



TERRE HAUTE TRAILS

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TERRE HAUTE BIKE & PEDESTRIAN PLAN



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Acknowledgments

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SPECIAL NOTE

This plan was supported by funds made available from the Indiana Department of Health (IDH). The City of Terre Haute continues to promote walking and bicycling, and the intent of this planning effort is to build upon these efforts to enhance the overall comprehensive bicycle and pedestrian system network in the City. This planning study effort was divided into three parts and organized to meet the criteria outlined as part of the Indiana State Department of Health Grant Program



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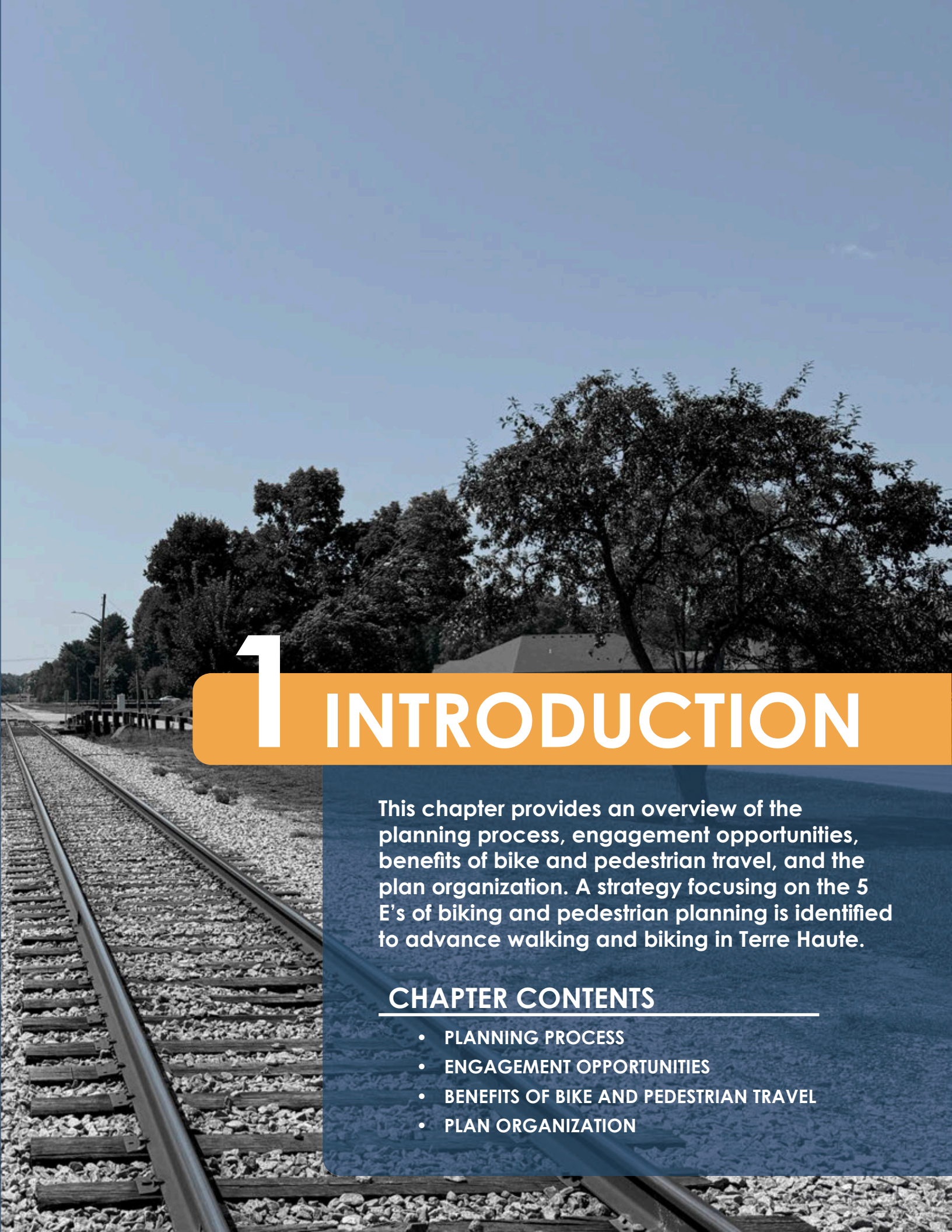
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1

INTRODUCTION

This chapter provides an overview of the planning process, engagement opportunities, benefits of bike and pedestrian travel, and the plan organization. A strategy focusing on the 5 E's of biking and pedestrian planning is identified to advance walking and biking in Terre Haute.

CHAPTER CONTENTS

- PLANNING PROCESS
- ENGAGEMENT OPPORTUNITIES
- BENEFITS OF BIKE AND PEDESTRIAN TRAVEL
- PLAN ORGANIZATION

Part 1: Assessment of Existing Conditions and Opportunities

Part one of the project included data collection, assessment of existing physical conditions and the collection and analysis of opportunities related to specifically the project focus area also known as the “Thompson Ditch Trail” corridor.



Planning Process

In the summer of 2025, the City of Terre Haute was awarded a Bicycle and Pedestrian Master Planning Grant from the Indiana Department of Health (IDH). With this grant, the community developed a plan to accomplish the goals set as part of the grant guidelines as well as community needs and priorities.

The primary objectives of this plan were to:

- Focus on addressing health disparities and traditionally under-served populations in the community (such as minority or low-income populations)
- Prioritize investments in walking and biking based on cost, use, and overall network connectivity.
- Strengthen applications for future state and federal funding opportunities.

The planning process developed for this Bike and Pedestrian Master Plan sought to combine local leadership input and public engagement to identify opportunities and challenges related to walking and bicycling in Terre Haute. The process utilized these input mechanisms to direct the planning process for bike and pedestrian routes. In addition, special emphasis is placed on the “Focus Corridor” of the Thompson Ditch as a potential new major trail connection. The method by which these goals are met are outlined in the graphic on this spread.

Part 2: Route Development and Conceptual Trail Design

The second part of the planning process was synthesizing and prioritizing the final destinations and routes and assembling the support information for the preparation of the recommendations.



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Part 3: Trail Plan Recommendations

The third part of the planning process was finalizing the plan based upon input received during the Trail Plan Advisory Committee and public meetings.



Engagement Opportunities

ADVISORY COMMITTEE

An Advisory Committee was developed to aid in directing the planning efforts and to provide feedback throughout the planning process. The committee was comprised of elected officials and key staff of the City of Terre Haute. Four advisory committee meetings were held throughout the planning process:



PROJECT KICKOFF MEETING

The first of four advisory committee meetings was held on August 11, 2025. At this meeting with project planning staff and the Advisory Committee members, the team discussed the overall project, timelines, and processes. Existing data, maps, plans and other resources were identified to aid in the planning process, and a site walk of the focus corridor was facilitated.



TRAILS PLAN ADVISORY COMMITTEE MEETING #2

The project team facilitated the second meeting on October 20, 2025. Base data identified in the project kickoff meeting was compiled into an overall existing conditions inventory and assessment. This inventory allowed for the mapping of opportunities and constraints for future connections, destinations, and route alternatives.



TRAILS PLAN ADVISORY COMMITTEE MEETING #3

The third meeting took place on December 9, 2025. In this meeting, sections of the draft plan including the existing conditions, community profile, and survey feedback were discussed. Feedback from the advisory committee on the findings were used to make adjustments to overall plan goals and objectives and establish direction for draft plan priorities and recommendations.



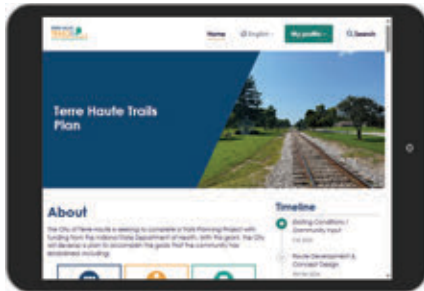
TRAILS PLAN ADVISORY COMMITTEE MEETING #4

The fourth and last advisory committee meeting took place on February 17, 2026. In this meeting, the committee reviewed a complete draft of the trails plan. Special focus was placed on the recommendation and implementation sections. Members were given a copy of the draft to make additional comments.

COMMUNITY ENGAGEMENT

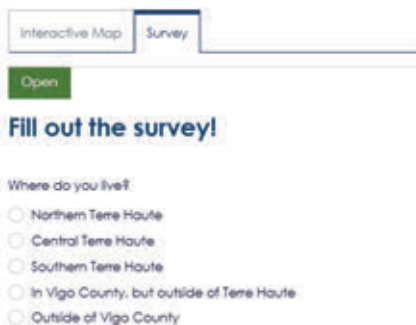
A combination of online and in-person engagement opportunities were provided to facilitate the planning effort. These methods were utilized to maximize the number of community members participating in the study by providing flexible options for input. Each method is summarized below.

PROJECT WEBSITE



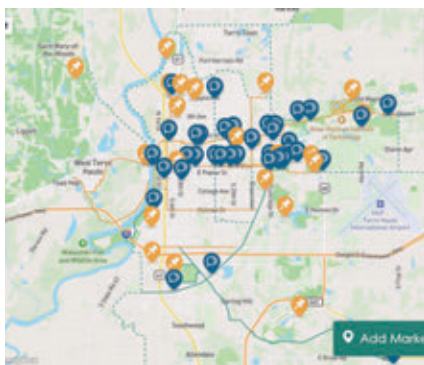
The project team created a project specific website that allowed members of the community to access important project information including a project overview, timeline, and maps. Community members were encouraged to visit the website to provide feedback on the plan by using an interactive map feature as well as a survey to gather perceptions on walking and bicycling in Terre Haute. Over the course of the planning process, there were 955 total visits, 79 unique users, 73 online survey responses and 62 comments generated on the digital map.

COMMUNITY SURVEY



A community survey was conducted on the project website to obtain information about how the public interacts with Terre Haute's trail system and their perceptions of walking and cycling. The survey helped to identify priorities for placement of future trails, destinations to be connected, and important amenities to be included. The survey was open from August 31, 2025 to December 14, 2025 and captured 73 responses.

INTERACTIVE MAP



In addition to the survey, a digital map was available for users to interact and provide site-specific comments. This tool allowed users to see all existing, planned, and proposed trails overlaid on a map of Terre Haute. Users were instructed to identify destinations, key linkages, and areas for improvement by placing a marker. Each marker could be designated as a "comment" or "destination" to identify areas of strength/weakness or key destinations respectively.

COMMUNITY MEETING



A public open house was held on March 25, 2026 with approximately 40 community members in attendance. The meeting was held in the second floor conference room of The Hub in Terre Haute from 3-5 p.m. Attendees received a brief presentation followed by an open house to discuss plan materials.

Benefits of Bike and Pedestrian Travel

Improving pedestrian safety and connectivity has the potential to address several challenges while providing many benefits to the community and users. By designing streets that are safe for all modes of transportation, the City of Terre Haute can become more inviting for pedestrians and cyclists. A more inviting pedestrian environment encourages regular physical activity which can reduce the risk of chronic disease, improve mental health, and boost overall quality of life. A transportation system that provides varying modes of travel greatly benefits those in the community that do not have reliable access or have an inability to travel by car. By increasing the number of people using walking and cycling as a mode of transportation, the city is also improving the environment by producing less air pollution and reducing their dependence on fossil fuels. Sidewalks, shared-use paths, and trails also provide economic benefits by increasing community livability. These facilities are valuable amenities that attract and retain residents, businesses, and tourists. By striving to create a more walkable and bike-friendly city, Terre Haute is taking steps to improve public health, safety, and equity while also enhancing environmental stewardship and economic development.

5 E'S OF BIKE AND PEDESTRIAN PLANNING

While roads, sidewalks, crossings, and trails are critical to improving the pedestrian experience of a city, other pieces such as local policies, ordinances, and programs must also be used to create walking and bike-friendly communities. The League of American Bicyclists has adopted a set of essential elements that help make a pedestrian and bike-friendly community. These elements are the 5 E's, and they form a multi-pronged strategy for an equitable and safe framework that focuses on building safer walking and biking routes through a combination of means. The 5 E's include:

- **Engineering:** The design and construction of pedestrian and bicycle infrastructure, such as sidewalks, trails, shared-use paths, crosswalks, traffic signals, and signs.
- **Education:** Giving people of all ages the knowledge, skills, and confidence to ride and walk. This can be geared towards pedestrians and cyclists but also applies to drivers.
- **Evaluation:** A community's ability to track and measure travel behavior, safety, and the condition of its infrastructure. With plans and policies as a framework a community can be proactive in addressing issues of pedestrian accessibility, safety, and comfort.
- **Enforcement:** Enforcement activities often include traffic safety laws and regulations. Community-based speed reduction programs, public education, and roadway engineering are also recommended.
- **Encouragement:** Creating a culture that supports and encourages active transportation within the community. A culture can be created through community-based programs like walking groups, organized bike rides, and special events.

Plan Organization

CHAPTER 1: INTRODUCTION

This chapter provides an overview of the planning process, opportunities for engagement, benefits of walking and biking, and the plan organization. A strategy focusing on the 5 E's provides a multi-pronged approach to advancing walking and biking.

CHAPTER 2: EXISTING CONDITIONS ANALYSIS

The goal of this chapter is to depict a clear image of where the community is at now in terms of pedestrian infrastructure and use it to form a vision of where the community wants to be in the future. The analysis reveals the opportunities and challenges that will need to be addressed to achieve the larger vision laid out in this plan.

CHAPTER 3: VISION, GOALS AND OBJECTIVES

This section introduces the vision and goals that form the framework for the policy, program, and project recommendations. The vision is derived from the communities' aspirations as captured during public engagement and the findings of existing conditions analysis. Goals are broad statements that support the vision by outlining a desired outcome. Furthermore, objectives provide specific action items and recommendations on how to move forward and complete goals.

CHAPTER 4: STRATEGIC RECOMMENDATIONS

This chapter suggests a complete bike and pedestrian network based on gaps located in the existing system and desire areas indicated by the community. There is a focus on the Thompson Ditch Corridor as a north-south spine that would connect a variety of existing trails. Lastly, this chapter highlights standards for potential trailheads that would enhance trail access as well as prototypical design standards that can be applied to both the focus corridor as well as the entire bike and pedestrian system.

CHAPTER 5: IMPLEMENTATION

The proposed trail connections are sorted by priority and additional details regarding the implementation of ideas found within this masterplan are outlined in this section. Each prioritized trail includes supporting strategies for implementation, a prototypical trail design, and a facilities toolbox outlining key trail amenities that could enhance the user experience.

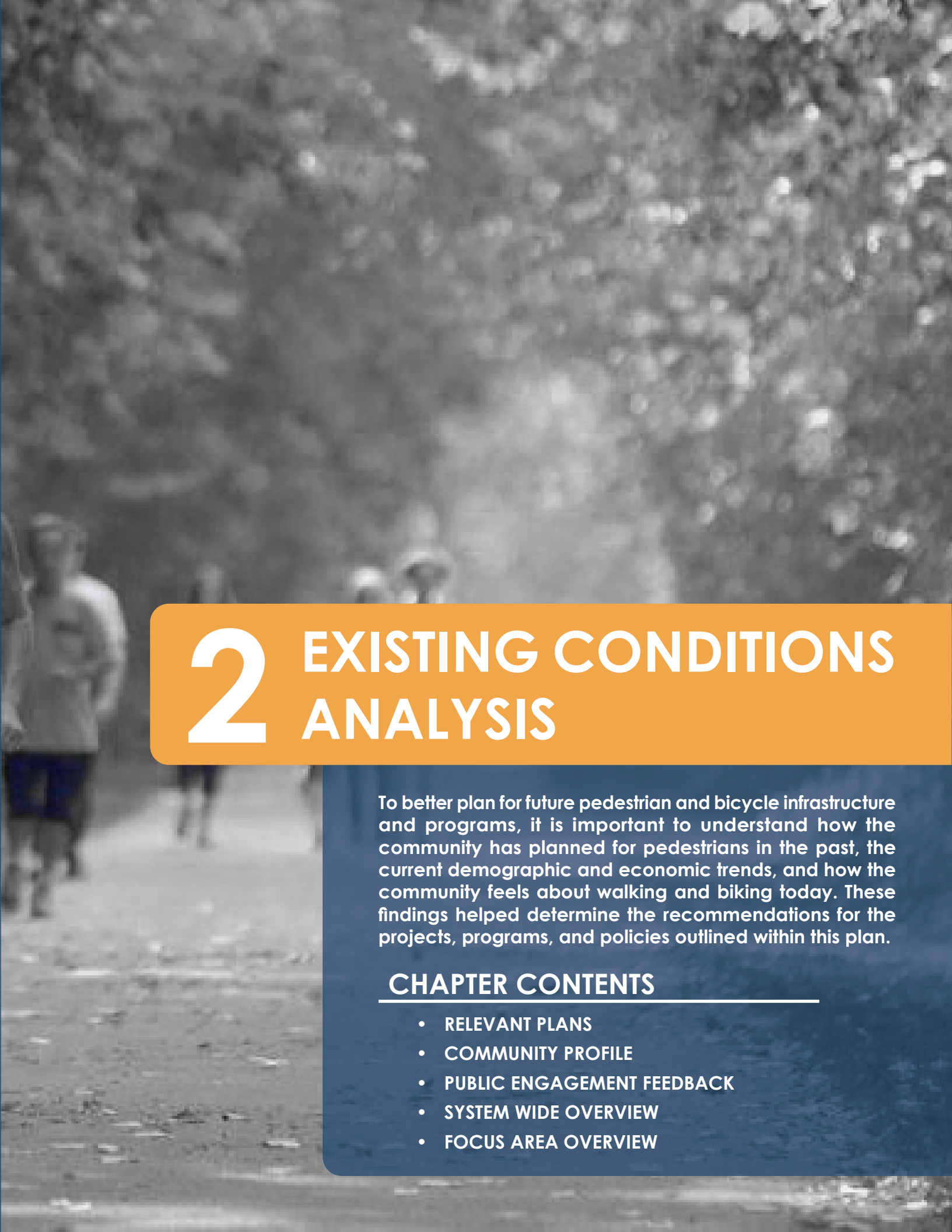
APPENDIX A: PUBLIC INPUT AND MEETING SUMMARIES

The appendix provides project meeting summaries, public open house materials, and public input summaries in the form of graphs and tables.

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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:



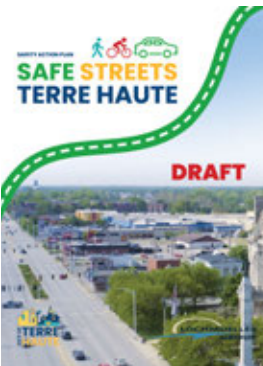
2025-2029 TERRE HAUTE PARKS AND RECREATION MASTERPLAN

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

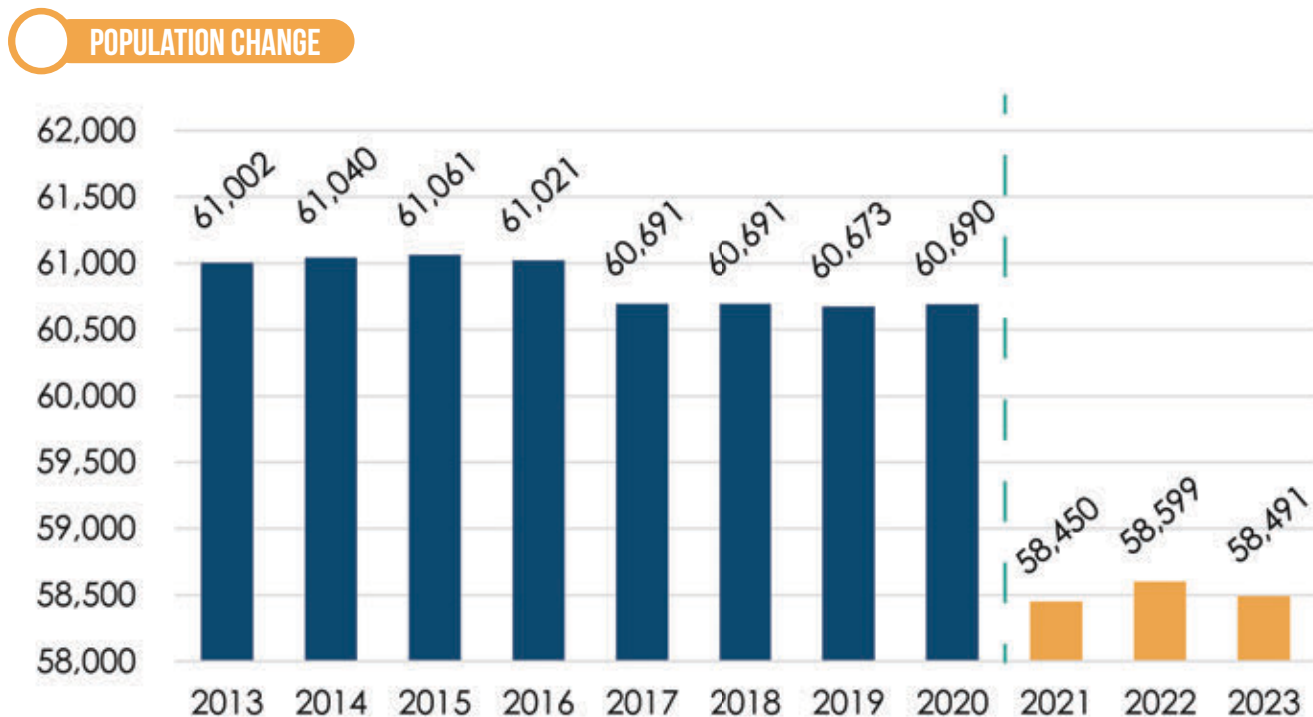
The 2050 MTP is a long range planning document that guides planning, construction, operation, and maintenance of the integrated, multi-modal transportation network in the Terre Haute Metropolitan Area. It outlines the region's transportation goals, strategies, and projects through the year 2025 and encompasses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



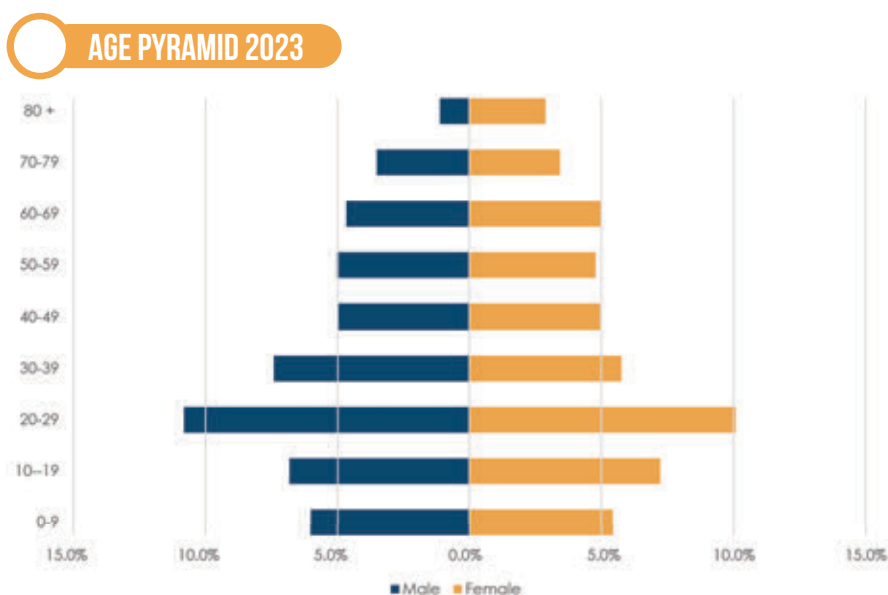
KEY TAKEAWAYS

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

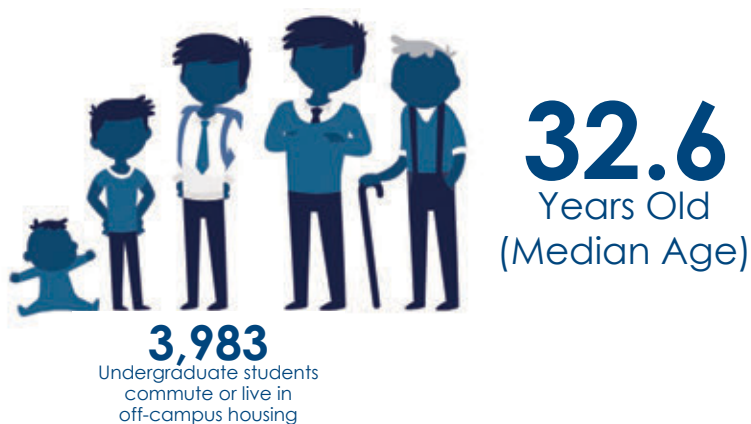
The median age in Terre Haute is 32.6 years old, slightly younger than the national median age of 38.9. The median age of Terre Haute has not seen a significant change since 2013 with only a marginal decrease from 32.7 to 32.6.

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.



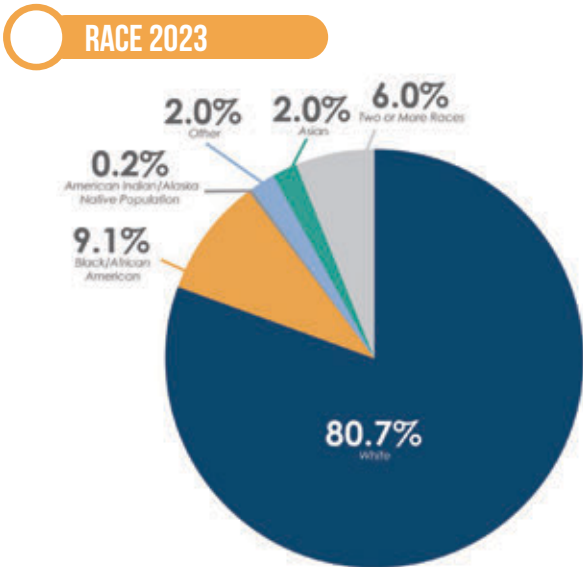
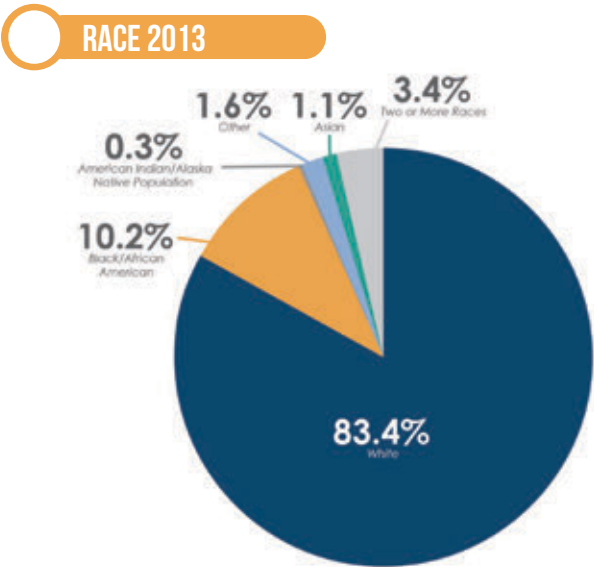
KEY TAKEAWAYS

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.



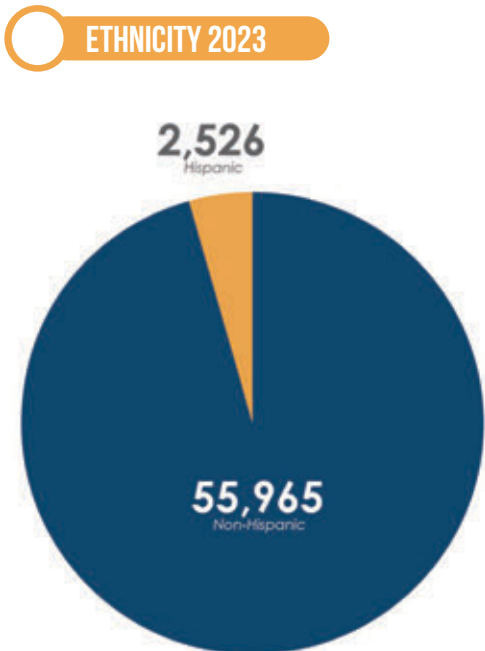
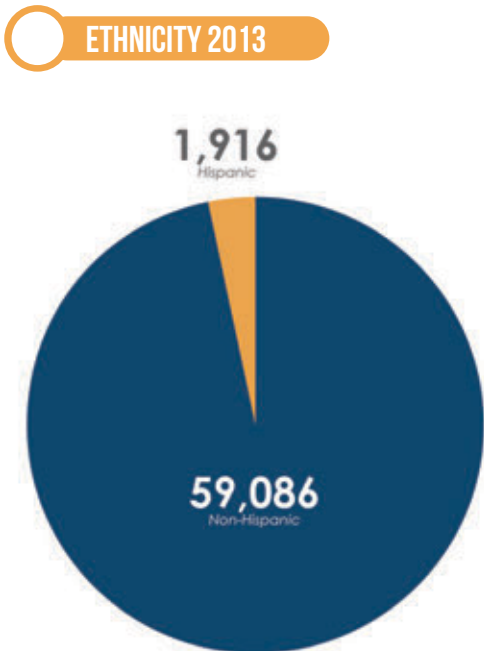
RACE/ETHNICITY

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



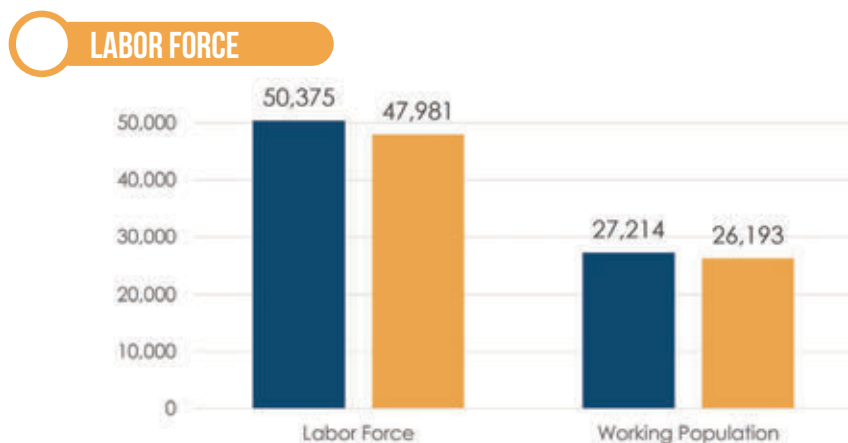
MEDIAN INCOME



\$32,446
(2013)
\$41,960
(2023)

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%



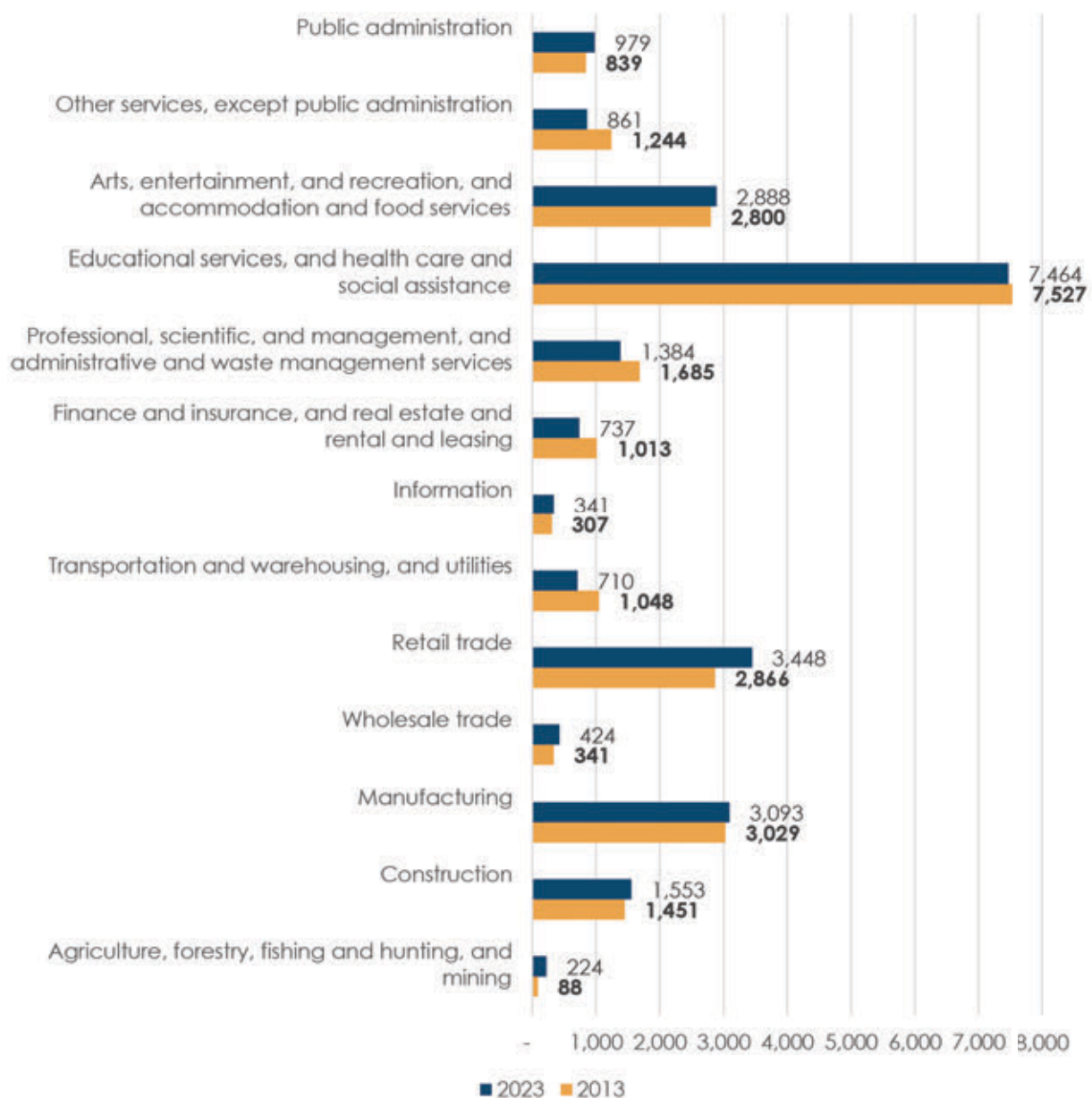
KEY TAKEAWAYS

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%).

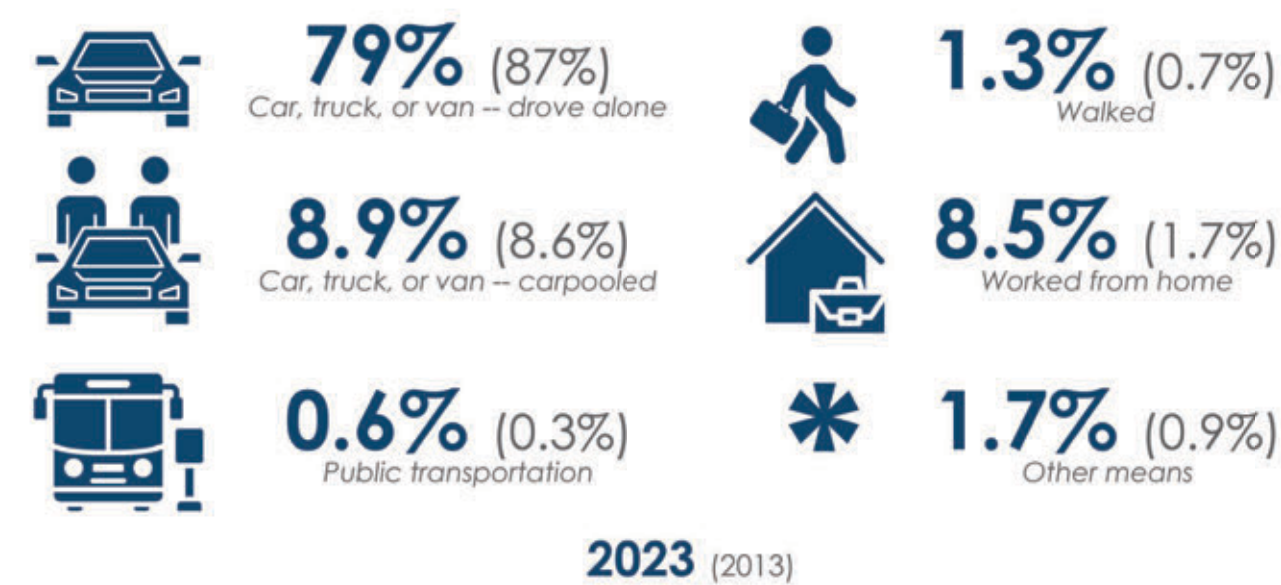
INDUSTRIES 2013-2023



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

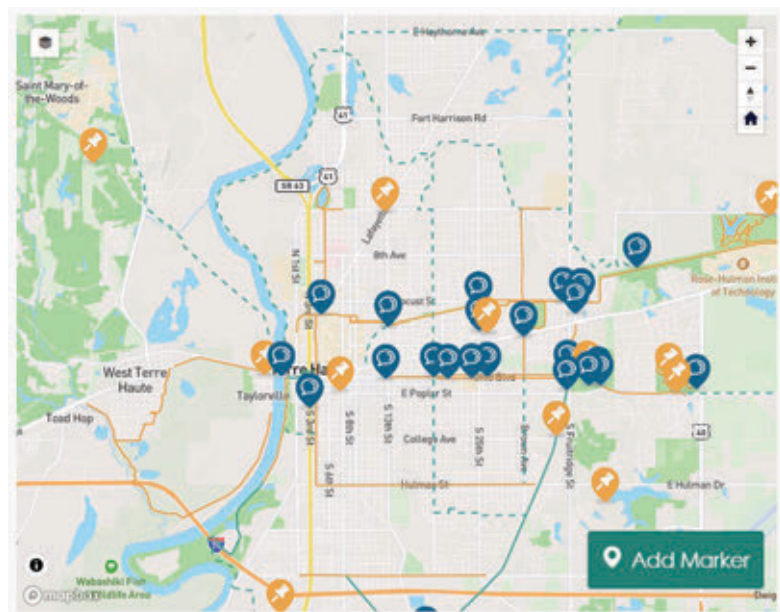
An online survey was available from August 31 – December 31, 2025. During this time there were 77 total survey contributions. The survey was used to understand the current perceptions and to identify opportunities and challenges related to walking and biking within the city of Terre Haute. A series of 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.

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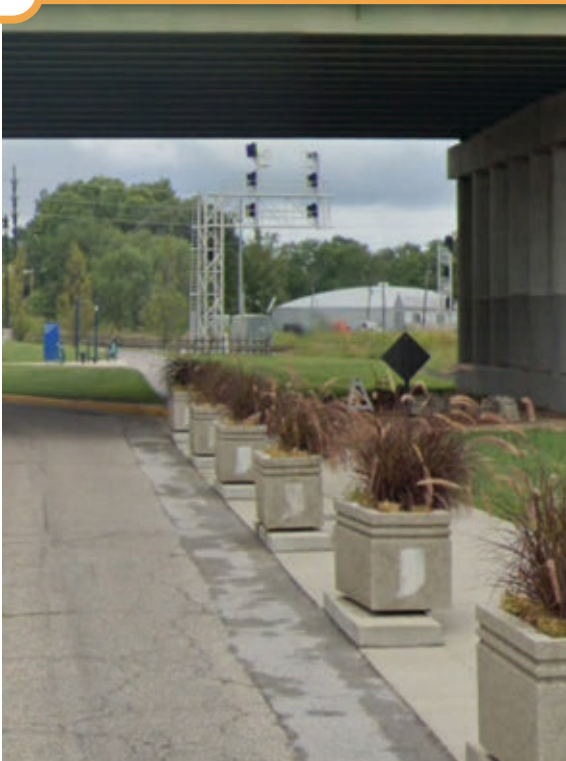
HISTORIC COLLETT PARK PATHWAY



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.

7

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.

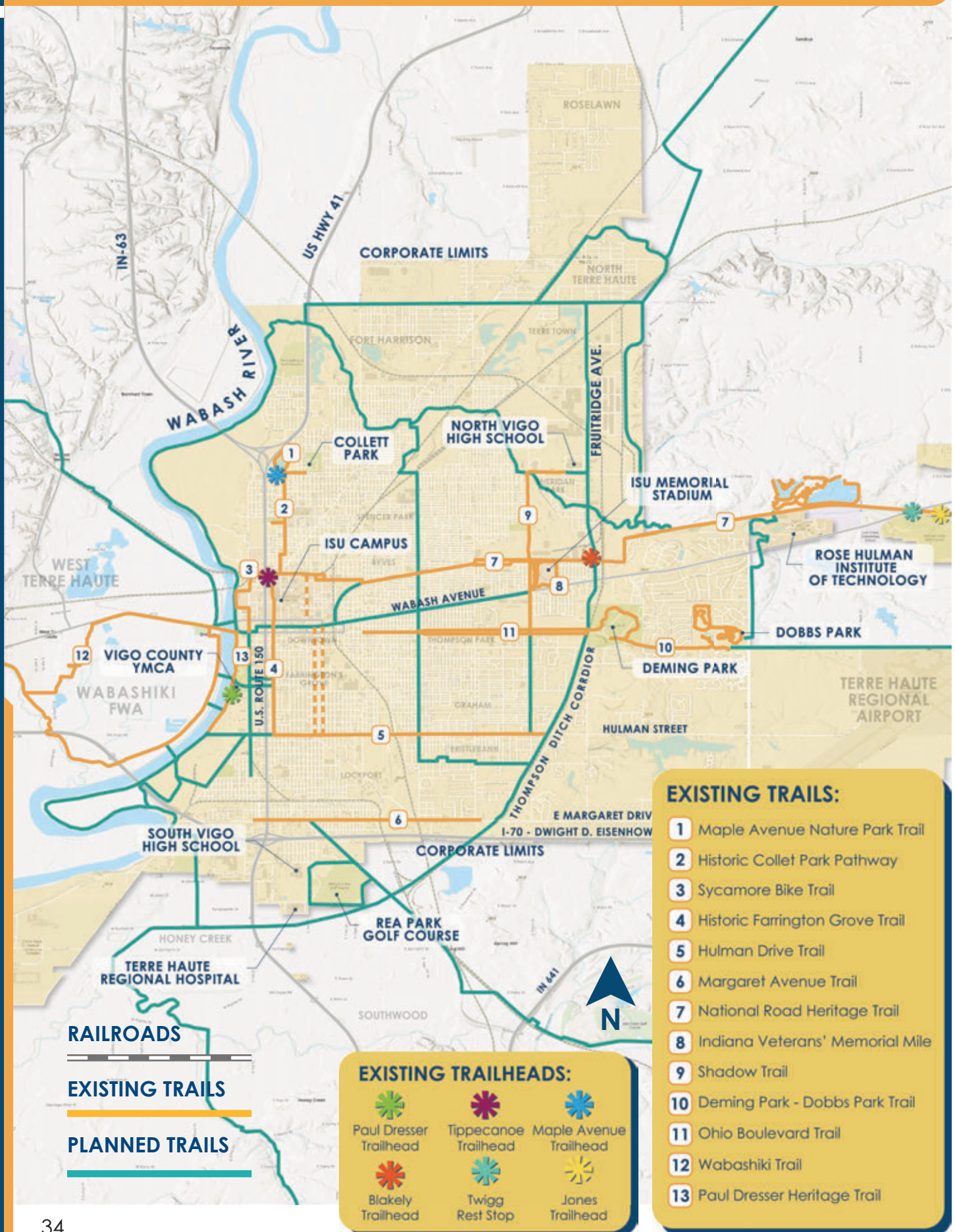
13

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

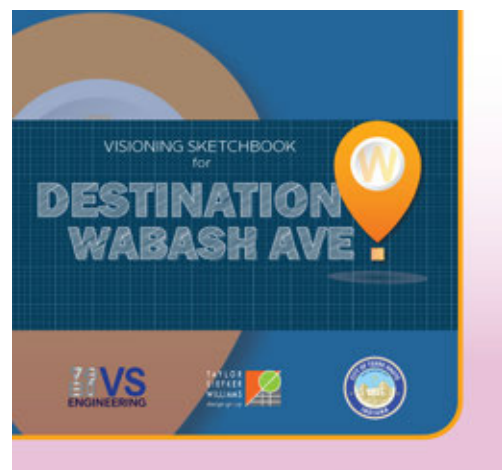
PLANNED SYSTEM

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 corridor of this plan. It forms a critical north-south connection that links key existing trails.

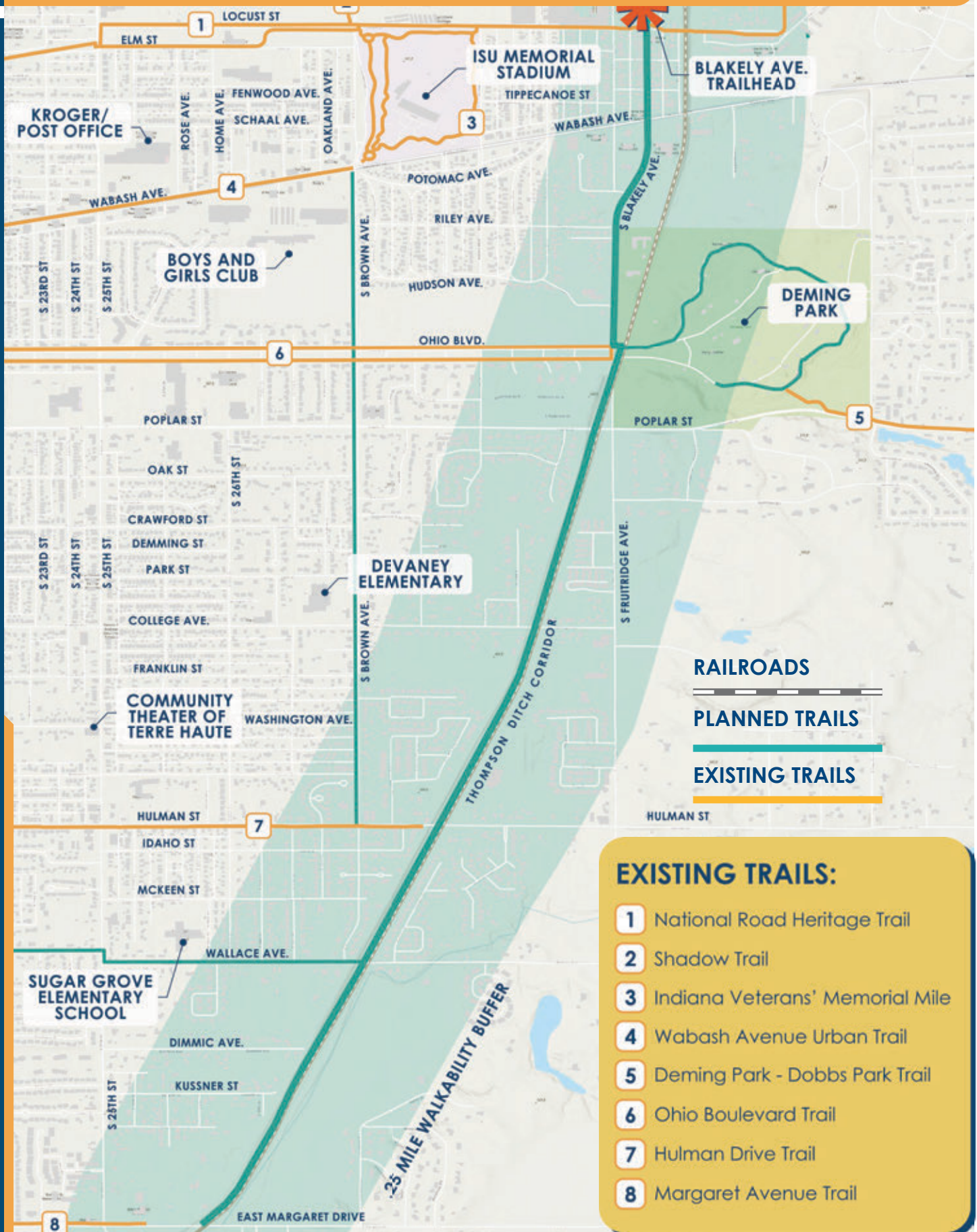


The 2025 Wabash Riverfront Masterplan lays out a vision for the development of the east bank of the Wabash River and the adjacent downtown area of Terre Haute. It proposes the development of multiple trails in this region and is reflected in this plan.



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

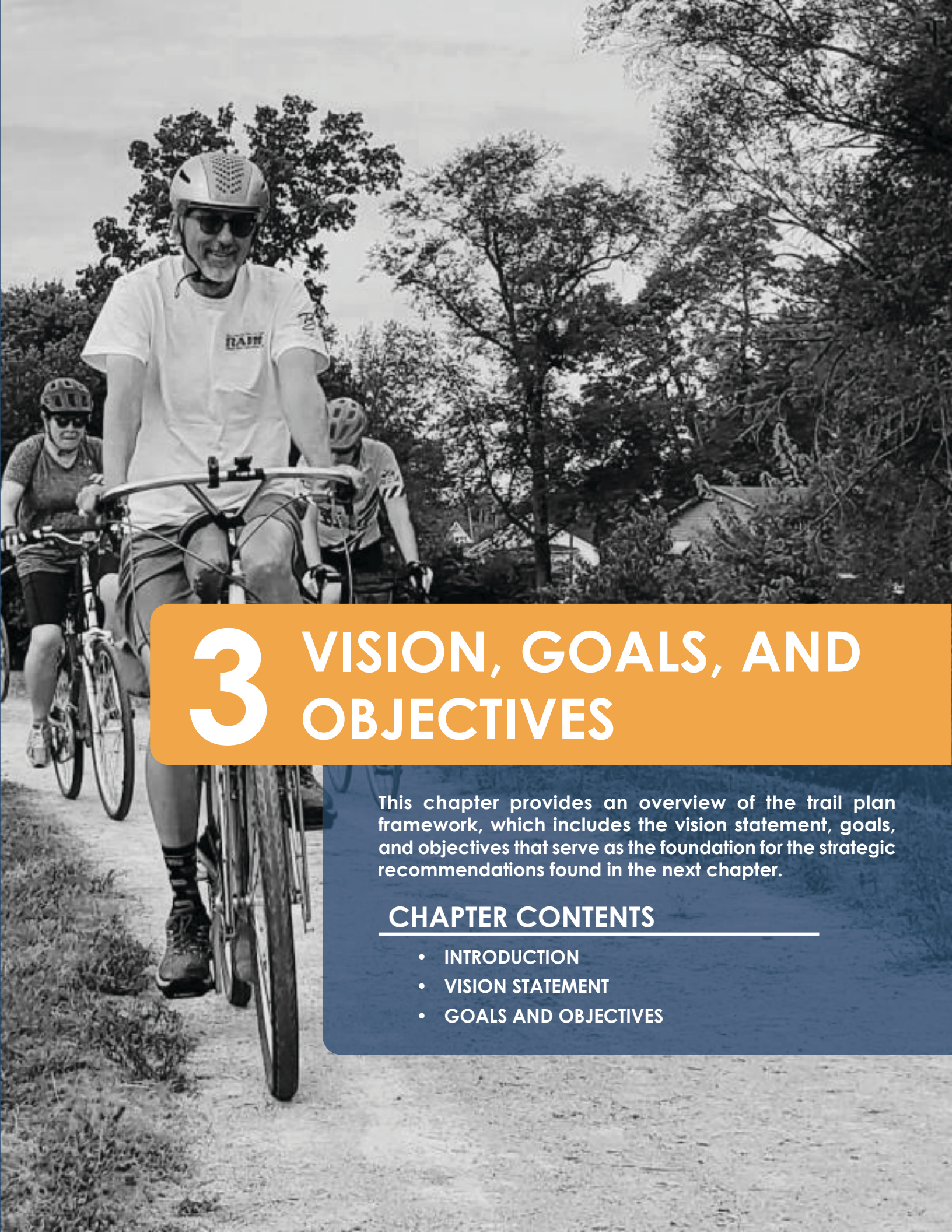
Multiple challenges exist that are addressed later in the plan including:

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

TERRE HAUTE TRAILS



Connecting People & Places



3 VISION, GOALS, AND OBJECTIVES

This chapter provides an overview of the trail plan framework, which includes the vision statement, goals, and objectives that serve as the foundation for the strategic recommendations found in the next chapter.

