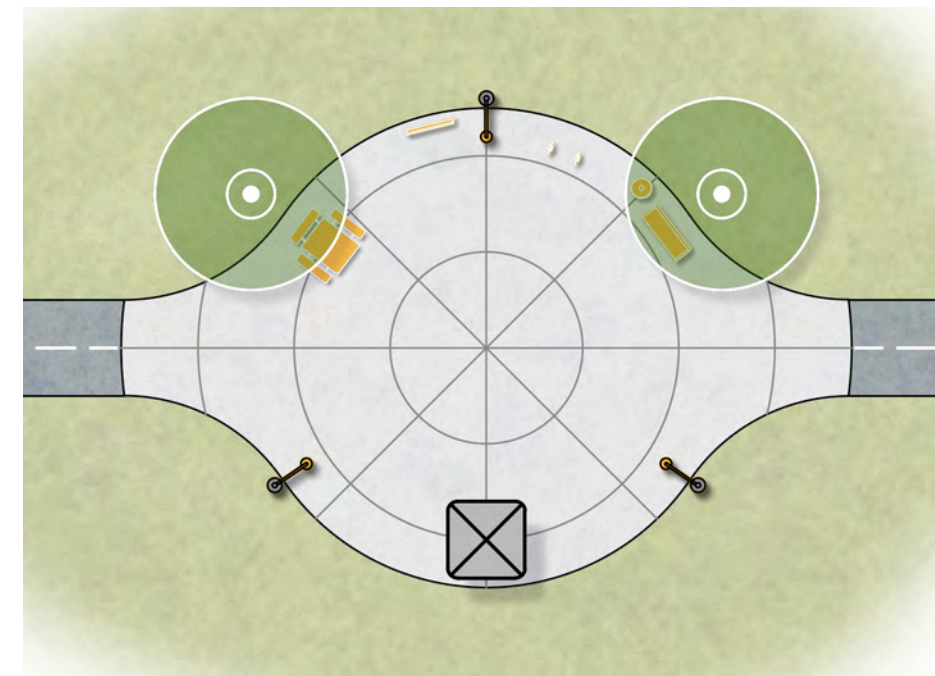
Rural Rest Node
Fall Creek Trail - Indianapolis, IN



Urban Node
Heritage Trail - Princeton, IN



Typical Rural Rest Node



Typical Urban Rest Node

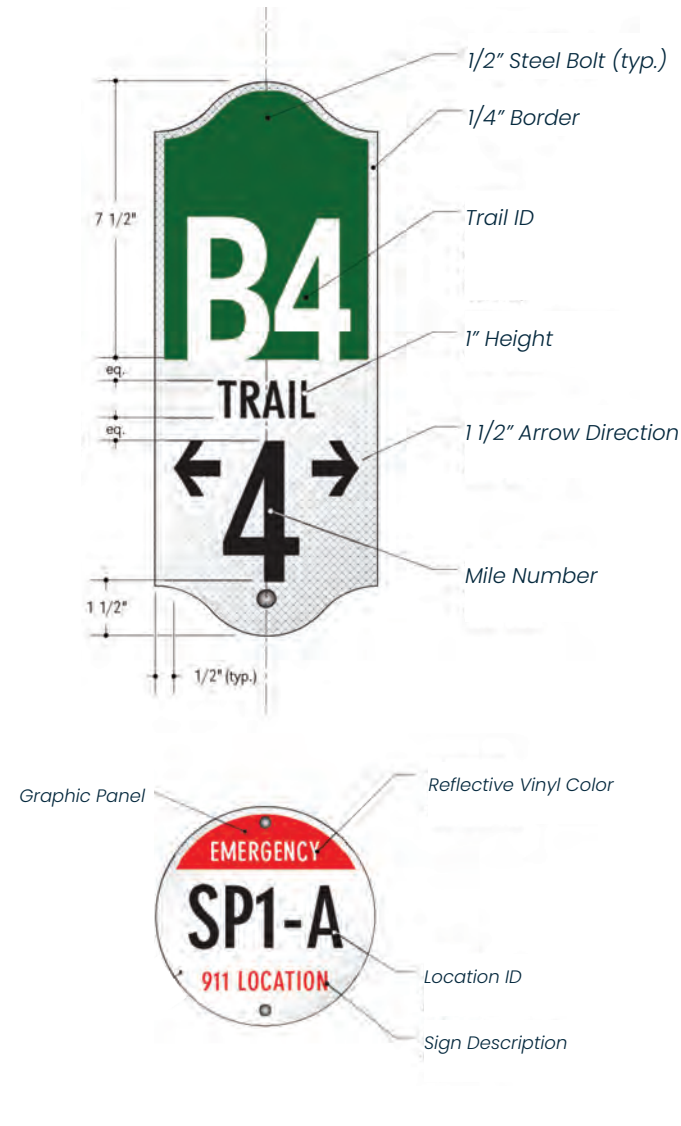
Legend	
	Trailhead Shade Structure
	Trailhead Kiosk
	Trail Map
	ADA Picnic Table
	Bike Rack
	Litter/Recycle Receptacle
	Lighting
	Restrooms

SIGNAGE

Standard trail signage shall be developed for each major trail corridor within the region to simplify future implementation and to provide consistency. Recommended trail sign types are defined below and illustrated in imagery on the following page:

TRAIL SIGN TYPOLOGY:

- **Trail Identification Sign (pedestrian scale):** Signs that identify the trail system for users.
- **Trail Identification Sign (vehicular scale):** Signs that identify the trail to vehicles and other users along but outside the trail.
- **Directional Sign:** Signs that provide directions to key destinations along the trails.
- **Mile Markers:** Signs that measure the overall distance of the trail, measured in quarter-mile increments.
- **Regulatory Sign:** Signs that control actions and use on the trails.
- **Trailhead Sign:** Includes user information such as a trail map, rules of the trails, and emergency information.
- **Trailside Maps:** Smaller signs that illustrate the trail map and directions along the trail.
- **Interpretive Sign:** Informational signs that provide educational information at key places along the trails.
- **Emergency Locator Sign:** Emergency location points along the trails.



Trail mile markers are beneficial for safety purposes. The markers can provide the emergency location ID based reference to GIS for emergency response. The examples above were developed for the Big 4 Trail in Boone County.



Monument Sign
(Muscatatuck Trail - North Vernon, IN)



Trail Kiosk
(Trail - City, State)



Interpretive Sign
(Flatrock Run Trail - Rushville, IN)



Trail Map
(Heritage Trail - Princeton, IN)



Trail Marker
(Tiger Trail - Princeton, IN)



Mile Markers
(Muscatatuck Trail - North Vernon, IN)



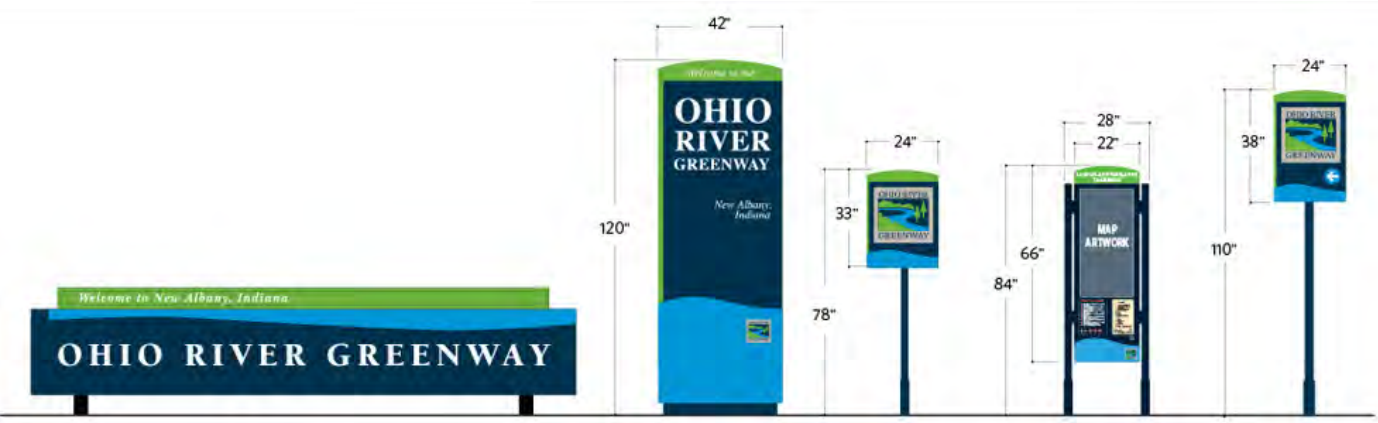
Directional Signage
(Location - City, State)

TRAIL BRANDING

Several of the existing trail corridors within the region have branding established. Two are presented here--Ohio River Greenway (built) and the South Monon Trail (under design). It is recommended these branding packages be maintained for consistency. As other major corridors are developed, consistent branding packages should be established and implemented.



The Knobstone Trail has consistent signage of wood construction with routed text painted yellow.



OHIO RIVER GREENWAY

Greenway Wayfinding Signage System - Mind's Eye Creative



CONCEPTUAL CORRIDOR AMENITIES

Wayfinding Signage Package

SOUTH MONON TRAIL

Visioning Sketchbook for the Monon South Greenway Trail - Radius

SITE FURNISHINGS

Standard site furnishings shall be developed for each major trail corridor within the region to simplify future implementation and to provide consistency. Furnishings should service all users.

RECOMMENDATIONS:

- **Placement:** Place within trailheads, nodes, and other access points throughout the system.
- **Maintenance:** Select highly durable materials to deter vandalism and gain maximum life cycle.
- **Purchasing:** Ensure available from multiple manufacturers to comply with competitive bidding.
- **Mounting:** Specify permanent surface-mounting to simplify installation and repairs.



Shade Structure with Seating



Permanent Restroom



Seasonal Restroom with Screen



Drinking Fountains



Bench



Trash Receptacle



Bike Rack



Boot Brush Station



e-Bike Charging Station



Bike Repair Station

BRIDGES & ELEVATED TRAILS

Pedestrian bridges may be required in many locations where stream crossings are needed to make connections. Bridges need to be the same width, or wider, as the trail and should accommodate all users. Permitting will be required during design and placement discussions. Existing floodplains, wetlands and habitat restoration should be considered prior to final design.

RECOMMENDATIONS:

- **Railing Height:** Ensure railing height is a minimum 48" tall to accommodate bicycle use on the bridges.
- **Maintenance:** Select highly durable materials such as steel members, galvanized or stainless-steel connections.
- **Treated Wood Alternative:** Glulam is a manufactured wood product that is treated with a preservative that is better than the typical treated wood offered at hardware or home improvement stores, lasts longer and offers a 25+ year warranty.
- **Prefabricated Structures:** Many suitable prefabricated options are available for more cost-effective options.
- **Refurbish Existing Structures:** Consider working with INDOT to refurbish a historic rail bridge as a pedestrian bridge.



Boardwalk



Boardwalk



Kitselman Trailhead - Refurbished INDOT bridge for pedestrian use (Kitselman Trail - Muncie, IN)

CONTENTS

- Trails Team Planning Meeting Agendas
- Project Website
- Public County Open House Notice
- Public County Open House Presentation
- Public County Open House Photos, Sign-in Sheets, and Maps
- Public County Open House Voting Exercise
- Public County Open House Map Exercise
- Public Survey Notice
- Public Survey Results
- Plan Imagery Credits
- Detailed Project Estimates



TRAILS TEAM PLANNING MEETING AGENDAS

HWC ENGINEERING

Align Southern Indiana Regional Trails Master Plan
Planning Mtg. No.1
 May 16th, 2023

Attendees

Catherine Fucikett, P.A.	HWC, Project Manager, catherine.fucikett@hwcengineering.com
Rebecca Mahoney, P.A.	HWC, Plan Production, rebecca.mahoney@hwcengineering.com
Sally Hughes	HWC, Client Liaison, sally.hughes@hwcengineering.com
Dr. Rita Shourds	Align SI, President & CEO, rita@alignsi.com
Todd Rush	Align SI, Trails Team Committee Member, todd.rush@alignsi.com
Chad Reischl	Align SI, Trails Team Committee Member, chad@alignsi.com
Nathan Broom	Align SI, Trails Team Committee Member

- Public Survey**
 - Review draft survey
 - Review county "hit"-flyer/social media post
 - Send "hit" to trail team representatives for each county?
 - Social media post graphic
 - Flyer (w/ digital digital for printing)
 - Sandwich board sign (posting at Farmer's Market)
 - Open Survey - May 17th, 2023 (open for 8 weeks total)
 - Close Survey - July 12th, 2023 (two weeks after final public input session)
- Website**
 - Review website outline
- County Workshop Sessions**
 - Review schedule, dates, times, locations
 - Review public input session boards

County	Date	Timeframe	Time	City	Location
Clark	Wednesday, June 7 th	Afternoon	2-4pm	Charlestown	River Ridge
Floyd	Wednesday, June 14 th	Early Evening	6-8pm	New Albany	Floyd County YMCA
Harrison	Wednesday, June 21 st	Late Evening	8-10pm	Corydon	Harrison County Library
Scott/Jefferson	Wednesday, June 28 th	Midday	11-1pm	Salem	Washington Co. YMCA

- Targeted Stakeholder Meetings**
 - Who would you like us to contact? We have up to 4 meetings/interviews in the scope.
 - Parks Directors?
 - River Heritage Conservancy/Oregon Park?
 - SAH Trail?
 - Others?

HWC ENGINEERING

Align Southern Indiana Regional Trails Master Plan
Planning Mtg. No.2
 June 16th, 2023

Attendees

Catherine Fucikett, P.A.	HWC, Project Manager, catherine.fucikett@hwcengineering.com
Rebecca Mahoney, P.A.	HWC, Plan Production, rebecca.mahoney@hwcengineering.com
Sally Hughes	HWC, Client Liaison, sally.hughes@hwcengineering.com
Dr. Rita Shourds	Align SI, President & CEO, rita@alignsi.com
Todd Rush	Align SI, Trails Team Committee Member, todd.rush@alignsi.com
Chad Reischl	Align SI, Trails Team Committee Member, chad@alignsi.com
Nathan Broom	Align SI, Trails Team Committee Member

- Survey**
 - <https://www.surveymonkey.com/r/alignsi-trails>
 - Send link/flyer/social media posts on June 8th
 - Have 100+ survey responses so far
 - Any other promotional ideas/people to notify?
- Website (Rebecca)**
 - Review draft website
- County Workshop Sessions**
 - Scheduled (8) of (8) workshops - dates/locations below
 - Review boards and 'mega-map' updates

County	City	Location	Date	Time	Attending
Harrison	Corydon	Harrison Co. Comm. Foundation	June 20 th	9-11 am	Catherine, Rebecca
Scott	Scottsburg	Scottsburg Heritage Station	June 20 th	3-5 pm	Catherine, Rebecca
Floyd	New Albany	New Albany Comm. Foundation	June 21 st	8-10 am	Catherine, Sally
Clark	Jeffersonville	Jeffersonville Public Library	June 21 st	3-5 pm	Catherine, Chad
Washington	Salem	Washington Co. Comm. Foundation	June 21 st	3-5 pm	Catherine, Rebecca
Jefferson					

- Targeted Stakeholder Meetings**
 - Parks Directors (September TBD)
 - Others?
- Plan Outline**
 - Trails Team Workshop - Wednesday, July 12th**
 - Review Existing Conditions Summary
 - Review Needs Analysis Summary
 - Review Public Input Summary
 - Working exercise/define goals
 - Proposed facilities map (including proposed alignments)
 - Define goals/obstacles in region

HWC ENGINEERING

Align Southern Indiana Regional Trails Master Plan
Planning Mtg. No.3
 July 12th, 2023

Attendees

Catherine Fucikett, P.A.	HWC, Project Manager, catherine.fucikett@hwcengineering.com
Debi Ashack, P.A.	HWC, debi.ashack@hwcengineering.com
Sally Hughes	HWC, Client Liaison, sally.hughes@hwcengineering.com
Dr. Rita Shourds	Align SI, President & CEO, rita@alignsi.com
Todd Rush	Align SI, Trails Team Committee Member, todd.rush@alignsi.com
Chad Reischl	Align SI, Trails Team Committee Member, chad@alignsi.com
Nathan Broom	Align SI, Trails Team Committee Member
Tony Steinhart	City of Madison, Director of Economic Development
Kay Stokes	Hanover College

