

2 EXISTING CONDITIONS ANALYSIS

To better plan for future pedestrian and bicycle infrastructure and programs, it is important to understand how the community has planned for pedestrians in the past, the current demographic and economic trends, and how the community feels about walking and biking today. These findings helped determine the recommendations for the projects, programs, and policies outlined within this plan.

CHAPTER CONTENTS

- RELEVANT PLANS
- COMMUNITY PROFILE
- PUBLIC ENGAGEMENT FEEDBACK
- SYSTEM WIDE OVERVIEW
- FOCUS AREA OVERVIEW

Relevant Plans

Previous planning efforts helped inform the project team and the Advisory Committee on how the City has prioritized connectivity and planned for future routes in the past. Prior plans that were reviewed as part of this planning process include:



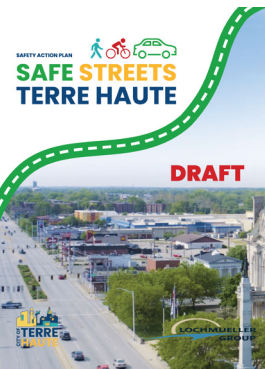
2025-2029 TERRE HAUTE PARKS AND RECREATION MASTERPLAN

Terre Haute adopted its five-year masterplan that outlines goals, strategies, and recommendations for maintaining and enhancing the city's natural and man-made resources. The plan builds upon George Kessler's 1921 vision of an interconnected network of green spaces. In following this historic concept, the plan outlines goals to expand trail systems, improve recreational programming, and develop new blueways along the Wabash River. The plan also emphasizes branding improvements and sustainable management practices.



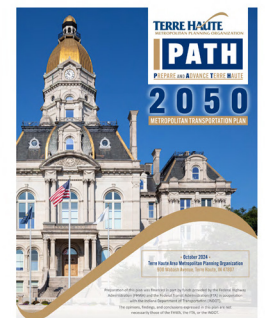
2025 WABASH RIVERFRONT MASTERPLAN

The Wabash Riverfront Masterplan builds upon the 2009 Riverscape effort to enhance the Wabash Valley Riverfront, leading to the creation of the Wabashiki Fish and Wildlife Area. The plan recognizes mobility and connectivity as key players in creating "people-centric" urban environments. While the plan does not cover the city of Terre Haute as a whole, it focuses on improvements to seven designated districts on the east bank of the Wabash River. These districts frame the river as a community asset and incorporate a crucial part of Terre Haute's downtown area.



SAFE STREETS TERRE HAUTE — SAFETY ACTION PLAN

The Safe Streets Terre Haute Safety Action Plan is a comprehensive safety plan aimed at eliminating fatal and serious traffic injuries. The plan uses crash data and public input data to recommend policies and strategies such as Complete Streets, transit stop design standards, traffic calming, and education. These strategies all work to create safe streets and safe people in a way that directly correlates with the goals of the Terre Haute Trails Masterplan.



PREPARE AND ADVANCE TERRE HAUTE 2050: METROPOLITAN TRANSPORTATION PLAN

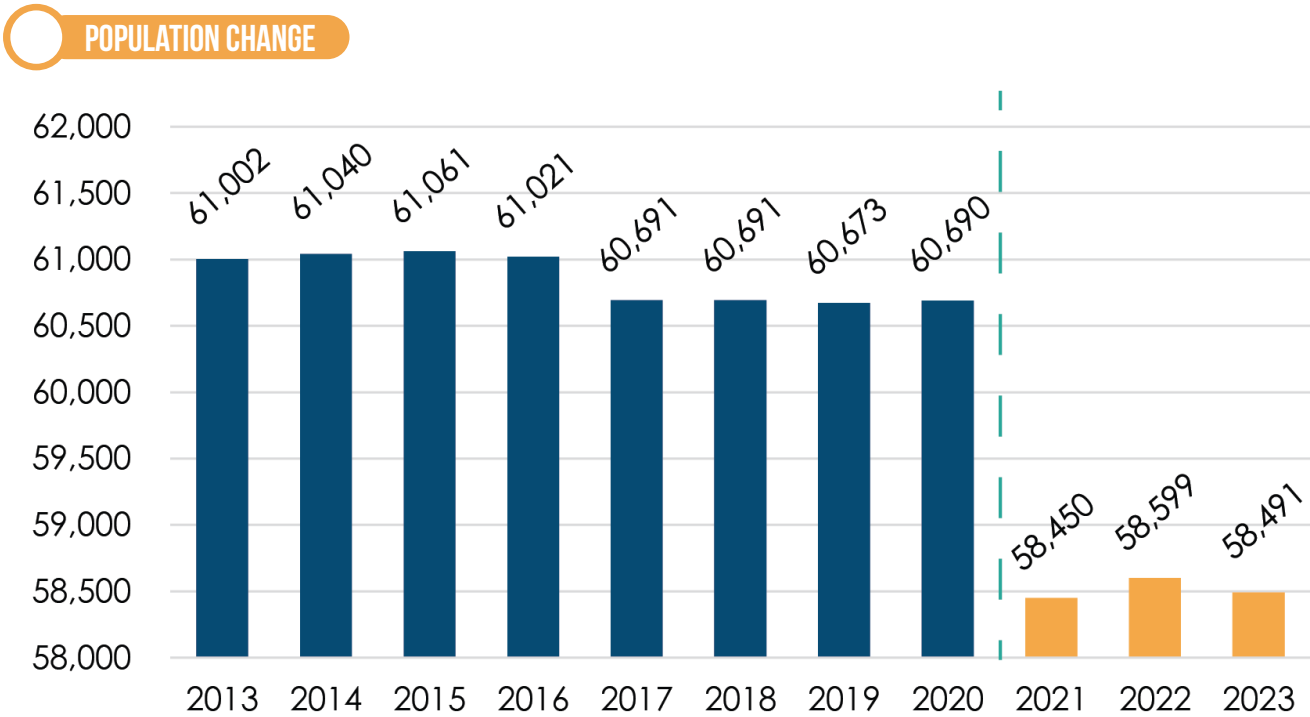
The 2050 MTP is a long range planning document that guides planning, construction, operation, and maintenance of the integrated, multi-modal transportation network in the Terre Haute Metropolitan Area. It outlines the region's transportation goals, strategies, and projects through the year 2025 and encompasses all modes of transportation including those relevant to the Terre Haute Trails Plan.

Community Profile

All data presented in the following section has been gathered from the United States Census Bureau American Community Survey. Data was collected from 2013 and 2023, a decade apart, to give a more up to date snapshot of where Terre Haute stands and where trends are going in terms of demographics and community profile. It is important to note that the American Community Survey 5-Year Estimates include populations living in correctional facilities, college dormitories, and nursing homes.

TOTAL POPULATION

In 2023, Terre Haute had a population of approximately 58,491 people. Over the last decade, the number of residents in Terre Haute has been slightly declining. Between 2013 to 2023, the city saw a 4.1% decrease with the population in 2013 being approximately 61,002.



