In the 1830’s, the Central Canal was envisioned as part of an eight-canal system to cross the state and link major points of commerce. After three years of construction and the introduction of railroads, debts halted the project, leaving the Central Canal with no connections to other navigable waterways. In 1881, the Indianapolis Water Company purchased the canal. The Central Canal is a primary source of drinking water for the Indianapolis metropolitan area and receives its water from the White River in the Broad Ripple area. An 8.2-mile segment of the historic canal towpath was studied as part of the 1994 Indianapolis Greenways Plan. This segment begins at its source, the White River in Broad Ripple, and ends at 10th Street. The canal area south of the I-65 interchange in downtown Indianapolis is part of the “Canal Walk” which extends into White River State Park and terminates at the White River. This area is a beautifully developed urban promenade with landscaped walkways on both sides and connections to businesses, housing and major institutions. The beautification and rehabilitation of the canal in the downtown area has contributed to the successful redevelopment efforts that have occurred in that area in recent years. The 8.2 mile segment included in the 1994 Indianapolis Greenways Plan was envisioned as a greenway trail, primarily for pedestrian use, with a focus on pedestrian safety and access to various attractions along the corridor. Since 1994, much of the corridor has been developed with these uses in mind.

Phase 1 of the Central Canal Towpath was developed in 1996 and included the section of trail between 30th Street and 52nd Street. This portion of the trail is adjacent to the Indianapolis Museum of Art and Butler University. To accommodate the high percentage of joggers on this trail the surface is constructed of compacted crushed limestone, a more resilient surface than asphalt. Crossing Michigan Road was accomplished by the construction of a boardwalk passing under the Michigan Road Bridge.

Phase 2 construction began in 1997 and included the greenway trail from 52nd Street to College Avenue in Broad Ripple village. This section of trail is also constructed of crushed limestone. A renovated historic bridge has been converted for pedestrian use and has been placed alongside the Illinois Street bridge to facilitate safer crossings in this area.
The next phase of development occurred in the section of the greenway between College Avenue and the Monon Trail in the heart of Broad Ripple. Indy Parks and the Broad Ripple Village Association worked together to begin development of an urban pedestrian plaza near the location of the former parking deck over the Canal. Connection to the greenway trail across the canal is now provided by a new scenic pedestrian bridge, which spans the canal adjacent to the College Avenue bridge. Walkways on the north side of the canal have been built and now connect to the Monon trail. Walkways on the south side of the canal are planned along with terraced and landscaped canal banks and additional pedestrian crossings and bridge improvements. The removal of the parking deck over the canal in Broad Ripple has provided an opportunity to create a unique pedestrian environment and a crucial link between the north and south sides of the canal which is expected to create a more unified village experience. Additional parking spaces have been allocated in nearby locations to offset those formerly on the deck.

In June of 2010, the Indianapolis Museum of Art opened the 100 Acres: The Virginia B. Fairbanks Art and Nature Park adjacent to the canal. The grounds now contain a series of self-guided tours and site specific art that is accessible to trail users from the trail. A new pedestrian bridge also connects to the Indianapolis Museum of Art.

The northern end of the Canal Towpath in Broad Ripple is currently part of an “Art-2-Art” initiative and is being developed as a promenade for art exhibits. As this plan develops, Indy Parks/DPW should engage designers and promoters to ensure that any new facilities along the Canal Towpath are designed to be consistent with the greenways master plan.

**Site-Specific Recommendations**

1. Improve the existing connection with the White River Greenway near 30th Street. Design a more intuitive connection that meets the design standards of the greenway and includes appropriate wayfinding signage.

2. Identify and construct connection to future transit stops/stations along the proposed Purple Line BRT station near the Indianapolis Museum of Art (exact location of station unknown at this time).

**Corridor-Wide Recommendations**

- Complete a scoping study for the segment of the canal from 30th Street to the I-65 interchange to determine feasibility of greenway development. Identify property issues and existing constraints associated with this segment.
- Install new signage and wayfinding system throughout the greenway.
- Identify additional access points and trailhead possibilities for the existing portion of the canal towpath.
central canal towpath overview:

- PROVIDES CONNECTION FROM BROAD RIPPLE TO DOWNTOWN ALONG THE HISTORIC INDIANAPOLIS WATER COMPANY CANAL

MILES: 7.7

DESTINATIONS:
- INDIANAPOLIS ART CENTER
- BUTLER UNIVERSITY
- INTERNATIONAL SCHOOL OF INDIANA
- CRISPUS ATTUCKS MEDICAL MAGNET SCHOOL
- INDIANAPOLIS MUSEUM OF ART
- DOWNTOWN

CONNECTIONS:
- MONON TRAIL
- WHITE RIVER GREENWAY
- FALL CREEK GREENWAY
- WHITE RIVER CONNECTOR
- INDIANAPOLIS CULTURAL TRAIL

key map
Created by George Kessler, the historic Fall Creek Parkway, also known as the Fall Creek corridor, is located in the northeastern quadrant of Marion County. The corridor extends from Geist Reservoir dam to the White River north of downtown Indianapolis at 10th Street. The character of Fall Creek varies greatly between the areas west and east of Interstate 465. Land uses surrounding the corridor west of Interstate 465 are primarily residential with major commercial activities along main roadways; open space and residential uses predominate east of the expressway.

Fall Creek is well known in Indianapolis for its recreational and natural resources. The importance of this corridor was established early on with the development of Fall Creek Parkway, which parallels a majority of the corridor length. Pristine forested areas exist along the creek outside the Interstate 465 loop and have been identified as “unique resource areas” by Indy Parks. A variety of wildlife species inhabit the Fall Creek area and use the corridor as a nesting area and migration stopover. In addition, canoeists, hikers, bicyclists, wildlife observers, and anglers use the creek’s resources.