- Updates**
 - Website is updated and published
 - Jefferson County open house is 7/13
 - Survey respondents is up to 573
- What we've heard so far...and project priorities.**
 - PowerPoint/Mapping Exercise
- Next Steps**
 - Targeted Focus Groups
 - Regional Parks Directors Group - lunchbox for September (date TBD)
 - Richard Yonkeguy? - American Discovery Trail Southern Indiana
 - SONY - Discuss data sets/valley information/points of interest in more detail
 - Meet Trail Users on the Trail? - review proposed routes at Big Four Bridge
 - Next Meeting - August 9th

HWC ENGINEERING

Align Southern Indiana Regional Trails Master Plan
Planning Mtg. No.4
 August 22nd, 2023

Attendees

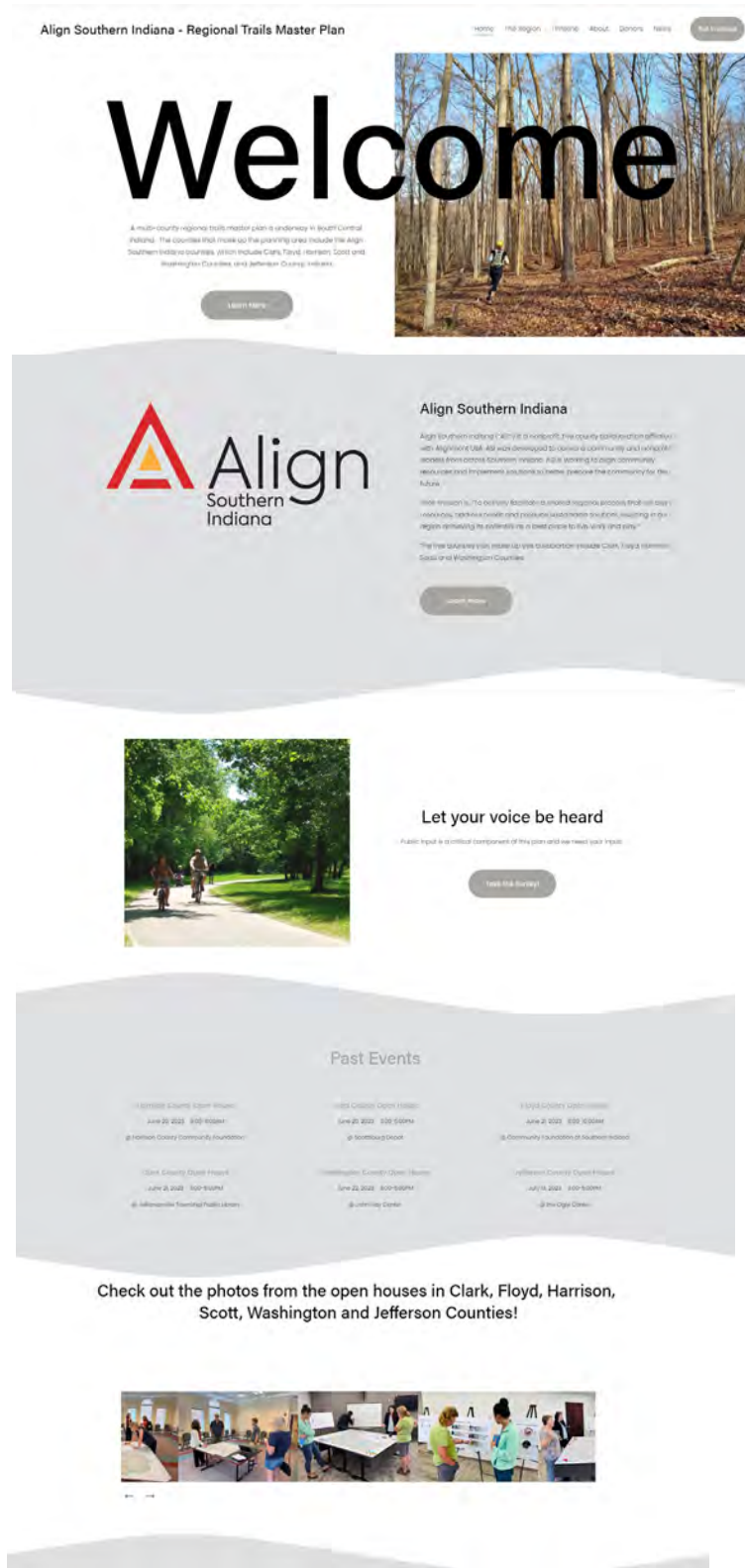
Catherine Fucikett, P.A.	HWC, Project Manager, catherine.fucikett@hwcengineering.com
Debi Ashack, P.A.	HWC, debi.ashack@hwcengineering.com
Sally Hughes	HWC, Client Liaison, sally.hughes@hwcengineering.com
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Chad Reischl	Align SI, Trails Team Committee Member, chad@alignsi.com
Nathan Broom	Align SI, Trails Team Committee Member
Tony Steinhart	City of Madison, Director of Economic Development
Kay Stokes	Hanover College

- Updates**
 - Website is updated with Duke logo (received permission)
 - Completed all open houses - Jefferson County was well attended
- Survey**
 - Closed the survey on August 16th
 - Survey responses total was 875.

County	City	Response
Clark	Charlestown	100%
Floyd	New Albany	100%
Harrison	Corydon	100%
Scott	Scottsburg	100%
Washington	Salem	100%
Jefferson	Jeffersonville	100%
Madison	Madison	100%
Monroe	Madison	100%
Wayne	Madison	100%
Washington	Salem	100%
Jefferson	Jeffersonville	100%
- Discussion**
 - Draft Chapters (responses incorporated)
 - Priorities/Projects (PPT)
- Next Steps**
 - Next Meeting - September 20th - different date okay?
 - Parks Director Meeting - September 19th

PROJECT WEBSITE

<https://www.alignregionaltrails.com>



PUBLIC COUNTY OPEN HOUSES FLYER

We need your input!
 A multi-county regional trails planning process is underway...

Join us for a public open house near you:

- Harrison County**
JUNE 20th, 9:00-11:00am
 @ Harrison County Community Foundation
- Scott County**
JUNE 20th, 3:00-5:00pm
 @ Scottsburg Heritage Station (Train Depot)
- Floyd County**
JUNE 21st, 8:00-10:00 am
 @ Community Foundation of Southern Indiana
- Clark County**
JUNE 21st, 3:00-5:00pm
 @ Jeffersonville Public Library
- Washington County**
JUNE 22nd, 3:00-5:00pm
 @ Washington County Community Foundation

Scan this code to take the **SURVEY**

Align Southern Indiana

PUBLIC COUNTY OPEN HOUSES PRESENTATION



County Open House

Align Southern Indiana:
Regional Trails Master Plan



what is the purpose of this PLAN?

- To create regional connectivity.
- To be a resource for local organizations and administrations.
- To fund and build new trail projects.

which counties are PARTICIPATING?

Harrison
Scott
Washington
Floyd
Clark
Jefferson

*Align Region

how long is the planning PROCESS?

- Public Input (June)
- Visioning (July)
- Plan Development (August)
- Recommendations (September)
- Design Guidelines (October)

how can I PARTICIPATE?

- Take the public survey online.
- Tell your friends and neighbors to take the survey.
- Let us know what trails you use and where there are gaps.

QUESTIONS? just ask our team...

HWC
ENGINEERING



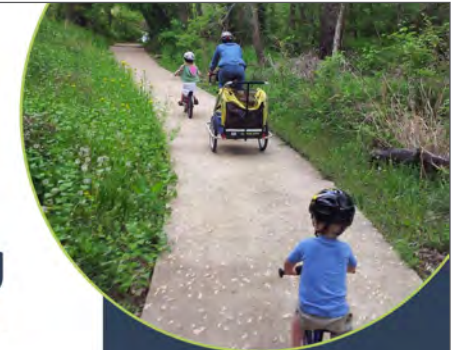
Catherine Puckett

Rebecca Mahoney

Deb Ashack

thank you for your FEEDBACK!

happy trails!



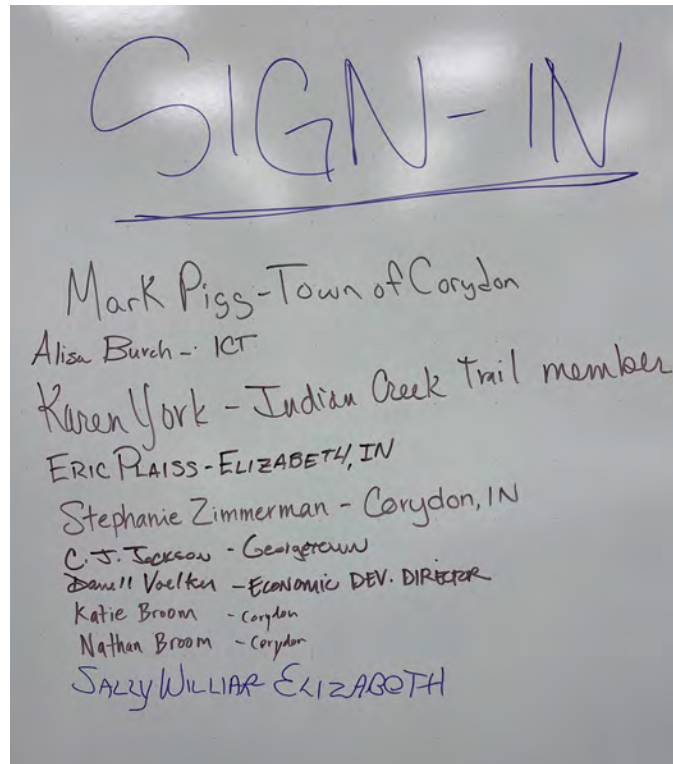
HARRISON COUNTY PUBLIC OPEN HOUSE

June 20th, 2023

PHOTOS:

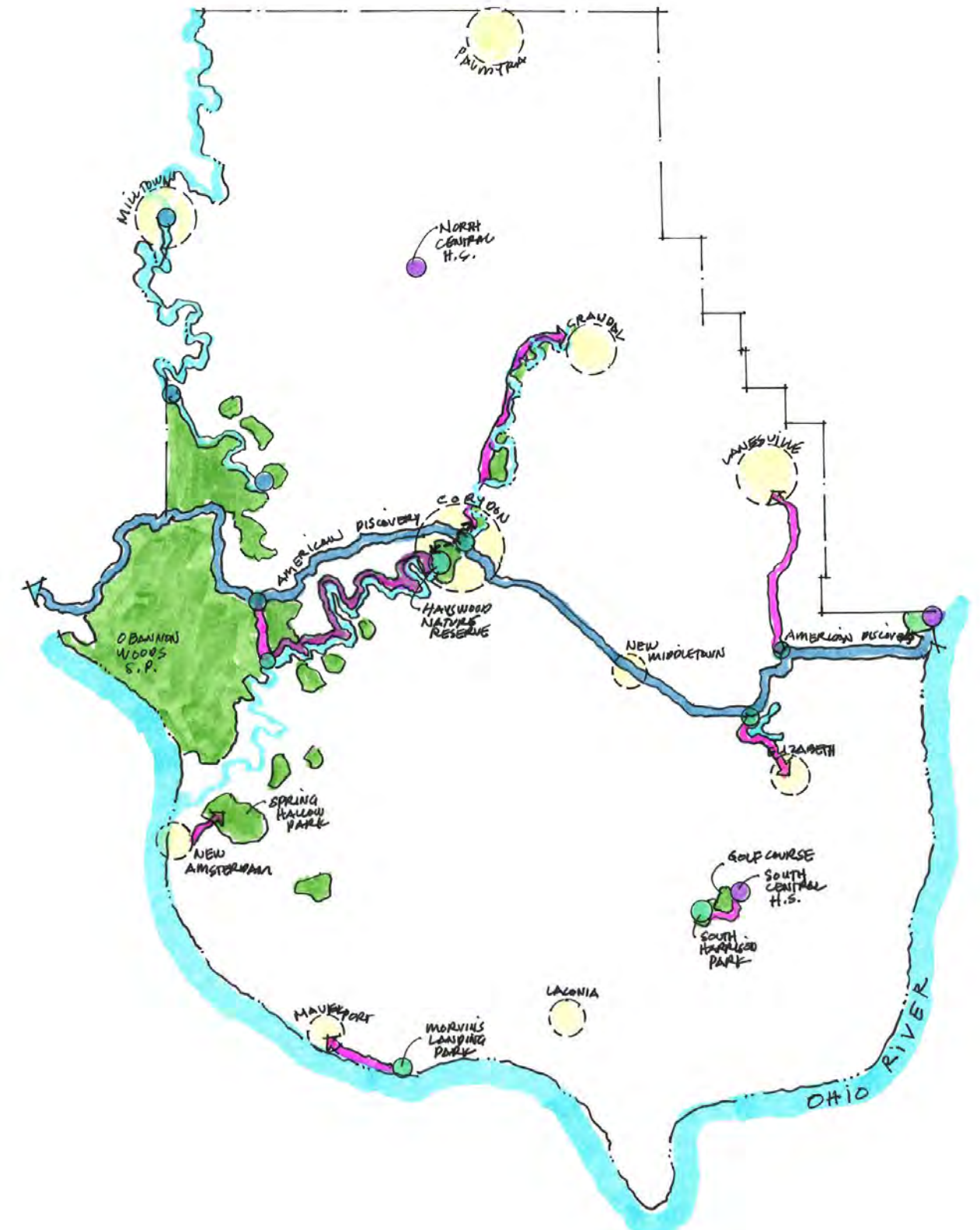


SIGN-IN SHEET:



HARRISON COUNTY CONCEPTUAL MAP

A concept map was developed after each workshop to depict the proposed routes suggested by attendees:



SCOTT COUNTY PUBLIC OPEN HOUSE

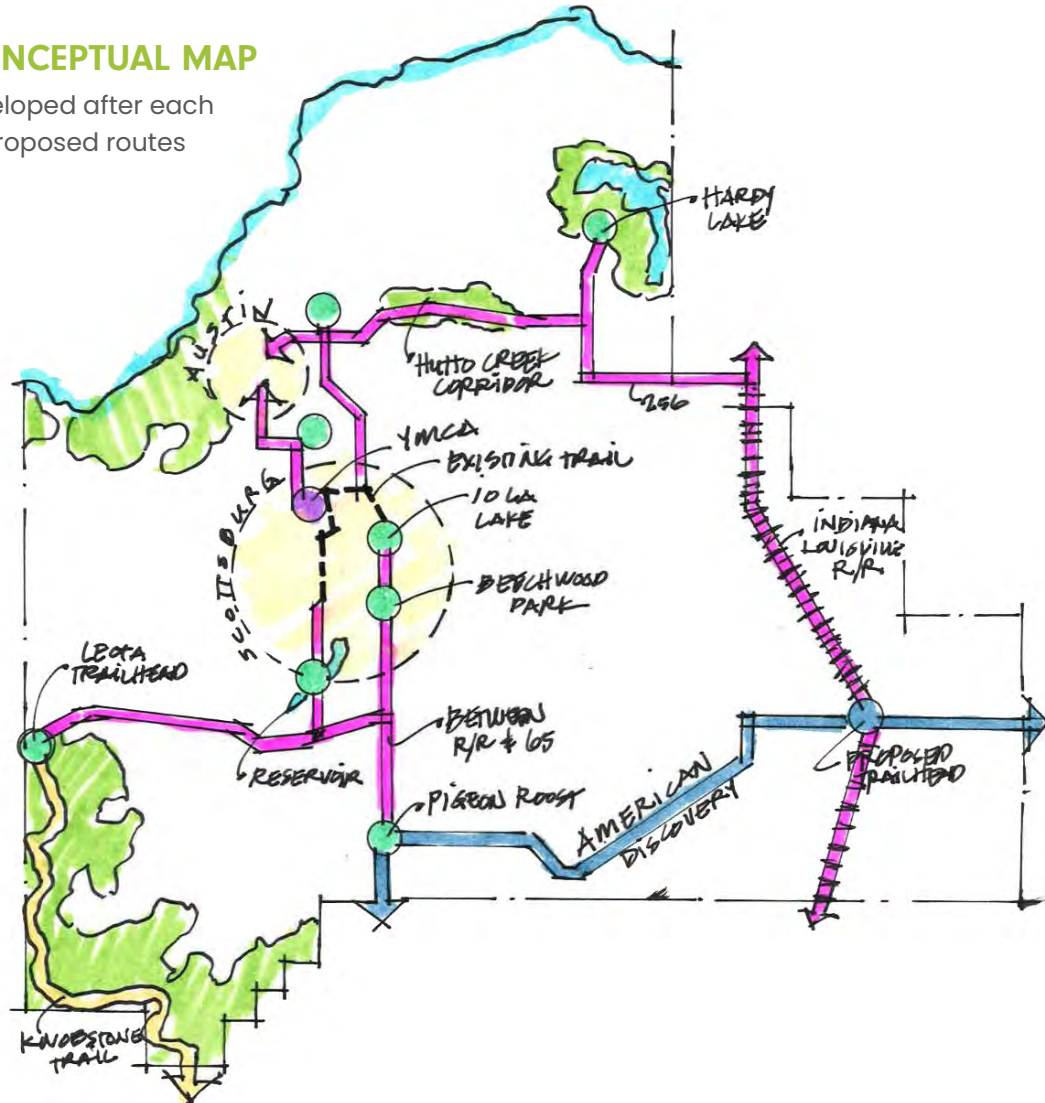
June 20th, 2023

PHOTOS:



SCOTT COUNTY CONCEPTUAL MAP

A concept map was developed after each workshop to depict the proposed routes suggested by attendees:



FLOYD COUNTY PUBLIC OPEN HOUSE

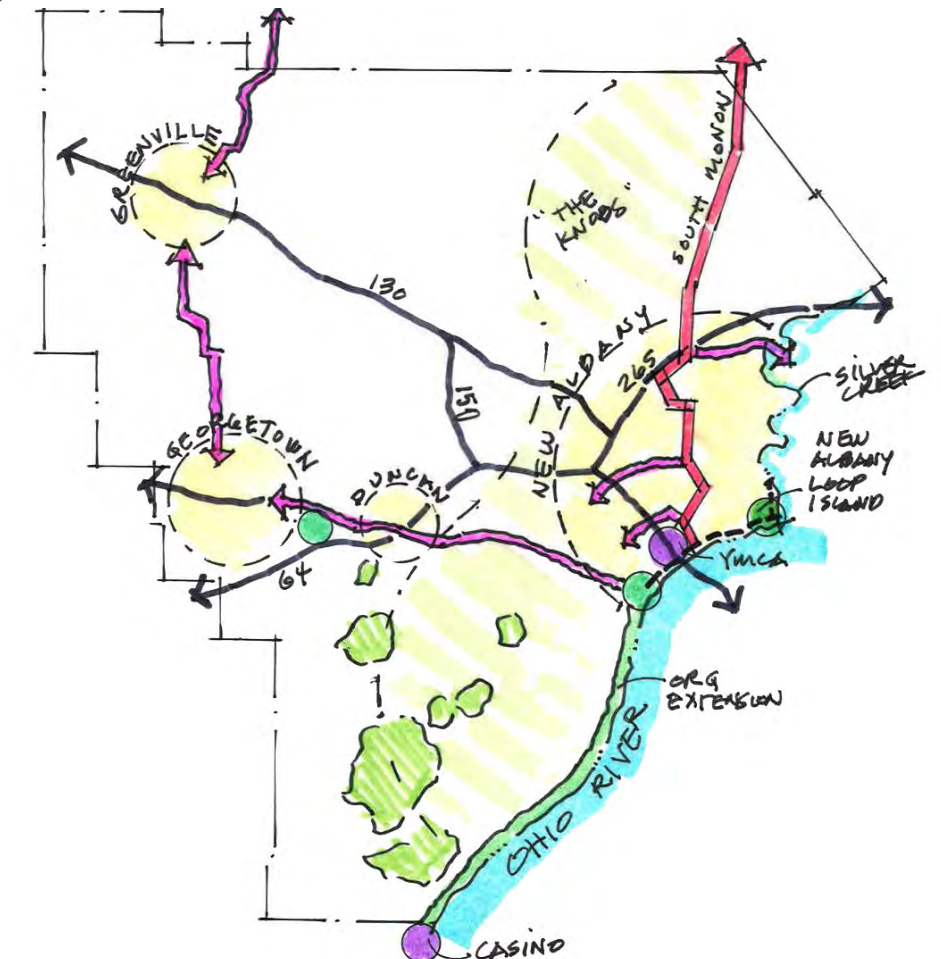
June 21st, 2023

PHOTOS:



FLOYD COUNTY CONCEPTUAL MAP

A concept map was developed after each workshop to depict the proposed routes suggested by attendees:



CLARK COUNTY PUBLIC OPEN HOUSE

June 21st, 2023

PHOTOS:



SIGN-IN SHEET:

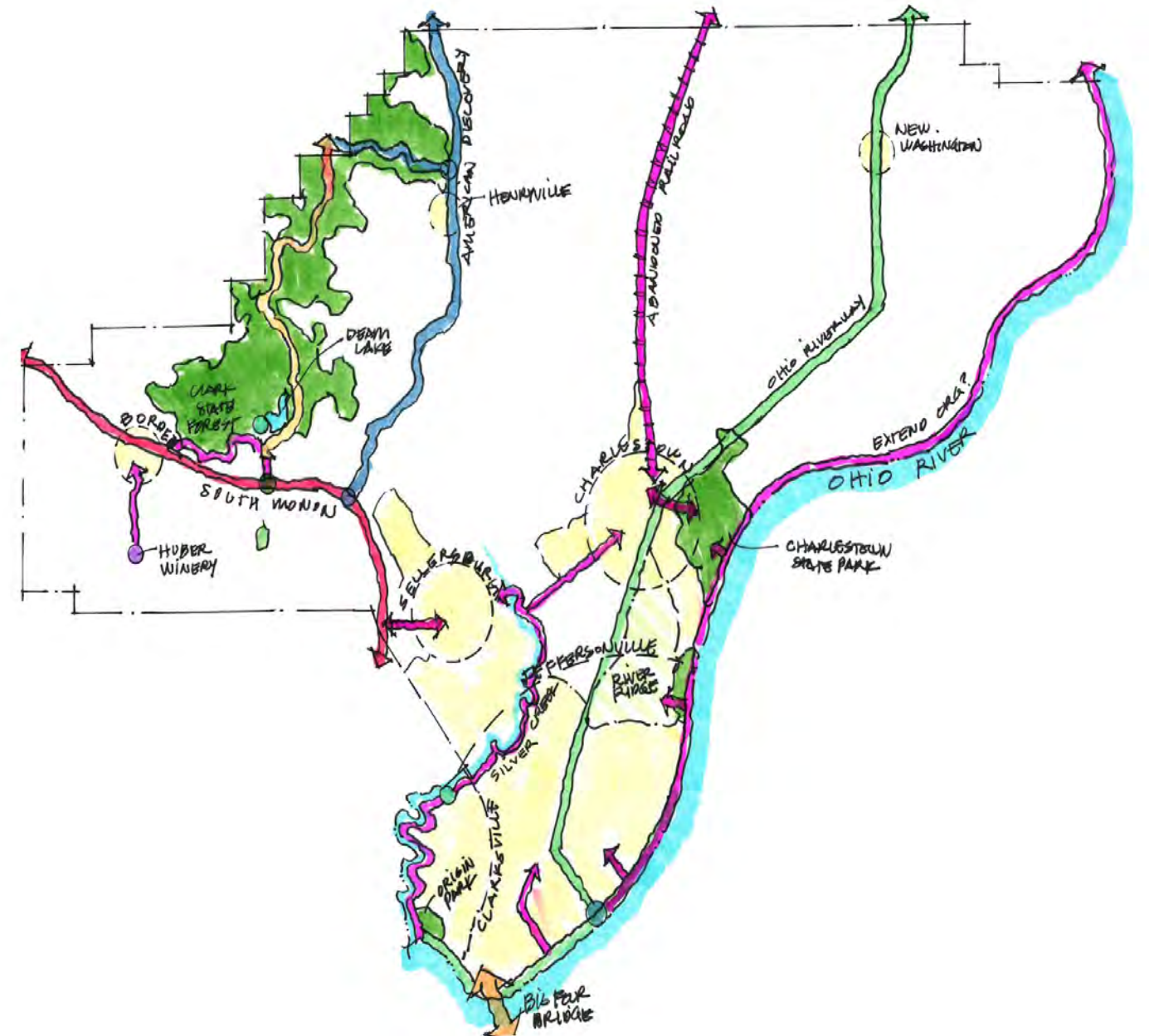


Align Southern Indiana: Regional Trails Master Plan
Clark County Open House
June 21st, 2023

Name/Company	Email
1. Chris Crews - Friends of Ohio River Conservancy	ccrews@friendsofohioriver.org
2. MATTHEW HACKMAN -	matt.hackman.hhi@gmail.com
3. MARY BETH HACKMAN -	mbhackman2@gmail.com
4. Monica Crews	Cermy1nk1@yahoo.com
5. CARY STEINLE Friends of Ohio River Conservancy	CSteinle@gmail.com
6. Lisa Robbins	lurobbins88@hotmail.com
7. Russell Schuman	rschuman@ymcalouisville.org
8. Brad J. Amoz	bamos@sellersburg.org
9. Chad Kreischl - City of Jeffersville	ckreischl@cityofjeff.net
10. Don Allen	don.allen.in@gmail.com
11. Julie Letimer	jletimer@ymcalouisville.org
12. Chelsea Crump	chichicrump@ymcalouisville.org
13. Aleb Martin	
14. Jim Epperson	jim@egose.in.com
15. Shane Shaughnessy	sshughnessy@cityofjeff.net
16.	

CLARK COUNTY CONCEPTUAL MAP

A concept map was developed after each workshop to depict the proposed routes suggested by attendees:



WASHINGTON COUNTY PUBLIC OPEN HOUSE

June 22nd, 2023

PHOTOS:



SIGN-IN SHEET:

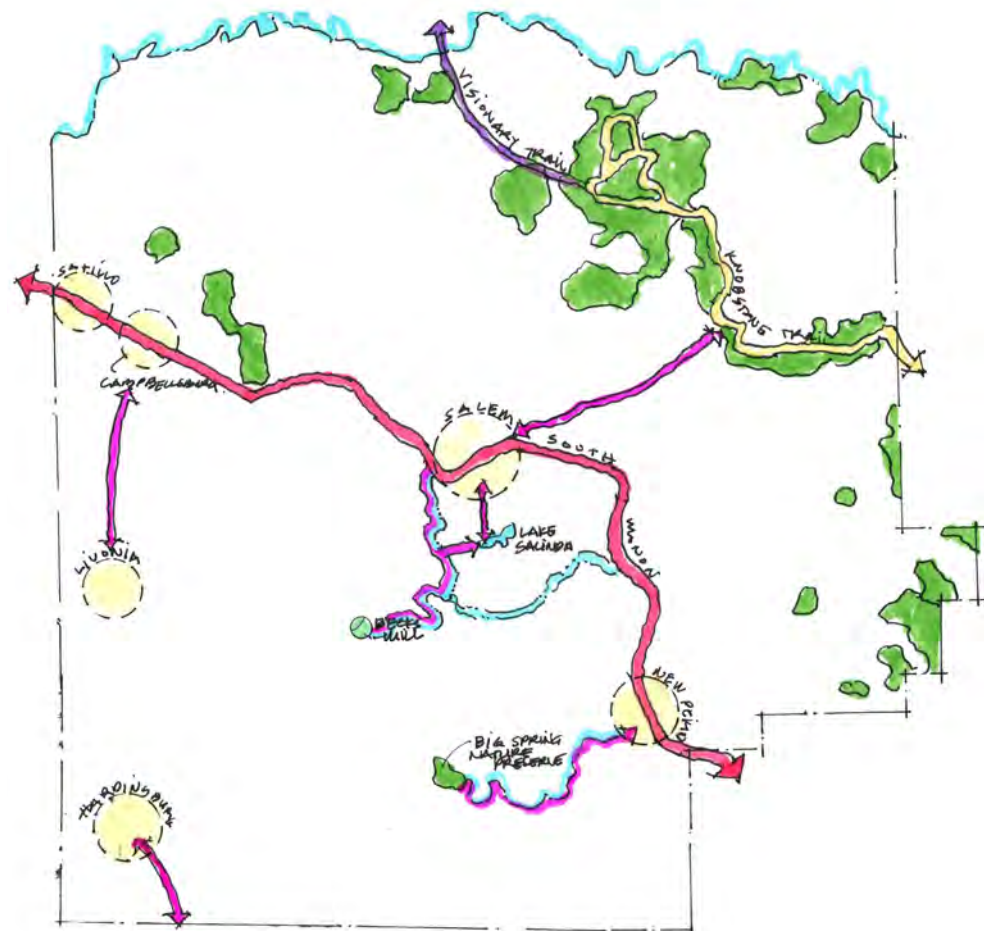



Align Southern Indiana: Regional Trails Master Plan
Washington County Open House
June 22nd, 2023

Name/Company	Email
1. PAUL LINCKS / HWC	paulincks@gmail.com
2. MOLLIE LINCKS	mollielincks@gmail.com

WASHINGTON COUNTY CONCEPTUAL MAP

A concept map was developed after each workshop to depict the proposed routes suggested by attendees:





JEFFERSON COUNTY PUBLIC OPEN HOUSE

July 13th, 2023

PHOTOS:



SIGN-IN SHEET:

Align Southern Indiana: Regional Trails Master Plan
Jefferson County Open House
July 13th, 2023

Name/Company	Email
1. Ginger Davidson - Lee Bottom Flying Field	plancrazy13@gmail.com
2. Jeff Stark	jeffstark@gmail.com
3. Carla Krebs / Madison City Council / Park Board Commission	CKrebs@madison-in.gov
4. Veronica Watson / Bethany Legacy Foundation	Veronica.Watson@bethanylegacy.org
5. Bob Greer - The Heritage Trail Conservancy	smallbobgreer@gmail.com
6. Emily McKinney - City of Madison	emckinney@madison-in.gov
7. Jim Olson - Heritage Trail Conservancy	
8.	
9.	
10.	
11.	
12.	
13.	

PUBLIC OPEN HOUSE VOTING EXERCISE

The following graphics depict boards that were presented at the county workshops with instructions for attendees to place stickers on the board graphics that matched their interactions or opinions of trails within their county. The exercise was meant to gather a snapshot of the types of trail users in the region.

Each county results are illustrated on the following pages with voting identified in multi-colored dots.

1 What kind of bicyclist are you?

Use a sticker to choose the category that best describes you.

<p>NOT INTERESTED</p> <p>Not comfortable biking even if high-quality bicycle infrastructure is in place.</p>	<p>INTERESTED BUT CONCERNED</p> <p>Comfortable biking if high-quality bicycle infrastructure is in place.</p>	<p>ENTHUSIASTIC + CONFIDENT</p> <p>Comfortable biking if some high-quality bicycle infrastructure is in place.</p>	<p>STRONG + FEARLESS</p> <p>Comfortable biking with limited or no bicycle-specific infrastructure.</p>
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COUNTY OPEN HOUSE | Align | HWC

2 What kind of pedestrian are you?

Use a sticker to choose the category that best describes you.

<p>NOT INTERESTED</p> <p>Not comfortable walking even if high-quality pedestrian infrastructure is in place.</p>	<p>INTERESTED BUT CONCERNED</p> <p>Comfortable walking if high-quality pedestrian infrastructure is in place.</p>	<p>ENTHUSIASTIC + CONFIDENT</p> <p>Comfortable walking if some high-quality pedestrian infrastructure is in place.</p>	<p>STRONG + FEARLESS</p> <p>Comfortable walking with limited or no pedestrian-specific infrastructure.</p>
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COUNTY OPEN HOUSE | Align | HWC

3 What facilities do you prefer?

Use stickers to represent your preferences.