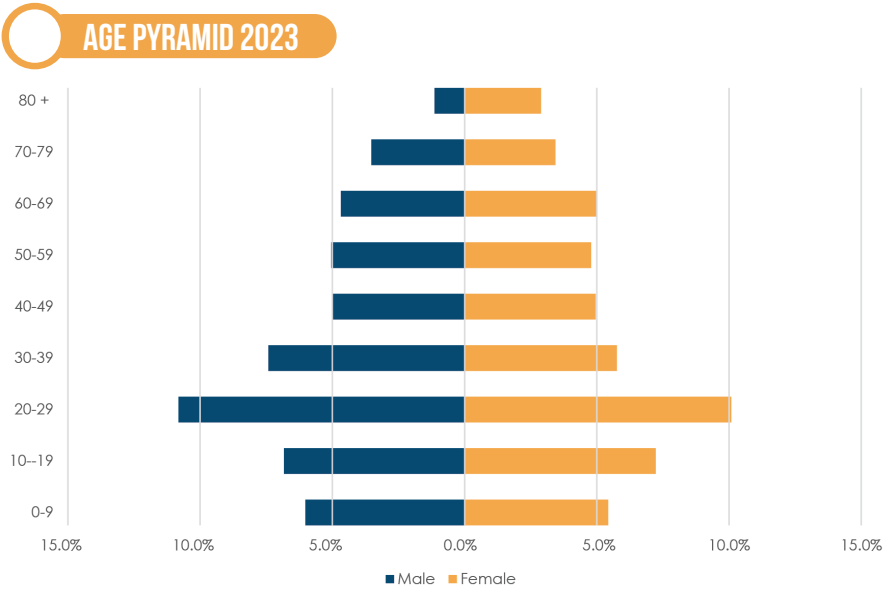
KEY TAKEAWAYS

Historically, Terre Haute has had a stable population with only slight fluctuations. In 2020, there was a slightly larger decrease but population has since stabilized. This can be explained in part by the COVID-19 pandemic in 2020.

AGE/GENDER

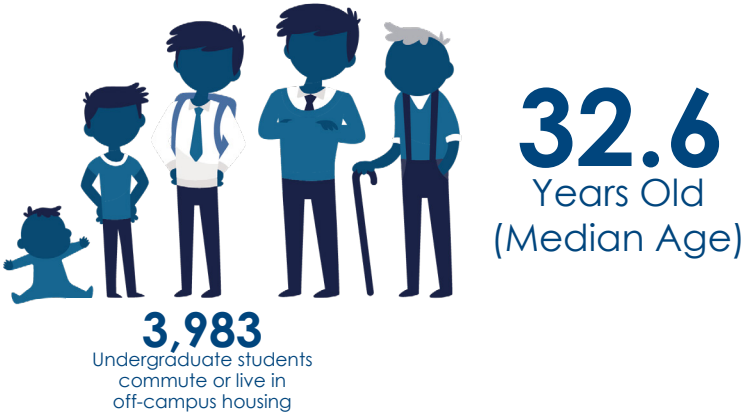
The median age in Terre Haute is 32.6 years old, slightly younger than the national median age of 38.9. The median age of Terre Haute has not seen a significant change since 2013 with only a marginal decrease from 32.7 to 32.6.

A population pyramid can illustrate the distribution of a population by age group and gender. A community with stable population growth generally has a similar number of people in all age groups, except the oldest, and appears as a rectangle shape. Based on Terre Haute's population pyramid, the city has a stable population, but its structure is skewed toward the 20-29 age range. This can be explained in part by the presence of Indiana State University (ISU). Students living in dormitories are not counted on the census, but students living off campus can be. According to ISU's enrollment data 64% of 6,224 undergraduate students commute or live in off campus housing.



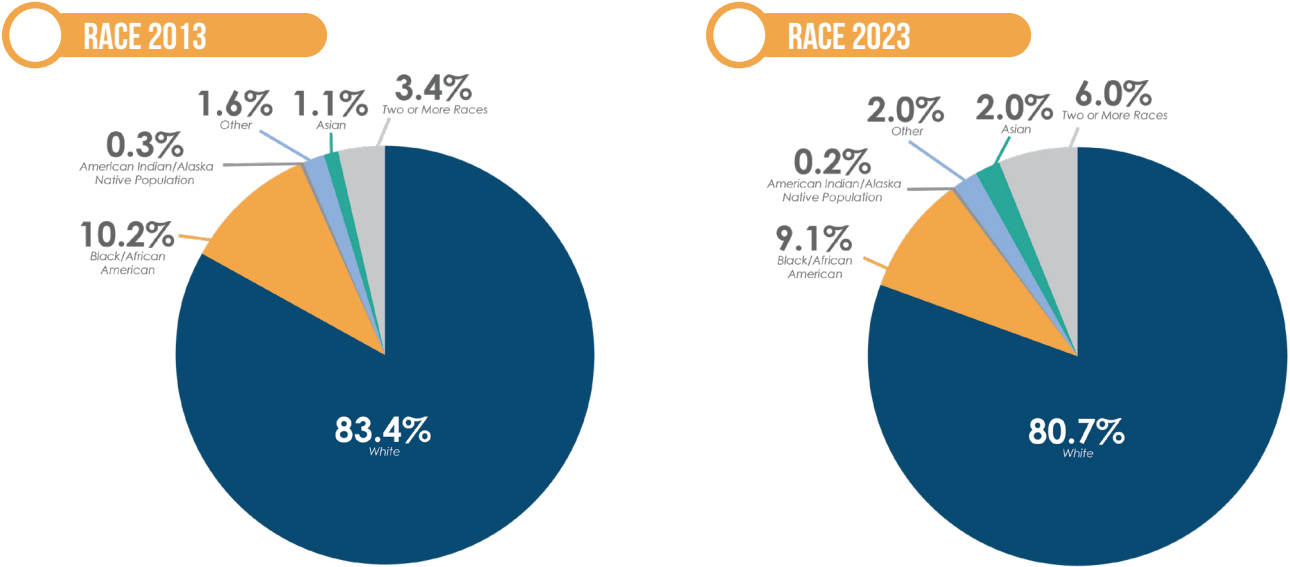
KEY TAKEAWAYS

Nationally, younger populations are more demanding of multi-modal transportation facilities, with large numbers preferring to live downtown. Terre Haute has a relatively young population distribution with 20-29 year-olds being the largest age range. The dominant age range could be explained by the presence of various universities.



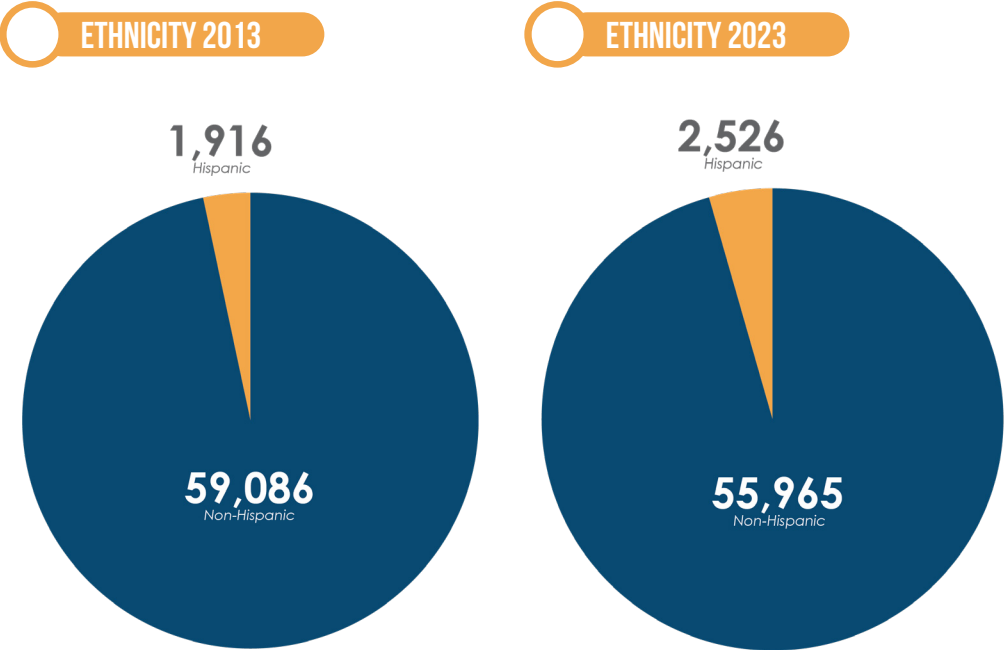
RACE/ETHNICITY

Race and ethnicity are considered two separate and distinct characteristics. Race refers to a person's physical characteristics, and ethnicity describes a person's origin or cultural identity. In terms of race, Terre Haute is 83.39% white, with a 0.1% increase from 2013. The racial category that has grown the most since 2013 is those who identify as members of two or more races. In terms of ethnicity the percentage of people who identify as Hispanic in Terre Haute is 4.32%, which is up 1.18% from 2013.