In May of 1999, the Fall Creek Corridor Comprehensive Project Report for the entire Fall Creek Greenway was completed. This detailed report identified suggested trail routes, design issues and trail construction phasing costs. The historical development of Fall Creek Parkway and Greenway and the role of the renowned landscape architect George Kessler are also highlighted. This report provides the framework by which Indy Parks has sought funding opportunities for development of the greenway.

The overall greenway begins downtown near the White River and follows Fall Creek nearly 22.6 miles to Geist Reservoir. In 2013, nearly 16 miles were complete with an additional 1.3 miles under construction. Different phases of trail development along Fall Creek has occurred over the years.
The first portion of the greenway constructed was between Allisonville Road and 56th Street. The trail was designed as an 8-foot wide paved trail that followed Fall Creek. As part of this section, several access points were constructed along Fall Creek Parkway to provide access to the greenway. Improvements are needed to repave and widen the trail surface to contemporary standards. Many portions are in need of repair, particularly the section between Emerson and 56th Street. Because of its location and the low number of users for this portion of the trail, this work may be lower in priority than completion of the greenway.

In 1998, after the completion of the master plan, development began on the phase that connects the end of the previous trail at Allisonville Road to the Monon Trail. This segment was awarded $1.2 million in Transportation Enhancement (TE) Funds and construction began in 2002. As part of this work, trailheads were created at the connection to the Monon Trail, North Tacoma Street, and at the intersection of Fall Creek Parkway, Binford Blvd., and Allisonville Road (just east of Keystone Avenue).

In 1999 the city received Land and Water Conservation funding for design and construction of a loop trail around the pond at the commercial development near 79th Street and Fall Creek Road. This section of the trail was constructed of compacted aggregate for hiking and nature viewing. A small parking area was developed along Fall Creek Road.

Additional phases of the greenway were also completed using Transportation Enhancement (TE) Funds. These phases included the area beginning at the existing trailhead at Fall Creek Parkway and continuing north to a connection with Fort Harrison State Park for a total length of 5.91 miles. Major features of this section include a new trail north of 56th Street with underpasses at I-465 and Shadeland Avenue. The segment from Skiles Test to Fort Harrison State Park was completed in 2013.

Also in 2013, construction began on the section of Fall Creek Greenway from the Monon Trail southwest to Central Avenue. This project includes the construction of the trail in addition to two new trailheads along Fall Creek Parkway. This segment will be complete in 2014.

An additional completed section of the Greenway is the Fall Creek at Geist Dam segment. This portion of the greenway is a stone walking path connecting a small parking area along Fall Creek Road to the Geist Dam and into the natural wooded areas below the dam north of 79th Street. This section currently can only be used for walking and is not connected to any other segments of the Fall Creek Greenway. Internal planning has determined some very preliminary routes to connect this trail under 79th Street to the Fall Creek Loop Trail. This section of the trail is important because it provides a connection to the Geist

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**Site-Specific Recommendations**

1. Complete scoping study, construction documents and implementation for the section between Meridian Street and the 10th Street. Work with the Citizen’s Energy Group to study the potential for making the canal aqueduct accessible to trail users as an educational resource area.

2. Complete a scoping study, construction documents and implementation for the connection between Fort Harrison State Park and the Fall Creek Loop Trail.

3. Complete scoping study, construction documents and implementation for the connection between the Fall Creek Loop Trail and the Geist Dam portion of the Fall Creek Trail, including the underpass under 79th Street.

4. Work with IDNR officials to clearly define the greenway route through Fort Harrison State Park and clearly mark the route and distances with new signage. Coordinate with State Park about user fees for passing through the park.

5. Redesign and reconstruct segment from Allisonville Road to 56th Street. Provide upgraded trailhead facility between Emerson Avenue and 56th Street.

6. Reroute trail crossing of Fall Creek at 38th Street to the 39th Street bridge. Construct new trail segment from 39th Street south to meet up with existing trail.

7. Identify and construct connections to future Purple Line/Green Line transfer station at 38th Street and the Indiana State Fairgrounds (exact location of station unknown at this time).

8. Identify and construct connections to multiple future Red Line transit stations on the Near Northside.

9. Construct Burdsal Parkway connection between the Central Canal and White River.

**Corridor-Wide Recommendations**

- Replace the existing signage along the entire length of the route with the new signage package identified in this master plan.
- Coordinate with Indy Parks / DPW Land Stewardship section on strategies for native plantings and natural areas along Fall Creek Greenway.
- Complete a study on how the overall greenway should be designed from Fort Harrison State Park to Geist Reservoir. Consideration should be given to establishing a consistent trail surface and experience through these three different areas.
**Fall Creek Greenway Overview:**

- Provides connection from Geist Reservoir along Fall Creek southeast through downtown before terminating at the White River.

**Miles:** 22.6

**Destinations:**
- Geist Reservoir
- Fort Benjamin Harrison State Park
- Cathedral High School
- Ivy Tech Community College
- Indiana State Fairgrounds
- Downtown
- IUPUI

**Connections:**
- Grassymere Greenway
- Norhttown Trail
- Monon Trail
- Central Canal Towpath
- White River Greenway
There are several future phases still not implemented from the original plan. On the north end, the route between Fort Harrison State Park and the Fall Creek Loop Trail still needs to be designed and constructed. Through discussions with state officials, it has been determined that the route will exit the state park through the main entry gate and then follow 59th Street north and east to Lee Road. There are currently pedestrian facilities along much of this portion. The route will follow Lee Road north to where it becomes 71st Street where it can connect into the Fall Creek Loop Trail.