<p>GREENWAY Paved multi-use path located along natural features, rail lines, or utility corridors. Can be considered a "linear park."</p> <p>NOT COMFORTABLE UNSURE COMFORTABLE</p>	<p>SHARROW "Share the Road" marking where a roadway cannot accommodate a dedicated striped bicycle lane.</p> <p>NOT COMFORTABLE UNSURE COMFORTABLE</p>
<p>MULTI-USE OR SIDE PATH Paved path (10+ feet wide) hosting pedestrians and bicyclists. Typically located within a road right-of-way.</p> <p>NOT COMFORTABLE UNSURE COMFORTABLE</p>	<p>BICYCLE LANE Five-foot space dedicated for one-way bicycle travel, separated from vehicular traffic with a painted line.</p> <p>NOT COMFORTABLE UNSURE COMFORTABLE</p>
<p>CYCLE TRACK Dedicated two-way bicycle traffic on one side of a street. Separated from adjacent moving traffic with a physical barrier.</p> <p>NOT COMFORTABLE UNSURE COMFORTABLE</p>	<p>SIGNED BICYCLE ROUTE Road/street that is safe for use by both bicycle and vehicles without a designated facility, but with appropriate signage.</p> <p>NOT COMFORTABLE UNSURE COMFORTABLE</p>

COUNTY OPEN HOUSE | Align | HWC

4 What trail elements would you like to see?

Mark your highest priority in each category with a sticker.

GENERAL AMENITIES	benches	dog waste station	restrooms
WAYFINDING AMENITIES	maps/signs	mile markers	directional signage

COUNTY OPEN HOUSE | Align | HWC

5 What trail elements would you like to see?

Mark your highest priority in each category with a sticker.

BICYCLE AMENITIES	bike racks	bike shares	bike repair stations
SAFETY AMENITIES	cameras	lighting	emergency phones

COUNTY OPEN HOUSE | Align | HWC

1 What kind of bicyclist are you?

Use a sticker to choose the category that best describes you.

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HARRISON COUNTY OPEN HOUSE | Align | HWC

2 What kind of pedestrian are you?

Use a sticker to choose the category that best describes you.

<p>NOT INTERESTED</p> <p>Not comfortable walking even if high-quality pedestrian infrastructure is in place.</p>	<p>INTERESTED BUT CONCERNED</p> <p>Comfortable walking if high-quality pedestrian infrastructure is in place.</p>	<p>ENTHUSIASTIC + CONFIDENT</p> <p>Comfortable walking if some high-quality pedestrian infrastructure is in place.</p>	<p>STRONG + FEARLESS</p> <p>Comfortable walking with limited or no pedestrian-specific infrastructure.</p>
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HARRISON COUNTY OPEN HOUSE | Align | HWC

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HARRISON COUNTY OPEN HOUSE | Align | HWC

4 What trail elements would you like to see?

GENERAL AMENITIES	benches	dog waste stations	restrooms
WAYFINDING AMENITIES	maps/kiosks	mile markers	directional signage

Mark your highest priority in each category with a sticker.

HARRISON COUNTY OPEN HOUSE | Align | HWC

5 What trail elements would you like to see?

BICYCLE AMENITIES	bike racks	bike shares	bike repair stations
SAFETY AMENITIES	cameras	lighting	emergency phones

Mark your highest priority in each category with a sticker.

HARRISON COUNTY OPEN HOUSE | Align | HWC

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SCOTT COUNTY OPEN HOUSE

2 What kind of pedestrian are you?

Use a sticker to choose the category that best describes you.

<p>NOT INTERESTED</p> <p>Not comfortable walking even if high-quality pedestrian infrastructure is in place.</p>	<p>INTERESTED BUT CONCERNED</p> <p>Comfortable walking if high-quality pedestrian infrastructure is in place.</p>	<p>ENTHUSIASTIC + CONFIDENT</p> <p>Comfortable walking if some high-quality pedestrian infrastructure is in place.</p>	<p>STRONG + FEARLESS</p> <p>Comfortable walking with limited or no pedestrian-specific infrastructure.</p>
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SCOTT COUNTY OPEN HOUSE

3 What facilities do you prefer?

Use stickers to represent your preferences.

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SCOTT COUNTY OPEN HOUSE

4 What trail elements would you like to see?

Mark your highest priority in each category with a sticker.

GENERAL AMENITIES	benches	dog waste stations	restrooms
WAYFINDING AMENITIES	maps/kiosks	mile markers	directional signage

SCOTT COUNTY OPEN HOUSE

5 What trail elements would you like to see?

Mark your highest priority in each category with a sticker.

BICYCLE AMENITIES	bike racks	bike shares	bike repair stations
SAFETY AMENITIES	cameras	lighting	emergency phones

HARRISON COUNTY OPEN HOUSE

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CLARK COUNTY OPEN HOUSE | Align | HWC

2 What kind of pedestrian are you?

Use a sticker to choose the category that best describes you.

<p>NOT INTERESTED</p> <p>Not comfortable walking even if high-quality pedestrian infrastructure is in place.</p>	<p>INTERESTED BUT CONCERNED</p> <p>Comfortable walking if high-quality pedestrian infrastructure is in place.</p>	<p>ENTHUSIASTIC + CONFIDENT</p> <p>Comfortable walking if some high-quality pedestrian infrastructure is in place.</p>	<p>STRONG + FEARLESS</p> <p>Comfortable walking with limited or no pedestrian-specific infrastructure.</p>
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CLARK COUNTY OPEN HOUSE | Align | HWC

3 What facilities do you prefer?

Use stickers to represent your preferences.

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CLARK COUNTY OPEN HOUSE | Align | HWC

4 What trail elements would you like to see?

Mark your highest priority in each category with a sticker.

GENERAL AMENITIES	benches	dog waste station	restrooms
WAYFINDING AMENITIES	maps/kiosk	mile markers	directional signage

CLARK COUNTY OPEN HOUSE | Align | HWC

5 What trail elements would you like to see?

Mark your highest priority in each category with a sticker.

BICYCLE AMENITIES	bike racks	bike shares	bike repair station
SAFETY AMENITIES	cameras	lighting	emergency phone

CLARK COUNTY OPEN HOUSE | Align | HWC

PUBLIC OPEN HOUSE
VOTING EXERCISE
 FLOYD COUNTY

1 What kind of bicyclist are you?

Use a sticker to choose the category that best describes you.

<p>NOT INTERESTED</p> <p>Not comfortable biking even if high-quality bicycle infrastructure is in place.</p>	<p>INTERESTED BUT CONCERNED</p> <p>Comfortable biking if high-quality bicycle infrastructure is in place.</p>	<p>ENTHUSIASTIC + CONFIDENT</p> <p>Comfortable biking if some high-quality bicycle infrastructure is in place.</p>	<p>STRONG + FEARLESS</p> <p>Comfortable biking with limited or no bicycle-specific infrastructure.</p>
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FLOYD COUNTY OPEN HOUSE

2 What kind of pedestrian are you?

Use a sticker to choose the category that best describes you.

<p>NOT INTERESTED</p> <p>Not comfortable walking even if high-quality pedestrian infrastructure is in place.</p>	<p>INTERESTED BUT CONCERNED</p> <p>Comfortable walking if high-quality pedestrian infrastructure is in place.</p>	<p>ENTHUSIASTIC + CONFIDENT</p> <p>Comfortable walking if some high-quality pedestrian infrastructure is in place.</p>	<p>STRONG + FEARLESS</p> <p>Comfortable walking with limited or no pedestrian-specific infrastructure.</p>
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FLOYD COUNTY OPEN HOUSE

3 What facilities do you prefer?

Use stickers to represent your preferences.

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FLOYD COUNTY OPEN HOUSE

4 What trail elements would you like to see?

GENERAL AMENITIES	benches	dog waste station	restrooms
WAYFINDING AMENITIES	maps/kiosks	mile markers	directional signage

Mark your highest priority in each category with a sticker.

FLOYD COUNTY OPEN HOUSE

5 What trail elements would you like to see?

BICYCLE AMENITIES	bike racks	bike shades	bike repair station
SAFETY AMENITIES	cameras	lighting	emergency phones

Mark your highest priority in each category with a sticker.

FLOYD COUNTY OPEN HOUSE

1 What kind of bicyclist are you?

Use a sticker to choose the category that best describes you.

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WASHINGTON COUNTY OPEN HOUSE

2 What kind of pedestrian are you?

Use a sticker to choose the category that best describes you.

<p>NOT INTERESTED</p> <p>Not comfortable walking even if high-quality pedestrian infrastructure is in place.</p>	<p>INTERESTED BUT CONCERNED</p> <p>Comfortable walking if high-quality pedestrian infrastructure is in place.</p>	<p>ENTHUSIASTIC + CONFIDENT</p> <p>Comfortable walking if some high-quality pedestrian infrastructure is in place.</p>	<p>STRONG + FEARLESS</p> <p>Comfortable walking with limited or no pedestrian-specific infrastructure.</p>
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WASHINGTON COUNTY OPEN HOUSE

3 What facilities do you prefer?

Use stickers to represent your preferences.

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WASHINGTON COUNTY OPEN HOUSE

4 What trail elements would you like to see?

Mark your highest priority in each category with a sticker.

GENERAL AMENITIES	benches	dog waste stations	restrooms
WAYFINDING AMENITIES	maps/kiosks	mile markers	directional signage

WASHINGTON COUNTY OPEN HOUSE

5 What trail elements would you like to see?

Mark your highest priority in each category with a sticker.

BICYCLE AMENITIES	bike racks	bike shares	bike repair stations
SAFETY AMENITIES	cameras	lighting	emergency phones

WASHINGTON COUNTY OPEN HOUSE

1 What kind of bicyclist are you?

Use a sticker to choose the category that best describes you.

<p>NOT INTERESTED</p> <p>Not comfortable biking even if high-quality bicycle infrastructure is in place.</p>	<p>INTERESTED BUT CONCERNED</p> <p>Comfortable biking if high-quality bicycle infrastructure is in place.</p>	<p>ENTHUSIASTIC + CONFIDENT</p> <p>Comfortable biking if some high-quality bicycle infrastructure is in place.</p>	<p>STRONG + FEARLESS</p> <p>Comfortable biking with limited or no bicycle-specific infrastructure.</p>
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JEFFERSON COUNTY OPEN HOUSE

2 What kind of pedestrian are you?

Use a sticker to choose the category that best describes you.

<p>NOT INTERESTED</p> <p>Not comfortable walking even if high-quality pedestrian infrastructure is in place.</p>	<p>INTERESTED BUT CONCERNED</p> <p>Comfortable walking if high-quality pedestrian infrastructure is in place.</p>	<p>ENTHUSIASTIC + CONFIDENT</p> <p>Comfortable walking if some high-quality pedestrian infrastructure is in place.</p>	<p>STRONG + FEARLESS</p> <p>Comfortable walking with limited or no pedestrian-specific infrastructure.</p>
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JEFFERSON COUNTY OPEN HOUSE

3 What facilities do you prefer?

Use stickers to represent your preferences.

<p>GREENWAY Paved multi-use path located along natural features, rail lines, or utility corridors. Can be considered a "linear park."</p> <p>NOT COMFORTABLE UNSURE COMFORTABLE</p>	<p>SHARROW "Share the Road" marking where a roadway cannot accommodate a dedicated striped bicycle lane.</p> <p>NOT COMFORTABLE UNSURE COMFORTABLE</p>
<p>MULTI-USE OR SIDE PATH Paved path (10+ feet wide) hosting pedestrians and bicyclists. Typically located within a road right-of-way.</p> <p>NOT COMFORTABLE UNSURE COMFORTABLE</p>	<p>BICYCLE LANE Five-foot space dedicated for one-way bicycle travel, separated from vehicular traffic with a painted line.</p> <p>NOT COMFORTABLE UNSURE COMFORTABLE</p>
<p>CYCLE TRACK Dedicated two-way bicycle traffic on one side of a street. Separated from adjacent moving traffic with a physical barrier.</p> <p>NOT COMFORTABLE UNSURE COMFORTABLE</p>	<p>SIGNED BICYCLE ROUTE Road/street that is safe for use by both bicycle and vehicles without a designated facility, but with appropriate signage.</p> <p>NOT COMFORTABLE UNSURE COMFORTABLE</p>

JEFFERSON COUNTY OPEN HOUSE

4 What trail elements would you like to see?

GENERAL AMENITIES	benches	dog waste stations	restrooms
WAYFINDING AMENITIES	maps/kiosks	mile markers	directional signage

Mark your highest priority in each category with a sticker.

JEFFERSON COUNTY OPEN HOUSE

5 What trail elements would you like to see?

BICYCLE AMENITIES	bike racks	bike shares	bike repair stations
SAFETY AMENITIES	cameras	lighting	emergency phones

Mark your highest priority in each category with a sticker.

JEFFERSON COUNTY OPEN HOUSE

PUBLIC OPEN HOUSE MAP EXERCISE

A map of the regional trails within the six-county region was displayed at the public workshops to allow attendees a visual of the existing trails as they envisioned connections between communities and trails, proximity of existing trails to key locations and potential new trail locations. Attendees marked on the map where they would like to see new trail development per the instructions shown below. An image of the map after the (6) public open houses were completed is shown on the following page.

6 Map Exercise

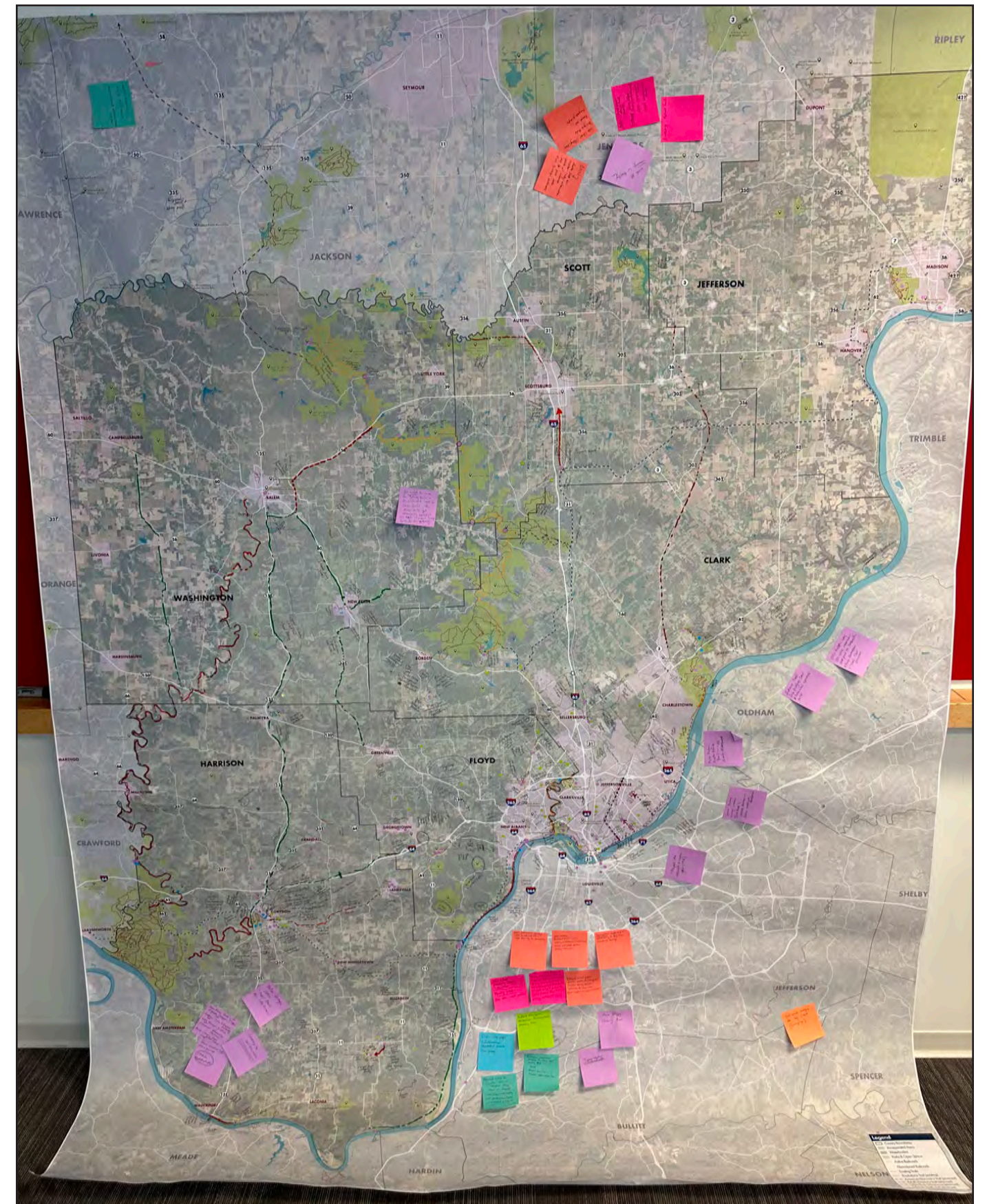
Use a sticker to identify the approximate location.