CHAPTER CONTENTS

- INTRODUCTION
- VISION STATEMENT
- GOALS AND OBJECTIVES

Introduction

The Terre Haute Bike and Pedestrian Plan is a comprehensive guide for creating, enhancing, and maintaining a network of pedestrian systems that are accessible to people of all ages and abilities. The plan provides a framework that focuses on the improvement of existing infrastructure and facilitation of expanding new infrastructure through partnerships, programs, and policy. The following chapter outlines a vision rooted in the needs and desires of the community as well as four goals based on input from the advisory committee and community outreach.

The goals serve as an organizational element to categorize supporting objectives and strategies. These objectives and strategies provide policy, program, and partnership recommendations that are crucial to implementing the physical project recommendations outlined in Chapter 4.

The Vision

A key part of this planning process was to understand the underlying vision for the future of Terre Haute's trail network. The following vision statement is a community-derived, aspirational statement that outlines the big picture goals of the community regarding the future of Terre Haute's connectivity, safety, and recreation. The statement captures the aspirations of the next 10-15 years, as many of the recommendations within this plan require significant financial and time-intensive contributions. Through focused investments, Terre Haute strives to improve connectivity, safety, and community health while also bolstering public perception of walking and biking in the city.

VISION STATEMENT

The City of Terre Haute aspires to create a safer and more connected environment for bicycling and walking through strategic investments in bike and pedestrian infrastructure. Using community-driven approaches, Terre Haute will implement policies, programs, and partnerships to facilitate the development of a vibrant and equitable pedestrian system. Investment in these approaches will improve the safety, experience, connectivity, and perceptions of biking and walking in Terre Haute.

Goals and Objectives

The trails plan framework includes two distinct planning elements that provide varying levels of specificity to address the project vision. The goals and objectives were derived from various conversations with the Advisory Committee and community. This framework serves as a supplement to the physical improvement strategies outlined in Chapter 4. A brief description of the two planning elements is provided below.

Goals – A broad statement intended to outline a desired outcome or big idea.

Objectives – A more direct statement intended to describe a general activity or course of action that supports the goals

CONNECTIVITY

Create a safe, comfortable, and attractive network of bike and pedestrian facilities that connect all Terre Haute residents to key destinations within the community.

CATALYST CORRIDOR

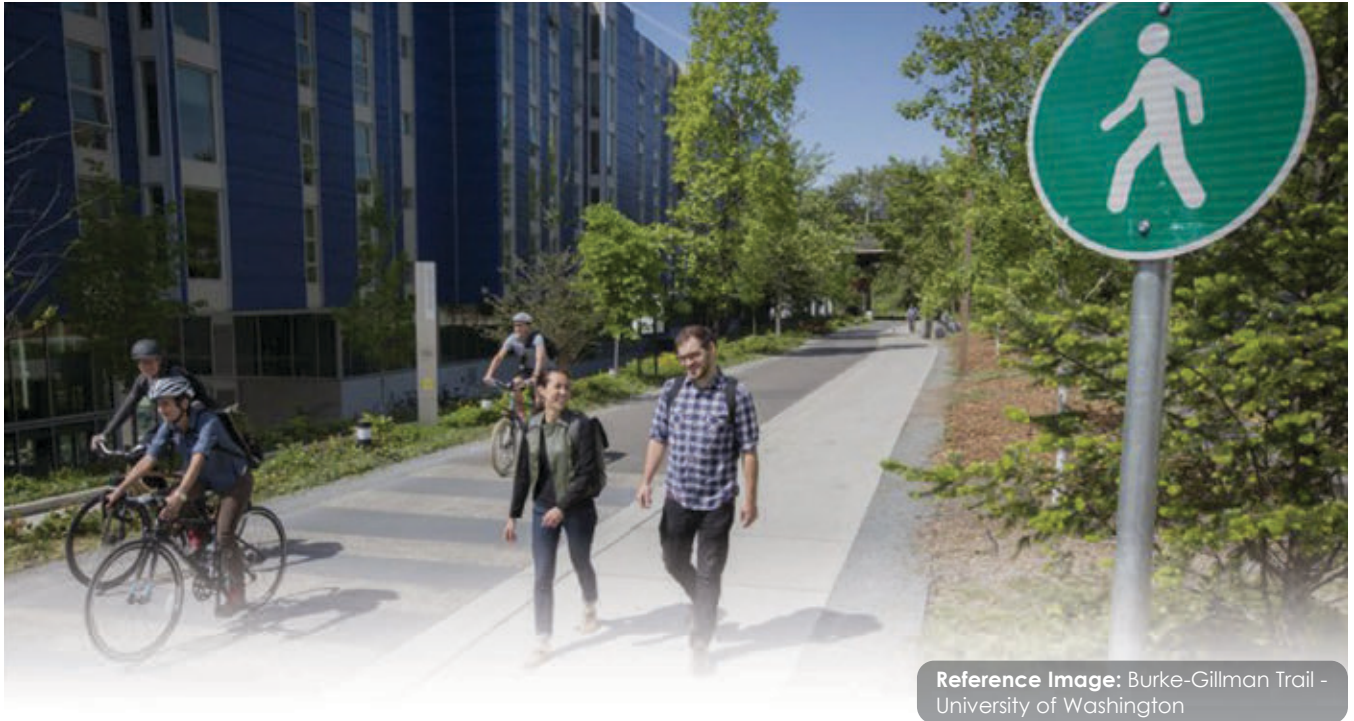
Establish the Thompson Ditch Corridor as a major north/south connector for the bike and pedestrian system of Terre Haute.

EXPERIENCE

Improve the safety, comfort, and overall sense of place of trails through careful design, maintenance details, and branding.

AWARENESS/PERCEPTIONS

Boost public perception of walking and biking.



Reference Image: Burke-Gillman Trail -
University of Washington

GOAL 1: CONNECTIVITY

Create a safe, comfortable, and attractive network of bike and pedestrian facilities that connect all Terre Haute residents to key destinations within the community.

OBJECTIVES:

- Plan and construct bicycle and pedestrian facilities that serve both transportation and recreational purposes.
- Fill in existing gaps in the trail network.
- Prioritize routes between residential areas and key destinations such as parks, schools, and businesses.



Reference Image: Indianapolis Cultural Trail - Glick Peace Walk

GOAL 2: EXPERIENCE

Improve the safety, comfort, and overall sense of place of trails through careful design, maintenance details, and branding.

OBJECTIVES:

- Adopt branding and design standards that makes trails easy to identify and navigate.
- Utilize pedestrian signaling at identified dangerous street intersections.
- Provide trail amenities that ensure all members of the community are comfortable using the trails. (Benches, water fountains, shade, etc.).
- Establish community guidelines for trail use.



Reference Image:
Thompson Ditch Corridor

GOAL 3: CATALYST CORRIDOR

Establish the Thompson Ditch Corridor as a major north/south connector for the trail system of Terre Haute.

OBJECTIVES:

- Work with railroad owner to coordinate safety and design.
- Establish key linkages of east/west trails, informed by community desire and analysis.
- Provide enhanced mobility options for residential areas along the Thompson ditch corridor.



Reference Image:
Indy Greenways

GOAL 4: AWARENESS/PERCEPTIONS

Boost public perception of walking and biking.

OBJECTIVES:

- Develop and initiate new awareness campaigns about the trail network to make residents aware of bike and pedestrian facilities.
- Develop formal education opportunities for teaching safe driving, bicycling, and walking in Terre Haute to residents of all ages.
- Partner with local businesses for bicycle and walking initiatives and awareness campaigns.
- Explore opportunities to broaden the multi-modal user facility needs or equipment.

TERRE HAUTE TRAILS



Connecting People & Places

A photograph of a person walking a dog on a paved path. The path is surrounded by trees and foliage. The image is used as a background for the document.

4 STRATEGIC RECOMMENDATIONS

This chapter suggests recommendations for the development of a bike and pedestrian system in Terre Haute including overall system, design standards, and key policy recommendations.

CHAPTER CONTENTS

- CONNECTIVITY RECOMMENDATIONS
- EXPERIENCE RECOMMENDATIONS
- CATALYST CORRIDOR RECOMMENDATIONS
- AWARENESS/PERCEPTIONS RECOMMENDATIONS

Overall System Recommendations

DESCRIPTION

The focus of the system-wide recommendation is comprised of a series of trails that work to form a more connected and accessible trail system within Terre Haute. Routes were selected based on key destinations as identified by the public outreach and an overall desire for more connectivity to parks, other trails, residential neighborhoods, and public facilities. In total, there are 11 new trails of varying typologies that can be established to create a more comprehensive trail system for the City of Terre Haute. These recommendations do not include the previously identified planned trails from other studies, although these planned trails are incorporated as prioritizations in section five of this plan along with new trails.

1.1 NEW SEGMENTS

OVERALL SYSTEM COMPONENTS			
Location	Starting	Ending	Est. Mileage
East Park Avenue	Clinton Street	Mill Dam Road	1.2
Clinton Street	East Rosehill Avenue	East Park Avenue	1.5
North Lafayette Street	East Park Avenue	North 7th Street	3.8
North 7th Street	North Lafayette Street	Tippecanoe Street	0.4
Maple Avenue	North 7th Street	North Brown Avenue	1.9
College Avenue	North 4th Street	Thompson Ditch	2.7
North 13th Street	North 10 1/2 Street/NRHT	East Voorhees Street	2.3
East Voorhees Street	South 14th Street	Prairieton Road	1.4
South 4th Street	Hulman Drive	Lincoln Street	0.3
Lincoln Street	South 4th Street	South 7th Street	0.3
South 7th Street	Lincoln Street	East Margaret Avenue	0.7
Total Miles of New Infrastructure (purple)			16.5
Total Miles of Planned Trails (blue)			76
Total Miles of Existing Trails (orange)			41
Total Miles in Entire System			133.5

Terre Haute Trails - Overall



Design Standards

DESCRIPTION

The implementation of design standards for bike and pedestrian systems is critical for ensuring safety, accessibility, and connectivity for all users. Standardized design creates predictable and safe conditions that encourage walking and biking as viable transportation options. In addition, applying design standards creates a stronger visual identity for the trail system. The use of standards can also aid in the long-term maintenance and sustainability of the system. Terre Haute's current trail system lacks uniformity of elements such as branding, wayfinding, accessibility, and amenities. This recommendation contains examples of these elements that can be implemented across a variety of trail typologies. It is recognized that not all trails are identical, so it is important that design standards are flexible in varying conditions.

RECOMMENDATION COMPONENTS:

2.1 TRAIL TYPOLOGIES

Different applications of trail typologies are outlined to provide general guidance for trail development in a variety of physical conditions. Ideally, a trail would maintain the same conditions from start to finish but that is often not possible. There are instances in which a trail may need to join with the road and become a bike lane, or due to right-of-way restrictions the trail may not have space to be maximum width or include an adequate buffer. The range of trail typologies include both on-street and off street prototypical standards that can be applied to the Terre Haute System.

2.2 ACCESS STANDARDS

This section of the design standards is intended to set guidelines for how a trail is accessed in varying contexts. To ensure maximum accessibility, it is important to establish a standard that accounts for the various types of infrastructure that the trail is connecting, including existing sidewalks, trails, trailheads, and intersecting streets. At the junction of each type it is typical that a node is placed. A node is an area that acts as a focal point that allows for the strategic placement of wayfinding and trail amenities such as benches, water fountains, parking, and more. For the purpose of this plan, trailheads, trail connection nodes, sidewalk connection nodes, and major/minor rest nodes are detailed.

2.3 CROSSING STANDARDS

Bike and pedestrian infrastructure needs to be specifically designed at all roadway intersections to create the safest solution for all users and vehicles. The development of crossing standards allows for the establishment of a common design “language”. A standard crossing is beneficial to both the pedestrian and the motorist by increasing familiarity and visibility. In this section of the design standards, five typologies are outlined with guidelines for design. These typologies include arterial street, collector street, mid-block, and railroad crossings, as well as neighborhood connections.

2.4 TRAIL BRANDING

Trail branding is a deliberate and intentional selection of visual elements that identify a trail system including color, logos, and materiality. These elements are typically applied to a variety of aspects within the trail system such as signage, amenities, and site furniture. A consistent brand for the trail will enhance user experience and safety by establishing trust that the trail user is on the right course.

2.5 WAYFINDING AND SIGNAGE

Wayfinding and signage works hand-in-hand with trail branding to ensure the navigability of a trail system. Wayfinding with uniform branding allows the user to verify they are on the correct route at a glance. To establish hierarchy within the wayfinding system, multiple scales of signage are as part of a comprehensive wayfinding system for the Terre Haute trail system. These different sign types include:

- Trailhead signs
- Informational kiosks
- Directional signs
- Mile markers
- Interpretive signs

2.1 TRAIL TYPOLOGIES

There are six trail typologies identified in this bike and pedestrian plan. Each one identifies a typical trail condition within Terre Haute. The details illustrated in the following sections can be used as guidelines for design of trails for most applications in Terre Haute. The implementation of these typologies will vary, but the prototypical standard provides guidance for basic trail accommodations.

NEIGHBORHOOD

The neighborhood typology should be used in residential areas where the right of way is 50-65 ft. wide. It includes a 12 ft. trail with a 6 ft. planted buffer. Buffer sizes should be no less than 4 ft. wide. The trail width may range from 10-12 ft. with a minimum width of 8' in narrow right-of-way conditions. Standard trail surface would be asphalt or concrete, depending on context.

NATURAL

The natural typology is used in off-street open-space scenarios with the purpose of providing both active recreation and an extension of the community's transportation network. The trail should be 10-12 ft. wide with aggregate extending at least 1 ft. beyond on either side to reduce edge deterioration. A clear zone should occur on both sides of the trail at a minimum width of 2 ft.

ADJACENT TO ROADWAY

Arterial roads and highways often present the opportunity for a direct route between major destinations. Wide right-of-ways often provide ample space for trail development. When constructing a trail along these types of roadways there should be at least 5 ft. of separation from the edge of roadway pavement. Stormwater drainage should be maintained at all times.

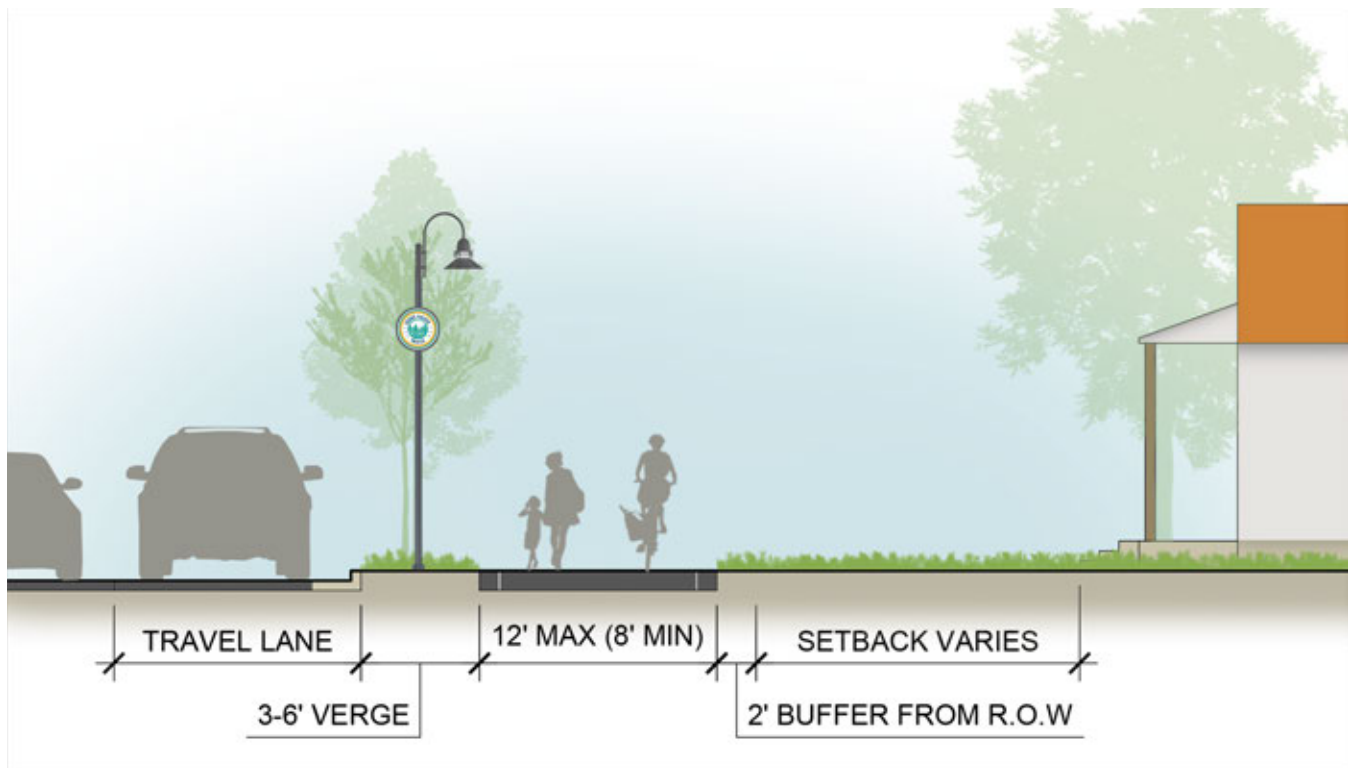
RAIL CORRIDOR

Rail corridors offer unique opportunities for trail placement. When placing a trail along an active rail corridor there must be at least 25 ft. of separation from the centerline of the rail. Additionally, a fence or other type of physical barrier is needed as a further degree of separation. Fence height may vary depending on the speed and distance from the trail, but in general, a 6 ft. fence barrier is recommended. Dense vegetation may be used as a barrier where feasible.

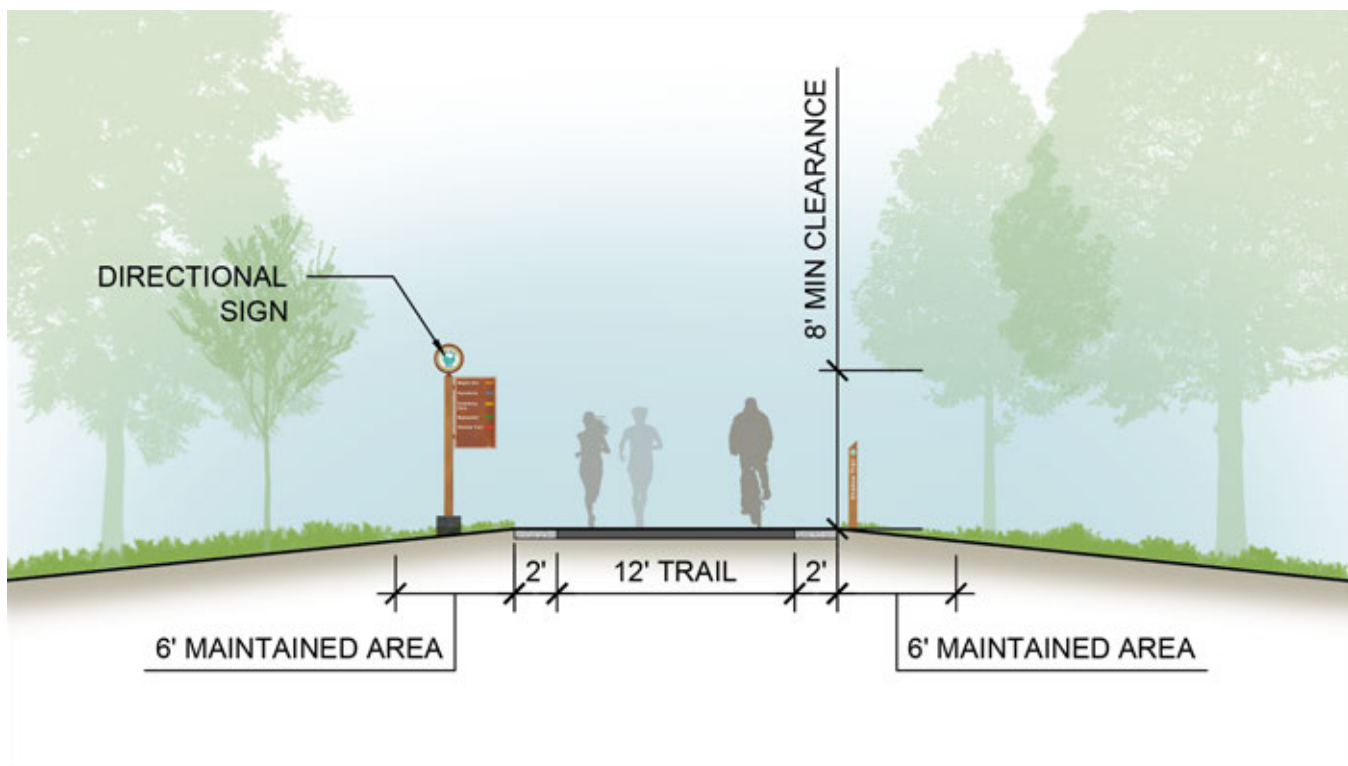
BIKE LANES & CYCLE TRACKS

Bike lanes and cycle tracks are on-street solutions that are to be used in scenarios where right-of-way width or budget does not allow for an off-street trail. Cycle tracks are two-way bike lanes with a barrier separating them from the flow of traffic. Lanes should be 6 ft. wide and separated by a single yellow line. The barrier should be no less than 2 ft. wide and can take a variety of forms including planted verges, concrete curbs, or striped zones with flexible delineator posts. Bike lanes should adhere to the same principals of separation but only consist of one directional traffic on a minimum 6 ft. lane.

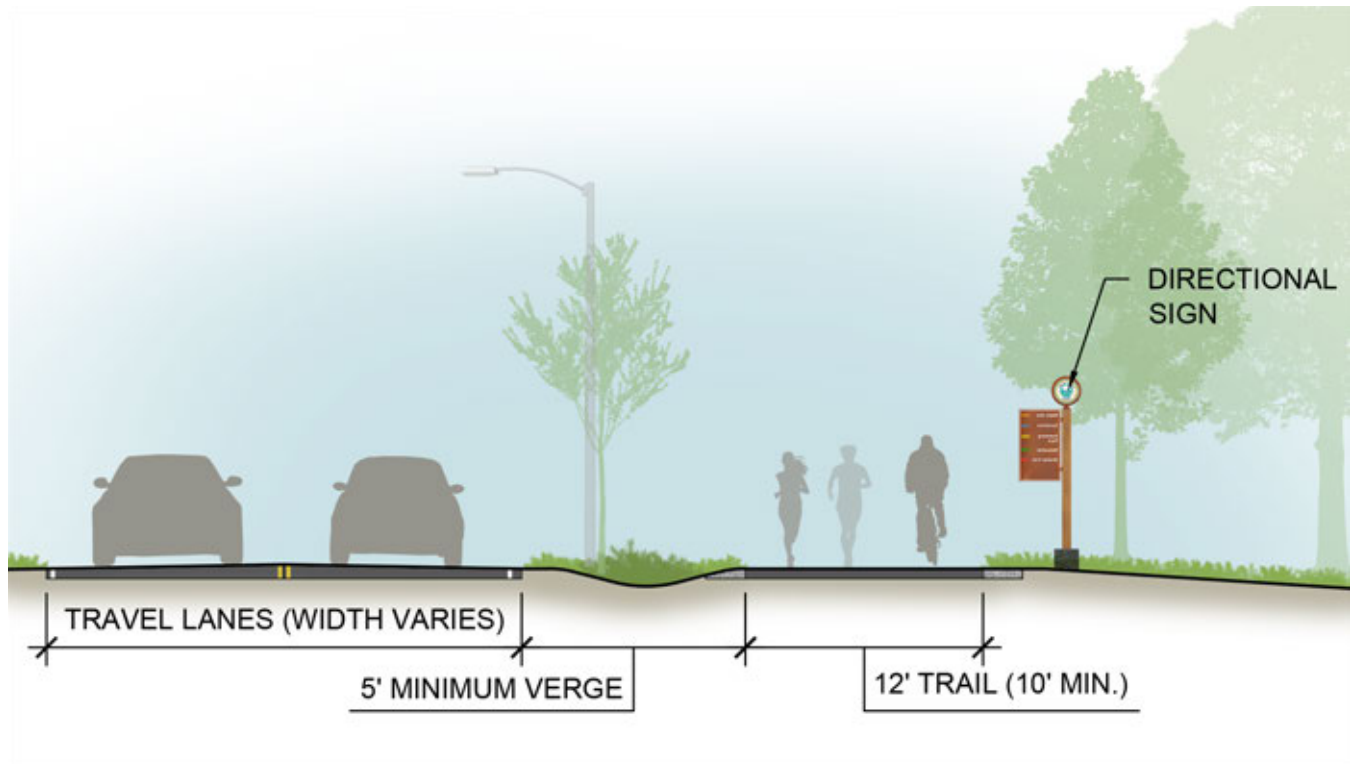
NEIGHBORHOOD



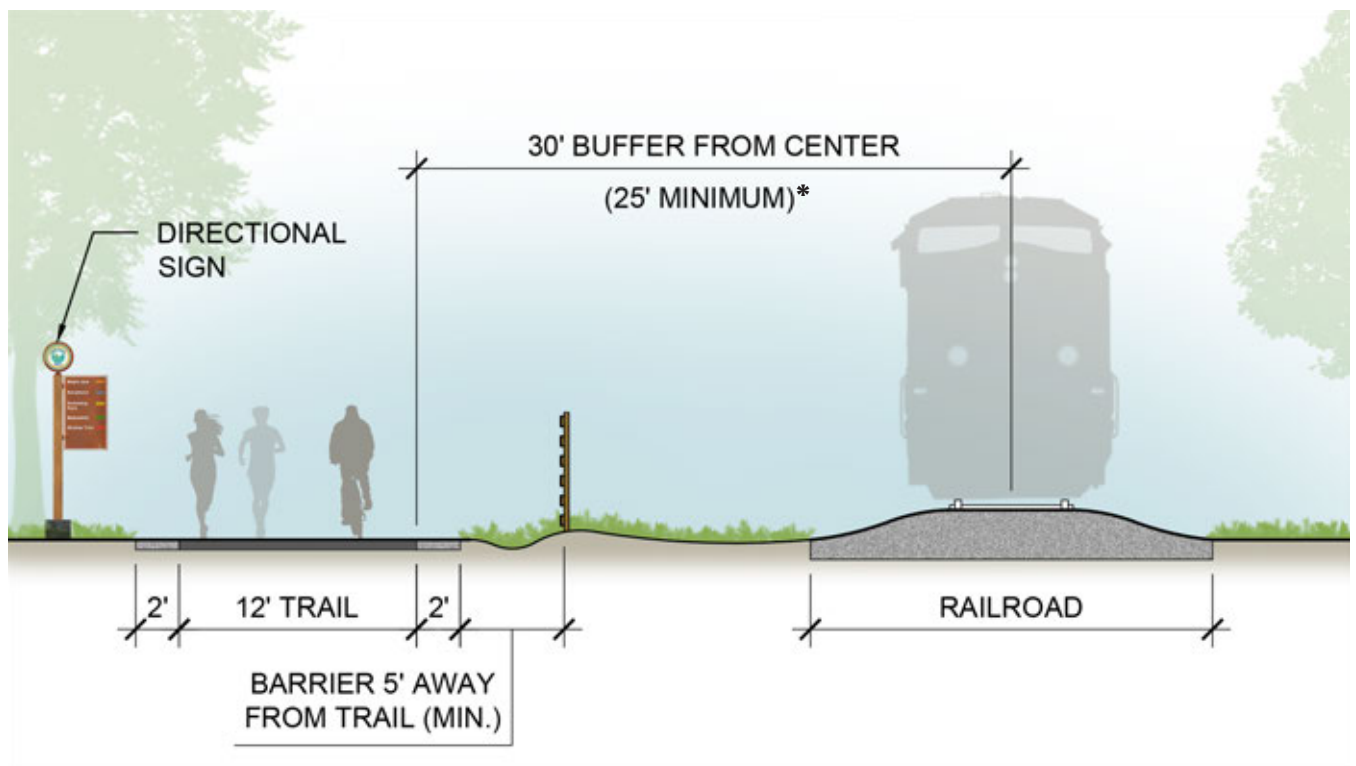
NATURAL



ADJACENT TO ROADWAY



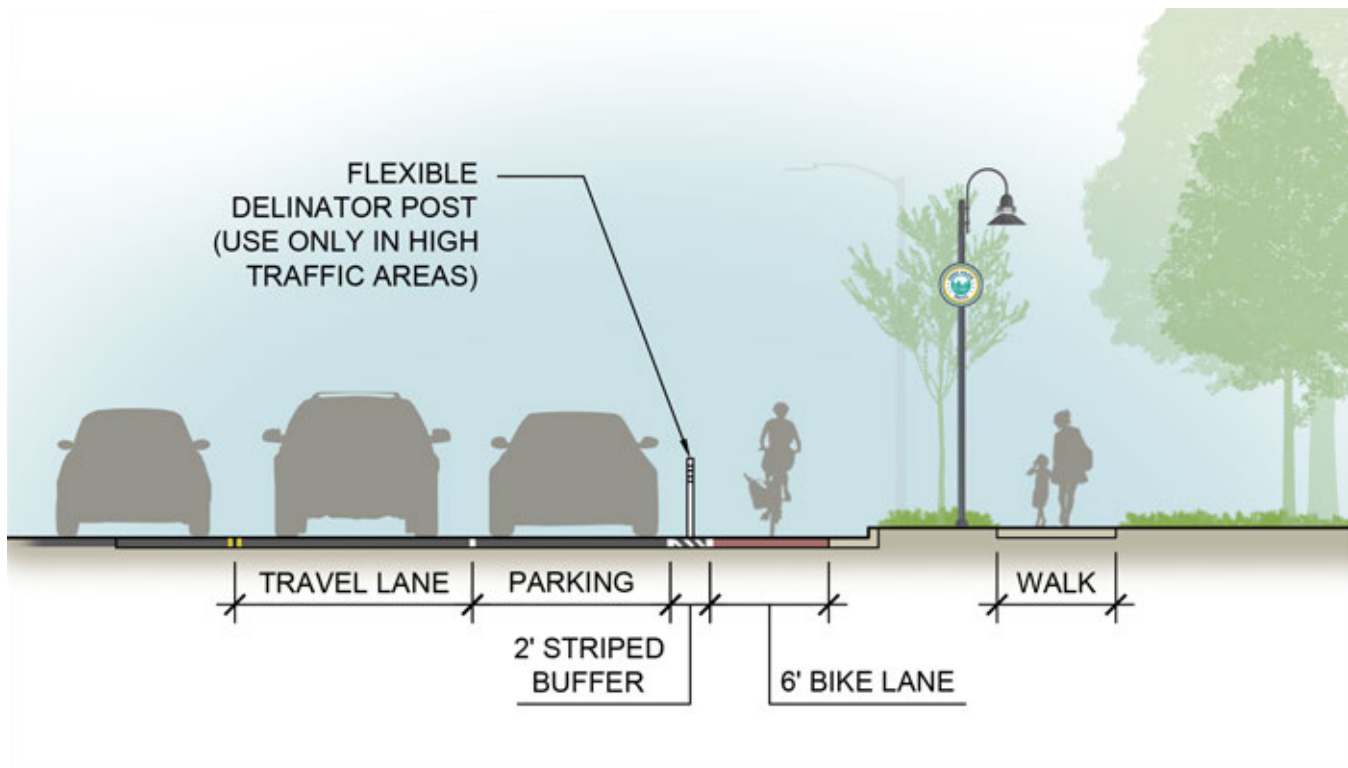
RAIL CORRIDOR



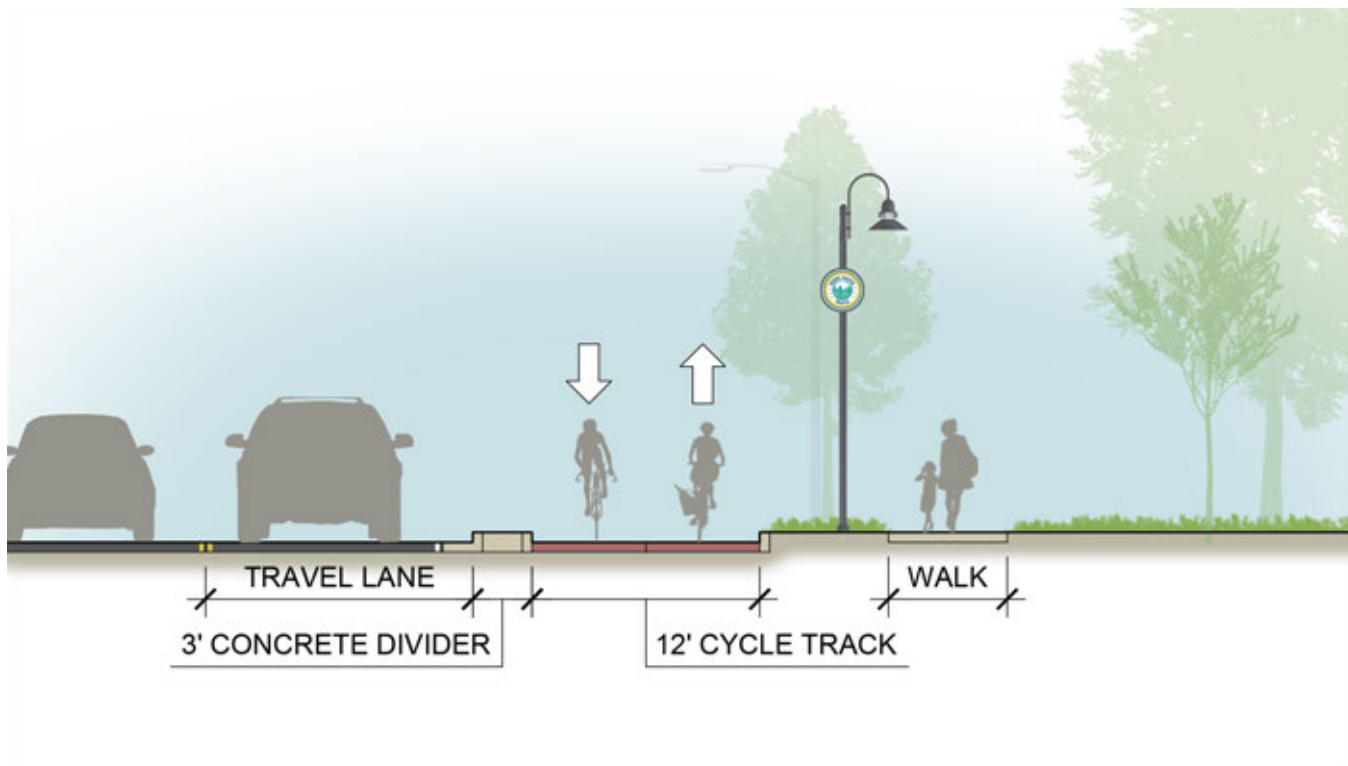
* Guidance for trail buffer is derived from "Rails with Trails: Best Practices and Lessons Learned" published by the Federal Railroad Administration.

In areas where the 25 ft. minimum buffer cannot be achieved, a trail may be placed no less than 13 ft. from the centerline of the rail per guidance from the Indiana Southern Railroad Company.

BIKE LANES



CYCLE TRACK



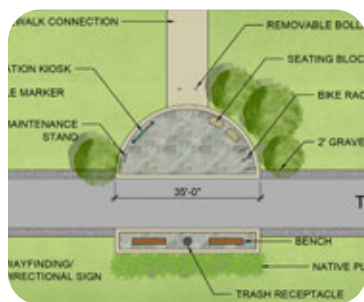
2.2 ACCESS STANDARDS: TRAILS & SIDEWALKS

Trailheads, major/minor rest nodes, trail connection nodes, and sidewalk connection nodes are the components that comprise the access standards for Terre Haute's trails system. These elements are located at areas where there is need for access to the trail system and each provides a varying level of programming and amenities. Each access type is detailed below.



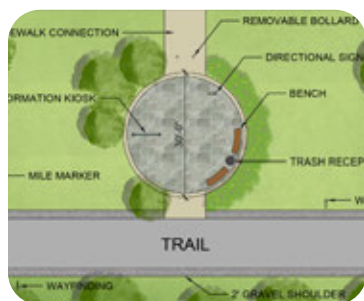
TRAILHEAD

Trailheads are provided at major access points to the trail where significant egress and ingress are likely to occur. They typically provide 8-20 parking spots and host the full set of amenities. Larger trailheads may warrant restroom facilities. At a minimum, trailheads should include parking, identifying signage, and an informational kiosk.



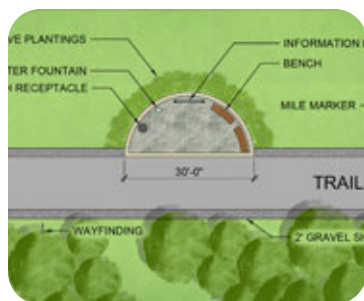
TRAIL CONNECTION NODE

Trail connection nodes are areas that offer the typical amenities located at a trailhead, but without the parking. This access type is typically used when connecting to an existing trail, a neighborhood park, or notable destination. Amenities that might be found at a major access node include benches, trail signage, special paving, trash receptacles, and hydration.



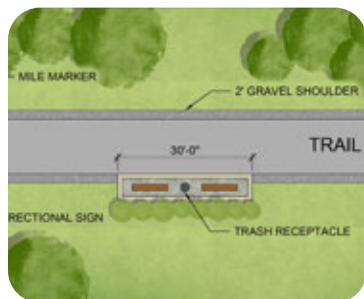
SIDEWALK CONNECTION NODE

The sidewalk connection node serves to define an entry to the trail from residential communities. This connection was among the highest requested during public feedback. The inclusion of a sidewalk connection node gives the user access to a trail information kiosk, a trash receptacle and seating. Removable bollards can be used on the approach to the node for safety.



MAJOR REST NODES

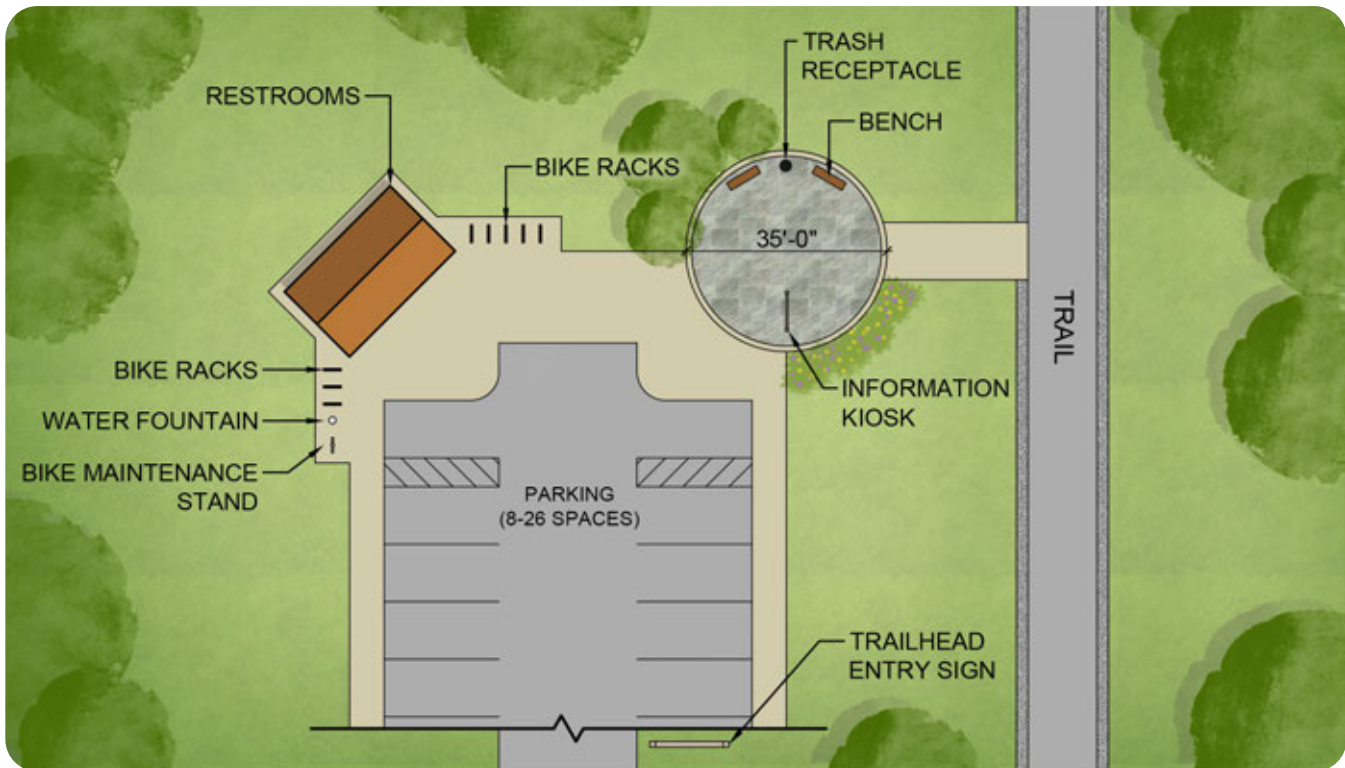
Major rest nodes include the same amenities that might be found at a trail connection node, but are placed at select road intersections and along large lengths of trail that have minimal access to trailheads. Featured amenities include: benches, an information kiosk, water fountains, and trash receptacles.



MINOR REST NODES

Minor rest nodes are the smallest access infrastructure and should be placed at even intervals on large lengths of trail that have minimal access to trailheads. Rest nodes offer minimal amenities, a bench and trash receptacle at minimum.

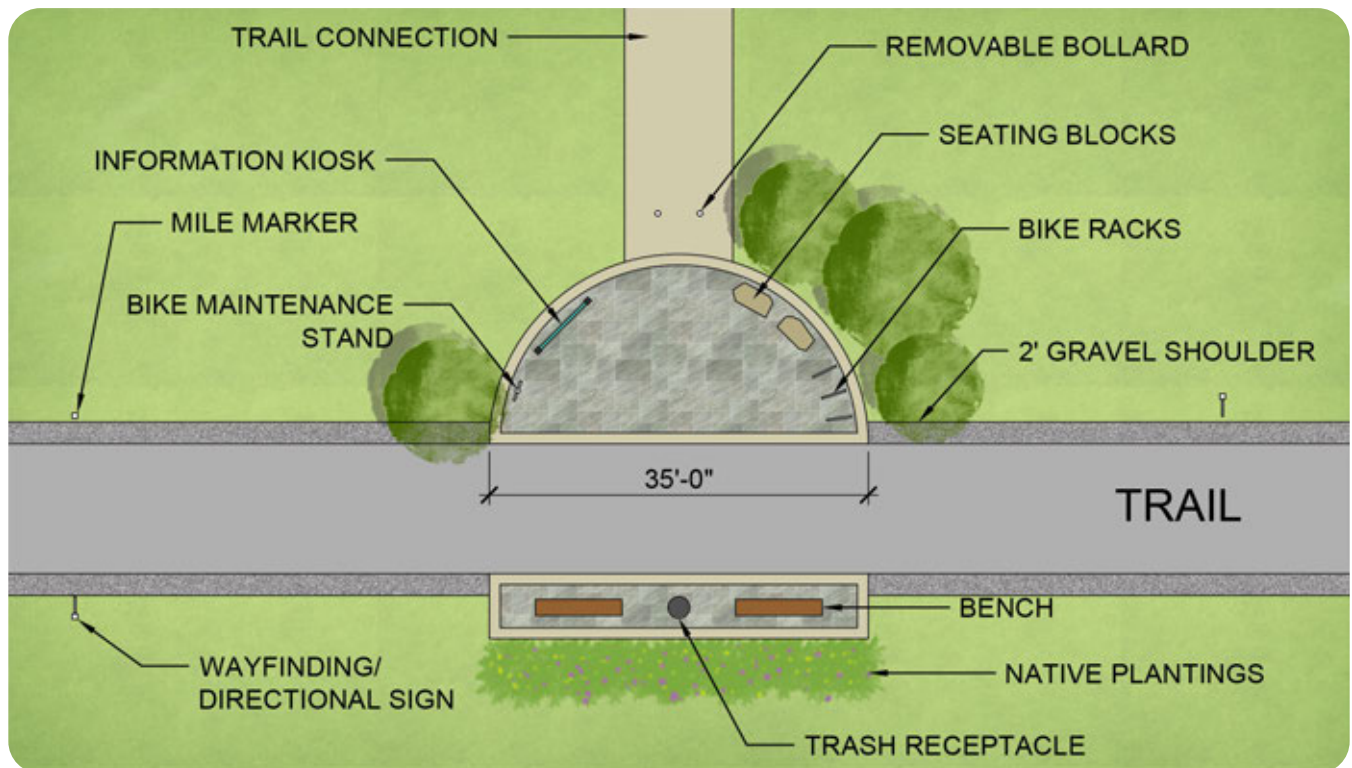
TRAILHEAD



GUIDELINES

- Trailheads should be placed at major connections between trail segments or other areas where significant ingress and egress from the trail is likely to occur.
- Trailheads should be accessible by vehicle, transit, pedestrian, and bicycle
- Trailheads should include parking for both vehicles and bicycles. Parking may be on trailhead parcel or be provided via a shared-use agreement with a nearby owner of a parking lot. Where feasible, a landscape buffer should be placed between the parking area and the trail.
- Trailheads should contain important trail information to orient users to their location and to the system as a whole.
- All connections between the trail and trailhead facilities should be universally accessible and meet all ADA criteria.
- Trailhead features should allow for users to exit the main travel paths of the trail and not impede bicycle or pedestrian traffic passing through the trailhead.
- Trailheads should include benches that allow users to rest at trailheads. They should also provide trash receptacles and recycling receptacles where appropriate.

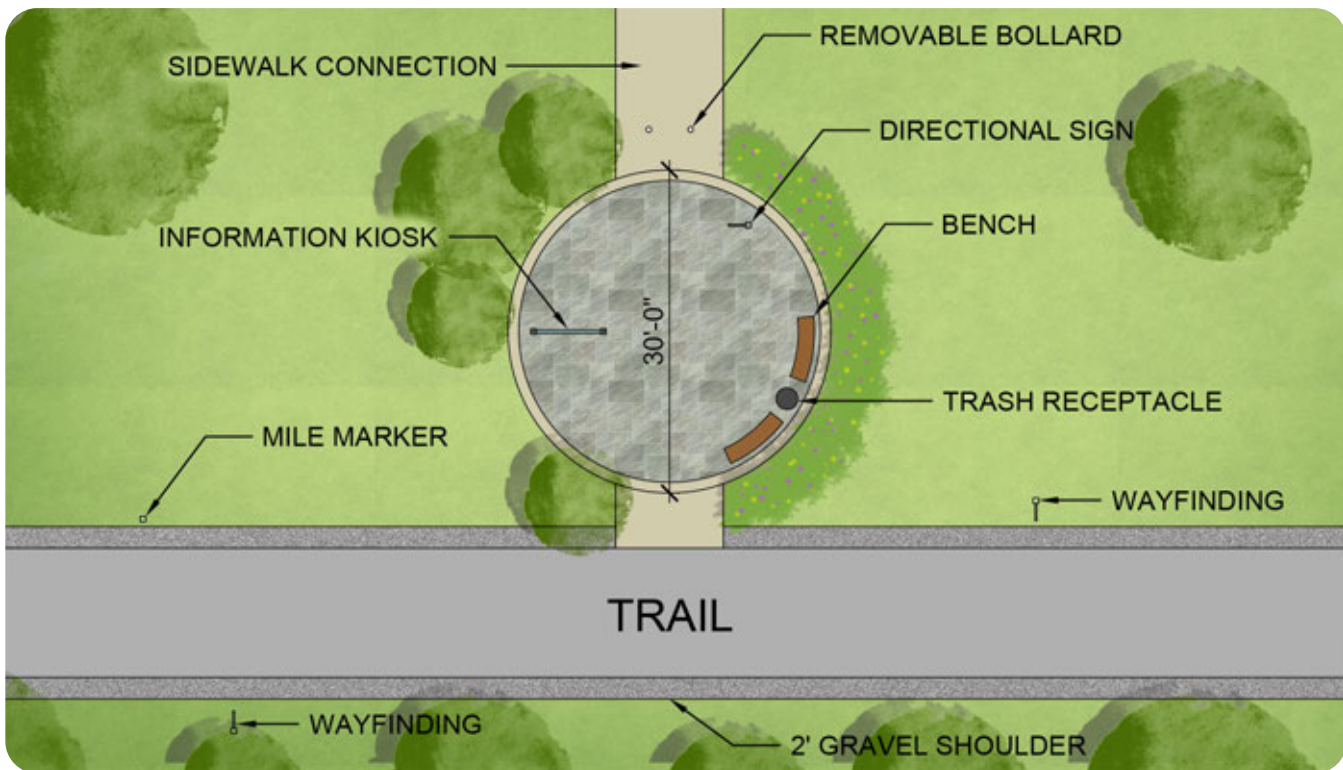
TRAIL CONNECTION NODE



GUIDELINES

- Locate trail connection nodes and amenities at places where an existing trail links with the trail being constructed/planned. At minimum, provide access points at 2-mile intervals. Access points should be accessible by pedestrian and bicycle.
- Amenities and function of access points should not impede trail users.
- Major access nodes include connections to major neighborhood trail systems, transit lines, schools, community facilities, parks, or other areas where high levels of local pedestrian traffic is expected.
- At these locations, nodes should include Terre Haute Trails information kiosks/wayfinding signage, conceptual pavement treatment that ties to the overall theme of the trail, places to sit, and recycling receptacles.
- Additional amenities can include bike racks, bike maintenance stands, and decorative seating blocks.
- All landscape material should be native and should not obstruct views onto the trail or from the trail.