KEY TAKEAWAYS

Terre Haute has become more racially diverse from 2013 to 2023. Specifically, the City has seen a growth in those identifying as 2 or more races.



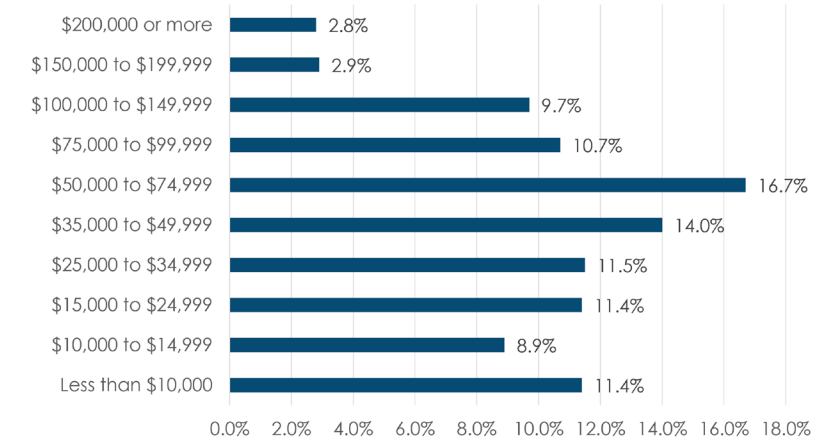
INCOME

As of 2023, The median household income (MHI) in Terre Haute was \$41,960. This is significantly higher than in 2013 where MHI was \$32,446. The \$9,514 difference marks a 29.32% change. While this change is significant, it is lower than the state of Indiana's increase of 46.12% from 2013 to 2023. The median household income in the state of Indiana for 2023 was \$69,447. The poverty rate in Terre Haute is higher than Indiana as whole. In 2023, the overall poverty rate of Indiana was 14.79%. Terre Haute's was 8.88% higher at 23.67%.

KEY TAKEAWAYS

Terre Haute's median household income (MHI) was \$41,960 in 2023. MHI is trending growth with a 29.3% increase from 2013 to 2023. Despite its growth, Terre Haute's MHI is significantly lower than the overall median for the state of Indiana, which is \$69,447. Due to Terre Haute's low MHI, bike infrastructure can serve as a low-cost recreation option.

INCOME RANGES



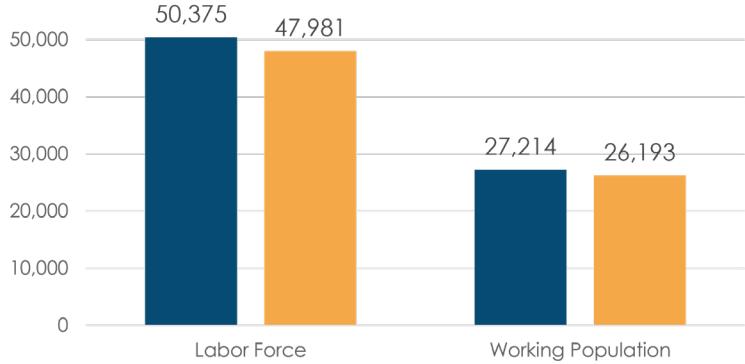
MEDIAN INCOME



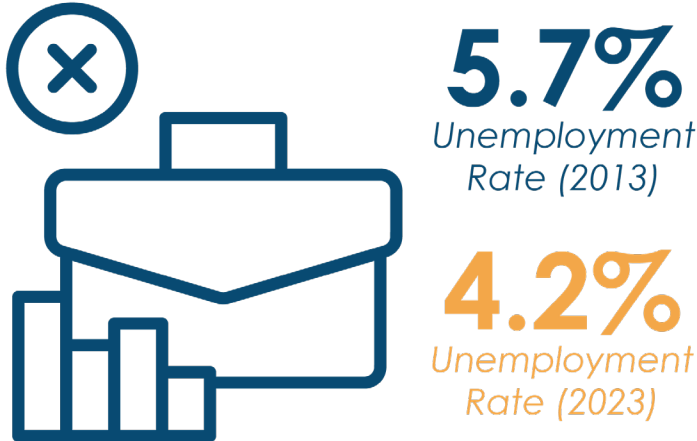
LABOR FORCE PARTICIPATION

Of the population of 16 years-old and above in Terre Haute, 54.6% were participating in the workforce as of 2023. This rate is 0.6% higher than the 54% seen in 2013. Overall, Terre Haute's labor force participation is lower than Indiana's which has been around 64% for the last decade. Although the participation rate is lower, Terre Haute's upward growth (0.57%) has almost matched that of Indiana's (0.69%). This small disparity can be attributed to Terre Haute's change in number of people in the labor force which has dropped 3.75% while the state of Indiana's has grown 7.2%