- Where do you live?**
Show us approximately where you live on this map.
- Where are key destinations?**
Identify important places in the county.
- Where should water access occur?**
Identify locations along existing waterways that would be ideal for a "blue way" or water trail.

Where should "greenways" be located?
Locate a waterway, railroad, or natural corridor that could be re-imagined as a or linear park.

COUNTY OPEN HOUSE
ALIGN SOUTHERN INDIANA: REGIONAL TRAILS MASTER PLAN

Align Southern Indiana | HWC ENGINEERING



PUBLIC SURVEY NOTICE

We need your input!

A five-county regional trails plan is underway...

Join us for a workshop, or take the online survey today!

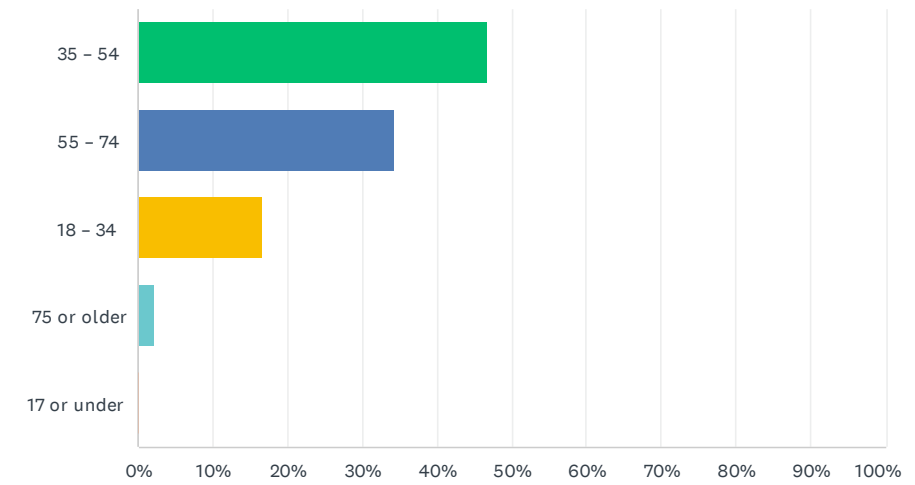
For more information, please visit:
www.alignsi-regionaltrailsplan.com

PUBLIC SURVEY RESULTS

Regional Trails Master Plan - Public Input Survey

Q1 Which category below includes your age?

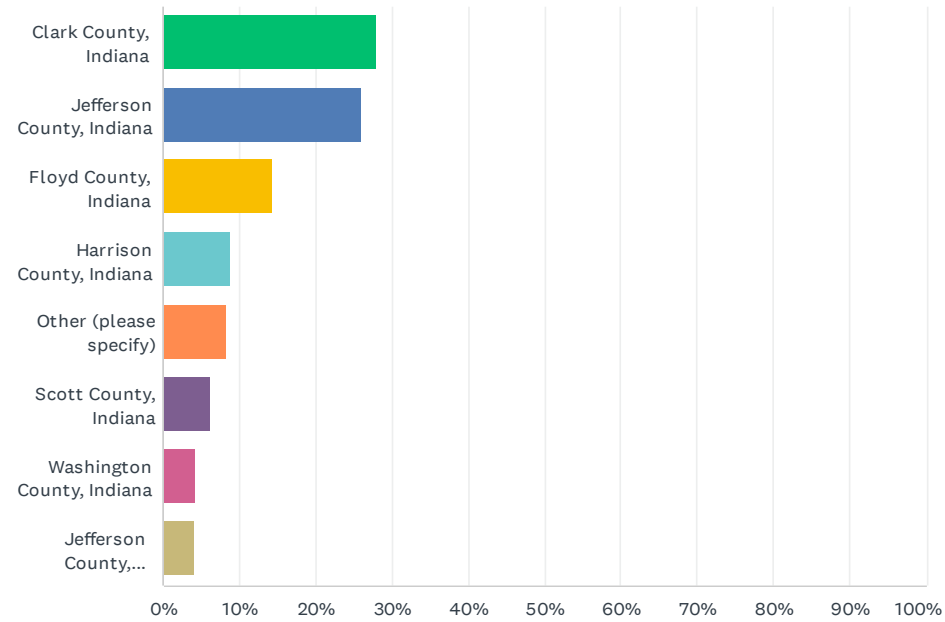
Answered: 881 Skipped: 1



ANSWER CHOICES	RESPONSES	
35 - 54	46.65%	411
55 - 74	34.39%	303
18 - 34	16.57%	146
75 or older	2.16%	19
17 or under	0.23%	2
TOTAL		881

Q2 Where do you live?

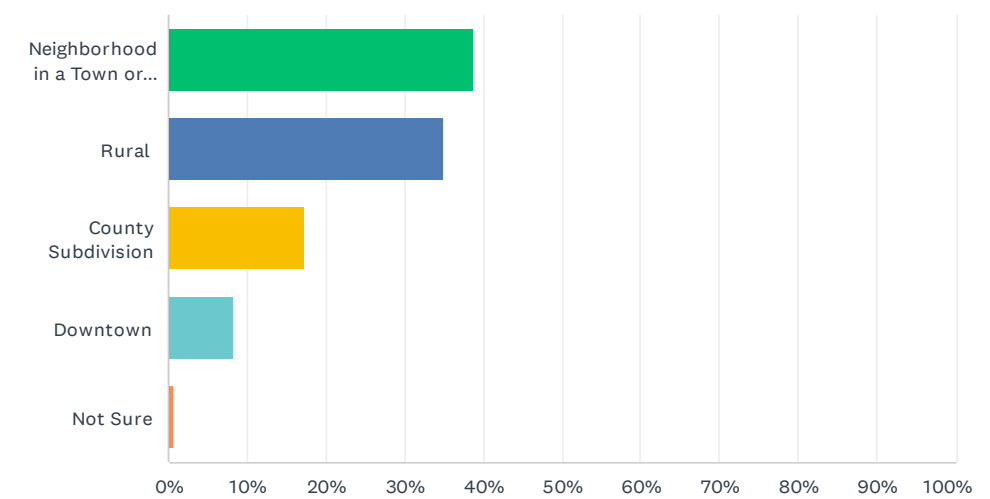
Answered: 881 Skipped: 1



ANSWER CHOICES	RESPONSES	
Clark County, Indiana	28.04%	247
Jefferson County, Indiana	25.99%	229
Floyd County, Indiana	14.19%	125
Harrison County, Indiana	8.74%	77
Other (please specify)	8.40%	74
Scott County, Indiana	6.24%	55
Washington County, Indiana	4.31%	38
Jefferson County, Kentucky	4.09%	36
TOTAL		881

Q3 How would you describe the area where you live?

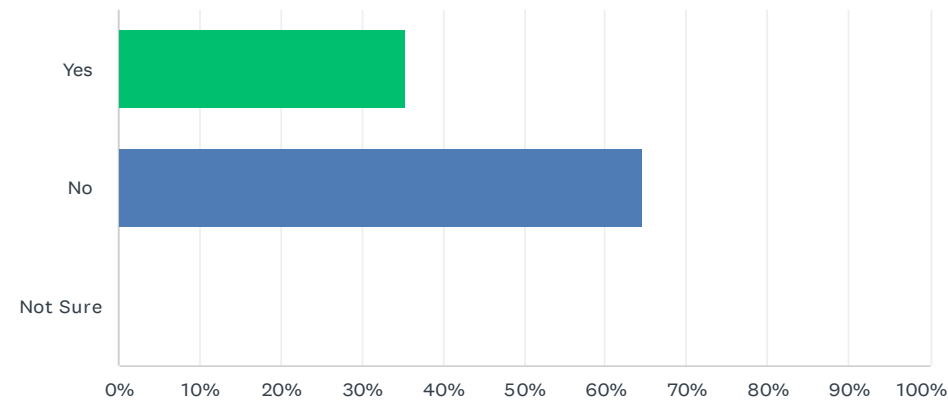
Answered: 882 Skipped: 0



ANSWER CHOICES	RESPONSES	
Neighborhood in a Town or City	38.78%	342
Rural	35.03%	309
County Subdivision	17.23%	152
Downtown	8.39%	74
Not Sure	0.57%	5
TOTAL		882

Q4 Is there a sidewalk or trail in front of your house?

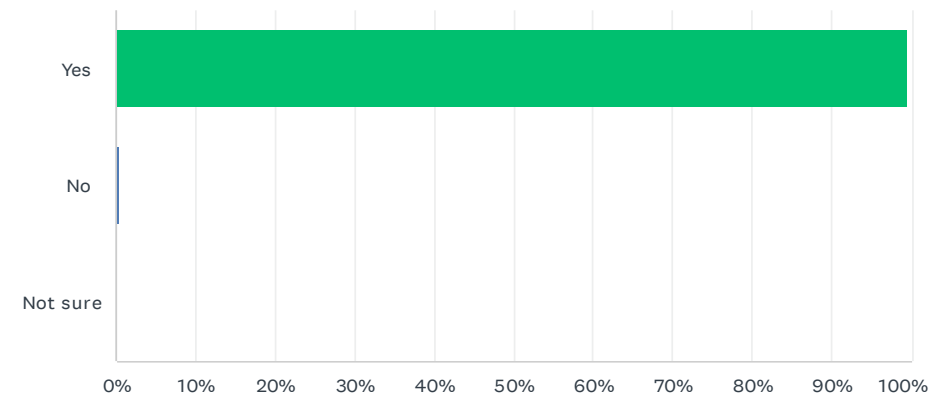
Answered: 882 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	35.49%	313
No	64.51%	569
Not Sure	0.00%	0
TOTAL		882

Q5 Does your household have access to a working motor vehicle?

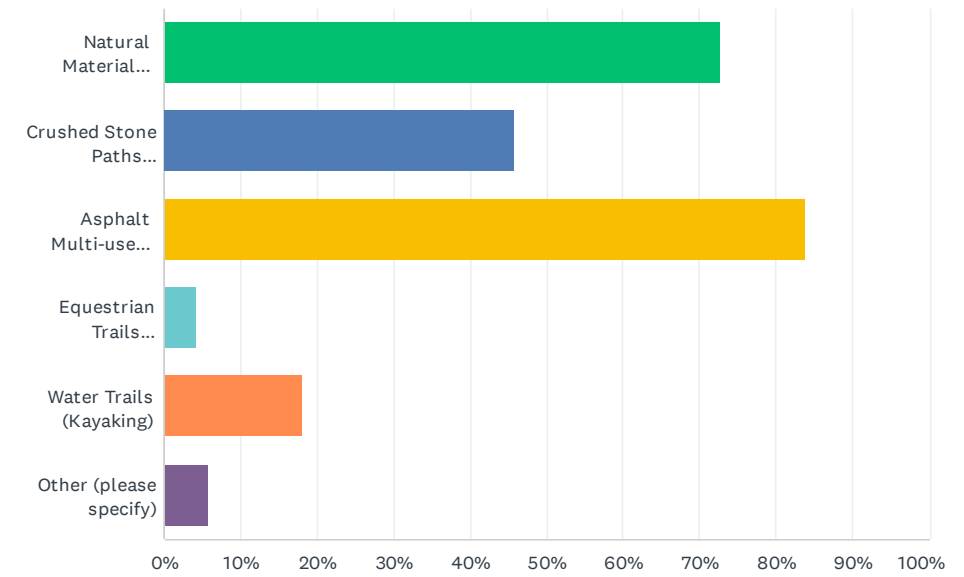
Answered: 880 Skipped: 2



ANSWER CHOICES	RESPONSES	
Yes	99.66%	877
No	0.34%	3
Not sure	0.00%	0
TOTAL		880

Q6 What kind of trails do you use currently? (select all that apply)

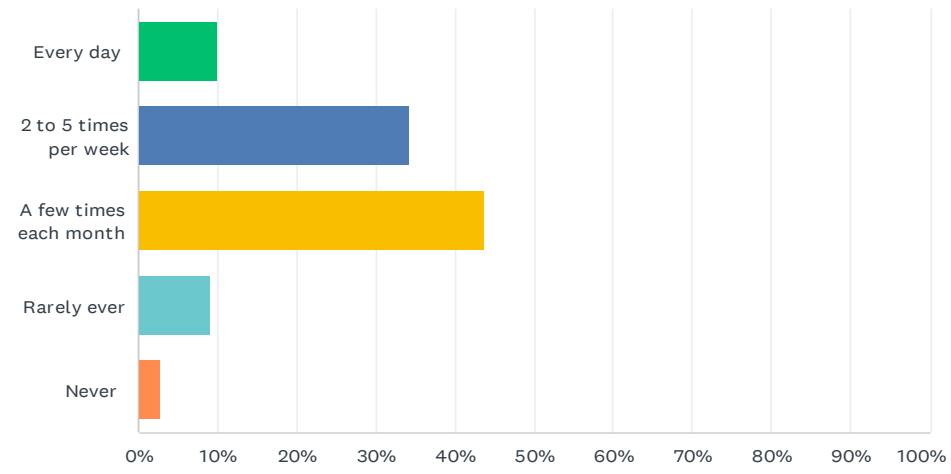
Answered: 873 Skipped: 9



ANSWER CHOICES	RESPONSES	
Natural Material Trails/Footpaths (Hiking/Mountain Biking)	72.74%	635
Crushed Stone Paths (Walking/Running)	45.82%	400
Asphalt Multi-use Trails (Walking/Running/Biking)	83.73%	731
Equestrian Trails (Horseback Riding)	4.35%	38
Water Trails (Kayaking)	18.21%	159
Other (please specify)	5.73%	50
Total Respondents: 873		

Q7 How often do you use the trails for at least 10 minutes at a time?

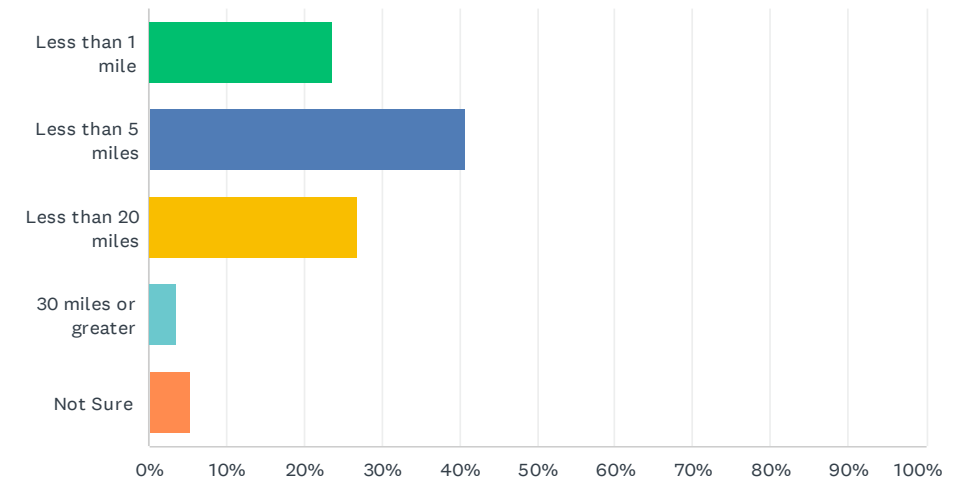
Answered: 880 Skipped: 2



ANSWER CHOICES	RESPONSES	
Every day	10.00%	88
2 to 5 times per week	34.32%	302
A few times each month	43.75%	385
Rarely ever	9.20%	81
Never	2.73%	24
TOTAL		880

Q8 How close do you live to a trail facility?