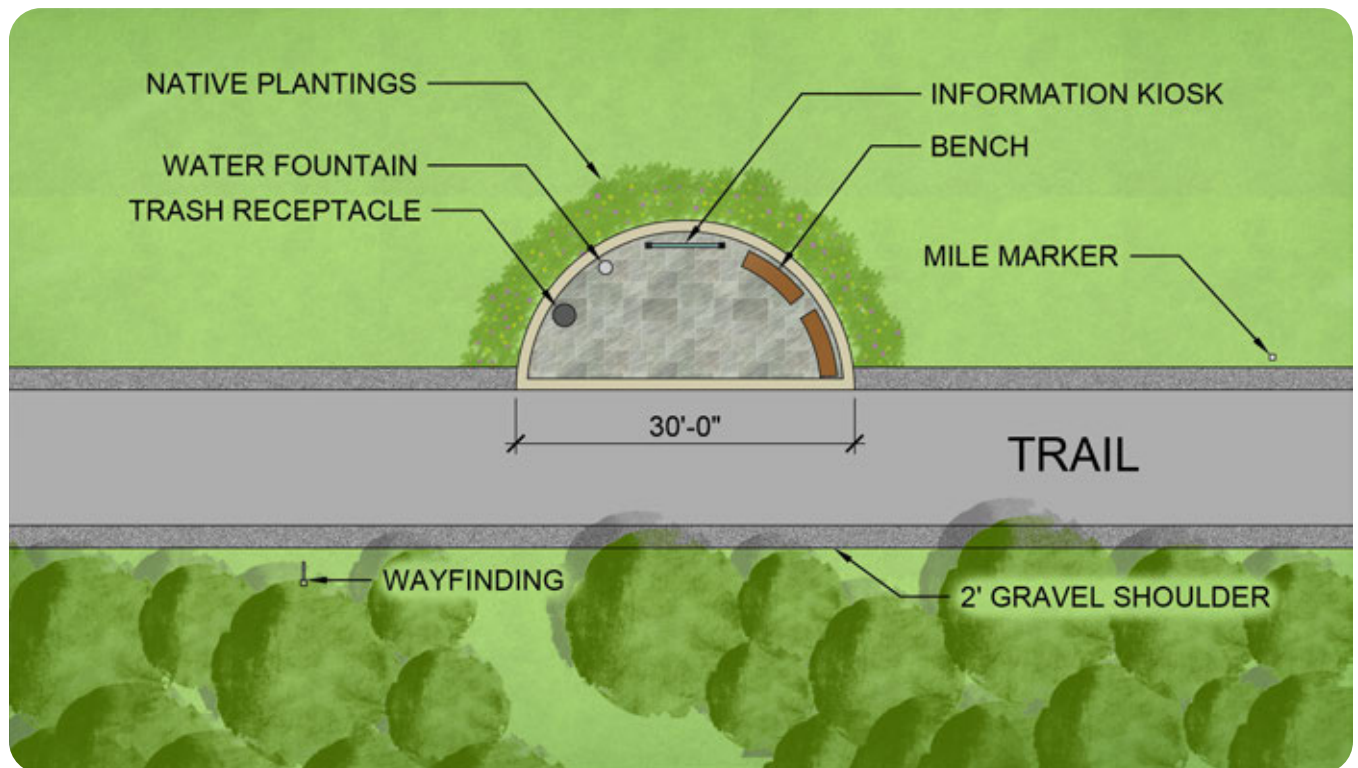
SIDEWALK CONNECTION NODE



GUIDELINES

- Locate sidewalk connection nodes and amenities at places where a sidewalk intersects with a trail and there is need for access. At minimum, provide access points a 2-mile intervals. Access points should be accessible by pedestrian and bicycle.
- Amenities and function of access points should not impede trail users. Minor access nodes include smaller neighborhood connections, sidewalk connections, or other access areas where only limited local pedestrian traffic is anticipated.
- Minor nodes should include Terre Haute Trails identification markers/wayfinding signage and limited conceptual pavement treatment that ties to the overall theme of the trail.
- All landscape material should be native and should not obstruct the views onto the trail or from the trail.

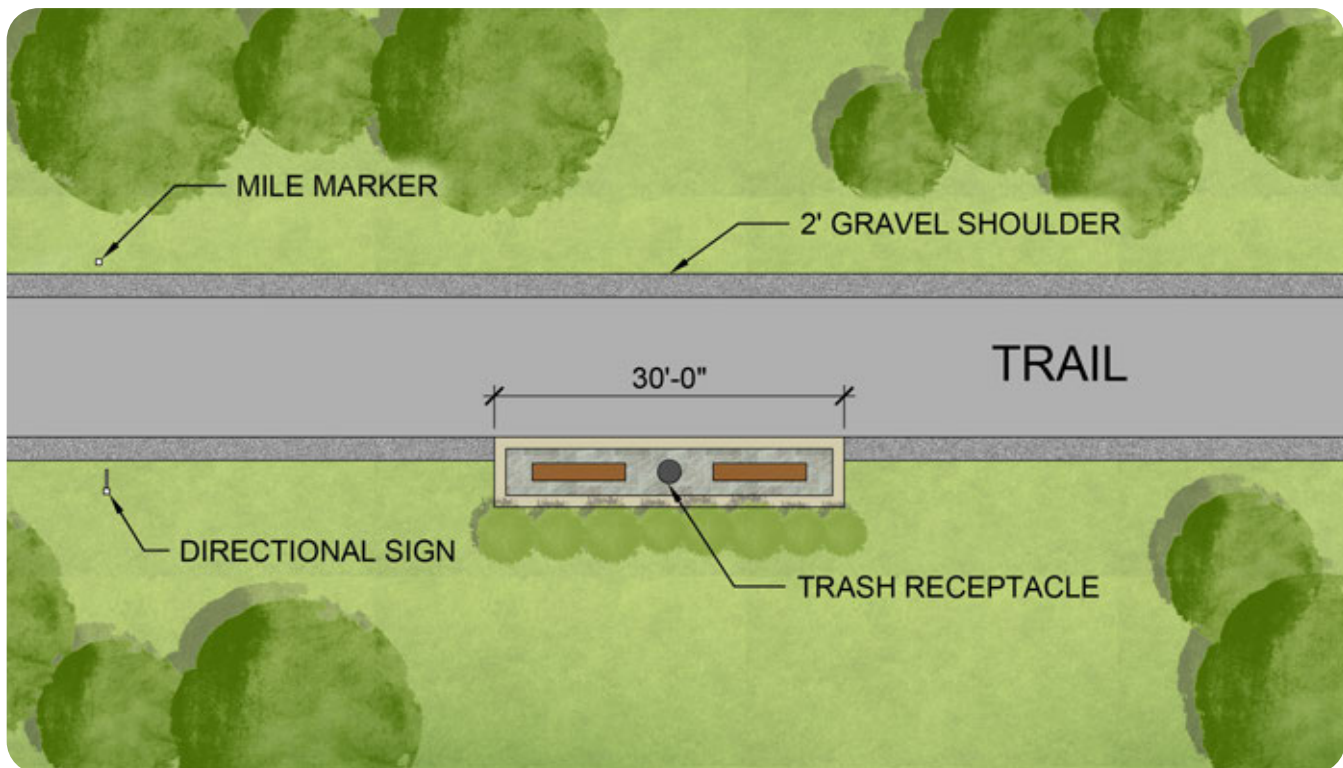
MAJOR REST NODE



GUIDELINES

- Locate major rest nodes and amenities approximately 1 mile apart where there are long distances between trailheads and other access points.
- Location of major rest nodes should be done in conjunction with points of interest, educational opportunities, historic sites, or other interpretive signage locations.
- Amenities and function of rest nodes should not impede trail users.
- Rest nodes should provide places to sit and should include trash receptacles and recycling receptacles where appropriate.
- Design materials should include the branding of Terre Haute Trails.
- Interpretive signage may be incorporated into rest areas where appropriate.
- All landscape material should be native and should not obstruct views onto the trail or from the trail.

MINOR REST NODE



GUIDELINES

- Locate minor rest nodes in areas where space for a major node is not available, or where the amenities included in a major node are not needed.
- Location of minor rest nodes should be done where there are long sections of trail between trailheads or other destinations.
- Amenities and function of rest nodes should not impede trail users.
- Minor rest nodes should provide places to sit and should include trash receptacles.
- Design materials should include the branding of Terre Haute Trails.
- Interpretive signage may be incorporated into rest areas where appropriate.
- All landscape material should be native and should not obstruct views onto the trail or from the trail.

2.3 ACCESS STANDARDS - CROSSINGS

Bike and pedestrian infrastructure needs to be specifically designed at all roadway intersections to create the safest solution for all users and vehicles. The development of crossing standards allows for the establishment of a common design “language”. A standard crossing is beneficial to both the pedestrian and the motorist by increasing familiarity and visibility. In this section of the design standards, five typologies are outlined with guidelines for design.



ARTERIAL STREET CROSSING

Arterial streets are among the most unsafe for pedestrian crossing. The proposed solution outlines strategies such as signalized crossings, specialty crosswalks, and amenity nodes at intersection corners.



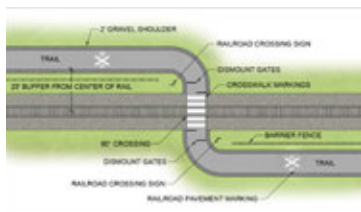
COLLECTOR STREET CROSSING

Collector streets are a considerably more safe and common crossing for bike and pedestrian infrastructure, but safety is still a primary concern as traffic flow can be high and relatively fast.



MID-BLOCK CROSSING

Special consideration is taken when trails cross streets at areas other than designated intersections. Typically crossing a street mid-block is unsafe. Providing infrastructure to ensure safety is key to executing mid-block crossings.



RAILROAD CROSSING

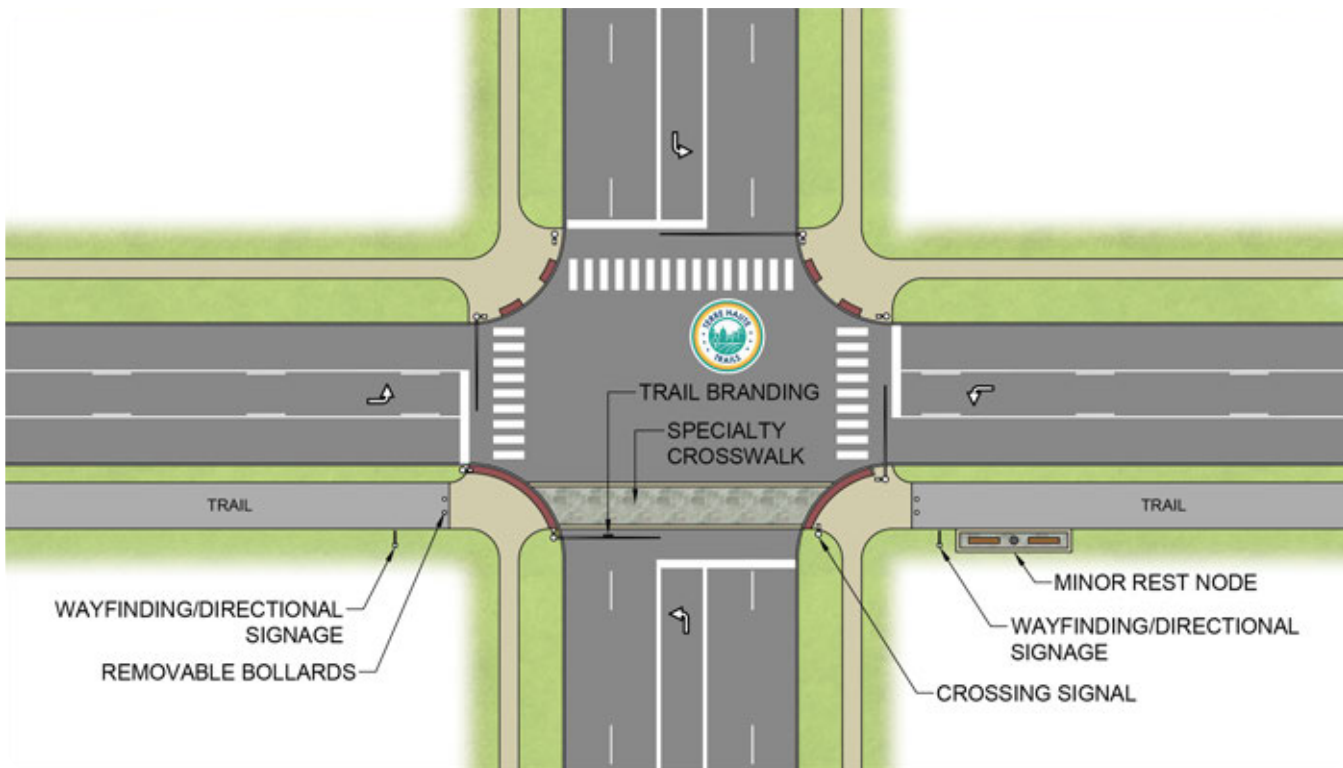
Typically, it is ideal for trails crossing railroads to do so at an existing street crossing. When this option is not available, careful consideration must be taken to ensure that the crossing is safe for bikers and pedestrians.



NEIGHBORHOOD CONNECTION

Based on public outreach, the desire for neighborhood connections is high. It is important to set a standard for how a trail can connect to the existing infrastructure and provide support amenities that facilitates use of the trail.

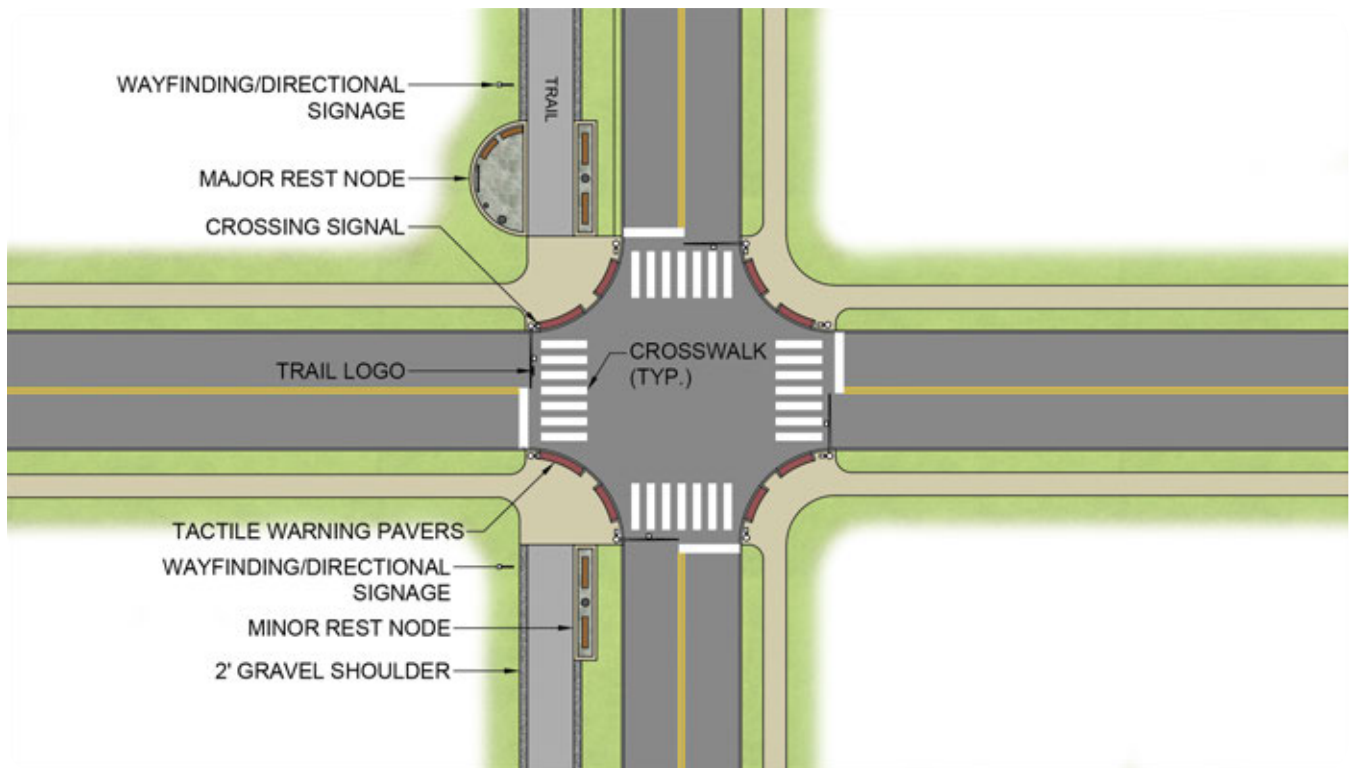
ARTERIAL STREET CROSSING



GUIDELINES

- The greatest potential safety hazard to users is when bike and pedestrian infrastructure crosses an arterial street. The best way to increase safety is to increase visibility. It is important that crossings are visible to both trail users and to motorized vehicles.
- All arterial street crossings should include pedestrian light signals in which a button is pressed by the trail user to activate a signal alerting drivers of their crossing.
- Crossings in each direction should have a standard painted crosswalk, crossings including a trail may have a specialty crosswalk that differentiates it from other crossings and increases visibility to motorists.
- Where crossing traffic is particularly high, grade-separated crossings (such as a pedestrian bridge) may be warranted, given the appropriate conditions and budget.
- Major or minor nodes should be provided on at least one corner where a trail is crossing an arterial street.
- Bike and pedestrian infrastructure should cross roadways at right angles. In cases where trails approach the roadway at a skew, the trail should be routed to achieve a right-angle crossing wherever possible.
- Trail branding should be placed on the crossbar of the traffic light above where the trail is crossing. This gives a visual cue to motorists that they are about to cross a trail.
- Detectable warning tiles should be used on all curb ramps to ensure accessibility for trail users with poor vision. When selecting detectable warning tiles, their affect on bike tires should be taken into account.

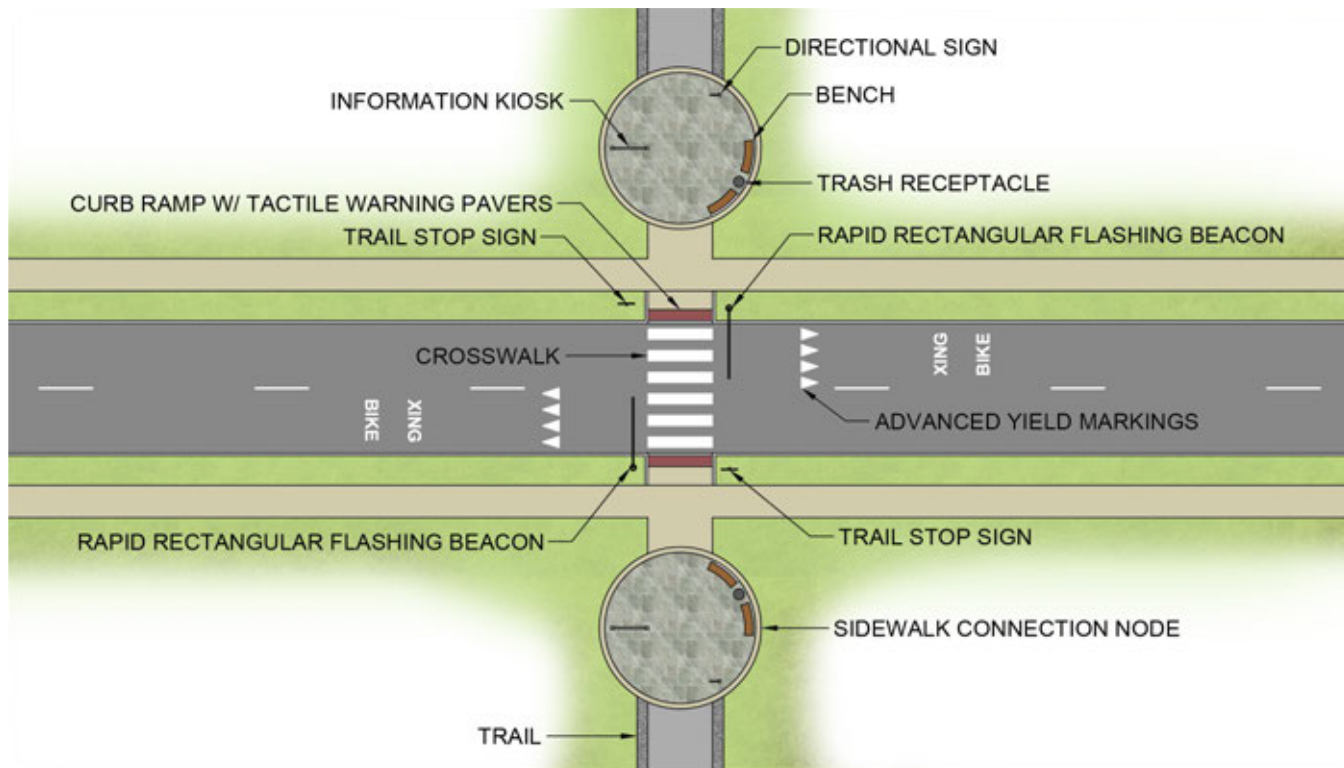
COLLECTOR STREET CROSSING



GUIDELINES

- Collector streets including a trail crossing should have painted crosswalks connecting all four corners of the intersection. A specialty crosswalk may be used to differentiate the trail crossing.
- A major or minor rest node should be applied to at least one corner of the intersection along the trail.
- All applicable wayfinding signage should be included. At minimum, a directional sign should be placed where the trail intersects with vehicular or pedestrian infrastructure.
- All landscape material should be native and should not obstruct views onto the trail or from the trail.
- Trail branding should be placed on the crossbar of the traffic light above where the trail is crossing. This gives a visual cue to motorists that they are about to cross a trail.
- Detectable warning tiles should be used on all curb ramps to ensure accessibility for trail users with poor vision. When selecting detectable warning tiles, their affect on bike tires should be taken into account.

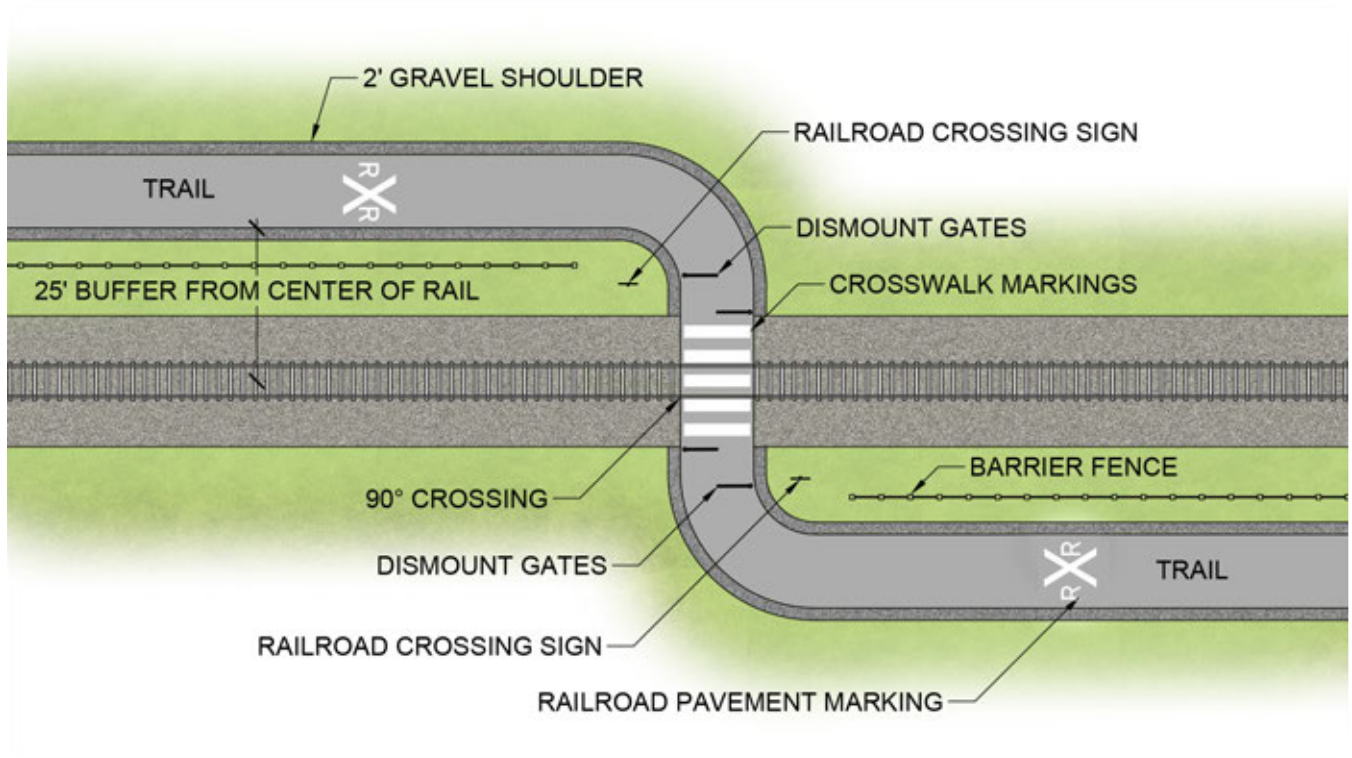
MID-BLOCK CROSSING



GUIDELINES

- Mid-block crossings should be used sparingly and only in situations where an existing intersection is not available.
- At minimum, a standard painted crosswalk must be included with advanced yield markings (shark teeth) included on oncoming traffic lanes.
- Stop signs should be included on both sides of trail intersecting the roadway.
- A sidewalk connection node should be placed on both sides of the mid-block crossing. These nodes should include an information kiosk, benches, and a trash receptacle at minimum.
- Detectable warning tiles should be used on all curb ramps to ensure accessibility for trail users with poor vision. When selecting detectable warning tiles, their affect on bike tires should be taken into account.
- All applicable wayfinding signage should be included. At minimum, a directional sign should be placed where the trail intersects with vehicular or pedestrian infrastructure.
- All landscape material should be native and should not obstruct views onto the trail or from the trail.

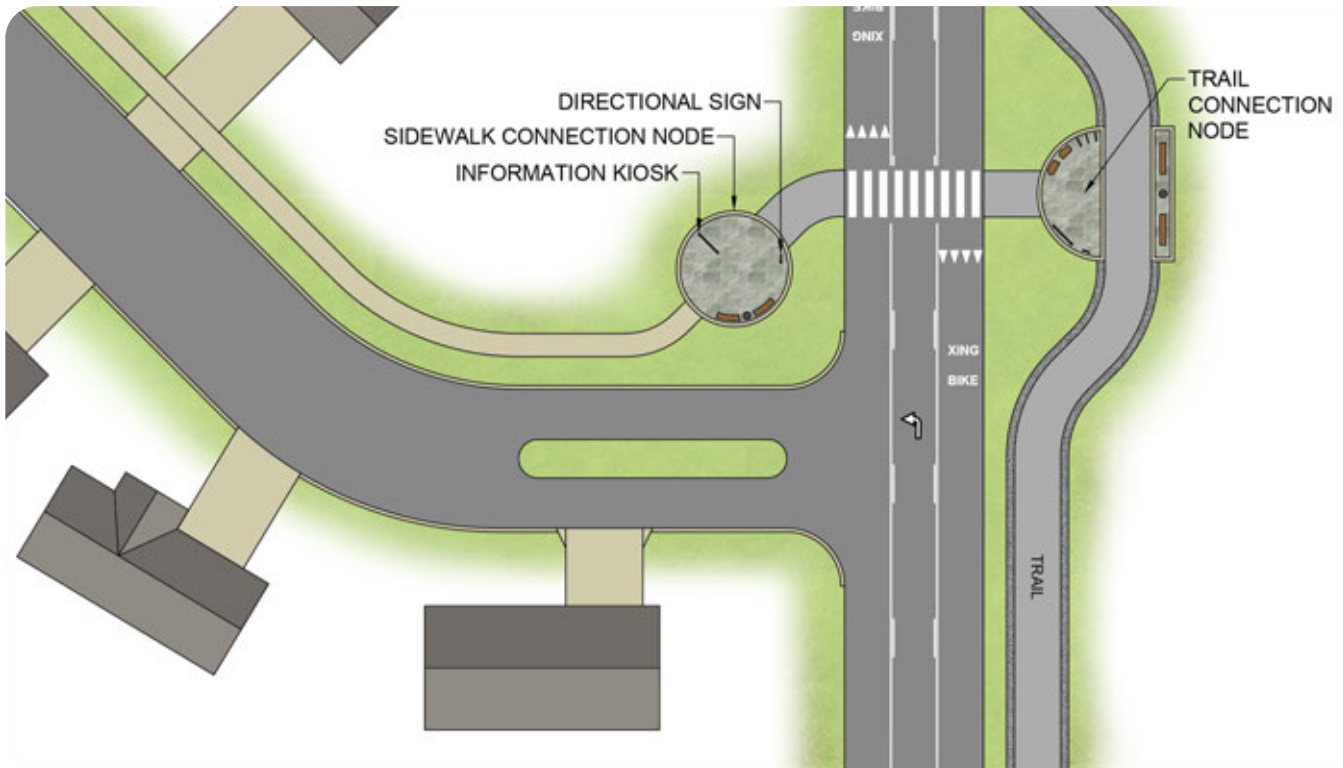
RAILROAD CROSSING



GUIDELINES

- Standalone rail crossings should be avoided when feasible. Rail crossing should only be made when an existing roadway crossing is not present.
- All rail crossings should be executed at a 90 degree angle when possible.
- Railroad crossing signs and railroad pavement markings should be used on both sides of the approach to the rail crossing.
- Trails running along the rail corridor should be buffered at least 25' from the centerline of the railroad. A barrier fence should be placed between the trail and the rail and be 4' away from the trail at minimum.
- Crosswalk markings should be placed on the trail surface that crosses the rail.

NEIGHBORHOOD CONNECTION



GUIDELINES

- Neighborhood connections should be made wherever possible. These connections were indicated as highly desired by the community.
- Existing pedestrian infrastructure should connect to a sidewalk connection node before accessing the trail. The node should include an information kiosk, benches, and a trash receptacle at minimum.
- All applicable wayfinding signage should be included. At minimum, a directional sign should be placed where the trail intersects with vehicular or pedestrian infrastructure.
- All landscape material should be native and should not obstruct views onto the trail or from the trail.
- A mid-block crossing may be used to access neighborhood pedestrian infrastructure. The crossing must follow all guidelines for mid-block crossings.

2.4 TRAIL BRANDING

Trail branding is a deliberate and intentional selection of visual elements that identify a trail system including color, logos, and materiality. These elements are typically applied to a variety of aspects within the trail system such as signage, amenities, and site furniture. A consistent brand for the trail will enhance user experience and safety by establishing trust that the trail user is on the right course.

COLOR SELECTION

An attractive color scheme can be a drawing factor to trail users when selected carefully. Using colors that reflect the identity of Terre Haute has the ability to foster a sense of community ownership. When used faithfully along the trail, color can become a type of wayfinding

MATERIALITY

The selection of materials is a significant step in defining and enhancing the character of a trail system. While the use of premium materials throughout the entire trail may not be feasible due to cost, glimpses of the material can show up in areas like rest nodes, signage, and amenities. Material choices should be made to ensure durability, user comfort, and to maintain familiarity with the entire trail system.

LOGO DESIGN AND PLACEMENT

The development of a trail logo solidifies the overall brand. It is an emblem that can be placed upon any element of the trail to signify that it is part of the system. A successful logo should be bold and easy to identify at varying scales. This ensures that the logo is readable and recognizable whether it is embroidered on a hat or posted on a billboard.

COLOR SELECTION

For the purpose of this plan, the city of Terre Haute's color scheme is used for the branding for Terre Haute Trails.

TERRE HAUTE BLUE



LIGHT SEA GREEN



CITY SEAL GOLD



STIL DE GRAIN YELLOW



MATERIALITY

Examples of a material palette that could be used to reinforce the Terre Haute Trail branding. It includes the uniform use of pedestrian furniture, surface treatment, and other amenities. Prototypical materials are included to illustrate a “family” of materials.



BENCH



LIGHT



TRASH RECEPTACLE



BOLLARD



SEATING BLOCK



RESTROOM



ASPHALT



CROSSWALK

LOGO DESIGN

An identifiable logo for the Terre Haute trail system is key to elevating the brand. The design illustrates a conceptual example of the elements to include in a system logo. There is potential for individual trails to have their own logo that match a brand standard. For the purpose of demonstration, this logo represents the Terre Haute Trails system as a whole.



2.5 WAYFINDING AND SIGNAGE

Wayfinding and signage works hand-in-hand with trail branding to ensure the navigability of a trail system. Wayfinding with uniform branding allows the user to verify they are on the correct route at a glance. To establish hierarchy within the wayfinding signage, multiple scales of signage are used throughout the system. These different sign types include:

TRAILHEAD ENTRY SIGN

A trailhead entry sign should be placed at all trailhead access locations. The entry sign makes the trailhead more visible to pedestrians/bikers on the trail as well as motorists who are looking to access the trail by parking their car at the trailhead. The sign should include branding that indicates the name of the trailhead and associated trails in the area.

INFORMATIONAL KIOSK

The informational kiosk provides a trail user key details to safely and efficiently navigate the system. At minimum, the informational kiosk should include the name of the trail, a trail map with the user's current location identified, trail rules, and contact information for local emergency response. Additional features can include interpretive information, advertisements for community events, a trail log, or a lost and found box. Kiosks should be located at all access nodes with the exception of Minor Rest Nodes.

DIRECTIONAL SIGN

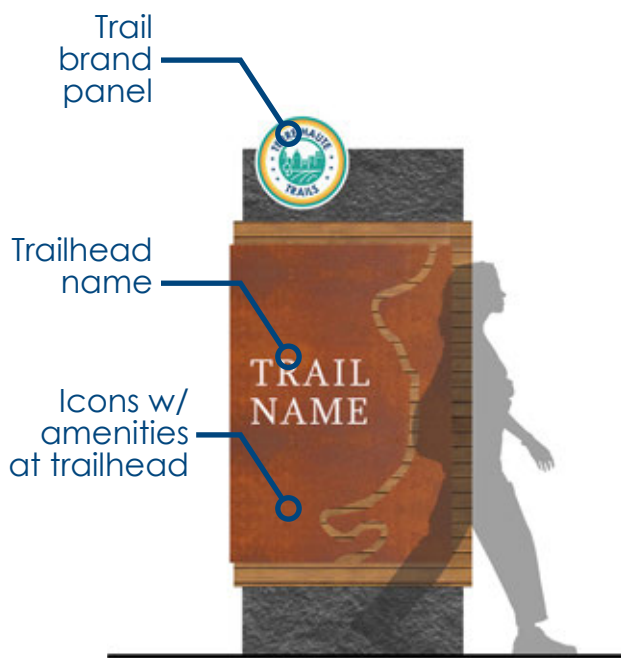
Directional signs help orient the trail user by identifying nearby destinations, trails, and amenities along with distances to their destinations. These should be placed at all major street and trail intersections. All directional signs should include the branding of the individual trail where they are located.

MILE MARKER

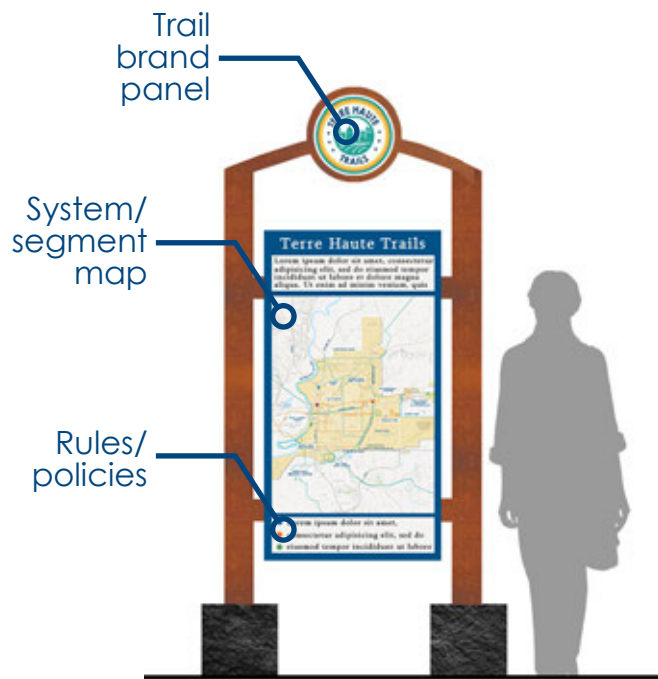
Mile markers are small posts that indicate distanced traveled along a trail. These signs typically contain minimal information but should indicate distance and trail name. Mile markers are useful for measuring distance and should also provide key information for use in emergency situations.

INTERPRETIVE SIGN

Interpretive signs are educational displays that are intended to connect trail users the history, culture, or natural features of the surrounding area. These signs should be placed at areas of interest along a trail and should include information to convey additional information about a space, event, or physical characteristic. Interpretive signs are often paired with rest nodes along a trail.



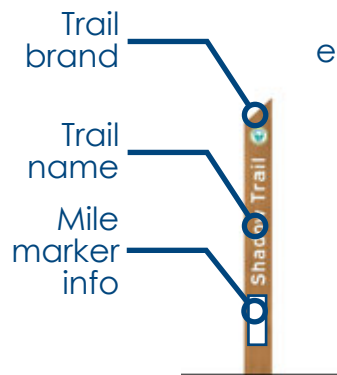
TRAILHEAD ENTRY SIGN



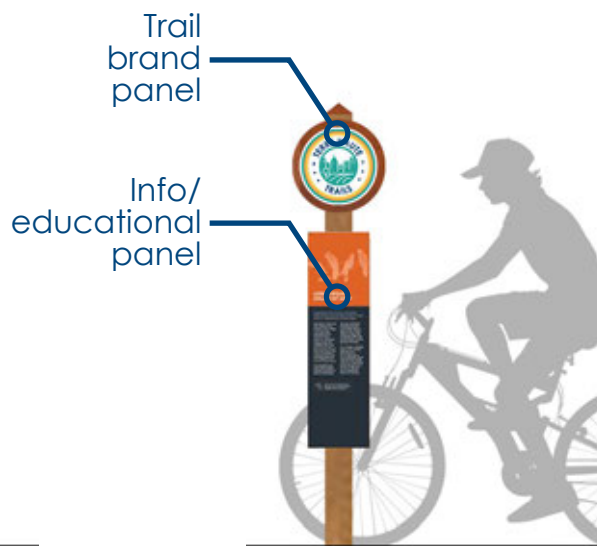
INFORMATION KIOSK



DIRECTIONAL SIGN



MILE MARKER



INTERPRETIVE SIGN

Thompson Ditch Trail

DESCRIPTION

The construction of a trail along the Thompson Ditch Corridor is a key strategy in furthering north-south mobility for Terre Haute's bike and pedestrian system. The proposed trail would link four existing trails that run east to west, forming a spine that increases overall connectivity of the system. The trail would be approximately 3.3 miles starting at the Blakeley Avenue Trailhead and terminating along East Margaret Avenue. Two-thirds of this proposed trail runs in between Thompson Ditch and an active CSX rail line, with the starting third being off-street along Blakeley Avenue.

RECOMMENDATION COMPONENTS:

3.1 CONCEPTUAL ALIGNMENT

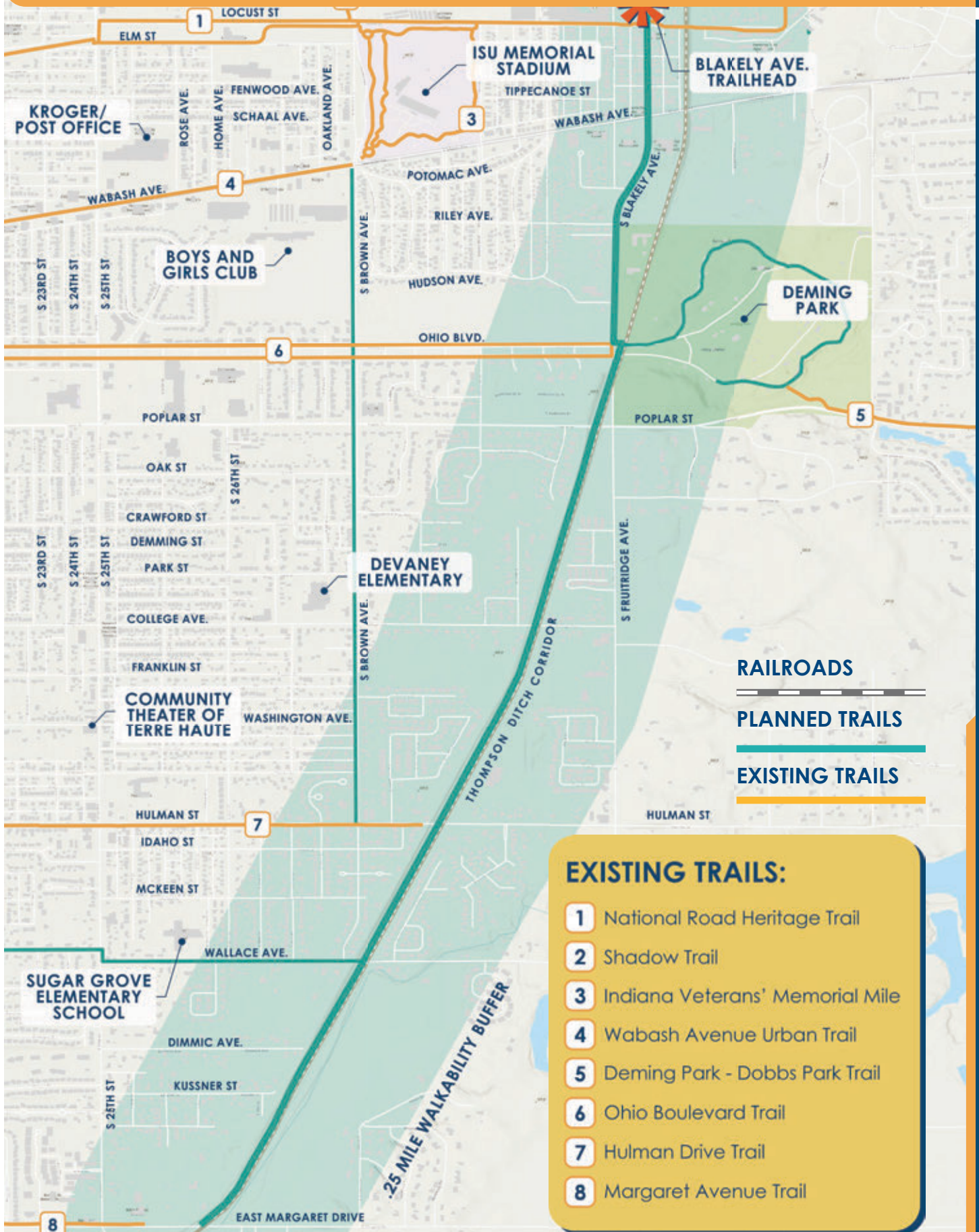
The first element of this recommendation involves the placement of The Thompson Ditch Trail at a conceptual level. Factors such as drainage, grading, and property right-of-way were considered in the alignment of the trail. Enlarged plans of the route are included to show the alignment in further detail. These enlarged plans are accompanied by cross sections illustrating typical conditions along the route. For each section, there are two graphics: one displaying existing conditions and a second illustrating conceptual design of the proposed trail. These cross sections are indicated on the enlarged plans by an orange section cut line. The conceptual designs displayed in the cross sections adhere to the trail typology design standards.

3.2 ACCESS STANDARDS

Access to the Thompson Ditch trail will be accommodated in a variety of ways. For the purpose of the conceptual design, prototypical applications of access have been illustrated. Developing access standards for the new trail allows for the establishment of a common design "language" along the entirety of the trail. Access standards are developed to be scalable to the varying conditions of connecting pedestrian infrastructure. Five different scales were established to reflect the potential connections to existing infrastructure. The scales include:

- Major street crossing (arterial)
- Minor street crossing (collector)
- Minor street with intercepting trail
- Neighborhood crossing (pedestrian bridge)
- Connection to existing trailheads

Thompson Ditch Corridor - Overall



3.1 CONCEPTUAL ALIGNMENT

The preliminary alignment of the Thompson Ditch trail is outlined in this section. On a series of enlarged maps, a blue line indicates the route that the proposed trail will follow. From this alignment, a series of plan graphics and cross sections are used to further illustrate the existing and proposed conditions of the corridor.

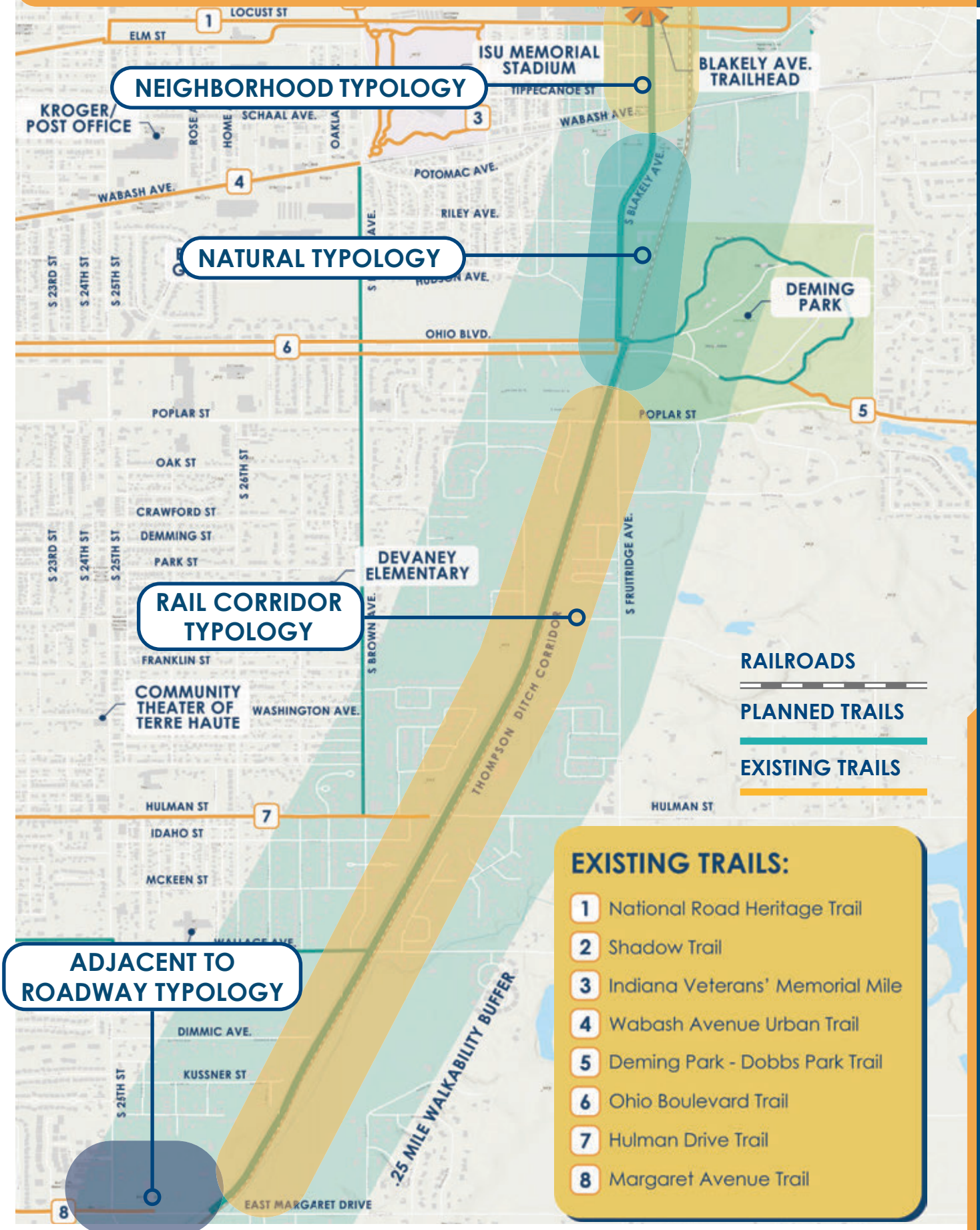
SECTION TYPOLOGIES

There are four typologies (outlined in Recommendation 2.1) that are applicable to the Thompson Ditch Corridor. While not all encompassing, these typologies address the overall conditions that are present throughout this particular corridor. The typologies that have been applied to the Thompson Ditch trail include:

- Neighborhood
- Natural
- Rail Corridor
- Adjacent to Roadway

On the map to the right, sections of the trail are highlighted based on the typology present in that area. In the following pages, prototypical cross-sections illustrate the typology application for the Thompson Ditch trail. These sections address the vertical and horizontal relationships of the proposed trail.