Additional future phases also include the route between Meridian Street and the south terminus at the Beurt SerVaas Bridge (a cable-stay pedestrian bridge over Fall Creek near 10th Street). This section includes linkages to downtown Indianapolis, White River State Park, the White River Greenway and the Canal Walk. Preliminary plans for the trail include an underpass at Stadium Drive and street crossings at 16th Street, Dr. Martin Luther King Jr. Avenue, Senate Avenue, Capitol Avenue, Illinois Street, Meridian Street, Pennsylvania Street, Talbot Street, Delaware Street, Washington Boulevard and Central Avenue. Street crossings are proposed at existing stop light locations where pedestrian-activated signals can be incorporated. Several trailheads are also planned.

Although one of the oldest greenways in the system, this section also exhibits some of the newest construction standards, and as such is the model used for many of the design guidelines being recommended by this master plan for the entire system.

When completed, the Fall Creek Greenway will be the system’s longest contiguous trail routes.
The White River is the largest river that begins and ends in Indiana and one of the largest watersheds in the State of Indiana. The White River’s headwaters are in Randolph County in the eastern part of the state, and the river flows through the central portion of Indiana to the southwest. The White River bisects Marion County and flows south into Johnson County, eventually joining the Wabash River in Gibson County at the Indiana/Illinois border.

The White River is also the longest continuous waterway in Marion County running from north to south the entire length of the county. For purposes of this master plan, the river has been broken into three sections:

- The north White River between 96th Street (county line) and Interstate 65/38th Street
- The central White River between Interstate 65/38th Street and Raymond Street
- The south White River between Raymond Street and Southwestway Park.

NORTH WHITE RIVER

The northern section of the White River corridor begins north of the Interstate 465 overpass at 96th Street and ends at the Interstate 65 overpass near Riverside Golf Course. This section of the river flows through parts of Indianapolis that range from highly developed commercial areas in the vicinity of 82nd Street to low density residential development south of Keystone Ave. High density, single family residential development also exists in the Broad Ripple area. The undeveloped area on the northern part of this corridor is located on the White River’s wide floodplain. As the river meanders south, the development becomes more dense with many single family homes that have property abutting the river.
The North White River corridor is the only corridor with direct access for motorboats from a boat ramp at Broad Ripple Park. The river can also be accessed from local roadways including Westfield Boulevard and Michigan Road. The White River flows by a number of public facilities such as Broad Ripple Park, Holliday Park, Town Run Trail Park and the Indianapolis Museum of Art. In all, the northern section of the White River corridor contains 14 miles.

Private land ownership issues have made the development of a greenway in this portion of the city difficult. Previous plans envisioned trail development in this portion of the city, but during this planning process, it was determined that further trail development in the northern section of the White River is unlikely. This reach of the river still holds potential for water-based activity and should be part of the city’s designated blueway system.

There is also still potential for regional connections at the northern end of the river that should be considered. Town Run Trail Park is a 126-acre linear park resting on the west side of the North White River corridor beginning at 96th Street and ending just south of Interstate 465. The interstate splits the park into two sections, north and south. The north section is comprised of a densely wooded flood plain that contains a water levee on its western border. The south section is comprised of both smaller wooded sections and a larger prairie section. Recreational easements include Martin-Marietta Corporation and R. N. Thompson Associates in the north section and Mr. Oliver Daugherty/Central Indiana Land Trust in the south section. Relief in both north and south sections is 23 feet. An 8.3-mile dirt loop trail runs through both sections providing an exciting ride for the mountain biking enthusiasts and an in-depth look into the White River Corridor ecosystem for the naturalist. The park is open to mountain biking, trekking, picnicking, and nature study. There is trailhead parking at 96th Street. To keep the park connected with the greenway system, access to the overall system can be made using Carmel’s Hazel Dell Parkway trail and connecting into the Monon Trail via 106th Street. The Town of Fishers is also planning a park and greenways network that will connect all the way to 96th Street on the east side of White River and potentially will help connect Town Run Trail Park to 96th Street on the east side of White River.

CENRAL WHITE RIVER

Development of the White River Greenway has occurred primarily in the central section and has been developed from approximately 38th Street on the north to Washington Street at the southern end. In 2014, an additional two miles of trail were completed from Washington Street to Raymond Street. This new segment completes the central portion of the White River Greenway.

**Miles Constructed**

- **10.0**

**Total Miles Planned**

- **17.8**

**Anticipated Cost to Complete**

- **9.75 Million**

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**Site-Specific Recommendations**

1. Complete feasibility study for extending northern terminus of trail to the IMA 100 Acres parking area on the northeast side of the 38th Street/65. Eliminate current trail pavement that leads into the existing exit ramp.

2. Reconstruct/construct new trailhead and trail improvements between White River Parkway West Drive and the Lake Sullivan/Major Taylor Velodrome area.

3. Redesign and construct section of greenway North of 30th Street to provide separation from traffic and eliminate obstructions in trail. Improve the north and south approaches and crossing on the 30th Street bridge. Make repairs to existing historic bridge.

4. Improve connection to Central Canal Towpath by designating appropriate accessible route and improving wayfinding signage.

5. Identify and construct new access points with parking along the trail between 30th Street and 16th Street.

6. Make improvements to crossing at 16th Street.

7. Construct new access point along Waterway Blvd. near the Bush Stadium development and construct accessible connection between new parking area and the trail on top of the levee.