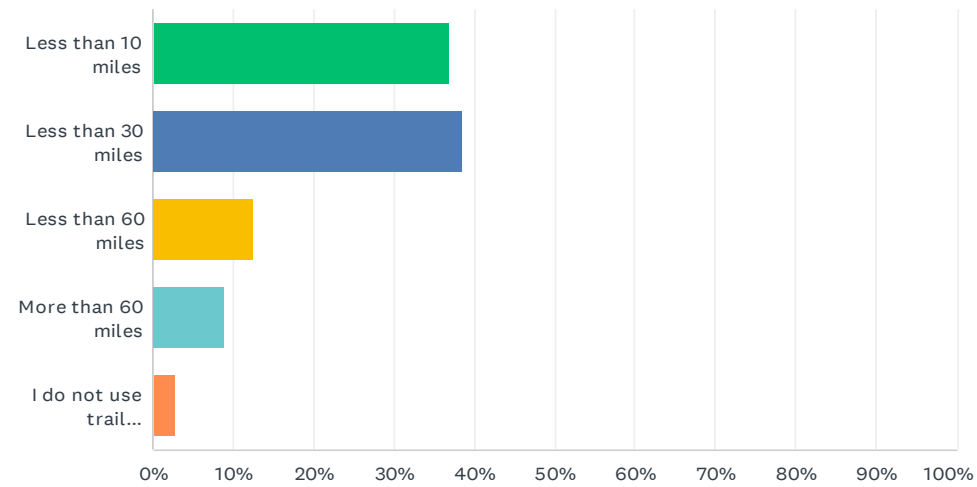
Answered: 881 Skipped: 1



ANSWER CHOICES	RESPONSES	
Less than 1 mile	23.72%	209
Less than 5 miles	40.64%	358
Less than 20 miles	26.79%	236
30 miles or greater	3.52%	31
Not Sure	5.33%	47
TOTAL		881

Q9 How far are you willing to travel (one-way) to get to a trailhead, trail facility, or water access point?

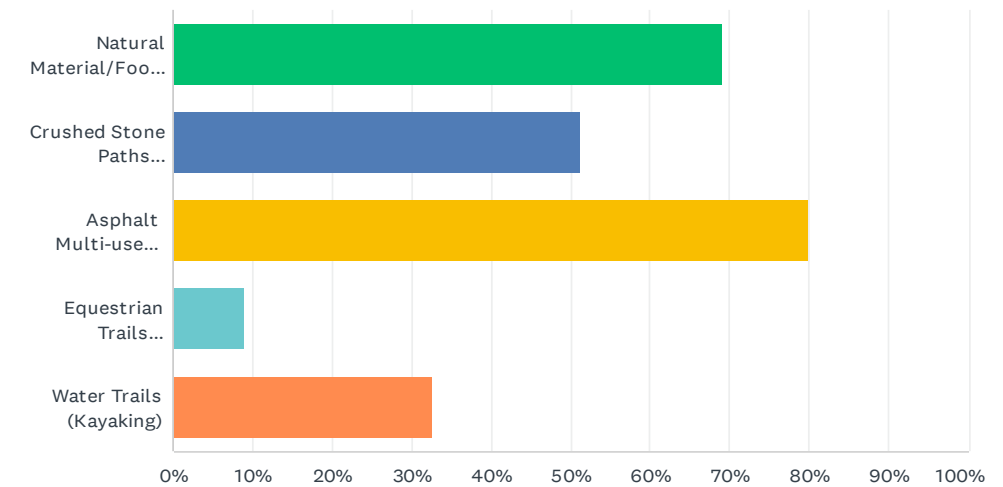
Answered: 876 Skipped: 6



ANSWER CHOICES	RESPONSES	
Less than 10 miles	36.87%	323
Less than 30 miles	38.58%	338
Less than 60 miles	12.67%	111
More than 60 miles	9.02%	79
I do not use trail facilities or water access points that I have to drive to.	2.85%	25
TOTAL		876

Q10 Which best describes the type of trail facilities you would like to see within the region? (select all that apply)

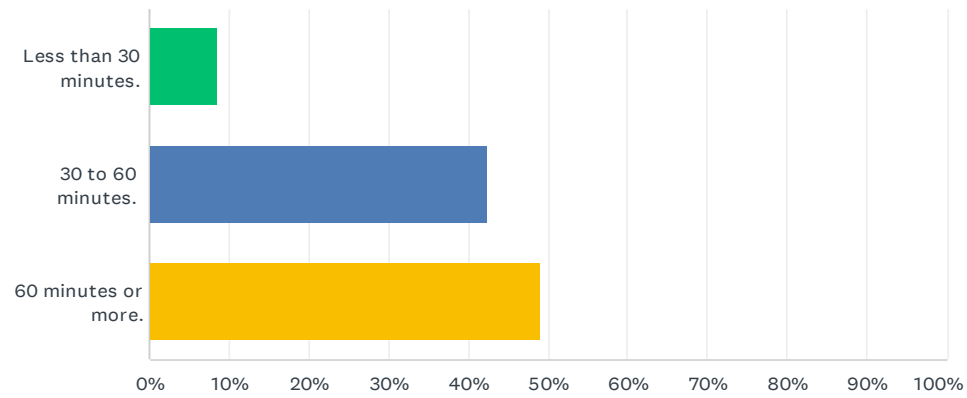
Answered: 879 Skipped: 3



ANSWER CHOICES	RESPONSES	
Natural Material/Footpaths (Hiking/Mountain Biking)	69.06%	607
Crushed Stone Paths (Walking/Running)	51.19%	450
Asphalt Multi-use Trails (Walking/Running/Biking)	79.98%	703
Equestrian Trails (Horseback Riding)	8.99%	79
Water Trails (Kayaking)	32.54%	286
Total Respondents: 879		

Q11 If convenient access was provided to a safe trail facility, how long might you actively use that facility?

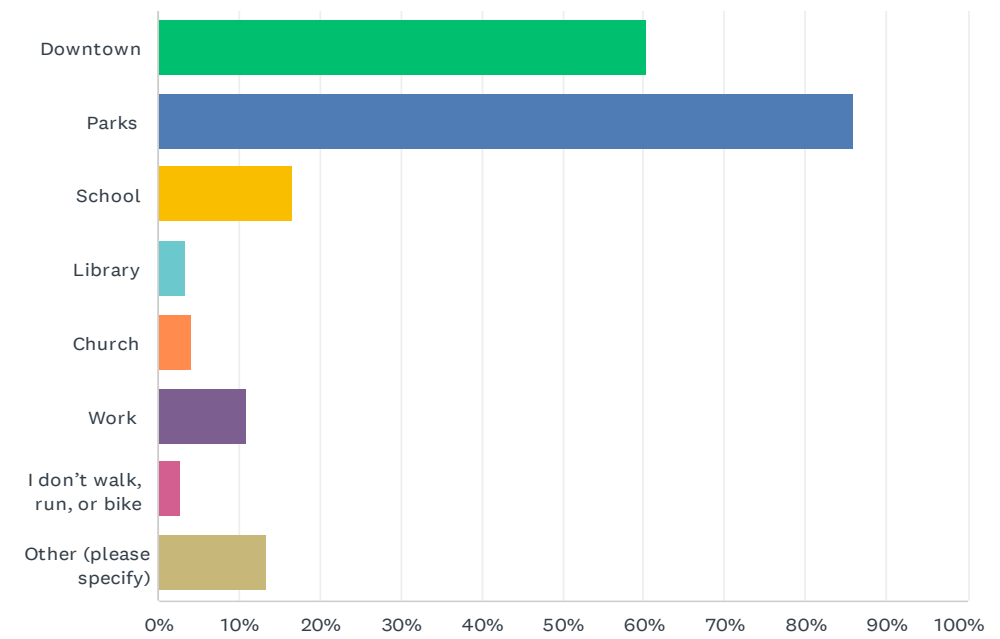
Answered: 882 Skipped: 0



ANSWER CHOICES	RESPONSES	
Less than 30 minutes.	8.50%	75
30 to 60 minutes.	42.52%	375
60 minutes or more.	48.98%	432
TOTAL		882

Q12 What places do you use a trail or similar facility? (select all that apply)

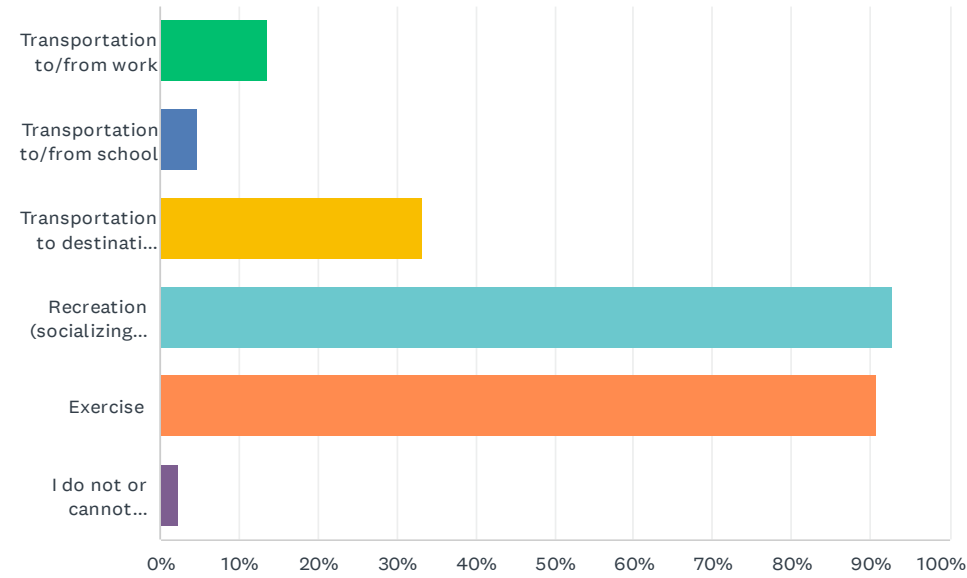
Answered: 879 Skipped: 3



ANSWER CHOICES	RESPONSES	
Downtown	60.41%	531
Parks	86.01%	756
School	16.61%	146
Library	3.41%	30
Church	4.10%	36
Work	10.92%	96
I don't walk, run, or bike	2.84%	25
Other (please specify)	13.42%	118
Total Respondents: 879		

Q13 If convenient access was provided to a safe trail facility, how would you use it? (select all that apply)

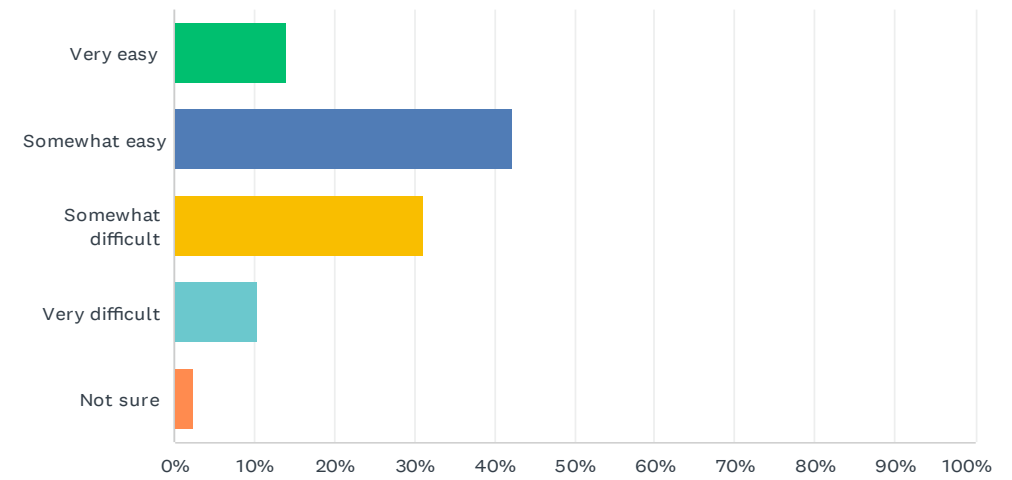
Answered: 882 Skipped: 0



ANSWER CHOICES	RESPONSES	
Transportation to/from work	13.72%	121
Transportation to/from school	4.65%	41
Transportation to destinations (local shopping, dining, parks, etc.)	33.33%	294
Recreation (socializing, walking pets, stress relief, being in nature, etc.)	92.74%	818
Exercise	90.93%	802
I do not or cannot walk/run/bike	2.38%	21
Total Respondents: 882		

Q14 How would you rate the ease or difficulty of walking or running in your County?

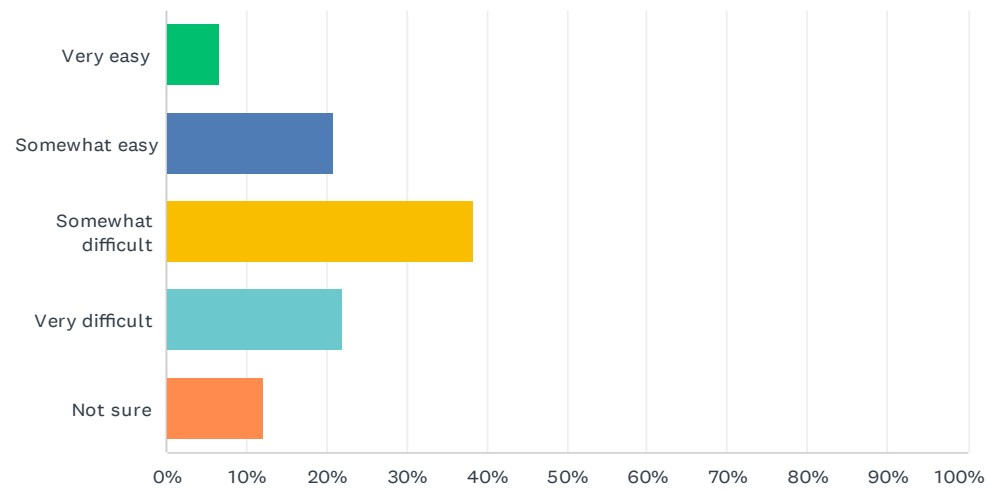
Answered: 879 Skipped: 3



ANSWER CHOICES	RESPONSES	
Very easy	13.99%	123
Somewhat easy	42.21%	371
Somewhat difficult	31.06%	273
Very difficult	10.35%	91
Not sure	2.39%	21
TOTAL		879

Q15 How would you rate the ease or difficulty of biking in your County?