LABOR FORCE



UNEMPLOYMENT



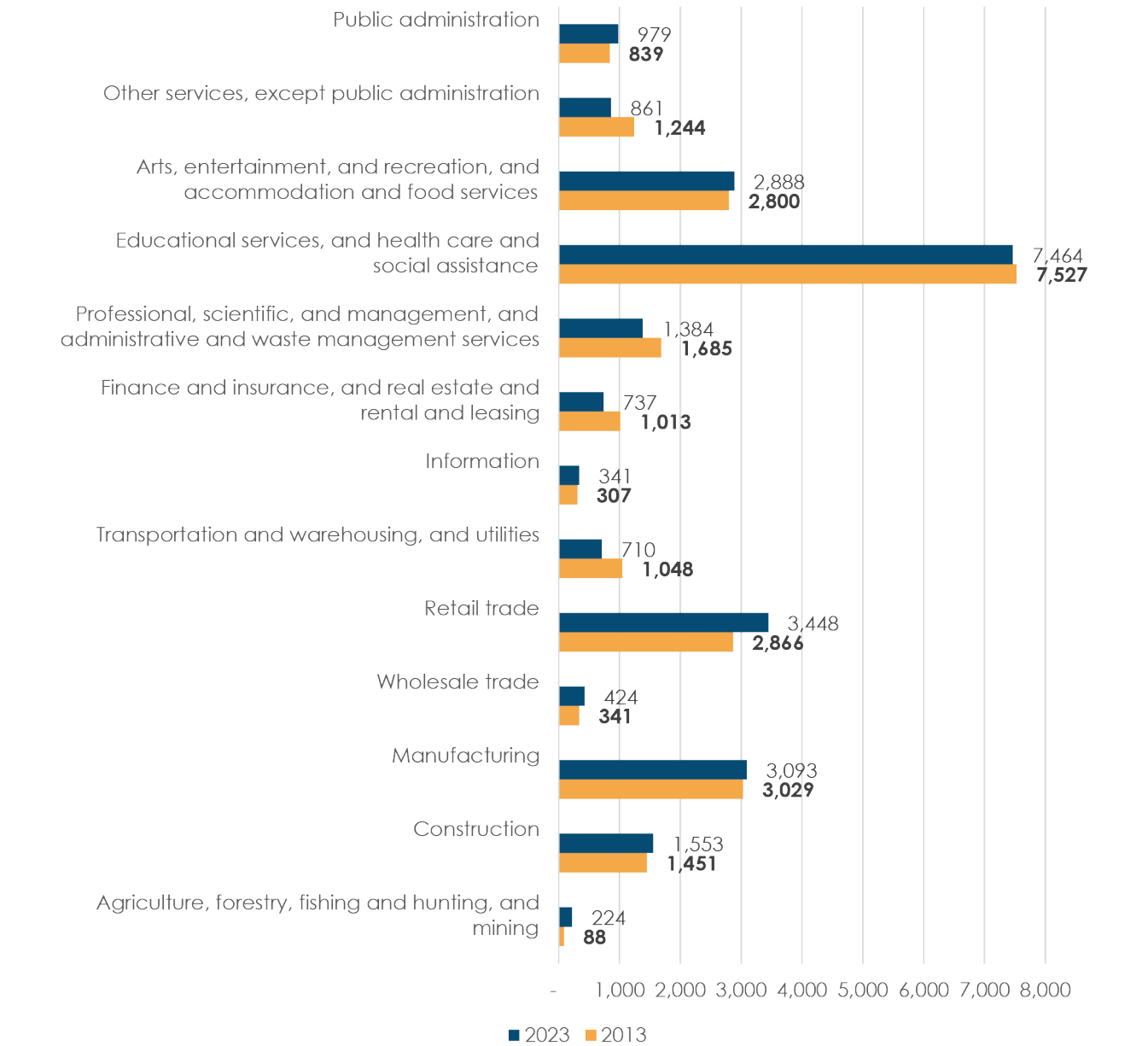
KEY TAKEAWAYS

Terre Haute has a low labor participation rate in comparison to the state, which may result from various factors including the presence of retired people, stay-at-home parents, or those not seeking work for other reasons. A lack of job opportunities or a mismatch between existing jobs and residents' skill sets is another possible cause. The implementation of bike and pedestrian infrastructure lowers the barrier to employment created by needing a car for transportation to and from work.

INDUSTRIES/OCCUPATIONS

Over 30% of Terre Haute's workers are employed in educational services, health care, and social assistance. This sector has not seen any growth between 2013 and 2023 but remains the most prominent field. Agriculture, forestry, fishing, hunting, and mining have more than doubled in worker count from 88 workers to 224 (155% change) but remain the smallest industry sector at only 0.9% in 2023. Other sectors that have seen notable growth are wholesale trade and retail trade with both seeing 20-24% changes in worker count. Transportation, warehousing, and utilities have seen a steep decline in Terre Haute, going from 4.3% of the workforce to 2.9%, a 32.3% decrease. In terms of occupations, the majority of the labor force work in management, business, science and art (32.2%) followed by services (22.9%), and sales and office (19.2%).

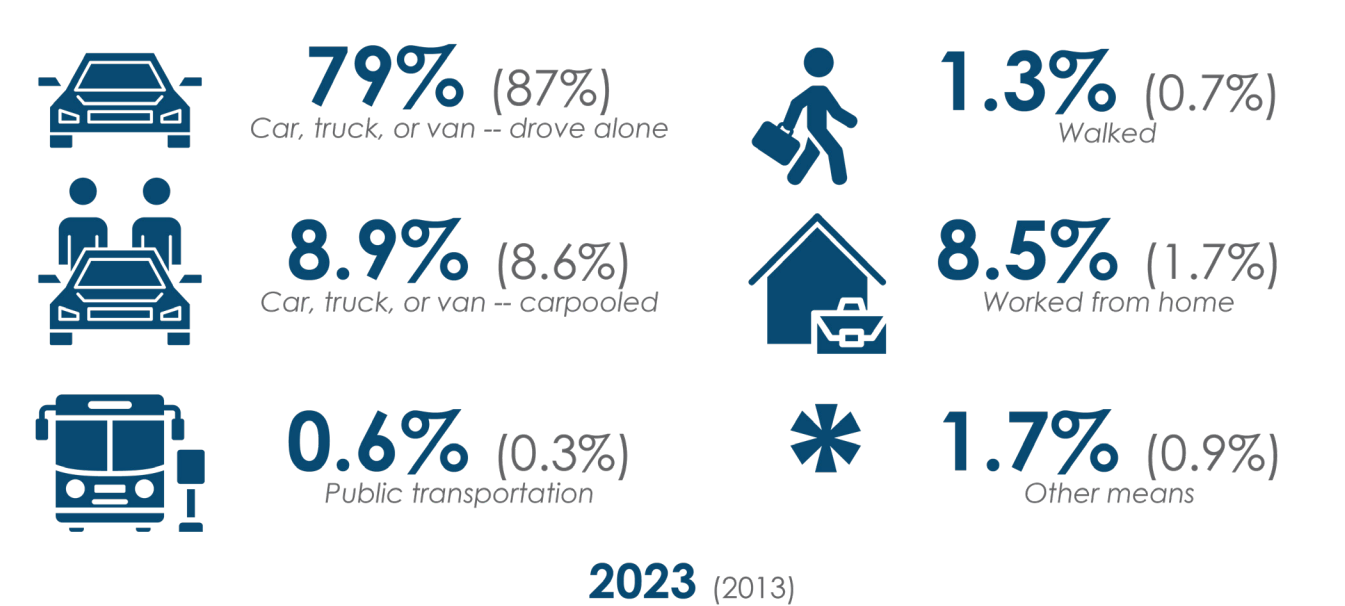
INDUSTRIES 2013-2023



COMMUTING TRENDS

The average work commute in Terre Haute is 18.4 minutes, which is lower than the rest of the state of Indiana which averages 24.3 minutes. The majority of people in Terre Haute drive to work (85%) but the amount of people driving alone has decreased significantly from 81% driving alone in 2013 to only 72% in 2023. This decrease indicates that people have shifted to either carpooling or working from home. Working from home has more than doubled since 2013. This is a work trend that has in part been popularized due to the COVID-19 pandemic, but it remains a small portion of the workforce at only 5%. The number of people walking or using other means of transportation (bike, scooter, etc.) totals 8% of the workforce. This is proportionally much higher than the rest of the State of Indiana which has only 3% of people walking or using other means.

COMMUTING PATTERNS



KEY TAKEAWAYS

Strong bicycling and pedestrian facilities provide residents with alternative commuting options and has the potential to reduce commuting reliance on cars. By providing safe and appropriate facilities, communities can create denser residential areas that are walkable.

Public Engagement Feedback

User Experience and Perceptions

A person's willingness to walk or ride a bike is directly influenced by their perception of safety and comfort. It is important to consider the factors that make bike and walking facilities safe or perceived as such when planning a pedestrian network. Facilities without elements such as buffering, signage, and amenities often are perceived as unsafe. In order to understand Terre Haute's resident's perceptions, the community was provided with several opportunities to get involved in the planning process and share their input related to walking and biking.

PERCEPTIONS AND NEEDS COMMUNITY SURVEY

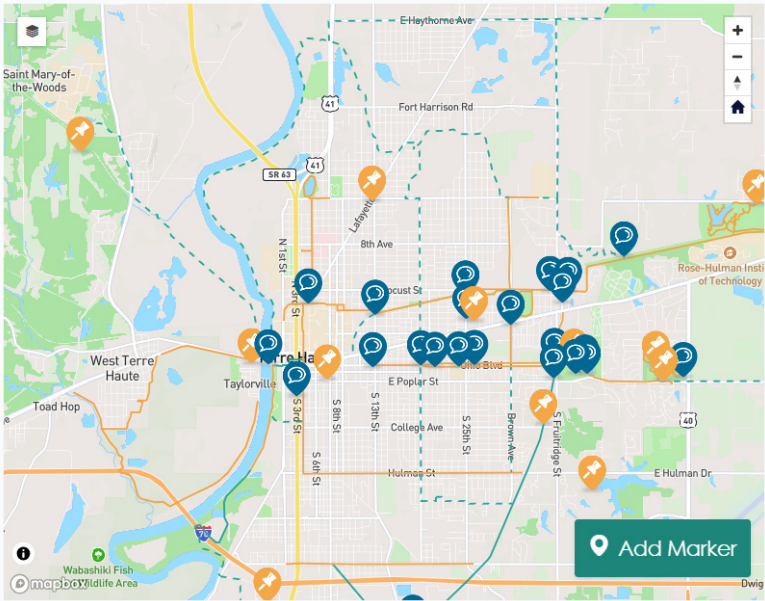
An online survey was available from August 31 – December 31, 2025. During this time there were 77 total survey contributions. The survey was used to understand the current perceptions and to identify opportunities and challenges related to walking and biking within the city of Terre Haute. A series of common themes were collected based on survey results and used to guide the development of the Terre Haute Trails Plan recommendations. The common themes are highlighted below.

