

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

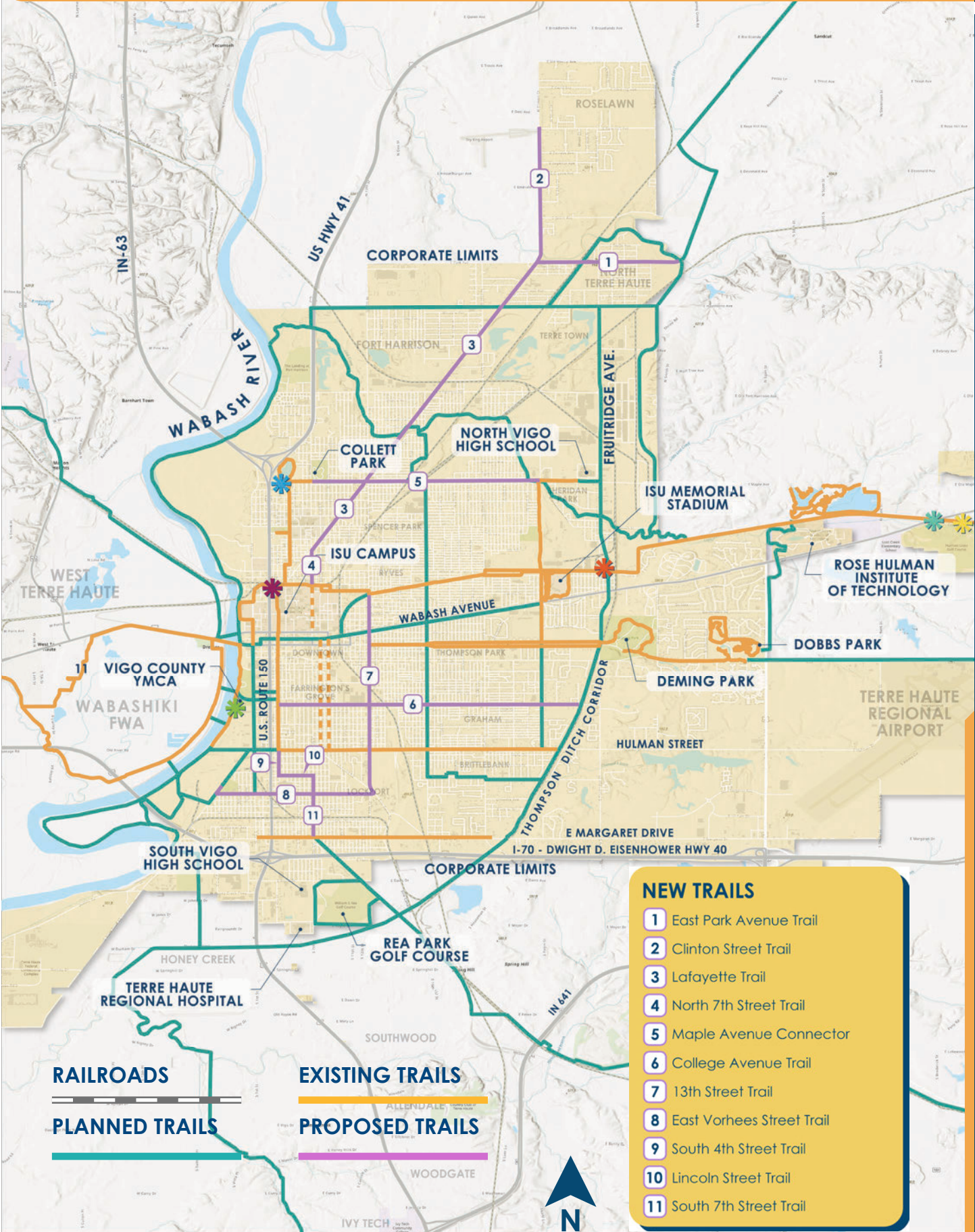
DESCRIPTION

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.

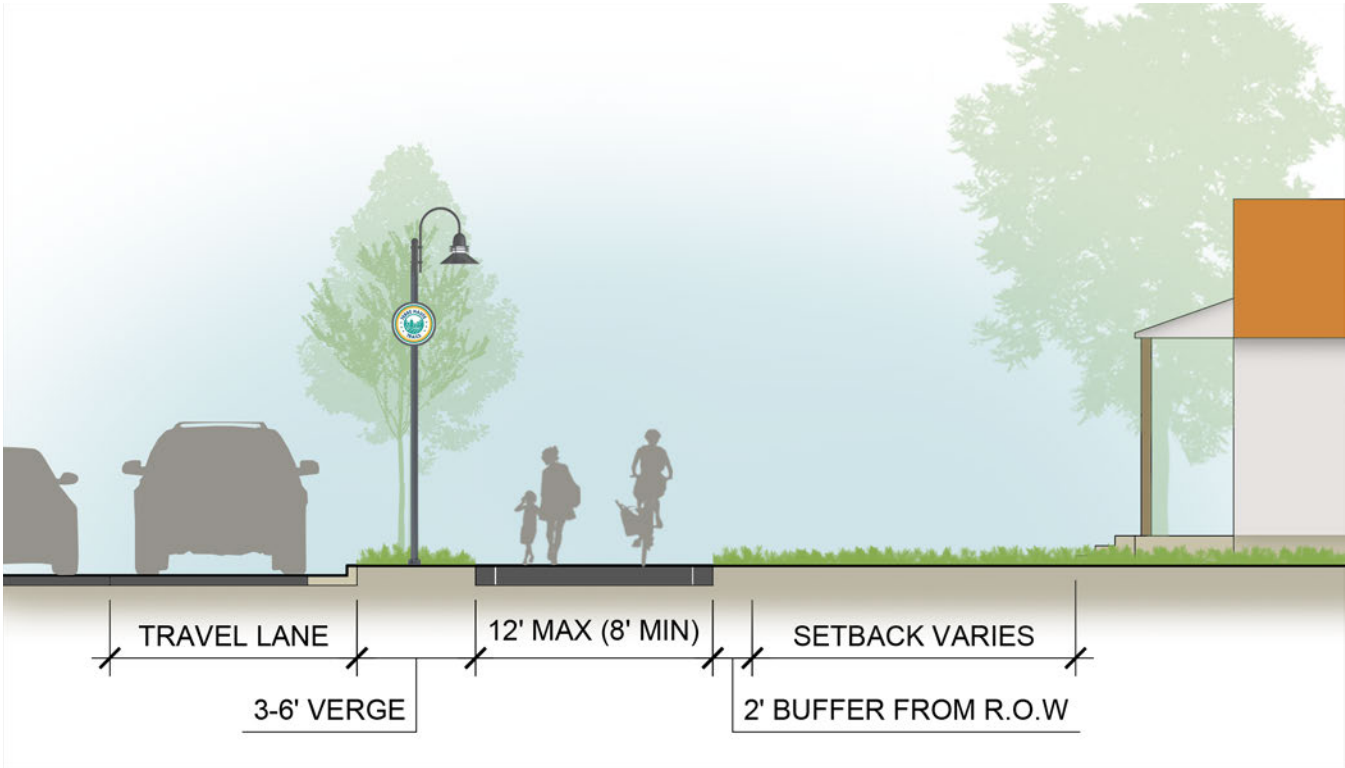
RAIL CORRIDOR

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.

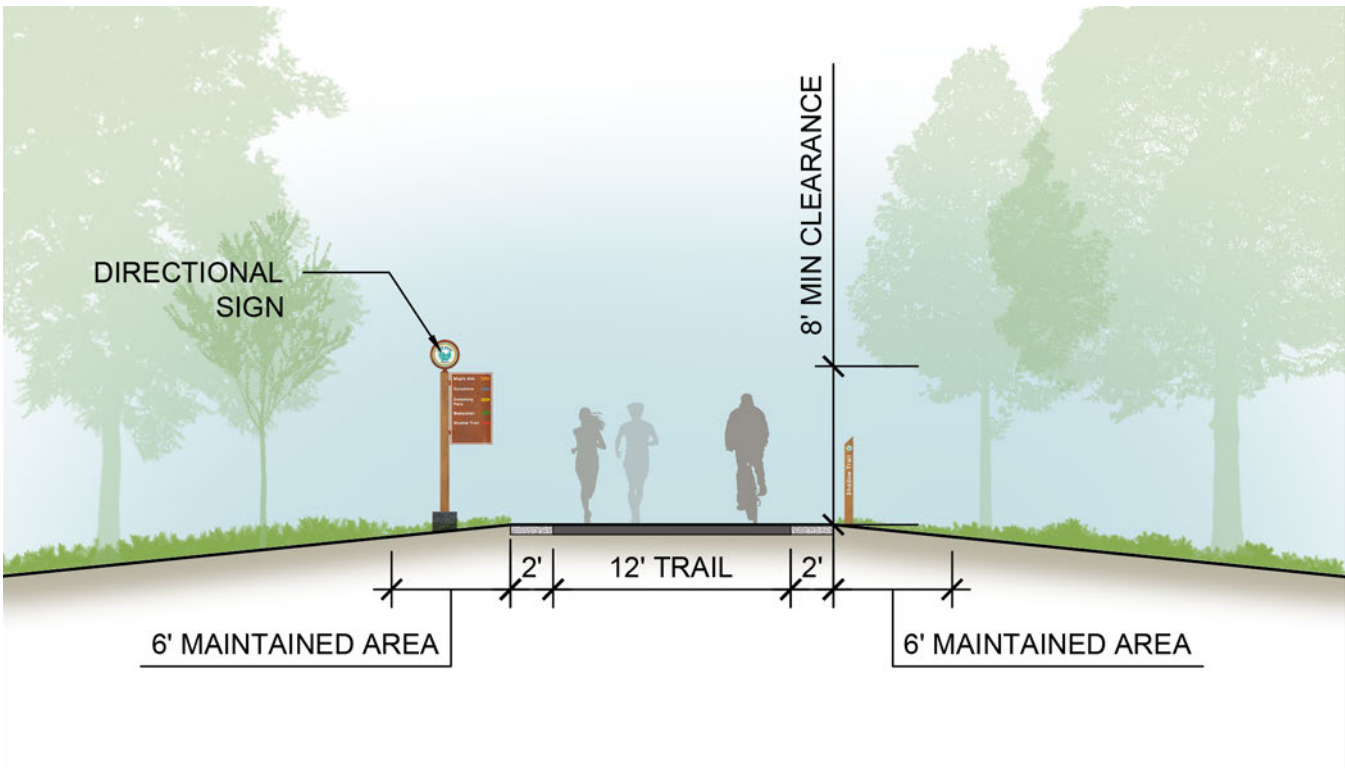
BIKE LANES & CYCLE TRACKS

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.