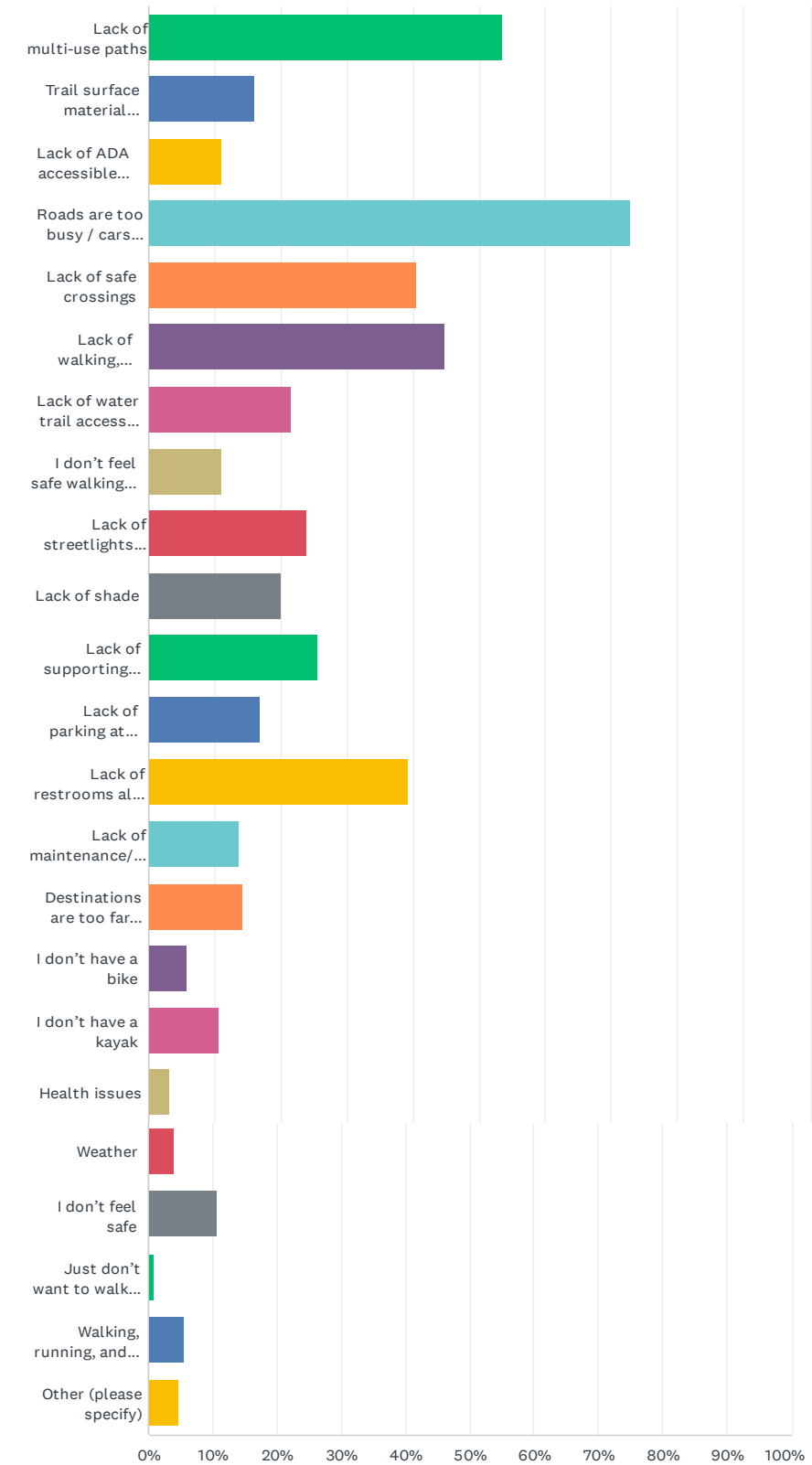
Answered: 879 Skipped: 3



ANSWER CHOICES	RESPONSES
Very easy	6.60% 58
Somewhat easy	20.93% 184
Somewhat difficult	38.45% 338
Very difficult	21.96% 193
Not sure	12.06% 106
TOTAL	879

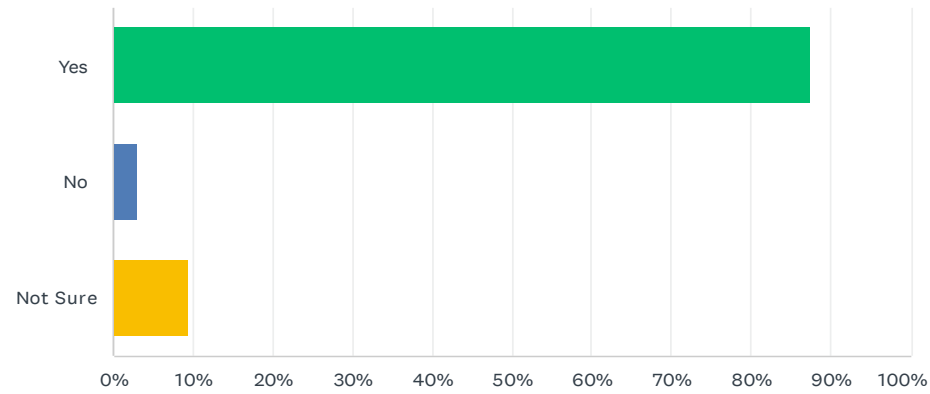
Q16 What factors make it difficult to walk, run, bike, or access a water trail in your County? (select all that apply)

Answered: 878 Skipped: 4



Q17 Given safer facilities and improved access, would you use that facility more often than you do now?

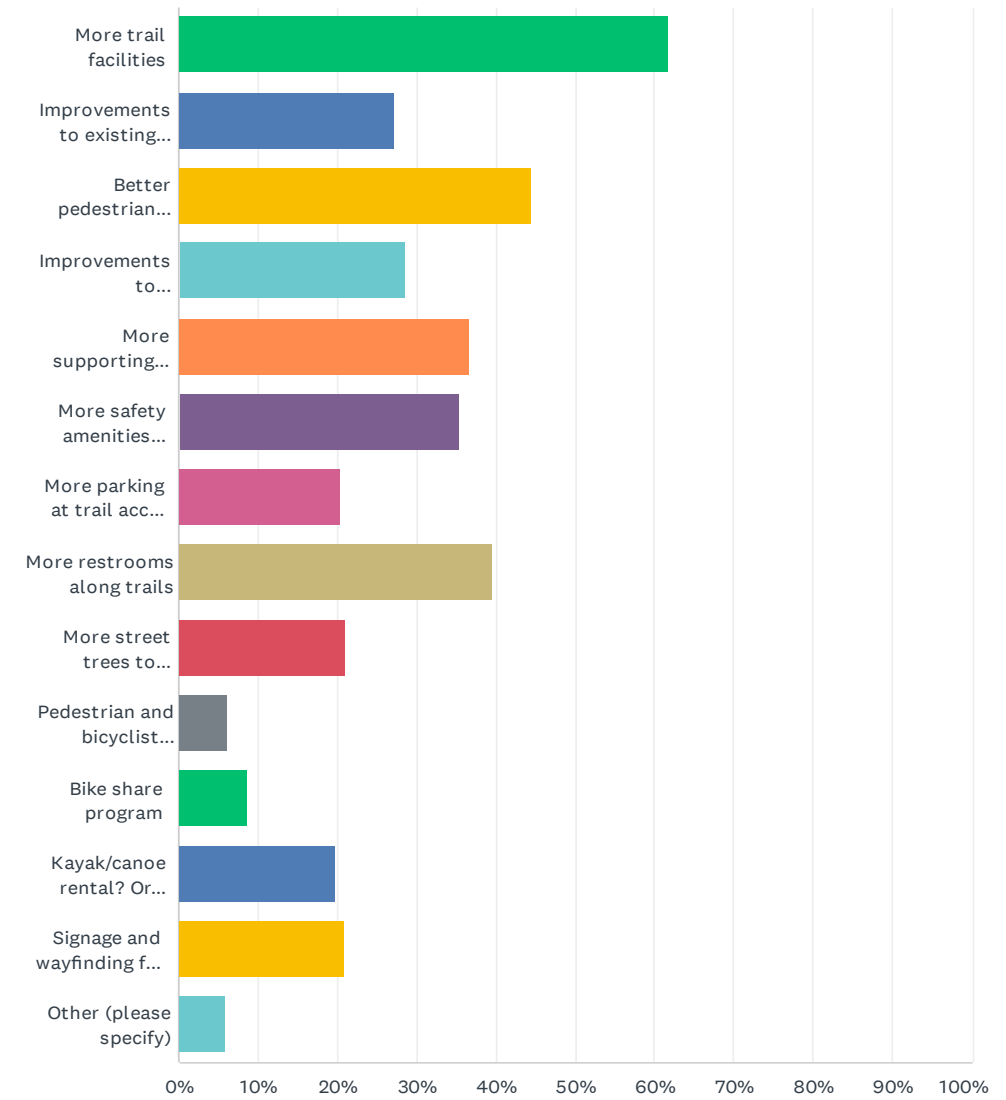
Answered: 881 Skipped: 1



ANSWER CHOICES	RESPONSES	
Yes	87.51%	771
No	3.06%	27
Not Sure	9.42%	83
TOTAL		881

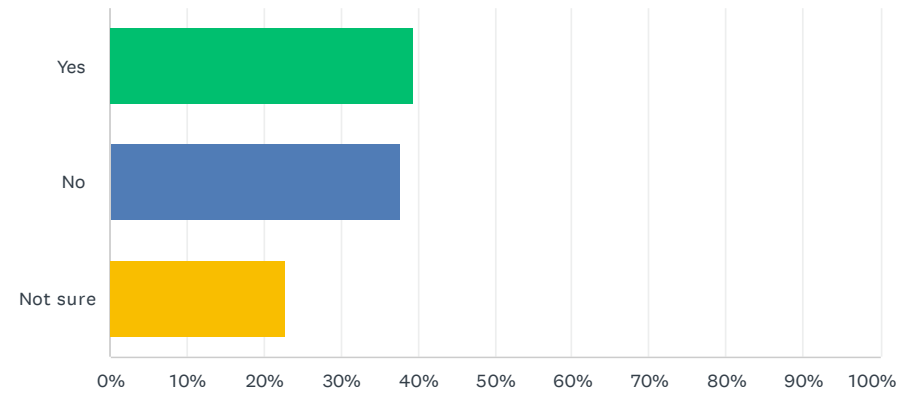
Q18 Which of the following changes would have the most beneficial impact on using the facility in your county? (select up to 4)

Answered: 877 Skipped: 5



Q19 If offered, would you ride bicycles available as part of a community bike share program?

Answered: 880 Skipped: 2



ANSWER CHOICES	RESPONSES	
Yes	39.55%	348
No	37.73%	332
Not sure	22.73%	200
TOTAL		880

PLAN IMAGERY CREDITS

- Page 22, River Ridge Commerce Center, www.riverridgecc.com
Walkable Shoulder, <https://highways.dot.gov>
- Page 26, Power Trail, www.traillink.com/trail/power-trail
- Page 27, Monon South Trail, Visioning Sketchbook for the Monon South Greenway Trail
Origin Park map, www.theolinstudio.com/origin-park
- Page 28, Big Four Pedestrian Bridge, <https://ourwaterfront.org>
- Page 30, Indian Creek Trail, Nathan Broom
Hatcher Hill Trail, www.madisonindiana.com
- Page 31, Clifty Falls State Park, www.cumberlandfallsstatepark.com
- Page 33, Lake Salina Réservoir, www.washingtoncountytourism.com
- Page 41, Recumbent cyclist, www.laidbackcycles.com
- Page 44, Rail Trails, www.dcr.virginia.gov/state-parks/blog
Trail Town, wikipedia.org/wiki/Yellow_Springs_Ohio
- Page 45, State Wide Trail, www.tripadvisor.com/
Biker-Hiker Trail (both photos), www.alapark.com
- Page 51, Boot Brush, www.dnr.state.mn.us
- Page 52, Bike Share, www.rivercitybikeshare.com
- Page 53, Cave County Canoes, <https://cavecountycanoes.com>
Boonville Bike Club, www.trail-heads.org
- Page 56-98, Google streets images
- Page 58, Hardy Lake, www.visitscottcounty.org
- Page 68, Huber Family Farm, www.cirpca.org
- Page 82, Movin's Landing sign, www.harrisoncountyparks.com
Squire Boone Caverns, www.thisisindiana.org
Turtle Run Winery sign, <https://turtlerunwinery.com>
Lanesville Heritage Weekend, www.southernindiana.org
- Page 98, Lake Salinda Park, www.washingtoncountytourism.com
Beck's Mill, www.washingtoncounty.in.gov
- Page 117, Trail Kiosk, <https://.michigansbackyard.org>
- Page 119, Shade structure with seating, www.streetlife.nl
Permanent Restroom, <https://publicrestroomcompany.com>
Seasonal Restroom, <https://shadesun.com>
Drinking Fountain, www.pinterest.com/emilybanire
Bench, www.artformurban.co.uk
Trash Receptacle, www.landscapeforms.com
Bike Rack, www.landscapeforms.com
Boot Brush, www.dnr.state.mn.us
e-Bike Charging Station, www.sarisinfrastructure.com
Bike Repair Station, www.eaticc.com
- Page 121, Boardwalk, www.world-architects.com
Boardwalk, www.lpzoo.org

SCOTT COUNTY: AUST-BURG TRAL

ITEM NAME		AMOUNT
EARTHWORK + GRADING		\$ 819,400
WETLAND BOARDWALK	0.7 MILES	\$ 370,000
WETLAND MITIGATION (ALLOWANCE)		\$ 150,000
RAILROAD CROSSING (ALLOWANCE)		\$ 60,000
PEDESTRIAN SIGNALIZED ROAD CROSSINGS	2 EA	\$ 350,000
REST NODES	4 EA	\$ 100,000
TRAILHEAD WITH PARKING		\$ 100,000
SIGNAGE (ALLOWANCE)		\$ 28,500

TRAIL (OVERALL LENGTH)		5.70 MILES	
ASPHALT MULTI-USE PATH	12 FT	30,100 LF	\$ 1,886,300

SUBTOTAL	\$	3,864,200
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CONSTRUCTION ENGINEERING	3%	\$ 115,900
EROSION CONTROL	3%	\$ 115,900
MOBILIZATION / DEMOBILIZATION	5%	\$ 193,200
CONTINGENCY	25%	\$ 966,100

CONSTRUCTION TOTAL	\$	5,255,300
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SOFT COSTS (NOT INCLUDING LAND ACQUISITION)	20%	\$ 1,051,100
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TOTAL CONSTRUCTION COST OPINION	\$	6,306,000
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SCOTT COUNTY: HUTTO CREEK GREENWAY

ITEM NAME		AMOUNT
EARTHWORK + GRADING		\$ 1,225,000
PEDESTRIAN BRIDGE	3 EA	\$ 600,000
FLOODWAY PERMIT (ALLOWANCE)		\$ 25,000
REST NODES	1 EA	\$ 25,000
TRAILHEAD WITH PARKING	2 EA	\$ 200,000
SIGNAGE (ALLOWANCE)		\$ 42,600

TRAIL (OVERALL LENGTH)		8.52 MILES	
ASPHALT MULTI-USE PATH	12 FT	45,000 LF	\$ 2,820,000

SUBTOTAL	\$	4,937,600
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CONSTRUCTION ENGINEERING	3%	\$ 148,100
EROSION CONTROL	3%	\$ 148,100
MOBILIZATION / DEMOBILIZATION	5%	\$ 246,900
CONTINGENCY	25%	\$ 1,234,400

CONSTRUCTION TOTAL	\$	6,715,100
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SOFT COSTS (NOT INCLUDING LAND ACQUISITION)	20%	\$ 1,343,000
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TOTAL CONSTRUCTION COST OPINION	\$	8,058,000
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SCOTT COUNTY: B&O RAIL TRAIL

ITEM NAME		AMOUNT
EARTHWORK + GRADING		\$ 1,897,400
PEDESTRIAN BRIDGE	1 EA	\$ 200,000
FLOODWAY PERMIT (ALLOWANCE)		\$ 25,000
PEDESTRIAN SIGNALIZED ROAD CROSSINGS	2 EA	\$ 350,000
REST NODES	3 EA	\$ 75,000
TRAILHEAD WITH PARKING	1 EA	\$ 100,000
SIGNAGE (ALLOWANCE)		\$ 66,000

TRAIL (OVERALL LENGTH)		13.20 MILES
ASPHALT MULTI-USE PATH	12 FT 69,700 LF	\$ 4,367,900

SUBTOTAL	\$ 7,081,300
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CONSTRUCTION ENGINEERING	3%	\$ 212,400
EROSION CONTROL	3%	\$ 212,400
MOBILIZATION / DEMOBILIZATION	5%	\$ 354,100
CONTINGENCY	25%	\$ 1,770,300

CONSTRUCTION TOTAL	\$ 9,630,500
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SOFT COSTS (NOT INCLUDING LAND ACQUISITION)	20%	\$ 1,926,100
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TOTAL CONSTRUCTION COST OPINION	\$ 11,557,000
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CLARK COUNTY: ORG CLARK COUNTY EXTENSION

ITEM NAME		AMOUNT
EARTHWORK + GRADING		\$ 1,716,700
PEDESTRIAN SIGNALIZED ROAD CROSSINGS	2 EA	\$ 350,000
REST NODES	3 EA	\$ 75,000
TRAILHEAD WITH PARKING	1 EA	\$ 100,000
SIGNAGE (ALLOWANCE)		\$ 59,700

TRAIL (OVERALL LENGTH)		11.94 MILES
ASPHALT MULTI-USE PATH	12 FT 63,063 LF	\$ 3,952,000

SUBTOTAL	\$ 6,253,400
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CONSTRUCTION ENGINEERING	3%	\$ 187,600
EROSION CONTROL	3%	\$ 187,600
MOBILIZATION / DEMOBILIZATION	5%	\$ 312,700
CONTINGENCY	25%	\$ 1,563,400

