

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 and 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:

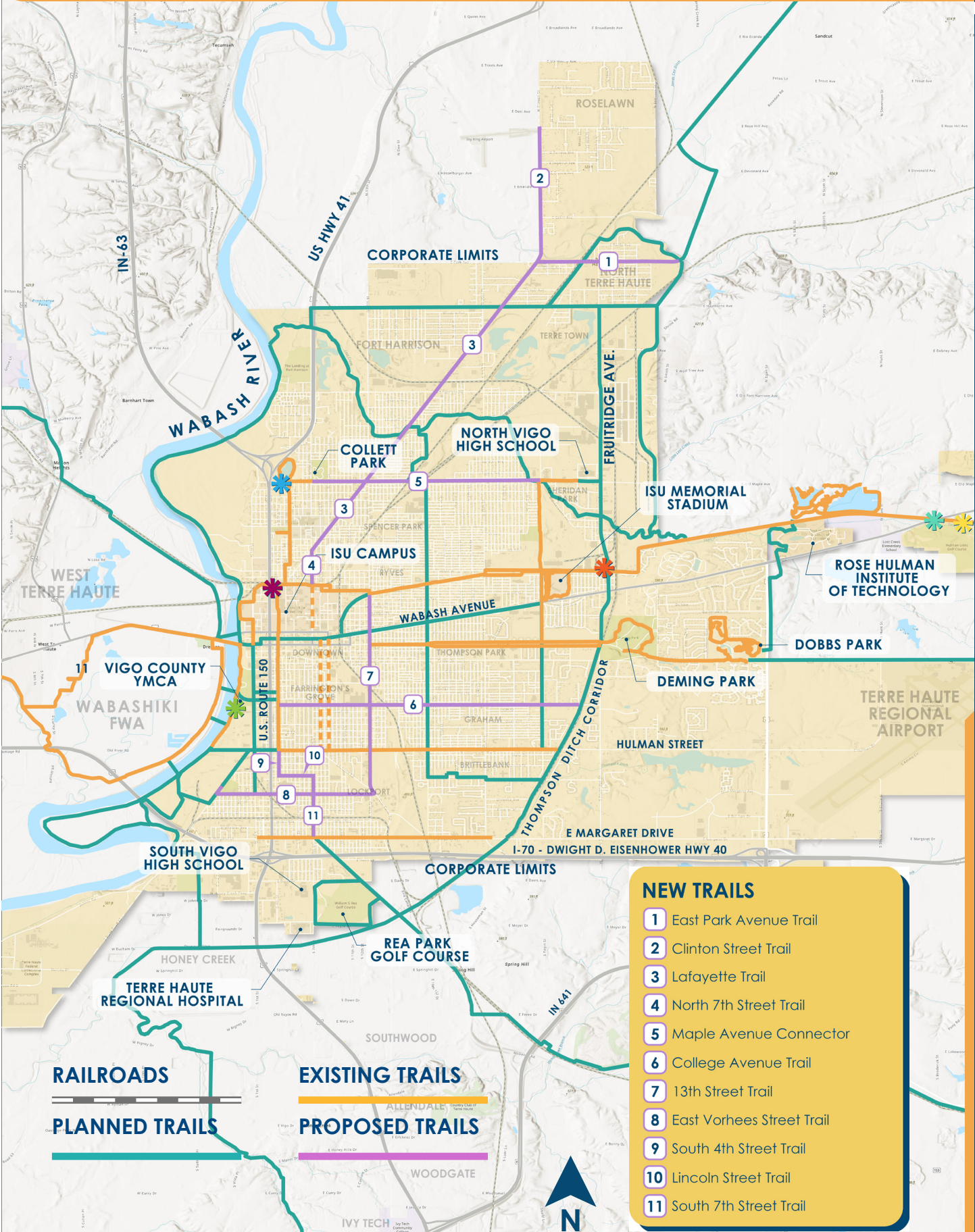
- Earthwork and grading (updated to reflect 2025 INDOT average unit costs)
 - Aggregate base material (updated to reflect 2025 INDOT average unit costs)
 - Surface material (updated to reflect 2025 INDOT average unit costs)
 - Landscaping (5% of subtotal)
- Drainage (10% of subtotal)
 - Maintenance of 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