Thompson Ditch Corridor - Overall

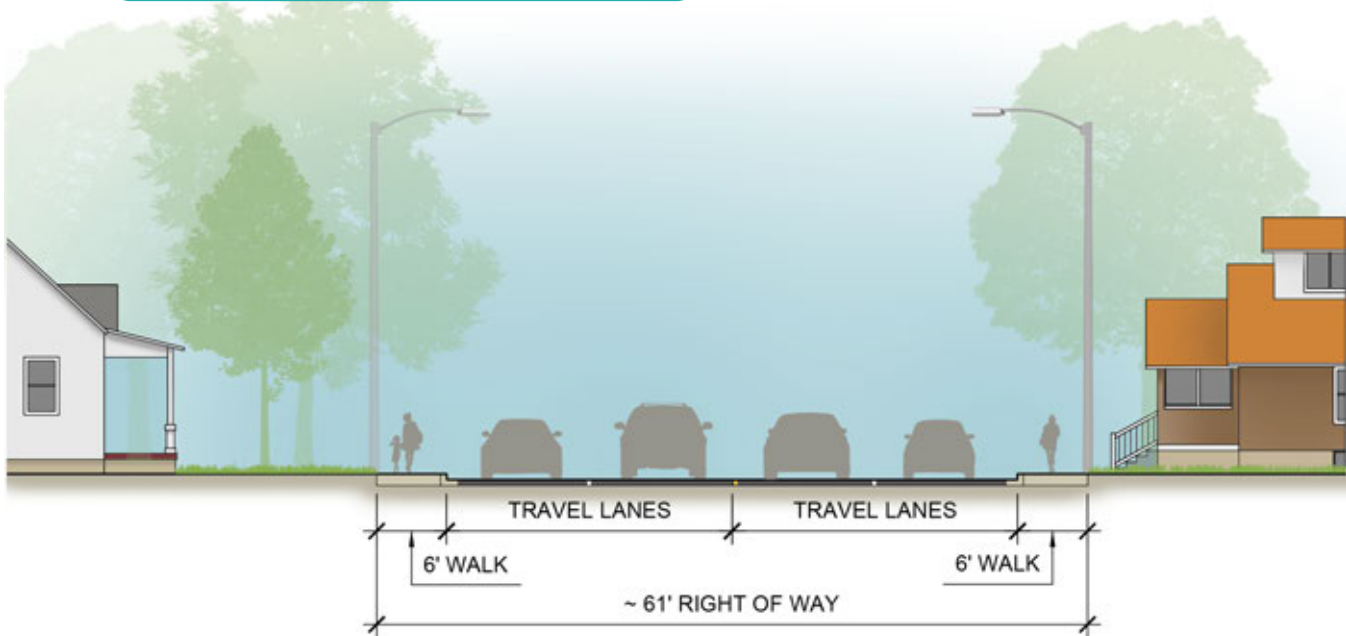


3.1 Conceptual Alignment



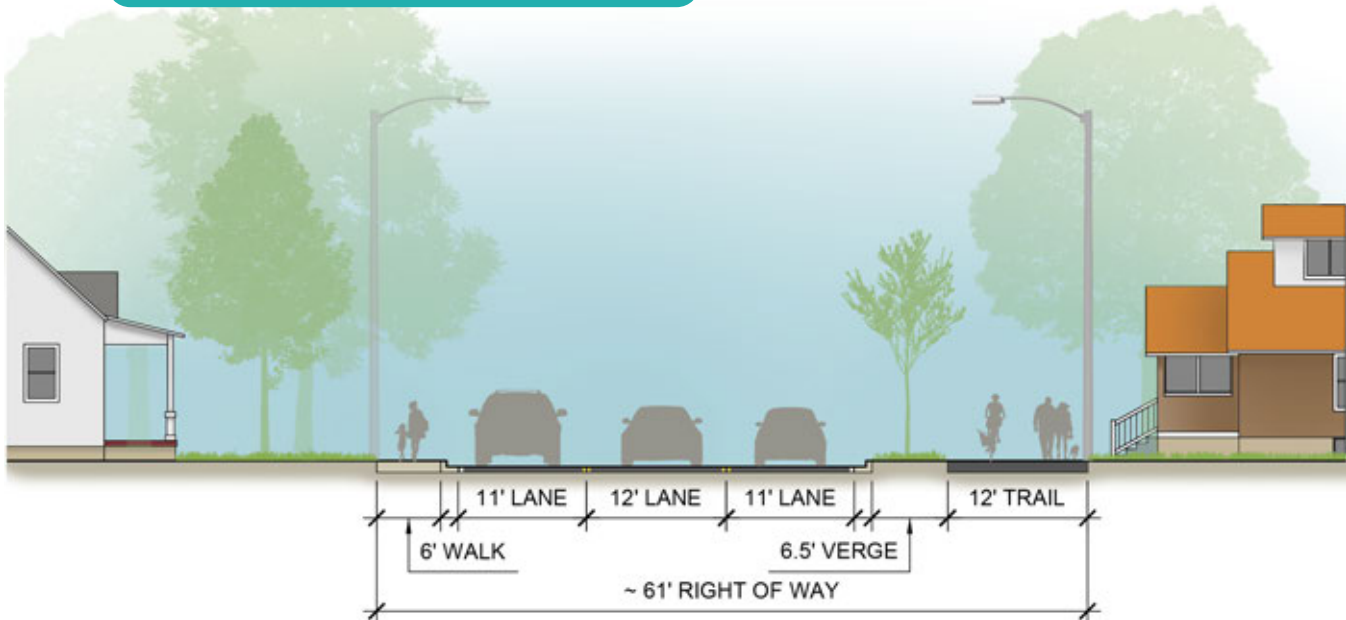
EXISTING CROSS SECTION 'A' - BLAKELY AVE.

NEIGHBORHOOD TYPOLOGY



PROPOSED CROSS SECTION 'A' - BLAKELY AVE.

NEIGHBORHOOD TYPOLOGY



BLAKELY AVENUE CORRIDOR

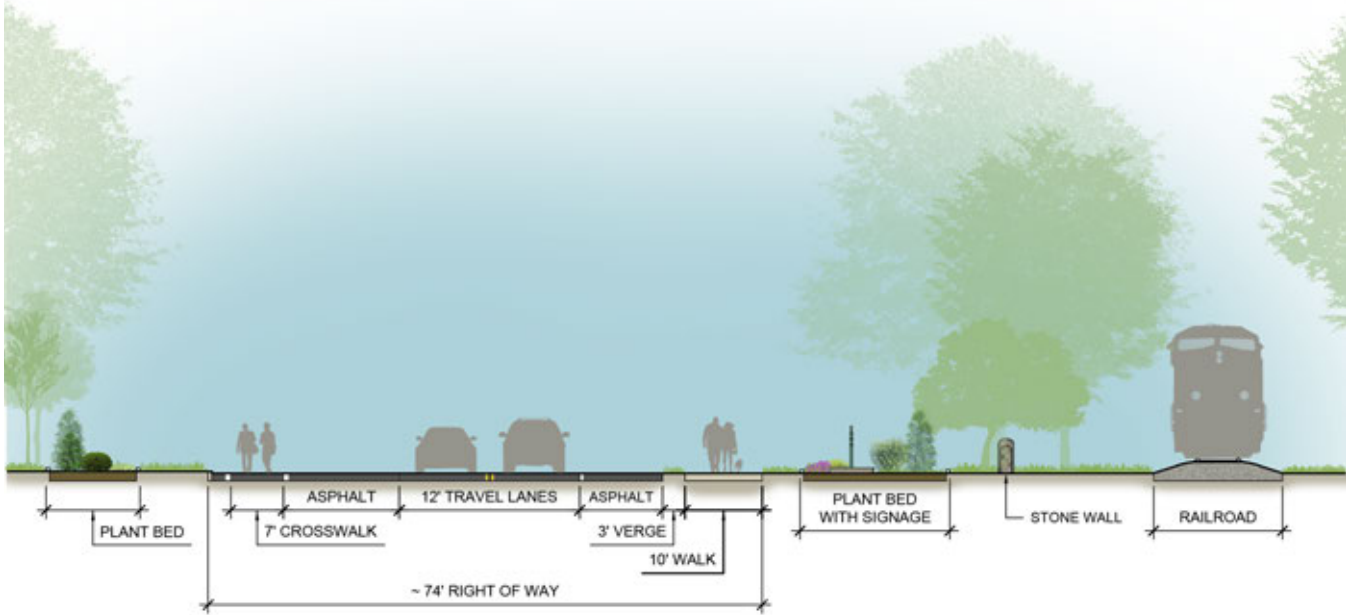
The residential condition of Blakely Avenue comprises a small portion of the Thompson Ditch trail at approximately a quarter mile long. The existing condition features a 6 ft. sidewalk on both sides of the street. In the proposed section, it is recommended that Blakely Avenue undergoes a road diet from four lanes to two travel lanes and a center turn lane. This allows for the establishment of a 12 ft. trail within the right of way on the east side of the street.

3.1 Conceptual Alignment



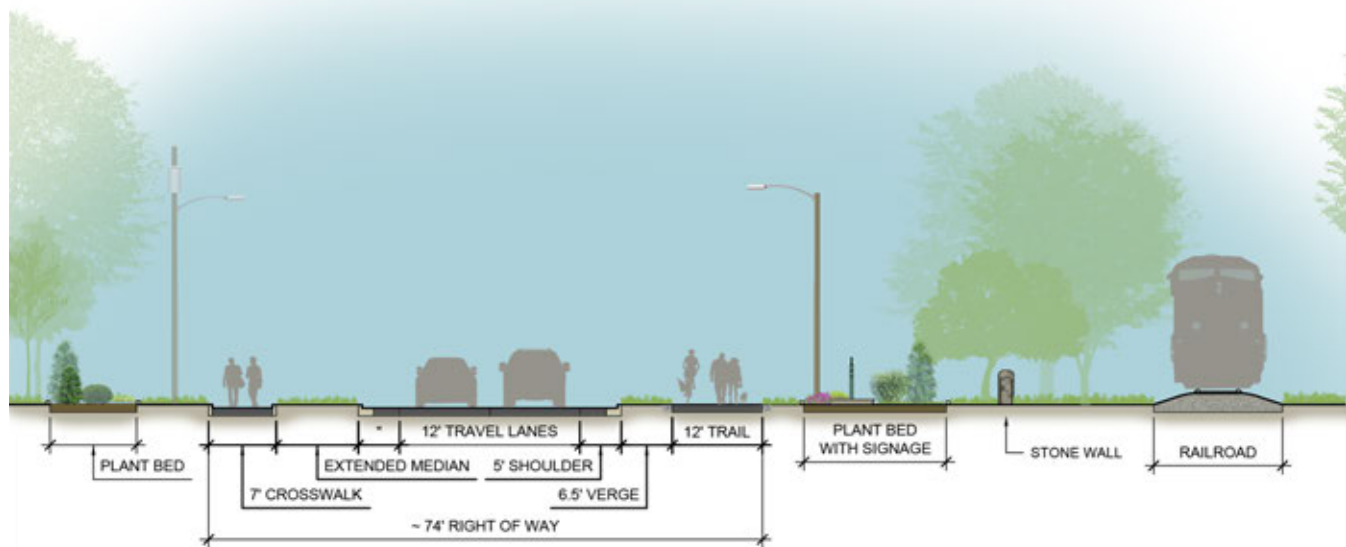
EXISTING CROSS SECTION 'B' - DEMING PARK ENTRANCE

NATURAL TYPOLOGY



PROPOSED CROSS SECTION 'B' - DEMING PARK ENTRANCE

NATURAL TYPOLOGY



DEMING PARK ENTRANCE

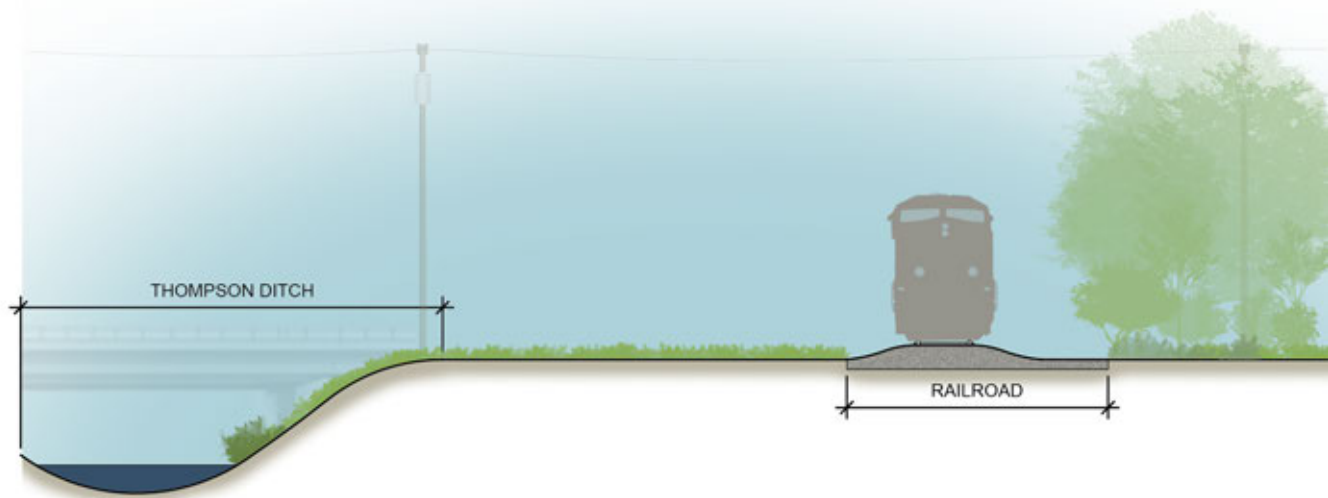
The Deming Park entrance presents a unique challenge to the trail alignment. It has been noted during public outreach that crossing Fruitridge Avenue is dangerous and especially difficult at the entrance of Deming Park. The proposed conditions aim to amend this by narrowing the excess asphalt areas on either side of the travel lanes. This gives space for an extended median to protect the crosswalk on the west side of the intersection. It also provides space for a wider trail along the entrance to the park with a 6.5 ft. verge buffering it from the road. After crossing the park entrance, the trail will cross to the west side of Fruitridge Avenue via signalized crossing to access the rail corridor.

3.1 Conceptual Alignment



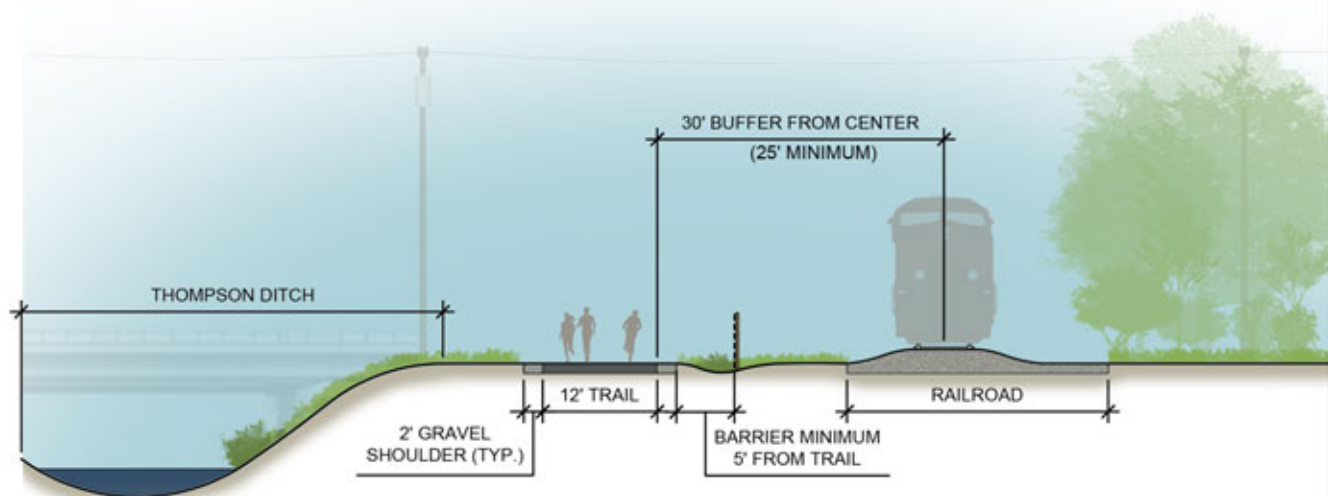
EXISTING CROSS SECTION 'C' - RAIL CORRIDOR

RAIL CORRIDOR TYPOLOGY



PROPOSED CROSS SECTION 'C' - RAIL CORRIDOR

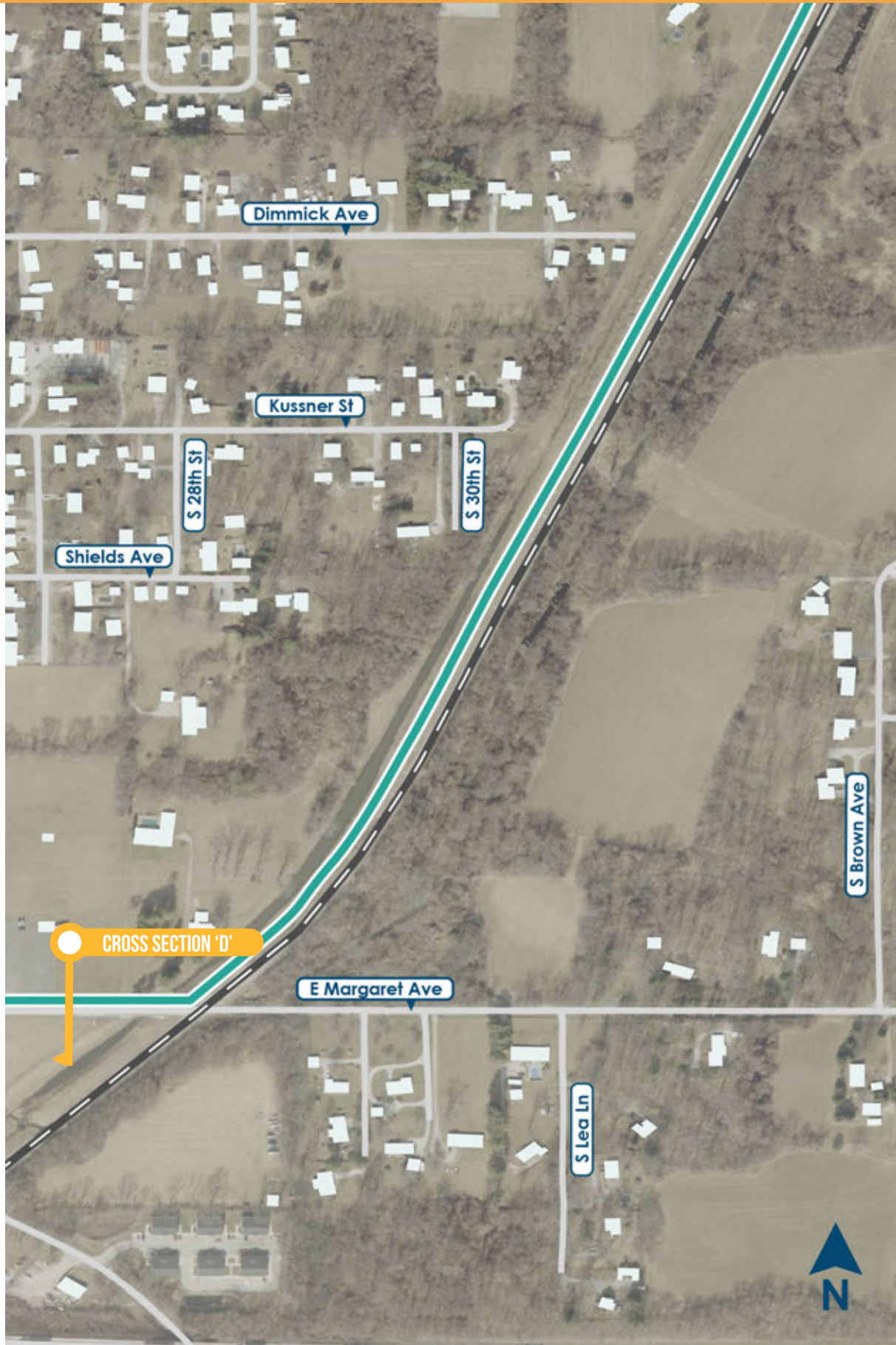
RAIL CORRIDOR TYPOLOGY



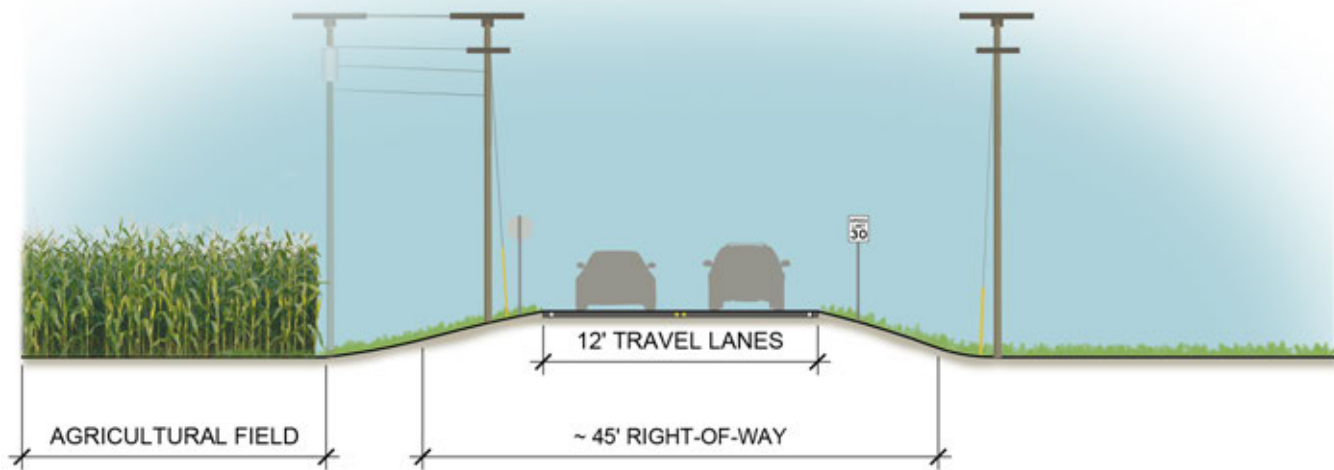
RAIL CORRIDOR

The rail corridor makes up the bulk of the trail route. To ensure safety, it is important that the trail be located at least 25 ft. from the centerline of the railroad. In conditions where this is unachievable, a minimum distance of 13 ft. from the centerline of the rail must be allowed per guidance from the Indiana Southern Railroad Company. A 6' barrier will also need to be in place between the rail and the trail per guidance from the Indiana Southern Railroad Company. Materiality of the barrier may vary based on environmental and site conditions.

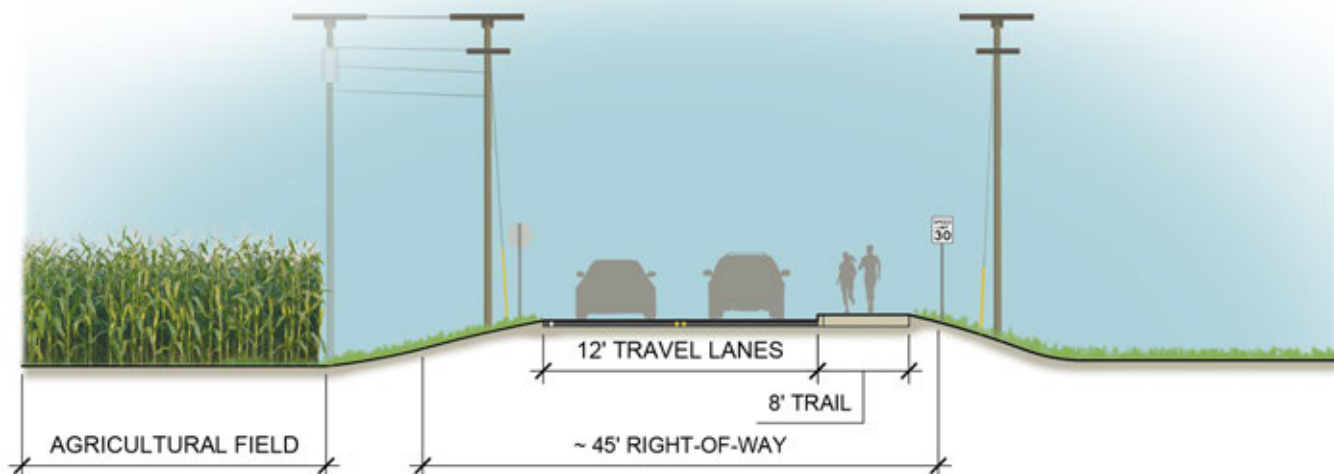
3.1 Conceptual Alignment



EXISTING CROSS SECTION 'D' - COLLECTOR STREET ADJACENT TO ROADWAY TYPOLOGY



PROPOSED CROSS SECTION 'D' - COLLECTOR STREET ADJACENT TO ROADWAY TYPOLOGY



COLLECTOR STREET - MARGARET AVE

The section of the proposed Thompson Ditch trail along Margaret Avenue poses a unique challenge due to the existing roadway cross section. The right-of-way through which the Thompson Ditch Trail would connect to the existing Margaret Avenue trail is very narrow. Typically the Adjacent to Roadway Typology would include a 10-12 ft. wide trail with a 6 ft. wide buffer. In this circumstance, an 8 ft. wide trail with no buffer is used in order to connect to the existing Margaret Avenue trail.

3.2 ACCESS STANDARDS

In this section, guidelines are provided for how the proposed Thompson Ditch trail is accessed. Guidelines from sections 2.2 and 2.3 are used to inform the solutions illustrated in the plan graphics of this section. The graphics focus on existing areas along the focus corridor and are intended to provide a conceptual overview of the recommended treatments.

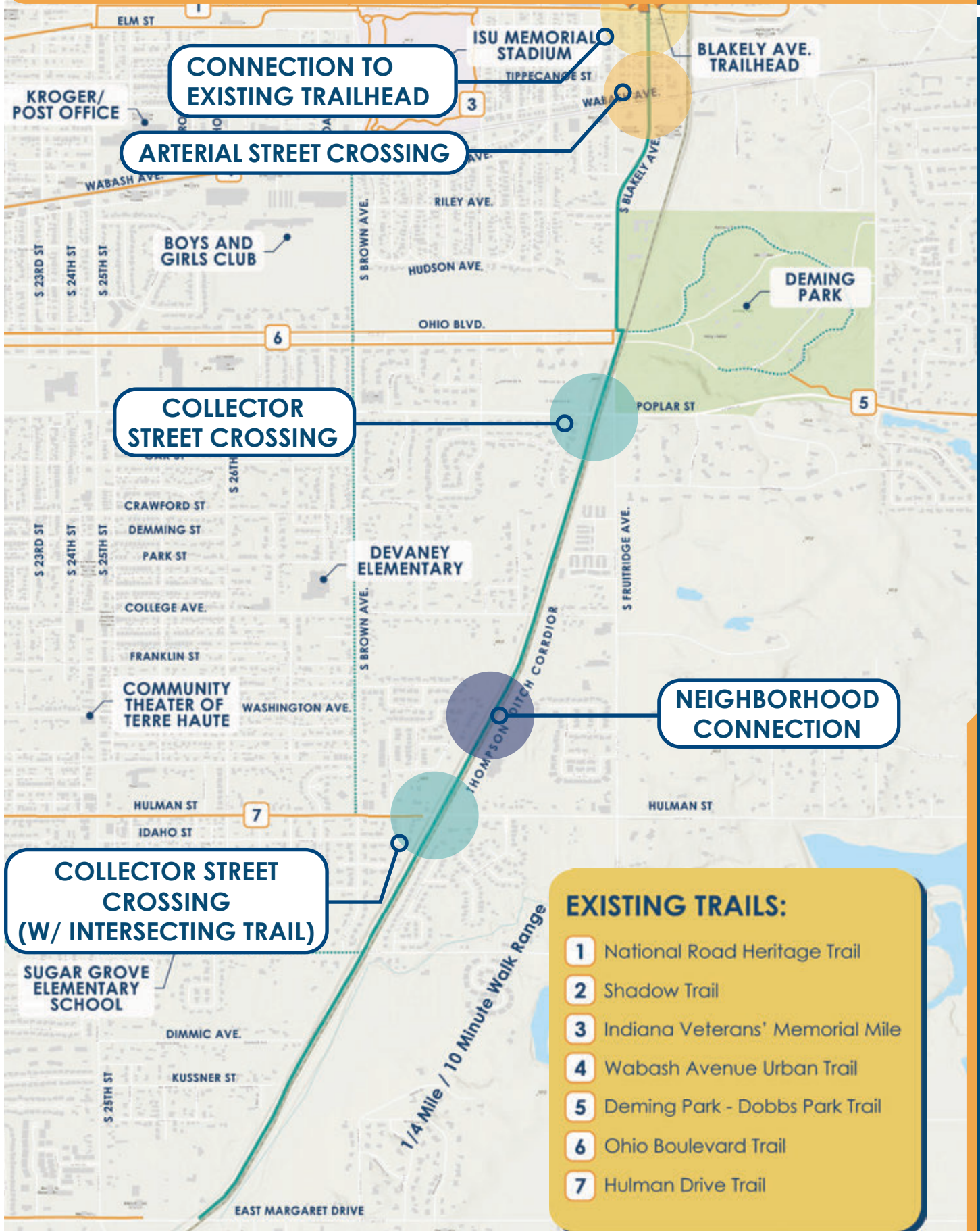
CROSSINGS

There are four crossing types (outlined in Recommendation 2.3) that are applicable to the Thompson Ditch Corridor. While not all encompassing, these typologies address the overall conditions that are present throughout this particular corridor. The crossing typologies that have been applied to the Thompson Ditch trail include:

- Arterial street crossings
- Collector street crossings
- Mid-block crossings
- Neighborhood connections

On the map to the right, areas that contain crossings outlined by section 2.3 are highlighted with a colored circle. The following pages illustrate prototypical plan diagrams for applicable topologies along the Thompson Ditch trail. These plans address the access strategies of the proposed trail.

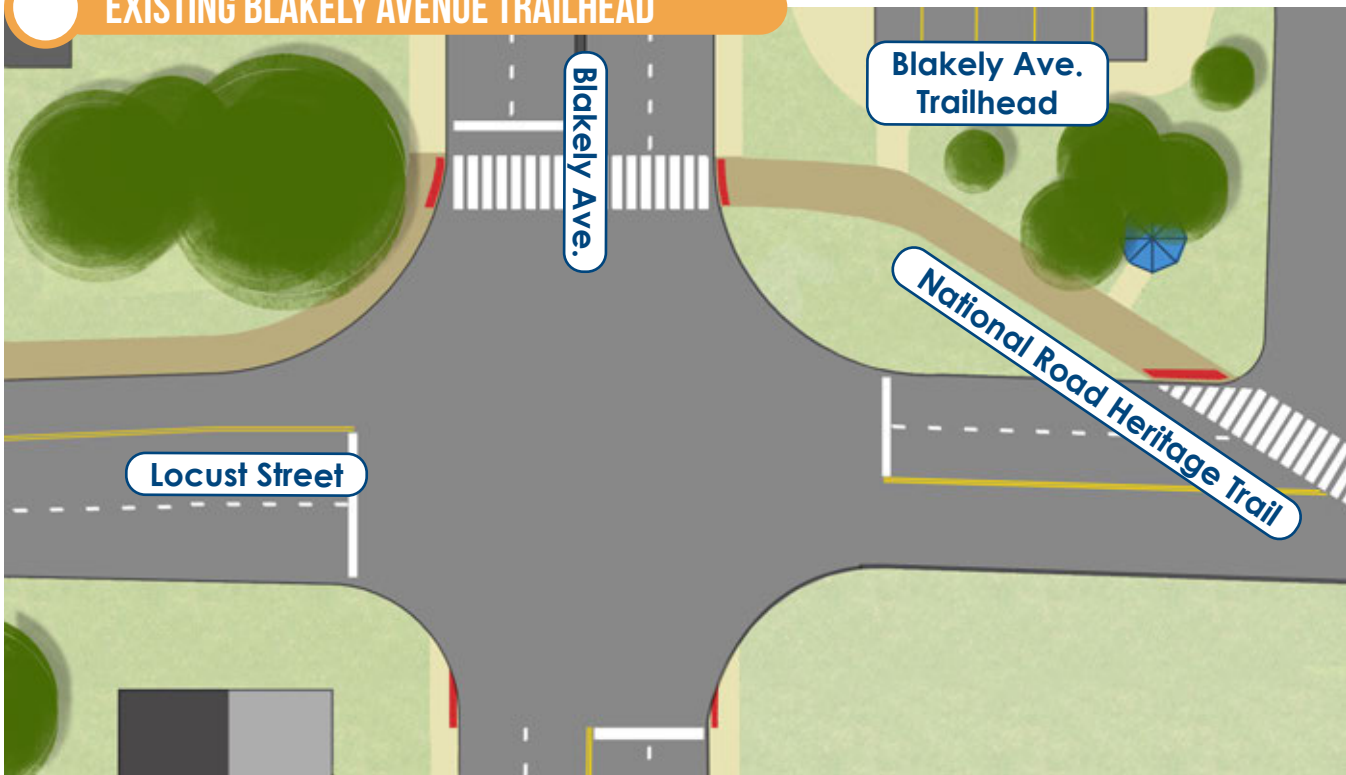
Thompson Ditch Corridor - Overall



3.2 Access Standards



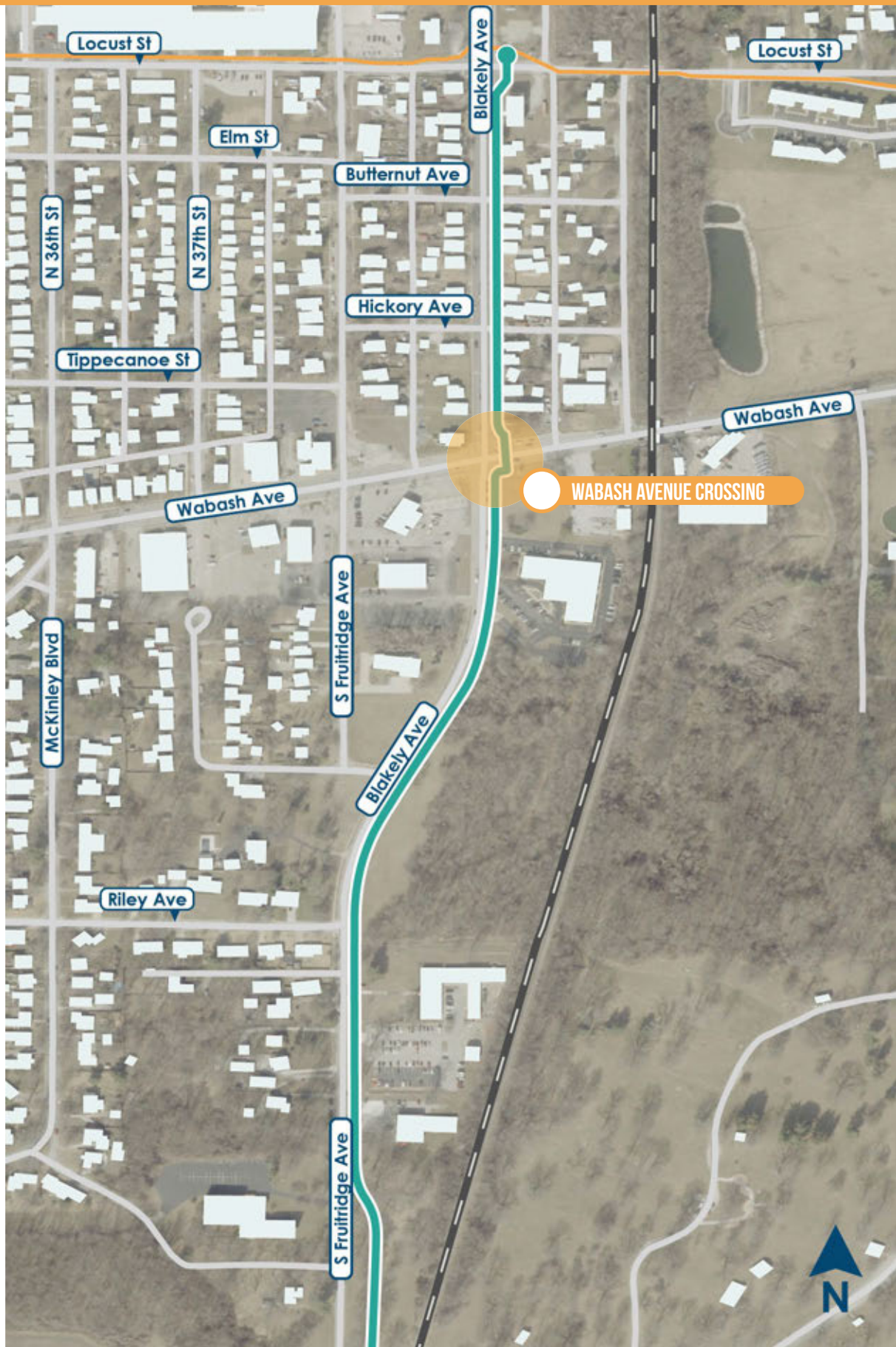
EXISTING BLAKELY AVENUE TRAILHEAD



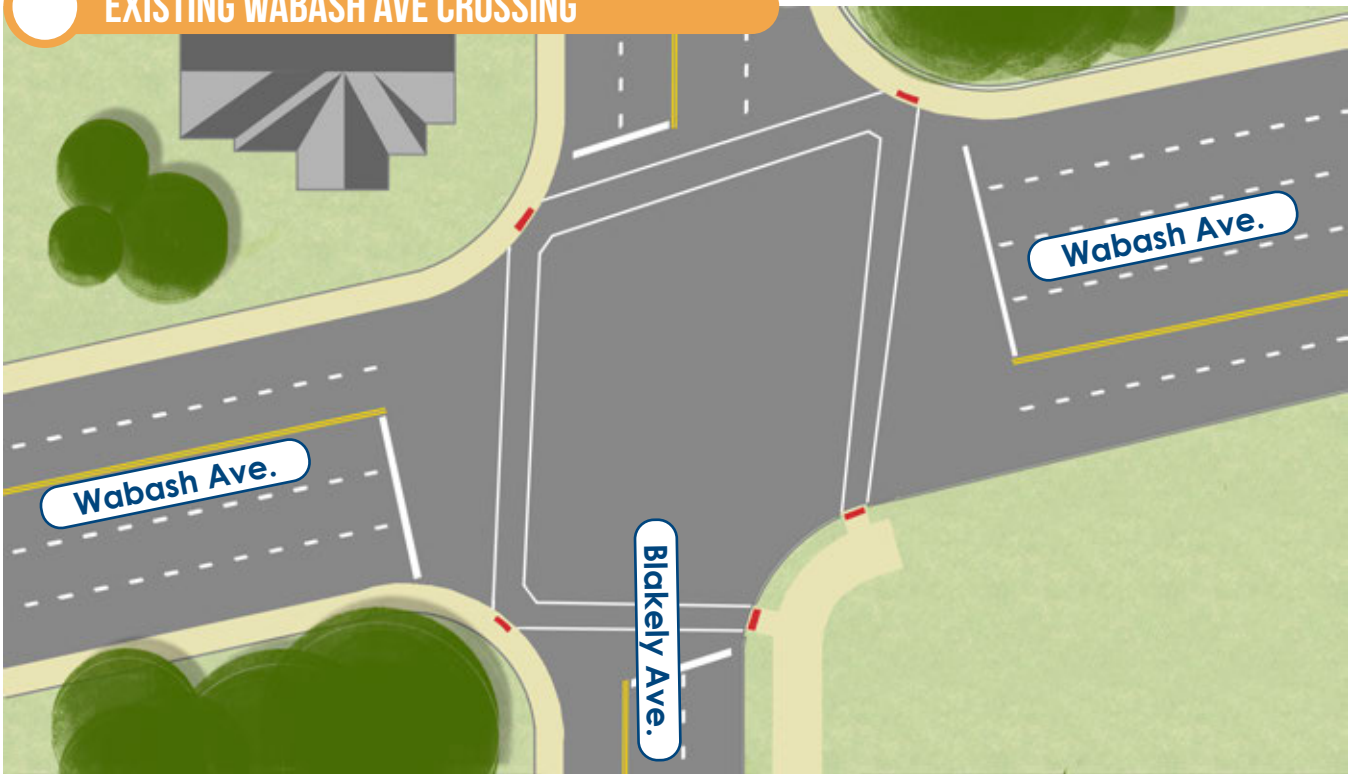
PROPOSED CONNECTION TO EXISTING TRAILHEAD



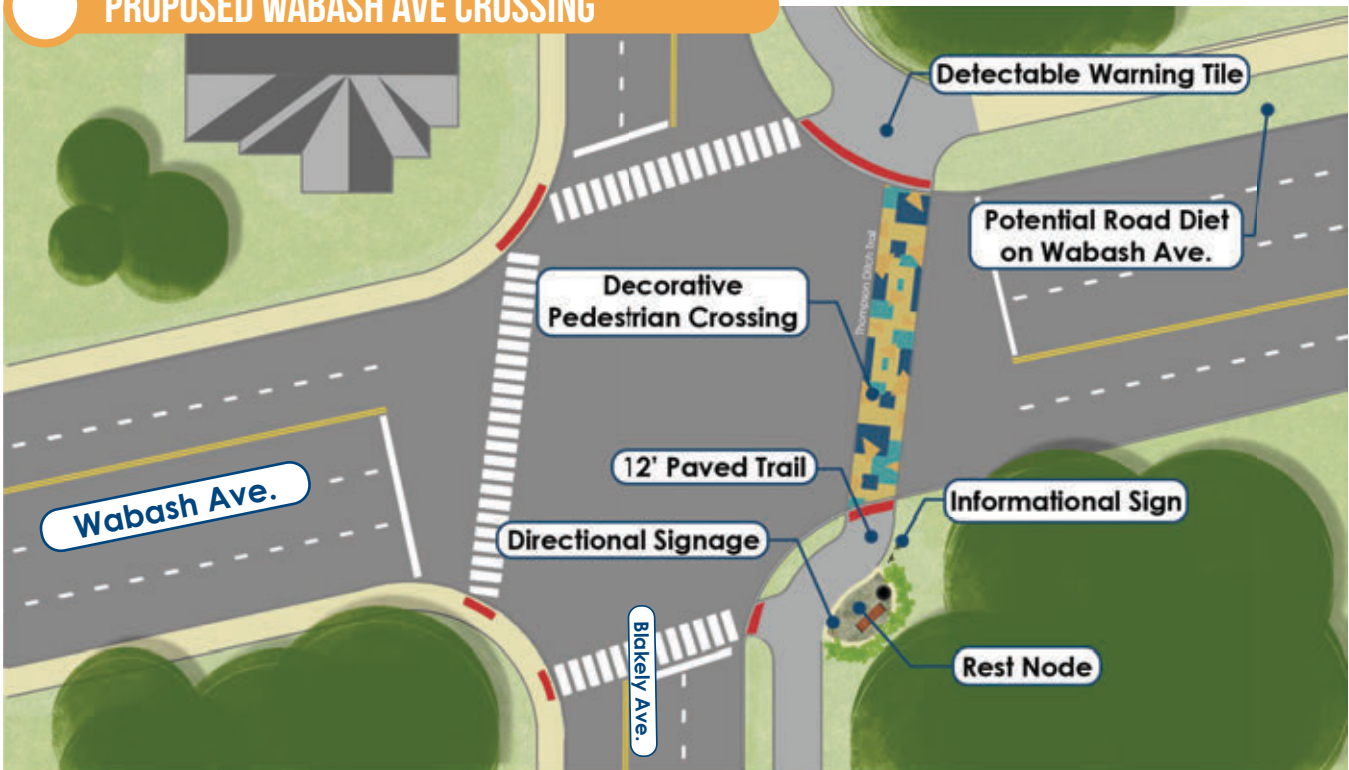
3.2 Access Standards



EXISTING WABASH AVE CROSSING



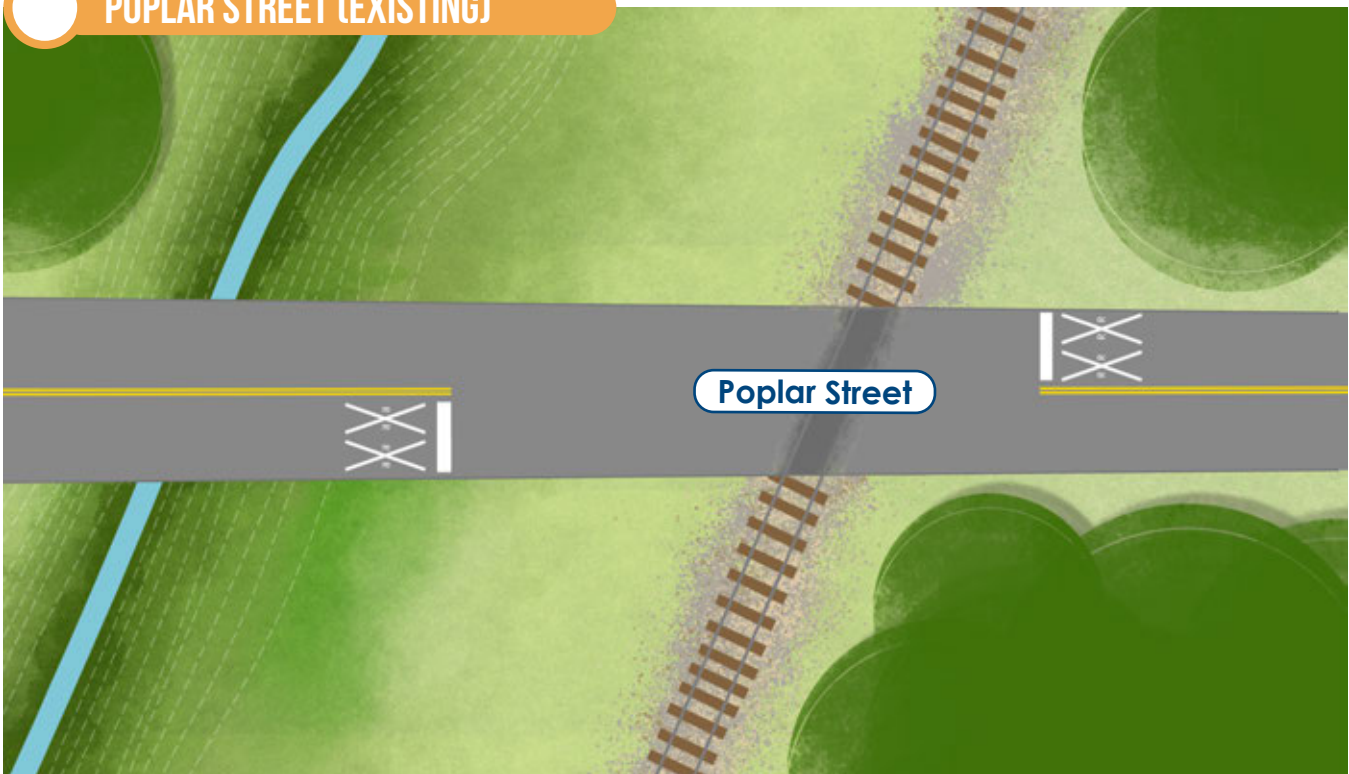
PROPOSED WABASH AVE CROSSING



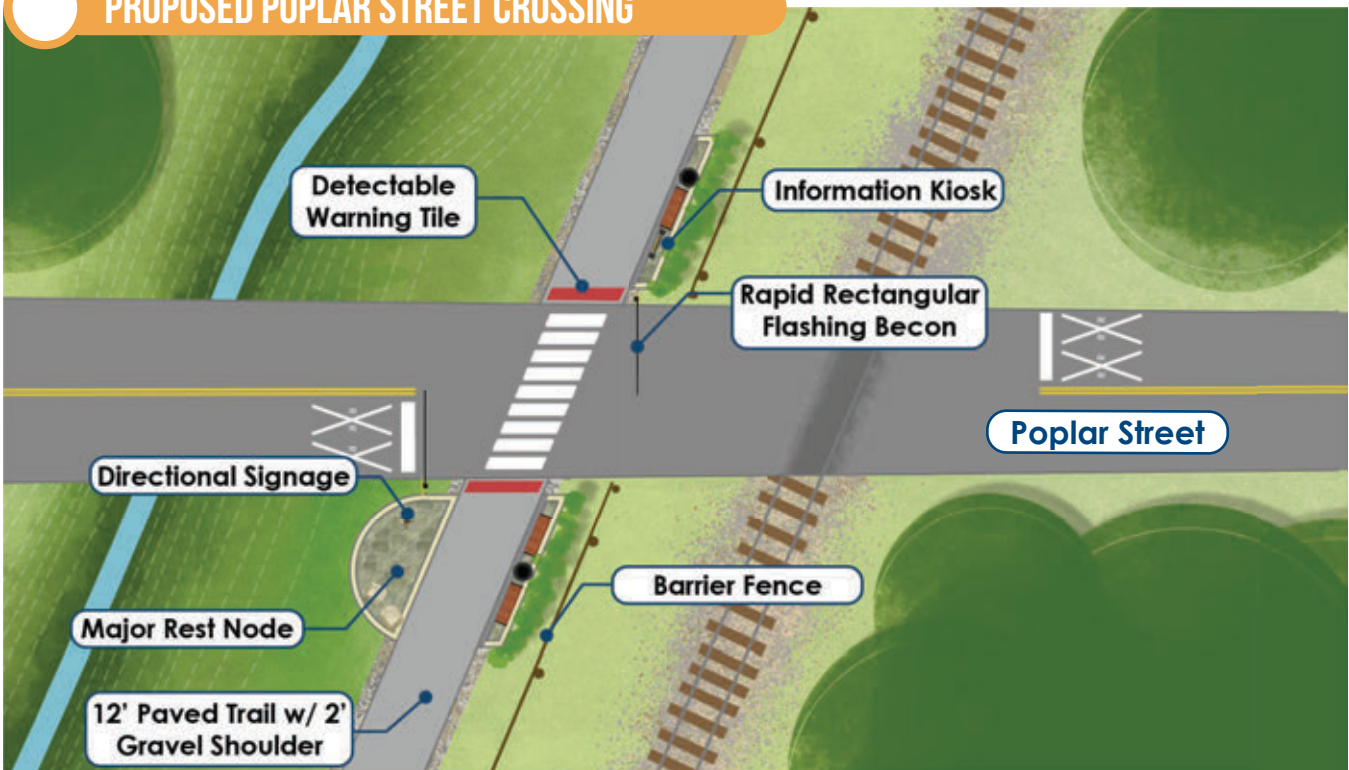
3.2 Access Standards



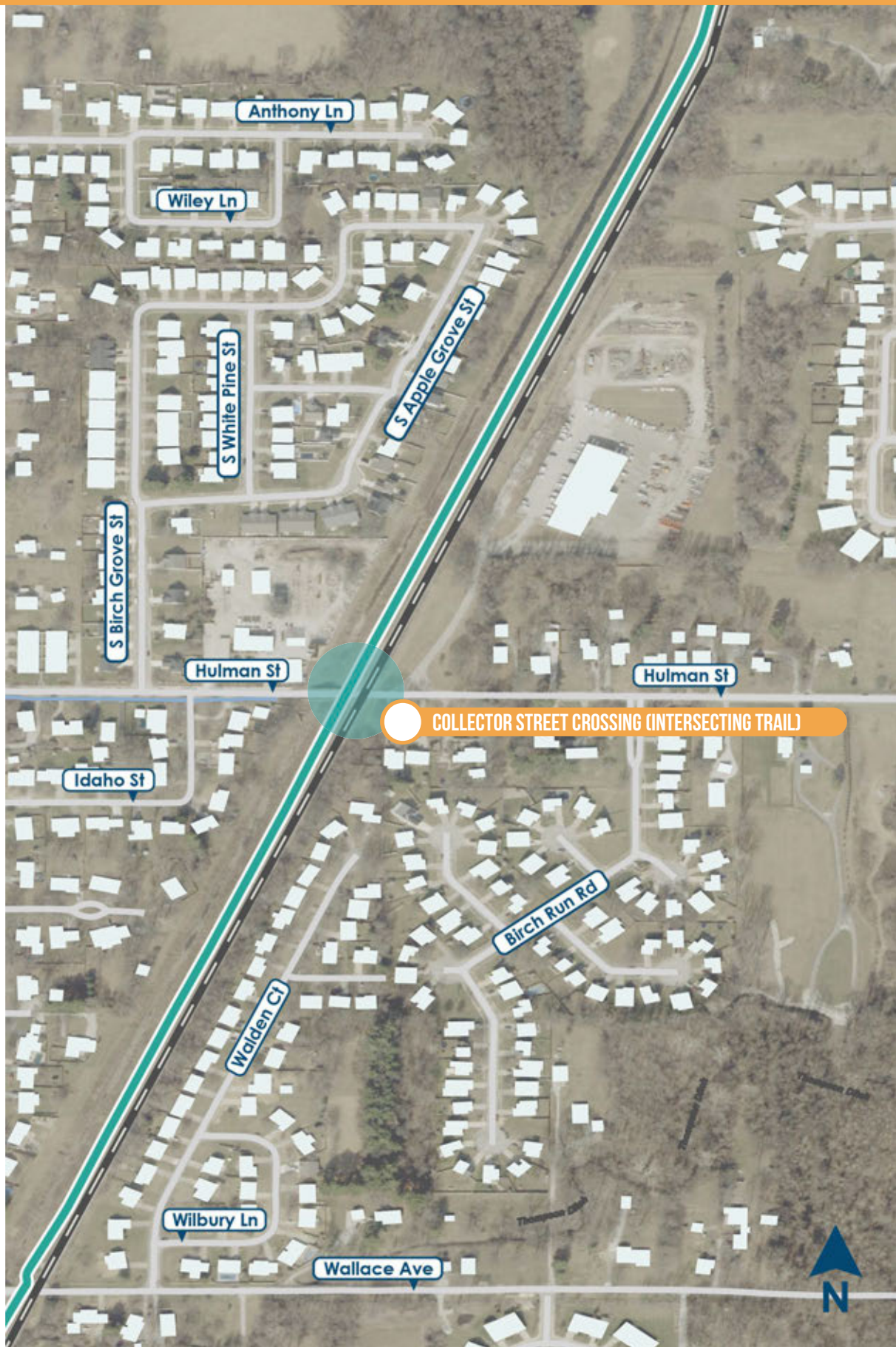
POPLAR STREET (EXISTING)