8. Make connections where feasible to public transportation and the future transit stations, including potential connections to the Purple Line BRT station near the IMA and the Blue Line BRT station near the Indianapolis Zoo (exact location of stations unknown at this time).

9. Construct new trailhead at Southwestway Park to serve the connection between the White River Greenway, the Little Buck Creek Greenway, and the Southwest Trail. Include restroom facilities at the trailhead.

**Corridor-Wide Recommendations**

- Install new signage along the entire built portion of the Greenway. Include wayfinding signage to existing features, parks, and facilities along the route. Coordinate with the White River State Park Commission to determine appropriate marking of route through White River State Park. Coordinate with Hamilton County officials to implement wayfinding to Town Run Trail Park via the shared-use paths along 96th Street, Hazel Dell Parkway, and 106th Street.

- Prepare and implement a scoping study for the South White River Greenway corridor from Raymond Street to Southwestway Park, including the development of pedestrian crossings to connect to the Hick Creek Greenway and the Little Buck Creek Greenway across the river.
white river greenway overview

• PROVIDES CONNECTION FROM THE INDIANAPOLIS MUSEUM OF ART SOUTH ALONG THE WHITE RIVER THROUGH DOWNTOWN BEFORE TERMINATING AT SOUTHWESTWAY PARK

MILES: 17.8

DESTINATIONS:
• INDIANAPOLIS MUSEUM OF ART
• IUPUI
• MARIAN UNIVERSITY
• DOWNTOWN
• WHITE RIVER STATE PARK
• INDIANAPOLIS ZOO

CONNECTIONS:
• CENTRAL CANAL TOWPATH
• WHITE RIVER GREENWAY CONNECTOR
• FALL CREEK GREENWAY
• B & O TRAIL
• INDIANAPOLIS CULTURAL TRAIL
• EAGLE CREEK GREENWAY
• PLEASANT RUN GREENWAY
• LICK CREEK GREENWAY
• LITTLE BUCK CREEK GREENWAY
• SOUTHWEST TRAIL

Legend

- PARKING AREAS
- RESTROOMS
- GREENWAY ACCESS POINTS
- CONTINUOUS GREENWAY ACCESS
- WHITE RIVER GREENWAY
- OTHER GREENWAYS
- BUILT
- PROPOSED
- INDIANAPOLIS CULTURAL TRAIL
- EXISTING SHARED-USE PATHS
- PLANNED SHARED-USE PATHS
- EXISTING BIKE LANES
- PLANNED BIKE LANES
- LANDMARKS
- PARKS
- OTHER INCORPORATED AREAS

key map
At the northern end, the trail begins just south of the 38th Street/Interstate 65 overpass. There is evidence that a connection west to Lake Sullivan, the Major Taylor Velodrome and several smaller parking areas once existed in this area but are in need of repair.

The trail follows the western bank of the river south to 30th Street where it crosses over the 30th Street bridge to the east side of the river. This stretch is in need of reconstruction to provide better separation of the trail and traffic and to remove light poles and other obstacles within the path’s route. The 30th Street bridge is in need of repair as well. This is also the point where the White River Greenway connects to the Central Canal Towpath. Connection and wayfinding improvements are needed at this connection. The only public facilities along this stretch of the greenway are at Riverside Golf Course, Riverside Park, and the Riverside Marina.

South of 30th Street, the trail follows the river all the way to 10th Street. There is significant trail repair needed as the trail approaches 30th Street. In this section, the greenway passes Coffin Golf Course (across the river), Riverside Park, the Lake Indy Boat Ramp and South Grove Golf Course as it works its way to 16th Street. Neither of the city golf courses is accessible from the greenway. Connections and wayfinding signage to Riverside Park are needed. Outside of the park, access along this stretch of the greenway is extremely limited. There are several potential locations for access points along White river Parkway and consideration should be given to creating a regional trailhead in this stretch of the greenway.

The at-grade crossing of 16th Street continues to be problematic and dangerous. Recent efforts to improve the crossing as part of the 16th Street/16 Tech Trail project have brought some improvement, but the existing sightlines and heavy traffic create a very dangerous situation and not just during peak traffic times. Further improvement to this crossing should be studied.

South of 16th Street, the trail follows the levee past one of the river’s several dams and near the historic Bush Stadium, currently being renovated for residential uses. While there are small places for cars to pull off along Waterway Blvd., there are no accessible paved access points between the top of the levee and the street. As the trail continues south towards 10th Street, sweeping views of the Indianapolis skyline open up. The trail follows the river, and then Fall Creek to the Beurt SerVaas Bridge, a cable-stay pedestrian bridge spanning Fall Creek just north of 10th Street. This pedestrian bridge was completed in 1999 and has become an appealing landmark in the downtown environment. This bridge also marks the connection with the future sections of the Fall Creek Greenway.

South of the confluence with Fall Creek, the White River Greenway trail follows 10th Street to a signalized crossing that takes the trail onto the IUPUI campus and into White River State Park.

The downtown riverfront between 10th Street and Washington Street has been redeveloped according to the Central White River Waterfront Master Plan which was prepared in 1994 by Sasaki Associates. Walkways along both sides of the river have been developed forming a downtown loop that connects many of the attractions in this section. On the west bank, the trail connects across the 10th Street bridge and follows the top of the manicured banks to the White River Promenade behind the zoo and passes both the Indianapolis Zoo and the White River Botanical Gardens on its way to the Washington Street bridge.