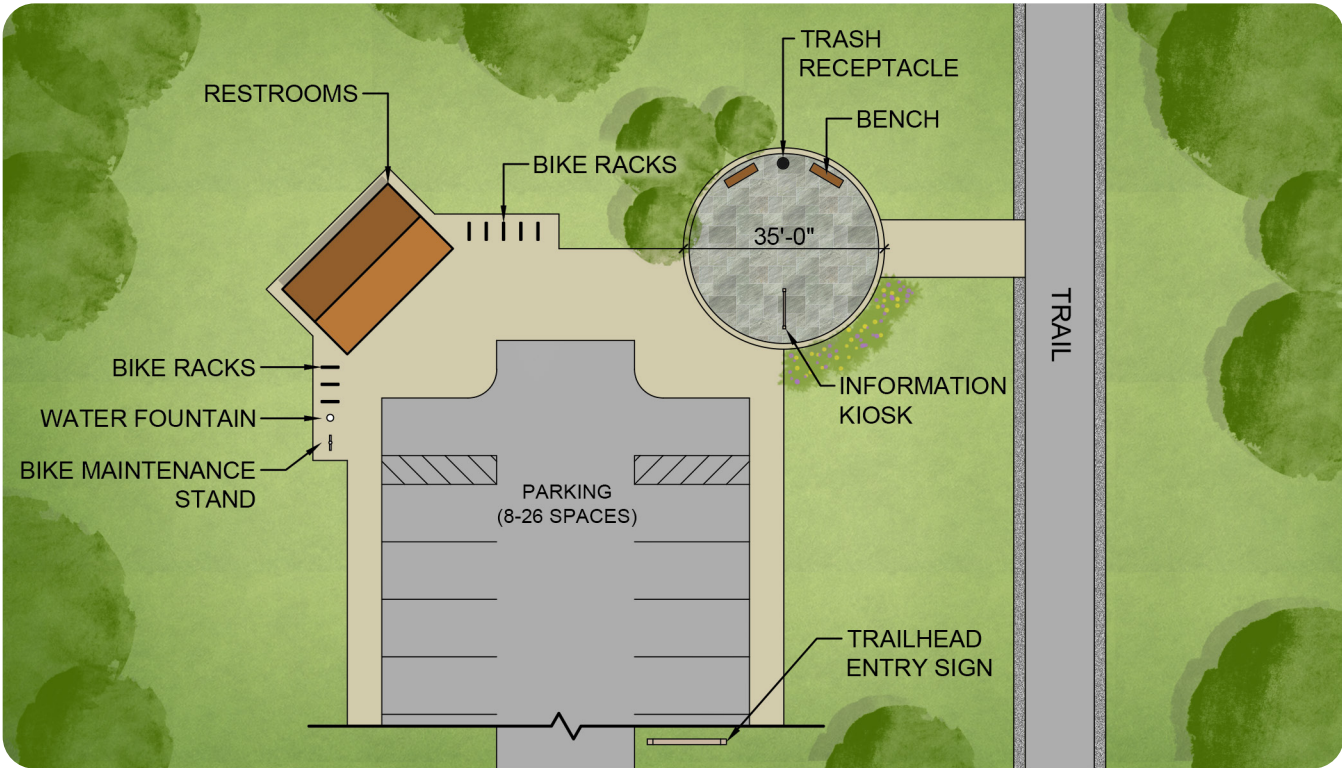
Planning-level cost estimates for access standards (located on the following pages) are derived from 2025 INDOT average unit costs. Elements such as paving, curbs, amenities, and applicable wayfinding signage are included in the cost estimation for each access standard typology. A 20% contingency is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