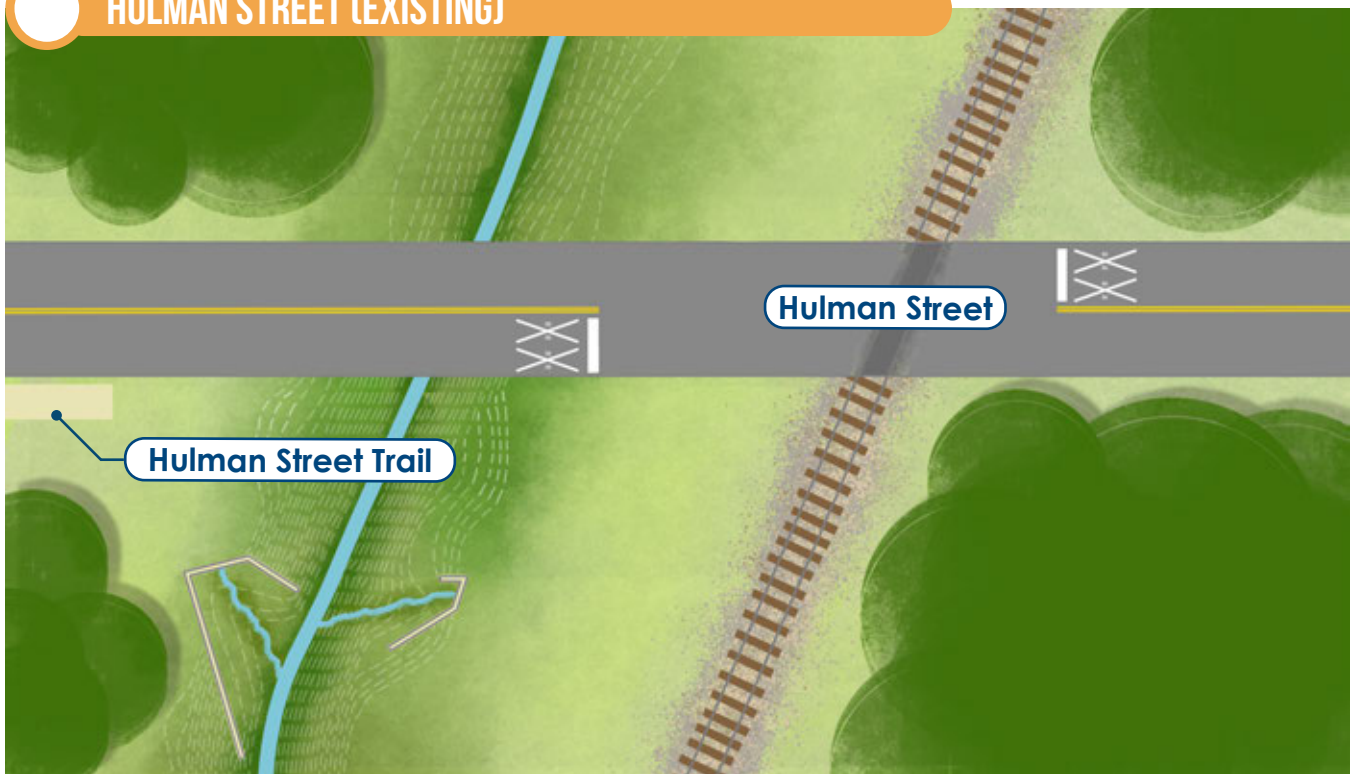
PROPOSED POPLAR STREET CROSSING



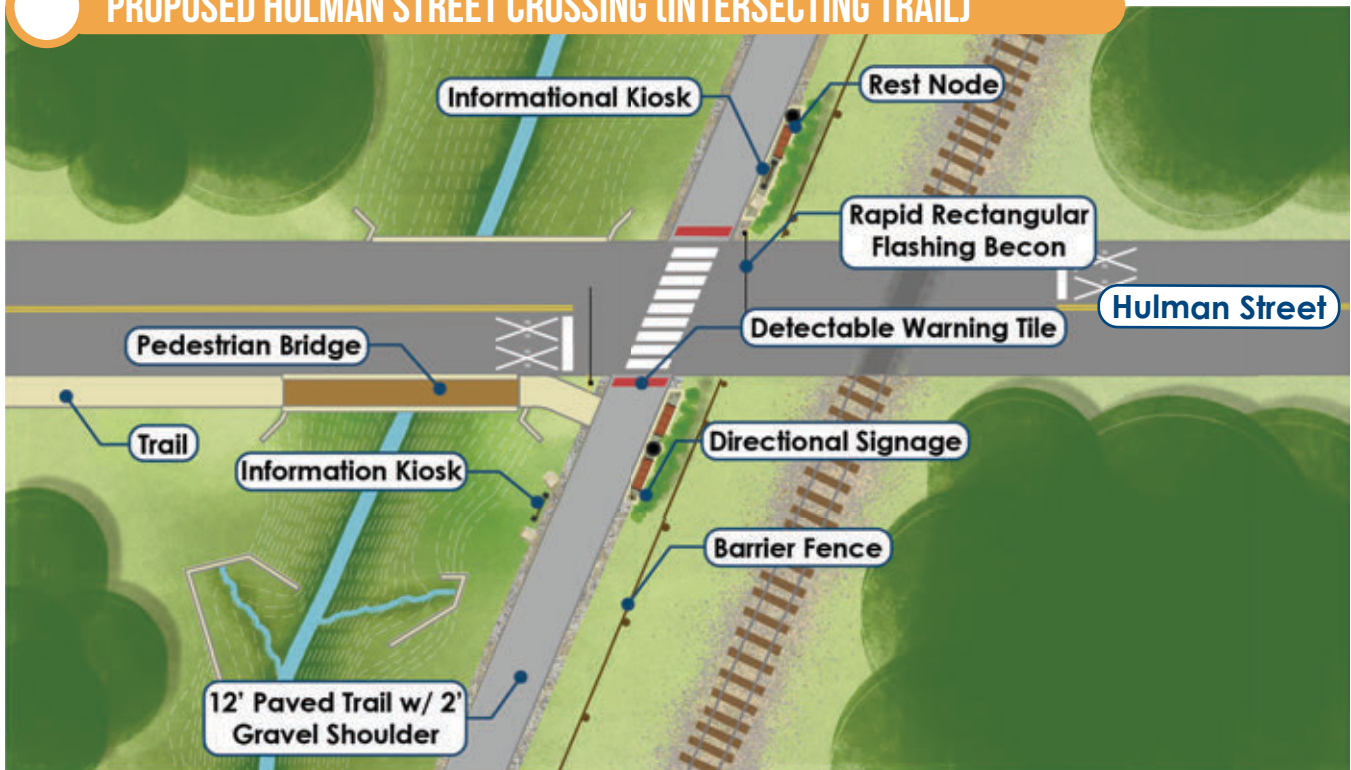
3.2 Access Standards



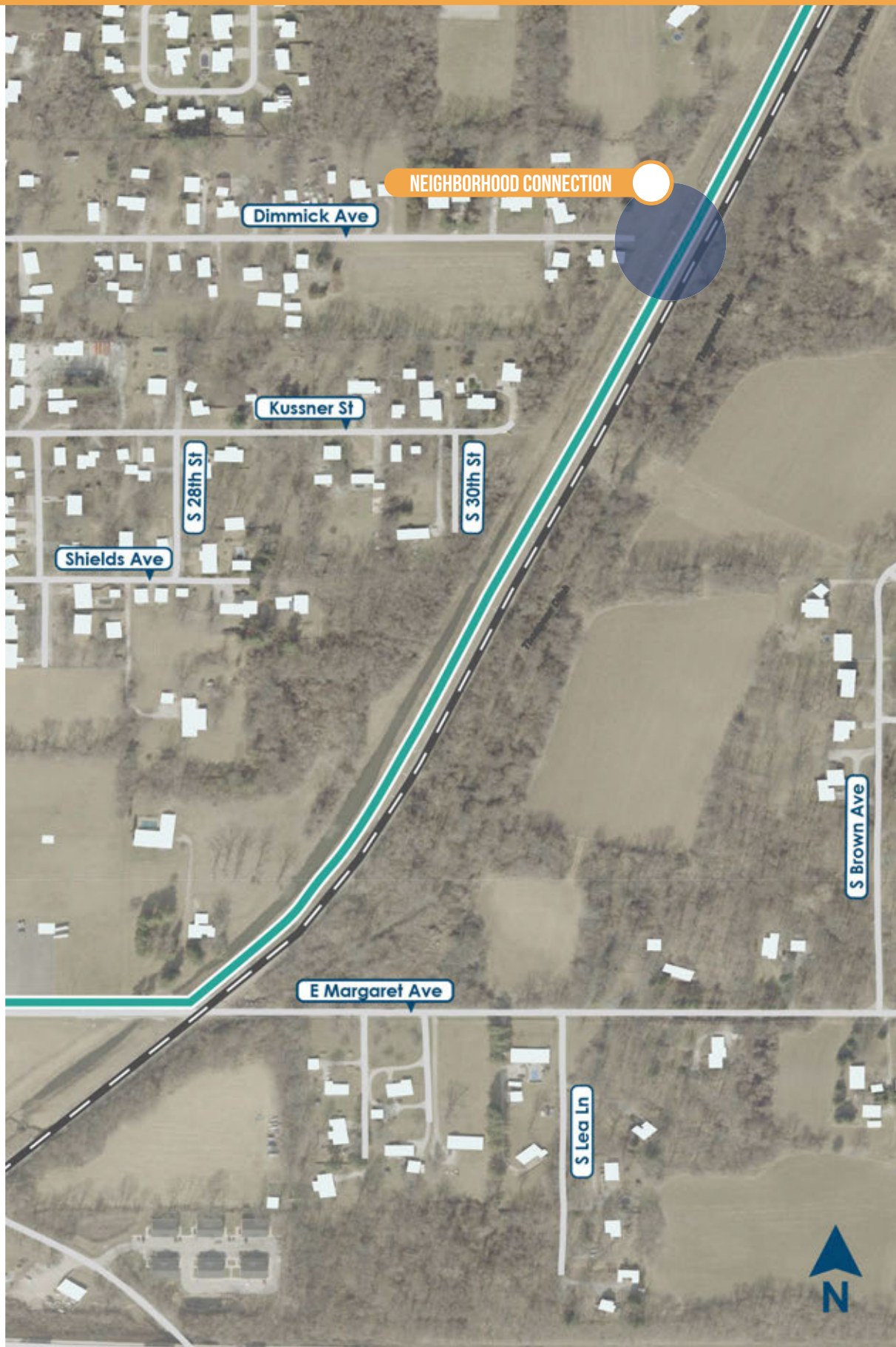
HULMAN STREET (EXISTING)



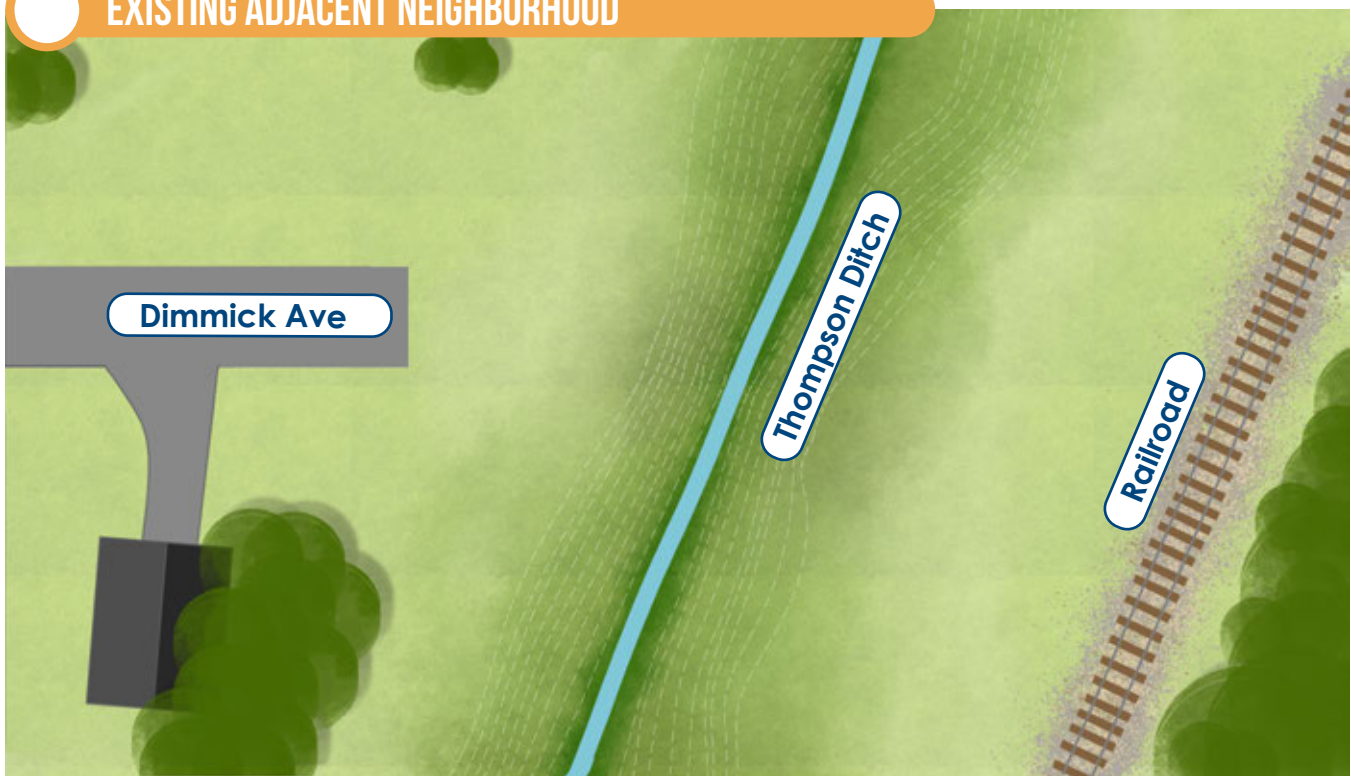
PROPOSED HULMAN STREET CROSSING (INTERSECTING TRAIL)



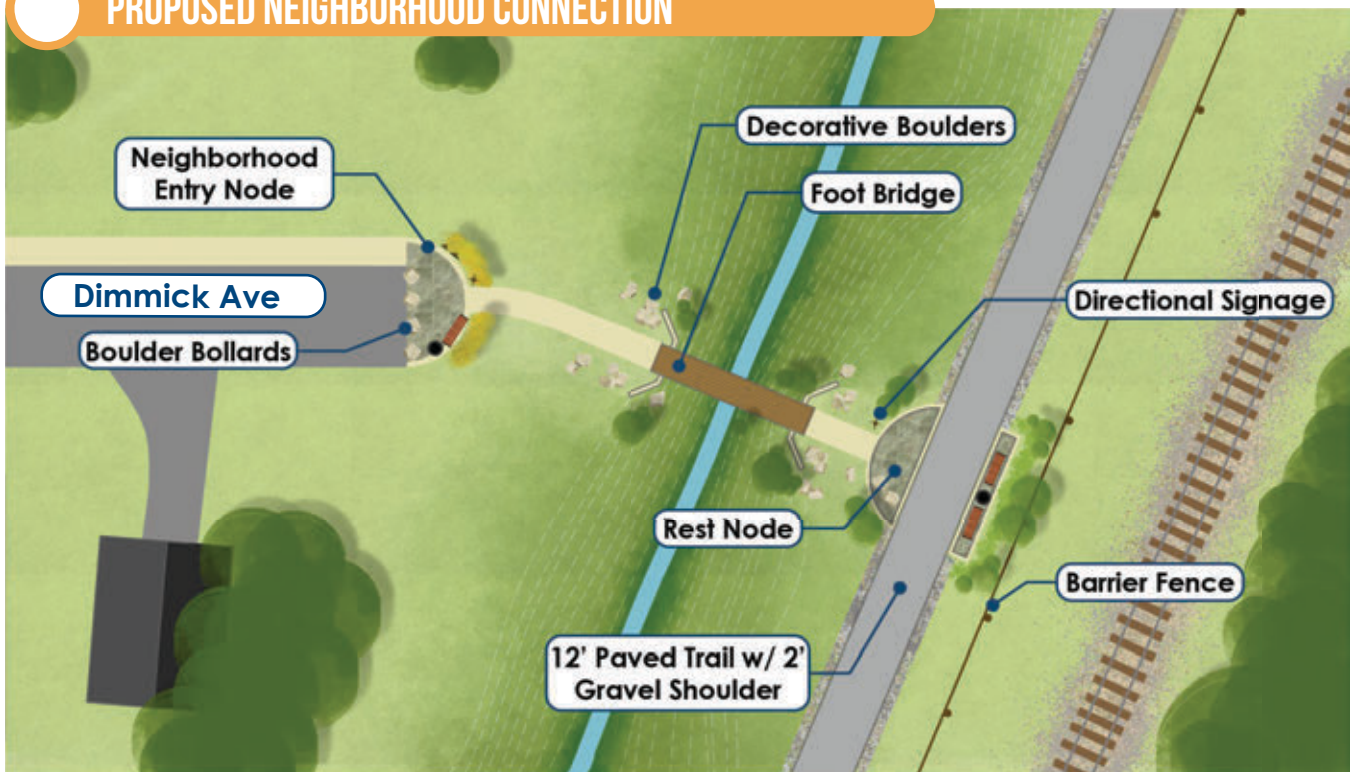
3.2 Access Standards



EXISTING ADJACENT NEIGHBORHOOD



PROPOSED NEIGHBORHOOD CONNECTION



Boost public perception of walking and biking in Terre Haute

DESCRIPTION

To be successful in implementing prolonged, positive change in the community, it is important to help shape the narrative surrounding cycling and walking in the community and build upon positive aspects that make bike and pedestrian improvements important for the community.

METHODS:

EMBRACE CYCLING AND WALKING AS MODES OF TRANSPORTATION

In many communities, bike and pedestrian use is considered a last resource when a vehicle isn't available. Successful communities reinforce the multi-modal nature of cycling and walking, promoting these aspects as quality of life issues.

MAKE BICYCLE AND PEDESTRIAN FACILITIES VISIBLE IN THE COMMUNITY

A key aspect to understanding bike and pedestrian facilities and to improving safety is to make residents aware of the facilities, to highlight that they are there, and to raise awareness of their presence. Making facilities visible may include physical improvements (signage and pavement markings), awareness campaigns (print and media), or other promotion of the facilities. These efforts highlight the presence of the facilities resulting in more awareness and more caution to improve safety.

ENACT PUBLIC POLICY THAT PROMOTES CYCLING AND WALKING

Successful bicycle and pedestrian communities enact supporting policies that help to continually improve and build upon the multi-modal transportation network. Creation of Safe Streets and Complete Streets policies ensure that bicycle and pedestrian facilities are considered and included into transportation projects. Accommodation of bike and pedestrian facilities in zoning control and development code processes ensure that destinations are set to access the bicycle and pedestrian system. Other local policies should also expound on the importance of bike and pedestrian features and support their prioritization in implementation.

HAVE A PLAN

Develop specific planning documents to outline improvements, costs, benefits and constraints of constructing bicycle and pedestrian facilities. Engage local residents in the planning processes to give ownership to decisions and outcomes.



ENGAGE THE COMMUNITY AT LARGE

Develop an ongoing set of communication tools and methods that actively include and engage local stakeholders during the planning and implementation process. This helps build ownership and promotion within the community.

ESTABLISH KEY PARTNERSHIPS TO PROMOTE CYCLING AND WALKING

Identify key partners that can help in the promotion of how the bike and pedestrian facilities can be used or programmed. Organizations such as the local health network, Walk With a Doc, Walk to End Alzheimer's, or other organizations can help promote facilities by including them in their annual events.

ESTABLISH LOCAL MEDIA PARTNERSHIPS

Establishing ongoing and lasting relationships with local media outlets can help ensure that key bicycle and pedestrian-related issues receive broad local media coverage.

TERRE HAUTE TRAILS



Connecting People & Places

5 IMPLEMENTATION

This chapter provides additional details regarding the implementation of the recommendations identified as part of the bike and pedestrian plan. This section outlines key project priorities, identifies short, mid, and long-term as well as resources and basic planning level costs.

CHAPTER CONTENTS

- SHORT-TERM PRIORITY
- MID-TERM PRIORITY
- LONG-TERM PRIORITY
- COST ESTIMATES
- PLAN CONCLUSION

Implementation

Identifying key metrics and priorities is essential to creating a sound bike and pedestrian system. Successful implementation of a comprehensive bicycle and pedestrian system in the City will rely on the collaboration of many entities within the community, including the City Government, INDOT, Vigo County, Terre Haute Metropolitan Planning Agency (MPO), Indiana State University and other local allied organizations, business and property owners. This chapter provides additional details regarding the implementation of the recommendations outlined as part of this Master Plan. It is recognized that funds and resources are limited and must be used strategically for these types of bicycle and pedestrian infrastructure improvements. By focusing on key priorities outlined as part of the master plan goals, a more complete system can be developed in a timely and responsible manner for the city.

GOAL REVIEW

The following pages prioritize the various networks, outline supporting strategies, and illustrate how the proposed infrastructure could impact the built environment. A general timeline for implementation has been identified that include Near Term Strategies, or those that should be focused and completed within 0-4 years, and Long Term Strategies that are 4-10 years for completion. Each strategy relates directly to the goals set in Chapter 3 of this plan. The goals are included on the next page and are followed by a recommendation table for each strategy.

RESOURCE NEEDS

In addition to the strategies being organized by near and long-term phases, a general level of resources/investment needed is also identified. The level of resources is intended to give a sense of scale to the overall magnitude of the proposed recommendation strategy. The symbol used to denote resource needs correlates to the range of potential funding needs required and are summarized as:

\$: <\$20,000
\$\$: \$20,000-\$200,000
\$\$\$: >\$200,000

Beyond the level of resources for proposed recommendations, planning-level cost estimates for specific infrastructure recommendations are included. The estimates are for planning-level costs of recommended trail segments as well as prototypical infrastructure, such as typical trailheads and trail nodes.

CONNECTIVITY

Create a safe, comfortable, and attractive network of bike and pedestrian facilities that connect all Terre Haute residents to key destinations within the community.

EXPERIENCE

Improve the safety, comfort, and overall sense of place of trails through careful design, maintenance details, and branding.

CATALYST CORRIDOR

Establish the Thompson Ditch Corridor as a major north/south connector for the bike and pedestrian system of Terre Haute.

AWARENESS/PERCEPTIONS

Boost public perception of walking and biking.

GOAL #1 CONNECTIVITY:

Create a safe, comfortable, and attractive network of bike and pedestrian facilities that connects all Terre Haute residents to key destinations within the community.

GOAL 1: CONNECTIVITY - NEAR TERM STRATEGIES	
Strategies	Resource Needs:
Create a citywide Alternative Transportation Plan which includes an inventory of bike and pedestrian facilities, and indicate improvements and projects that are already budgeted for construction. Create a priority list of implementation measures for consideration that aligns local project funding with priority projects.	\$\$
Identify current facilities that are unsafe, have high percentages of safety issues, or are in need of immediate repair to mitigate unsafe conditions. Create a priority system that gives the highest level of priority and greatest immediacy to correcting unsafe conditions.	\$
Develop a detailed construction standards plan that clearly outlines a system of trail development for the community. Individual trail segments should include potential planned routes, design standards, and other considerations that will lead to a detailed trail implementation plan for Terre Haute.	\$
Work with INDOT to identify/update bike and pedestrian improvements on state routes within the City. Work with INDOT to coordinate improvements and funding.	\$
Work to establish a designated, local fund for pedestrian improvements that could serve as the city's local match for future grant opportunities.	\$
Continue to meet and coordinate with the local stakeholder advisory committee or other bike and pedestrian organizations to establish dialog and keep discussions active on bicycle and pedestrian infrastructure issues.	\$
Work to implement strategies identified and outlined as part of the Terre Haute Safe Streets Action Plan (SS4A) plan	\$\$
Review and update the Land Development and Subdivision Ordinance Standards to incorporate multi modal, trail and pedestrian standards as appropriate into regulatory standards.	\$

GOAL 1: CONNECTIVITY - LONG TERM STRATEGIES

Strategies	Resource Needs:
Develop and adopt a Complete Streets Policy that promotes roadways designed for all users. The Complete Streets approach would evaluate and incorporate bike and pedestrian facilities into all current and long-term infrastructure improvements in the community.	\$
Conduct a yearly update to the bike and pedestrian facility inventory using the inventory to refine the ongoing and continuing prioritization of bicycle and pedestrian improvements.	\$
Transition steering committee role into long-term advisory role for bike and pedestrian improvements within the City.	\$

GOAL #2 EXPERIENCE:

Improve the safety, comfort, and overall sense of place of trails through careful design, maintenance details, and branding.

GOAL 2: EXPERIENCE - NEAR TERM STRATEGIES	
Strategies	Resource Needs:
Develop a detailed trails master plan that clearly outlines a system of trail development for the community. Master plan should include potential planned routes, trailhead layouts and other considerations that will lead to a detailed preliminary engineering for trail implementation.. Master plan should include an overall route master plan with detailed trail development goals and objectives. Master plan should utilize the guidelines outlined as part of this Bicycle and Pedestrian Plan as a basis for the final design standards and detail for infrastructure and improvements throughout the overall system. The purpose of the design standards is to develop the desired character and aesthetics to set the trails apart as separate entities.	\$\$
Develop / update safety standards for all facilities and street crossings.	\$\$
Develop a wayfinding signage and branding study for the trail system to reinforce a character and identity for the trail system. This could be incorporated into the overall trails master plan.	\$\$
Identify and seek funding for development of priority trail improvements, such as the Wabash Avenue Trail and Thompson Ditch Trail, that bring the greatest impact, as a catalyst project for implementation.	\$
Develop a detailed implementation plan for the trails with detailed budgets and potential funding sources.	\$
Seek and identify potential trail and amenity funding.	\$

GOAL 2: EXPERIENCE - LONG TERM STRATEGIES

Strategies	Resource Needs:
Establish a trails oversight group to help administer the trail master plan and advise the City on continued administration, policies, and oversight for the trail.	\$
Identify trail policies for the overall trail system, including issues such as hours of operation, snow removal, maintenance responsibility, safety and programming of the trails.	\$
Develop maintenance guidelines and standards for all constructed trails.	\$
Implement updated maintenance practices for all trails and routes.	\$\$
Continue to evaluate and update trail development priorities based on evolving context and conditions. Work with City to include all trail projects in the local transportation improvement plans and city project funding.	\$
Implement the new/comprehensive wayfinding system.	\$\$\$
Update trails master plan every five years to reflect changing conditions and constructed improvements.	\$

GOAL #3 CATALYST CORRIDOR:

Establish the Thompson Ditch Corridor as a major north/south connector for the trail system of Terre Haute.

GOAL 3: CATALYST CORRIDOR - NEAR TERM STRATEGIES	
Strategies	Resource Needs:
Develop overall engineering and feasibility plan for the Thompson Ditch Trail as a key catalyst corridor with detailed budgets. Include amenities and enhancements from the trails master plan identified in Goal 2. As part of the feasibility, identify all crossings and connections and identify any safety-requirements for improving bike and pedestrian connectivity along the trail.	\$\$
Identify and map all easements and current landowners along the corridor and initiate any needed coordination to determine cost and feasibility of constructing the catalyst trail project.	\$
Begin initial coordination with the railroad to determine requirements for constructing along the rail line.	\$
Develop conceptual renderings as part of the feasibility study and facilitate public engagement along the corridor, especially with local property owners and stakeholders. Discuss range of issues including maintenance, security, and other trail-related concerns.	\$\$
Identify potential funding sources for constructing catalyst trail sections.	\$

GOAL 3: CATALYST CORRIDOR - LONG TERM STRATEGIES

Strategies	Resource Needs:
Identify critical construction issues and section is phasing any potential trail construction along the catalyst corridor.	\$
Facilitate ongoing communications with local property owners and stakeholders.	\$
Construct catalyst trail section(s) and connections. Incorporate character design standards (such as benches, signage, and other pedestrian features) as well as safety standards (signalized crossings, lane markings, regulatory signage).	\$\$\$
Have trails oversight committee serve as a monthly sounding board for construction progress and community concerns.	\$

GOAL #4 AWARENESS/PERCEPTIONS:

Boost public perception of walking and biking in Terre Haute.

GOAL 4: AWARENESS/PERCEPTIONS - NEAR TERM STRATEGIES	
Strategies	Resource Needs:
Identify local organizations and stakeholder groups, such as RiverSCAPE, National Road Bicycle Club, Wabash Valley Road Runners etc., that have shared missions concerning walking and biking in Terre Haute. Establish a working group to oversee and assist the community in advocating for bike and pedestrian facilities and assisting the community in promoting cycling and walking in Terre Haute.	\$
Create a print and/or other media campaign highlighting cycling and walking in Terre Haute and introducing the City's renewed focus on expanding and creating safe facilities.	\$\$
Develop ongoing cycling and pedestrian outreach surveys to gather real-time and evolving data on current facilities.	\$
Consider re-introduction of bicycle rental facilities and identify the types of enhancements needed (for instance bike racks or bike lockers) at facilities used everyday by cyclists and pedestrians.	\$\$
Create an incentive program and seed funds for local businesses to introduce bike and pedestrian enhancements at their businesses.	\$\$
Add trail counters to various high-use trails to develop and maintain annual trail usage data.	\$
Use the INDOT Bike IN Safe program and materials to provide youth education, materials, safety information and helmets to youth.	\$
If necessitated, use targeted enforcement to decrease unsafe activity or behavior of motorists, bicyclists and pedestrians.	\$\$

GOAL 4: AWARENESS/PERCEPTIONS - LONG TERM STRATEGIES

Strategies	Resource Needs:
Continue to facilitate a working group to oversee and assist the community in advocating for bike and pedestrian facilities and assisting the community in promoting cycling and walking in Terre Haute.	\$
Develop additional print and/or media campaigns to announce new projects, improvements, and other news concerning cycling and pedestrian facilities in Terre Haute. Work with local media to develop human interest stories and promote cycling and walking.	\$\$
Continue to use ongoing cycling and pedestrian outreach surveys to gather real-time and evolving data on current facilities.	\$
Establish partnerships to promote Terre Haute as a bicycle friendly community.	\$

Cost Estimates

The cost to plan, design, and build trails or shared-use paths varies widely based on the conditions in which they will be placed. Topography, drainage, utilities, rural vs. urban, and the presence of environmentally sensitive areas all play a role in the cost of building trails. For the purpose of this plan, cost is estimated at a conceptual level using metrics developed by the Indiana Department of Transportation by Toole Design. The trail planning-level cost calculator includes factors such as:

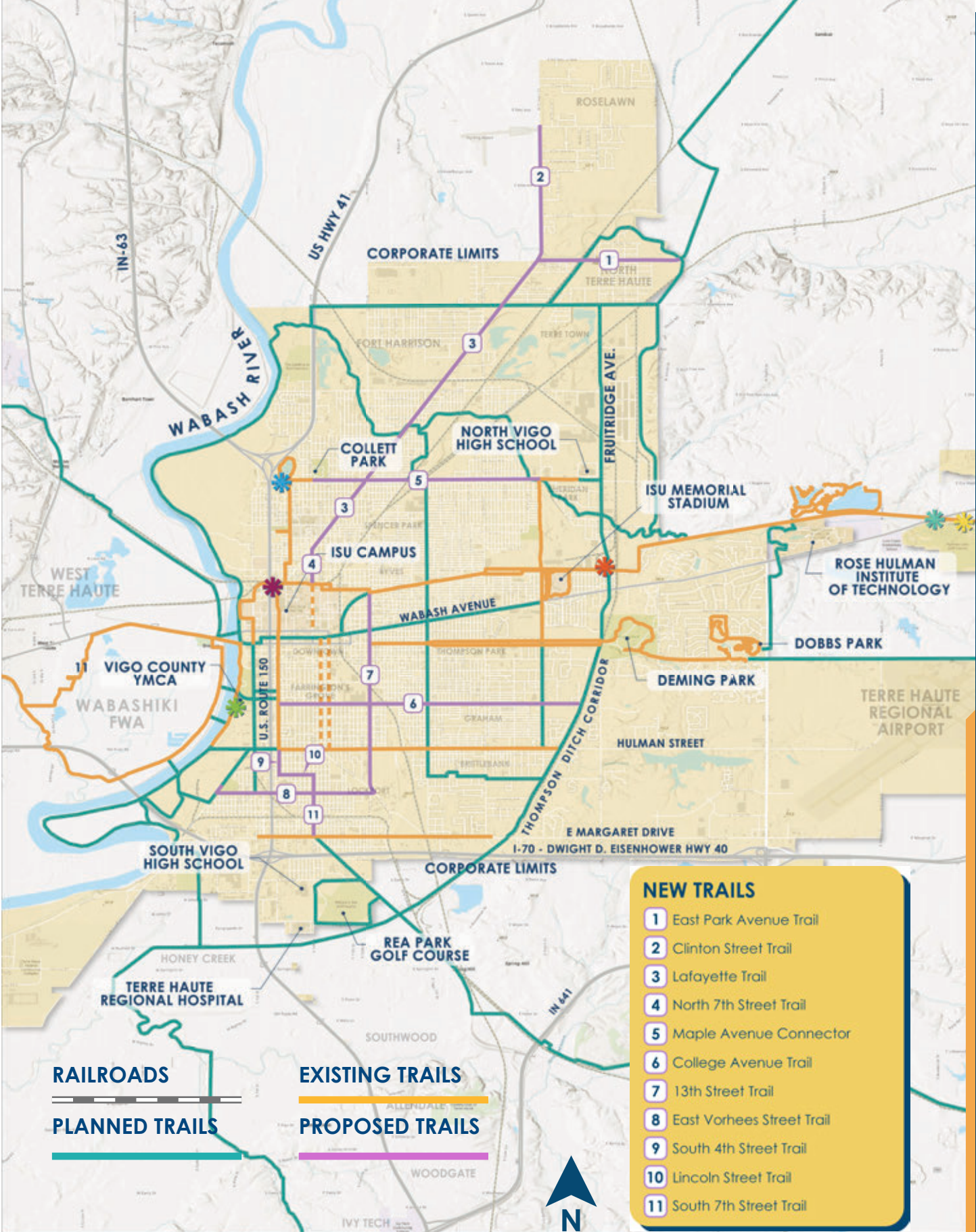
- Earthwork and grading (updated to reflect 2025 INDOT average unit costs)
- Aggregate base material (updated to reflect 2025 INDOT average unit costs)
- Surface material (updated to reflect 2025 INDOT average unit costs)
- Landscaping (5% of subtotal)
- Drainage (10% of subtotal)
- Maintenance of traffic (5% of subtotal)
- Utility adjustments (10 % of subtotal)
- Design (20% of construction total)
- A design cost escalator based on the funding source to account (local/state/federal)

Estimates are for basic trail construction only. Additional costs for amenities or trailheads are provided independently. Right-of-way acquisition, if required, would also impact trail costs.

OVERALL SYSTEM PROPOSED TRAILS - PLANNING-LEVEL COST ESTIMATE					
#	Location	Starting	Ending	Est. Mileage	Cost
1	East Park Avenue	Clinton Street	Mill Dam Road	1.2	\$1,559,000
2	Clinton Street	East Rosehill Avenue	East Park Avenue	1.5	\$1,949,000
3	North Lafayette Street	East Park Avenue	North 7th Street	3.8	\$4,937,000
4	North 7th Street	North Lafayette Street	Tippecanoe Street	0.4	\$520,000
5	Maple Avenue	North 7th Street	North Brown Avenue	1.9	\$2,469,000
6	College Avenue	North 4th Street	Thompson Ditch	2.7	\$3,508,000
7	North 13th Street	North 10 1/2 Street/NRHT	East Voorhees Street	2.3	\$2,988,000
8	East Voorhees Street	South 14th Street	Prairieton Road	1.4	\$1,819,000
9	South 4th Street	Hulman Drive	Lincoln Street	0.3	\$390,000
10	Lincoln Street	South 4th Street	South 7th Street	0.3	\$390,000
11	South 7th Street	Lincoln Street	East Margaret Avenue	0.7	\$910,000
Total Miles of New Infrastructure				16.5	
Estimated Cost Per Mile					\$1,560,000
Estimated Cost of Network					\$21,439,000

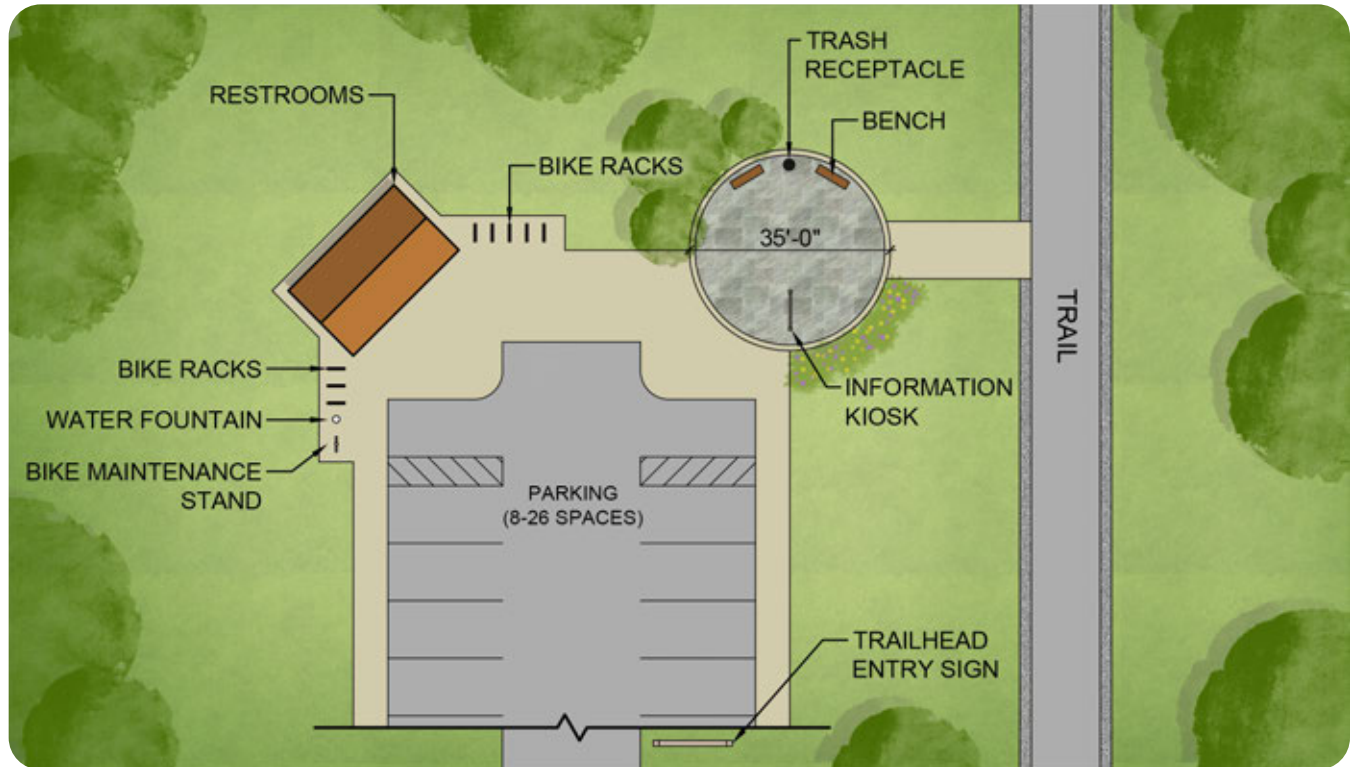
Planning-level cost estimates for access standards (located on the following pages) are derived from 2025 INDOT average unit costs. Elements such as paving, curbs, amenities, and applicable wayfinding signage are included in the cost estimation for each access standard typology. A 20% contingency is included in the cost estimate for the construction of each typology.

