

**Raintree Trails and Greenways
System Plan
Henry County, Indiana**

2007

Healthy Communities of Henry County

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This plan has gone through review by the Healthy Communities of Henry County's trails and greenways committee and the Board of Directors. As the Raintree Trails and Greenways System Plan is utilized in the future, additional comments from all involved will be collected and used to update this plan.

Henry County History

Henry County is located in east central Indiana. It is bounded by Delaware county on the north, Randolph and Wayne counties on the east, Fayette and Rush counties on the south and Madison and Hancock counties on the west. The terrain is gently rolling and the Big Blue River is the county's major waterway. Additional streams flowing out of the county are the Flatrock River, Stony Creek and Fall Creek.

The fertile land and the ready access to water drew settlers as early as 1819. By 1821, the population was sufficient for the formation of Henry County which was organized from sections of adjacent Delaware and Wayne Counties. In July of 1821, New Castle was named the county seat, although much of Henry county's early economic growth occurred in the southern part along the National Road. This route was constructed through the county in 1827 and was responsible for the founding of a number of towns along its route. Foremost among these communities was Knightstown, which was laid out by Jonathon Knight, surveyor of the National Road.

The coming of the railroad dramatically impacted the entire county's agricultural, economic and social development. The Knightstown & Shelbyville Railroad was established in 1850 and during the next 50 years more than five other rail lines would be constructed through Henry County. Towns such as Middletown, Honey Creek, Kennard, Mooreland, Dunreith and Straughn were established as the result of the coming of the railroad. Nowhere is the effect made

by the railroads more evident than in New Castle. With the many transportation routes, business and industry made New Castle one of the region's leading industrial centers.

Just as the railroad replaced the canals as a major transportation mode, the advent of the automobile during the early 20th century would forever change the face of Henry county. By 1920 the state of Indiana began construction on a 3,200 mile network of roads, linking communities with populations of over 5,000. The Henry county road system went from narrow dirt paths to gravel and macadam. These developments dramatically impacted the county's and the state's railroad system. In Henry county by 1990, three of the major railroad lines had pulled up the rails and abandoned their corridors.

History adapted from the Henry County Interim Report, June, 1993.

Introduction

Healthy Communities of Henry County is producing this trails plan to guide the development and expansion of a county-wide system of trails to be used for recreation and transportation throughout Henry County. This plan takes into consideration all types of trail related activities gaining popularity for their mental, physical, and spiritual health benefits. It also takes into consideration that people value trails for a variety of reasons. Raintree Trails and Greenways has set a goal of providing an easily accessible trail opportunity within 10 minutes of any resident.

The plan's coordinated and strategic approach for creating a system of trails in Henry County is intended to motivate all levels of government and other vital organizations into action. We envision linking public lands, natural and scenic areas, tourist destinations, and communities with a multi-use trails system. Henry County's Raintree trails and Greenways system plan is a tool for improving existing trails and will hopefully serve as a comprehensive source of information on trail participation.

Raintree Trails and Greenways System Mission:

To develop, maintain, and promote a multi-use trails, greenways, and bikeway system in Henry County.

Raintree Trails and Greenways System Goals:

- Increase recreational and tourism opportunities for our county.
- Align the interests of trail supporters, our rural communities and adjacent property owners.
- Revive local towns.
- Establish linear parks.
- Link Henry County to local community assets, east central Indiana and beyond.
- Become an economic asset to the community by making Henry County a desirable place for business.
- Educate others about our natural environment and resources.
- An easily accessible trail opportunity within 10 minutes of any resident.

What is a Trail?

The dictionary broadly defines a trail as a path. This definition includes bikeways, rail routes, and roads. For our purpose, a trail shall be a corridor on land or water that provides recreational, aesthetic, alternate transportation, or educational opportunities for non-motorized users of all ages and abilities. Trails provide recreation, education, interaction with the environment, community improvement, social networking opportunities, economic development, and physical and mental health benefits. All of these uses bring value and benefits to individuals and society as a whole.

Hoosier history is full with trails from our earliest natives to current users. “Crossroads of America” was derived from the number of rail lines passing through Indianapolis, and thus Indiana. Now that image is perceived only with respect to highways. Unused rail lines were removed and eventually converted, in many cases, to greenways and trails for walking and biking. An increase in walking and bicycling spurred the development of bikeways. This included bikeways on roads designated by signs.