CONSTRUCTION TOTAL	\$ 8,504,700
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SOFT COSTS (NOT INCLUDING LAND ACQUISITION)	20%	\$ 1,700,900
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TOTAL CONSTRUCTION COST OPINION	\$ 10,206,000
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CLARK COUNTY: "FINGER" TRAIL CONNECTORS

ITEM NAME	AMOUNT
EARTHWORK + GRADING	\$ 1,262,800
PEDESTRIAN SIGNALIZED ROAD CROSSINGS 1 EA	\$ 175,000
REST NODES 1 EA	\$ 25,000
TRAILHEAD WITH PARKING 1 EA	\$ 100,000
SIGNAGE (ALLOWANCE)	\$ 43,900

TRAIL (OVERALL LENGTH)	8.79 MILES
ASPHALT MULTI-USE PATH 12 FT 46,390 LF	\$ 2,907,100

SUBTOTAL	\$ 4,513,800
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CONSTRUCTION ENGINEERING 3%	\$ 135,400
EROSION CONTROL 3%	\$ 135,400
MOBILIZATION / DEMOBILIZATION 5%	\$ 225,700
CONTINGENCY 25%	\$ 1,128,500

CONSTRUCTION TOTAL	\$ 6,138,800
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SOFT COSTS (NOT INCLUDING LAND ACQUISITION) 20%	\$ 1,227,800
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TOTAL CONSTRUCTION COST OPINION	\$ 7,367,000
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CLARK COUNTY: TOURISM-TRAIL HUB

ITEM NAME	AMOUNT
EARTHWORK + GRADING	\$ 1,221,700
PEDESTRIAN SIGNALIZED ROAD CROSSINGS 1 EA	\$ 175,000
REST NODES 2 EA	\$ 50,000
TRAILHEAD WITH PARKING 1 EA	\$ 100,000
SIGNAGE (ALLOWANCE)	\$ 42,500

TRAIL (OVERALL LENGTH)	8.50 MILES
ASPHALT MULTI-USE PATH 12 FT 44,880 LF	\$ 2,812,500

SUBTOTAL	\$ 4,401,700
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CONSTRUCTION ENGINEERING 3%	\$ 132,100
EROSION CONTROL 3%	\$ 132,100
MOBILIZATION / DEMOBILIZATION 5%	\$ 220,100
CONTINGENCY 25%	\$ 1,100,400

CONSTRUCTION TOTAL	\$ 5,986,400
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SOFT COSTS (NOT INCLUDING LAND ACQUISITION) 20%	\$ 1,197,300
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TOTAL CONSTRUCTION COST OPINION	\$ 7,184,000
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FLOYD COUNTY: OHIO RIVER GREENWAY EXTENSION

ITEM NAME		AMOUNT
EARTHWORK + GRADING		\$ 1,221,700
REST NODES	2 EA	\$ 50,000
TRAILHEAD WITH PARKING	1 EA	\$ 100,000
SIGNAGE (ALLOWANCE)		\$ 42,500

TRAIL (OVERALL LENGTH)		8.50 MILES	
ASPHALT MULTI-USE PATH	12 FT	44,880 LF	\$ 2,812,500

SUBTOTAL	\$ 4,226,700
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CONSTRUCTION ENGINEERING	3%	\$ 126,800
EROSION CONTROL	3%	\$ 126,800
MOBILIZATION / DEMOBILIZATION	5%	\$ 211,300
CONTINGENCY	25%	\$ 1,056,700

CONSTRUCTION TOTAL	\$ 5,748,300
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SOFT COSTS (NOT INCLUDING LAND ACQUISITION)	20%	\$ 1,149,700
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TOTAL CONSTRUCTION COST OPINION	\$ 6,898,000
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FLOYD COUNTY: CORYDON PIKE TRAIL

ITEM NAME		AMOUNT
EARTHWORK + GRADING		\$ 1,336,600
PEDESTRIAN SIGNALIZED ROAD CROSSINGS	1 EA	\$ 175,000
REST NODES	3 EA	\$ 75,000
TRAILHEAD WITH PARKING	1 EA	\$ 100,000
SIGNAGE (ALLOWANCE)		\$ 46,500

TRAIL (OVERALL LENGTH)		9.30 MILES	
ASPHALT MULTI-USE PATH	12 FT	49,100 LF	\$ 3,076,900

SUBTOTAL	\$ 4,810,000
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CONSTRUCTION ENGINEERING	3%	\$ 144,300
EROSION CONTROL	3%	\$ 144,300
MOBILIZATION / DEMOBILIZATION	5%	\$ 240,500
CONTINGENCY	25%	\$ 1,202,500

CONSTRUCTION TOTAL	\$ 6,541,600
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SOFT COSTS (NOT INCLUDING LAND ACQUISITION)	20%	\$ 1,308,300
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TOTAL CONSTRUCTION COST OPINION	\$ 7,850,000
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FLOYD COUNTY: GEORGETOWN TO GREENVILLE TRAIL

ITEM NAME		AMOUNT
EARTHWORK + GRADING		\$ 819,400
PEDESTRIAN BRIDGE	1 EA	\$ 200,000
FLOODWAY PERMIT (ALLOWANCE)		\$ 25,000
REST NODES	2 EA	\$ 50,000
TRAILHEAD WITH PARKING	1 EA	\$ 100,000
SIGNAGE (ALLOWANCE)		\$ 28,500

TRAIL (OVERALL LENGTH)		5.70 MILES	
ASPHALT MULTI-USE PATH	12 FT	30,100 LF	\$ 1,886,300

SUBTOTAL	\$	3,109,200
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CONSTRUCTION ENGINEERING	3%	\$ 93,300
EROSION CONTROL	3%	\$ 93,300
MOBILIZATION / DEMOBILIZATION	5%	\$ 155,500
CONTINGENCY	25%	\$ 777,300

CONSTRUCTION TOTAL	\$	4,228,600
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SOFT COSTS (NOT INCLUDING LAND ACQUISITION)	20%	\$ 845,700
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TOTAL CONSTRUCTION COST OPINION	\$	5,074,000
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HARRISON COUNTY: INDIAN CREEK GREENWAY - WEST

ITEM NAME		AMOUNT
EARTHWORK + GRADING		\$ 1,667,400
WETLAND BOARDWALK		\$ 132,000
WETLAND MITIGATION (ALLOWANCE)		\$ 50,000
PEDESTRIAN BRIDGE	1 EA	\$ 200,000
FLOODWAY PERMIT (ALLOWANCE)		\$ 25,000
PEDESTRIAN SIGNALIZED ROAD CROSSINGS	2 EA	\$ 350,000
REST NODES	2 EA	\$ 50,000
TRAILHEAD WITH PARKING		\$ 100,000
SIGNAGE (ALLOWANCE)		\$ 58,000

TRAIL (OVERALL LENGTH)		11.60 MILES	
ASPHALT MULTI-USE PATH	12 FT	61,250 LF	\$ 3,838,300

SUBTOTAL	\$	6,470,700
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CONSTRUCTION ENGINEERING	3%	\$ 194,100
EROSION CONTROL	3%	\$ 194,100
MOBILIZATION / DEMOBILIZATION	5%	\$ 323,500
CONTINGENCY	25%	\$ 1,617,700

CONSTRUCTION TOTAL	\$	8,800,100
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SOFT COSTS (NOT INCLUDING LAND ACQUISITION)	20%	\$ 1,760,000
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TOTAL CONSTRUCTION COST OPINION	\$	10,560,000
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HARRISON COUNTY: INDIAN CREEK GREENWAY - EAST

ITEM NAME	AMOUNT
EARTHWORK + GRADING	\$ 2,055,300
REST NODES 2 EA	\$ 50,000
TRAILHEAD WITH PARKING	\$ 100,000
SIGNAGE (ALLOWANCE)	\$ 71,500

TRAIL (OVERALL LENGTH)	14.30 MILES
ASPHALT MULTI-USE PATH 12 FT 75,500 LF	\$ 4,731,300

SUBTOTAL	\$ 7,008,100
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CONSTRUCTION ENGINEERING	3%	\$ 210,200
EROSION CONTROL	3%	\$ 210,200
MOBILIZATION / DEMOBILIZATION	5%	\$ 350,400
CONTINGENCY	25%	\$ 1,752,000

CONSTRUCTION TOTAL	\$ 9,530,900
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SOFT COSTS (NOT INCLUDING LAND ACQUISITION)	20%	\$ 1,906,200
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TOTAL CONSTRUCTION COST OPINION	\$ 11,437,000
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HARRISON COUNTY: BUCK CREEK GREENWAY

ITEM NAME	AMOUNT
EARTHWORK + GRADING	\$ 3,694,100
REST NODES 3 EA	\$ 75,000
TRAILHEAD WITH PARKING	\$ 100,000
SIGNAGE (ALLOWANCE)	\$ 128,500

TRAIL (OVERALL LENGTH)	25.70 MILES
ASPHALT MULTI-USE PATH 12 FT 135,700 LF	\$ 8,503,900

SUBTOTAL	\$ 12,501,500
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CONSTRUCTION ENGINEERING	3%	\$ 375,000
EROSION CONTROL	3%	\$ 375,000
MOBILIZATION / DEMOBILIZATION	5%	\$ 625,100
CONTINGENCY	25%	\$ 3,125,400

CONSTRUCTION TOTAL	\$ 17,002,000
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SOFT COSTS (NOT INCLUDING LAND ACQUISITION)	20%	\$ 3,400,400
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TOTAL CONSTRUCTION COST OPINION	\$ 20,402,000
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JEFFERSON COUNTY: MADISON-HANOVER CONNECTOR

ITEM NAME	AMOUNT
EARTHWORK + GRADING	\$ 560,800
REST NODES 3 EA	\$ 75,000
TRAILHEAD WITH PARKING	\$ 100,000
SIGNAGE (ALLOWANCE)	\$ 19,500

TRAIL (OVERALL LENGTH)	3.90 MILES
ASPHALT MULTI-USE PATH 12 FT 20,600 LF	\$ 1,290,900

SUBTOTAL	\$ 2,046,200
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CONSTRUCTION ENGINEERING	3%	\$ 61,400
EROSION CONTROL	3%	\$ 61,400
MOBILIZATION / DEMOBILIZATION	5%	\$ 102,300
CONTINGENCY	25%	\$ 511,600

CONSTRUCTION TOTAL	\$ 2,782,900
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SOFT COSTS (NOT INCLUDING LAND ACQUISITION)	20%	\$ 556,600
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TOTAL CONSTRUCTION COST OPINION	\$ 3,340,000
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JEFFERSON COUNTY: PARK-2-PARK TRAIL

ITEM NAME	AMOUNT
EARTHWORK + GRADING	\$ 1,912,400
REST NODES 2 EA	\$ 50,000
TRAILHEAD WITH PARKING	\$ 100,000
SIGNAGE (ALLOWANCE)	\$ 66,500

TRAIL (OVERALL LENGTH)	13.30 MILES
ASPHALT MULTI-USE PATH 12 FT 70,250 LF	\$ 4,402,300

SUBTOTAL	\$ 6,531,200
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CONSTRUCTION ENGINEERING	3%	\$ 195,900
EROSION CONTROL	3%	\$ 195,900
MOBILIZATION / DEMOBILIZATION	5%	\$ 326,600
CONTINGENCY	25%	\$ 1,632,800

CONSTRUCTION TOTAL	\$ 8,882,400
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SOFT COSTS (NOT INCLUDING LAND ACQUISITION)	20%	\$ 1,776,500
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TOTAL CONSTRUCTION COST OPINION	\$ 10,659,000
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JEFFERSON COUNTY: MADISON-KRUEGER LAKE TRAIL

ITEM NAME	AMOUNT
EARTHWORK + GRADING	\$ 977,300
RAILROAD CROSSING (ALLOWANCE)	\$ 60,000
PEDESTRIAN SIGNALIZED ROAD CROSSINGS 1 EA	\$ 175,000
REST NODES 2 EA	\$ 50,000
TRAILHEAD WITH PARKING	\$ 100,000
SIGNAGE (ALLOWANCE)	\$ 34,000

TRAIL (OVERALL LENGTH)	6.80 MILES
ASPHALT MULTI-USE PATH 12 FT 35,900 LF	\$ 2,249,700

SUBTOTAL	\$ 3,646,000
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CONSTRUCTION ENGINEERING	3%	\$ 109,400
EROSION CONTROL	3%	\$ 109,400
MOBILIZATION / DEMOBILIZATION	5%	\$ 182,300
CONTINGENCY	25%	\$ 911,500

CONSTRUCTION TOTAL	\$ 4,958,600
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SOFT COSTS (NOT INCLUDING LAND ACQUISITION)	20%	\$ 991,700
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TOTAL CONSTRUCTION COST OPINION	\$ 5,950,000
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WASHINGTON COUNTY: LAKE SALINDA LOOP

ITEM NAME	AMOUNT
EARTHWORK + GRADING	\$ 560,800
PEDESTRIAN SIGNALIZED ROAD CROSSINGS 1 EA	\$ 175,000
REST NODES 3 EA	\$ 75,000
TRAILHEAD WITH PARKING 1 EA	\$ 100,000
SIGNAGE (ALLOWANCE)	\$ 19,500

TRAIL (OVERALL LENGTH)	3.90 MILES
ASPHALT MULTI-USE PATH 12 FT 20,600 LF	\$ 1,290,900

SUBTOTAL	\$ 2,221,200
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CONSTRUCTION ENGINEERING	3%	\$ 66,600
EROSION CONTROL	3%	\$ 66,600
MOBILIZATION / DEMOBILIZATION	5%	\$ 111,100
CONTINGENCY	25%	\$ 555,300

CONSTRUCTION TOTAL	\$ 3,020,800
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SOFT COSTS (NOT INCLUDING LAND ACQUISITION)	20%	\$ 604,200
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TOTAL CONSTRUCTION COST OPINION	\$ 3,625,000
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WASHINGTON COUNTY: LION ELK TRAIL

ITEM NAME		AMOUNT
EARTHWORK + GRADING		\$ 963,700
PEDESTRIAN SIGNALIZED ROAD CROSSINGS	4 EA	\$ 700,000
REST NODES	2 EA	\$ 50,000
TRAILHEAD WITH PARKING	1 EA	\$ 100,000
SIGNAGE (ALLOWANCE)		\$ 33,500

TRAIL (OVERALL LENGTH)		6.70 MILES	
ASPHALT MULTI-USE PATH	12 FT	35,400 LF	\$ 2,218,400

SUBTOTAL	\$ 4,065,600
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CONSTRUCTION ENGINEERING	3%	\$ 122,000
EROSION CONTROL	3%	\$ 122,000
MOBILIZATION / DEMOBILIZATION	5%	\$ 203,300
CONTINGENCY	25%	\$ 1,016,400

CONSTRUCTION TOTAL	\$ 5,529,300
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SOFT COSTS (NOT INCLUDING LAND ACQUISITION)	20%	\$ 1,105,900
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TOTAL CONSTRUCTION COST OPINION	\$ 6,635,000
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WASHINGTON COUNTY: COUNTY-CENTRAL GREENWAY

ITEM NAME		AMOUNT
EARTHWORK + GRADING		\$ 2,629,700
PEDESTRIAN SIGNALIZED ROAD CROSSINGS	2 EA	\$ 350,000
REST NODES	3 EA	\$ 75,000
TRAILHEAD WITH PARKING	1 EA	\$ 100,000
SIGNAGE (ALLOWANCE)		\$ 91,500

TRAIL (OVERALL LENGTH)		18.30 MILES	
ASPHALT MULTI-USE PATH	12 FT	96,600 LF	\$ 6,053,600

SUBTOTAL	\$ 9,299,800
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CONSTRUCTION ENGINEERING	3%	\$ 279,000
EROSION CONTROL	3%	\$ 279,000
MOBILIZATION / DEMOBILIZATION	5%	\$ 465,000
CONTINGENCY	25%	\$ 2,325,000

CONSTRUCTION TOTAL	\$ 12,647,800
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SOFT COSTS (NOT INCLUDING LAND ACQUISITION)	20%	\$ 2,529,600
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TOTAL CONSTRUCTION COST OPINION	\$ 15,177,000
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