On the east side of the river, the constructed trail runs along the edge of the IUPUI campus and enters White River State Park, crossing the downtown Canal Walk and the Indianapolis Cultural Trail in route to the Washington Street bridge. A pedestrian crossing on Washington Street exists as well as the converted historic Washington Street bridge that has been converted into a pedestrian bridge connecting White River State Park to the Indianapolis Zoo.

In 2014, construction was completed on a two-mile section of the White River Greenway that extends south of Washington Street on the western bank of the White River. The trail passes through the floodplain crossing under Washington Street, under a railroad bridge, and several other bridges on its way to Raymond Street. At Raymond Street, the trail connects with the existing portion of the Eagle Creek Greenway.

**SOUTH WHITE RIVER**

The Raymond Street overpass is the point where the South White River corridor begins. The corridor ends at the Marion County/Johnson County line. The southern segment of White River (from Raymond Street to the county line) is over 9 miles long. The northern part of this corridor contains primarily industrial development, and the southern portion of this corridor is characterized by open space with a wide floodplain. There has not been much residential or commercial development in this part of the county. Along this course, the White River Greenway will make connections with the Pleasant Run Greenway, the proposed Lick Creek Greenway and the proposed Little Buck Creek Greenway, before terminating at Southwestway Park.

In the 1994 greenways plan, paved shared-use paths were planned on both sides of the river from Raymond Street south to Interstate 465. At that point, the paved shared-use path was recommended to be on the east side of the river with non-paved pedestrian and equestrian trails recommended on the western side of the river. Since that plan, the route evolved and in the 2002 update, the route was designated solely on the west bank of the river. The route was evaluated again as part of this master planning process and remains on the west side of the river in order to maintain continuity. Connectivity to the other greenways that intersect with this section is critical so three new pedestrian bridges are proposed along the river to connect to Pleasant Run Greenway, the proposed Lick Creek Greenway, and the proposed extension of the Little Buck Creek Greenway on the southern end of the route.

This stretch of the White River also affords several places where trail users will have access to the river. All of this makes the completion of the White River Greenway a critical piece in the overall greenways system.
WORLD SPORTS PARK CONNECTOR

The city is developing the new World Sports Park on South Post Road with the goal of attracting major tournaments to the facility. The types of events being targeted and the close proximately of the greenway system to the facility provide an opportunity to connect the system to this facility creating a significant connection within the system. A preliminary connection route has been identified along Post Road that would connect the World Sports Park to the Pennsy Trail, connecting the new park facility into the overall greenway network. The connector could most likely be constructed within the existing public right-of-way along Post Road. The 1.3 mile connection would also connect several existing residential subdivisions as well as future residential development near the park.

WHITE RIVER CONNECTOR

The City of Indianapolis has an extensive network of active rail lines. Part of the city’s rail network includes a belt-line rail line that loops south around the downtown area. It serves as a route around the downtown, but has also served as spurs to local industries and shipping, especially along the northern portions. On the west side, the spur extends as far north as 29th Street. Today the spur is abandoned from 10th Street north, leaving the corridor and its old infrastructure in place. The infrastructure includes an old railroad bridge over the White River. This corridor presents an opportunity for the city to secure an open corridor that crosses over the White River. The route also provides an opportunity for creating a new loop connection with three major greenway routes: Fall Creek, White River and the Central Canal Towpath. It may also provide an additional route for the Fall Creek Greenway or the Central Canal Towpath should difficulties with their planned alignments prevent further trail construction to the south. It is recommended that the city investigate the ownership details of this portion of the abandoned belt-line corridor and determine if acquisition of the corridor is feasible.
white river connector overview:
• CONNECTS THE CENTRAL CANAL TOWPATH TO THE WHITE RIVER VIA AN ABANDONED RAIL CORRIDOR
MILES: 0.5

world sports park connector overview:
• CONNECTS THE PENNSY TRAIL TO THE WORLD SPORTS PARK VIA POST ROAD
MILES: 1.3

Legend:
- PARKING AREAS
- RESTROOMS
- PROPOSED CONNECTOR
- BUILT
- PROPOSED BUILT
- OTHER GREENWAYS
- EXISTING BIKE LANES
- PLANNED BIKE LANES
- LANDMARKS
- PARKS
- OTHER INCORPORATED AREAS
- EXISTING BIKE LANE PATHS
- PLANNED BIKE LANE PATHS

other connectors
This section outlines a series of tables that summarize the plan recommendations identified as part of the Indy Greenways Full Circle Plan. The recommendations reference specific items in the various chapters and provide information related to responsible agencies, timeframes and funding sources. Several factors can influence the timeline identified for the action steps, such as changing community conditions related to securing on-going funding or property acquisition. The timeline and action steps should be evaluated and are intended to be flexible as these changes occur. Continuing to establish strong partnerships with public, private and non-for-profit organizations will be key in implementation, as no one agency will be able to accomplish this broad vision alone.

**ACTION PLAN MATRIX**

The tables on the following page summarize the plan recommendations in an easy to reference format. Each table identifies:

- **Description** – Each of the items related to a specific action are summarized in a general format. Detailed descriptions of specific recommendations are located in their respective chapters.

- **Responsible Parties & Support Resources** – The key implementing agency is highlighted along with the acknowledgement of other support resources or partners, such as outside consultants, agencies or volunteers, that will be instrumental in carrying out the specific tasks.