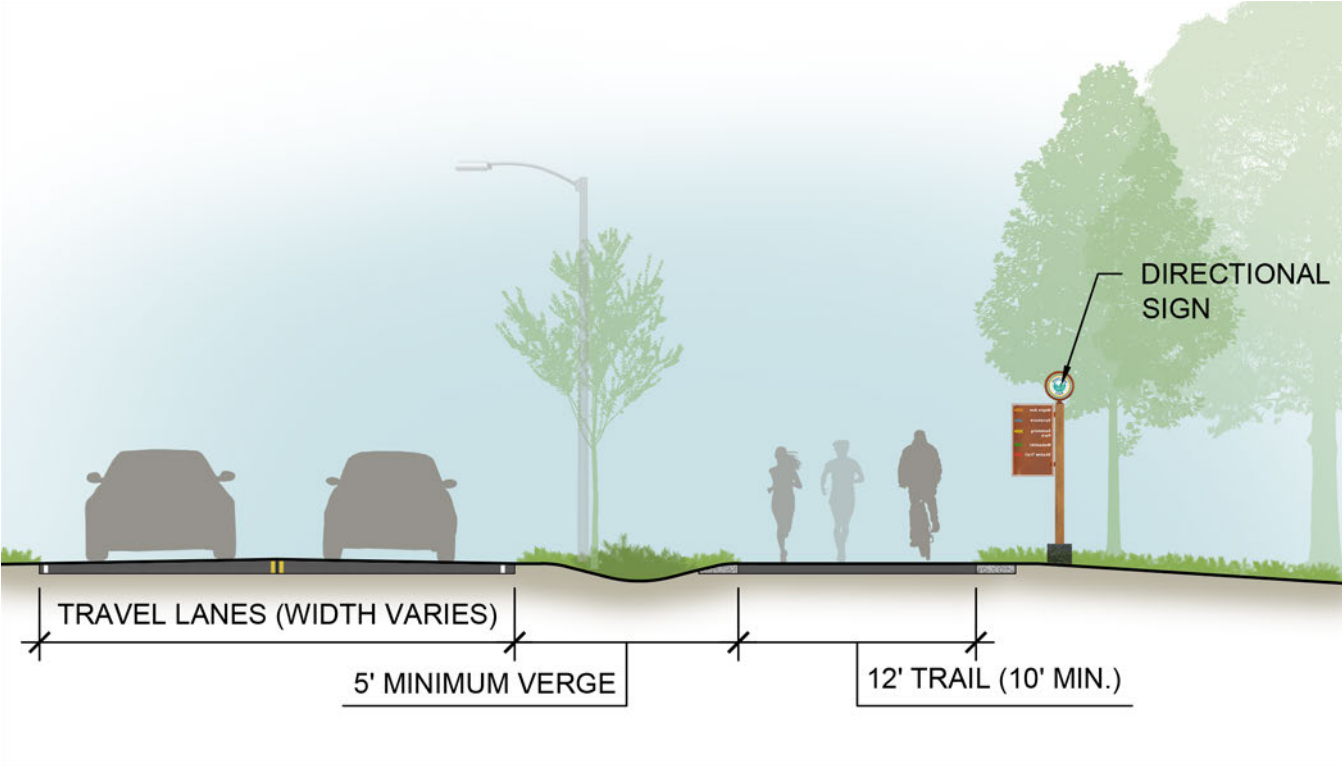
NEIGHBORHOOD



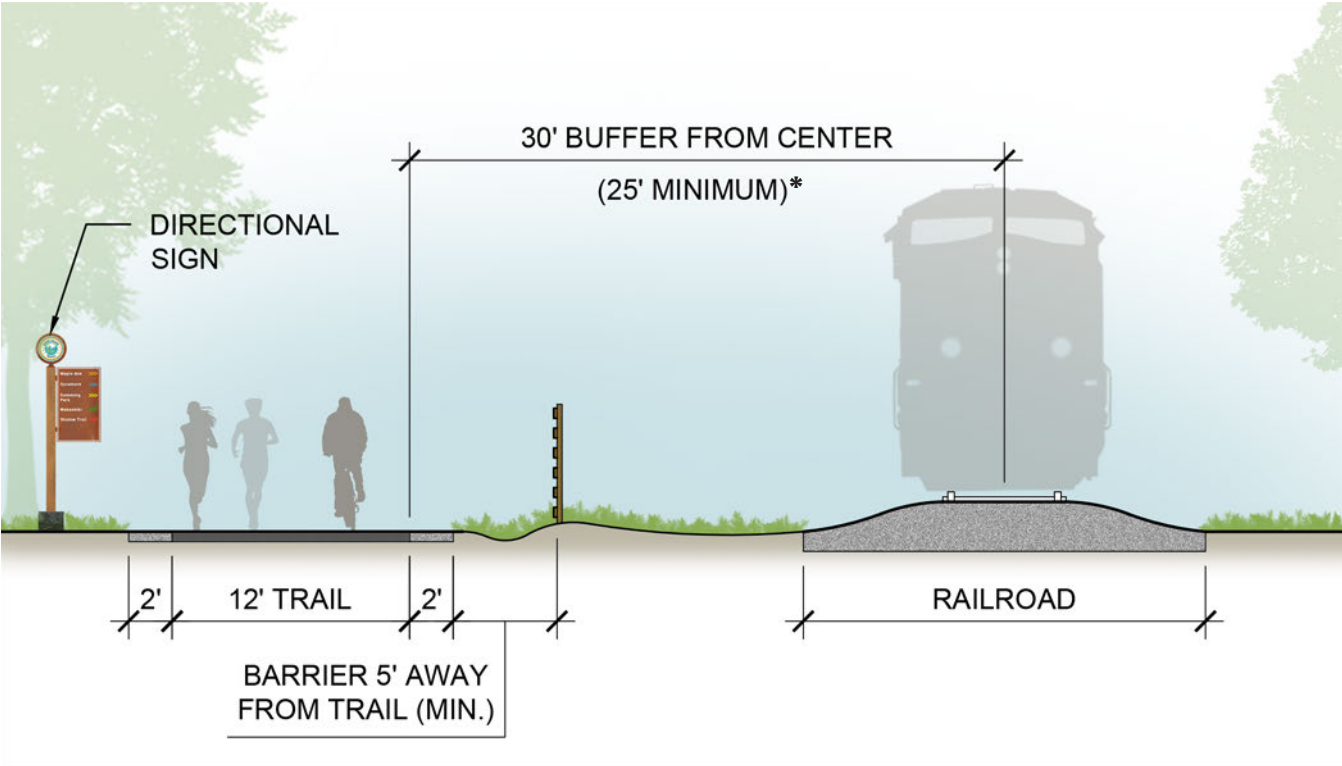
NATURAL



ADJACENT TO ROADWAY

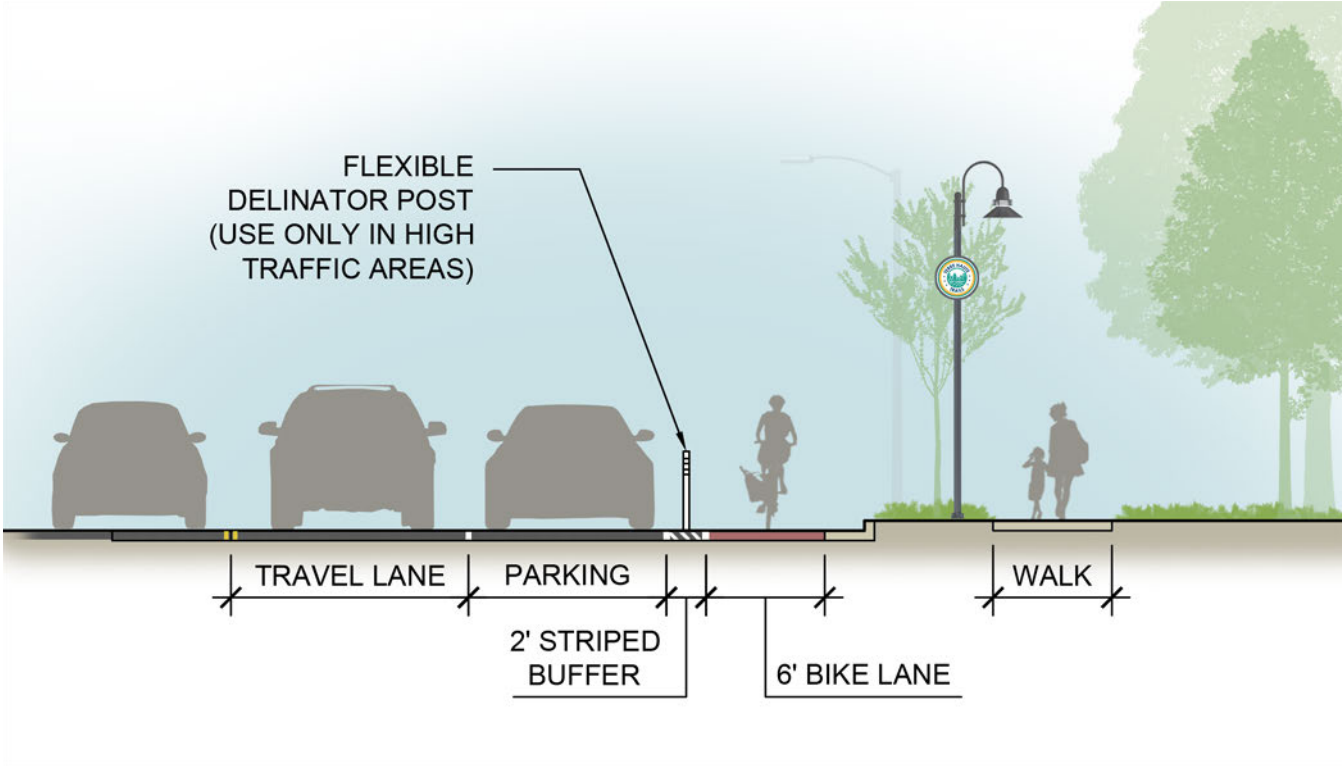


RAIL CORRIDOR

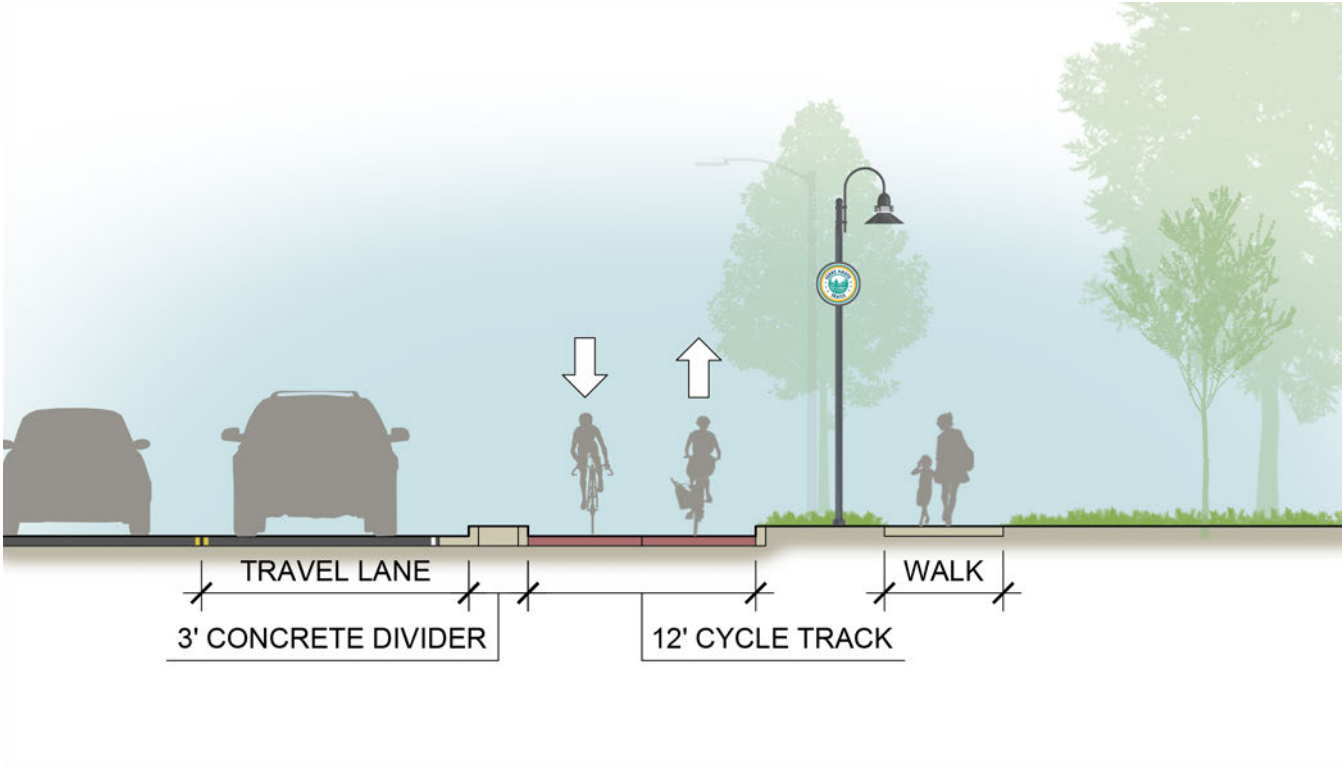


* Guidance for trail buffer is derived from "Rails with Trails: Best Practices and Lessons Learned" published by the Federal Railroad Administration.
In areas where the 25 ft. minimum buffer cannot be achieved, a trail may be placed no less than 13 ft. from the centerline of the rail per guidance from the Indiana Southern Railroad Company.

BIKE LANES

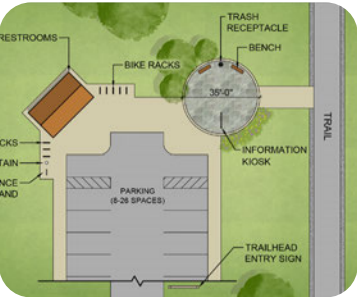


CYCLE TRACK



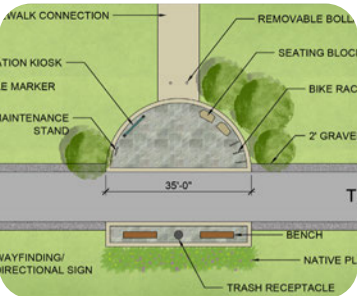
2.2 ACCESS STANDARDS: TRAILS & SIDEWALKS

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.



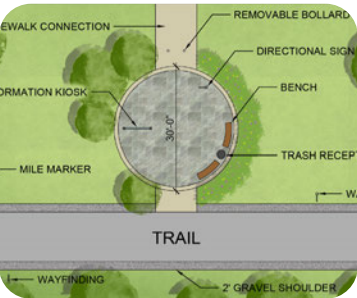
TRAILHEAD

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.



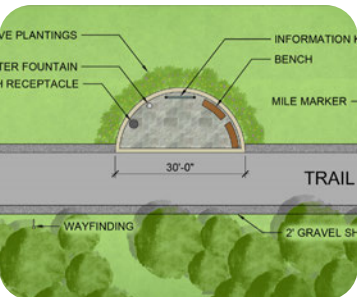
TRAIL CONNECTION NODE

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.



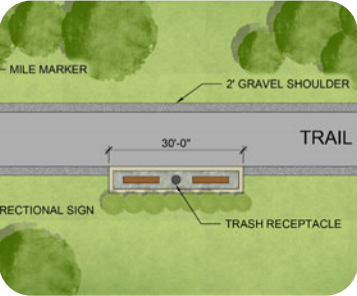
SIDEWALK CONNECTION NODE

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

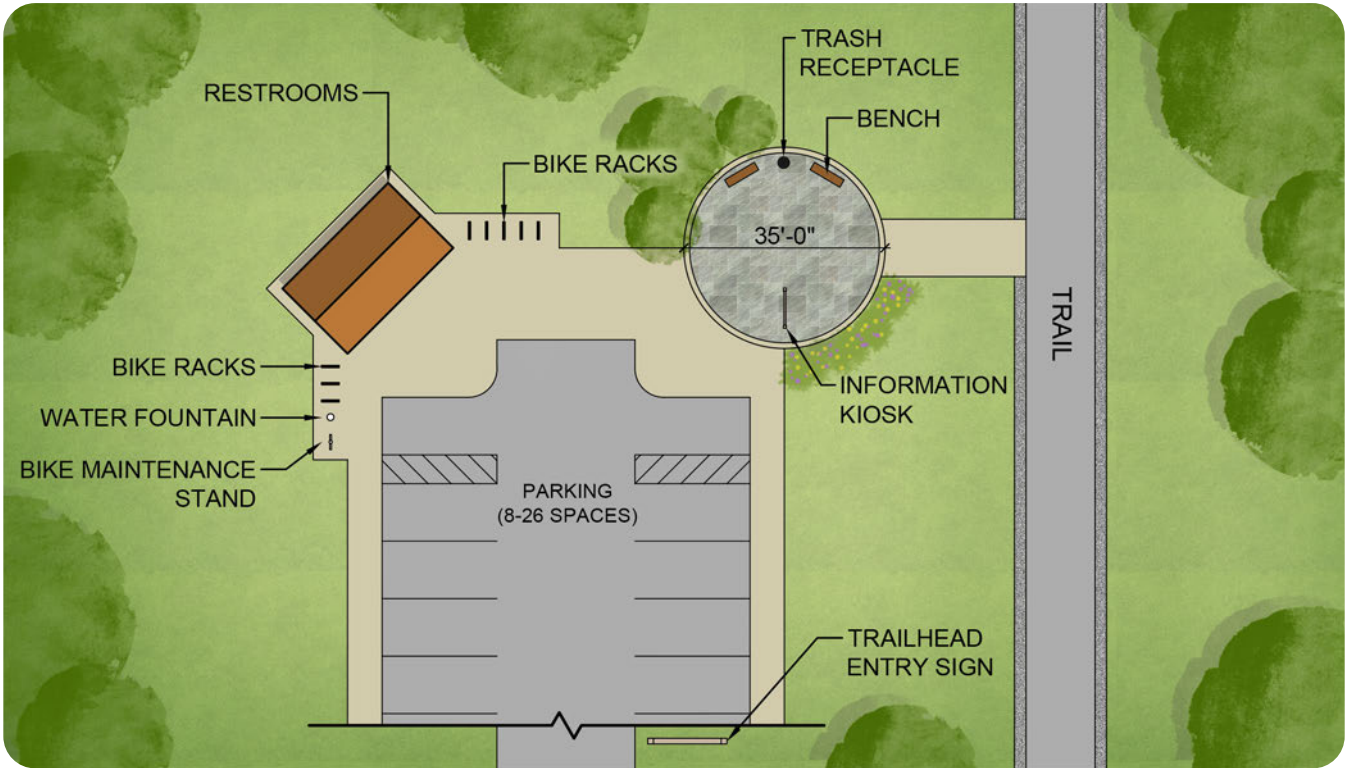
Major rest nodes include the same amenities that might be found at a trail connection node, but are placed at select road intersections and along large lengths of trail that have minimal access to trailheads. Featured amenities include: benches, an information kiosk, water fountains, and trash receptacles.



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.

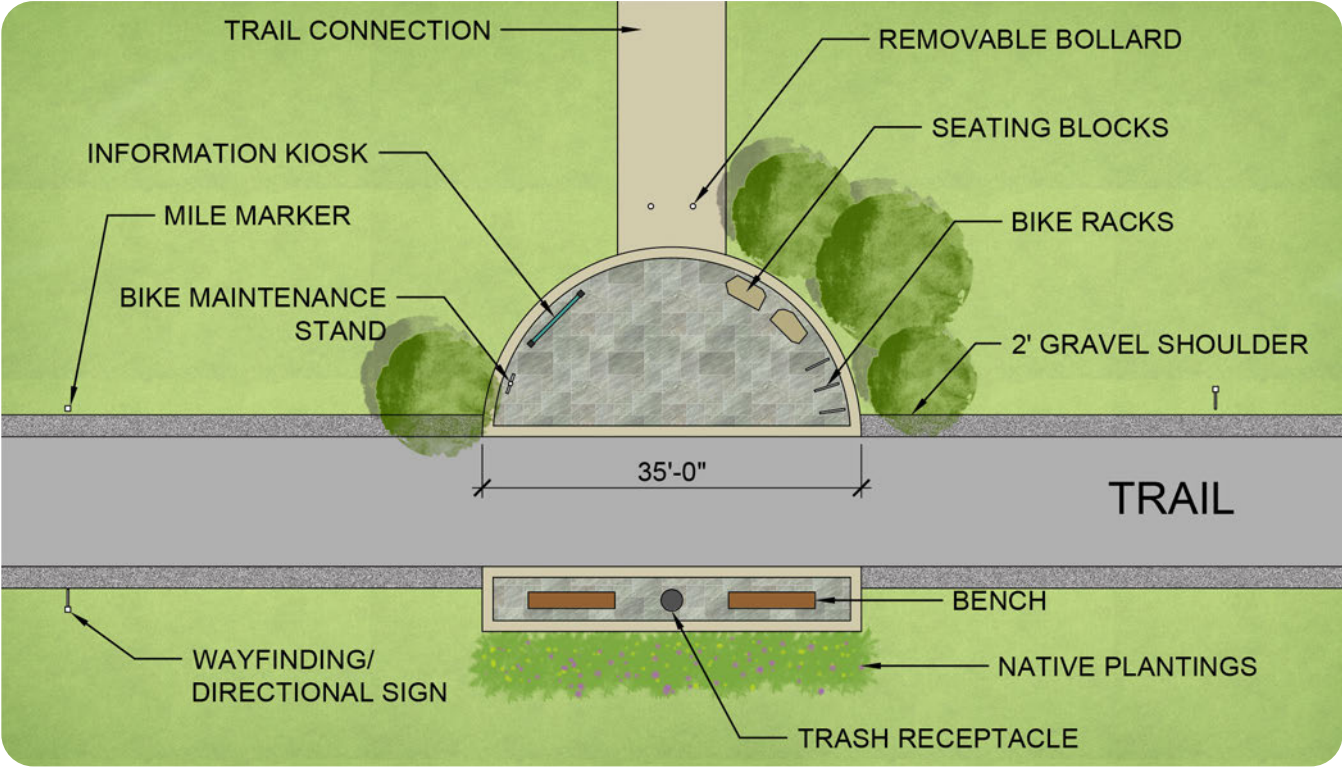
TRAILHEAD



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.

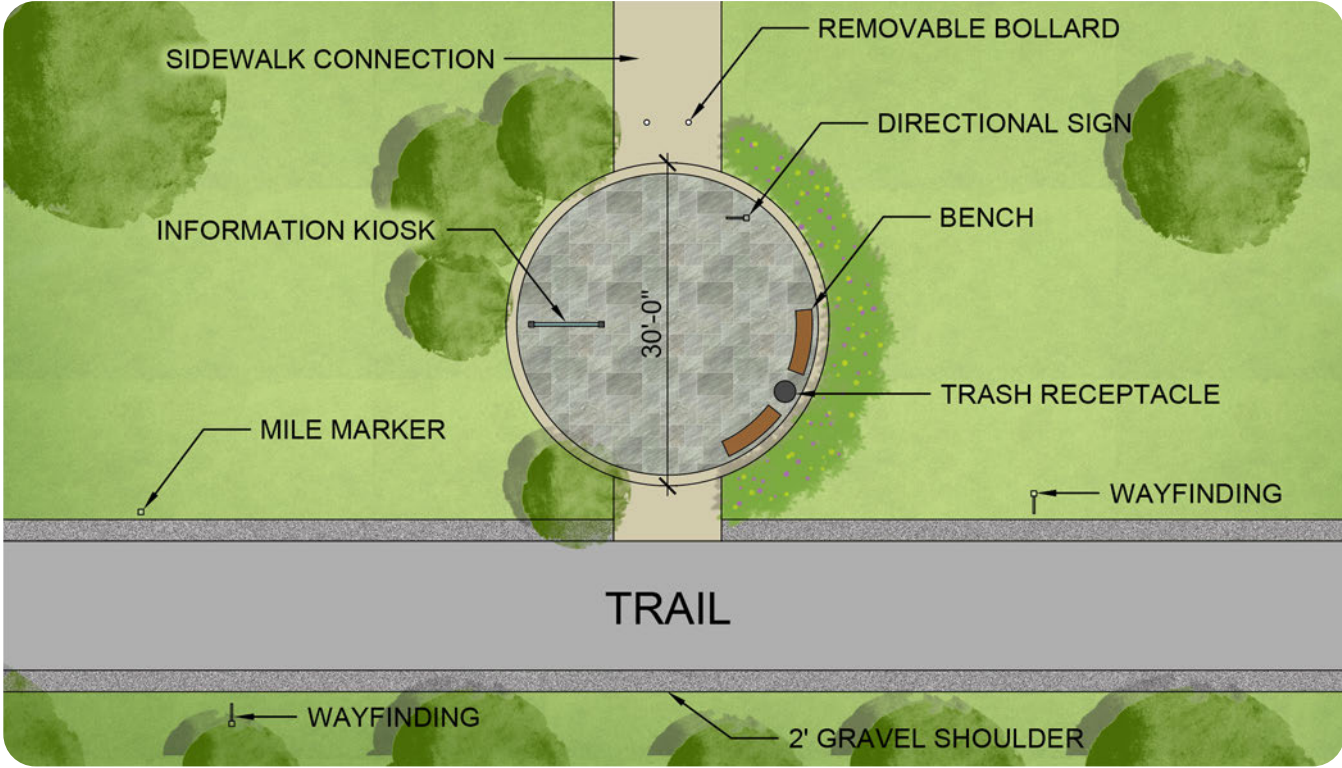
TRAIL CONNECTION NODE



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.