Terre Haute Trails - Overall



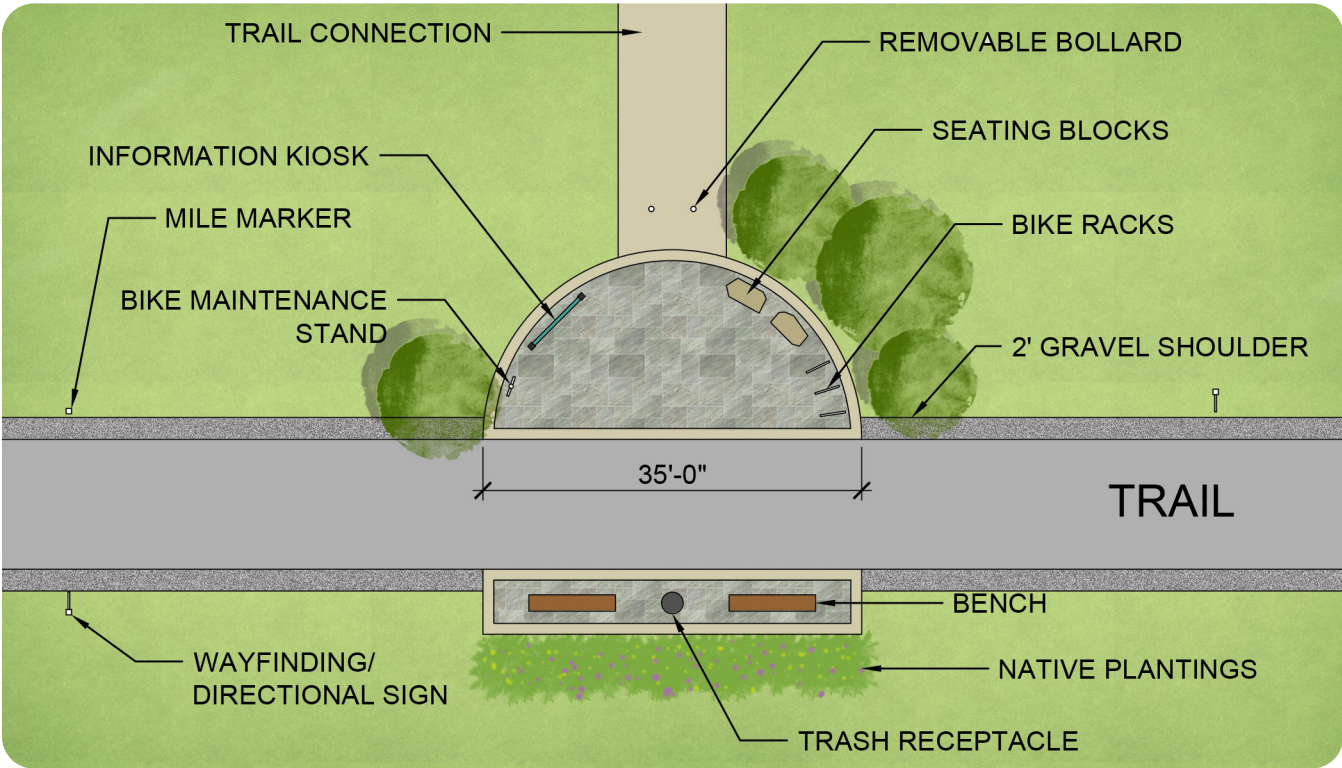
ACCESS STANDARDS - COST ESTIMATES

TRAILHEAD



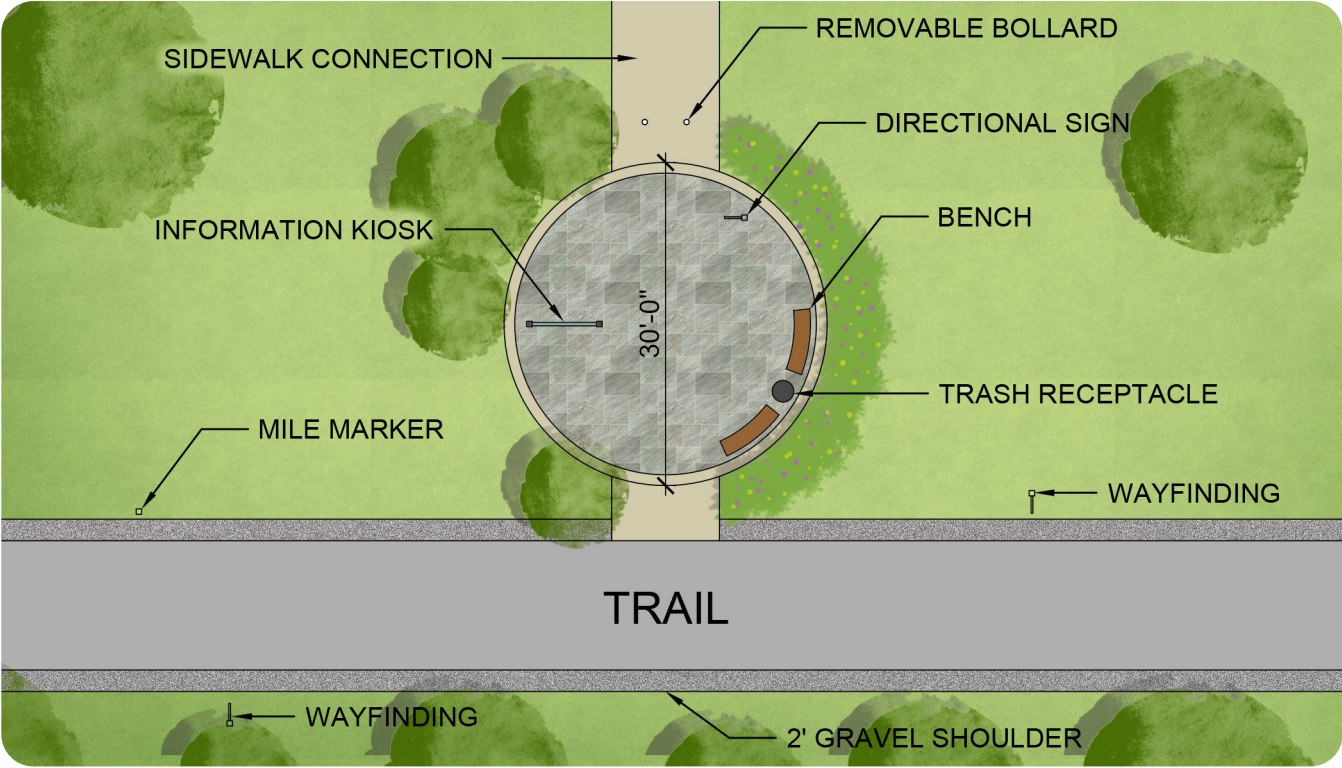
TRAILHEAD: PLANNING-LEVEL COST ESTIMATE				
Description	QTY	Price	Unit	Total
Concrete Pavement	3,411	\$25	SF	\$85,300
1 ft. Flush Concrete Band	106	\$100	LF	\$10,600
Raised Concrete Curb	320	\$30	LF	\$9,600
Asphalt Pavement	5,326	\$10	SF	\$53,300
Specialty Pavers	855	\$75	SF	\$64,000
Parking Lot Markings	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