- **A majority of respondents live within 1 mile of a trail.** When survey participants were asked how far they live from an existing trail, 58% responded that they live within 1 mile or closer. 27% of people replied that they do not live close to a trail.
- **People in Terre Haute are frequently active.** When asked how often they walk or bike in Terre Haute, 69% said they walk or bike daily or weekly. In a separate question regarding duration of activity, 72% said they were active for an hour or more.
- **Walking and biking are the most desired trail activities.** Among other options such as running, skating, mobility device, and electric scooter/ bike – 85% would like to use trails for walking and 75% would like to use them for biking. A sizable portion also indicated they would like to run on trails (48%). 6 respondents indicated they would like to use the trails with a mobility device, meaning accessibility should be considered.
- **Terre Haute loves parks.** When asked to rank destinations that are most important for trails to connect to, parks and recreational facilities were consistently ranked number one. The next highest ranking in order were other trails, residential areas, and public facilities such as libraries and community centers.
- **A majority of trail users are there for exercise.** When asked what their primary reason for using a trail, 85% of respondents replied physical exercise. Only 2 responses (3%) indicated they use trails for their commute to work.
- **Over half of respondents do not consider Terre Haute walkable.** 57% responded "No" to the question "would you consider Terre Haute walkable." 31% do consider it walkable and 12% do not know. When asked the same question about whether they would consider Terre Haute bikeable, an even larger majority responded "No" at 68%.

- **Lack of sidewalks and busy roads create the biggest challenges.** When asked what factors make it difficult to walk or bike, lack of sidewalks was the largest factor indicated with 83% of responses. Roads being too busy and crossings not being safe were the next highest options. 40% also indicated that destinations are too far apart.
- **People feel safe in Terre Haute, but mostly during the day.** Only 22% of people do not feel safe at all. The majority of responses (53%) indicated that they do feel safe but only during the day. 24% feel safe all the time.
- **Shade is heavily desired, among other amenities.** When asked to rank what types of amenities are most important for trails in Terre Haute, shading was the highest rated. Close behind were trailheads/parking and restrooms. Directional signage was also a highly desired amenity.
- **Overall, people think that bike and pedestrian facilities in Terre Haute are average to below average.** 53% of participants stated that facilities were average. 43% indicated that facilities are below average. Only 4% believe that facilities are above average.

ONLINE MAPPING

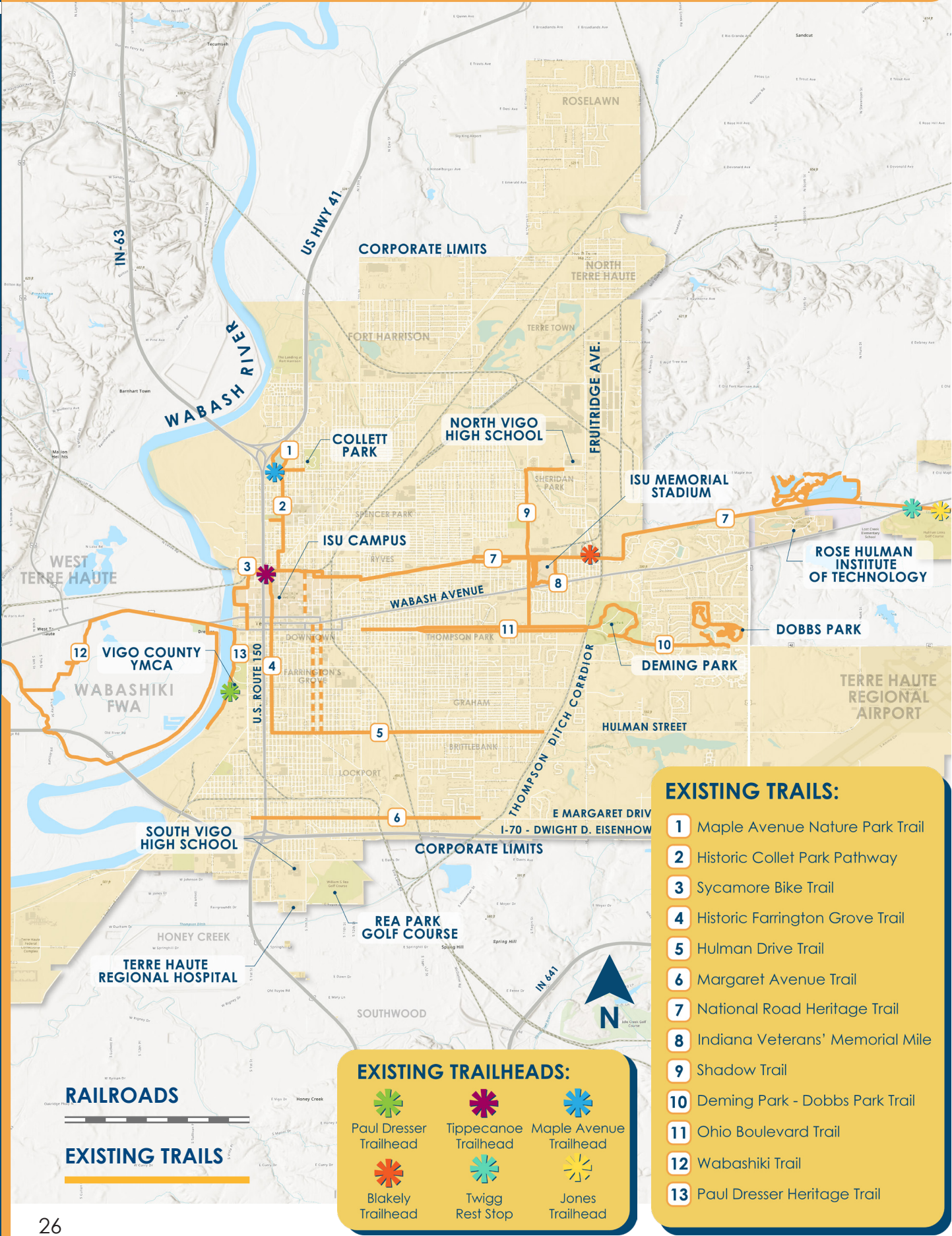
In addition to the survey, a digital map was available on the website for users to interact with. This engagement tool allowed users to provide destination-specific feedback over a map of existing and proposed trails in Terre Haute. . In total, 63 users made contributions to the map. This exercise allowed for data to be gathered on key destinations, safety concerns, and community desires. Key destinations identified on the map are listed below. A further breakdown of comments is available in the appendix of this plan.



KEY DESTINATIONS

- Deming Park
- Dobbs Park
- Maple Avenue Nature Park
- Collett Park
- Voorhees Park
- North and South Vigo High School
- Union Hospital
- Robinwood
- Ouabache Elementary
- 12 Points
- ISU Campus
- Hawthorne Park
- Baesler's Market
- North Terre Haute
- Kroger
- Post office
- Haute City Center (shopping area)
- Wabashiki Wetlands
- St. Mary of the Woods
- Vigo County Public Library
- Terre Haute Regional Hospital
- Elementary Schools

Existing Bike & Pedestrian System



Existing Conditions

EXISTING SYSTEM

Located in Indiana's Vigo County, Terre Haute covers approximately 35.5 square miles. The city is the county seat and is the largest city of the county. Terre Haute hosts four colleges across the city including Indiana State University, Ivy Tech Community College, Rose Hulman Institute of Technology, and Saint Mary-of-the-Woods. With the size of the city and the presence of the universities, connectivity is vitally important to join and unite the city as a whole.