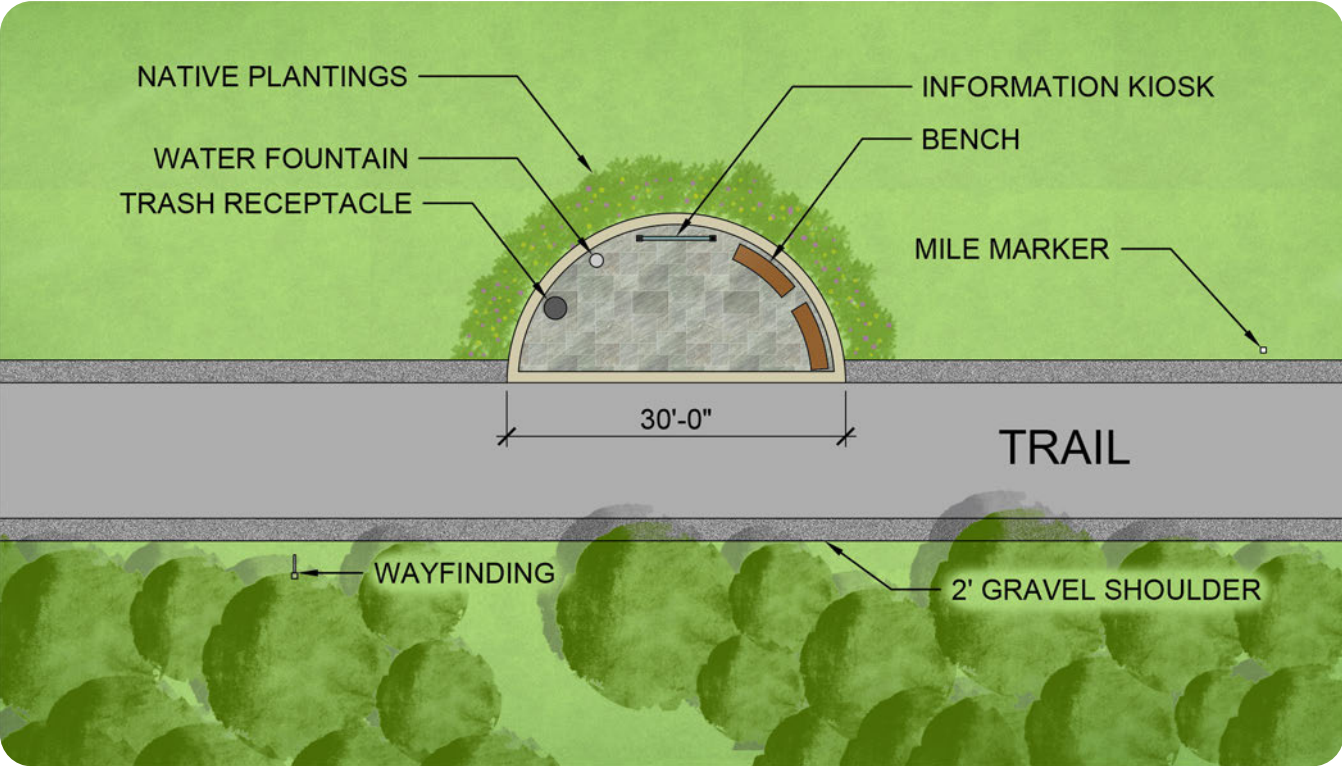
SIDEWALK CONNECTION NODE



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.

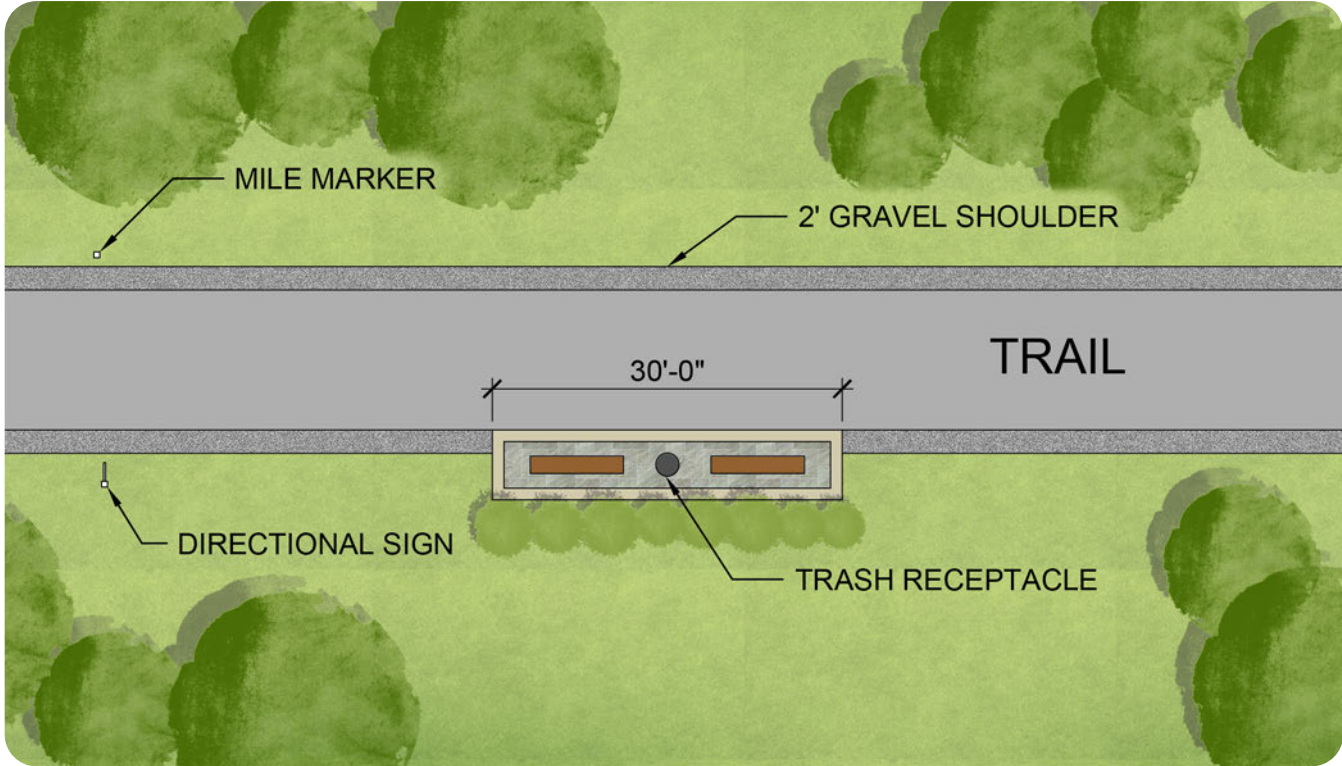
MAJOR REST NODE



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.



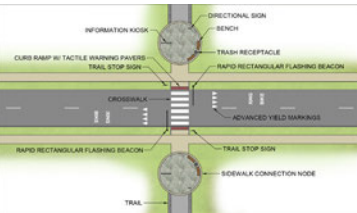
ARTERIAL STREET CROSSING

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.



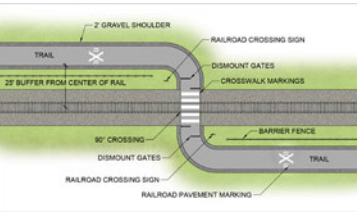
COLLECTOR STREET CROSSING

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

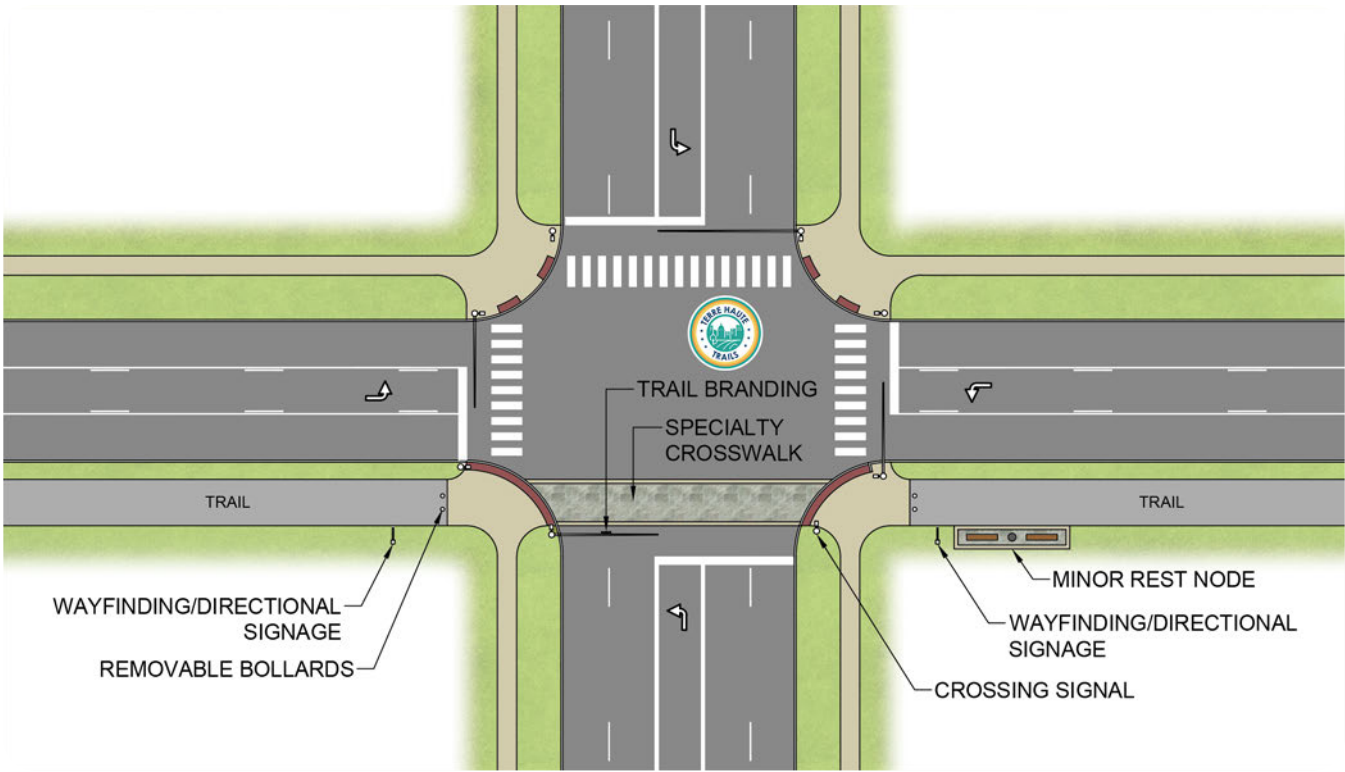
Typically, it is ideal for trails crossing railroads to do so at an existing street crossing. When this option is not available, careful consideration must be taken to ensure that the crossing is safe for bikers and pedestrians.



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.

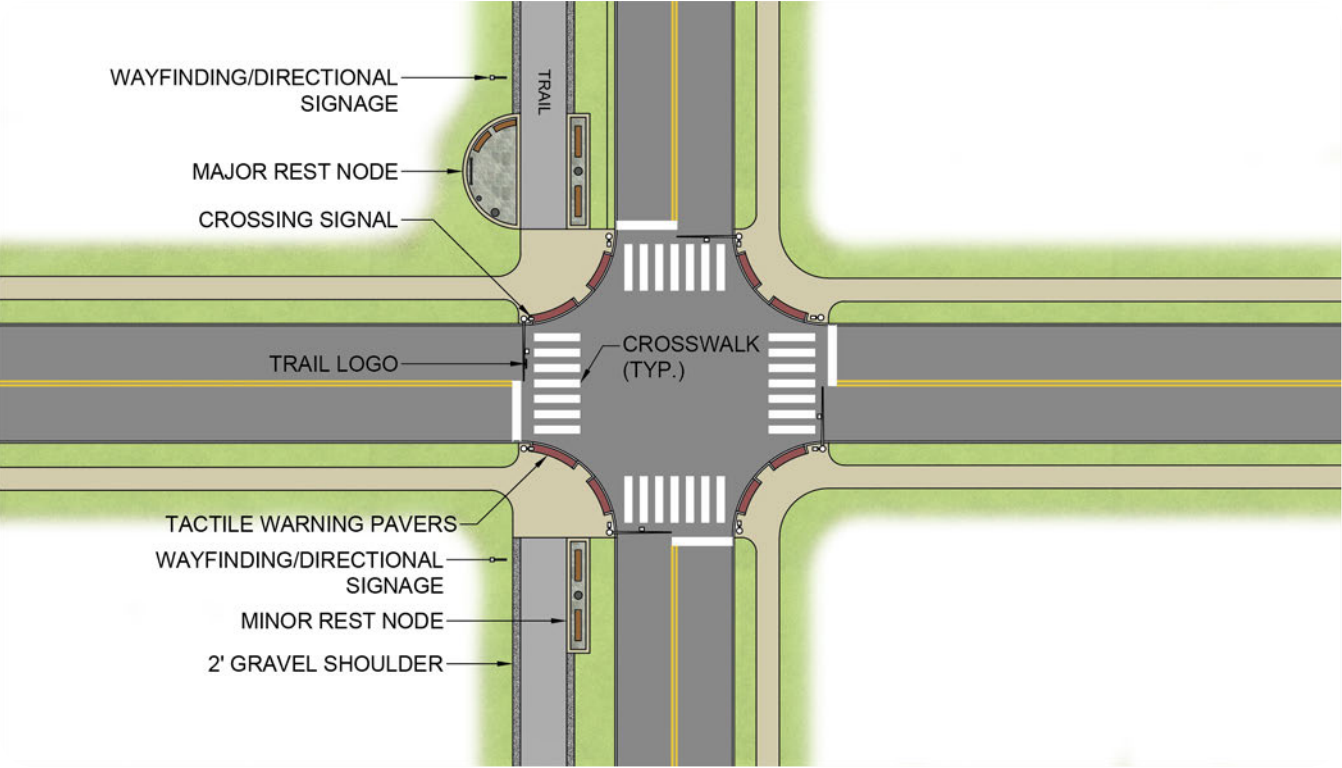
ARTERIAL STREET CROSSING



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.

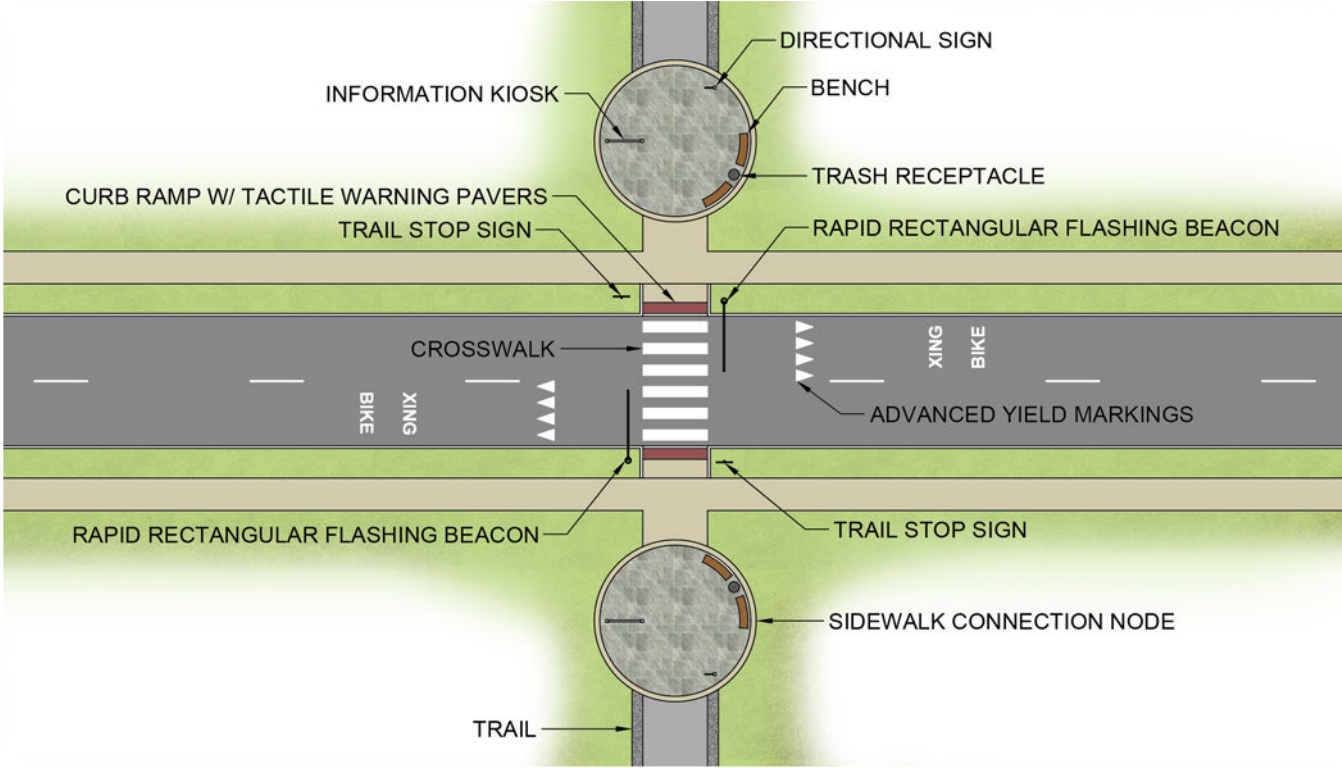
COLLECTOR STREET CROSSING



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.

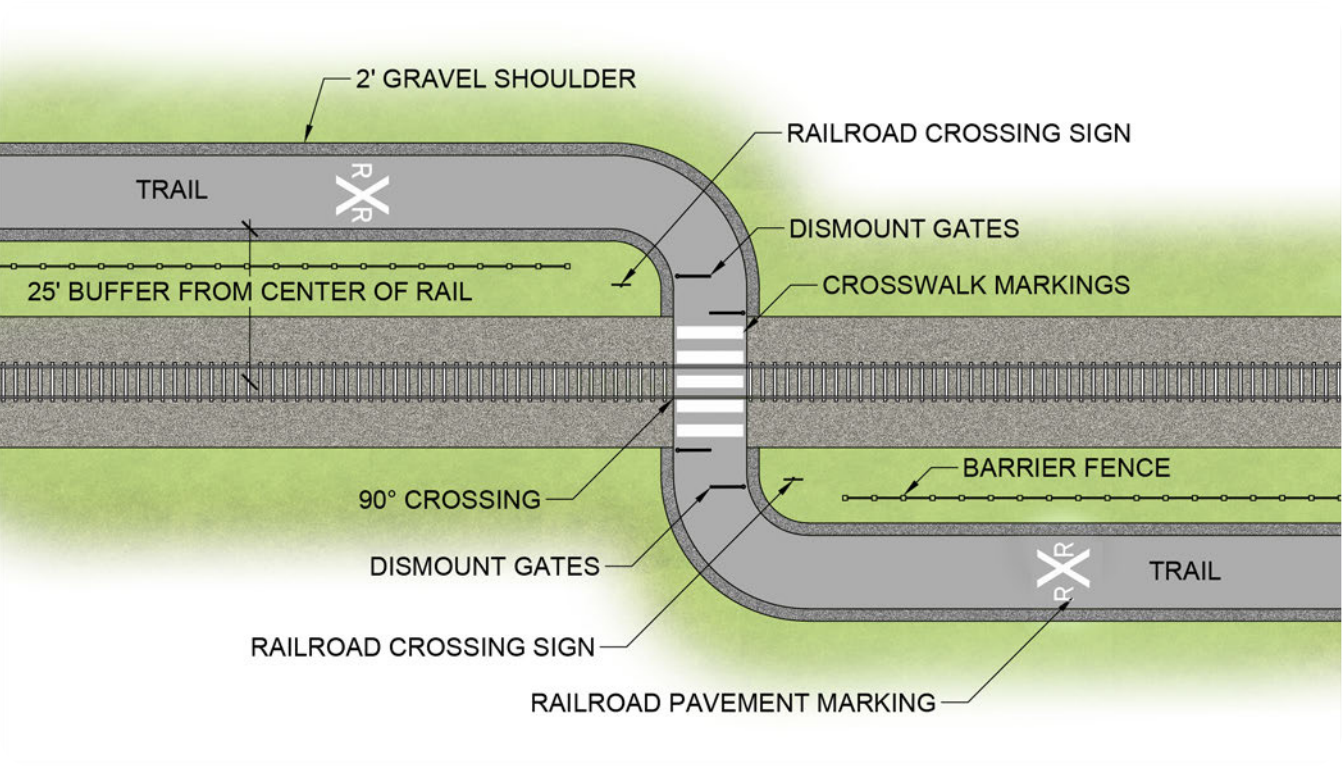
MID-BLOCK CROSSING



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.