Vacant corridors have latent value for communities as utility right-of-ways and as potential bike trails. Indeed, where pipes and cables are buried or wires are strung overhead, the service road serves two purposes. Trails, particularly when planned with community development in mind, bring economic value to an area. The result is a combination of four factors: 1) Trails create a new clientele for area businesses; 2) Business relocation; 3) New employment opportunities; 4) Trail investment in real estate. Trails have multiple surfaces and may be finished with concrete (the 1902 Northern Indianapolis Electric Railroad), asphalt (the Cardinal Greenway), a boardwalk (Anderson’s Indian Rail Trail Riverwalk), crushed limestone, rustic surface of dirt, grass (part of Bloomington’s Clear Creek Trail), railroad ballast, wood mulch (Bird Haven), or other material. And though their surfaces may differ, they have one important thing in common: trails are good for their users, their communities, and the vast array of environments they pass through.

What is a Greenway?

Greenways are linear corridors that often follow rivers and streams and link parks, nature preserves, and cultural and historic sites with each other and with populated areas. Some greenways include trails, while others do not. Some appeal to people and some attract wildlife.

Multi-use trails and greenways provide natural and scenic areas that cause people to actually want to be outside and physically active. Trails and greenways offer cost-effective places to exercise, as well as a place where people can see and interact with other people while exercising. Trails and greenways are “hands on” outside classrooms. People of all ages can see the precious and natural world from which they often feel so far removed. Appreciation for the

rural landscape and its way of life is a goal of Henry County's Raintree Trails and Greenways system.

Multi-use, in regards to non-motorized trails, can be described by the following activities:

- Pedestrian - walking, hiking, running, jogging, wheelchair;
- Biking - road, mountain, bicycling;
- Skiing - cross country;
- Equestrian - horseback riding;
- Skating - inline, roller;
- Water - canoe, kayak;
- Nature observation – wildlife viewing, bird watching, photography, painting

“No means of visiting a place immerses and impacts the visitor quite like the intimate pace of travel by foot, bicycle, or horse.” —Kevin Heber

How Will the System Plan be Used?

The Plan will:

- Encourage the residents of Henry County to be involved in the development of the Trails and Greenways system as an integral component in the future development of the county.
- Assist in the implementation of plan recommendations by identifying resources necessary to fund the trails system.
- Assist in identifying and prioritizing the potential multi-use trails and greenways.
- Encourage input from adjacent landowners.
- Identify key areas of the trails system that provide opportunities for economic development, agriculture land and natural areas conservation, and recreation.
- Increase the level of awareness and understanding of the importance of natural greenways to our county.

Raintree Trails and Greenways System Benefits:

Linear space for parks and recreation: Since trails and greenways are linear (long & thin), they can reconnect many towns by the historic railroad corridors and help provide wildlife habitat and recreational opportunities. The trails can provide corridors that reduce traffic conflicts, provide safety, and are fun to use. Park acreage within Henry County is not equally distributed nor is it adequate to provide for recreational activities for all Henry County residents.

Improve the quality of life: By establishing a multi-use trails and greenways plan, Henry County will move in the right direction to make our county more livable. The plan will join a variety of cultural, recreational, athletic, academic, and leisure facilities critical to Henry County's future. As residents incorporate fitness activities in their daily routines, access to the recreational opportunities proposed with the trails system can only help efforts to improve health and fitness. Multi-use trails created simultaneously with residential and commercial development will enhance the quality of life by increasing the accessibility to recreation and nature.

Links for our County and beyond: Linking important community assets together is an integral role of trails and greenways. Links can occur on several levels – trails linking parts of a town, trails linking parts of our county, and trails linking our towns and county to east central Indiana or to the central Indiana region or to the Midwest region of the United States. Trails are an excellent alternative transportation route. Instead of using a car for errands, residents can walk or ride a bicycle along the trail to their destination. Throughout the county trails can connect towns, parks, businesses, schools, cultural attractions, and natural areas.

The multi-use trail and greenway corridors do not stop at the county line. The Wilbur Wright Trail will connect to the Cardinal Greenway and the American Discovery Trail. The National Road Heritage Trail, Henry County section, will connect to Indianapolis and Richmond, and even Ohio or Illinois. The Big Blue River is part of the East Fork of the White River Watershed that encompasses the central and southern areas of Indiana. With that, the Big Blue River Canoe Trail could take you to Columbus or on to the Wabash River.

Reconnecting our towns by way of an abandoned railroad corridor, which established many towns in our county, can bring many benefits:

- Economic development.
- Tourism to support local businesses.
- New friendships with neighbors.
- Appreciation of a small town's quality of life.
- Appreciation for the rural landscape.
- Establish a recreation and exercise routine.
- A safer exercise or transportation alternative to local streets and roads.