Terre Haute has a strong existing framework of trail infrastructure, with 12 distinct trails spanning approximately 41 miles. These trails exist as a variety of typologies such as separated off-street trails, wide street-adjacent sidewalks, dedicated bike lanes, and park trails. While there is no design or branding standard that defines these trails they are recognized by the community and serve as a strong recreational asset. Each existing trail is identified and described in detail in this section.

1 MAPLE AVENUE NATURE PARK TRAIL



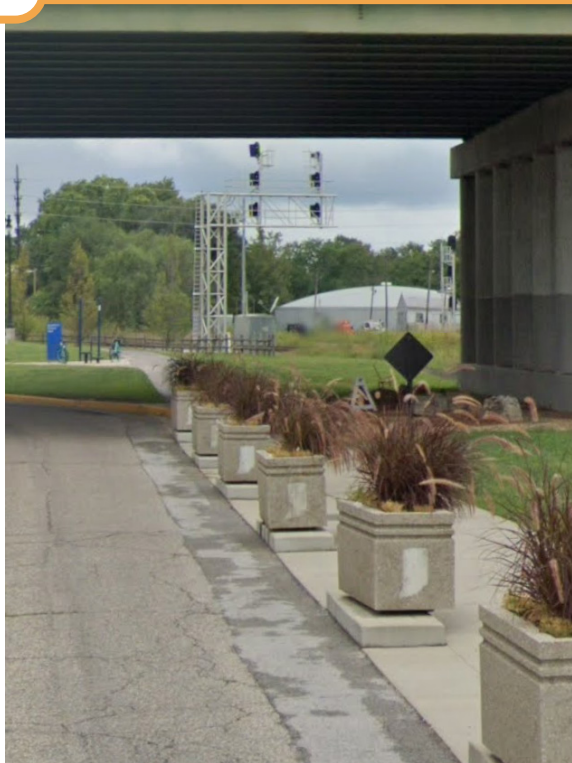
The Maple Avenue Nature Park is a city park located at Maple Avenue and 3rd Street. It includes a shelter and a fishing lake surrounded by a .6-mile paved loop trail. The trail is well-maintained, smooth, and easy to follow. It offers a continuous and scenic view of the lake with the western portion passing through a shaded tree grove.

2 HISTORIC COLLETT PARK PATHWAY



The Collett Park Pathway is a 1.6 mile spur of the Heritage Trail. It travels northbound from the Indiana State University (ISU) campus on the tree-lined east side of 5th street. The trail jogs east at 1st Avenue and continues north on 6th street to Maple Avenue where it terminates at Maple Avenue Nature Park and Collett Park. The trail averages 9' wide with a 2-5' buffer from the road. The trail connects residences, healthcare facilities, and Oubache Elementary School to recreational opportunities at the mentioned parks.

3 SYCAMORE BIKE TRAIL



The Sycamore Bike Trail serves as an extension of the National Road Heritage Trail. Where the Heritage Trail terminates at 7th avenue, a bike lane connects to the start of the Sycamore trail at North 4th Street. The meandering trail follows the curve of the CSX St Louis Rail Line to 1st Street. The trail loops around the ISU Gibson Track and Field Complex to travel along the Wabash River before returning to 1st street. It then follows 1st Street until it terminates at Ohio Street. In total, the trail is approximately 1 mile and is paved with concrete.

4 HISTORIC FARRINGTON GROVE TRAIL



The Historic Farrington Grove Trail extends south on 4th Street from Tippecanoe Street down to Hulman St. The trail is approximately 1.9 miles long and exists as multiple typologies. From Tippecanoe Street to Chestnut Street the trail is 12' and set back 9' from the road. From Chestnut Street to Cherry Street the trail is a 11' protected bike lane with a centerline. From Cherry Street to Poplar Street the trail is a sidewalk of varying widths with no buffer. Once the trail passes Poplar Street it is a consistent 10' trail with a 6' buffer. The trail terminates at Hulman Street where it then connects to the east-west traveling Hulman Street Trail.

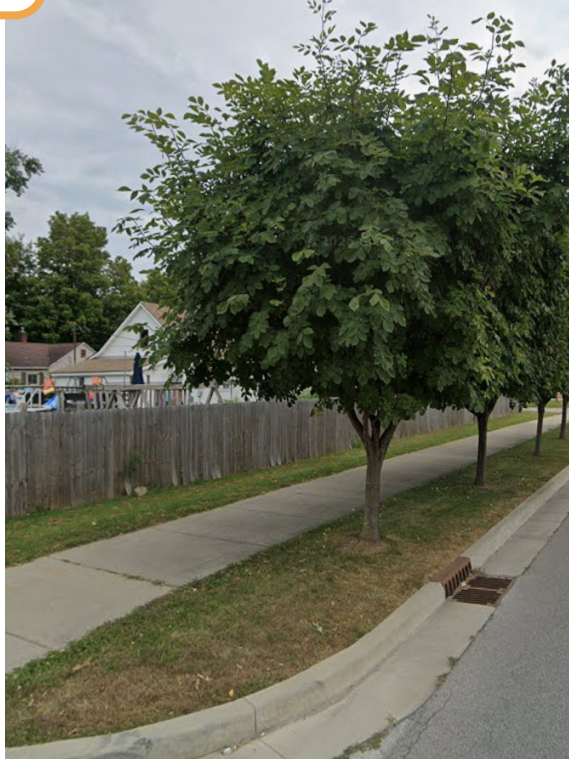
5 HULMAN STREET TRAIL



The Hulman Street Trail is a street-side trail that spans approximately 2.4 miles on the south side of Hulman Street. The trail begins on the west side of Terre Haute at South 4th Street and terminates before it reaches the Thompson Ditch Corridor. The trail is paved with asphalt and is consistently 10' in width. A majority of the trail has a grass buffer from the road that ranges from 4-6' with the exception of a few areas on the east end of the trail where the trail abuts the road. The overall condition of the trail is good but predominantly lacks shade. The Hulman Street Trail is the second longest trail in Terre Haute, running east to west and serves as a major connector for both sides of town.

6

EAST MARGARET AVENUE TRAIL



The East Margaret Avenue Trail is a street-side trail that spans approximately 2 miles along the north side of Margaret. It travels east to west starting at South 1st Street and ending just past South 25th street at Bible Baptist Church & Academy. The trail is consistently 8' wide and paved with concrete. A majority of the route abuts the road with no buffer for the exception of 0.3 miles from South 9th Street to South 13th Street that has an 8' buffer that is lined with trees. This trail serves as another major east-west connector for southern Terre Haute. It connects many residential areas to the commercial district along US Highway 41.

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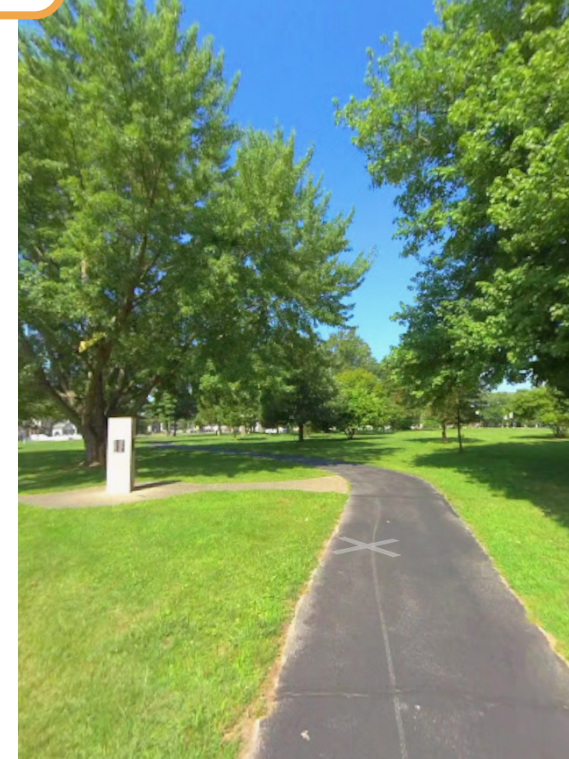
NATIONAL ROAD HERITAGE TRAIL



The National Road Heritage Trail is the crown jewel of Terre Haute's trails. It is part of a regional effort to connect Indiana from border to border via a complete off-road trail. One notable existing section is the Pennsy Trail in Indianapolis. In Terre Haute, the trail spans 6.5 miles with the eastern starting point at the Jones Trailhead on Chamberlain Street and the western terminus at North 7th Street, connecting the trail to ISU's campus. The trail exists as a variety of typologies from rail trail, to off-street and sidewalks. It is typically 10' wide and paved with asphalt. The trail connects major destinations in Terre Haute such as the ISU campus, Rose-Hulman Institute of Technology, Memorial Stadium, and many other parks, businesses, and residential areas.