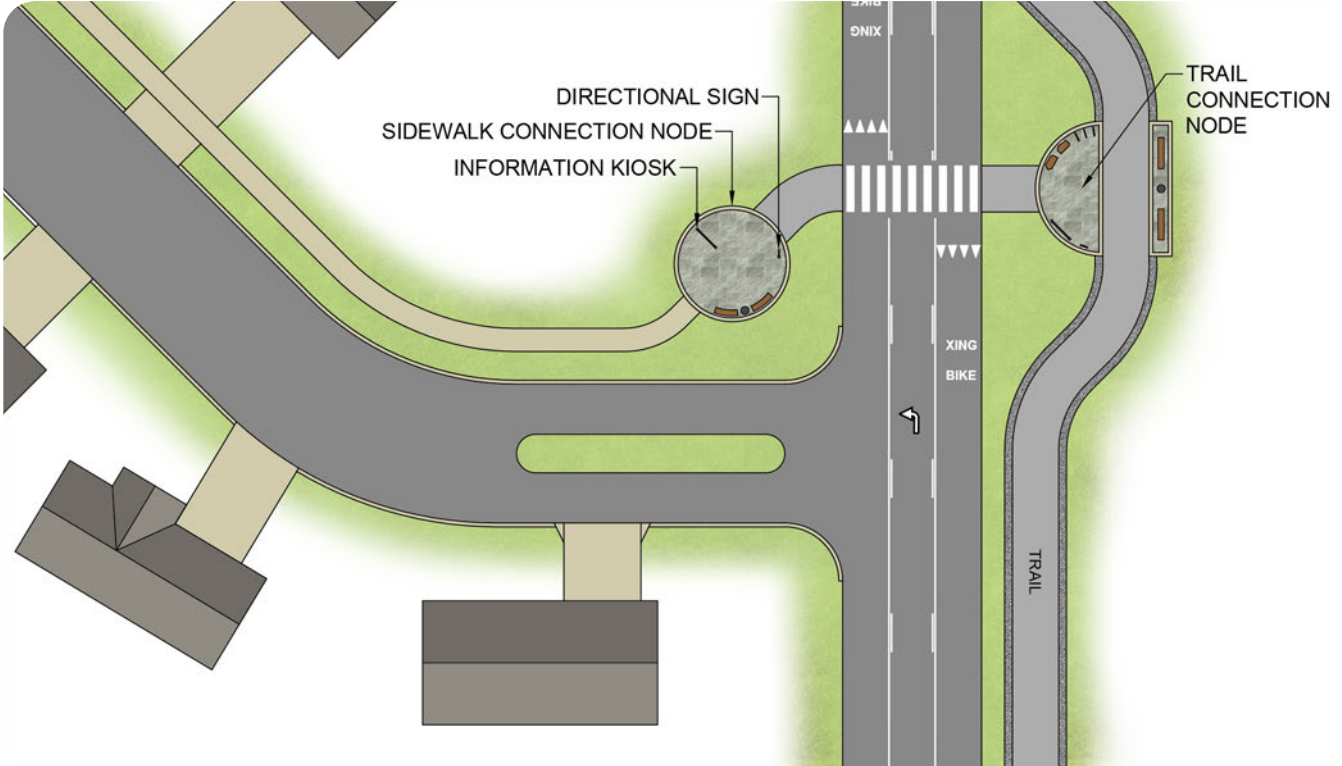
RAILROAD CROSSING



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
			
HEX # 00457D CMYK 100, 45, 0, 51 RGB 0, 69, 125	HEX # 28AFB0 CMYK 73, 8, 35, 0 RGB 40, 175, 176	HEX # FCB830 CMYK 0, 27, 81, 1 RGB 252, 184, 48	HEX # F4D35E CMYK 5, 14, 75, 0 RGB 244, 211, 94

MATERIALITY

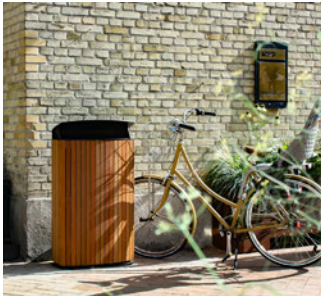
Examples of a material palette that could be used to reinforce the Terre Haute Trail branding. It includes the uniform use of pedestrian furniture, surface treatment, and other amenities. Prototypical materials are included to illustrate a “family” of materials.



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

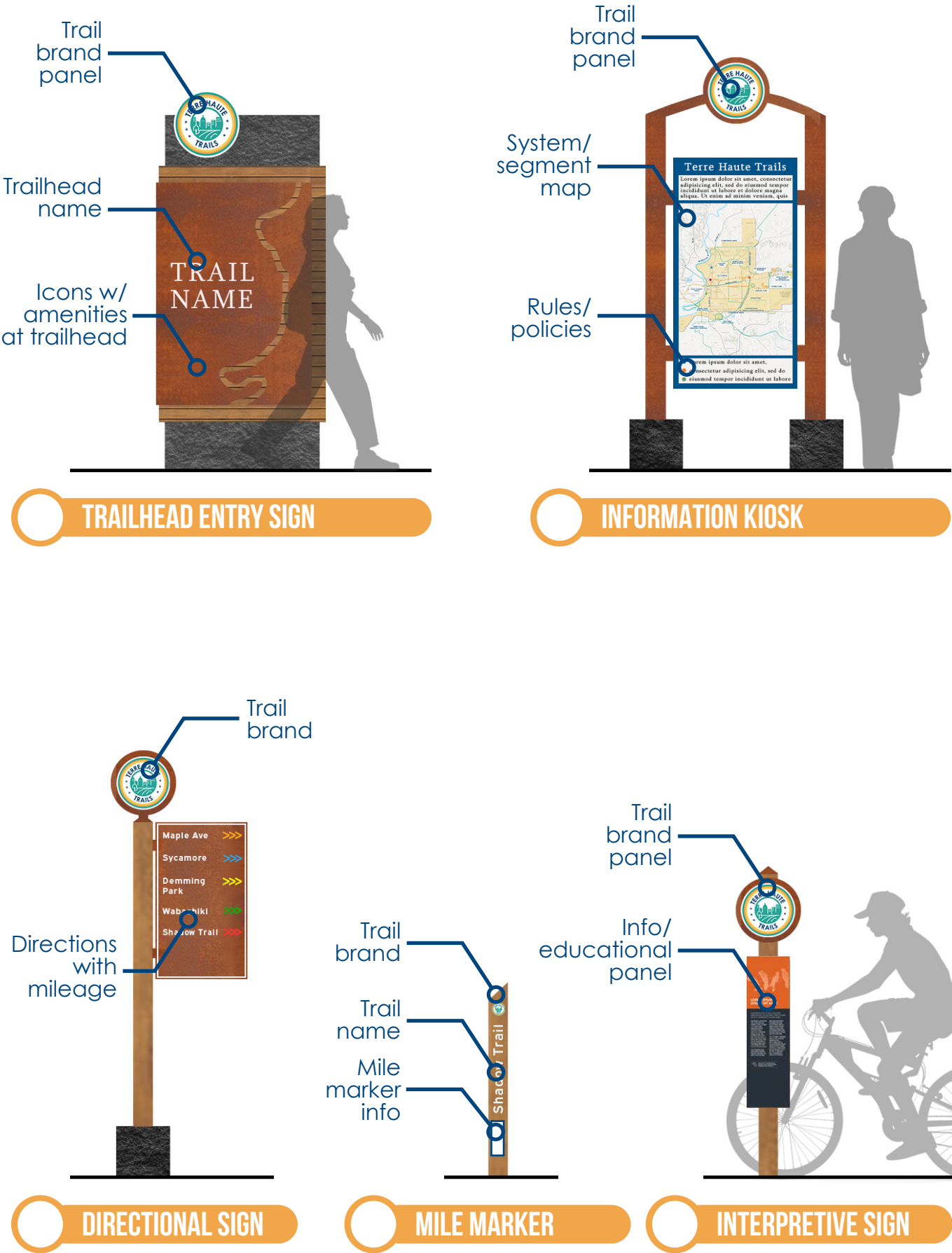
Directional signs help orient the trail user by identifying nearby destinations, trails, and amenities along with distances to their destinations. These should be placed at all major street and trail intersections. All directional signs should include the branding of the individual trail where they are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



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

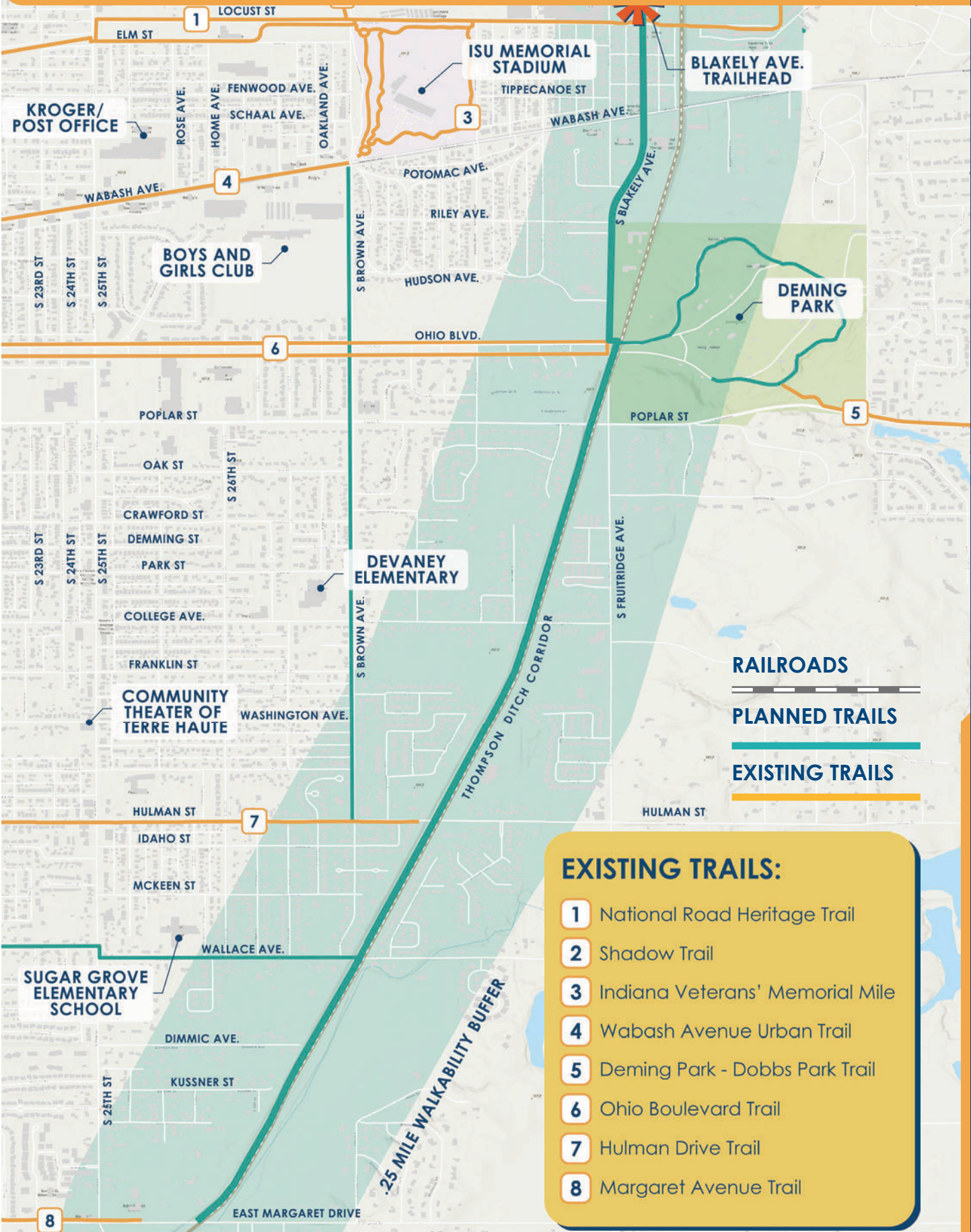
The first element of this recommendation involves the placement of The Thompson Ditch Trail at a conceptual level. Factors such as drainage, grading, and property right-of-way were considered in the alignment of the trail. Enlarged plans of the route are included to show the alignment in further detail. 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

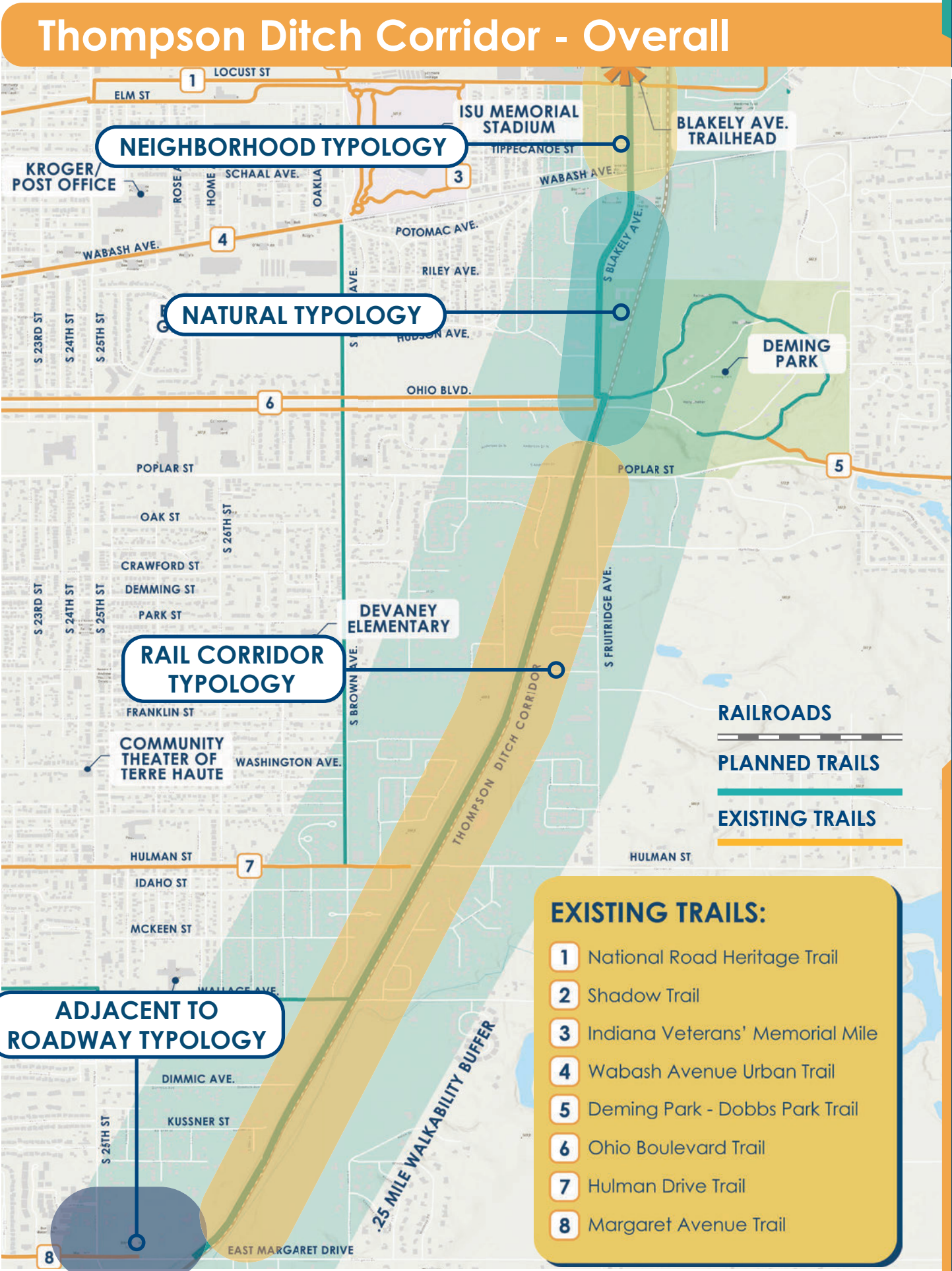
The preliminary alignment of the Thompson Ditch trail is outlined in this section. On a series of enlarged maps, a blue line indicates the route that the proposed trail will follow. From this alignment, a series of plan graphics and cross sections are used to further illustrate the existing and proposed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