Terre Haute Trails - Overall



ACCESS STANDARDS - COST ESTIMATES

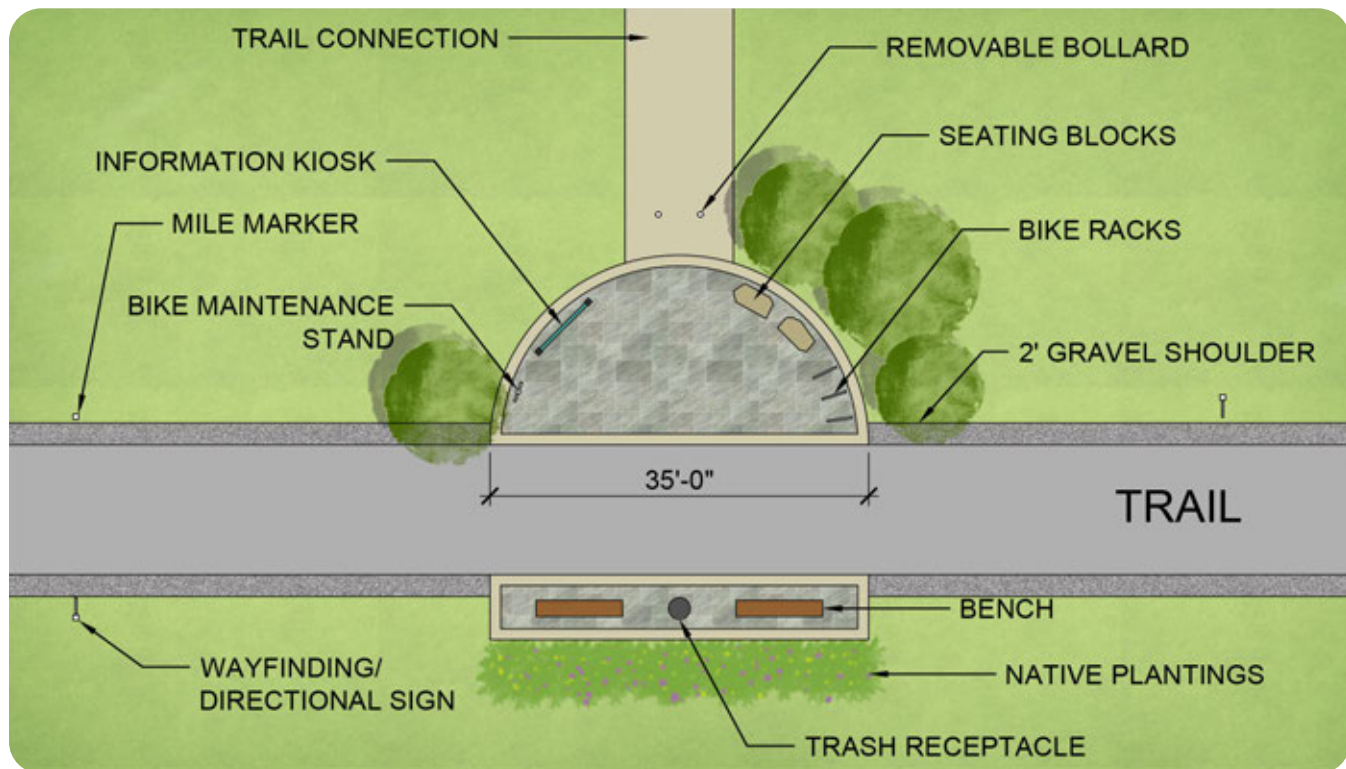
TRAILHEAD



TRAILHEAD: PLANNING-LEVEL COST ESTIMATE

Description	QTY	Price	Unit	Total
Concrete Pavement	3,411	\$25	SF	\$85,300
1 ft. Flush Concrete Band	106	\$100	LF	\$10,600
Raised Concrete Curb	320	\$30	LF	\$9,600
Asphalt Pavement	5,326	\$10	SF	\$53,300
Specialty Pavers	855	\$75	SF	\$64,000
Parking Lot Markings	1	\$5,000	LS	\$5,000
Bike Rack	8	\$400	EA	\$3,200
Bench	2	\$2,400	EA	\$4,800
Trash Receptacle	2	\$1,600	EA	\$3,600
Water Fountain	1	\$3,650	EA	\$3,650
Bike Maintenance Stand	1	\$2,800	EA	\$2,800
Information Kiosk	1	\$9,900	EA	\$9,900
Trailhead Entry Sign	1	\$25,300	EA	\$25,300
Restroom Facilities	1	\$154,000	EA	\$154,000
Subtotal				\$435,050
20% Contingency				\$87,010
Total Cost				\$522,060

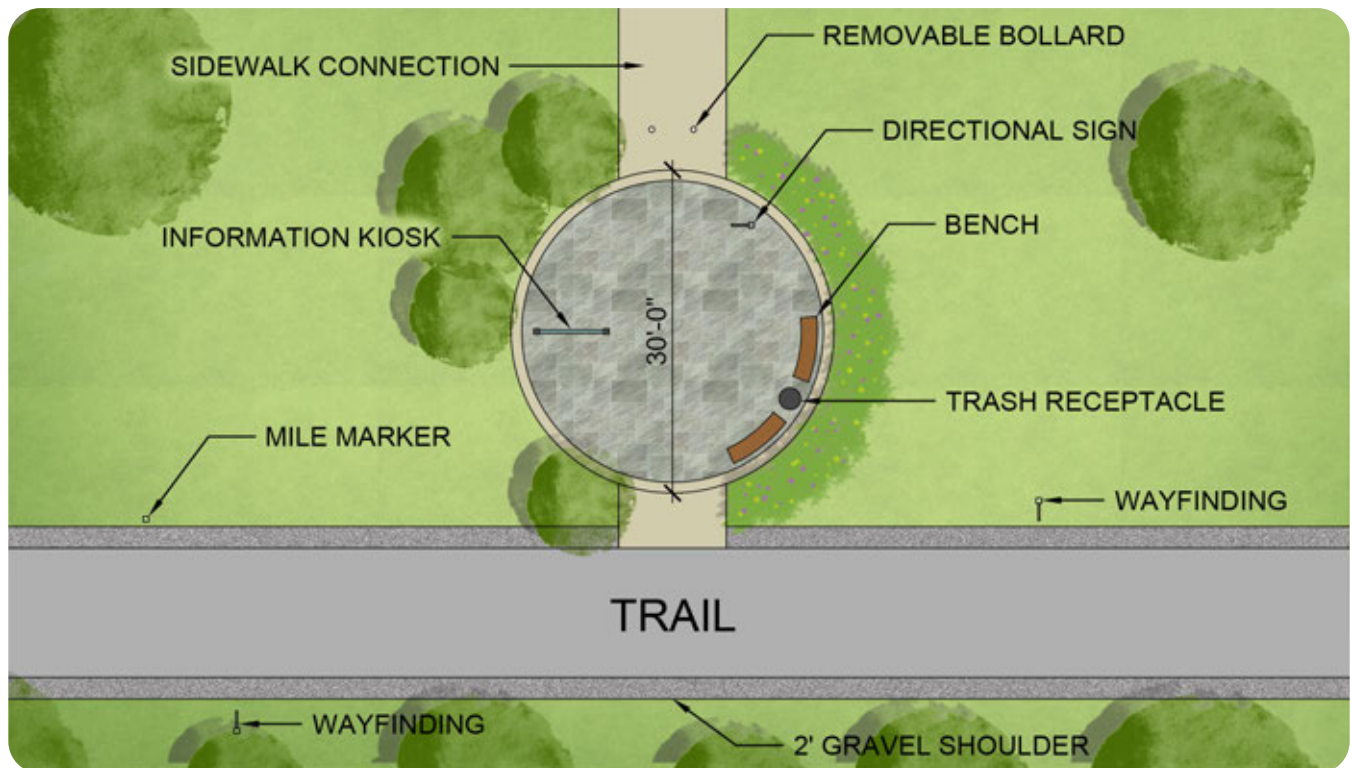
TRAIL CONNECTION NODE



TRAIL CONNECTION NODE: PLANNING-LEVEL COST ESTIMATE

Description	QTY	Price	Unit	Total
1 ft. Flush Concrete Band	86	\$100	LF	\$8,600
Specialty Pavers	526	\$75	SF	\$39,450
Bike Rack	3	\$400	EA	\$1,200
Bench	2	\$2,400	EA	\$4,800
Trash Receptacle	1	\$1,600	EA	\$1,600
Bike Maintenance Stand	1	\$2,800	EA	\$2,800
Directional Sign - Wayfinding	1	\$7,150	EA	\$7,150
Information Kiosk	1	\$9,900	EA	\$9,900
Seating Blocks	2	2,500	EA	\$5,000
Removeable Bollard	2	600	EA	\$1,200
Subtotal				\$81,700
20% Contingency				\$16,340
Total Cost				\$98,040

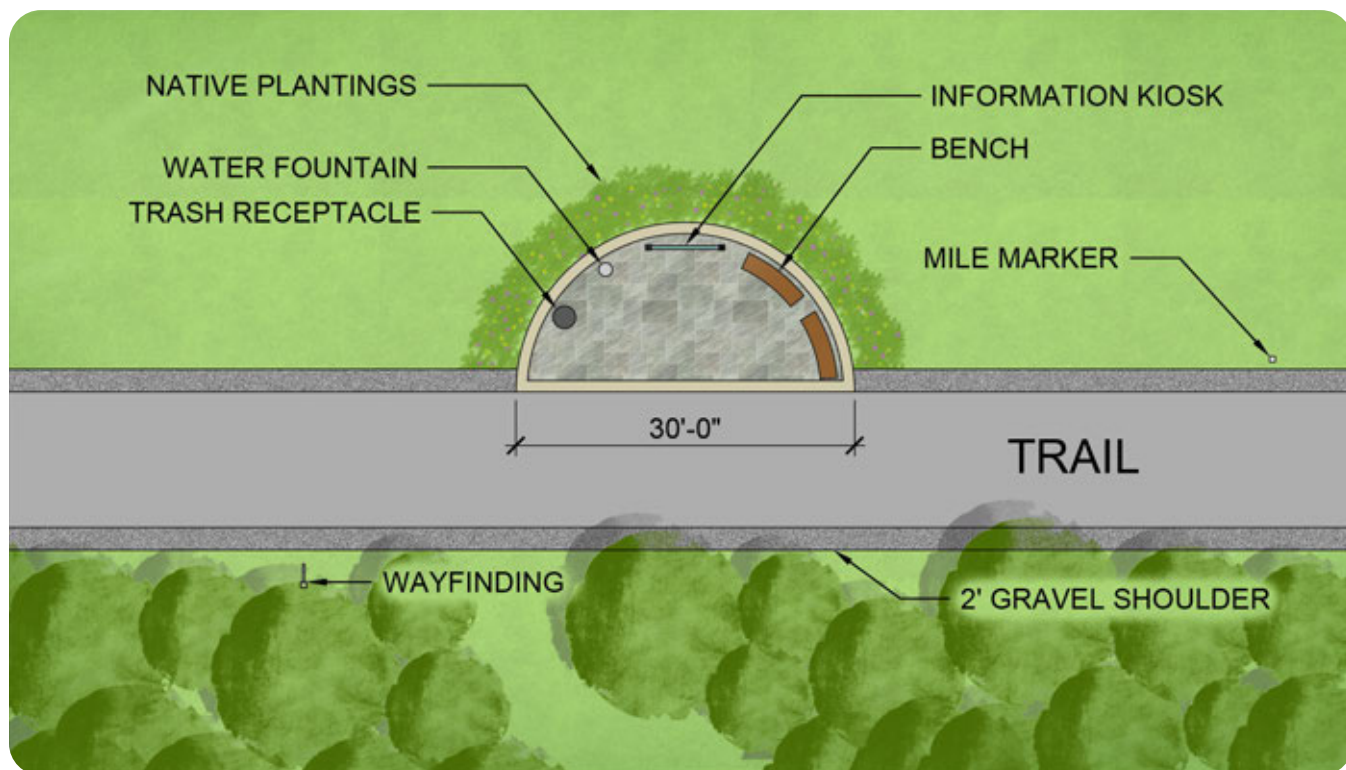
SIDEWALK CONNECTION NODE



SIDEWALK CONNECTION NODE: PLANNING-LEVEL COST ESTIMATE

Description	QTY	Price	Unit	Total
Concrete Approach	53	\$25	SF	\$1,325
1 ft. Flush Concrete Band	91	\$100	LF	\$9,100
Specialty Pavers	615	\$75	SF	\$46,125
Bench	2	\$2,400	EA	\$4,800
Trash Receptacle	1	\$1,600	EA	\$1,600
Directional Sign - Wayfinding	1	\$7,150	EA	\$7,150
Information Kiosk	1	\$9,900	EA	\$9,900
Removable Bollard	2	600	EA	\$1,200
Subtotal				\$81,200
20% Contingency				\$16,240
Total Cost				\$97,440

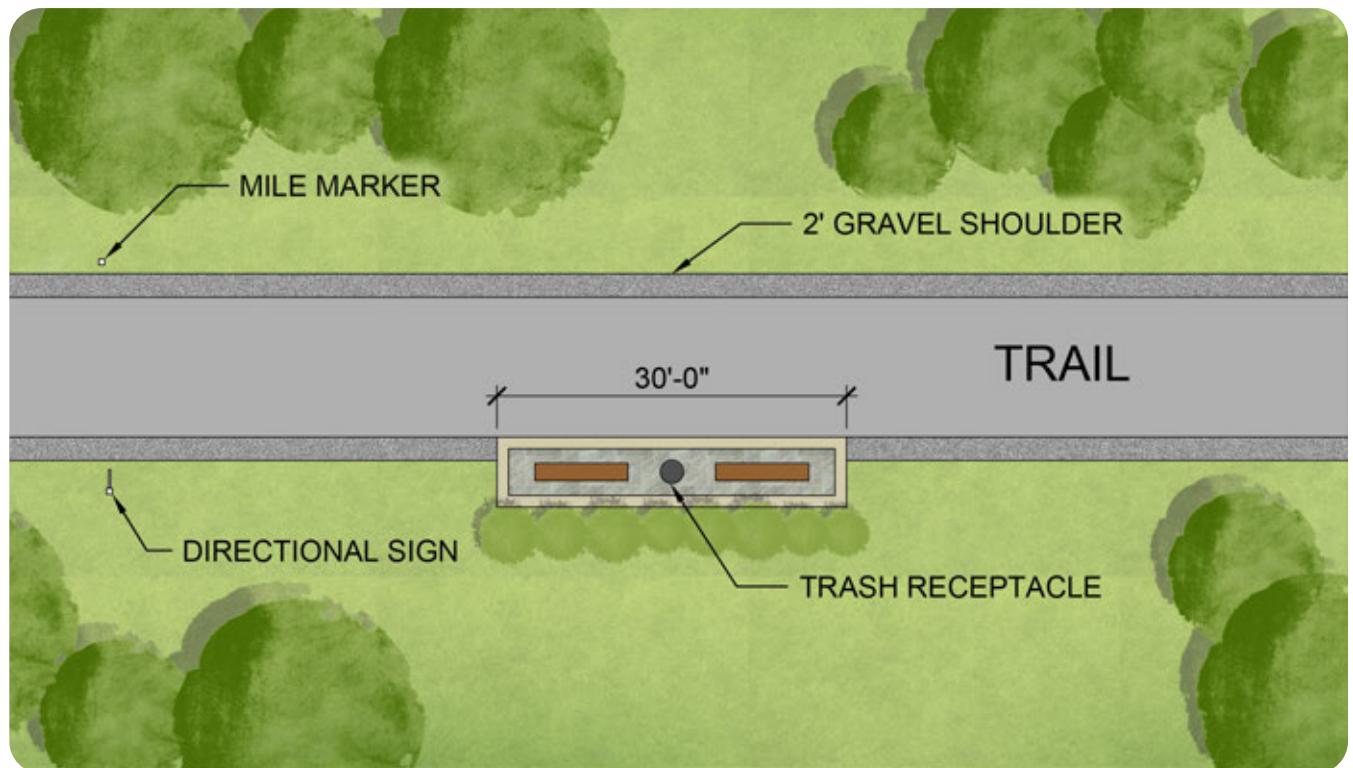
MAJOR REST NODE



MAJOR REST NODE: PLANNING-LEVEL COST ESTIMATE

Description	QTY	Price	Unit	Total
1 ft. Flush Concrete Band	73	\$100	LF	\$7,300
Specialty Pavers	280	\$75	SF	\$21,000
Bench	2	\$2,400	EA	\$4,800
Water Fountain	1	\$3,650	EA	\$3,650
Trash Receptacle	1	\$1,600	EA	\$1,600
Directional Sign - Wayfinding	1	\$7,150	EA	\$7,150
Information Kiosk	1	\$9,900	EA	\$9,900
Subtotal				\$55,400
20% Contingency				\$11,080
Total Cost				\$66,480

MINOR REST NODE



MINOR REST NODE: PLANNING-LEVEL COST ESTIMATE

Description	QTY	Price	Unit	Total
1 ft. Flush Concrete Band	68	\$100	LF	\$6,800
Specialty Pavers	112	\$75	SF	\$8,400
Bench	2	\$2,400	EA	\$4,800
Trash Receptacle	1	\$1,600	EA	\$1,600
Directional Sign - Wayfinding	1	\$7,150	EA	\$7,150
Subtotal				\$29,110
20% Contingency				\$5,822
Total Cost				\$34,932

POTENTIAL FUNDING

Funding for the development of the activities identified as part of the Terre Haute Bike and Pedestrian Master Plan will require a broad expanse of federal, local and private resources. Leveraging these opportunities will increase potential resources as sources are competitive and securing them can be challenging. While the plan provides general guidance regarding priorities for near and long-term strategies, it is important to note that given the fluidity of funding and resource availability, that initiatives that were identified as long-term could shift to near-term should funding become available.

The following are some resources for general funding and resource guidance related to bicycle and pedestrian development.

NOTE: Some programs may still exist but are not currently funded.

FEDERAL FUNDING SOURCES

- Rebuilding American Infrastructure with Sustainability and Equity Program (RAISE Grant)
- Congestion Mitigation and Air Quality Improvement (CMAQ) Program
- Safe Streets and Roads for All (SS4A) Grant Program
- Surface Transportation Block Grant Program (STBG)
- Transportation Alternatives Set-Aside (formerly Transportation Alternatives Program, Transportation Alternatives Program Transportation Enhancements)
- Safe Routes to School
- National Scenic Byways Program

STATE FUNDING SOURCES

- Indiana Trails Program (ITP)
- Next Level Trails Grant Program (Currently Not Funding as of 2026)
- Community Crossings Matching Grant Program (CCMG)
- Recreational Trails Grant Program (RTP)
- Indiana Heritage Trust Program
- Indiana Destination Development Corporation Grants (IDDC, Indiana Tourism)

LOCAL FUNDING SOURCES

- Tax Revenues
- Bonds
- Impact Fees
- Public Private Partnerships
- Business Community
- Indiana Greenways Foundation
- Wabash Valley Community Foundation
- Terre Haute Casino Resort Foundation Grants





Plan Conclusion

This planning process brought together city staff, community leaders, and residents to identify the opportunities and challenges that exist around walking and biking in Terre Haute. This process was made possible by the financial support of the Indiana Department of Health and generated interest and excitement from the community, reinforcing to local leaders that pedestrian connectivity and safety are important to the current and future residents.

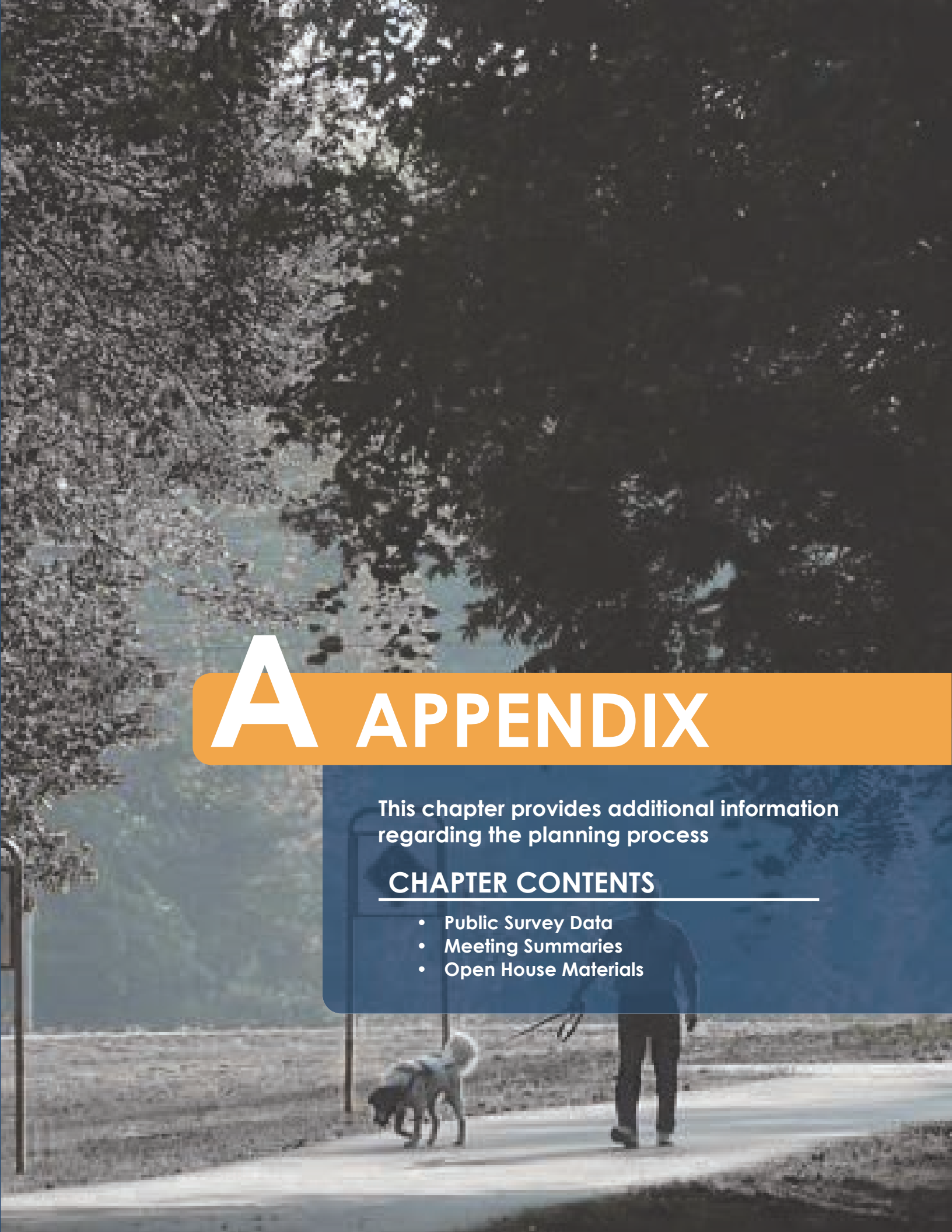
This plan introduces 16.5 miles of new trail infrastructure that will work to make Terre Haute a more connected community. Combined with the existing and previously planned trails, the overall system increases to over 133.5 miles of trails, connecting all parts of Terre Haute and beyond. Design guidelines have been proposed for the thoughtful development of this infrastructure and further consideration has been taken for the implementation of a catalyst project along the Thompson Ditch Corridor. For the facilitation of enacting these plans, all recommendations have been sorted by key project priority. Strategies and potential funding sources have been provided for their ultimate implementation.

With a community-driven vision in place, the City of Terre Haute has a guidance document that will raise awareness of the benefits of bike and pedestrian facilities and provide a tool for funding and resource development with the ultimate goal of enhancing the quality of life in Terre Haute.

TERRE HAUTE TRAILS



Connecting People & Places

A person is walking a dog on a paved path. The path is surrounded by large, leafy trees that create a canopy overhead. The scene is captured in a slightly desaturated, high-contrast style. The person is seen from behind, walking away from the viewer. The dog is a medium-sized breed, possibly a Weimaraner, and is walking on a leash. The overall atmosphere is peaceful and natural.

A APPENDIX

This chapter provides additional information regarding the planning process

CHAPTER CONTENTS

- Public Survey Data
- Meeting Summaries
- Open House Materials

ONLINE SURVEY RESULTS

Open

Fill out the survey!
[Home](#)

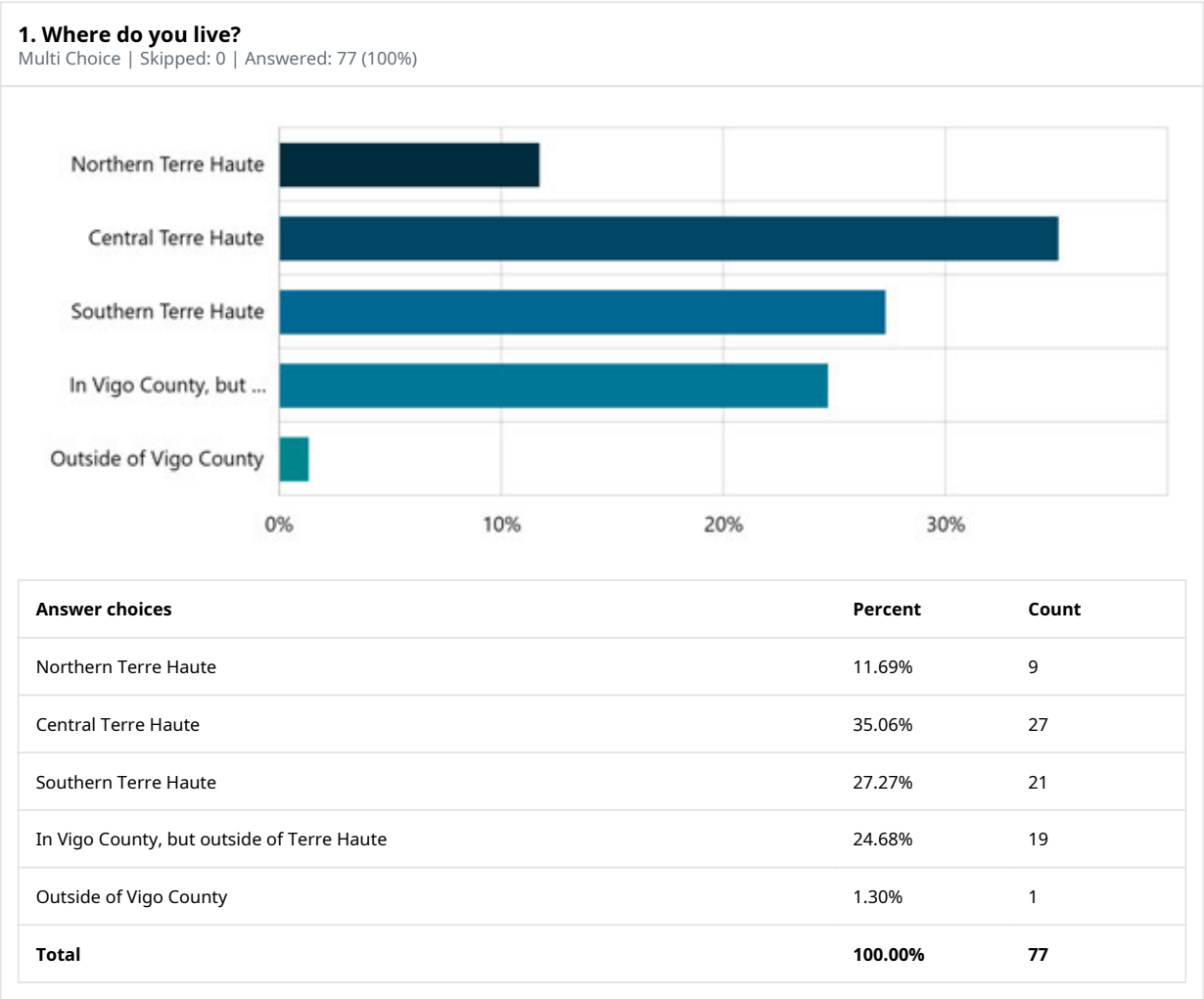
73

Contributors

77

Contributions

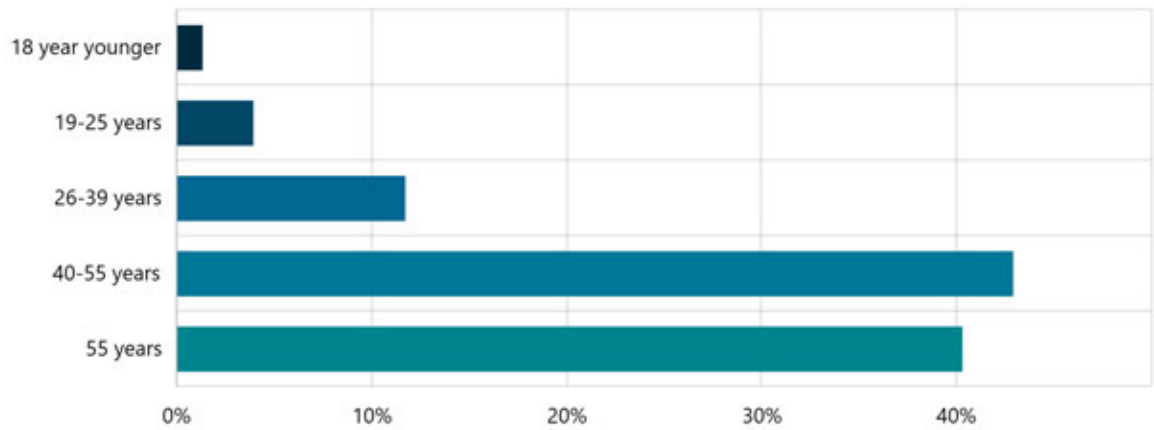
Contribution Summary



ONLINE SURVEY RESULTS

2. What is your age?

Multi Choice | Skipped: 0 | Answered: 77 (100%)

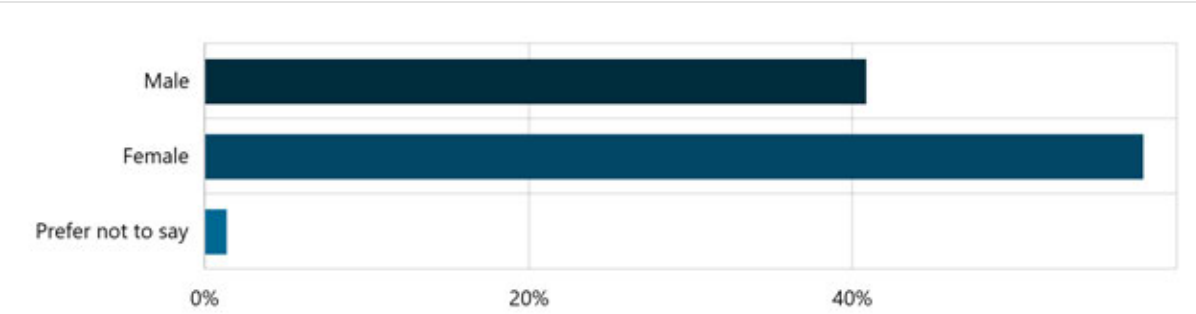


Answer choices	Percent	Count
18 year younger	1.30%	1
19-25 years	3.90%	3
26-39 years	11.69%	9
40-55 years	42.86%	33
55 years	40.26%	31
Total	100.00%	77

ONLINE SURVEY RESULTS

3. What is your gender?

Multi Choice | Skipped: 1 | Answered: 76 (98.7%)

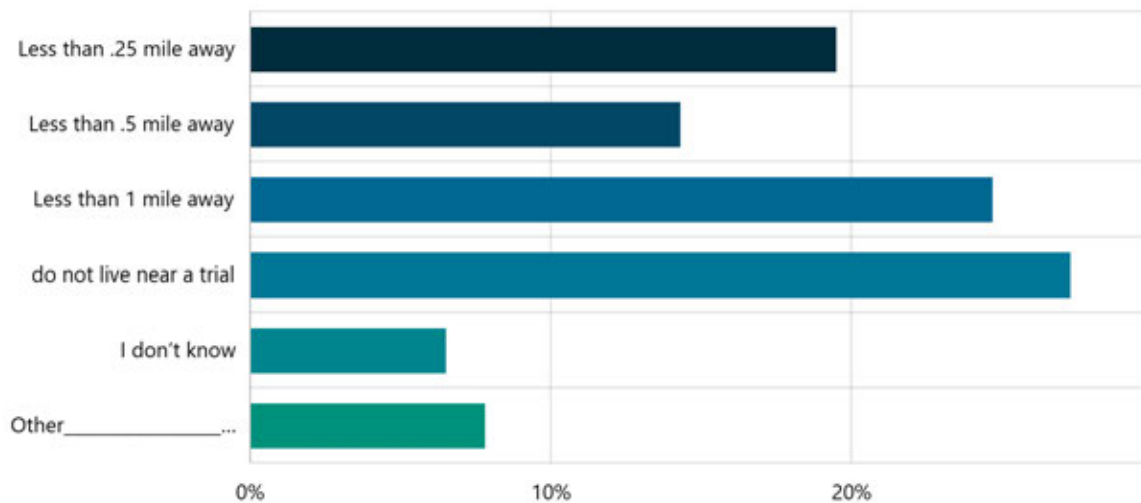


Answer choices	Percent	Count
Male	40.79%	31
Female	57.89%	44
Prefer not to say	1.32%	1
Total	100.00%	76

ONLINE SURVEY RESULTS

4. How far do you live from an existing Terre Haute trail?

Multi Choice | Skipped: 0 | Answered: 77 (100%)

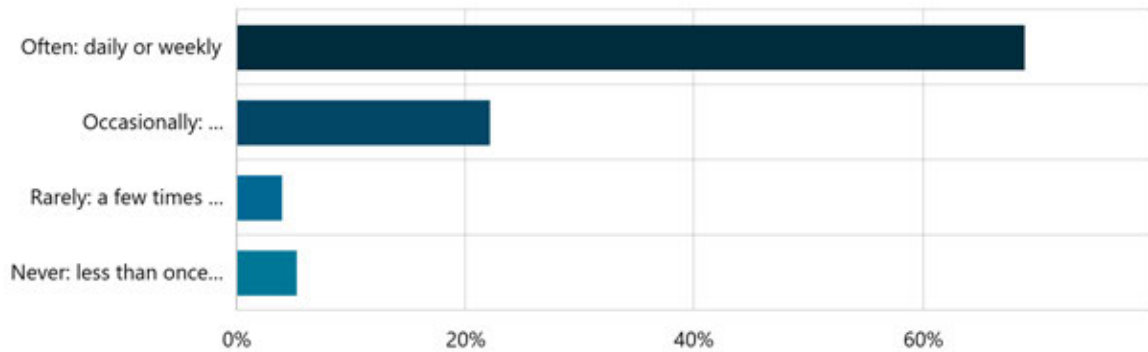


Answer choices	Percent	Count
Less than .25 mile away	19.48%	15
Less than .5 mile away	14.29%	11
Less than 1 mile away	24.68%	19
do not live near a trial	27.27%	21
I don't know	6.49%	5
Other _____	7.79%	6
Total	100.00%	77

ONLINE SURVEY RESULTS

5. How often do you walk or bike in Terre Haute?

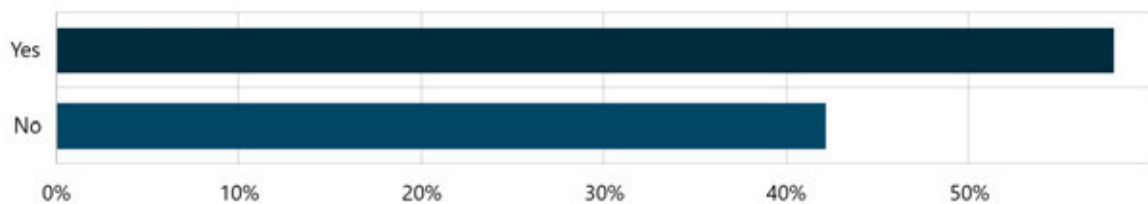
Multi Choice | Skipped: 0 | Answered: 77 (100%)



Answer choices	Percent	Count
Often: daily or weekly	68.83%	53
Occasionally: monthly or seasonally	22.08%	17
Rarely: a few times per year	3.90%	3
Never: less than once per year	5.19%	4
Total	100.00%	77

6. Would you consider yourself an avid WALKER?

Multi Choice | Skipped: 1 | Answered: 76 (98.7%)

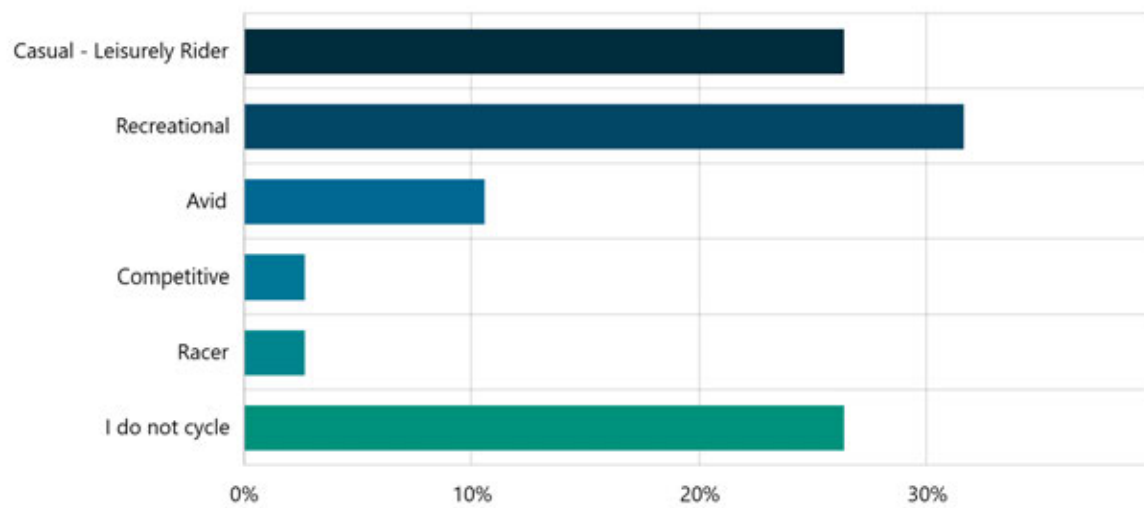


Answer choices	Percent	Count
Yes	57.89%	44
No	42.11%	32
Total	100.00%	76

ONLINE SURVEY RESULTS

7. What level CYCLIST do you consider yourself?

Multi Choice | Skipped: 1 | Answered: 76 (98.7%)

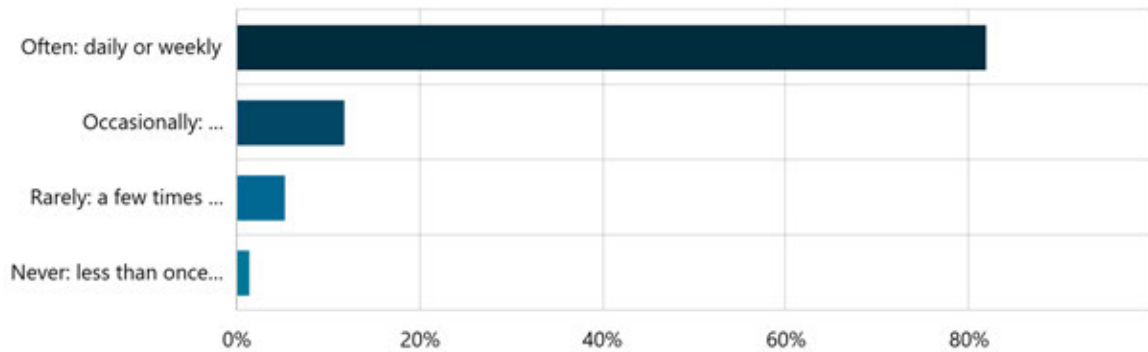


Answer choices	Percent	Count
Casual - Leisurely Rider	26.32%	20
Recreational	31.58%	24
Avid	10.53%	8
Competitive	2.63%	2
Racer	2.63%	2
I do not cycle	26.32%	20
Total	100.00%	76

ONLINE SURVEY RESULTS

8. How often would you like to use trails in Terre Haute?

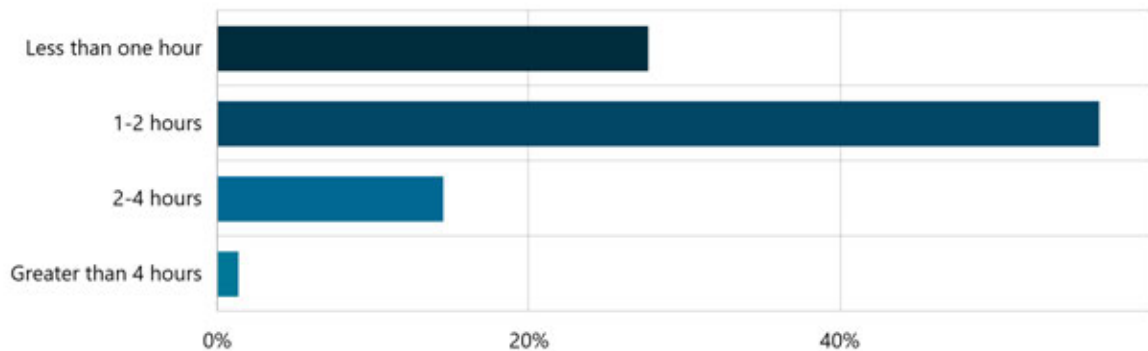
Multi Choice | Skipped: 0 | Answered: 77 (100%)



Answer choices	Percent	Count
Often: daily or weekly	81.82%	63
Occasionally: monthly or seasonally	11.69%	9
Rarely: a few times per year	5.19%	4
Never: less than once per year	1.30%	1
Total	100.00%	77

9. On average per activity, how long do you spend when you walk or bike?

Multi Choice | Skipped: 1 | Answered: 76 (98.7%)

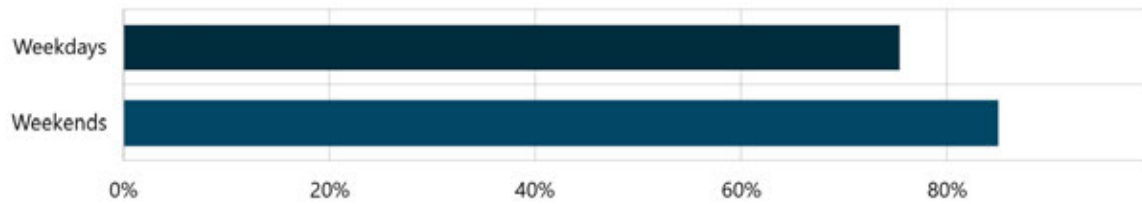


Answer choices	Percent	Count
Less than one hour	27.63%	21
1-2 hours	56.58%	43
2-4 hours	14.47%	11
Greater than 4 hours	1.32%	1
Total	100.00%	76

ONLINE SURVEY RESULTS

10. When are you more likely to walk or bike? (check all that apply)

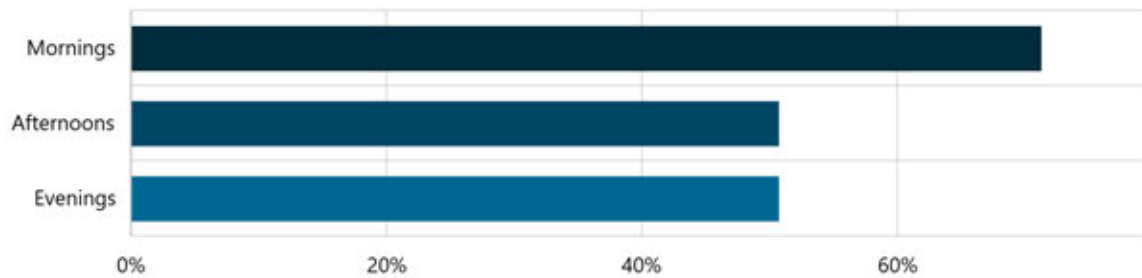
Multi Choice | Skipped: 4 | Answered: 73 (94.8%)



Answer choices	Percent	Count
Weekdays	75.34%	55
Weekends	84.93%	62

11. At what time are you most likely to walk or bike? (check all that apply)

Multi Choice | Skipped: 4 | Answered: 73 (94.8%)

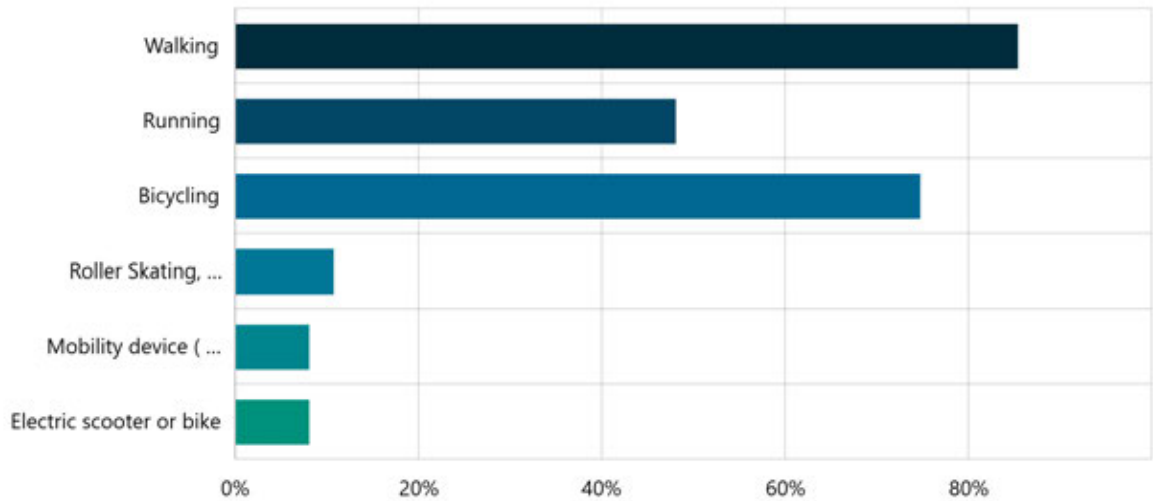


Answer choices	Percent	Count
Mornings	71.23%	52
Afternoons	50.68%	37
Evenings	50.68%	37

ONLINE SURVEY RESULTS

12. How would you like to use the trails in Terre Haute? (Select all that apply)

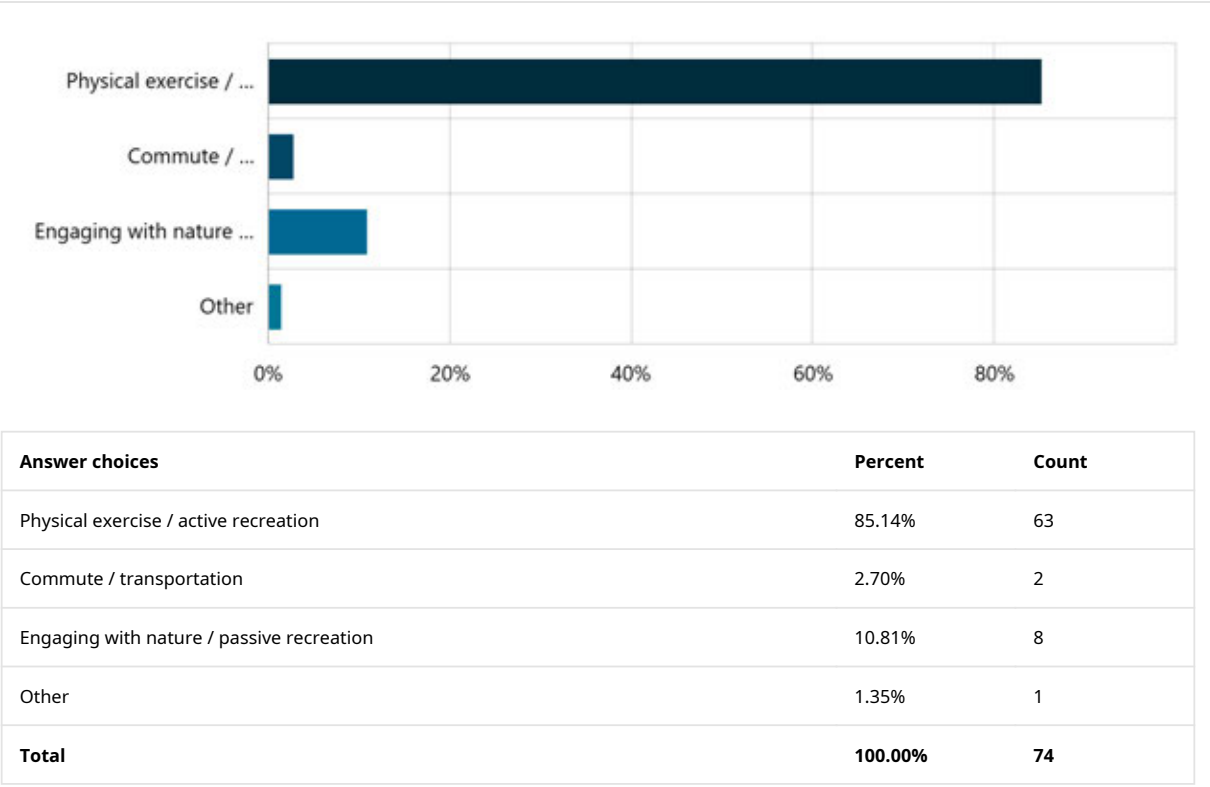
Multi Choice | Skipped: 2 | Answered: 75 (97.4%)



Answer choices	Percent	Count
Walking	85.33%	64
Running	48.00%	36
Bicycling	74.67%	56
Roller Skating, skateboarding, etc.	10.67%	8
Mobility device (includes motorized wheelchairs)	8.00%	6
Electric scooter or bike	8.00%	6

14. What is your primary reason for using a trail?

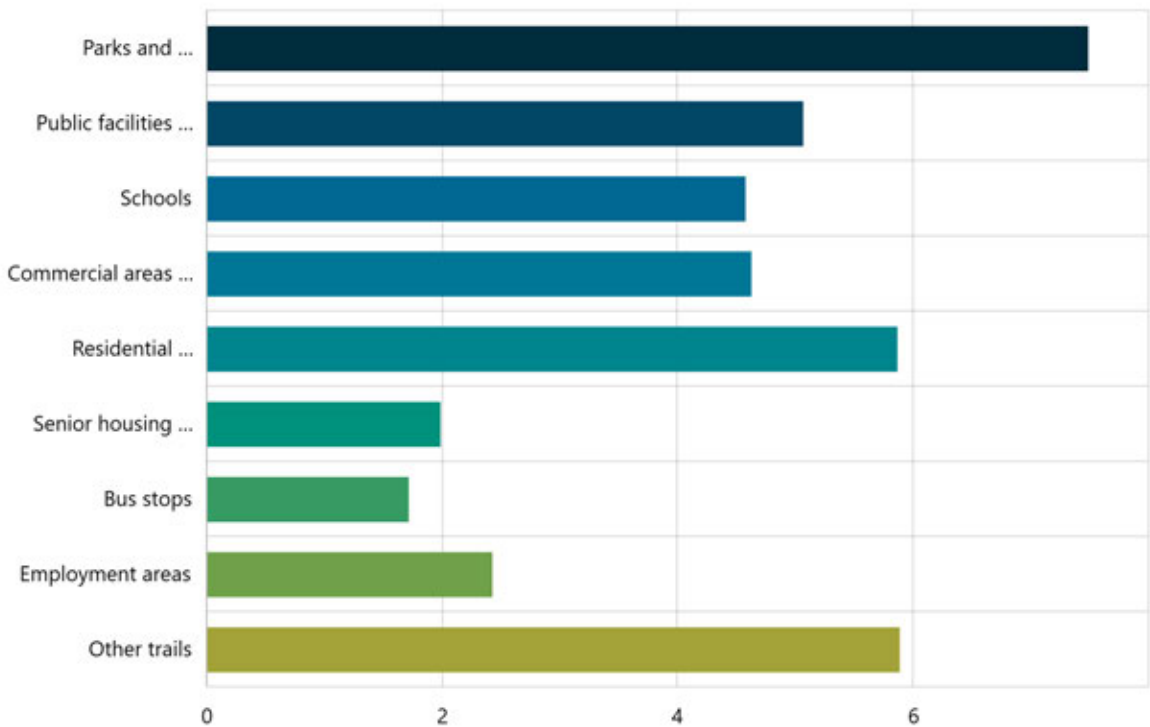
Multi Choice | Skipped: 3 | Answered: 74 (96.1%)



ONLINE SURVEY RESULTS

13. What types of destinations are most important for trails to connect to? Please rank the below options, with “1” being your most important destination and “7” being your least important destination.

Ranking | Skipped: 12 | Answered: 65 (84.4%)



	1	2	3	4	5	6	7	8	9	Count	Score	Avg Rank
Parks and recreational amenities (public pool, playgrounds, etc.)	36.51% 23	33.33% 21	11.11% 7	9.52% 6	4.76% 3	3.17% 2	1.59% 1	0% 0	0% 0	63	7.48	2.29
Public facilities (library, community center, town hall, etc.)	7.41% 4	12.96% 7	27.78% 15	20.37% 11	12.96% 7	7.41% 4	7.41% 4	1.85% 1	1.85% 1	54	5.06	3.91
Schools	5.45%	10.91	16.36	12.73	21.82	18.18	3.64%	9.09%	1.82%	55	4.57	4.60

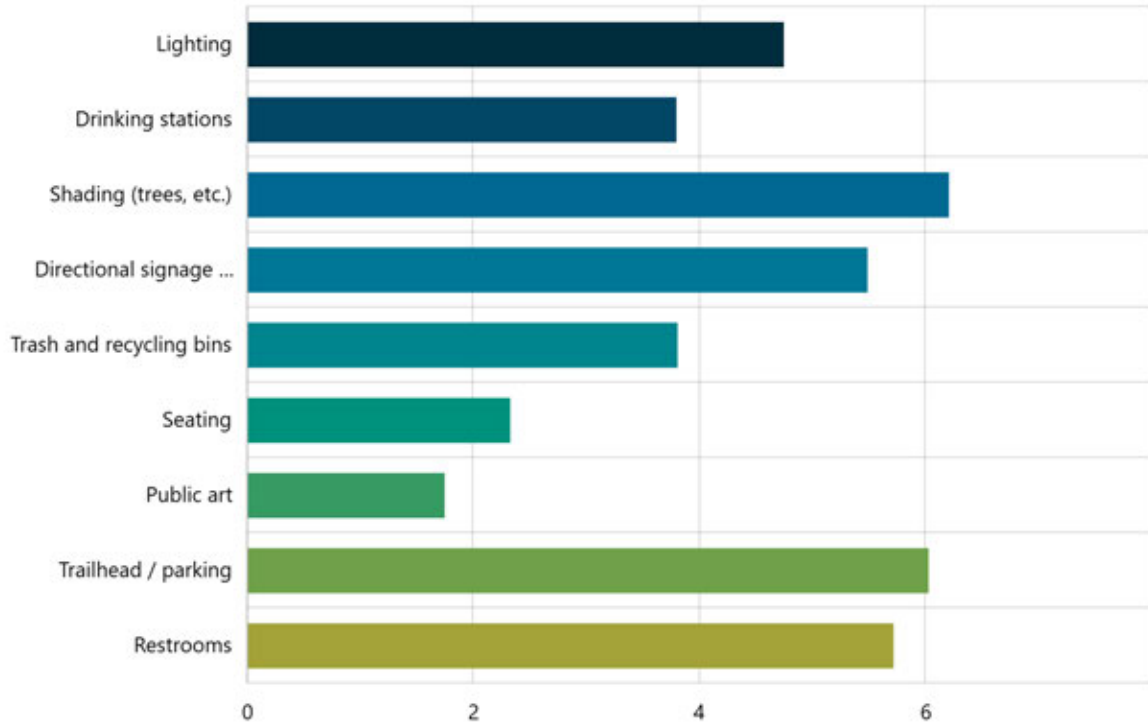
ONLINE SURVEY RESULTS

Is	3	%	%	%	%	%	2	5	1			
		6	9	7	12	10						
Com merci al areas (shop ping, dining , empl oyme nt, etc.)	5.66% 3	15.09 % 8	11.32 % 6	24.53 % 13	18.87 % 10	9.43% 5	7.55% 4	5.66% 3	1.89% 1	53	4.62	4.34
Resid ential neigh borho ods	15.52 % 9	22.41 % 13	18.97 % 11	13.79 % 8	17.24 % 10	6.90% 4	1.72% 1	0% 0	3.45% 2	58	5.86	3.43
Senior houisi ng co mmu nities	0% 0	0% 0	0% 0	2.13% 1	10.64 % 5	19.15 % 9	23.40 % 11	17.02 % 8	27.66 % 13	47	1.98	7.26
Bus stops	0% 0	0% 0	0% 0	2.13% 1	2.13% 1	12.77 % 6	21.28 % 10	36.17 % 17	25.53 % 12	47	1.71	7.64
Empl oyment areas	2.08% 1	0% 0	2.08% 1	10.42 % 5	2.08% 1	18.75 % 9	31.25 % 15	18.75 % 9	14.58 % 7	48	2.42	6.73
Other trails	40.74 % 22	12.96 % 7	16.67 % 9	7.41% 4	7.41% 4	5.56% 3	3.70% 2	0% 0	5.56% 3	54	5.88	2.93
Score - Sum of the weight of each ranked position, multiplied by the response count for the position choice, divided by the total contributions. Weights are inverse to ranked positions. Avg Rank - Sum of the ranked position of the choice, multiplied by the response count for the position choice, divided by the total 'Count' of the choice.												

ONLINE SURVEY RESULTS

15. What types of amenities are most important for trails in Terre Haute? Please rank the below options, with "1" being your most important amenity and "10" being your least important amenity.