8

INDIANA VETERAN'S MEMORIAL MILE



The Indiana Veterans' Memorial mile is a unique trail surrounding the Indiana State Memorial Football Stadium. It is a 1-mile interpretive loop trail in the shape of the state of Indiana. It features amenities such as fitness stations, benches, sculpture, and interpretive signage. Many portions of the trail are well shaded by trees that cover the lawn outside of the stadium. The trail itself is paved with asphalt as is typically 8' wide with the exception of certain portions at 12' wide. This loop trail serves as a key connection from the National Road Heritage Trail to Terre Haute's Downtown along Wabash Street.

9

SHADOW'S TRAIL



Named after a retired police dog, Shadow's Trail is a part of the National Road Heritage Trail system. The trail runs approximately 1.6 miles starting in the north at North Vigo High School. It travels along the north side of Maple Avenue and crosses south at North Brown Avenue where a bridge takes the trail over Lost Creek. It then continues south down Brown Avenue to the Indiana Veteran's Memorial Mile and continues on to Ohio Boulevard. The trail is a 10' paved path that slightly meanders through large areas of lawn and trees on the west side of Brown Avenue. It connects North Vigo High School and a large portion of the residential areas around Sheridan Park to Memorial Stadium and the National Road Heritage trail which further connects to downtown.

10 DEMING PARK - DOBBS PARK TRAIL



The Deming Park – Dobbs Park Trail is an approximately 1-mile trail that connects two of Terre Haute's most prominent parks, Deming and Dobbs Park. The trail extends from the southeast corner of Deming Park's internal trail system and follows Poplar Street to the entrance of Dobbs Park. The trail is consistently 10' wide and paved with asphalt. There is a grass buffer that ranges from 4-6' wide as the trail follows along Poplar Street. As the trail crosses intersecting streets, there are large stop sign markings on the ground as you approach the intersection.

11 OHIO BOULEVARD TRAIL



The Ohio Boulevard Trail is an on-street trail that spans approximately 2 miles along the north and south sides of the boulevard. Ohio Boulevard is a scenic tree-lined route that serves as the formal entry from downtown to Deming Park. It was placed on the National Register of Historic Places in 1989 and has many historic homes along the route. The trail is a painted bike lane with no buffer. There are also 6' sidewalks along the boulevard. The crossing of South Fruitridge Avenue at the east end of Ohio Boulevard has been highly indicated by the public as a dangerous crossing.

12 WABASHIKI TRAIL



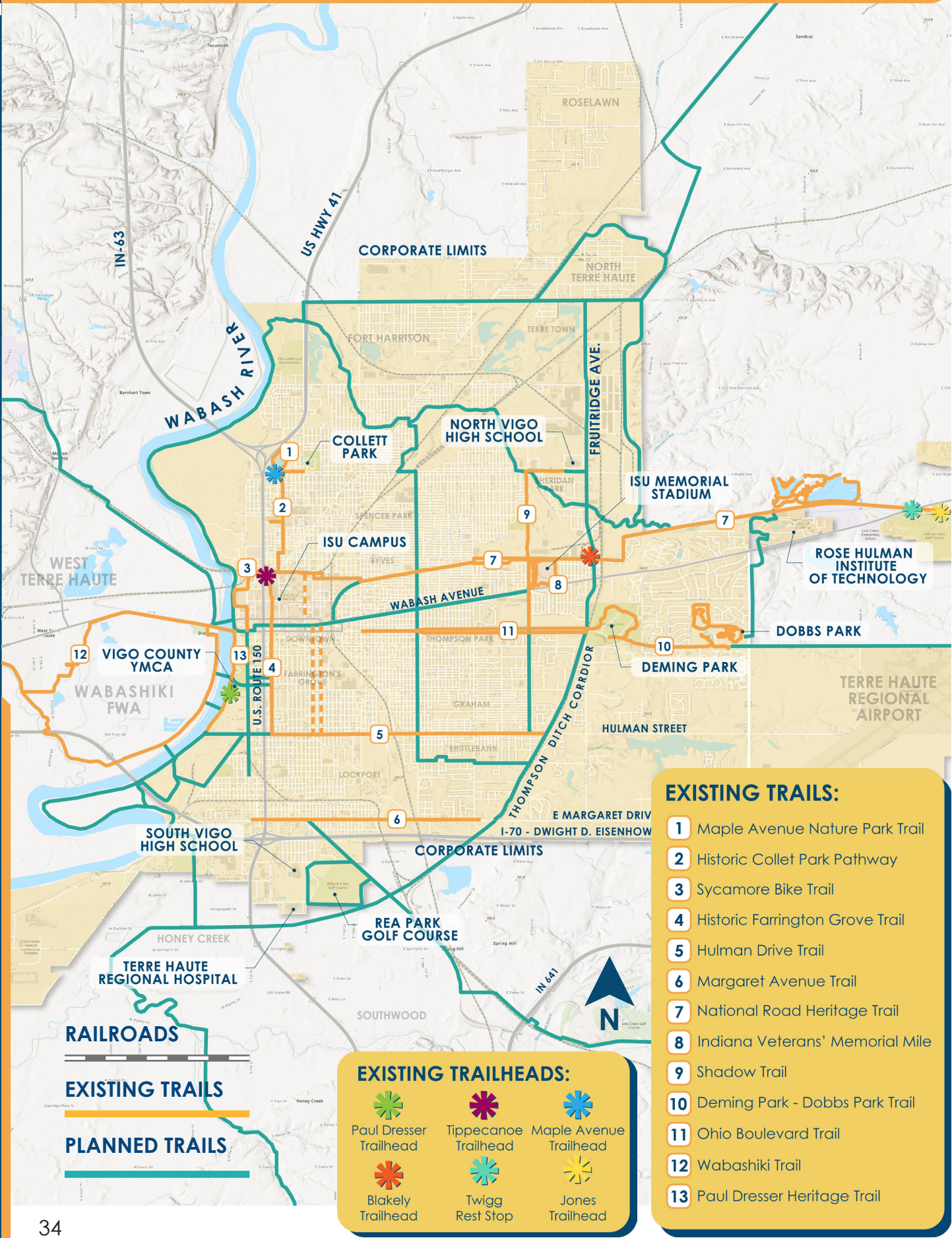
The Wabashiki Trail is Terre Haute's longest trail loop at 7 miles long. It circles the perimeter of the Wabashiki Fish and Wildlife Area, an area that is preserved by both the Vigo County Parks Department and the Indiana Department of Natural Resources. The trail is primarily crushed stone and 8-10' wide with some areas being paved with asphalt/concrete. The route offers many scenic views of The Wabash River, wetlands, and the various ponds within the FWA. The trail can be accessed from downtown Terre Haute by crossing the sidewalk along the Theodore Dreiser Memorial Bridge.