SECTION TYPOLOGIES

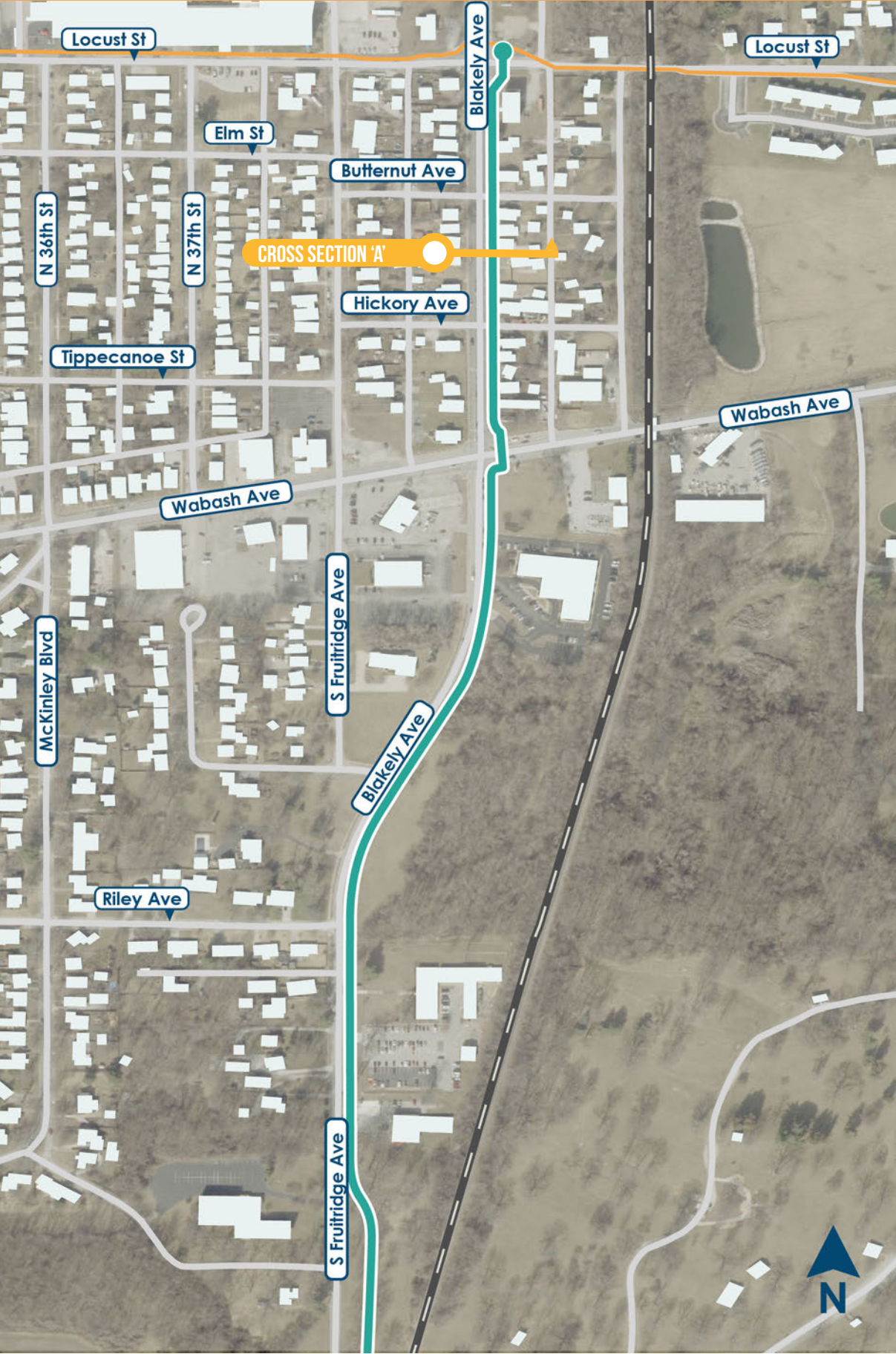
There are four typologies (outlined in Recommendation 2.1) that are applicable to the Thompson Ditch Corridor. While not all encompassing, these typologies address the overall conditions that are present throughout this particular corridor. The typologies that have been applied to the Thompson Ditch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

- Neighborhood
- Natural
- Rail Corridor
- Adjacent to Roadway

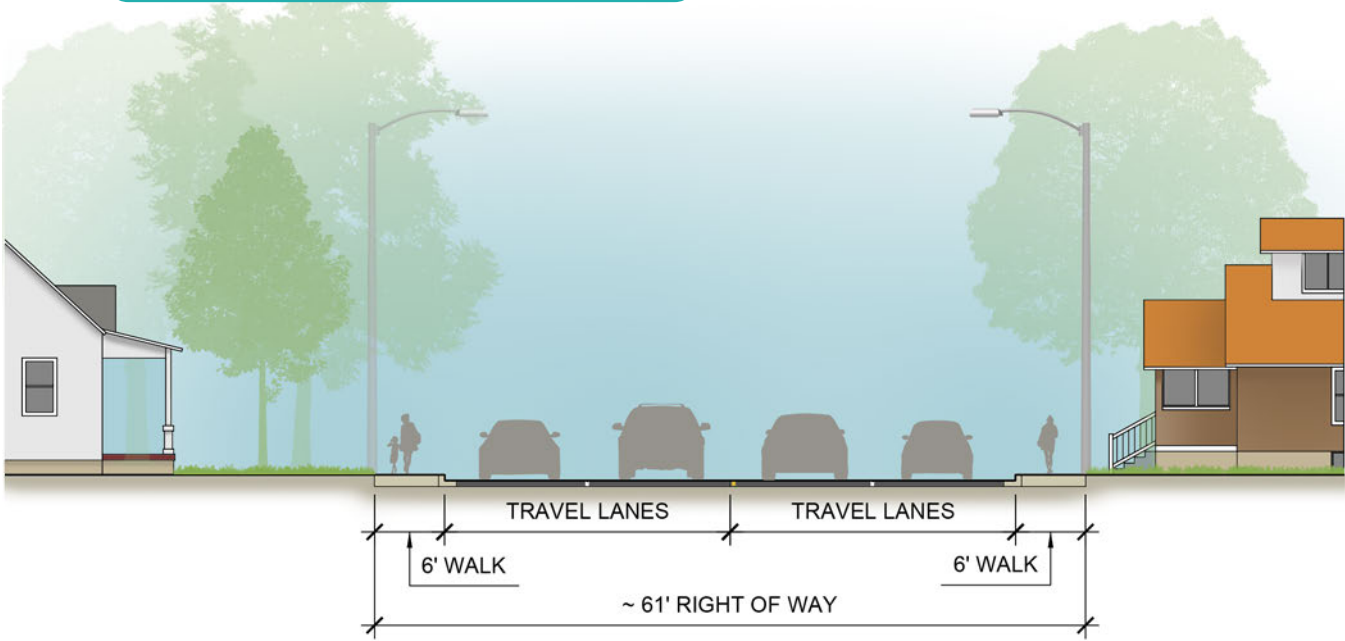
On the map to the right, sections of the trail are highlighted based on the typology present in that area. In the following pages, prototypical cross-sections illustrate the typology application for the Thompson Ditch trail. These sections address the vertical and horizontal relationships of the proposed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



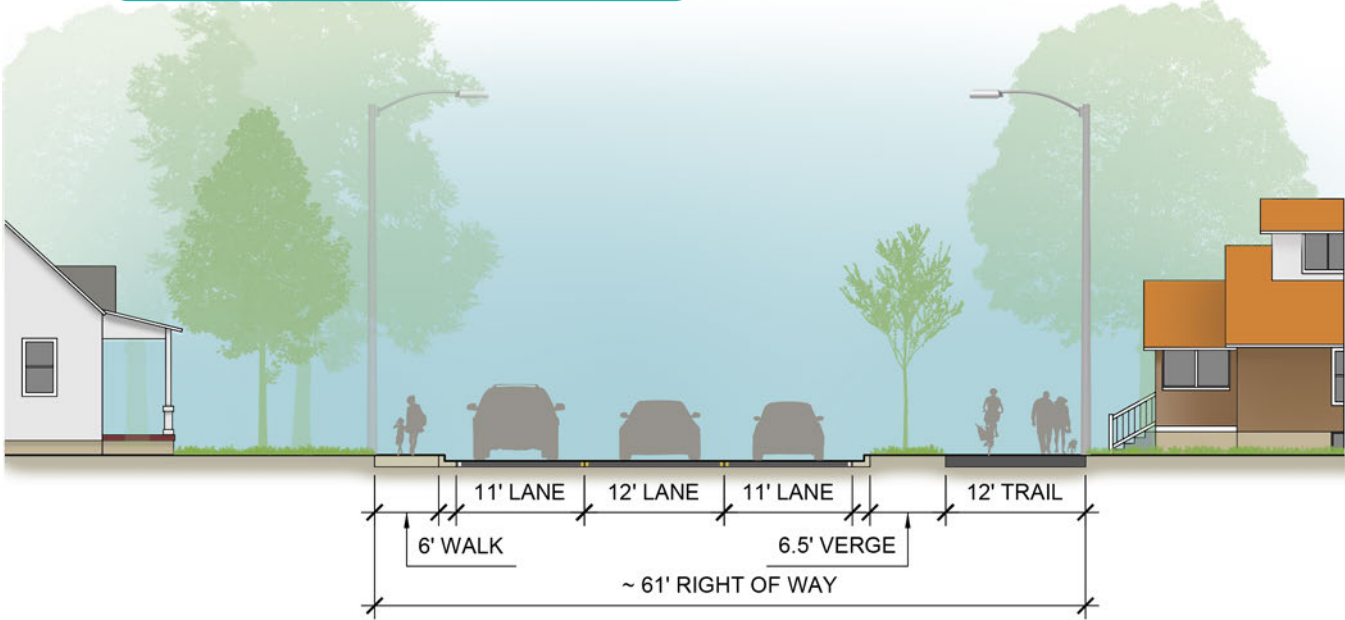
3.1 Conceptual Alignment



EXISTING CROSS SECTION 'A' - BLAKELY AVE. NEIGHBORHOOD TYPOLOGY



PROPOSED CROSS SECTION 'A' - BLAKELY AVE. NEIGHBORHOOD TYPOLOGY



BLAKELY AVENUE CORRIDOR

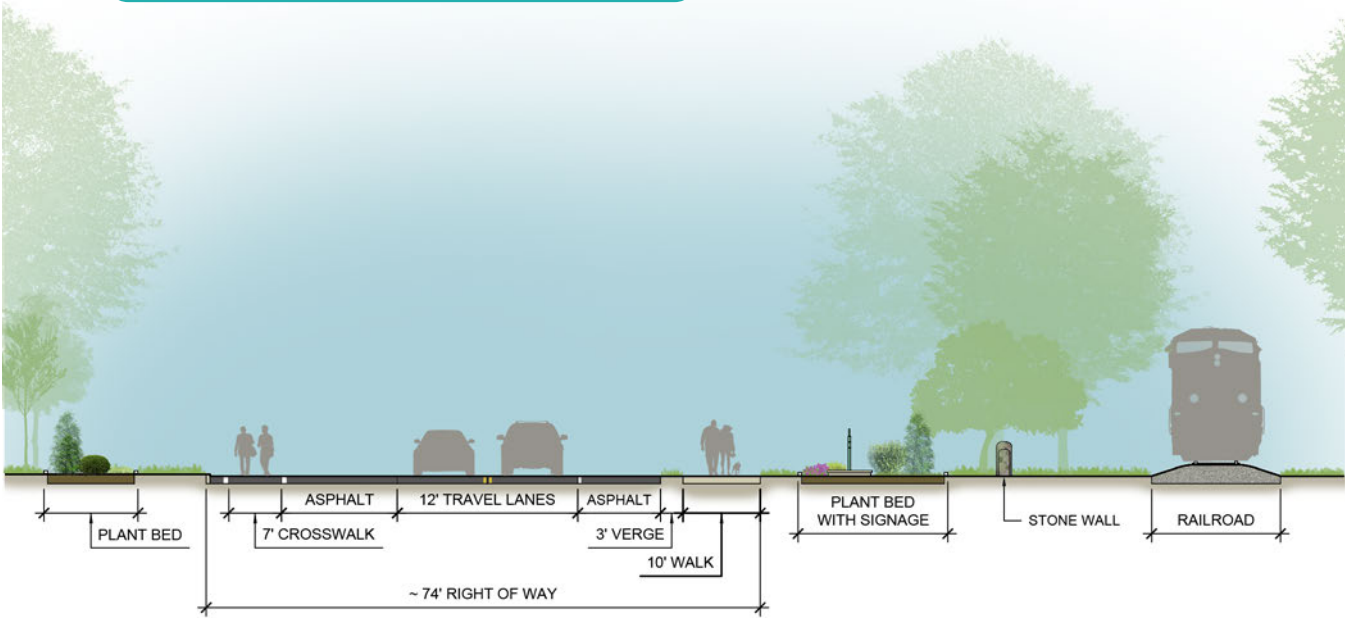
The residential condition of Blakely Avenue comprises a small portion of the Thompson Ditch trail at approximately a quarter mile long. The existing condition features a 6 ft. sidewalk on both sides of the street. In the proposed section, it is recommended that Blakely Avenue undergoes a road diet from 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



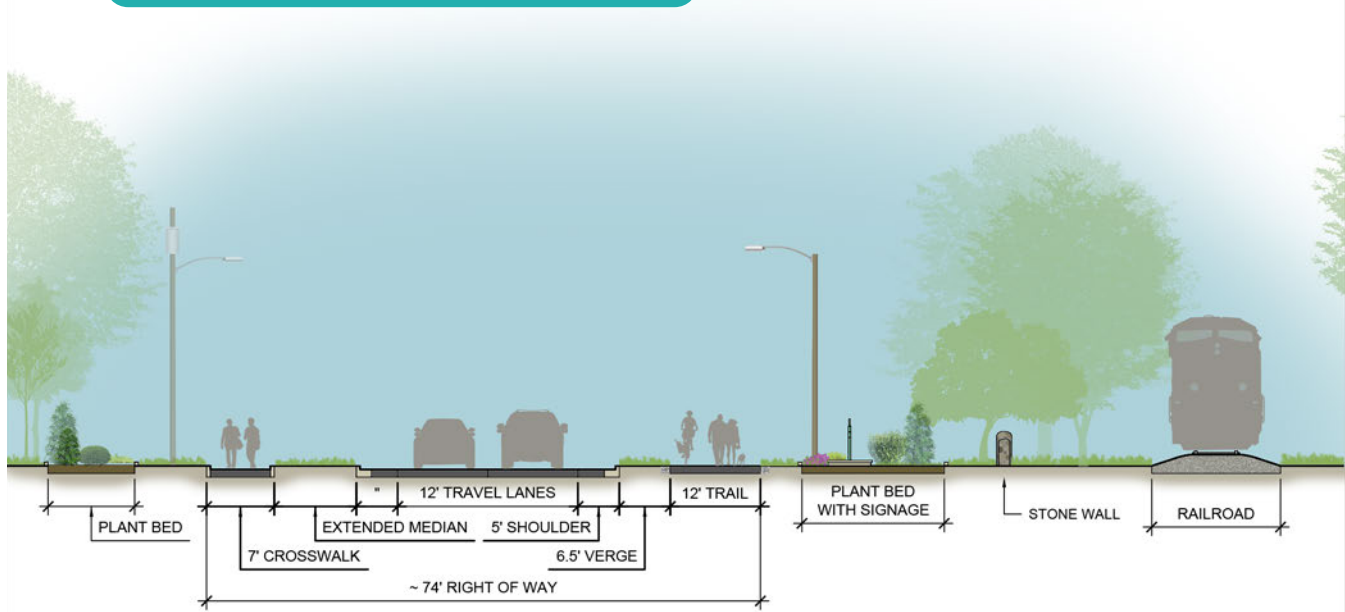
EXISTING CROSS SECTION 'B' - DEMING PARK ENTRANCE

NATURAL TYPOLOGY



PROPOSED CROSS SECTION 'B' - DEMING PARK ENTRANCE

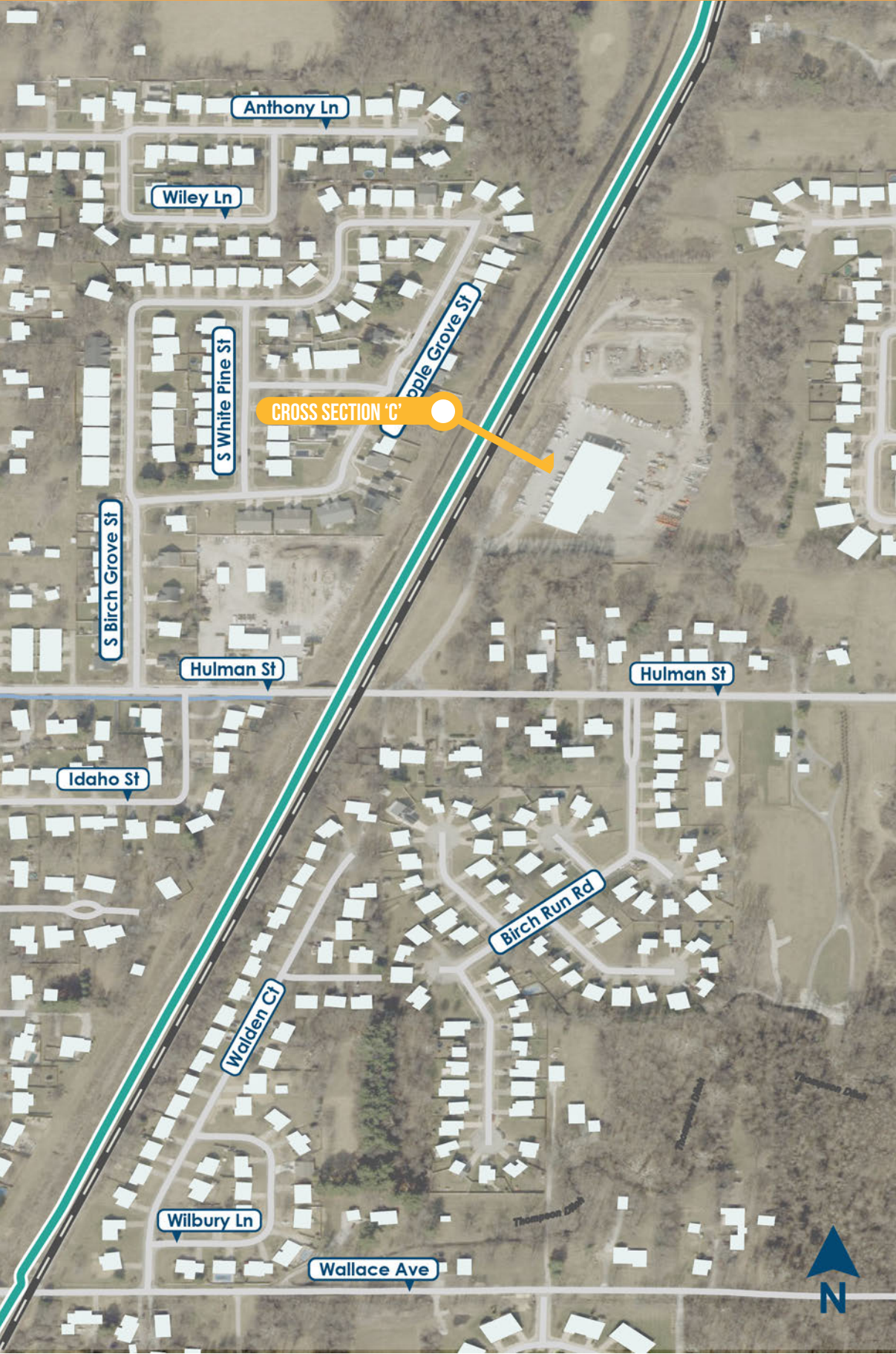
NATURAL TYPOLOGY



DEMING PARK ENTRANCE

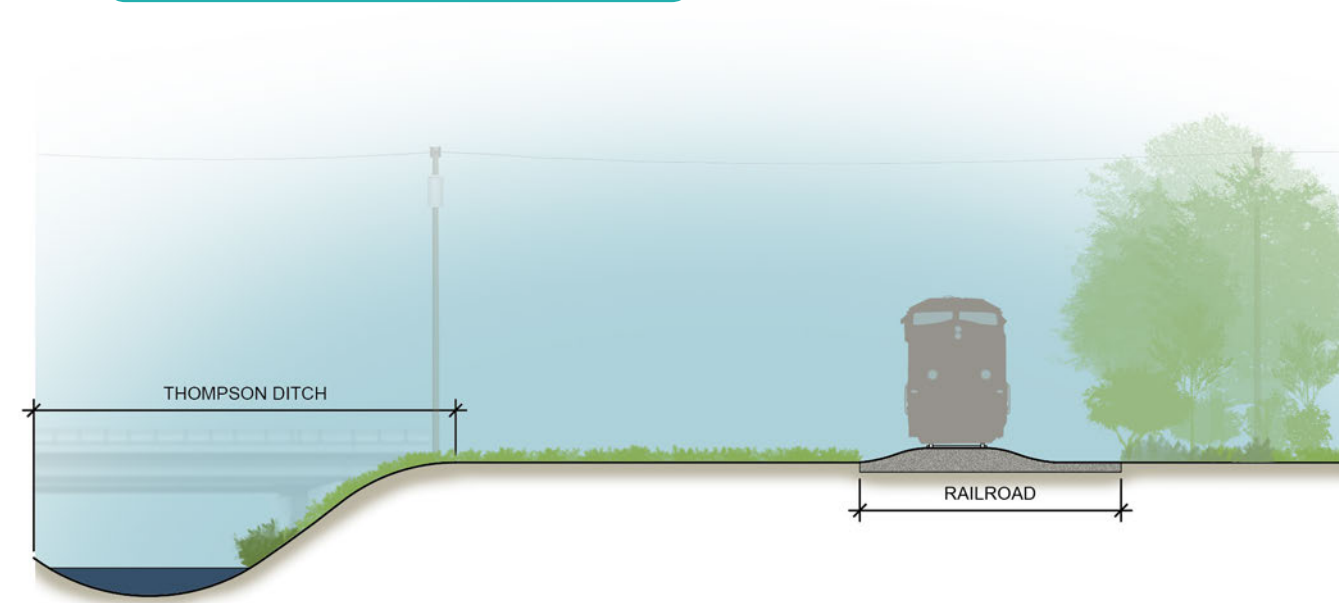
The Deming Park entrance presents a unique challenge to the trail alignment. It has been noted during public outreach that crossing Fruitridge Avenue is dangerous and especially difficult at the entrance of Deming Park. The proposed conditions aim to amend this by narrowing the excess asphalt areas on 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