Ranking | Skipped: 11 | Answered: 66 (85.7%)



	1	2	3	4	5	6	7	8	9	Count	Score	Avg Rank
Lighting	20.37% 11	14.81% 8	7.41% 4	11.11% 6	11.11% 6	14.81% 8	9.26% 5	5.56% 3	5.56% 3	54	4.74	4.20
Drinking stations	3.85% 2	9.62% 5	15.38% 8	5.77% 3	17.31% 9	19.23% 10	13.46% 7	7.69% 4	7.69% 4	52	3.79	5.19
Shading (trees, etc.)	21.67% 13	21.67% 13	20.00% 12	18.33% 11	10.00% 6	0% 0	0% 0	5.00% 3	3.33% 2	60	6.20	3.18
Directional signage (trail maps, etc.)	21.05% 12	14.04% 8	22.81% 13	14.04% 8	3.51% 2	12.28% 7	1.75% 1	7.02% 4	3.51% 2	57	5.48	3.65
Trash and recycling bins	5.36% 3	3.57% 2	5.36% 3	10.71% 6	25.00% 14	17.86% 10	14.29% 8	12.50% 7	5.36% 3	56	3.80	5.52
Seating												
Public art												
Trailhead / parking												
Restrooms												

ONLINE SURVEY RESULTS

g bins

Seating	1.96% 1	1.96% 1	3.92% 2	1.96% 1	7.84% 4	11.76% 6	21.57% 11	27.45% 14	21.57% 11	51	2.32	7.00
Public art	0% 0	4.00% 2	2.00% 1	4.00% 2	2.00% 1	6.00% 3	12.00% 6	20.00% 10	50.00% 25	50	1.74	7.70
Trailhead / parking	25.42% 15	16.95% 10	16.95% 10	13.56% 8	11.86% 7	6.78% 4	5.08% 3	3.39% 2	0% 0	59	6.02	3.27
Restrooms	15.00% 9	23.33% 14	15.00% 9	16.67% 10	6.67% 4	3.33% 2	15.00% 9	5.00% 3	0% 0	60	5.71	3.72

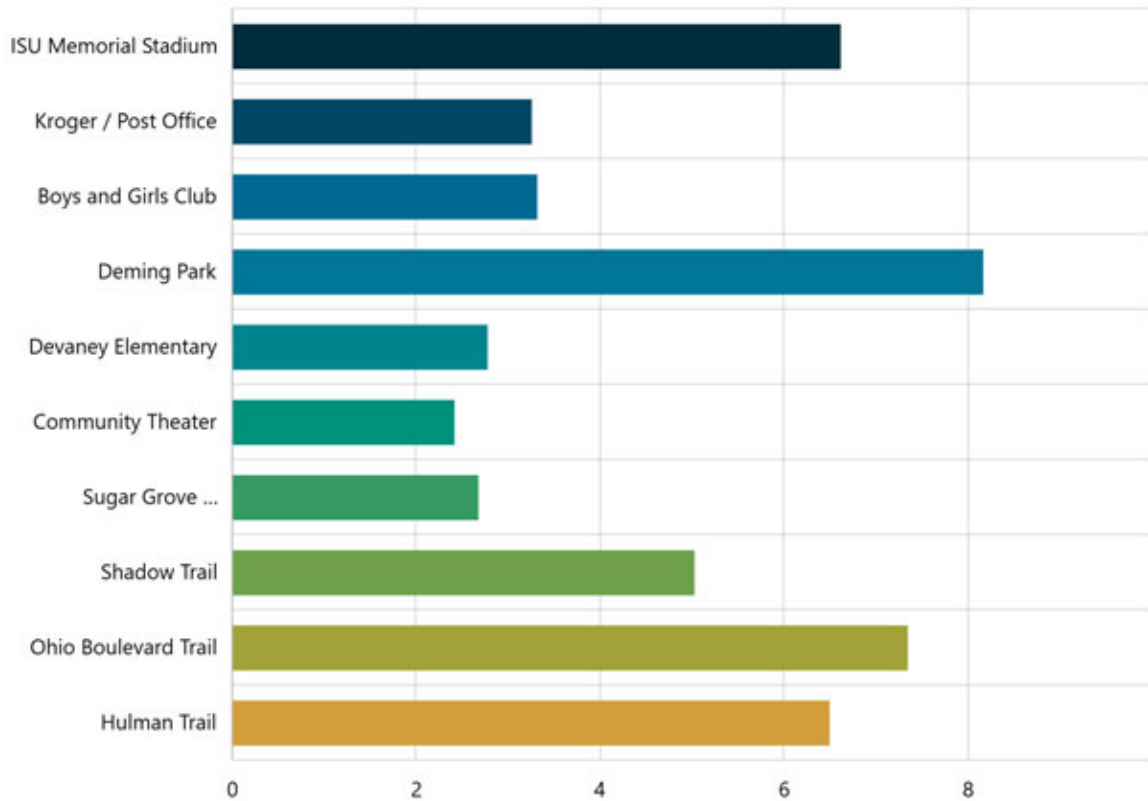
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Avg Rank - Sum of the ranked position of the choice, multiplied by the response count for the position choice, divided by the total 'Count' of the choice.

SURVEY RESULTS

16. Along a potential new trail corridor extending from Blakley Ave Trailhead to Margaret Ave (Thompson Ditch Corridor), which DESTINATIONS/LINKAGES benefit the trail system and are most important to you? (Rank with 1 being the highest and 10 being the lowest)

Ranking | Skipped: 16 | Answered: 61 (79.2%)



	1	2	3	4	5	6	7	8	9	10	Count	Score	Avg Rank
ISU Memorial Stadium	21.82% 12	20.00% 11	12.73% 7	10.91% 6	18.18% 10	3.64% 2	3.64% 2	1.82% 1	1.82% 1	5.45% 3	55	6.61	3.67
Kroger / Post Office	6.82% 3	4.55% 2	6.82% 3	0% 0	9.09% 4	22.73% 10	13.64% 6	6.82% 3	13.64% 6	15.91% 7	44	3.25	6.50
Boys and Girls Club	0% 0	6.52% 3	6.52% 3	4.35% 2	6.52% 3	23.91% 11	15.22% 7	13.04% 6	15.22% 7	8.70% 4	46	3.31	6.61
Deming Park	51.79% 29	21.43% 12	10.71% 6	7.14% 4	5.36% 3	0% 0	1.79% 1	0% 0	1.79% 1	0% 0	56	8.16	2.11

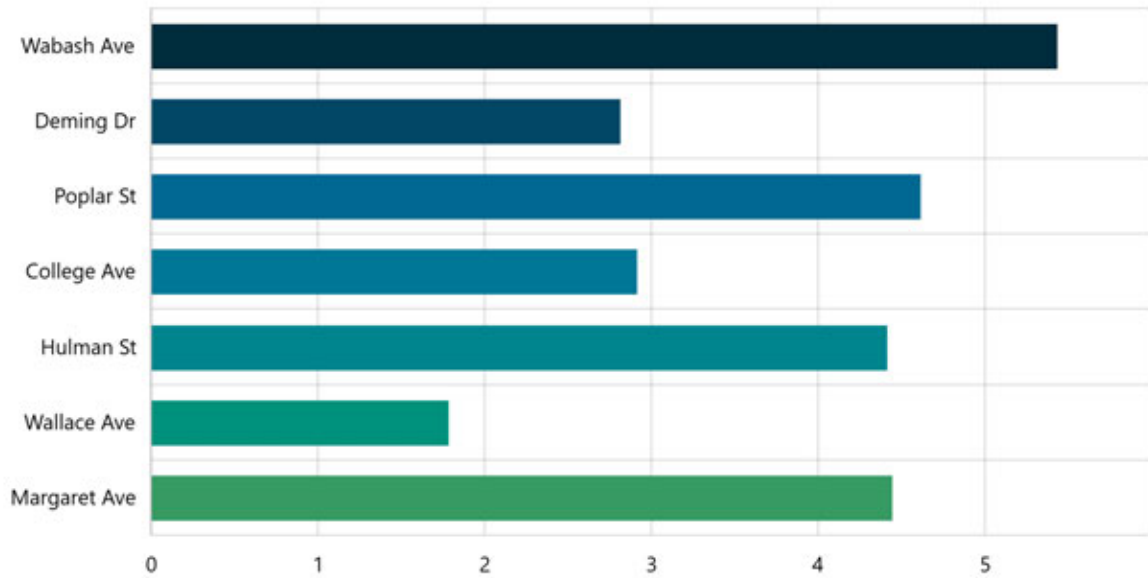
ONLINE SURVEY RESULTS

Deva ney E leme ntary	0% 0	2.22 % 1	2.22 % 1	6.67 % 3	6.67 % 3	11.11 % 5	15.56 % 7	26.67 % 12	24.44 % 11	4.44 % 2	45	2.77	7.24
Com muni ty Theat er	0% 0	2.17 % 1	6.52 % 3	2.17 % 1	4.35 % 2	6.52 % 3	19.57 % 9	10.87 % 5	15.22 % 7	32.61 % 15	46	2.41	7.80
Suga r Gro ve Ele ment ary Scho ol	2.22 % 1	2.22 % 1	2.22 % 1	4.44 % 2	6.67 % 3	8.89 % 4	15.56 % 7	24.44 % 11	17.78 % 8	15.56 % 7	45	2.67	7.38
Shad ow Trail	0% 0	4.08 % 2	18.37 % 9	30.61 % 15	24.49 % 12	6.12 % 3	8.16 % 4	4.08 % 2	0% 0	4.08 % 2	49	5.02	4.76
Ohio Boule vard Trail	17.86 % 10	39.29 % 22	16.07 % 9	8.93 % 5	3.57 % 2	7.14 % 4	0% 0	5.36 % 3	1.79 % 1	0% 0	56	7.34	3.00
Hulm an Trail	10.71 % 6	7.14 % 4	26.79 % 15	26.79 % 15	14.29 % 8	5.36 % 3	3.57 % 2	0% 0	1.79 % 1	3.57 % 2	56	6.49	3.93
Score - Sum of the weight of each ranked position, multiplied by the response count for the position choice, divided by the total contributions. Weights are inverse to ranked positions. Avg Rank - Sum of the ranked position of the choice, multiplied by the response count for the position choice, divided by the total 'Count' of the choice.													

ONLINE SURVEY RESULTS

17. Along a potential new trail corridor extending from Blakley Ave Trailhead to Margaret Ave (Thompson Ditch Corridor), which ROADWAY INTERSECTIONS would most benefit from pedestrian enhancements to the proposed trail corridor? (Rank with 1 being the highest and 7 being the lowest)

Ranking | Skipped: 23 | Answered: 54 (70.1%)



	1	2	3	4	5	6	7	Count	Score	Avg Rank
Wabash Ave	64.71% 33	5.88% 3	5.88% 3	3.92% 2	7.84% 4	5.88% 3	5.88% 3	51	5.43	2.25
Deming Dr	10.64% 5	8.51% 4	8.51% 4	10.64% 5	14.89% 7	21.28% 10	25.53% 12	47	2.81	4.77
Poplar St	4.00% 2	44.00% 22	18.00% 9	20.00% 10	8.00% 4	6.00% 3	0% 0	50	4.61	3.02
College Ave	2.04% 1	6.12% 3	10.20% 5	14.29% 7	32.65% 16	28.57% 14	6.12% 3	49	2.91	4.80
Hulman St	7.84% 4	13.73% 7	35.29% 18	29.41% 15	9.80% 5	1.96% 1	1.96% 1	51	4.41	3.33
Wallace Ave	2.08% 1	2.08% 1	0% 0	4.17% 2	18.75% 9	27.08% 13	45.83% 22	48	1.78	6.00
Margaret Ave	15.38% 8	23.08% 12	21.15% 11	17.31% 9	5.77% 3	5.77% 3	11.54% 6	52	4.44	3.38

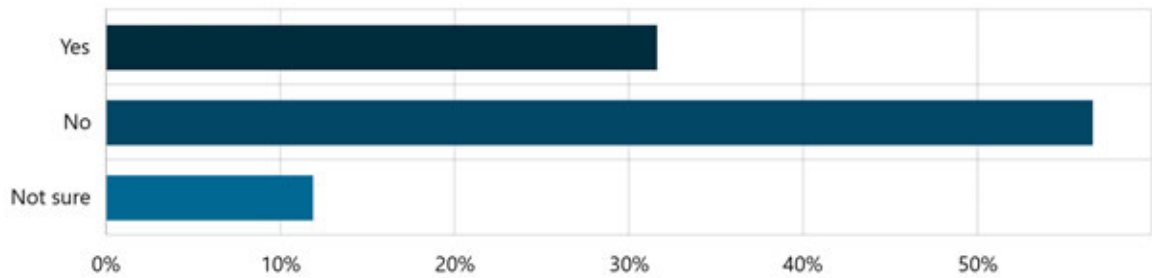
Score - Sum of the weight of each ranked position, multiplied by the response count for the position choice, divided by the total contributions. Weights are inverse to ranked positions.

Avg Rank - Sum of the ranked position of the choice, multiplied by the response count for the position choice, divided by the total 'Count' of the choice.

ONLINE SURVEY RESULTS

18. Would you consider Terre Haute a walkable city?

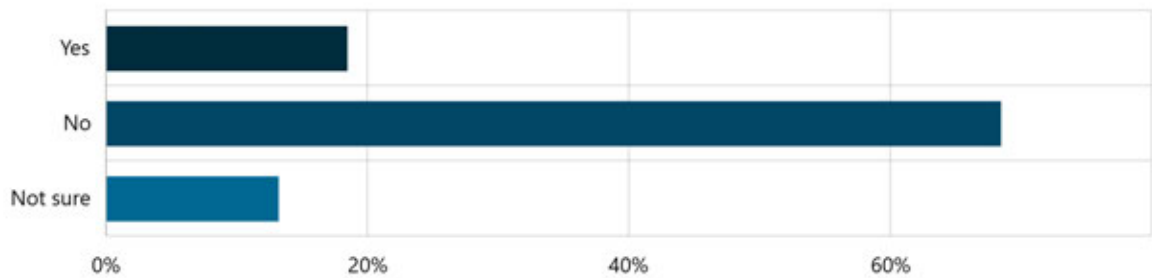
Multi Choice | Skipped: 1 | Answered: 76 (98.7%)



Answer choices	Percent	Count
Yes	31.58%	24
No	56.58%	43
Not sure	11.84%	9
Total	100.00%	76

19. Would you consider Terre Haute a cycle-friendly city?

Multi Choice | Skipped: 1 | Answered: 76 (98.7%)

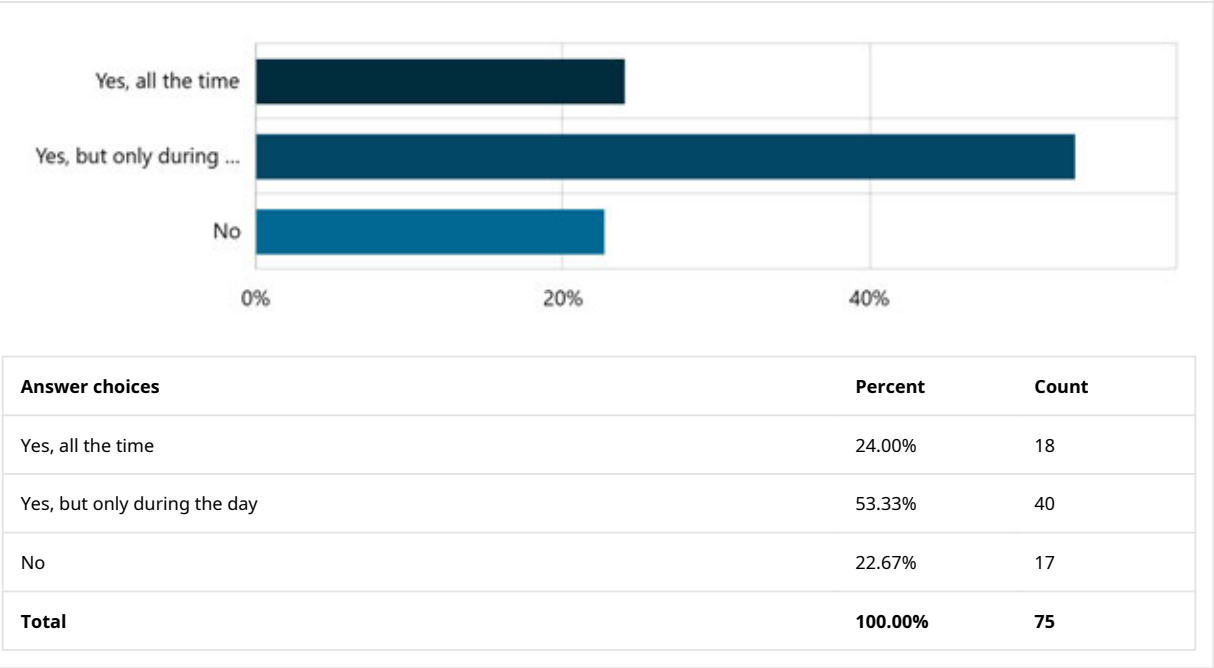


Answer choices	Percent	Count
Yes	18.42%	14
No	68.42%	52
Not sure	13.16%	10
Total	100.00%	76

ONLINE SURVEY RESULTS

20. Do you feel safe walking or biking in the city?

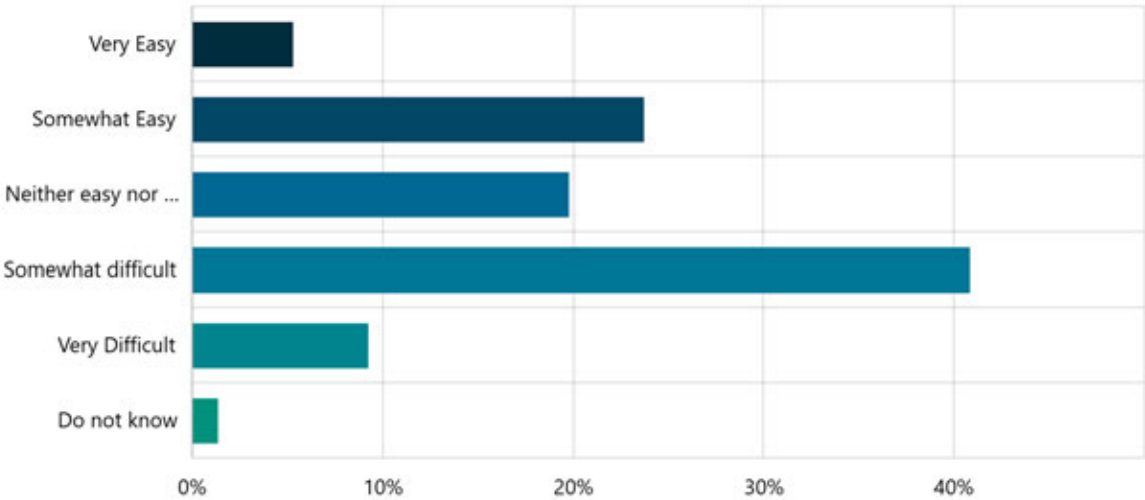
Multi Choice | Skipped: 2 | Answered: 75 (97.4%)



ONLINE SURVEY RESULTS

21. How would you rate the ease or difficulty of walking and biking in Terre Haute?

Multi Choice | Skipped: 1 | Answered: 76 (98.7%)

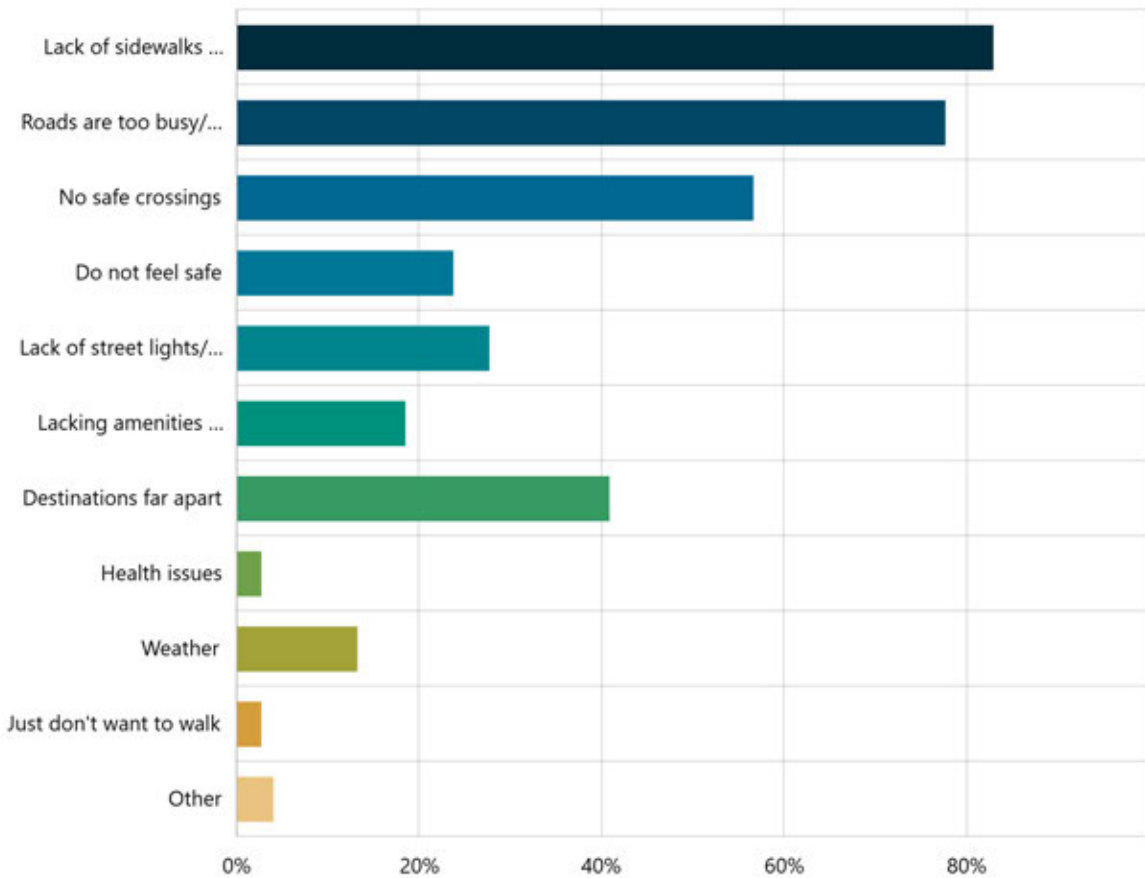


Answer choices	Percent	Count
Very Easy	5.26%	4
Somewhat Easy	23.68%	18
Neither easy nor difficult	19.74%	15
Somewhat difficult	40.79%	31
Very Difficult	9.21%	7
Do not know	1.32%	1
Total	100.00%	76

ONLINE SURVEY RESULTS

22. What factors make it difficult to walk or bike in Terre Haute? (select all that apply)

Multi Choice | Skipped: 1 | Answered: 76 (98.7%)

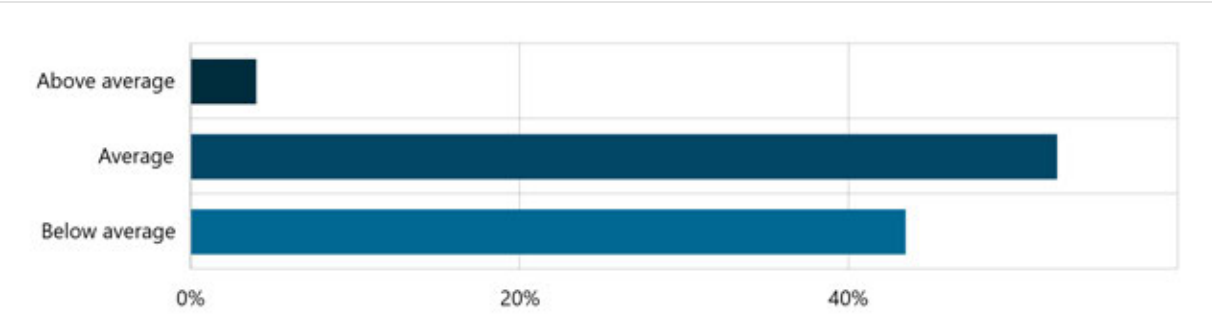


Answer choices	Percent	Count
Lack of sidewalks and multi-use paths	82.89%	63
Roads are too busy/cars drive too fast	77.63%	59
No safe crossings	56.58%	43
Do not feel safe	23.68%	18
Lack of street lights/lighting	27.63%	21
Lacking amenities (benches, trash cans, bike racks)	18.42%	14
Destinations far apart	40.79%	31
Health issues	2.63%	2
Weather	13.16%	10
Just don't want to walk	2.67%	2
Other	4.00%	3

ONLINE SURVEY RESULTS

23. How would you rank bike and pedestrian facilities in Terre Haute?

Multi Choice | Skipped: 1 | Answered: 76 (98.7%)



Answer choices	Percent	Count
Above average	3.95%	3
Average	52.63%	40
Below average	43.42%	33
Total	100.00%	76

ONLINE SURVEY RESULTS

QUESTION 24: IS THERE ANYTHING ELSE YOU WOULD LIKE TO SHARE?

Date Submitted	Feedback
Dec 29, 2025, 04:15 PM	Please connect Youngstown into downtown terre haute via a pedestrian or cycling path
Dec 28, 2025, 09:44 AM	The city should spend my money on more pressing issues.
Dec 27, 2025, 11:52 AM	Bike paths along Chamberlain St to connect Jones Trail Head to Hwy 42 and eventually to the Riley Spur. Extension of Heritage Trail East to Seelyville and beyond!
Dec 13, 2025, 08:54 PM	Many street crossings could be enhanced by having a light which a walker or cyclist can activate to stop traffic . These are used on busy intersections along the Pinellas Trail on the west coast of Florida
Dec 12, 2025, 10:59 PM	Create more walking paths to get to trails from neighborhoods so no need to drive. Need higher walkability in Terre Haute with safety and ease of use. Sidewalk trails are a good idea, not just downtown. Save energy and promote wellness.
Dec 11, 2025, 09:52 PM	Personally I use trails mostly for recreation (biking, walking, running, getting to a park). I 100% support making things so that people who need to can use trails for work, school, and shopping and would support that being more important than pure recreation if there is support for that.
Dec 11, 2025, 08:56 PM	Mayor Sakbun is making great strides! I see the change. Keep the momentum going!! We are getting there!!
Dec 11, 2025, 08:44 PM	Existing bike lanes are never kept swept. Especially Ohio street. To the point of not being usable.
Dec 11, 2025, 08:44 PM	There needs to be widespread public education on the laws of biking and walking. I often see people on bikes riding against traffic on the streets.
Dec 11, 2025, 08:29 PM	Bike/running trails with a cafe/smoothie shop along the route would be so nice. Trails that lead to a big water park would step our community up to the next level.
Dec 11, 2025, 05:54 PM	I haul my bike out to the Heritage Trail or near to ride because I'm concerned roadway trails are not that safe due to inattentive drivers.
Dec 11, 2025, 05:09 PM	I would love to see an improved pedestrian and cycling crossing over Wabash to connect to the Blakely Trailhead. It is a very busy intersection. An overpass crossing for pedestrians and cyclists would be ideal. Also, I use the Poplar trail from Deming to Dobbs almost daily and the Parks Dept workers do a fabulous job of maintaining the trail, even during snowy conditions!

Date Submitted	Feedback
Dec 11, 2025, 11:51 AM	"We were so excited when we were told funding was previously (2 years ago) approved for a Riley trail extension but have seen nothing happen in over a year. Time is money!"
Dec 11, 2025, 09:09 AM	We have the backbone for an outstanding trail system. A lot of work still needs to be done to better connect individual trails, greatly improve intersection crossings, and enforce automobile compliance. There is tremendous opportunity to add new trails over existing public easement and right-of-ways, especially sewer and drainage facilities. Not all trails need to be expensive asphalt. Crushed stone can make an excellent trail, so long as it is clearly marked for both users and automobiles.
Dec 11, 2025, 06:52 AM	Please consider how the Riley Trail aligns with this planning. I didn't see any opportunity to say that heritage trail is getting bumpy and when there is work at RHIT construction employees park and drive on the trail making it less safe. Thank you!
Dec 11, 2025, 06:33 AM	If you're connecting to Margaret Ave via Thompson ditch. Need plan on new Margaret to 25th street. With a side walk or bike/walking bath. It also is a raceway on Margaret Ave. and I see more people trying to walk on the road. Maybe due to casino.
Dec 02, 2025, 01:50 PM	We are retired part-time residents whose primary residence is in New England. We love the many parks in Terre Haute and within an hour's drive of Terre Haute, and we visit a couple of these parks every week when we are in Terre Haute. Crossing Poplar Street to get to Baesler's Market is the most dangerous crossing near us. Crosswalk at 29th street would be helpful.
Nov 29, 2025, 10:21 AM	On the 1 to 7 rankings, I was not able to get these to work on my PC. So, I did not leave them blank on purpose. Thanks for sending this out to the community. I love the new dedicated bike / running lane on Ohio between 13th and 19th and have already used it twice.
Nov 28, 2025, 06:37 PM	Trails should be a trailing system with a lane for walkers, lane for bikes, and a lane for runners. It would be nice to connect areas that are relaxing and provide youth opportunities for walking.
Nov 20, 2025, 03:47 PM	Please add a trail for North Terre Haute! I'd definitely use it. I presently must drive to get to a Terre Haute trail. A dream would be to have a Terre Haute trail that connects with the Parke County trail!
Oct 28, 2025, 08:56 PM	Need to address the danger of crossing Fruitridge at Ohio Blvd going in/out of Deming Park.

ONLINE SURVEY RESULTS

QUESTION 24: IS THERE ANYTHING ELSE YOU WOULD LIKE TO SHARE?

Date Submitted	Feedback
Nov 18, 2025, 07:09 AM	The new administration has done so much to improve our roads and sidewalks. I'd like to personally commend you all on everything you e done to improve our community's transit. The main thing that makes my daily commute feel dangerous is that the two lane 30+ mph roads in residential areas (Wabash avenue from 25th to Fruitridge) are always difficult to cross and scary to walk along. People tend to drive 60+ and pass frequently leading to near misses or cars driving onto the curb. In a perfect world it would be 1 lane through town but I understand it is a highway and that would be difficult. The newly renovated real hac has a great patio and you can't sit there because it's too loud and cars drive very fast in a lane that's less than 10 feet from some of the tables on the patio. This is a growing section of town and I'd love for people to be the focus instead of cars and parking lots.
Nov 09, 2025, 10:28 PM	Some areas closer to downtown are much more friendly to walkers/bikers, but there are many places without sidewalks or sidewalks that are not easily accessible to wheelchairs or strollers. Bikers do not have enough room on many major streets to share the road safely and lack sidewalks to get around that.
Nov 08, 2025, 08:55 AM	Build the Thompson Ditch Trail ASAP
Nov 07, 2025, 08:58 AM	Having year-round restrooms open from dawn to dusk is key for use of trails and parks
Nov 07, 2025, 08:50 AM	The paths we currently have need maintenance. The Heritage Trail has places where tree roots have impeded the asphalt making for a bumpy ride and eventually will start to break it apart. Need to maintain what we have and not just add more.
Nov 07, 2025, 08:37 AM	There need to be speed limits on these multi-use trails, maybe at 10 mph or lower. Many bicyclists are going about 20 mph and these people should get on the roads. (Which is what I do!) I walk the Heritage Trail weekly and have to constantly look behind us because most bicyclists do not give an audible warning, "On your left!" Someone is going to get hurt, likely some small child. There also need to be some education about the speed limit and how to safely use the trails. The cycling group will not be happy about this, but they engage in unsafe riding. I bet there are people who avoid using the Heritage Trail because of the high speed of many of the cyclists!

Date Submitted	Feedback
Nov 06, 2025, 12:00 PM	I definitely support the proposed Thompson ditch corridor trail. As an avid cyclist, I feel most unsafe when I bike through town, especially if I'm biking from the north side to the south side (and vice versa). There currently are no truly bike friendly options that connect the north and south sides all the way through town. I'd love to see more share the road signs and signs that remind motorists to stay 3 feet away from cyclists. The underpass on Sidenbender is still way too dark and has potholes. I hit one hard a few weeks ago and almost flipped over the handlebars with a car behind me.
Nov 05, 2025, 03:10 PM	A Thompson Ditch corridor would be fantastic!
Nov 05, 2025, 02:48 PM	The giant stop signs on the trail along Poplar are very alarming. Poplar traffic needs to be slowed down and bicyclists and runners should not have a bunch of STOP signs telling them to watch out for motorists. It's a trail... no other city that I have been to makes me feel like I am taking my life in my own hands crossing intersections. The point of the trail is to have a safe place to walk/bike/run but the trails on the east side of town seem to put the safety of trail users on themselves. The trails crossings should be better marked for traffic and the speed limit on Poplar St where the trail is a few feet away should be much lower.
Nov 04, 2025, 09:03 PM	I like trails as nature trails and I'm not sure if this survey is more about "greenways" like other cities have that are large, paved trails that are in busy areas and aren't actually that green. I'd love more actual green spaces and restoration of the green spaces along Heritage Trail. Once I learned about invasive plants - it is all I can see at our parks.
Nov 01, 2025, 09:53 PM	I couldn't find where to add potential new routes on the map feature. Below in the contact us section, the information is not visible.
Nov 01, 2025, 02:12 PM	I grew up in Terre Haute and recently moved back after ~18 years away. I am very appreciative of the efforts being put into making the city more walkable and providing more walking/biking trails for the public to utilize.
Oct 31, 2025, 01:51 PM	We do have a great number of parks and trails. It would be nice to be able to traverse between them more easily.
Oct 29, 2025, 10:39 PM	Another big factor that impact my choice to bike and walk also include: lack of feeling like I belong on the street when riding a bike. Driver awareness that bikes can be on streets (education) could help via signage (like sharrows and share the road signs). Adding an education component (both for drivers, but also for community members/kids to learn to bike) to any infrastructure improvement is essential to making our community more bike/walk friendly.

INTERACTIVE MAP COMMENTS

Date Submitted	Location	Feedback
Dec 28, 2025, 10:27 AM	Latitude: 39.50769015321279 Longitude: -87.4127310143772	I think adding a Trail along the Wabash river (maybe in association with Riverscape) is a great idea. We took a pontoon boat ride up the Wabash and its was scenic and believe it would be a park-like setting.
Dec 11, 2025, 09:01 PM	Latitude: 39.40666275658563 Longitude: -87.34552375218531	Would like to see the new Riley Spur have a connecting point to Idle Creek without riding on Eldridge Rd.
Dec 11, 2025, 09:17 AM	Latitude: 39.47375464957133 Longitude: -87.39594282406676	The recent re seal of this trail is horrible and made it worse. I don't enjoy riding on it and have resorted to riding on the roads along side cars. (In reference to National Road Heritage Trail)
Dec 11, 2025, 08:55 AM	Latitude: 39.493575096586056 Longitude: -87.4099491099844	It would be fairly easy to add a mountain bike loop through the woods here to give north side mountain bikers a place to go.
Dec 11, 2025, 08:51 AM	Latitude: 39.4672892895417 Longitude: -87.350752477756	Improve connection between Park Lane and Deming Park.
Dec 11, 2025, 08:46 AM	Latitude: 39.46713044909373 Longitude: -87.34671453827832	Make an official connection here between Lincolnshire and Woodridge. There is an existing sewer easement.
Dec 11, 2025, 08:43 AM	Latitude: 39.48475240752012 Longitude: -87.40734700172297	Union Hospital should have connections from multiple directions, especially Lafayette Avenue.
Dec 11, 2025, 08:38 AM	Latitude: 39.46534239600672 Longitude: -87.404989933962	How to connect Ohio Street bike lanes to 8th and 9th Street bike lanes?

Date Submitted	Location	Feedback
Dec 11, 2025, 08:33 AM	Latitude: 39.47080864641521 Longitude: -87.35072853024562	A path is needed in this area between Woodridge and Deming park. Currently Keen lane has no shoulder.
Dec 11, 2025, 08:32 AM	Latitude: 39.48352391518179 Longitude: -87.34003087460194	There is an opportunity here to connect Robinwood and east side neighborhoods to the trail system using an existing sewer easement.
Dec 11, 2025, 08:31 AM	Latitude: 39.476246459781805 Longitude: -87.38317716055735	Make side connections into neighborhoods official paths!
Dec 11, 2025, 08:29 AM	Latitude: 39.492104390300454 Longitude: -87.3883046061942	Maple Avenue needs to have continuous sidewalk on one side of the street from Ouabache Elementary all the way to North High School. Currently there are areas with missing sidewalk on both sides of the street.
Dec 11, 2025, 08:27 AM	Latitude: 39.491399923308876 Longitude: -87.398583654843	We need a safe, ADA compliant bike and pedestrian route from downtown, through ISU, along the Union Hospital campus, and to 12 Points. Currently sidewalks are deplorable, lane markings aren't clear, and vehicles travel too fast on Lafayette.
Dec 05, 2025, 09:34 AM	Latitude: 39.41707823050612 Longitude: 87.40899237223243	Would be nice to have designated parking near the hospital/an on/off path to get on the trail.
Dec 02, 2025, 01:59 PM	Latitude: 39.49135054775559 Longitude: -87.31879980490316	The NE corner of Hawthorne Park provides easy access to the pond/ wetlands, where you can find many birds, dragonflies and other wildlife.
Dec 02, 2025, 01:56 PM	Latitude: 39.46556970912172 Longitude: -87.33961675016835	Wonderful trails at Dobbs park. Any improved connections to Deming Park and other open spaces would be great.

INTERACTIVE MAP COMMENTS

Date Submitted	Location	Feedback
Dec 02, 2025, 01:54 PM	Latitude: 39.44570097279666 Longitude: -87.35279521148757	Baesler's Market is always very busy during the day, and it is difficult to cross Poplar Street - a crosswalk would help.
Nov 30, 2025, 10:40 AM	Latitude: 39.46433242640012 Longitude: -87.35387234617892	Signage to direct people to the path for Dobbs park.
Nov 29, 2025, 12:05 PM	Latitude: 39.46568067793703 Longitude: -87.38824693821277	The new Bike Lane traveling East on Ohio Street is problematic. Cars still park in the bike lane so you are forced out into traffic. The bike lane puts you into oncoming traffic at the four way stop at 19th street. You have to cross over to the right side of Ohio in order to get to the bike lane, so you can always ride with the flow of traffic.
Nov 29, 2025, 12:05 PM	Latitude: 39.527633 Longitude: -87.346728	I love the idea of connecting the north end. It seems much of the development, both actual and planned, neglects this area. As a resident, I would like to see greater investment out this way. Why not build all the way out to Rosehill and Clinton then connect down to Ft. Harrison and Lafayette? We have an "ad hoc" trail there already!
Nov 29, 2025, 10:02 AM	Latitude: 39.46430259442519 Longitude: -87.35619920394019	I would suggest that each of the speed bumps have clear access space so that bicycles don't have the encounter the speed bump. I am a very experienced bike rider and I went down non one of these a few years ago. Lots of times due to traffic in the park you have to ride much slower than normal, making you vulnerable to these types of accidents.

Date Submitted	Location	Feedback
Nov 29, 2025, 09:50 AM	Latitude: 39.46582669487438 Longitude: -87.41978574747404	I don't believe this is city owned, but the pedestrian pathway across the bridge (south bridge) has water that always stands - in numerous places. It can pool deep enough that your feet can become wet from soaking through your shoes. This is really an issue in the colder months. It can also become very icy in the winter. There are drain holes to let the water onto US 40, but the pedestrian path tilts the opposite way, so the water just stands. It is possible to get holes drilled in the outer concrete wall which would let the water drain into the Wabash? Again, as I understand it, this bridge is not city owned, but maybe State of Indiana owned. I was just thinking that given the bridge's location, you folks might have some influence with the State.
Nov 29, 2025, 09:35 AM	Latitude: 39.466047734363656 Longitude: -87.36058519365207	It is much more difficult to cross Fruitridge Avenue while entering or exiting Deming Park then it was just a few years ago. Others would know better than I, but that intersection needs changed somehow. There is an intersection in Bloomington IN where the Runners/ walkers press a button and then a red light come on for the street they are trying to cross safely. The light does not come on for very long so it does not unnecessarily hold up traffic, but the runners / walkers / bikers can cross safely.
Nov 25, 2025, 04:53 PM	Latitude: 39.47373013194155 Longitude: -87.39768634425276	Have a stop sign, bike/pedestrian crossing, or stop light here to make it more convenient for cyclists and pedestrians to cross 13th St from or to the National Road Heritage Trail.
Nov 20, 2025, 11:07 PM	Latitude: 39.42784034528489 Longitude: -87.41996427454261	While it may not be as common of a destination for folks walking/biking, this is a major commerce area that could be better connected by trails to the rest of town, and/or with better infrastructure to walk/bike between nearby businesses.

INTERACTIVE MAP COMMENTS

Date Submitted	Location	Feedback
Nov 20, 2025, 11:04 PM	Latitude: 39.460746235832175 Longitude: -87.41391771465813	Frequently see pedestrians crossing east/west across 3rd Street between Farrington St and Poplar Street. A road that better serves folks on foot who need to cross the street would be safer for all.
Nov 20, 2025, 11:00 PM	Latitude: 39.47308096476945 Longitude: -87.37884820382537	The sidewalks along the east side of 25th and north side of Wabash here are narrow and have no tree-line buffer. Folks walking to/from Kroger have a difficult time feeling seen by vehicles as they move from sidewalk to storefront.
Nov 20, 2025, 10:58 PM	Latitude: 39.47272962243011 Longitude: -87.37722989021353	This Kroger is an essential destination for folks of all income levels in the area.
Nov 20, 2025, 10:55 PM	Latitude: 39.465927425309104 Longitude: -87.3565415104698	Deming Park is a popular destination with limited parking, and should not require a vehicle to access. Trail connectivity is key.
Nov 20, 2025, 10:54 PM	Latitude: 39.46379911117907 Longitude: -87.3339229751273	Connecting this trail to the south (Walmart/Meijer shopping) and to the north (to Heritage Trail via Rose-Hulman) would enhance the connectivity on the East Side for cyclists/commuters/those without access to vehicles.
Nov 20, 2025, 10:50 PM	Latitude: 39.480870542113365 Longitude: -87.31415749875742	Daily congestion during drop-off/pick-up times interfere with north/southbound traffic. On bad weather days (when caregivers drive to avoid having their children wait for buses) vehicles will park at Pizza Gallery (NE corner) or SW corner and walk students across Wabash or Hunt which is extremely dangerous.

Date Submitted	Location	Feedback
Nov 20, 2025, 10:43 PM	Latitude: 39.46549835300371 Longitude: -87.38038660224927	While this is a school zone, with crosswalk signs west- and east-bound, but no crosswalks painted that cross Ohio Blvd. except what is at 25th St. I'd like to see a cross-walk painted on either 23rd or 24th crossing Ohio. I drive this daily, during arrival and dismissal times from WWMS and never see all vehicles obeying the 20mph reduced limit. I'd like to see a push-button flasher for when children are walking down the street to alert drivers that children are present and obey the reduced speed limit.
Nov 20, 2025, 10:39 PM	Latitude: 39.465422448587674 Longitude: -87.38532230536224	There have been many non-fatal crashes along Ohio Blvd where north/south-bound vehicles do not fully stop and/or do not fully yield in the median. Trees can obstruct views impairing judgment of oncoming vehicles traveling east/west bound. I used to think stop signs in the median was overkill, but I now think it necessary to reduce crashes.
Nov 20, 2025, 10:35 PM	Latitude: 39.47213746123407 Longitude: -87.36963876306291	If this section just north and south of Wabash on the west side of Brown is technically considered a (one-way? two-way?) trail, we need better signage to let vehicles know bikes can ride (both ways?) on the sidewalk. Rural King parking lot often has tall fencing/pallets of goods stacked on the East edge of the parking lot, making it difficult for drivers to see peds/bikes as they exist onto Brown.
Nov 20, 2025, 10:31 PM	Latitude: 39.475659249167535 Longitude: -87.35892293906761	This strip on Blakely Ave between Wabash and Locust needs better protection for cyclists. When heading north, vehicles often speed by you without appropriate passing distance. Heading south, cyclists have to decide to ride on the street (cars don't have room to pass but do), on the sidewalk (not ideal) or to cross over to the East side path.

INTERACTIVE MAP COMMENTS

Date Submitted	Location	Feedback
Nov 20, 2025, 10:23 PM	Latitude: 39.46538879030106 Longitude: -87.39814218297927	The new Ohio Street bike path will be a great addition to east/west connectivity. Would like to see a designated route/sharrows to connect this to Wabashiki boardwalk at Bicentennial Park, just west of the Wabash River.
Nov 20, 2025, 10:18 PM	Latitude: 39.49193344725788 Longitude: -87.39831028780966	12 Points is a great destination for food, entertainment, and the nearby park and public library! I love biking here with my kids, but the route along 13th Street (south to Wabash Ave) isn't great. Sometimes we wind through the neighborhood to the east, but a friendlier biking experience along this corridor would make us all feel safer.
Nov 10, 2025, 08:42 AM	Latitude: 39.46599964090922 Longitude: -87.4232504518528	Access Wabashiki wetlands from the east side
Nov 10, 2025, 08:31 AM	Latitude: 39.48545567943572 Longitude: -87.30071202629952	Possibly connect the end of Heritage to Riley trail and or Dobbs park.
Nov 07, 2025, 08:39 AM	Latitude: 39.475544499344096 Longitude: -87.41151028938967	Connect & Mark these 2 trails. Tried to ride this last year and never found a clearly marked bike path and just ended up on city streets.
Nov 06, 2025, 05:31 PM	Latitude: 39.45631269070026 Longitude: -87.3628778922195	I think this location would be located close to the existing trails

Date Submitted	Location	Feedback
Nov 06, 2025, 01:54 PM	Latitude: 39.46501 Longitude: -87.35427	I agree with the other comment about safety issues crossing Fruitridge to Deming Park. As much as I strongly dislike the traffic lights in this town, this might be a place where one is needed, both for foot/bike traffic and automobile traffic. At the very least, perhaps a "pedestrian right-of-way" stop light that turns red to stop traffic when it senses pedestrians or bicycles. I don't know what they're called, but I've seen them in larger urban areas like Indy.
Nov 04, 2025, 09:36 PM	Latitude: 39.38829817967789 Longitude: -87.29806877662242	It would be great to have a trail connecting Riley to Deming Park
Nov 03, 2025, 03:44 PM	Latitude: 39.48305052696222 Longitude: -87.34622977086676	I love the idea of trails by the water, both here and the one on Wabash heading north. My comment is that I hope we also invest in adding native trees and shrubs along these routes to further enhance the trails.
Nov 03, 2025, 10:13 AM	Latitude: 39.423503051819495 Longitude: -87.38989198188008	Davis Ave & rea park crossing. Desperately need a yellow caution light here. Traffic routinely goes. 15 - 20 miles over the 30 mph speed limit. Very limited enforcement of 30 mph limit. 7-9 am and - 5 pm speeding is rampant
Oct 31, 2025, 12:41 PM	Latitude: 39.46574112000158 Longitude: -87.3771611861352	Cars are parked in the bike lane here on occasion. I was told that apparently Trinity Lutheran Church got permission from someone to do this, but that should never happen - if the bike lane is ever obstructed, at a minimum there should be cones and signage indicating that bikes have to engage in the lanes of vehicular traffic.
Oct 31, 2025, 12:39 PM	Latitude: 39.47737569152554 Longitude: -87.35776334375338	I'd like to see some sort of traffic restriction on Bourne and Locust - cars often come up Bourne in a hurry as a shortcut to avoid the Blakely/Wabash intersection, and are not inclined to pay attention to cyclists.

INTERACTIVE MAP COMMENTS

Date Submitted	Location	Feedback
Oct 31, 2025, 12:37 PM	Latitude: 39.47681506470562 Longitude: -87.37897961681648	This connection is awkward on a bike, the curb cut is at an odd place on the west side of 25th and traffic can be heavy.
Oct 31, 2025, 12:36 PM	Latitude: 39.4775218073986 Longitude: -87.36150881758108	The Heritage Trail is great, but this section isn't really much of a trail, it's more of a sidewalk / parking lot. It would be great if this could be landscaped into more of a real trail; not sure how much cooperation with Jadcore / Revolution would be needed.
Oct 28, 2025, 08:59 PM	Latitude: 39.46362317274975 Longitude: -87.36073592790905	Must address safety issues for pedestrians and bikers crossing Fruitridge into Deming Park. This will be more concerning with this proposed trail . Especially challenging in late afternoon.

MEETING SUMMARIES



PROJECT MEETING SUMMARIES



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Terre Haute Trails Plan

MEETING NOTES - Kick-Off Meeting

08/11/2025

MEETING ATTENDEES

Maitri Desai – Terre Haute City Planner
Marcus Maurer – Terre Haute Director of Engineering
Caleb Williams – Terre Haute Staff Engineer
Nick Jahn – VS Engineering
Jacob Newland – TSWDG
Scott Siefker – TSWDG

MEETING NOTES

PURPOSE

The kick-off meeting gathered city staff and consultant team members to discuss project scope and identify potential stakeholders to be included in the advisory committee. Preliminary mapping for the overall bike and pedestrian system and the Thompson Ditch Corridor were presented for comment. At the conclusion of the discussion, the project team conducted a site walk to identify key areas and crossings along the focus corridor.

MEETING AGENDA

1. GENERAL SCOPE OVERVIEW

- Part 1: Assessment of Existing conditions and opportunities
 - a. Task 1.1: Project Kickoff Meeting with City Staff
 - b. Task 1.2: Base Mapping
 - c. Task 1.3: Community Input
 - d. Task 1.4: Existing Conditions Inventory and Assessment Mapping
 - e. Task 1.5: Trails Plan Advisory Committee Meeting #2
- Part 2: Route Development & Conceptual Trail Design
 - a. Task 2.1: Preliminary Route and Connection Development
 - b. Task 2.2: Route Prioritization/Conceptual Trail Design Elements
 - c. Task 2.3: Draft Trail Concept Plan
 - d. Task 2.4: Trails Plan Advisory Committee Meeting #3
 - e. Task 2.5: Community Meeting
- Part 3: Trail Plan Recommendations
 - a. Task 3.1: Final Trails Plan: A vision study for the National Road Heritage Trail Recommendations
 - b. Task 3.2: Board of Public Works Meeting

2. IDENTIFICATION OF ADDITIONAL STAKEHOLDER GROUPS

3. OVERALL SYSTEM DISCUSSION

- Identify weaknesses and opportunities

4. FOCUS ROUTE DISCUSSION

- Destinations to connect
- Environmental concerns
- Access standards
- Regulatory issues

5. SITE WALK

- TSW Design Group, VS, and City Staff met in the conference room of the engineer's office to discuss plans for the site walk
- A basemap of the overall existing system and focus corridor were presented on boards.
- Marcus noted some existing trails that were missing from TSW's basemaps, which are as follows:
 - a. An existing loop around Rea Park
 - b. An existing 8' sidewalk on the north side of Margaret Ave.
 - c. An existing trail segment along Blakely Ave., from Ohio Blvd. to Wabash Ave.
 - d. An existing trail segment along Ohio St., from 19th Street to 13th Street
- It was noted that the project team will need to coordinate with the owners of the adjacent railroad corridor during the design process
- The parks board was identified as a key player in the planning and design process, as they will inherit future maintenance
- Potential project stakeholders were identified as the following:
 - a. Riverscape - Lori Danielson
 - b. School Corporations - No specific names
 - c. Art Spaces - Ellie Templeton
 - d. Parks and recreation Board - Kilie Smith, Eddie Bird, Shannon Moss
 - e. Board of Public Works - Jesse Tohill
- At the conclusion of the meeting, the group went on a site walk of the Thompson Ditch Corridor
 - a. It was noted that crossing at the entrance of Deming Park will be an engineering challenge
 - b. The project team took inventory of major intersections along the focus trail route
 - c. The team noted the limitations provided by the severe side slopes of ditches along the trail

These notes represent our understanding of items discussed and decisions reached. Please review and contact us if there are changes or additions.