- **Funding Sources** – Potential funding sources are identified, recognizing that the development of the vision articulated in the Indy Greenways Full Circle Plan will require significant investment from both public and private sectors.
1. Federal/State – A variety of funding sources are available for a range of transportation, health and community development projects. Some programs would be specific initiatives related to greenway, trail or public open space projects while other programs tie into transit, transportation, environmental cleanup and community development initiatives. It is noted that over the anticipated duration of this plan, these programs may change or new programs may be created. It will be important to monitor the specific resources available at this level in order to capitalize on these available funds. Current examples (as of 2014) at the federal level include grants or programs related to the Moving Ahead for Progress in the 21st Century Act (MAP-21) Transportation Alternatives initiative that deal with transportation improvements, Recreational Trails Program and Safe Routes to Schools programs.

2. Local – Identification of specific funding for the greenways, and support of the maintenance and services related to the greenways, would be identified in the city’s capital improvement budget. In addition, many federal and state programs require a local match in order to capitalize on those available resources. Other local resources include designated funds – such as the Rebuild Indy Program – that targets infrastructure improvements as well as funds created through the use of established city development districts, including re-investment in infrastructure in a designated Tax Increment Financing (TIF) district.

3. Private – An organized capital campaign, private grant programs (such as those from non-profit foundations), individual donations or non-profit/in-kind support are all examples of private funding sources that could be utilized in the implementation efforts of the greenways.

Action Type – The various recommendations fall into similar types of actions, those being:
- Planning / Project Development – Identification of ongoing studies, plans, scoping reports, environmental studies or other projects related to the refinement of the greenways;
- Design, Engineering & Construction – Refers to the physical design and construction of the identified greenway segments;
- Coordination / Outreach – Highlights special circumstances regarding promotion, marketing, partnership building or ongoing plan monitoring;
- Policy, Program & Administrative Update – Relates to the coordination and compatibility of the greenways plan to other infrastructure plans, capital improvement plans and ordinance development;
- Funding & Resource Development – Acknowledges tasks that specifically deal with outreach and securing development funding.

Action Timeline – It is recognized that not all plan recommendations can begin at once. The timeline associated with the various action items are outlined in terms of:
- Immediate – within the 1st year
- Short-term – 2-5 years
- Mid-term – 5-10 years
- Long-term – 10+ years
- Ongoing – In addition, some items may be initiatives within a certain timeline horizon, but are recognized to be on-going initiatives that will continue throughout the life of the implementation process.

Supporting Plan Goals – It is important that each of the action items relate back to the overall plan goals and themes. This provides the insight and justification for each task and ties it back into the plan process that identified these important strategic objectives as a basis for making recommendations. Each action item highlights the primary goal which it supports. If an action item relates to more than one of the plan goals, the respective goal(s) have also been illustrated denoting a support of that plan goal as well.
**ACTION STEP**

Continue the ongoing planning, design & project development as related to the physical greenway build-out. Refer to Chapter 3, Master Plan for full listing of recommendations and prioritization as related to these types of activities.

**Description:**
- Coordinate emergency location system with public safety officials and complete georeferencing for coordinate system.
- Develop a comprehensive project report detailing trail routes, route changes identified in this plan, and construction phasing for the development of the remaining Pogues Run Greenway.
- Inventory existing signage along current segments.

**Responsible Parties:**
- Indy Parks - Resource Development
- Indy DPW

**Other Resources:**
- Consultant
- Various state & local agencies
- IMPD / Public Safety Officials (emergency location system)

**Potential Funding Source(s):**
- Capital Budget / Improvement Funds
- Private Funds
- Federal / State Funds
- Grants

**Action Type**

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<thead>
<tr>
<th>Planning / Project Development</th>
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**ACTION STEP**

Continue the ongoing planning, design & project development as related to the physical greenway build-out. Refer to Chapter 3, Master Plan for full listing of recommendations and prioritization as related to these types of activities.

<table>
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<tr>
<td>■ Complete scoping document for Fall Creek Greenway including the section between Meridian Street and 10th Street, the connection between Fort Harrison State Park and the Fall Creek Loop Trail, and the connection between the Fall Creek Loop Trail and Geist dam.</td>
</tr>
<tr>
<td>■ Complete a comprehensive project report for the route to determine exact route, costs, and phases for implementation for the proposed Interurban Trail.</td>
</tr>
<tr>
<td>■ Prepare and implement a scoping document for the South White River Greenway corridor from Raymond Street to Southwestway Park, including the development of pedestrian crossing concepts to connect to the Lick Creek Greenway and the Little Buck Creek Greenway across the river.</td>
</tr>
<tr>
<td>■ Complete feasibility study for the White River Greenway extending from northern terminus of trail to the IMA 100 Acres parking area on the northeast side of the 38th Street/I-65. Eliminate current trail pavement that leads into the existing exit ramp.</td>
</tr>
<tr>
<td>■ Develop a comprehensive project report for the B&amp;O Corridor.</td>
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## ACTION STEP

Continue the ongoing **planning, design & project development** as related to the physical greenway build-out. Refer to Chapter 3, Master Plan for full listing of recommendations and prioritization as related to these types of activities.

### Description:

- Complete a scoping study for the segment of the **Central Canal Towpath** from 30th Street to the I-65 interchange to determine feasibility of greenway development.
- Complete a comprehensive project report for the **Grassy Creek Greenway** to verify feasibility and identify potential issues for full development of this greenway.
- Prepare a comprehensive project report for the **Buck Creek Greenway** that details its route, connections, other potential issues for development of its route.
- Complete a scoping study to determine route location for remaining unbuilt portions of the **Northtown Greenway** route.
- Prepare a scoping study and work with property owners along **Eagle Creek Greenway** north of Eagle Creek Park to determine specific alignment along the creek.
- Develop scoping study for the **Vandalia Trail** that identifies feasibility of route and identifies costs for implementing the trail.
- Complete a comprehensive project report for the **Monon-Pogues Run Connector** route. Include identification of property ownership of abandoned rail corridor.
- Complete a comprehensive project report for the **Little Buck Creek Greenway** route to verify feasibility and identify potential issues for full development of this greenway.
- Complete a scoping study to determine route and feasibility of the **86th/82nd Street Connector**.
- Develop scoping study for the **Pleasant Run Greenway** between Garfield Park and the White River. Evaluate options for new pedestrian crossing of the river.