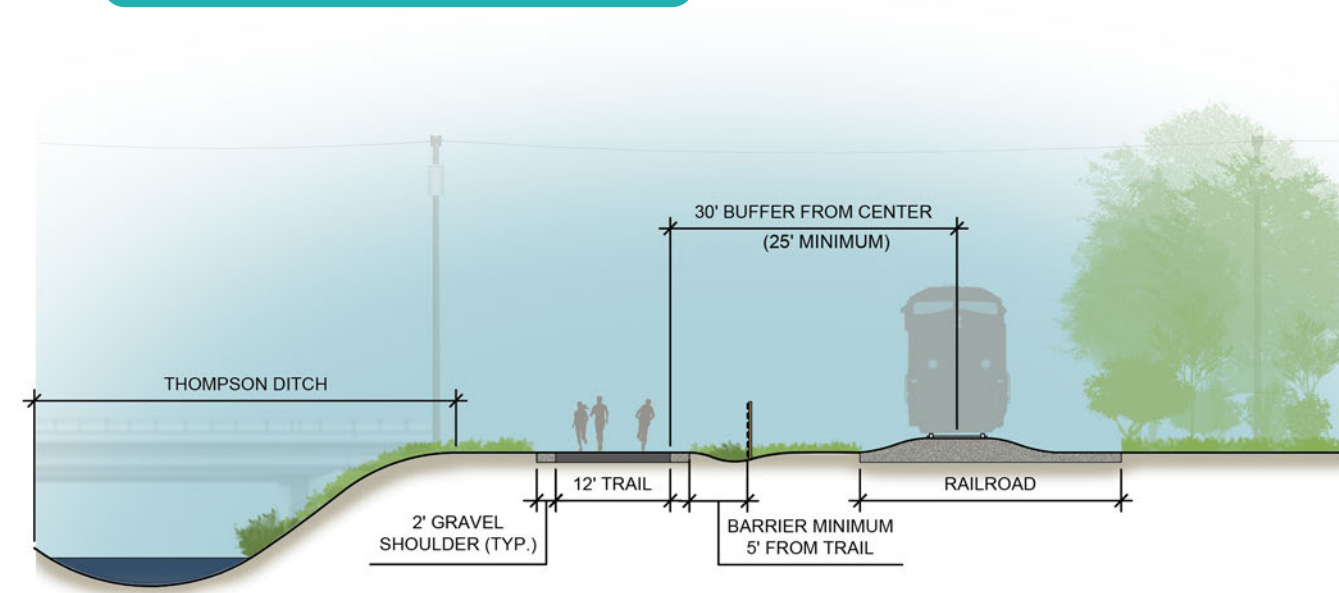
EXISTING CROSS SECTION 'C' - RAIL CORRIDOR

RAIL CORRIDOR TYPOLOGY



PROPOSED CROSS SECTION 'C' - RAIL CORRIDOR

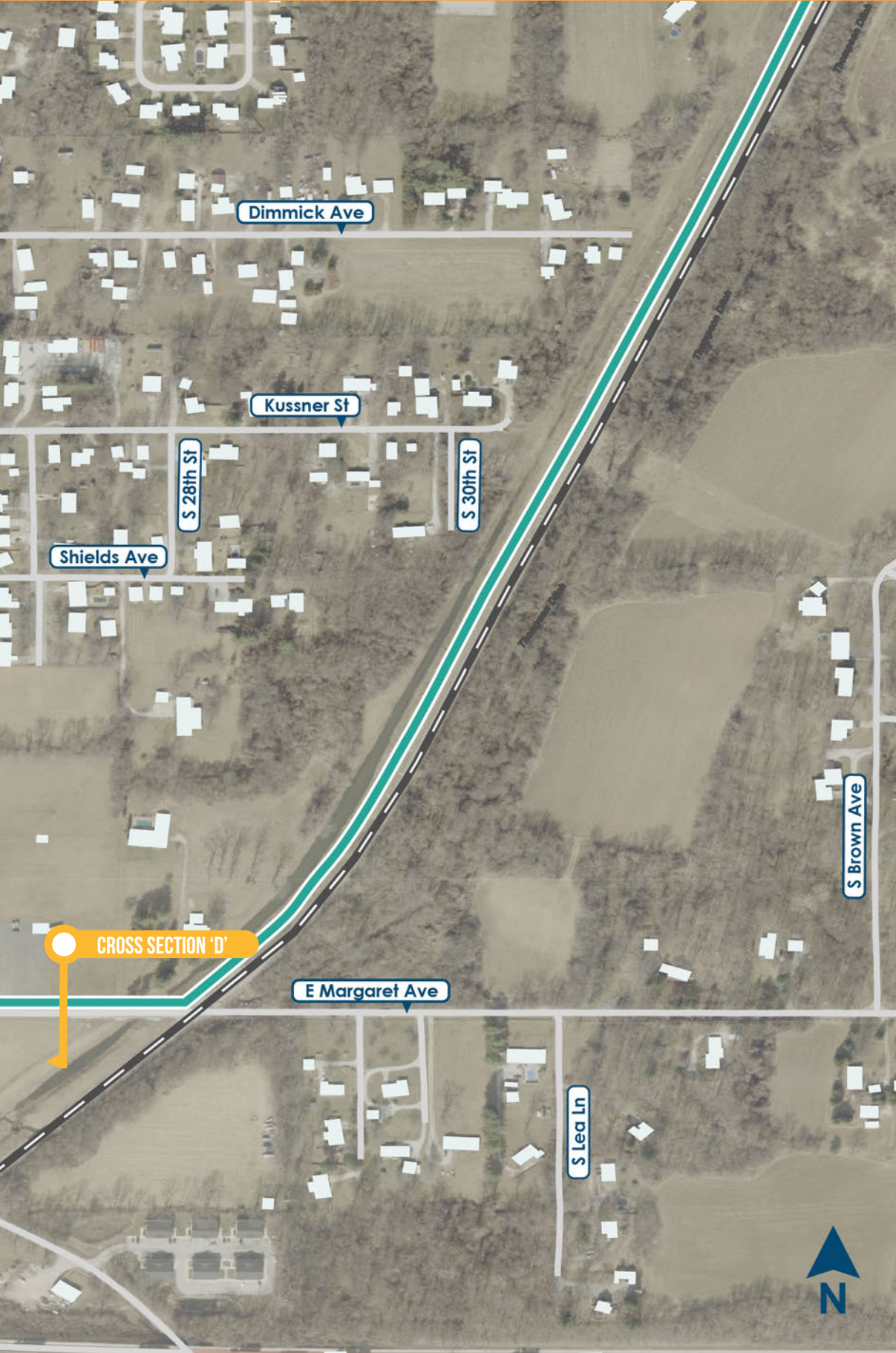
RAIL CORRIDOR TYPOLOGY



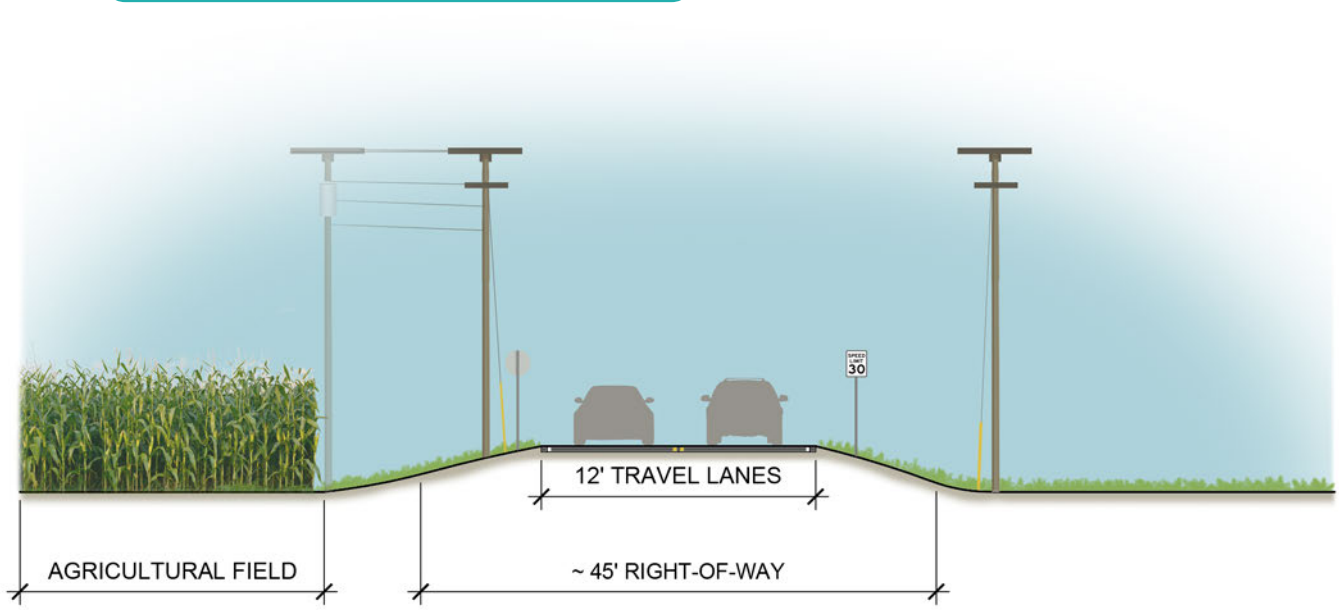
RAIL CORRIDOR

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.

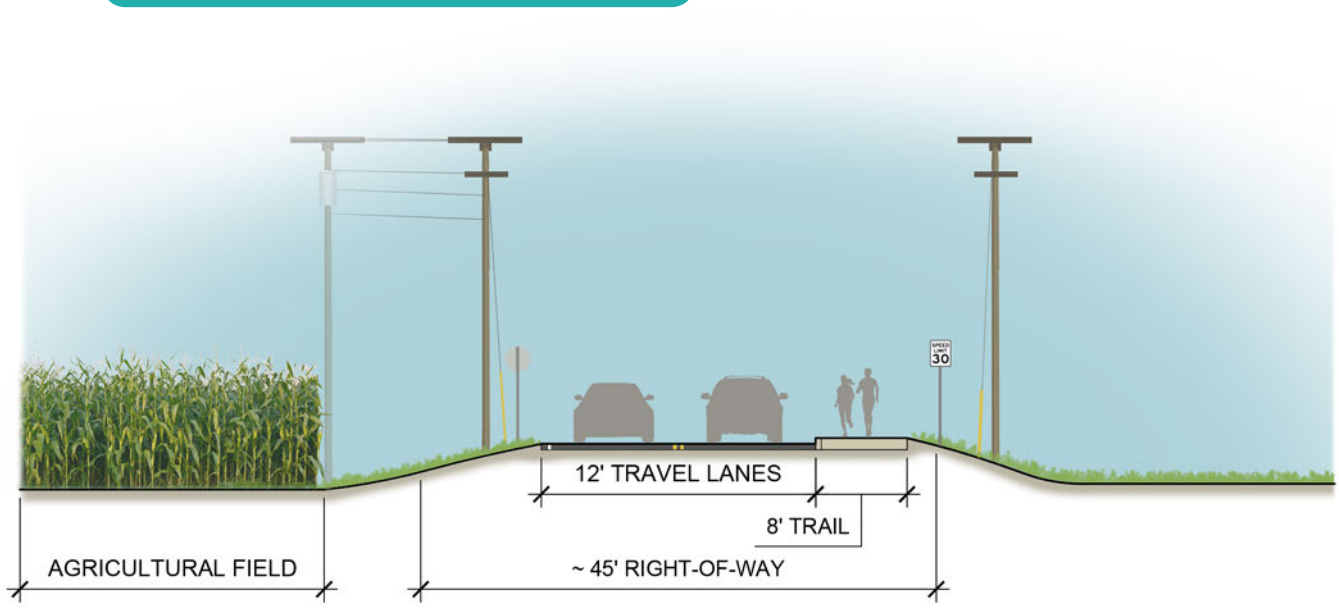
3.1 Conceptual Alignment



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.

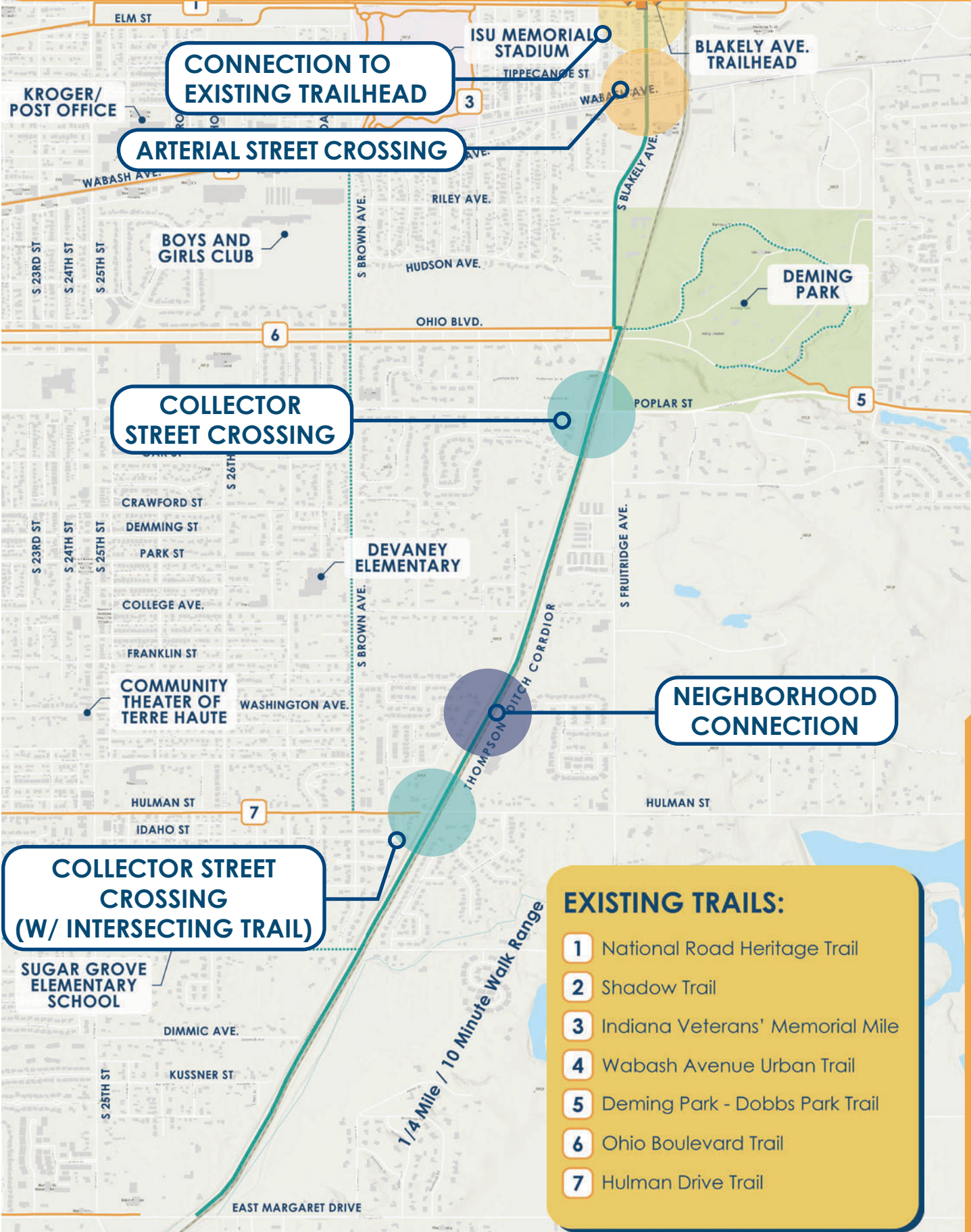
CROSSINGS

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:

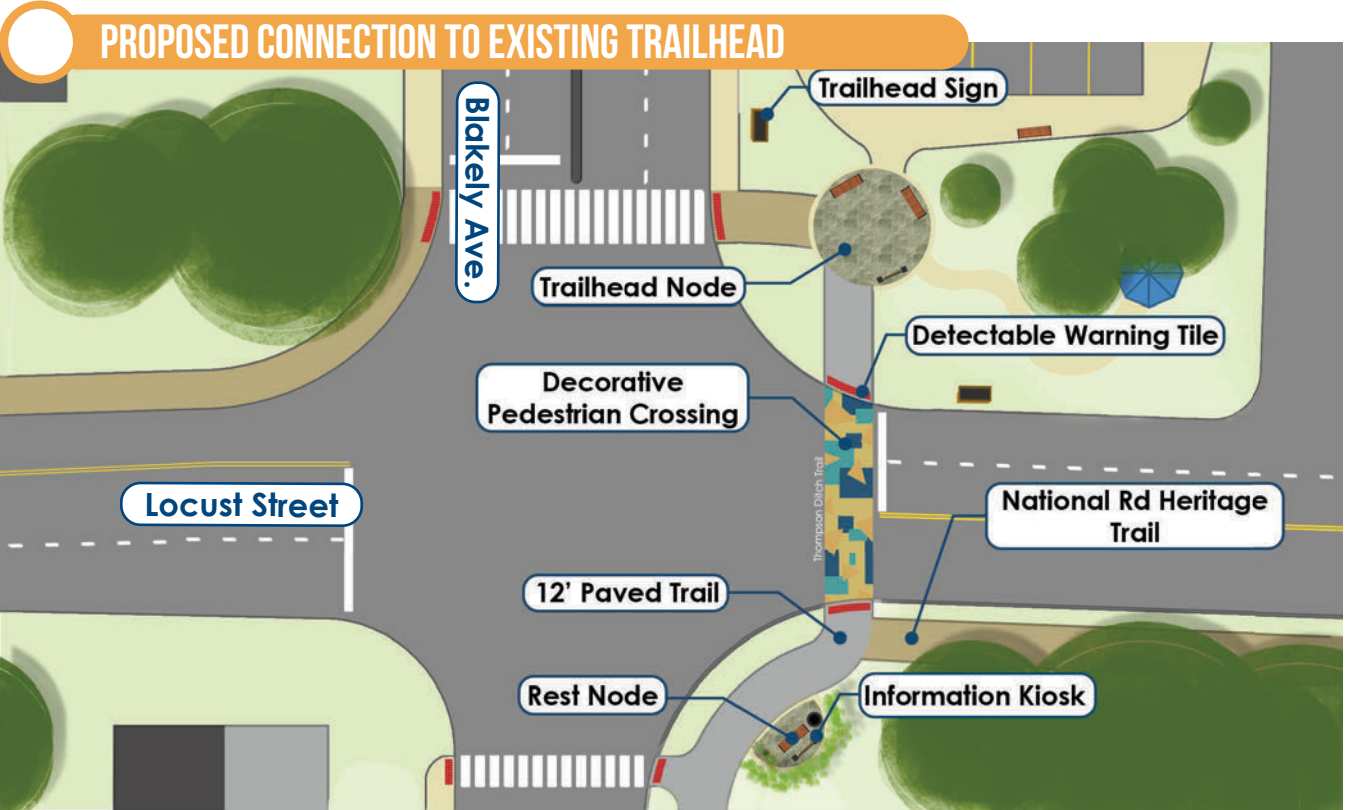
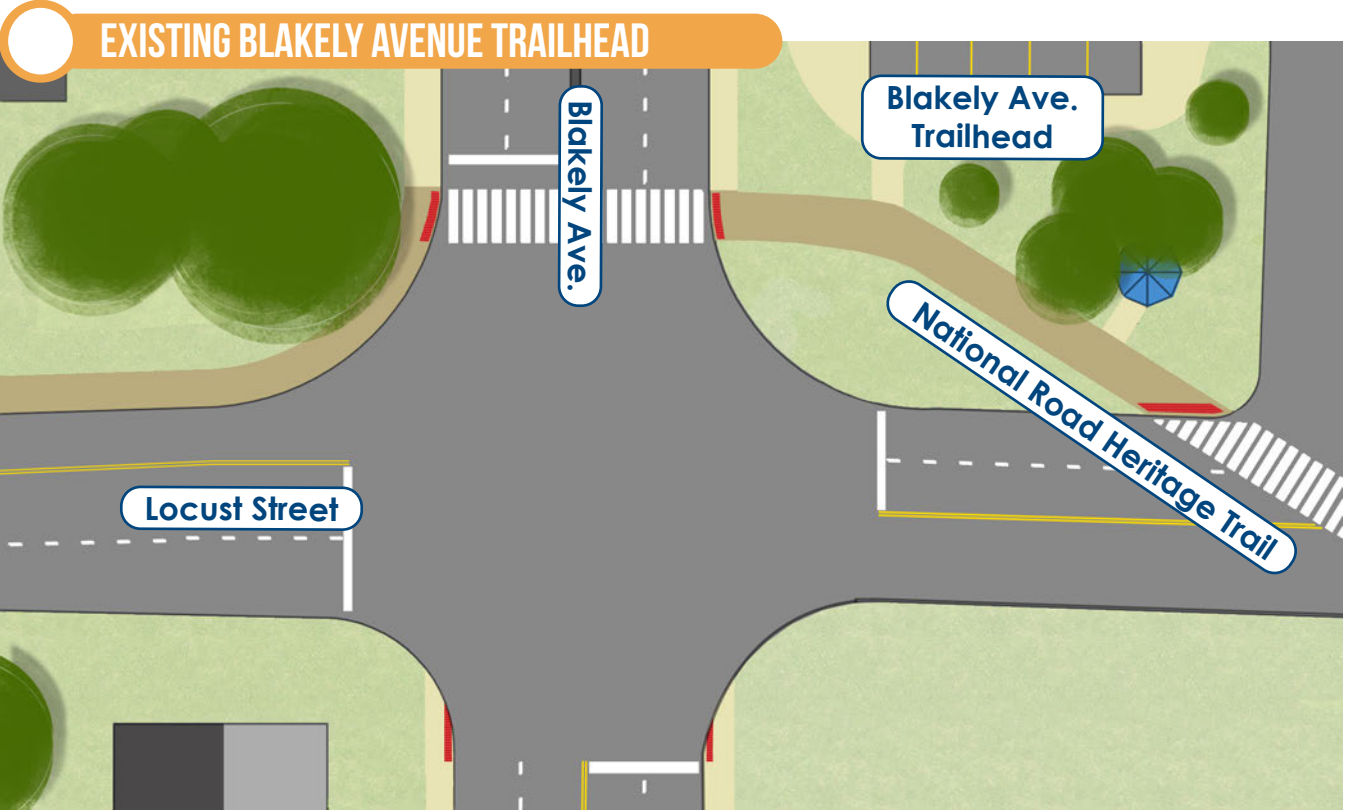
- Arterial street crossings
- Collector street crossings
- Mid-block crossings
- Neighborhood connections

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.