PROJECT MEETING SUMMARIES



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Terre Haute Trails Plan

MEETING NOTES- Steering Committee Meeting #1

10/21/2025

MEETING ATTENDEES

Maitri Desai – Terre Haute City Planner
Marcus Maurer – Terre Haute Director of Engineering
Ellie Templeton – Wabash Valley Art Spaces
Jesse Tohill – Director of Public Works
Caleb Williams – Terre Haute Staff Engineer
Jacob Newland – TSWDG
Scott Siefker – TSWDG
Ron Taylor – TSWDG

MEETING NOTES

PURPOSE

The Advisory Committee met in the Board of Public Works conference room. The project scope was reviewed as a recap of the project kickoff meeting. Boards with overall system and focus route maps were reviewed and minor labeling and trail route changes were noted. Digital engagement methods were reviewed.

MEETING AGENDA

1. GENERAL SCOPE OVERVIEW

- Part 1: Assessment of Existing conditions and opportunities
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 - b. Task 3.2: Board of Public Works Meeting

2. OVERALL SYSTEM DISCUSSION

- The group identified weaknesses and opportunities
- TSWDG presented project goal and asked the committee if there were any to be added or changed. The committee had to edits or additions
- TSWDG presented a map showing proposed trail connections and asked the committee if any were to be changed or added. The committee's suggestions were as follows:
 - a. The bridge crossing Thompson Ditch on Hulman St. is planned to reconstructed. A trail connection is intended to be added as a part of this work
 - b. A connection at the intersection of Ohio Blvd. & Fruitridge Ave. was highlighted.
 - c. Deming Park was highlighted as an important place to connect to. It was noted that there is currently a missing link between Wabash Ave. and Deming Park

- d. The intersection of Blakely Ave. and Wabash Ave. was noted as a important place for connectivity
- e. It was noted that 3rd St. acts as a barrier to the Wabash riverfront. Connectivity to the riverfront was highlighted as important

3. FOCUS ROUTE DISCUSSION

- Destinations to connect
 - a. Dan Bradley noted that it may be beneficial to take the focus route south of Margaret Ave.
 - b. An East side connection to the Rose Hulman Institute of Technology was suggested. It was noted that the city has funds for a pedestrian bridge over Wabash Ave.
- Environmental concerns
- Access standards
 - a. The committee had no comments regarding trail style and enhancements
 - b. It was noted that Riverscape has logos for all existing trails
 - c. Mile markers were suggested to start at Wabash Ave., beginning with 0 and increasing as you head north
 - d. Marcus mentioned the Jasper courthouse square fire pits as a precedent for trail amenities
- Regulatory issues
- General Comments
 - a. The committee stated an interest in renaming “Thompson Ditch.” “Thompson Run” was suggested as a replacement, as the name “Thompson” has historical ties to the civil war and Colonel Richard Thompson
 - b. The Focus Corridor Map shows the trail on wrong side of the tracks. It should be shown on the west side of the railroad and the east side of the ditch
 - c. The committee suggested “.25 Mile Walkability Buffer” needs a wording change. It was also suggested that the color be changed so it is different from the city layer on the Overall System Map
 - d. Marcus noted that there is a future sewer project on College Ave. that would allow for trail construction
 - e. The committee noted previous push back from the public with trails being adjacent to private property
 - f. It was noted that there is only 1 easement to access the east side of the ditch. Getting on the west side will require working with a hundred private property owners
 - g. The committee stated that a fence and buffer will be required between the trail and the railroad tracks

4. PUBLIC ENGAGEMENT OVERVIEW

- Purpose - Website - Survey
 - a. Survey questions over trail perceptions were suggested to be added
 - b. Jesse Tohill let the group know that an advertisement for the online survey could be placed on the monthly sewage bill. This is a method that has been used before and has brought successful engagement
 - c. The 24th of August is the last sewer bill to go out before target date to close the survey. The survey may stay open longer
 - d. The Steering Committee preferred ranking by numbers when viewing on the phone, rather than the drag and drop rating feature
- Digital Input Map
 - a. Add legend to the interactive map
 - b. Ohio St. to Deming Park can turn orange (existing) and extend west to 13th on the interactive map
 - c. It was noted that Margaret Ave. has an 8' wide sidewalk on north side to 25th street – this should connect to Thompson Ditch Trail

5. GENERAL DISCUSSION

- Dan Bradley was added to the committee
- Maitri informed the committee that the Indiana Department of Health grant submission deadline was December 31, 2025, and that Pete Fritz from IDH would allow for a draft to be submitted

- The agreed upon target date for the next advisory committee meeting is the week of December 8th

These notes represent our understanding of items discussed and decisions reached. Please review and contact us if there are changes or additions.



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Terre Haute Trails Plan

MEETING NOTES- Steering Committee Meeting #2 12/09/2025

MEETING ATTENDEES

Maitri Desai – Terre Haute City Planner
Marcus Maurer – Terre Haute Director of Engineering
Ellie Templeton – Wabash Valley Art Spaces
Jesse Tohill – Director of Public Works
Caleb Williams – Terre Haute Staff Engineer
Jacob Newland – TSWDG
Scott Siefker – TSWDG
Ron Taylor – TSWDG

MEETING NOTES

PURPOSE

The purpose of this meeting was to have the Advisory Committee review findings from the gathering of community data to include demographics, economics, commuting trends, industries/occupations, and labor force. The advisory committee also reviewed preliminary data obtained from the online public engagement summary. Lastly, a draft of goal statements and objectives were reviewed by the group.

MEETING AGENDA

1. INTRODUCTIONS

2. EXISTING CONDITIONS SNAPSHOT

- Community Data
 - a. Demographics
 - The group would like to see how Terre Haute compares to state-wide numbers for median age. They requested that TSW separates out prisons and college students from the city's median age data if possible
 - Marcus thinks trail user numbers may be skewed. He noted that the city isn't really getting people using trails to commute
 - b. Economics
 - c. Commuting Trends
 - Group was surprised by the commute time statistics for Terre Haute
 - d. Industries/Occupations
 - e. Labor Force
 - f. Other
 - Marcus asked about health statistics, and suggested adding them to the plan
 - Childhood obesity was a metric that was suggested to highlight
 - It was noted that Thrive West Central might have additions mapping available
- Physical Conditions
 - a. Existing and proposed trails
 - It was suggested that Margaret Ave. should not be considered a trail
 - A member requested that a connector trail be proposed along 13th street to the Wabash river
 - Extending the Thompson Ditch Trail south to Davis to connect south of the interstate was suggested
 - b. Trailheads
 - c. Community destinations
- Community Perception

- a. Safety Concerns
- b. Frequency of walking and biking
- c. Gaps in connectivity
- d. Areas of opportunities

3. PUBLIC ENGAGEMENT SUMMARY

- Website engagement statistics
 - a. The group suggested targeting runners groups (Wabash Valley Road Runners), cycling groups (Ashley Bryan), schools, tourism and ISU track and field for additional map and survey feedback
- Feedback from interactive map
- Survey key questions and takeaways
 - a. The group reinforced the importance of connections to Deming Park
 - b. The group believes Terre Haute is an extremely walkable city, but was surprised that residents share this perception
 - c. Directional signage was ranked above drinking fountains
 - d. It was noted that Question 7 needed to include the National Road Heritage Trail
 - e. It was noted that Question 8 need to have more intersections
 - f. Riley and Fruitridge were noted as bad intersections

4. REVIEW OF DRAFT PLAN COMPONENTS

- Chapter 1 - Introduction
 - a. Planning Process
 - b. Project Leadership
 - c. Community Engagement
 - d. Benefits of Bike and Pedestrian Travel
- Chapter 2 - Existing Conditions Analysis
 - a. Relevant Plans
 - b. Community Profile
 - c. Community Perceptions
 - d. System Wide Trails Overview
- Chapter 3 - Vision, Goals and Objectives
 - a. Vision and Goals
 - b. Supporting Objectives and Policies
- Chapter 4 - Strategic Recommendations
 - a. Network Overview
 - b. Overall System Recommendations
 - c. Focus Corridor
 - It was noted that the city is trying to get a traffic counter at Blakely and Wabash Ave.
 - d. Design Standards
- Chapter 5 - Implementation
 - a. Prioritization or Recommendations
 - The potential for a bike share system was discussed. It was noted that a couple attempts have been made but have failed
 - b. Supporting Strategies
 - It was noted that the city has applied to the IDP Grant to cover construction costs
 - c. Facilities Toolbox
 - d. Conclusion

5. REVIEW OF DRAFT GOAL STATEMENTS

- Goal #1: Create a safe, comfortable, and attractive network of bike and pedestrian facilities that connects all Terre Haute residents to key destinations within the community
- Goal #2: Establish the Thompson Ditch Corridor as a major north/south connector for the trail system of Terre Haute
- Goal #3: Improve the safety, comfort, and overall sense of place of trails through careful design, maintenance details, and branding
- Goal #4: Boost public perception of walking and biking in Terre Haute

6. NEXT STEPS AND DIGITAL ENGAGEMENT POSTCARD FOR PROJECT WEBSITE

- It was noted that the survey may be kept open into the new year

5. GENERAL DISCUSSION

- Dan Bradley requested that the presentation be distributed to the group
- It was noted that the plan will need to be adopted

These notes represent our understanding of items discussed and decisions reached. Please review and contact us if there are changes or additions.

PROJECT MEETING SUMMARIES



INDIANAPOLIS
10 S. New Jersey St. Suite 220
Indianapolis, IN 46204
p: 317.608.5004

LOUISVILLE
734 W. Main Street Suite 100
Louisville, KY 40202
p: 502.276.8812
f: 317.608.5016

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m: 317.690.6867
e: rtaylor@TSWDesignGroup.com

Scott L. Siefker, FASLA, AICP
m: 317.690.0162
e: ssiefker@TSWDesignGroup.com

Amy M. Williams, AICP
m: 502.595.7432
e: awilliams@TSWDesignGroup.com

Terre Haute Trails Plan

MEETING NOTES- Steering Committee Meeting #3

02/17/2026

MEETING ATTENDEES

Lori Danielson – Director of Riverfront Development
Maitri Desai – Terre Haute City Planner
Marcus Maurer – Terre Haute Director of Engineering
Ellie Templeton – Wabash Valley Art Spaces
Kilie Smith – Parks and Recreation Superintendent
Caleb Williams – Terre Haute Staff Engineer
Jacob Newland – TSWDG
Alex Mroczka – VS Engineering
Scott Siefker – TSWDG
Ron Taylor – TSWDG

MEETING NOTES

PURPOSE

The purpose of this meeting was for the Advisory Committee to review recommendations made by TSW for the Terre Haute Trails Plan. The recommendations included trail segments proposed in the overall trail system as well as design standards that cover both the overall system and focus corridor. After a recap of the planning process the committee reviewed the plan recommendations by flipping through the plan page by page together.

MEETING AGENDA

1. INTRODUCTIONS 2. PROCESS RECAP

- Existing Conditions
 - a. Community Data
 - b. Physical Conditions
 - c. Community Perception
- Overall System Review
 - a. Existing Trails
 - b. Planned Trails
 - c. Proposed/New Trails
 - This section included recommendations for new trails that had not been previously seen by the advisory committee
 - Lori Danielson questioned the difference between planned and proposed (dashed and solid) trails on the map. This was a holdover from previous planning documents that was no longer applicable to this plan. The response should be to change all previously planned trails to one line type on the map
 - d. Entire System
 - e. Focus Area Review
- Public Engagement Summary
 - a. Engagement Statistics
 - b. Key Takeaways
- Goals and Objectives
- Draft Plan Review
 - a. A working draft of the Terre Haute Trails Plan was reviewed page by page for initial reactions from the advisory Committee. This was the committee's first time seeing the plan in its entirety

- b. Special attention was paid to the Chapter 4 Strategic Recommendations these include:
 - Overall System Recommendations
 - Design Standards
 - o Trail Typologies
 - o Access Standards
 - o Trailheads/Amenities
 - o Trail Branding
 - o Wayfinding and Signage
 - Catalyst Corridor - The Thompson Ditch Trail
 - o Conceptual Alignment
 - o Access Standards
 - Awareness/Perceptions - Boost public perception of walking and biking in Terre Haute
 - Draft Plan Notes
 - a. Marcus asked what happens if we don't have 25 feet of clearance between the railroad and the trail
 - b. Marcus likes rapid rectangular flashing beacons as a solution for mid-block crossings (see Riley and brown)
 - c. It was noted that a dismount gate may be a good way to avoid using signals at railroad crossings.
 - d. Marcus thinks the railroad sections are a good beginning to start conversations with the railroad owners, but they will want to see consideration for drainage
 - e. The group discussed where the fence that acts as a barrier between the rail and the trail should be put. Does drainage go on the trail side or rail side? – It was decided that the swale should be on the trail side for maintenance by the parks board
 - f. It was noted that the Thompson Ditch Access Points map should be color coded with the corresponding plan graphics
 - g. The group suggested removing angled crossing of the NHRT on Locust Street and use the typical crossing at the intersection
 - h. For the prototypical crossing of Wabash Avenue, there have been talks of removing a lane on Wabash to make more room for pedestrians
 - i. It was stated to remove the crosswalk on the existing plan graphic of Hulman, as it does not currently exist
 - j. The group asked why the existing and proposed are different for neighborhood connections (Dimmick Avenue)
 - k. Marcus expressed that the plan had come together well to this point
 - l. Pete Fritz with the Indiana Department of Health requested a draft of the report
3. GENERAL DISCUSSION
- It was noted that the plan will need to be adopted
 - The steering committee was given 2 weeks to review the draft plan and provide comments. The public house was estimated to be schedule in mid-March
 - It was suggested to move the date to April, as local spring breaks were the last 2 weeks of March

These notes represent our understanding of items discussed and decisions reached. Please review and contact us if there are changes or additions.

PUBLIC OPEN HOUSE SUMMARY



INDIANAPOLIS
10 S. New Jersey St. Suite 220
Indianapolis, IN 46204
p: 317.608.5004

LOUISVILLE
734 W. Main Street Suite 100
Louisville, KY 40202
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Amy M. Williams, AICP
m: 502.595.7432
e: awilliams@TSWDesignGroup.com

Terre Haute Trails Plan MEETING NOTES- Public Open House 3/25/2026

MEETING ATTENDEES

Referenced sign-in sheets attached

MEETING NOTES

PURPOSE

The public open house held on October 25th provided a space for members of the community of Terre Haute to review plan recommendations and learn more about the planning process. A presentation was given to review the planning process and the prior public engagement conducted online. Examples of each recommendation were outlined to familiarize the public with the structure of the contents on the presentation boards reviewed during the open house portion of this meeting. During the open house, community members were encouraged to fill out a comment card if they had any questions, concerns, or further recommendations.

MEETING AGENDA

1. INTRODUCTIONS

- Advisory committee
- Consultant team

2. PROCESS RECAP

- Existing conditions
 - a. Community data
 - b. Physical conditions
 - c. Community perception
- Public engagement summary
 - a. Engagement statistics
 - b. Key takeaways
- Overall system review
 - a. Existing trails
 - b. Planned trails
 - c. Proposed/new trails
 - d. Entire system
 - e. Focus area review
- Goals and Objectives
 - f. Goal 1: Connection
 - Overall System Recommendations
 - g. Goal 2: Experience
 - Trail typologies
 - Access standards
 - Crossing standards
 - Trail branding
 - Wayfinding and signage
 - h. Goal 3: Catalyst Corridor
 - Conceptual alignment
 - Access standards
 - i. Goal 4: Awareness/perceptions
 - Recommendation summary
- Implementation overview

- Upcoming milestones
 - a. Final trails plan
 - b. Adoption Meeting
 - c. IDH grant close-out
- Open house instructions

The rest of the open house consisted of the public reviewing the presentation boards, filling out comment cards and discussing with project team members

PUBLIC MEETING COMMENTS

- I think this is great! I love the chosen materials for the trash receptacle, seating, bench, and bathrooms. The wood and metal is timeless.
- Goal 4 Awareness and Perceptions – As a weekly user of the Heritage Trail since it was opened, users need permanent information on user etiquette (especially BIKERS)
- Good explanation of the crossings, very good and thoughtful presentation.
- Please encourage Vigo County to extend the NRHT east to Seelyville and Clay County – Greg Midgely (NHRT, Inc.)
- The plan seems to be nice, but some of my concerns is that in some areas need some kind of emergency system in case a person gets stranded or they are approached by an unwelcomed visitor. It seems that some areas need to maybe be a little more open. It is nice that areas in town are being opened but there also low visible or access can there be if you get into trouble. But the city is taking a positive step to make our town nice.
- Please prioritize the Thompson Ditch Corridor – It will facilitate a lot of much needed connections.
- Consider adding a planned travel connection between Fairbanks Park/Ohio street/1st street (Wabash bridge + boardwalk) and Ohio St./Ohio Boulevard/Deming Park trails! Connects parks, schools, library, residential.
- Thompson Ditch – Boost!
- Fruitridge + Ohio Boulevard crossing for bikes + peds – Boost!
- Short Term signage “yield for peds in x-walk” would be awesome on Fruitridge/Ohio, Fruitridge/Riley Ave
- Fruitridge/Wabash crossing – Boost! (connect N/S Deming trail to Heritage Trail)

These notes represent our understanding of items discussed and decisions reached. Please review and contact us if there are changes or additions.

PUBLIC OPEN HOUSE - SIGN IN SHEETS



PLEASE SIGN IN!

Project Terre Haute Trails - Public Open House

Meeting Date: 03/25/26

NAME	ORGANIZATION	EMAIL
Baron Warner	Wabash Valley Community Foundation	REDACTED PRIVATE CONTACT INFO
Karen Schneiders	Thrive West Central	
Ashley Bryan	NRBC	
Ellie Templeton	Art Spaces	
Sylvia Lind	Sycamore Engineering	
Ross Spence	Rose-Hulman	
Josh Alip	WCIP	
Dr. VA Schaumleffel	TH Park & Recreation Board	
Dick Reed	Master Gardeners	
Barbara Weber	Citizen TH/V.I.M.	
JEM Owen	WABASH VALLEY CREW	
Amelia Thompson	City Council	
Greg Midgley	National Road Heritage Trail, Inc	
Mike Morris	Vigo County Government	
Bill Jerls	Wabash Valley Community Foundation	
Ryan Wickers	Terre Haute MPD	
JOHN GARDNER	Rose-Hulman	
Jim CLARKE		
Stephen Pfrank	NRBC	



PLEASE SIGN IN!

Project _____

Meeting Date: _____

NAME	ORGANIZATION	EMAIL
Nathan Cherette	Rose-Hulman / community	REDACTED PRIVATE CONTACT INFO
Caleb Williams	City of Terre Haute	

PLEASE SIGN IN!

Project Terre Haute Trails - Public Open House

Meeting Date: 03/25/20

NAME	ORGANIZATION	EMAIL
Ann Ryan	TREES Inc.	REDACTED PRIVATE CONTACT INFO
JOHN WRIGHT	THPB	
Debbie Lutzell	WVNG	
Lori Danielson	Riverfront/RiverScap	
Adam Crossman	VCARD	
Joni Wise	V C Health Dept	
Dee Wotse	NRHT	
Ethan Salisbury	THCVB	
Jesse Tellil	COTM	
Bob Heston	State of IN	
Kristi Whitacre	THRIVE West Central	
Pat Goodwin	THSD	
Catie Hawn	Art Spaces	
Jane Santos		
Jonathan Eilbracht	WCIP	
Tonny Pfaff		
Alpa Patel		
Heather Chenette	Rose-Hulman /community member	

18

The boards presented at the public open house are included as reference information on the following pages.



WELCOME!

If you are here for the Terre Haute Trails public open house, the sign in table is located in the second-floor conference room.

INSTRUCTIONS

1. Please sign in at the welcome table.
2. Review the project boards that include an overview and highlights of the Terre Haute Trails Plan.
3. During the open house period we will have a brief presentation. Comment sheets are available and can be returned to the sign-in table.

**THANK YOU FOR ATTENDING
AND SHARING YOUR IDEAS!**

INTRODUCTION

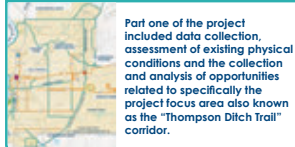


OVERVIEW

In the summer of 2025, the City of Terre Haute was awarded a Bicycle and Pedestrian Master Planning Grant from the Indiana State Department of Health (ISDH). With this grant, the community developed a plan to accomplish the goals set as part of the grant guidelines as well as community needs and priorities. The planning process developed for this Bike and Pedestrian Master Plan sought to combine local leadership input and public engagement to identify opportunities and challenges related to walking and bicycling in Terre Haute. The process utilized these input mechanisms to direct the planning process for bike and pedestrian routes. In addition, special emphasis is placed on the "Focus Corridor" of the Thompson Ditch as a potential new major trail connection. The method by which these goals are met are outlined in the graphic on this spread.

TIMELINE OF PLANNING PROCESS

Part 1: Assessment of Existing Conditions and Opportunities



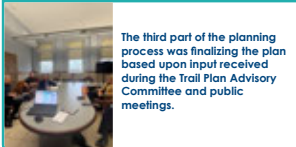
Part one of the project included data collection, assessment of existing physical conditions and the collection and analysis of opportunities related to specifically the project focus area also known as the "Thompson Ditch Trail" corridor.

Part 2: Route Development and Conceptual Trail Design



The second part of the planning process was synthesizing and prioritizing the final destinations and routes and assembling the support information for the preparation of the recommendations.

Part 3: Trail Plan Recommendations



The third part of the planning process was finalizing the plan based upon input received during the Trail Plan Advisory Committee and public meetings.

Fall 2025

Winter 2026

Spring 2026

GOALS AND OBJECTIVES

GOAL 1: CONNECTIVITY

Create a safe, comfortable, and attractive network of bike and pedestrian facilities that connect all Terre Haute residents to key destinations within the community.

- Plan and construct bicycle and pedestrian facilities that serve both transportation and recreational purposes.
- Fill in existing gaps in the trail network.
- Prioritize routes between residential areas and key destinations such as parks, schools, and businesses.

GOAL 2: EXPERIENCE

Improve the safety, comfort, and overall sense of place of trails through careful design, maintenance details, and branding.

- Adopt branding and design standards that makes trails easy to identify and navigate.
- Utilize pedestrian signaling at identified dangerous street intersections.
- Provide trail amenities that ensure all members of the community are comfortable using the trails. (benches, water fountains, shade, etc.).
- Establish community guidelines for trail use.

GOAL 3: CATALYST CORRIDOR

Establish the Thompson Ditch Corridor as a major north/south connector for the trail system of Terre Haute.

- Work with railroad owner to coordinate safety and design.
- Establish key linkages of east/west trails, informed by community desire and analysis.
- Provide enhanced mobility options for residential areas along the Thompson ditch corridor.

GOAL 4: AWARENESS/ PERCEPTIONS

Boost public perception of walking and biking.

- Develop and initiate new awareness campaigns about the trail network to make residents aware of bike and pedestrian facilities.
- Develop formal education opportunities for teaching safe driving, bicycling, and walking in Terre Haute to residents of all ages.
- Partner with local businesses for bicycle and walking initiatives and awareness campaigns.
- Explore opportunities to broaden the multi-modal user facility needs or equipment.

ONLINE SURVEY RESULTS



OVERVIEW

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 of the feedback are highlighted below.

GENERAL DATA

140

Total website contributions from 83 contributors

40+

83% of survey takers were above 40 years old.

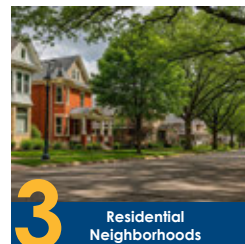
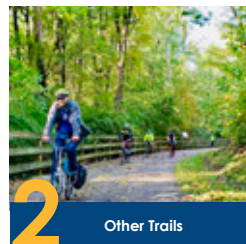
58%

of those surveyed live within 1 mile of a trail

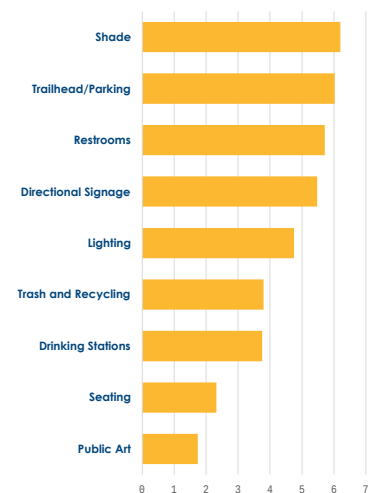
68%

of those surveyed walk or bike daily or weekly

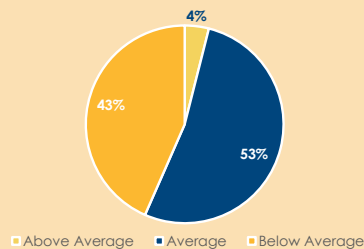
CONNECTION DESTINATIONS RANKED:



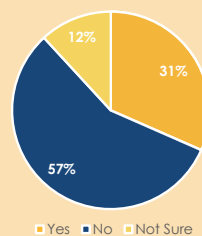
AMENITIES RANKED:



HOW WOULD YOU RANK BIKE AND PEDESTRIAN FACILITIES IN TERRE HAUTE?



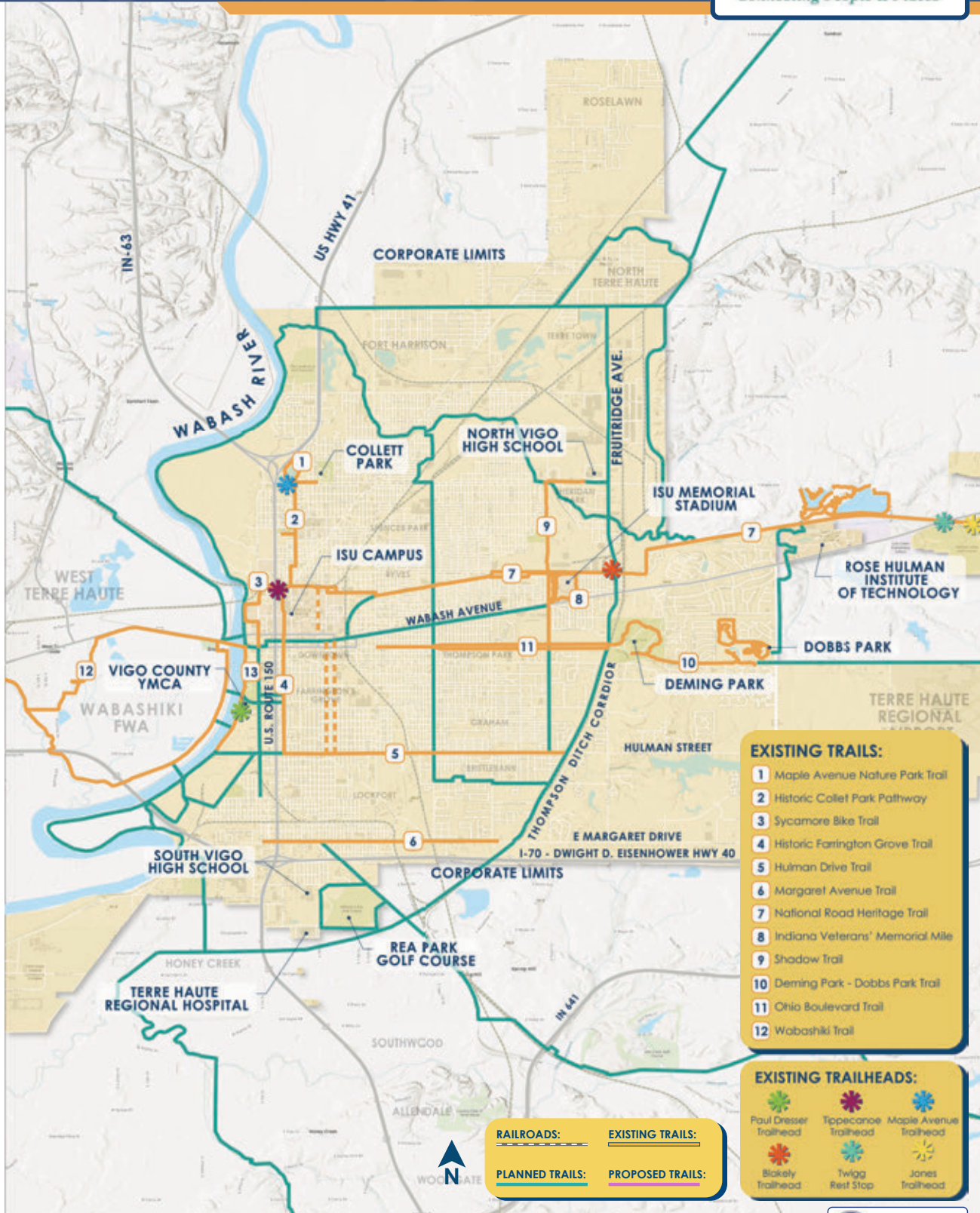
DO YOU THINK TERRE HAUTE IS A WALKABLE CITY?



FACTORS THAT MAKE IT DIFFICULT TO WALK OR BIKE IN TERRE HAUTE

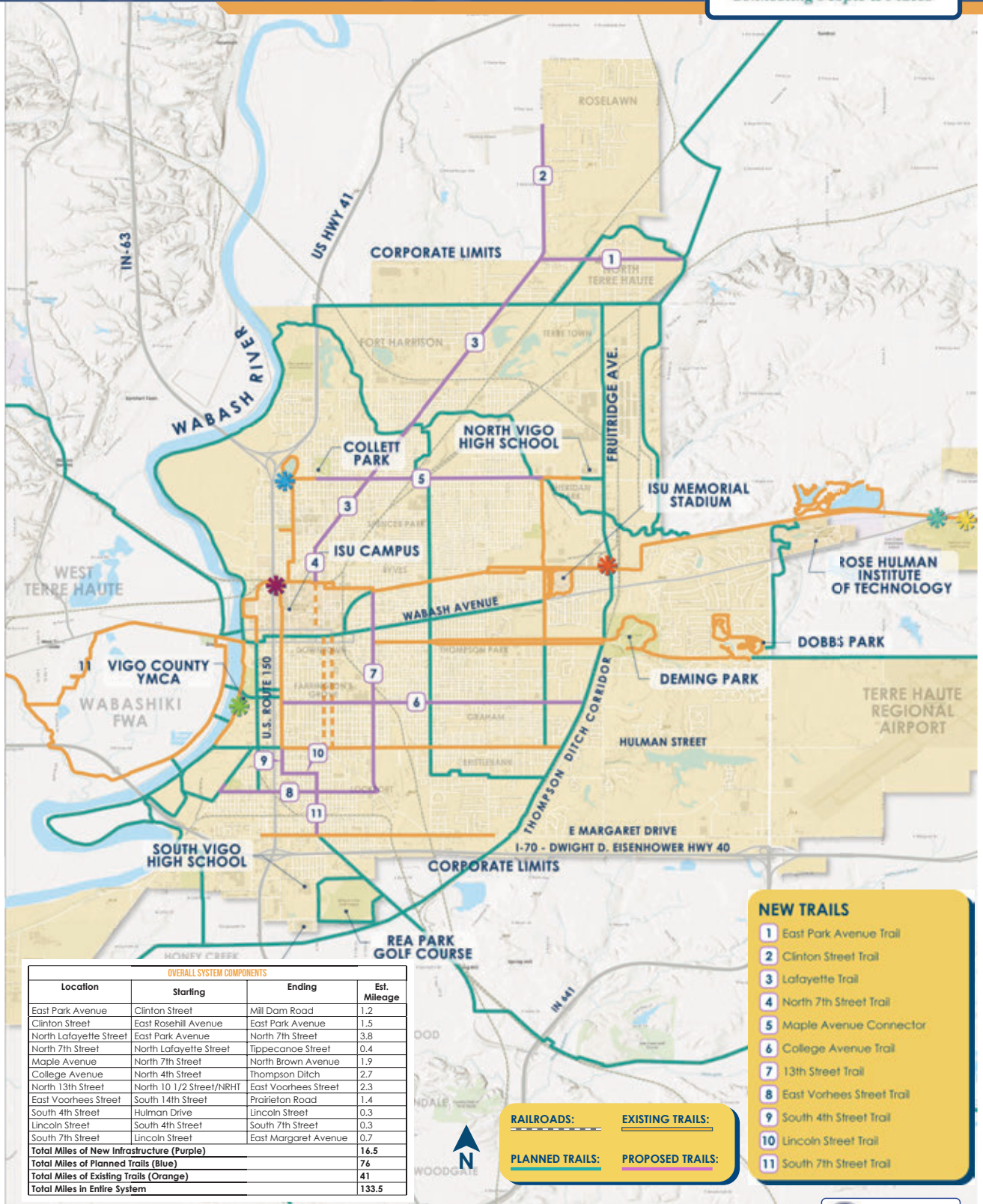
1. Lack of sidewalks
2. Roads are too busy
3. No safe crossings
4. Destinations are too far apart
5. Lack of street lights
6. Do not feel safe
7. Lacking amenities
8. Weather
9. Health issues
10. Do not want to walk

EXISTING TRAIL SYSTEM



GOAL 1: CONNECTIVITY

PROPOSED TRAIL SYSTEM MAP



TERRE HAUTE TRAILS PUBLIC OPEN HOUSE - MARCH 25, 2026



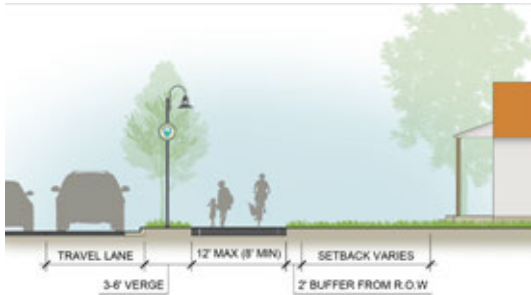
GOAL 2: EXPERIENCE

DESIGN STANDARDS

Trail Typologies

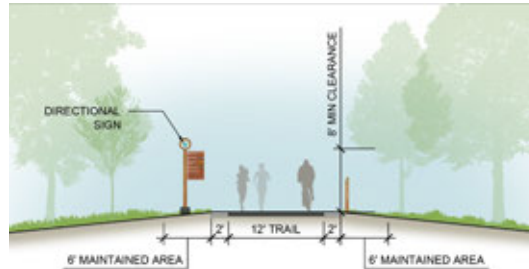


NEIGHBORHOOD



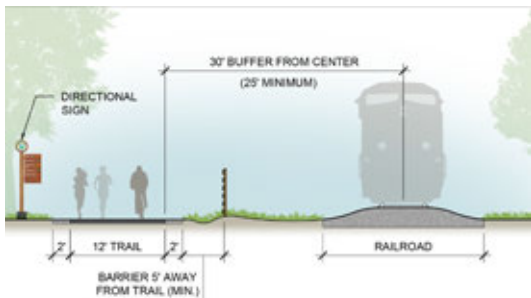
The neighborhood typology should be used in residential areas where the right of way is 50-65 ft. wide. It includes a 12 ft. trail with a 6 ft. planted buffer. Buffer sizes should be no less than 4 ft. wide. The trail width may range from 10-12 ft. with a minimum width of 8' in narrow right-of-way conditions. Standard trail surface would be asphalt or concrete, depending on context.

NATURAL



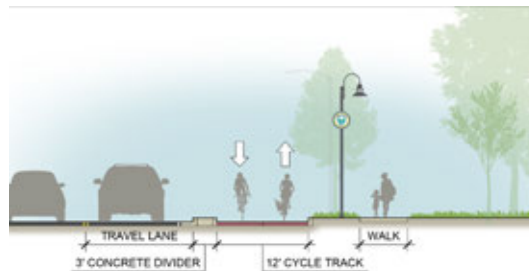
The natural typology is used in off-street open-space scenarios with the purpose of providing both active recreation and an extension of the community's transportation network. The trail should be 10-12 ft. wide with aggregate extending at least 1 ft. beyond on either side to reduce edge deterioration. A clear zone should occur on both sides of the trail at a minimum width of 2 ft.

RAIL CORRIDOR



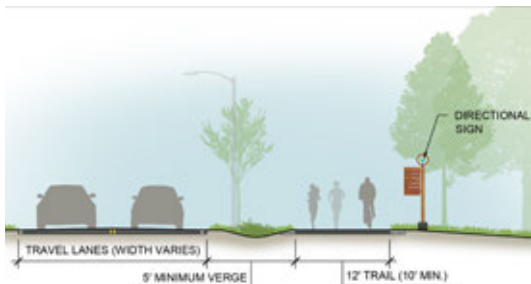
Rail corridors offer unique opportunities for trail placement. When placing a trail along an active rail corridor there must be at least 25 ft. of separation from the centerline of the rail. Additionally, a fence or other type of physical barrier is needed as a further degree of separation. Fence height may vary depending on the speed and distance from the trail, but in general, a 6 ft. fence barrier is recommended. Dense vegetation may be used as a barrier where feasible.

CYCLE TRACK



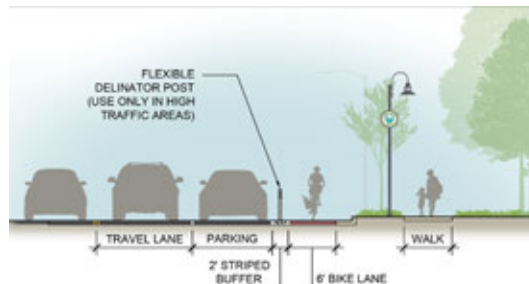
Cycle tracks are two-way bike lanes with a barrier separating them from the flow of traffic. Lanes should be 6 ft. wide and separated by a single yellow line. The barrier should be no less than 2 ft. wide and can take a variety of forms including planted verges, concrete curbs, or striped zones with flexible delineator posts.

ADJACENT TO ROADWAY



Arterial roads and highways often present the opportunity for a direct route between major destinations. Wide right-of-ways often provide ample space for trail development. When constructing a trail along these types of roadways there should be at least 5 ft. of separation from the edge of roadway pavement. Stormwater drainage should be maintained at all times.

BIKE LANES



Bike lanes are on-street solutions that are to be used in scenarios where right-of-way width or budget does not allow for an off-street trail. Bike lanes should adhere to the same principals of separation but only consist of one directional traffic on a minimum 6 ft. lane.

GOAL 2: EXPERIENCE

DESIGN STANDARDS

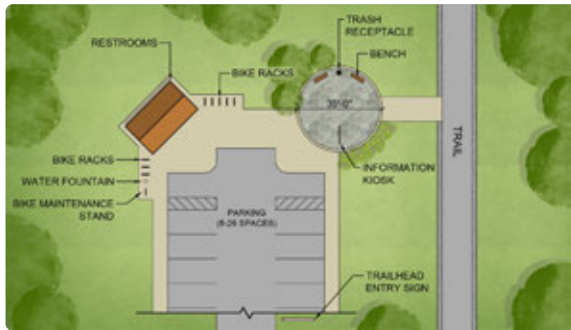
Access Standards



OVERVIEW

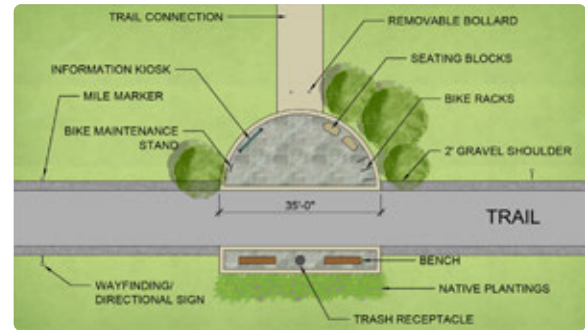
Trailheads, major/minor rest nodes, trail connection nodes, and sidewalk connection nodes are the components that comprise the access standards for Terre Haute's trails system. These elements are located at areas where there is need for access to the trail system and each provides a varying level of programming and amenities. Each access type is detailed below.

TRAILHEADS



Trailheads are provided at major access points to the trail where significant egress and ingress are likely to occur. They typically provide 8-20 parking spots and host the full set of amenities. Larger trailheads may warrant restroom facilities. At a minimum, trailheads should include parking, identifying signage, and an informational kiosk.

TRAIL CONNECTION NODES



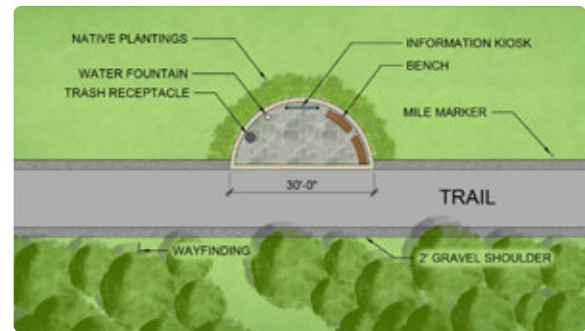
Trail connection nodes are areas that offer the typical amenities located at a trailhead, but without the parking. This access type is typically used when connecting to an existing trail, a neighborhood park, or notable destination. Amenities that might be found at a major access node include benches, trail signage, special paving, trash receptacles, and hydration.

SIDEWALK CONNECTION NODE



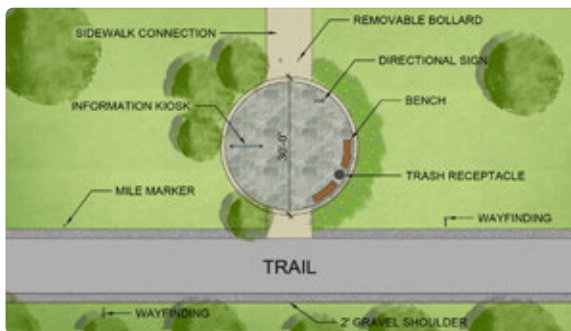
The sidewalk connection node serves to define an entry to the trail from residential communities. This connection was among the highest requested during public feedback. The inclusion of a sidewalk connection node gives the user access to a trail information kiosk, a trash receptacle and seating. Removable bollards can be used on the approach to the node for safety.

MAJOR REST NODES



Major rest nodes include the same amenities that might be found at a trail connection node, but are placed at select road intersections and along large lengths of trail that have minimal access to trailheads. Featured amenities include: benches, an information kiosk, water fountains, and trash receptacles.

MINOR REST NODE



Minor rest nodes are the smallest access infrastructure and should be placed at even intervals on large lengths of trail that have minimal access to trailheads. Rest nodes offer minimal amenities, a bench and trash receptacle at minimum.

GOAL 2: EXPERIENCE

DESIGN STANDARDS

Crossing Standards



OVERVIEW

Bike and pedestrian infrastructure needs to be specifically designed at all roadway intersections to create the safest solution for all users and vehicles. The development of crossing standards allows for the establishment of a common design "language". A standard crossing is beneficial to both the pedestrian and the motorist by increasing familiarity and visibility. In this section of the design standards, five typologies are outlined with guidelines for design.

ARTERIAL STREET CROSSING



Arterial streets are among the most unsafe for pedestrian crossing. The proposed solution outlines strategies such as signalized crossings, specialty crosswalks, and amenity nodes at intersection corners.

COLLECTOR STREET CROSSING



Collector streets are a considerably more safe and common crossing for bike and pedestrian infrastructure, but safety is still a primary concern as traffic flow can be high and relatively fast.

MID-BLOCK CROSSING



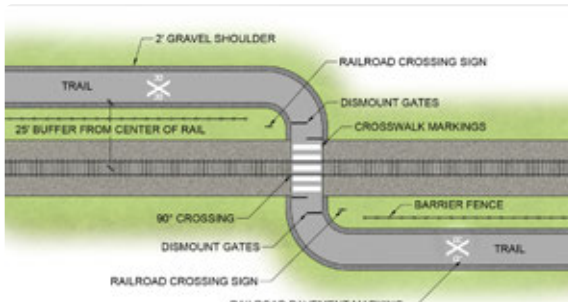
Special consideration is taken when trails cross streets at areas other than designated intersections. Typically crossing a street mid-block is unsafe. Providing infrastructure to ensure safety is key to executing mid-block crossings.

NEIGHBORHOOD CONNECTION



Based on public outreach, the desire for neighborhood connections is high. It is important to set a standard for how a trail can connect to the existing infrastructure and provide support amenities that facilitates use of the trail.

RAILROAD CROSSING



Typically, it is ideal for trails crossing railroads to do so at an existing street crossing. When this option is not available, careful consideration must be taken to ensure that the crossing is safe for bikers and pedestrians.

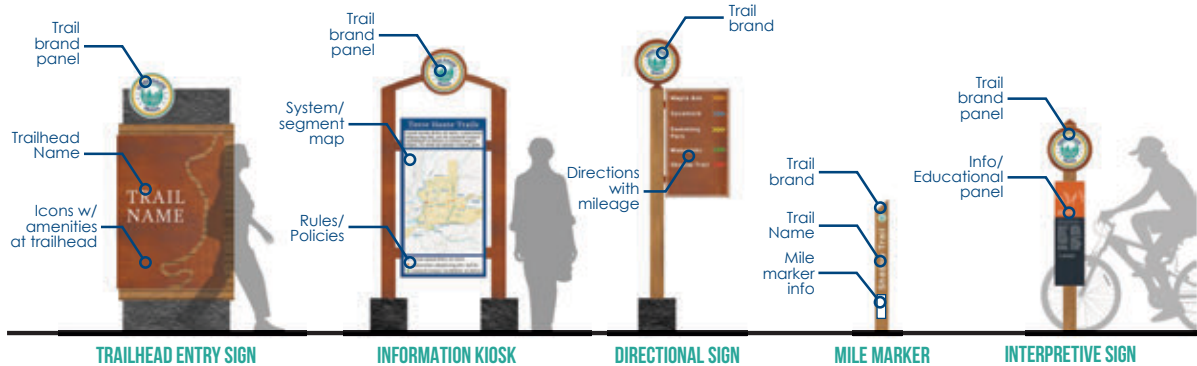
GOAL 2: EXPERIENCE

DESIGN STANDARDS

Branding & Wayfinding



SIGNAGE DESIGNS



MATERIALITY

Examples of a material palette that could be used to reinforce the Terre Haute Trail branding. It includes the uniform use of pedestrian furniture, surface treatment, and other amenities. Prototypical materials are included to illustrate a "family" of materials.



BENCH



LIGHT



TRASH RECEPTACLE



BOLLARD



SEATING BLOCK



RESTROOM



ASPHALT



X-WALK PAVEMENT



LOGO DESIGN

An identifiable logo for the Terre Haute trail system is key to elevating the brand. The design illustrates a conceptual example of the elements to include in a system logo. There is potential for individual trails to have their own logo that match a brand standard. For the purpose of demonstration, this logo represents the Terre Haute Trails system as a whole.

GOAL 3: CATALYST CORRIDOR

THOMPSON DITCH TRAIL

Trail Alignment



TERRE HAUTE TRAILS PUBLIC MEETING - MARCH 25, 2026



METHODS OF BOOSTING AWARENESS



EMBRACE CYCLING AND WALKING AS MODES OF TRANSPORTATION

In many communities, bike and pedestrian use is considered a last resource when a vehicle isn't available. Successful communities reinforce the multi-modal nature of cycling and walking, promoting these aspects as quality of life issues.



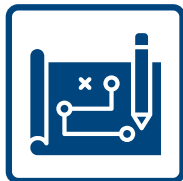
MAKE BICYCLE AND PEDESTRIAN FACILITIES VISIBLE IN THE COMMUNITY

A key aspect to understanding bike and pedestrian facilities and to improving safety is to make residents aware of the facilities, to highlight that they are there, and to raise awareness of their presence. Making facilities visible may include physical improvements (signage and pavement markings), awareness campaigns (print and media), or other promotion of the facilities. These efforts highlight the presence of the facilities resulting in more awareness and more caution to improve safety.



ENACT PUBLIC POLICY THAT PROMOTES CYCLING AND WALKING

Successful bicycle and pedestrian communities enact supporting policies that help to continually improve and build upon the multi-modal transportation network. Creation of Safe Streets and Complete Streets policies ensure that bicycle and pedestrian facilities are considered and included into transportation projects. Accommodation of bike and pedestrian facilities in zoning control and development code processes ensure that destinations are set to access the bicycle and pedestrian system. Other local policies should also expound on the importance of bike and pedestrian features and support their prioritization in implementation.



HAVE A PLAN

Develop specific planning documents to outline improvements, costs, benefits and constraints of constructing bicycle and pedestrian facilities. Engage local residents in the planning processes to give ownership to decisions and outcomes.



ENGAGE THE COMMUNITY AT LARGE

Develop an ongoing set of communication tools and methods that actively include and engage local stakeholders during the planning and implementation process. This helps build ownership and promotion within the community.



ESTABLISH KEY PARTNERSHIPS TO PROMOTE CYCLING AND WALKING

Identify key partners that can help in the promotion of how the bike and pedestrian facilities can be used or programmed. Organizations such as the local health network, Walk With a Doc, Walk to End Alzheimer's, or other organizations can help promote facilities by including them in their annual events.



ESTABLISH LOCAL MEDIA PARTNERSHIPS

Establishing ongoing and lasting relationships with local media outlets can help ensure that key bicycle and pedestrian-related issues receive broad local media coverage.

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TERRE HAUTE
TRAILS

Connecting People & Places





TERRE HAUTE BIKE & PEDESTRIAN PLAN



TAYLOR
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design group