Adjacent landowners can contribute to this sense of community and also reap opportunities and benefits. These include:

- Increased property values.
- Backdoor access to recreation, health and social benefits.
- Transforming an abandoned rail corridor from being a scar to amenity.
- Trailside businesses.
- Contributing resources to the trail. Eg. Volunteering or land donation.

Protection of natural resources: Multi-use trail and greenway development helps conserve the natural landscape for future enjoyment and appreciation. Raintree Trails and Greenways are

home to some of Indiana's many beneficial plant and animal communities. Greenways protect natural habitat from degradation and play an important role in water quality. Our region is an important stopover point for migrating birds during the spring and fall.

Like other areas that ring the metropolitan area of Indianapolis, Henry County needs to be mindful of the increased development of our rural setting. Although important to our future of Henry County towns, development seldom seems to be mindful of what resources still remain and the importance of a balance between nature – wooded areas, agricultural land, wetlands, river and creek corridors, and our scenic views – and development of subdivisions, commercial, and industrial areas.

Protection of historic and cultural resources: The rivers, streams, rails, and interurban corridors within the county each played an important role in the development of our towns. In the future, when you travel the Raintree Trails and Greenways System, you will see the locations and replay the events that made up the history of the development of our Henry County towns. Many of our historic assets are located within walking distance of the proposed trails system. Some include the Houston Brick in Lewisville, the Elevator in Honey Creek, the Messick Cemetery, the Indian Mounds in Wilbur Wright Fish & Wildlife Area, the race track and ponds at Mt. Lawn, and the Hoosier Gym and Academy in Knightstown.

Stimulate economic development: The Raintree Trails and Greenways System will help the economic base of the county by making it desirable for new businesses to locate in Henry County. Also, there will be opportunities along the corridors for small businesses to sell goods and services to trail users. The trails system will complement efforts to attract tourism and special events by providing alternative transportation corridors and attractive recreation facilities. A study by IUPUI shows that a \$13,000 increase in property values occurs within ½ mile of the Monon Trail in Indianapolis. The increase in property values stems from a buyer's willingness to pay more to be next to the trail. Property values are also impacted when developers, planners and trail proponents successfully integrate development and open space.

Recreation: Recreational activities involve all ages and every segment of society. The Raintree Trails and Greenways System provides a wide range of challenges to each individual or family. When people think of trails and greenways, the self-directed recreational opportunities they provide come to mind first. Multi-use trails and greenways are corridors and linear in nature, with only a small amount of acreage they can serve a larger area than a conventional park.

The recreational opportunities are endless for our Raintree Trails and Greenways System. Year round recreational uses could be bicycling, walking, hiking, bird watching, running, jogging, rollerblading, nature study, horseback riding, picnicking, vista viewing, canoeing, and kayaking.

Health: As soon as a trail is put in one can see a difference in the surrounding area. People want to get out and exercise because there is a place for it that is safe and nearby. The benefits of exercise are well known and include: better weight control; controlled blood pressure; reduced arthritis pain and disability; and reduced risk of type 2 diabetes, heart attack, colon cancer, depression, anxiety; and osteoporosis.

Education: The Raintree Trails and Greenways System can provide a place to teach both children and adults the natural sciences, environmental management, native landscape, county history, and architectural elements of landscape and buildings. The multi-use trails will have interpretive signage and can be used by schools, scouts and other community groups.

Multi-use Trails and Greenways

Established trails:

Summit Lake State Park – 4 trails, total 4.25 miles – hiking, cross country skiing, rustic
 Middletown Parks – 2 trails, total 2 miles – walking, paved
 Knightstown’s Sunset Park – 2 trails, total 1 mile – walking, crushed stone
 Henry County Memorial Park – 2 trails, total 3 miles – walking, rustic
 New Castle City Parks – 2 trails, total 1 1/2 miles – walking, crushed stone, concrete
 Westwood Park – Hiking - 3 trails, total 8 miles; horse – 1 trail, 6.3 miles; mountain bike trail – 10.1 miles, rustic
 Cardinal Greenway – Henry County section – total 3.6 miles – multi-use, paved
 Henry County YMCA – 1 trail, total .6 miles – walking, mulch
 (A Henry County Trails Guide brochure should be produced)

Potential trails:

Wilbur Wright* – New Castle to Losantville, total 12.5 miles – multi-use, non-motorized rail corridor, paved.
 National Road Heritage* – Henry County section along US 40, total 20 miles – multi-use, non-motorized rail corridor, rustic or crushed stone.
 Woolly Bear Parkway– New Castle to Shirley, total 10 miles – multi-use, non-motorized rail corridor and county roads, rustic or crushed stone
 Honey Creek** – New Castle to Middletown, total 12 miles – multi-use, non-motorized rail corridor, rustic or crushed stone.
 Sulphur Springs section – CR 200W to CR 400W, total 2 ½ miles,
 Middletown section – total 1-2 miles and connects 2 parks
 Historic Bridge – New Castle to Memorial Park to Raintree Heights, total 1.5 miles – multi-use, non-motorized Interurban rail corridor, paved, crushed stone or rustic.
 Pan American Iron Bridge(made in New Castle) used to cross SR 3.
 Big Blue River Canoe Trail – Wilbur Wright FWA at CR 200n along Big Blue River to SR 140 at the Knightstown wastewater treatment plant, total 15 miles - water surface, rustic.

* Indiana State Trails Plan – Visionary Trail

** Indiana State Trails Plan – Potential Trail

Access points: CR 200N; Memorial Park-Garner St; CR 100S; CR 400S or CR 350W; SR 140. Part of Big Blue River Heritage Corridor.

Between the Pikes – CR 225W to CR 200W between Spiceland and Greensboro Pike Roads – total 1 ½ miles, multi-use, gravel use unused county road, “Monkey Jack” iron bridge, near Westwood Park.

Memorial Park to Westwood Park – Memorial Park south park section to county highway area to CR 25W to railroad corridors to CR 275W to Westwood Park, total 4 ½ miles – multi-use, multi-surface. Or

Memorial Park to Blue River Bottoms trail to Interurban railroad corridor to CR 275W to Westwood Park – total 5 miles, multi-use, rustic.

Blue River Bottoms – Memorial Park to Red-tail Conservancy’s Blue River Bottoms Natural Area, total 2 miles – hiking, along the Big Blue River.

Big Blue Greenway – Wilbur Wright FWA to Summit Lake State Park along the Big Blue River, total 5 miles – grass, non-motorized, multi-use, use BBRC maintenance easement travel way. Cr 200N to old Muncie Pike.

Nickel Plate** – New Castle(Riley Road) to National Road Heritage trail(Dunreith), total 8 ½ miles – multi-use, rustic or crushed stone. Or asphalt berm along SR 3.

Knightstown – Knightstown to CR 750S on former CKS railroad corridor, total 1½ miles – multi-use, non-motorized, paved, crushed stone. Connects Knightstown to the elementary school and to Royal Hylands Golf Course development.

New Castle City Trail System:

Riley Road to Arts Park - Nickel Plate railroad corridor.

Baker Park to Lowe Park – city sidewalks and/or streets.

Lowe Park to Osborne Park – 25th street sidewalk and/or street.

Downtown to Wilbur Wright Trail – 12th street to Oak street.

Osborne Park to Wilbur Wright Trail – Hillsboro road.

Planned trails:

Wilbur Wright Trail

The WWT will be multi-use and generally lie along an abandoned railroad corridor, from New Castle in Henry county to Losantville in Randolph county. The project will involve 5 phases of trail construction and engage the communities of New Castle, Hillsboro, Messick, Mooreland and Losantville. The WWT will travel across relatively flat farmland. Potential equestrian opportunities are west and east of Mooreland. Transportation Enhancement (TE-21) funds have been awarded for the design, engineering, construction and land acquisition for Phase 1. Indiana Heritage Trust funds have been obtained to purchase railroad corridor land.

Trailheads:

1. YMCA at Northfield Development
2. CR 150N and SR 103 in Wilbur Wright FWA 2 miles

** Indiana State Trails Plan – Potential Trail

3. Messick – CR 300N and Messick Rd. 3.5 miles
4. Mooreland – Mooreland Fairgrounds or Town Park 3 miles
5. Losantville – Cardinal Greenway 4 miles

Points of Interest:

Big Blue River; Wilbur Wright FWA; Original Railroad trestles; Little Blue River; Hillsboro Woolen Mill; Messick Cemetery; Summit Lake State Park(3 miles); Mooreland Free Fair; Wilbur Wright Birthplace(3.75 miles).