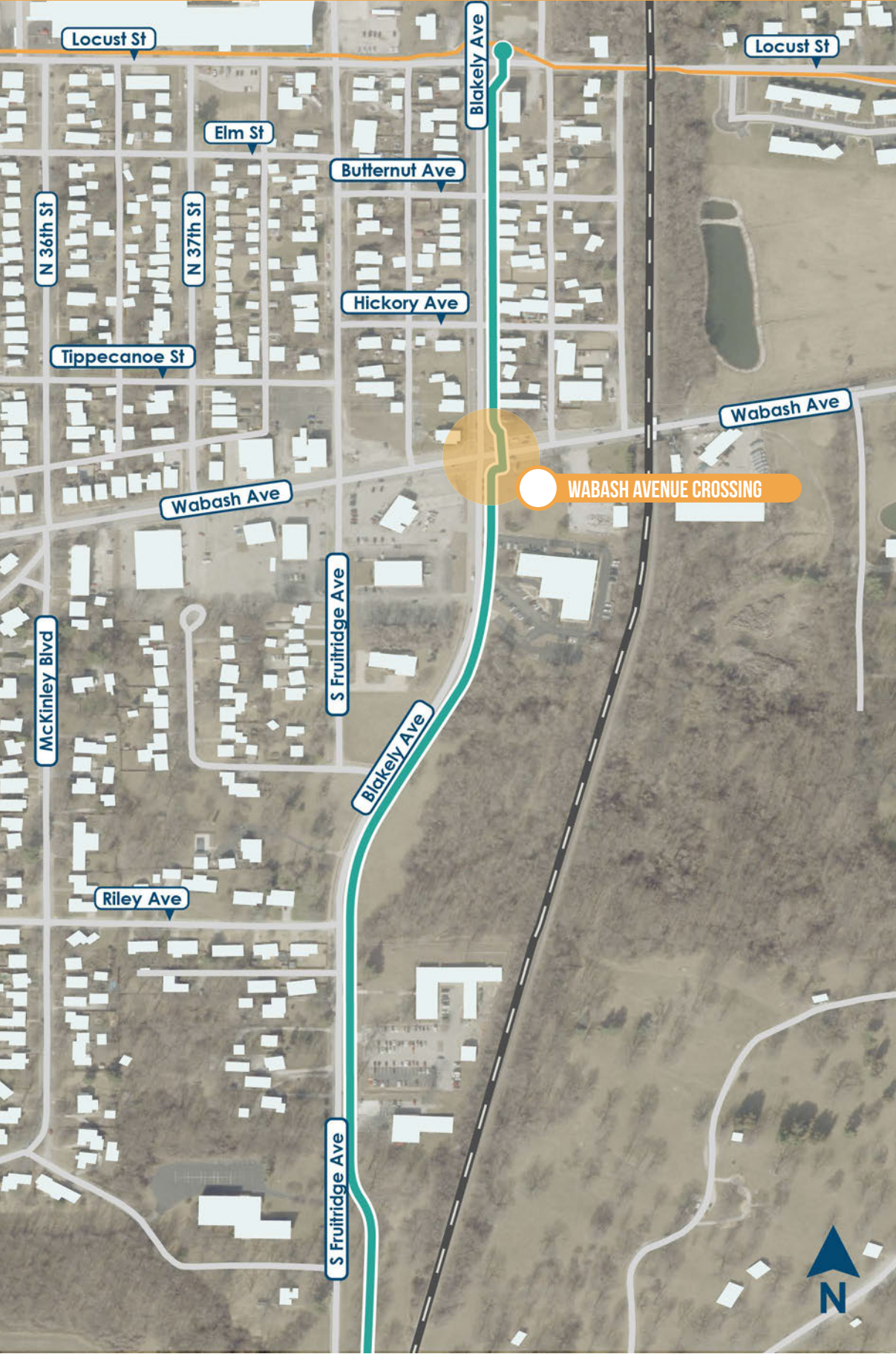
Thompson Ditch Corridor - Overall



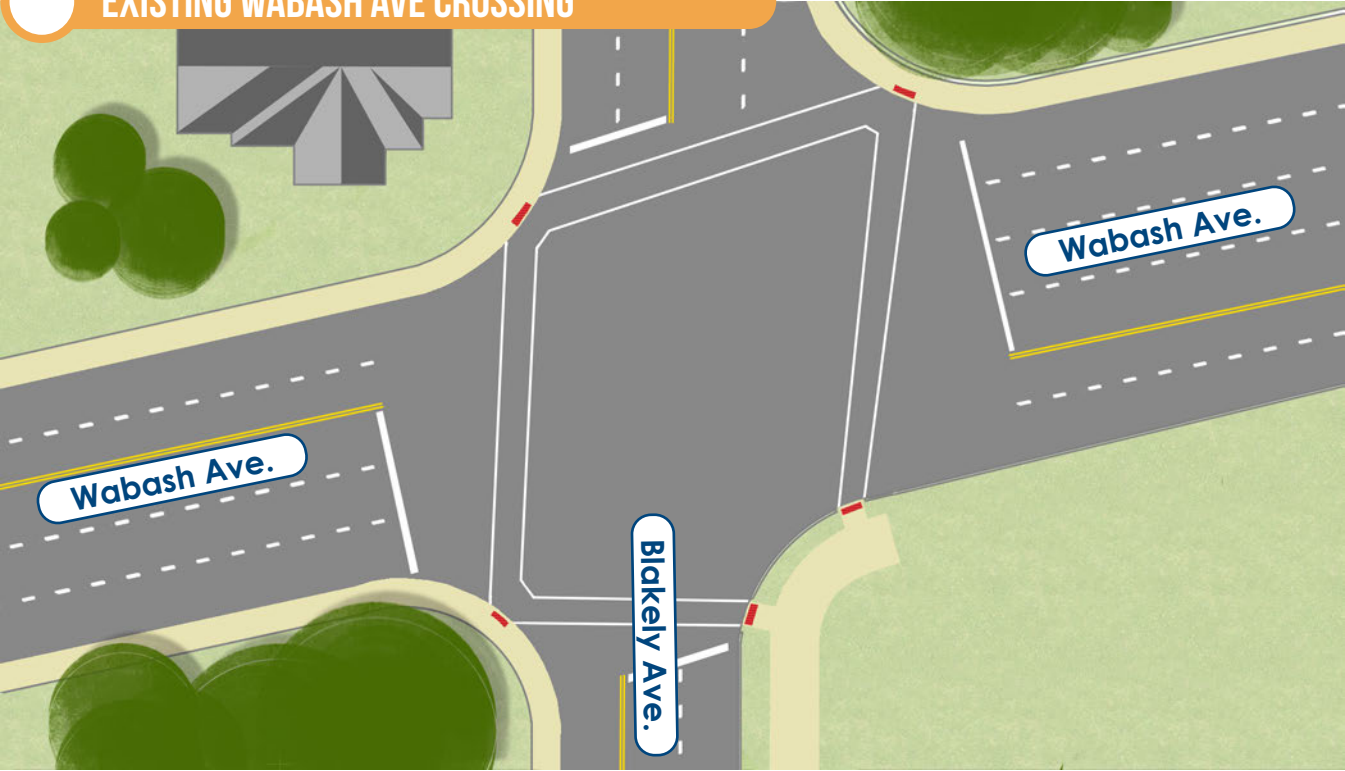
3.2 Access Standards



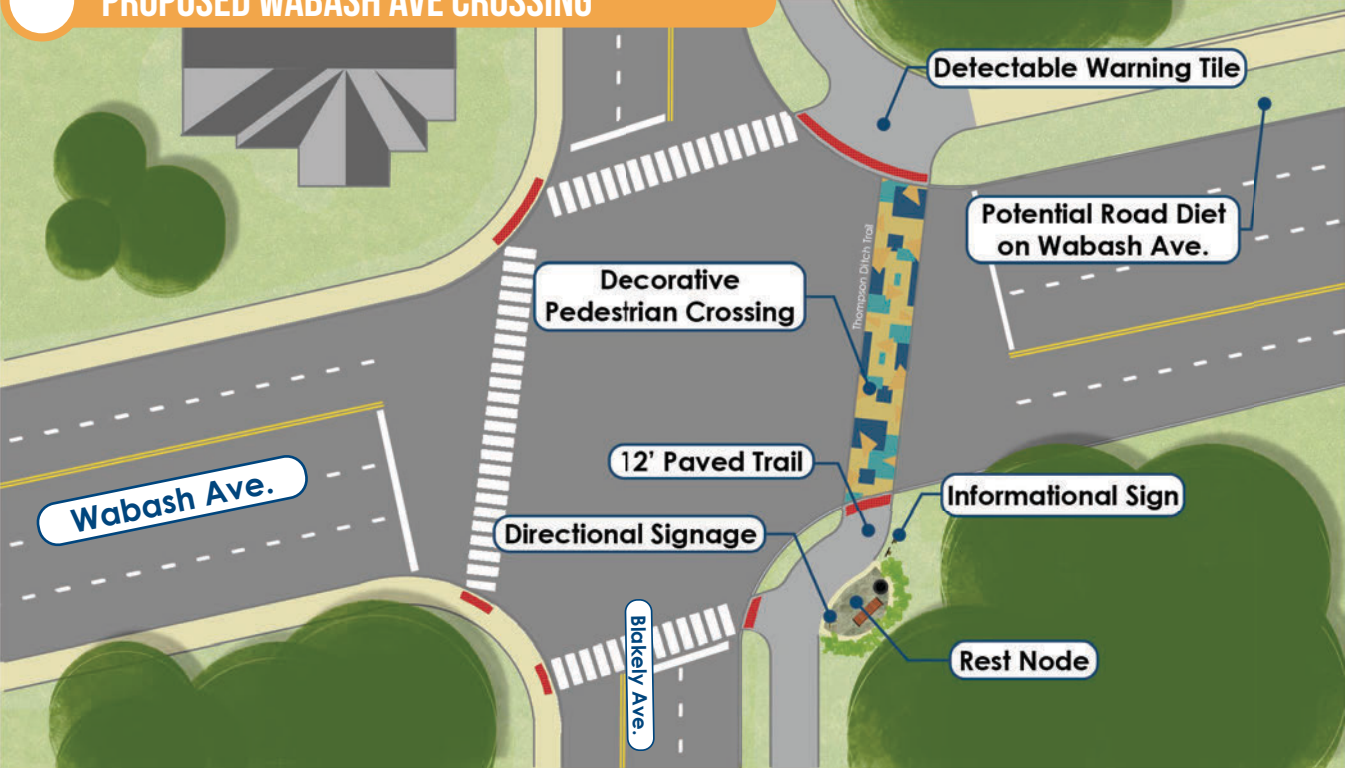
3.2 Access Standards



EXISTING WABASH AVE CROSSING



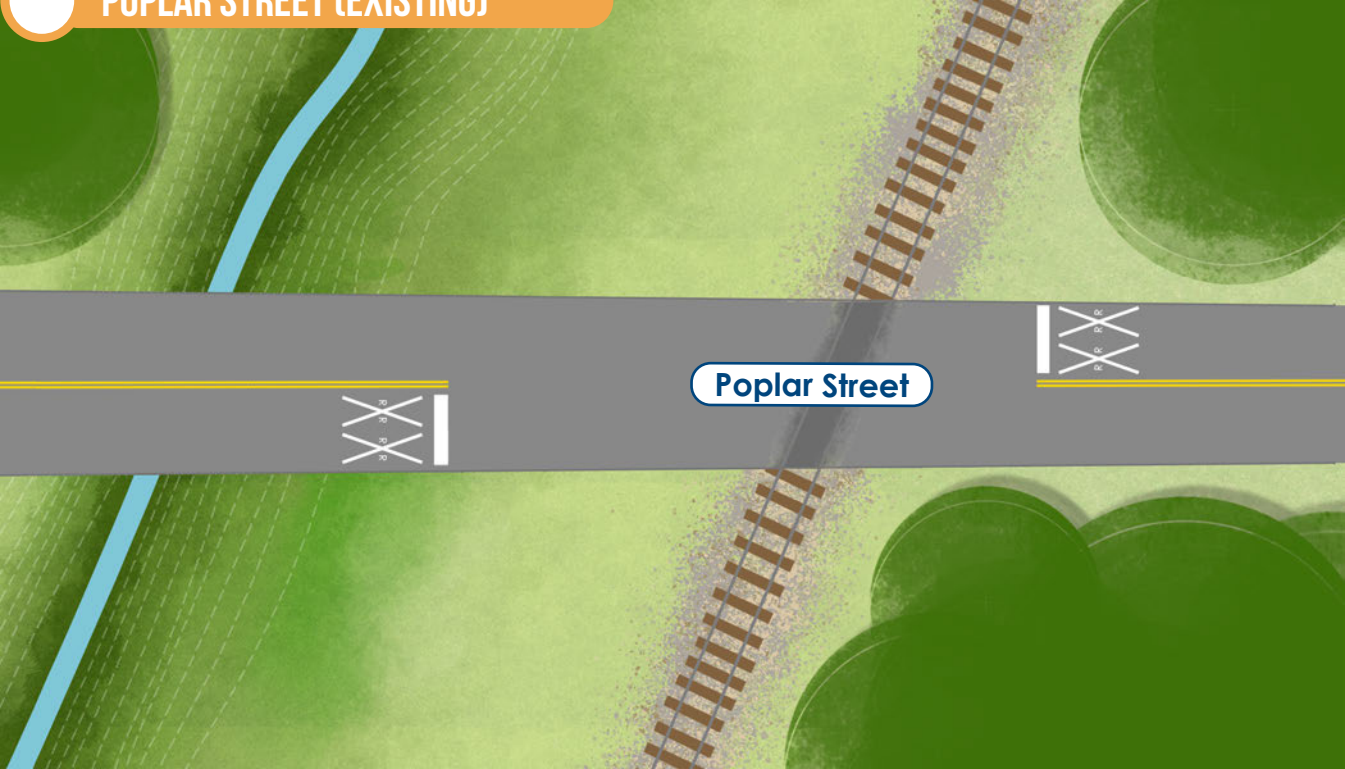
PROPOSED WABASH AVE CROSSING



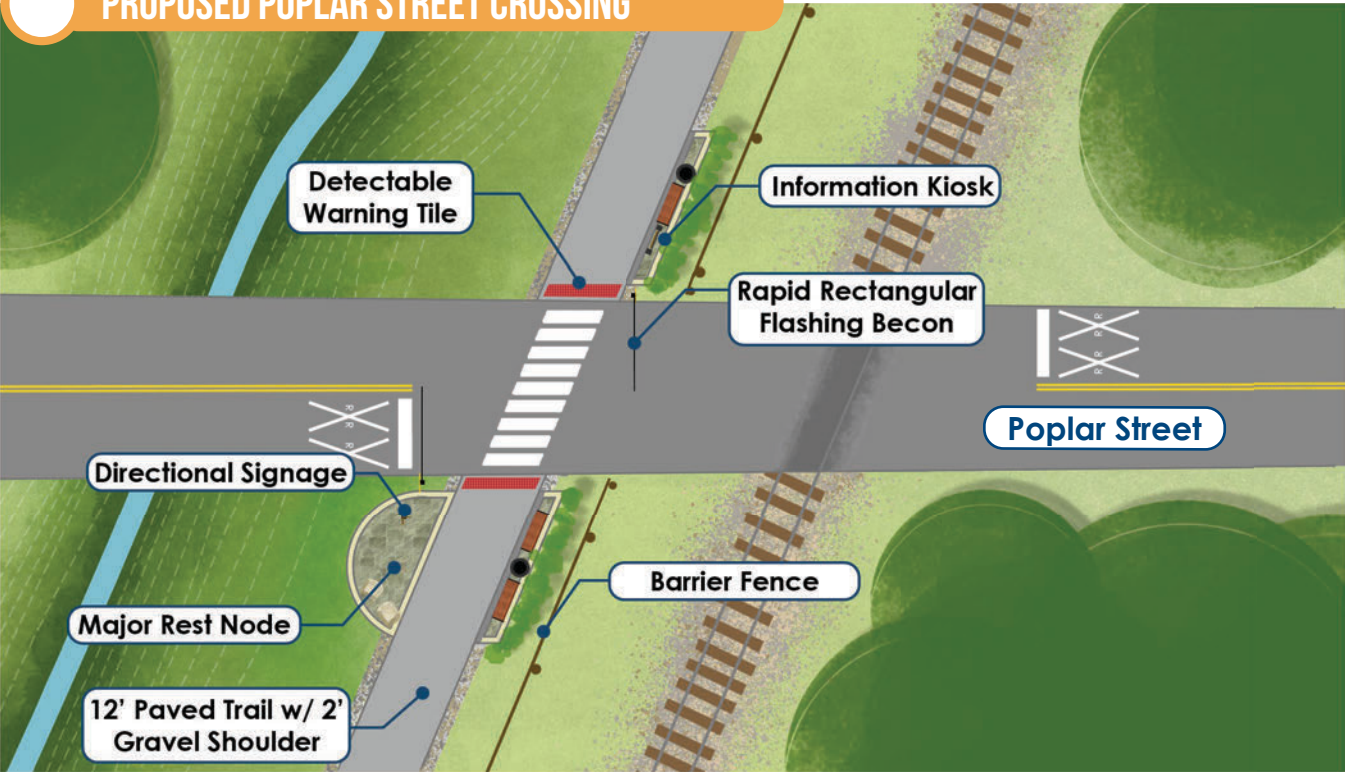
3.2 Access Standards



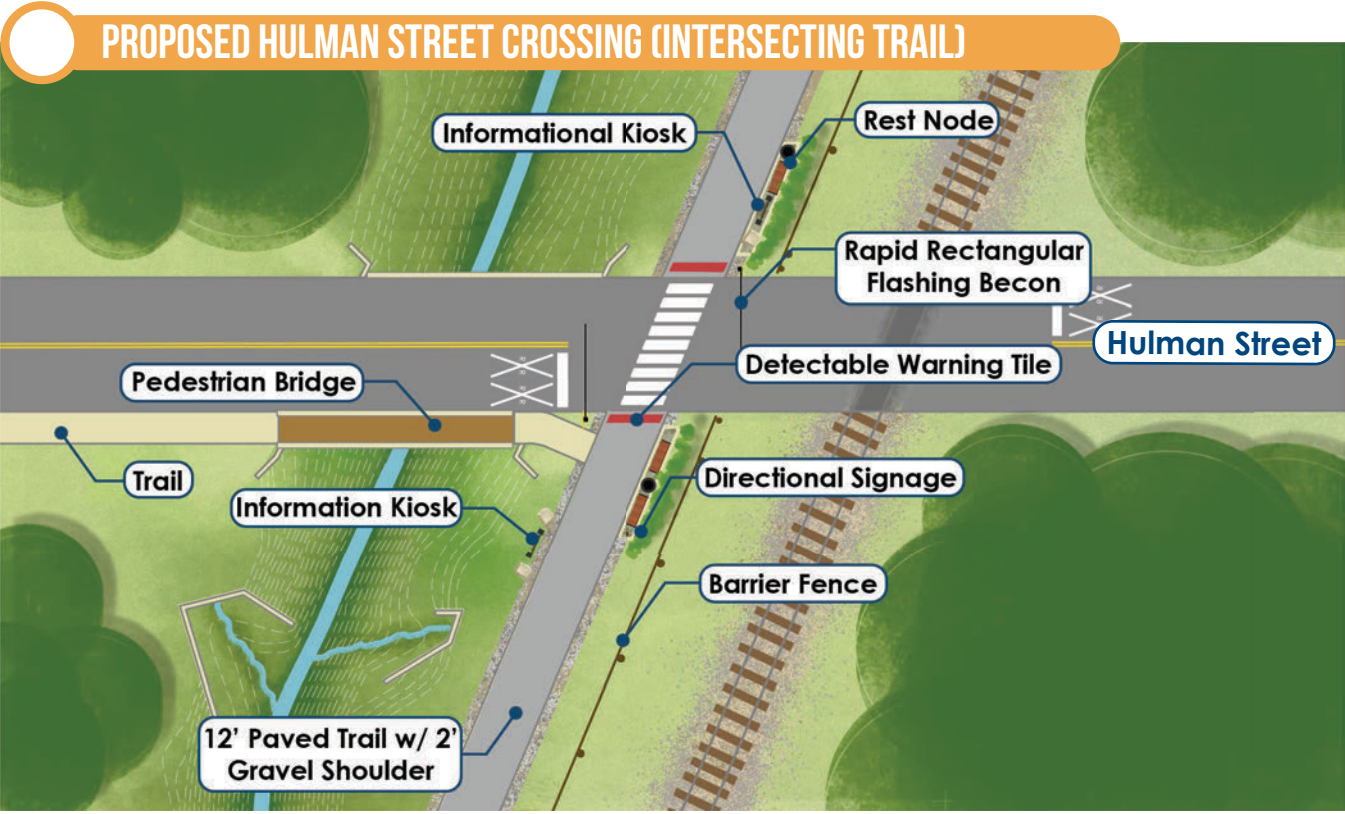
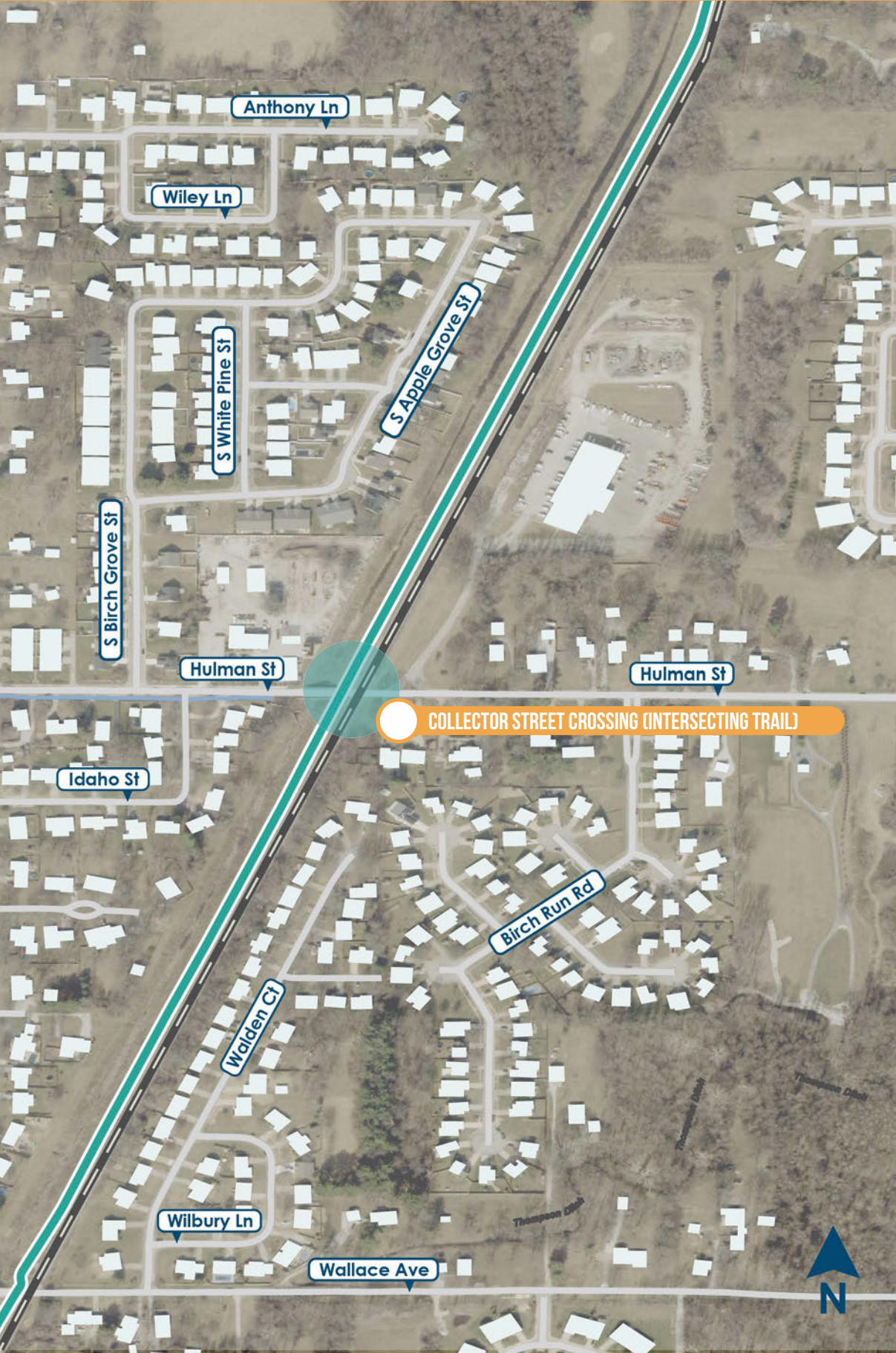
POPLAR STREET (EXISTING)



PROPOSED POPLAR STREET CROSSING



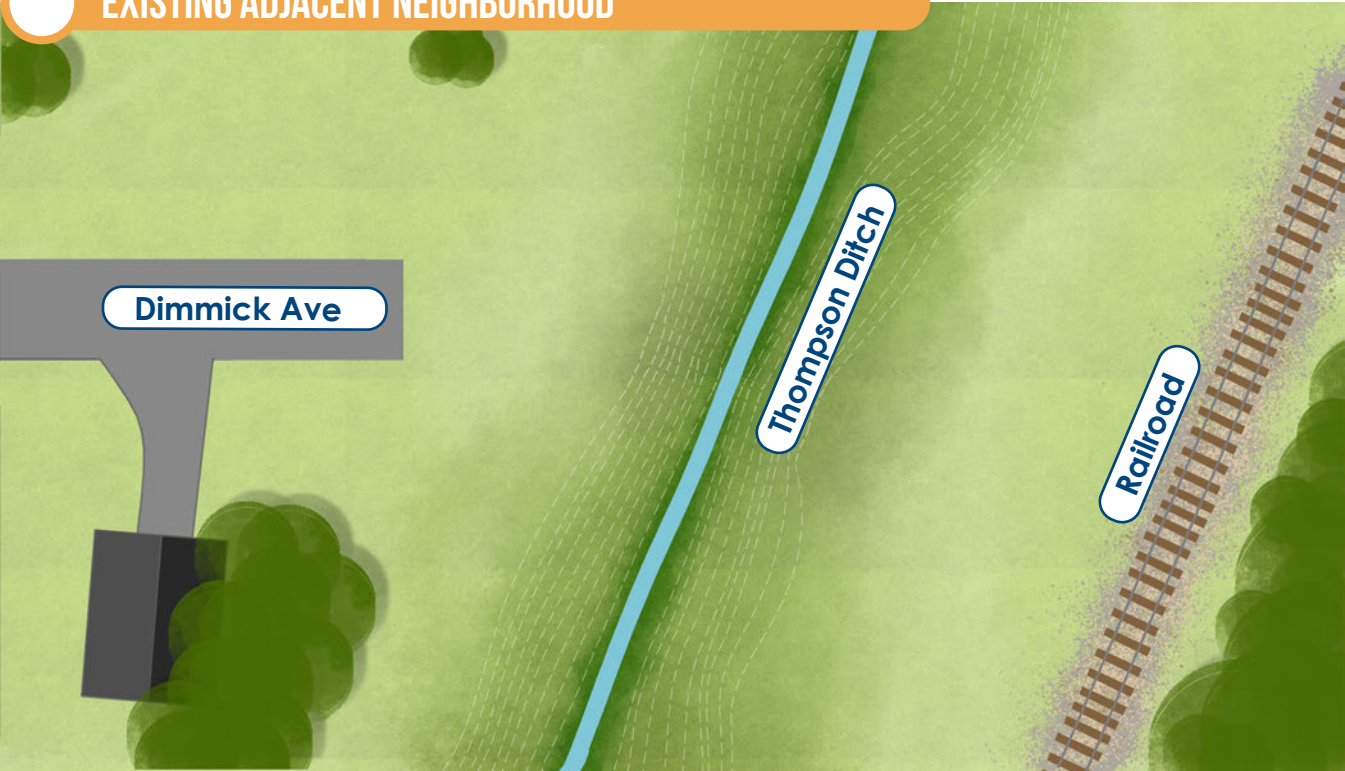
3.2 Access Standards



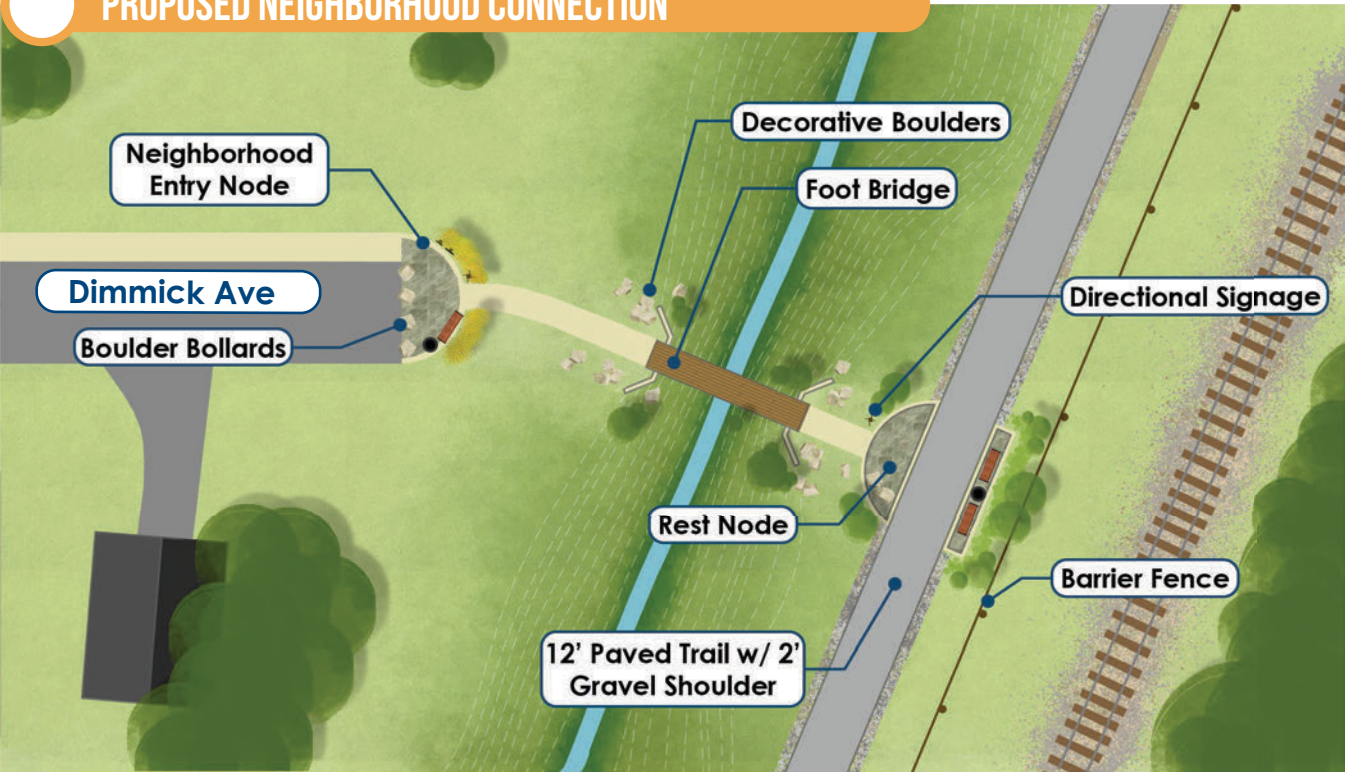
3.2 Access Standards



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.