13 PAUL DRESSER WABASH RIVER HERITAGE TRAIL



The Paul Dresser Heritage Trail extends approximately 1.3 miles along the east bank of the Wabash River. It starts in the north from an access point off of the Theodore Dreiser Memorial Bridge and ends approximately a quarter mile south of the Vigo County YMCA. It traverses through various recreational amenities such as the YMCA, Fairbanks Park, Vectren Bark Park, and the Forsythe Community Center. North of the YMCA the trail is 12' wide and paved in concrete. South of the YMCA, the trail is crushed stone.

Existing/Proposed Trail System



Proposed Conditions

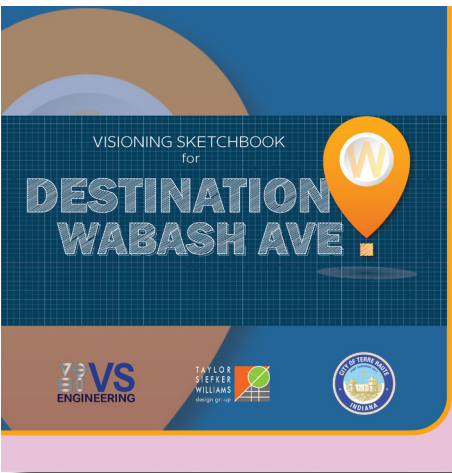
PLANNED SYSTEM

In Terre Haute's past parks and recreation master plans, planned trails were identified. These trails do not exist yet, but for the purpose of this plan they serve to identify current gaps in the existing system. On the map to the left, planned trails are labeled in a solid blue/green. These are corridors that have been recognized in both the 2025-2029 Parks and Recreation Master Plan and the Indiana Department of Natural Resources GIS trails map layers as areas that need trail infrastructure. In some cases, plans have already been put into place for their establishment. Planned trails include Wabash Avenue, Innovation Grove, The River District, and the Thompson Ditch Corridor. There are approximately 76 miles of planned and potential trails. They make up a portion of recommendations for future trail system programming.

Along with priority ranking of the planned trails, special attention is paid to The Thompson Ditch Corridor as the focus area of this plan. It forms a critical north-south connection that links key existing trails.

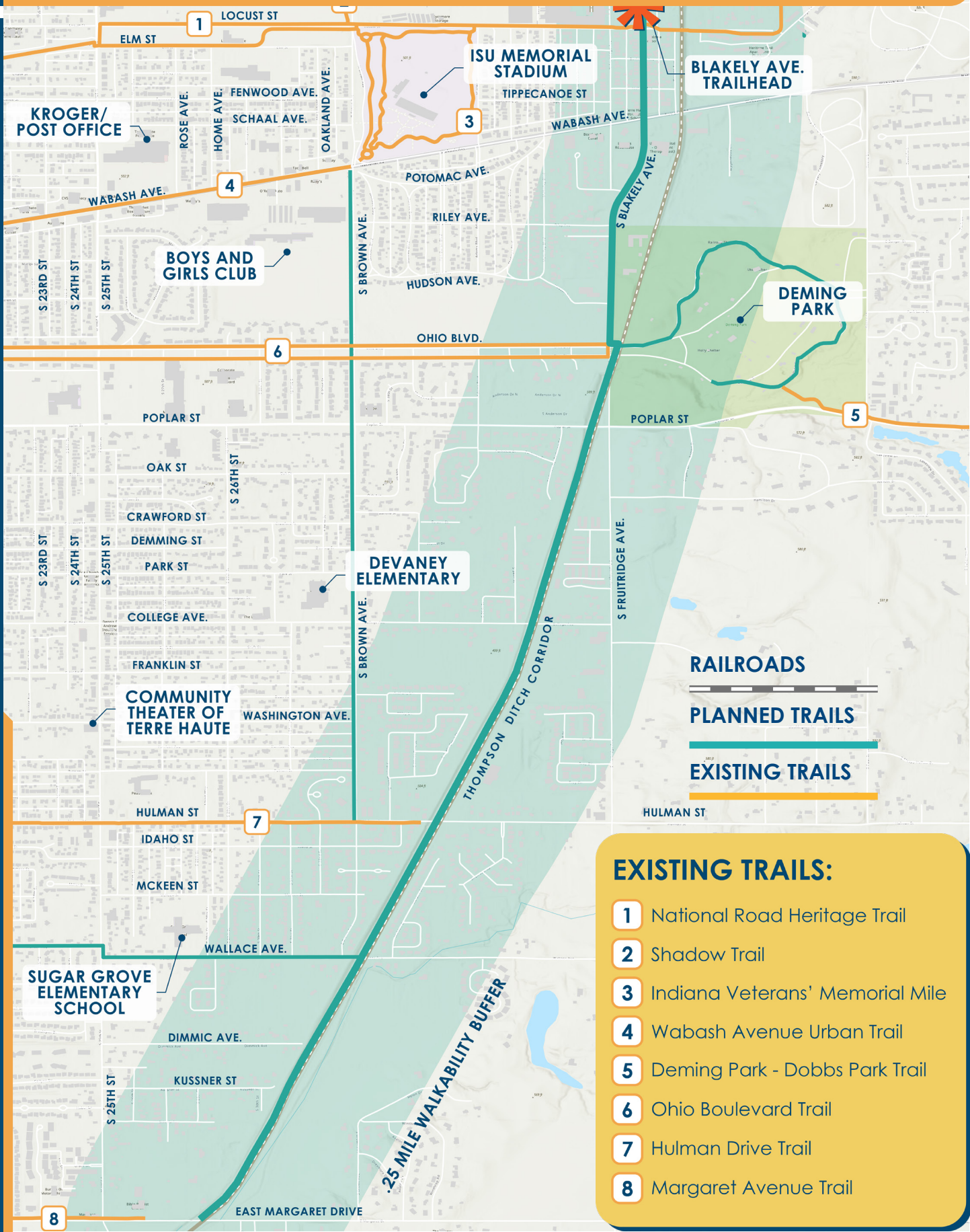


The 2025 Wabash Riverfront Masterplan lays out a vision for the development of the east bank of the Wabash River and the adjacent downtown area of Terre Haute. It proposes the development of multiple trails in this region and is reflected in this plan.



Destination Wabash is another plan that factors into this planning process. It envisions the transformation of Wabash Avenue into an activated streetscape to include an Urban Trail.

Thompson Ditch Corridor



Focus Corridor

THOMPSON DITCH CORRIDOR

The Thompson Ditch Corridor is a planned route that would serve as a major north-south connection from the Blakely Avenue Trailhead to East Margaret Drive. It also presents the opportunity to tie in multiple existing trails that run east-west. This would essentially form multiple loops throughout Terre Haute allowing for greater connectivity.

CORRIDOR CONDITION

A trail constructed along the Thompson Ditch Corridor would mostly be located between the active rail line and Thompson Ditch, a steep drainage channel. North of Deming Park, the proposed trail splits away from the railroad, following along Blakely Avenue, and crossing Wabash Avenue to the Blakely Avenue Trailhead. The areas the corridor cuts through are primarily residential with a few businesses scattered along the route.

DESTINATIONS ALONG THE CORRIDOR:

- Deming Park
- Blakely Trailhead
- Logan's Ribeye
- US Marine Corps Reserve
- Terre Haute Fire station 8
- St. Mark United Church of Christ
- Bunch Nurseries
- Weust Woods
- Sugar Grove Free Methodist Church
- Bible Baptist Church and Academy

CONNECTING TRAILS

- National Road Heritage Trail
- Ohio Boulevard Trail
- Hulman Street Trail
- East Margaret Drive Trail

INTERSECTING ROADS

- Locust Street
- Butternut Avenue
- Hickory Avenue
- Wabash Avenue
- Ohio Boulevard/Deming Drive
- South Fruitridge Avenue
- College Avenue
- Hulman Street
- Wallace Avenue
- East Margaret Avenue

CHALLENGES

Multiple challenges exist that are addressed later in the plan including:

- Difficult conditions crossing Deming Drive and Fruitridge Avenue
- Coordination with railroad owner regarding safety and regulations
- Trailhead placement