### Responsible Parties:

- Indy Parks - Resource Development
- Indy DPW

### Other Resources:

- Consultant
- Various state & local agencies

### Potential Funding Source(s):

- Capital Budget / Improvement Funds
- Private Funds
- Federal / State Funds
- Grants

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### Action Priority:

- Immediate: 1 Year (2014)
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- Long-term (Beyond 2024)
- Ongoing

### Supporting Plan Themes:

- Recreation
- Transportation
- Connectivity
- Access
- Environmental Stewardship
**ACTION STEP**

Continue the ongoing planning, design & project development as related to the physical greenway build-out. Refer to Chapter 3, Master Plan for full listing of recommendations and prioritization as related to these types of activities.

**Description:**
- Complete a comprehensive project report for the White Lick Creek Greenway corridor.
- Work with Franklin Township officials to complete a scoping study for the entire length of the Southeast Trail proposed route.
- Complete a comprehensive project report for the Lick Creek Greenway corridor.
- Complete a comprehensive project report for the entire length of the Southwest Trail proposed route. Specific attention should be paid to the connection at Southwestway Park and the stream corridor along Dollar Hide Creek.

**Responsible Parties:**
- Indy Parks - Resource Development
- Indy DPW

**Other Resources:**
- Consultant
- Various state & local agencies

**Potential Funding Source(s):**
- Capital Budget / Improvement Funds
- Private Funds
- Federal / State Funds
- Grants

**Action Type**

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**Action Priority:**

**Supporting Plan Themes:**
- Recreation
- Transportation
- Connectivity
- Access
- Environmental Stewardship
### Action Step

The following recommendations concern improvements and build-out of the existing greenway system:

- **Implement pilot project for new signage along Pleasant Run Greenway.**
- **Eagle Creek Greenway:** Construct Eagle Creek Greenway from 46th Street to Raymond Street.
- **Implement route adjustments for Eagle Creek Greenway route from this plan:**
  - Identify and sign greenway route through Eagle Creek Park.
  - Remove existing signs along the Eagle Creek Greenway section north of Eagle Creek Park along 71st Street and re-sign this segment with the Northtown branding.
  - Implement new signage along entire construction of Eagle Creek Greenway.
- **Monon Trail:** Coordinate construction of new trailhead parking and connections along Cornell Street.
- **Fall Creek Greenway:** Work with Indiana State Parks to identify and mark the route of the Fall Creek Greenway through Fort Harrison State Park.
- **Pennsy Trail:** Complete property acquisition.

### Responsible Parties:
- Indy DPW
- Indy Parks / DPW - Resource Development

### Other Resources:
- Consultant
- Contractor

### Potential Funding Source(s):
- Capital Budget / Improvement Funds
- Private Funds
- Federal / State Funds
- Grants

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### Action Priority:

- **Immediate:** 1 Year (2014)
- **Short-term:** 2-5 Years (2015-2019)
- **Mid-term:** 5-10 years (2020-2024)
- **Long-term:** (Beyond 2024)
- **Ongoing**

### Supporting Plan Themes:

- **Recreation**
- **Transportation**
- **Connectivity**
- **Access**
- **Environmental Stewardship**
**ACTION STEP**

The following recommendations concern improvements and build-out of the greenway system:

- **White River Greenway/Central Canal**: Improve the existing connection between the Central Canal Tow-path and the White River Greenway near 30th Street. Design a more intuitive connection that meets the design standards of the greenway and include appropriate wayfinding signage.

- **Fall Creek Greenway**:
  - Reconstruct segment between Emerson and 56th and include new trailhead and parking facilities.
  - Begin construction of next segments of trail.

- **Monon Trail**:
  - Undertake widening project along Monon Trail in Broad Ripple.
  - Construct new trailhead facility at Boulevard Station.

- **Pogues Run Greenway**:
  - Construct sections from Pogues Run Art and Nature Park to 10th Street, including the rehabilitation of two bridges within Spades park.

- **Pleasant Run Greenway**:
  - Design and construct new shared-use path connection on the north side of East Michigan Street (southern edge of Ellenberger Park) that will connect the Pleasant Run Greenway trail to Ritter Avenue, identified as the future connection to the Pennsy Trail.

- **Pennsy Trail**:
  - Complete construction of greenway.
  - Continue to implement new signage package on the greenways:
    - Implement new signage along Pogues Run Greenway. Include vehicular wayfinding signs to Art and Nature Park on 21st Street and Dequincy Street.
    - Implement new signage along the Monon Trail.
    - Install signage and branding along greenway segments that are exist:
      - Sign and brand the existing portions of the Southwest Trail through Ameriplex.
      - Sign and brand the existing portion of the 86th/82nd Street Commercial Connector

| Responsible Parties: | Indy DPW |
| Other Resources: | Consultant, Contractor |
| Potential Funding Source(s): | Capital Budget / Improvement Funds, Private Funds, Federal / State Funds, Grants |

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**Supporting Plan Themes:**

- Recreation
- Transportation
- Connectivity
- Access
- Environmental Stewardship
**ACTION STEP**

Continue the ongoing design, engineering & construction activities as related to the physical greenway build-out. Refer to Chapter 3, Master Plan for full listing of recommendations and prioritization as related to these types of activities.