National Road Heritage Trail*

The NRHT will be multi-use and will generally lie along an abandoned railroad corridor parallel to the Historic National Road and south of US 40. The NRHT in Henry county is a 20 mile section of a potential cross state 150 mile multi-use off-road trail. Raintree Trails will focus on the 11 mile section between just west of Knightstown east to Lewisville. The NRHT will cross two rivers – the Big Blue River east of Knightstown and the Flatrock River west of Lewisville. It is proposed to pass through several small towns – Knightstown, Raysville, Dunreith, Lewisville and Straughn. The NRHT will travel across relatively flat farmland. In Knightstown and Raysville the trail user will be afforded scenic views as the corridor becomes elevated and passes along a number of bridges. Potential equestrian opportunities are west of Knightstown to the county line and from CR 125W to Lewisville to Straughn to the county line. Transportation Enhancement (TE-21) and Indiana Heritage Trust funds have been obtained to purchase railroad corridor land.

Potential Trailheads:

1. County Line Rd W and Rush County Rd 565W 2.5 miles
2. Raysville and CR 650W 2 miles
3. Dunreith and SR 3 .5 miles
4. CR 25W 3 miles
5. Lewisville 2 miles
6. Straughn 3.5 miles

Points of Interest:

Big Blue River, elevated corridor in Knightstown and Raysville, Knightstown High School, CKS Railroad, Sunset Park, Knightstown Square, Historic National Road interpretive signs, Flatrock River, Lewisville Park, Guyer Opera House, Houston Brick, Straughn elevator, original railroad bridges.

Woolly Bear Trail

The WBT will be a multi-use trail and generally lie along an abandoned railroad corridor, from New Castle to Shirley. The project will engage the communities of New Castle, Westwood, Kennard, and Shirley. The WBT will travel across relatively flat farmland. Potential equestrian opportunities are west of Westwood to Shirley. Indiana Heritage Trust funds have been obtained to purchase railroad corridor land.

* Source: National Road Heritage Trail Development Guide, March, 2006.

Potential Trailheads:

- | | |
|--|-----------|
| 1. Westwood – Railroad St. and Country Club Road | 2 miles |
| 2. Kennard | 5.5 miles |
| 3. Shirley | 3.5 miles |

Points of Interest:

Westwood Park, Mt. Lawn Speedway, Goods Candy, Interurban rail corridor, Shirley

Henry County Road Bike Routes

West to East:

North: From Middletown use CR 950N to Luray, Luray rd. to CR 125E to CR 875N to CR 900N to Messick Rd. to CR 950N to the Cardinal Greenway

Central: From Mechanicsburg Rd. use CR 100S to New Castle to Brown Rd. to Wilbur Wright Rd.

South: US 40 and Old National Rd. from Raysville to Dunreith

North to South

West: Middletown to Knightstown: CR 825N to Mechanicsburg Rd. to CR 300S to Grant City Rd. to SR 109 to US 40

Central: New Castle to Knightstown: CR 100S to Greensboro Pike

New Castle to Dunreith: Spiceland Pike

From CR 875N to Old Muncie Pike to SR 103 to US 40 at Lewisville

East: Wilbur Wright Rd. from Blountsville to US 40

New Activities

Henry County Heritage Tours
 Farmers Markets
 Agri-tourism, petting farm
 Landmarks or Historical sites
 Bed & Breakfasts
 Restaurants and Cafes
 Horse Boarding & Stables
 Viewscapes, vistas, Kodak picture sites

Grain elevator reuses
 Exercise/fitness courses
 Native wildlife & landscape classes
 Railroad Depot Restoration – Museums
 Campgrounds
 Bike rental & service
 Blacksmith, farrier
 Arts and crafts shops

Community Points of Interest

Parks

Summit Lake State Park
 Wilbur Wright FWA
 Westwood Park
 Province Pond WCA
 Henry County Memorial Park
 Middletown's Dietrich & School Parks

Knightstown's Sunset Park
 Shirley Town Park
 Sulphur Springs' Allen Park
 New Castle Parks
 Lewisville Town Park
 Mooreland Town Park

Schools

New Castle Schools
 Knightstown Schools
 South Henry Schools

Kennard Elementary
 Westwood Elementary

Rivers and Streams

Big Blue River, Little Blue River
 Fall Creek, Bell Creek

Montgomery Creek, Duck Creek
 Flatrock River, Buck Cr., Symons Cr.