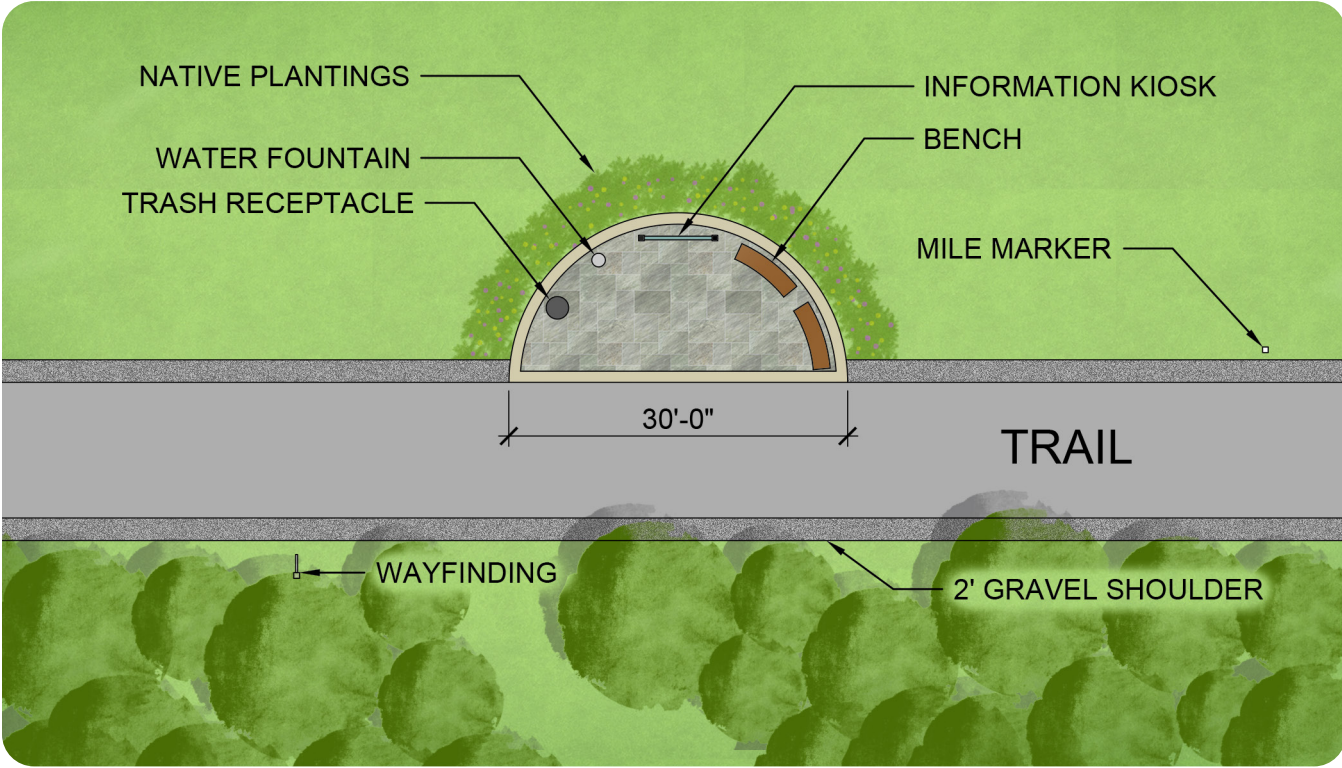
TRAIL CONNECTION NODE: PLANNING-LEVEL COST ESTIMATE				
Description	QTY	Price	Unit	Total
1 ft. Flush Concrete Band	86	\$100	LF	\$8,600
Specialty Pavers	526	\$75	SF	\$39,450
Bike Rack	3	\$400	EA	\$1,200
Bench	2	\$2,400	EA	\$4,800
Trash Receptacle	1	\$1,600	EA	\$1,600
Bike Maintenance Stand	1	\$2,800	EA	\$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