<table>
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<th>Description:</th>
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<tbody>
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<td>B&amp;O Trail: Initiate construction of B&amp;O Trail.</td>
<td></td>
</tr>
<tr>
<td>Fall Creek Greenway:</td>
<td>Construct new greenway crossing of 38th Street and Fall Creek.</td>
</tr>
<tr>
<td>Continue to construct extensions of trail to 10th Street.</td>
<td></td>
</tr>
<tr>
<td>Construct connection between Fall Creek Loop Trail and Fall Creek at Geist segment of trail.</td>
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</tr>
<tr>
<td>Monon Trail: Improve trailhead at 75th Street. Add restrooms and signage.</td>
<td></td>
</tr>
<tr>
<td>White River Greenway:</td>
<td>Reconstruct/construct new trailhead and trail improvements on White River Greenway between Riverside Drive and the Lake Sullivan/Major Taylor Velodrome area.</td>
</tr>
<tr>
<td>Improve the pedestrian crossing on the 30th Street bridge and make repairs to existing historic bridge.</td>
<td></td>
</tr>
<tr>
<td>Pleasant Run Greenway: Determine, design and construct paved trail route between the existing terminus of the trail at Michigan Street and the designated parking and restroom facilities within Ellenberger Park.</td>
<td></td>
</tr>
<tr>
<td>Pogues Run Greenway: Construct new segment from Spades Park to 10th Street.</td>
<td></td>
</tr>
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**Responsible Parties:**
- Indy DPW
- Indy Parks / DPW - Resource Development

**Other Resources:**
- Consultant
- Contractor

**Potential Funding Source(s):**
- Capital Budget / Improvement Funds
- Private Funds
- Federal / State Funds
- Grants

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**Action Priority:**

**Supporting Plan Themes:**
- Recreation
- Transportation
- Connectivity
- Access
- Environmental Stewardship
**ACTION STEP**

Continue the ongoing **design, engineering & construction activities** as related to the physical greenway build-out. Refer to Chapter 3, Master Plan for full listing of recommendations and prioritization as related to these types of activities.

**Description:**

The following recommendations concern long-term improvements and build-out of the greenway system:

- **Fall Creek Greenway:**
  - Redesign and reconstruct segment from Allisonville Road to Emerson to meet current standards and width.
  - Construct connection to Riverside Park via Burdsal Parkway.

- **Central Canal Towpath:**
  - Construct extension to downtown.

- **White River Greenway:**
  - Construct new access point along Waterway Boulevard near the Bush Stadium development and construct accessible connection between new parking area and the trail on top of the levee.
  - Install new signage along the entire built portion of the White River Greenway. Include wayfinding signage to existing features, parks, and facilities along the route. Coordinate with the White River State Park Commission to determine appropriate marking of route through White River State Park.
  - Coordinate with Hamilton County officials to implement wayfinding to Town Run Trail Park via the shared-use paths along 96th Street, Hazel Dell Parkway, and 106th Street.
  - Construct new trailhead at Southwestay Park to serve the connection between the White River Greenway, the Little Buck Creek Greenway, and the Southwest Trail. Include restroom facilities at the trailhead.
  - Construct new pedestrian bridge over the White River to connect the White River Greenway to the Pleasant Run Greenway once the Pleasant Run Greenway is extended to the river.
  - Construct new pedestrian bridge over the White River to connect the White River Greenway to the Lick Creek Greenway once the Lick Creek Greenway is complete.
  - Construct new pedestrian bridge over the White River to connect the White River Greenway to the Little Buck Creek Greenway once the Little Buck Creek Greenway is extended to the river.

- **Pogues Run Greenway:**
  - Construct Pogues Run Greenway between 10th Street and Arsenal High School.

- **Pleasant Run Greenway:**
  - Design and construct new improvements to the Pleasant Run Greenway at the Emerson Avenue-Washington Street intersection. Design and construct new trailhead at the Pleasant Run Parkway-Washington Street intersection to the west of Pleasant Run.
  - Continue to implement new **signage package** on the greenways.

**Responsible Parties:**

- Indy DPW
- Indy Parks / DPW - Resource Development

**Other Resources:**

- Consultant
- Contractor

**Potential Funding Source(s):**

- Capital Budget / Improvement Funds
- Private Funds
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**Supporting Plan Themes:**

- Recreation
- Transportation
- Connectivity
- Access
- Environmental Stewardship
## ACTION STEP

Continue the ongoing **design, engineering & construction activities** as related to the physical greenway build-out. Refer to Chapter 3, Master Plan for full listing of recommendations and prioritization as related to these types of activities.

### Description:

The following recommendations concern ongoing improvements and build-out of the greenway system:

- Identify and construct connections to the greenways from adjacent neighborhoods.
- Implement new sign package on the different greenway segments.
- Identify and construct connections to new transit stops identified in the Indy Connect plan.

### Responsible Parties:

- Indy DPW
- Indy Parks / DPW - Resource Development

### Other Resources:

- Consultant
- Contractor
- Indianapolis MPO
- CIRTA

### Potential Funding Source(s):

- Capital Budget / Improvement Funds
- Private Funds
- Federal / State Funds
- Grants

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### Action Priority:

- Immediate: 1 Year (2014)
- Short-term 2-5 Years (2015-2019)
- Mid-term 5-10 years (2020-2024)
- Long-term (Beyond 2024)
- Ongoing

### Supporting Plan Themes:

- Recreation
- Transportation
- Connectivity
- Access
- Environmental Stewardship