Special Interest

Goods Candy
 Mt. Lawn Speedway
 Honey Creek Elevator
 CKS Railroad
 Hoosier Gym
 Henry County Art Center
 IN. Basketball Hall of Fame
 Guyer Opera House

Jacob's Orchard
 Antiques
 Wilbur Wright Birthplace
 Historic Homes
 Mooreland Fair
 Lewisville Cemetery
 Dunreith Cemetery
 Messick Cemetery

Nature Areas

Memorial Park Seep
 Summit Lake Nature Ponds
 Big Blue River Valley

Wilbur Wright FWA
 Stout Woods N. P.

Business Districts

Middletown	New Castle
Sulphur Springs	Mooreland
Knightstown	Dunreith
Spiceland	Lewisville
Straughn	

Funding Sources

INDOT Transportation Enhancement grant - TEA-21

Indiana Heritage Trust

Henry County Community Foundation

Safe Routes to Schools – SR2S

Henry County Food and Beverage Tax

Cash donations

Lilly Endowment

Indiana Recreational Trails Program

Land and Water Conservation Fund

National Scenic Byway grant

Ipalco Golden Eagle Grant

Town, City and County Governments

Land donations

Indiana Office of Community & Rural Affairs

Utility Easements

Tax Increment Finance(TIF), Cumulative Capital Development(CCDF), County
Option Income Tax(COIT), County Economic Development Income
Tax(CEDIT), Cumulative Capital Improvement Fund(CCIF), Motor Vehicle
Highway Account(MVH), Local Road and Street Account(LR&S), Economic
Development Income Tax(EDIT)

Gaming Boat Revenue

Developer Impact Fees

Build Indiana grant

Hometown Indiana grant

IN Dept of Commerce, tax credits to help raise funds

Hospital Foundations

Trail and Greenway Issues/Solutions

Work with outlying towns to create support
No motorized vehicles
Safe road crossings
Problem with cars on trails
Address homeowners concern about privacy
Trails are more than spokes
Need for loops
More security presence; more call boxes for emergency
Trim along walkways; cut overhanging trees
Trash pickup
Bike parking
Benches along trail
Communication between departments, towns, and agencies
Restrooms
Calm fears and concerns about property rights
Educate public about trails
Need for historic and environmental information along trails
Label trees and flowers
Lighting
Open hours of trails
Water fountains
Old train stations for trailheads
More city/county money
Clean up after pets
Trail and Greenway issues/solutions continued:
Need more positive publicity
Need more signs
Need more trash cans
Signs to tell what is left, right off of trail, ahead on trail, distance
Preserve abundant rail underpasses
Concerns about vandalism
Establish point system of importance

State of Indiana – Visionary Trails

The following criteria were used to identify trails that offer the highest potential to accommodate multiple connections to destinations and communities. In order to be placed on the list a trail must have satisfied both of the following criteria: 1. Proposed trail corridor crosses two or more counties; 2. Proposed corridor contains trail segments completed, under development or formally planned.

The following lists of trails describe how each trail included in the list of statewide significant trails was classified in terms of each individual trail’s planning and or development stages.

Formally designated or being developed as trail corridor

- American Discovery Trail *
- Monon Trail in Marion and Hamilton Counties
- Cardinal Greenway from Richmond to Marion *
- Knobstone Trail in Clark, Scott and Washington Counties

Focus of study or plan for trail corridor

- National Road Heritage Trail from Terre Haute to Richmond *
- Marquette Greenway in northern Lake, Porter and LaPorte Counties
- I-69 corridor from Indianapolis to Evansville

Formal organization devoted to development of trail corridor

- B&O Trail in Marion, Hendricks, Putnam and Parke Counties
- Knobstone Trail extension to Morgan County
- Panhandle Pathway from Winimac to Logansport
- Wilbur Wright Trail connecting New Castle with the Cardinal Greenway

Considerable level of discussion as proposed trail corridor

- Farm Heritage Trail in Boone and Tippecanoe Counties
- Old Interurban Trail from Ft. Benjamin Harrison to Anderson **
- Whitewater Canal Trail in Fayette and Franklin Counties
- SR46 Trail in Bartholomew and Brown Counties
- Wabash Heritage Trail from Lafayette to Logansport
- Pumpkinvine/St. Joseph River Corridor in St. Joseph, Elkhart and LaGrange Counties
- Upstate Indiana Trail in Wells, Allen, DeKalb and Steuben Counties

As a result of public participation and public comment received during development of the state trails plan, other potential visionary trails were identified.

- Honey Creek corridor between Anderson and New Castle
- State Road 3 corridor between New Castle and the National Road Heritage Trail

* Crosses Henry County

** Involves Henry County to connect to Cardinal Greenway & American Discovery