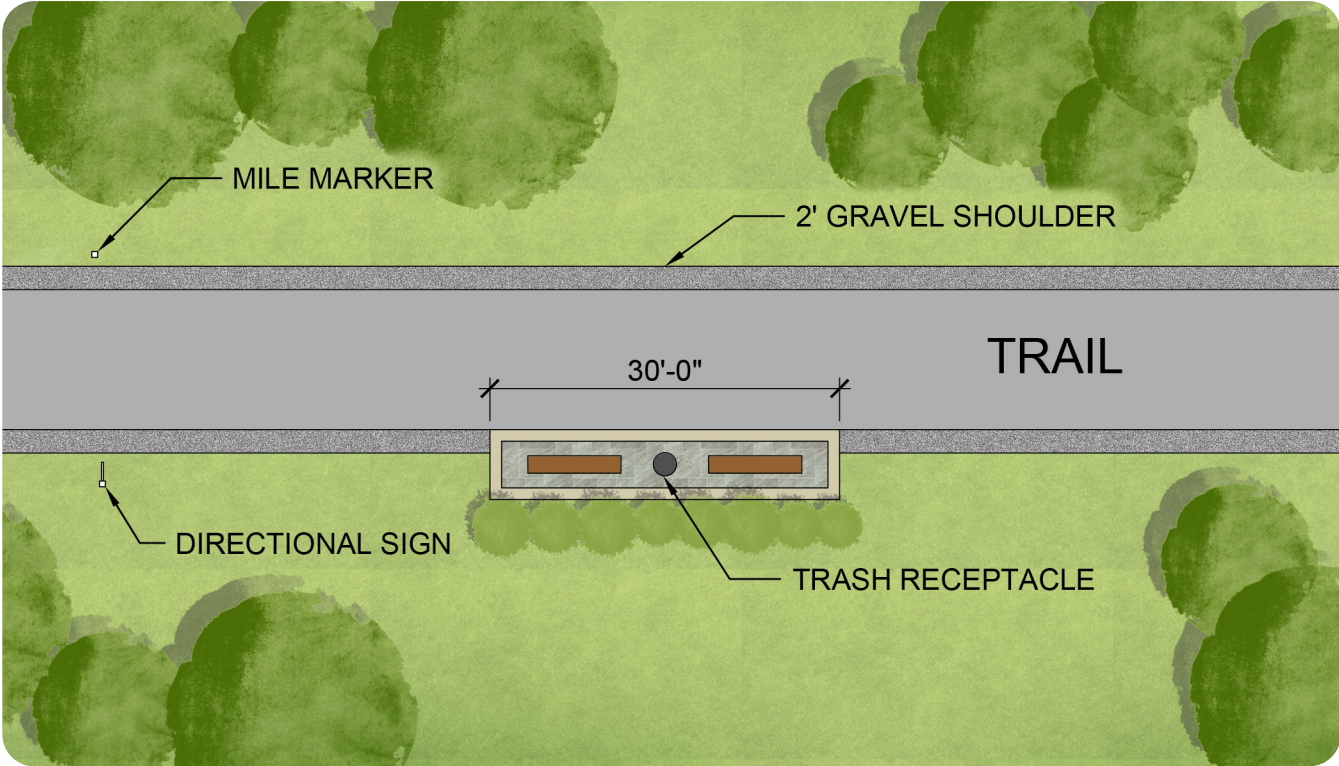


SIDEWALK CONNECTION NODE: PLANNING-LEVEL COST ESTIMATE				
Description	QTY	Price	Unit	Total
Concrete Approach	53	\$25	SF	\$1,325
1 ft. Flush Concrete Band	91	\$100	LF	\$9,100
Specialty Pavers	615	\$75	SF	\$46,125
Bench	2	\$2,400	EA	\$4,800
Trash Receptacle	1	\$1,600	EA	\$1,600
Directional Sign - Wayfinding	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: 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.