

## **SECTION 1**

### **INTRODUCTION**

The Indianapolis Greenways Plan describes the community's vision for a regional network of linear open space that connects neighborhoods and promotes recreation, fitness, conservation and alternative forms of transportation. This network, known as the Indianapolis Greenways System, will benefit not only Marion County, but will also help connect the entire central region of Indiana.

The Indianapolis Greenways Plan perpetuates the dream of park-lined rivers and streams envisioned in the early part of the 20<sup>th</sup> century while answering the need for reconnecting our communities together in the 21<sup>st</sup> century. This plan also builds on initiatives established in the *Pathways To The Future-- Indianapolis-Marion County Park, Recreation & Open Space Plan*, published by Indy Parks for the City of Indianapolis in 1999 and the *Indianapolis Metropolitan Bicycle and Pedestrian Plan*, prepared by the Metropolitan Planning Organization and adopted in 2000.

The Indy Parks Comprehensive Plan--*Pathways To The Future* focuses attention on the city's existing parks and recreation system, establishes short and long-term park planning guidelines and priorities, and offers guidance to decision-makers by establishing priorities and action schedules. The updated Indianapolis Greenways Plan continues the focus of the 1999 *Pathways To The Future* plan by identifying and prioritizing greenway linkages to parks, neighborhoods and other primary nodes of activities such as schools and commercial centers. The plan also encourages the protection of natural areas and the acquisition of linear open space and greenways throughout the county by establishing funding priorities for acquisition, development, restoration and enhancement of the greenway corridors.

## **What Is a “Greenway”**

A greenway is a linear open space that connects park components to form a cohesive park, recreation and open space system. It expands recreational opportunities and aids in the protection of wildlife and scenic regions. A greenway allows for safe and uninterrupted pedestrian or non-motorized transportation between community destinations including park, recreation and neighborhood components. Appearing as "ribbons" of green, greenways can increase the opportunities for recreation and provide accessibility to more people, places, neighborhoods and cultural resources within a city. Greenways can include recreational assets such as biking and hiking trails, or they can be as simple and natural--and ecologically important--as a stretch of stream bank left wild.

Greenways are not a new idea. They were "invented" by the pioneering American landscape architect Frederick Law Olmsted, who developed "park ways" to knit parks together in Boston, MA and Brooklyn, NY. Inspired by Olmsted in the 1880s, George Kessler, a noted city planner and landscape architect from Kansas City, developed similar plans including a system for Indianapolis. Lawrence Sheridan, a landscape architect for the City of Indianapolis, expanded the themes of the Kessler Plan in 1928 to include all of Marion County. Today, Olmsted's, Kessler's and Sheridan's legacy of identifying and preserving linear parcels of parkland for pathways and open space is being recognized for the enhancement of the quality of life in Indianapolis.

## **How the Updated Indianapolis Greenways Plan Will Be Used**

The Indianapolis Greenways Plan will do the following:

- Identify and prioritize the development of greenway corridors and trails to connect the entire county.
- Assist in the implementation of plan recommendations by identifying resources necessary to fund the development of the Greenways System
- Identify key portions of the Greenways System that should be conserved or developed sensitively for passive recreation.
- Increase the level of awareness and understanding of the importance of natural Greenways Systems to the region.
- Encourage the people of Indianapolis to be involved in the continued development of the Greenways System as an integral component in the future development of the city.
- Form a foundation for initiatives such as alternative transportation and flood and habitat protection.

## **Why We Need the Indianapolis Greenways System**

The Indianapolis Greenways System can help solve many problems that face Marion County. Demand for self-directed recreational opportunities and open space is increasing while the fulfillment resources are disappearing. Below are some of the ways greenways can help.

**\*Green Space for Parks and Recreation.** Since greenways are linear, they can reach many neighborhoods and can help provide open space and recreational opportunities especially in densely developed areas of the city. Just as important, greenways can provide access to larger neighborhood, community and regional parks for the neighborhoods by providing corridors that reduce traffic conflicts, provide safety and are fun to use.

In addition, the linear form of greenways makes it a great place for establishing trails for hiking, jogging, bicycling, horseback riding, wildlife viewing, and even cross-country skiing. Such trails are more suited to greenways since they permit continuous path systems without interruption from heavy vehicular traffic on major thoroughfares.

Park acreage within Marion County is not equally distributed nor is it adequate to provide for the current population. The supply of parkland is currently 5.18 acres per 1000 persons for regional parks, 1.04 acres per 1000 pop. for community parks, 1.30 acres per 1000 pop. for neighborhood parks and .07 miles per 1000 pop. of trails. The new Indy Parks adopted standards for park acreage established in the "Pathways to the Future Plan" is to reach 10.0 acres per 1000 persons for regional parks, 6.0 acres per 1000 pop. for community parks, 1.3 acres per 1000 pop. for neighborhood parks and .15 miles per 1000 pop. of trails. New greenways can help to improve the deficiency of park and open space acreage by creating links between parks, thereby increasing public access to parklands available and by converting land (such as flood control corridors) to recreation use not previously available. In addition, greenways can be included in plans for new development and provide open space and recreational opportunities within new communities where natural resources are dwindling. Time is becoming critical in many areas of Marion County where very little open space now exists. According to the 1999 "Pathways to the Future" plan, preserving open space and natural areas is a high priority for Indy Parks and Greenways. To accomplish this goal in a meaningful way many different strategies other than outright purchase will need to be explored and utilized.

- **Improve Quality of Life.** Indianapolis has made great strides in the past few decades and has become one of America's most livable cities. The continued growth of the greenways system proposed in this plan will complement these efforts. The Indianapolis Greenways system will join a variety of cultural, recreational, athletic, academic, and leisure facilities critical to Indianapolis' future success and allow the city to become more livable and vibrant. As citizens incorporate fitness activities in their daily routines, access to the recreational opportunities available within the Greenways system can only help efforts to improve health and fitness. On another level, greenways created simultaneously with subdivisions in newly developed areas will enhance the quality of life by increasing the accessibility to recreation and nature.
- **Links throughout the Community.** Like most metropolitan areas in the United States, Indianapolis continues to rapidly suburbanize, dispersing population and developed land over a wider area. Although important to the future of Indianapolis, development seldom seems to be mindful of what resources still remain in the city--wooded areas, agricultural land, wetlands, river and stream corridors, and areas that provide scenic views. Greenways--when they are developed carefully in unison with subdivisions, commercial areas, and even new industrial areas--can complement, not hinder, development and allow new areas to acquire the lived-in feeling of older parts of the community. Conveniently, greenways are often located in the extra space along rivers and streams where building is undesirable due to flooding. Also, many of the major stream corridors and the White River all flow through the urban core of the city, making the Greenway system accessible to a large population of urban residents. This is an important feature when considering opportunities for alternative transportation to work and play. When the Indianapolis Greenways Plan is complete, it will link over 100 major destinations with neighborhoods throughout Marion County (see Table \*).
- **Protection of Environmental Resources.** Greenway development helps preserve the natural landscape for future enjoyment and appreciation. Indianapolis greenways are home to some of Indiana's many endangered and threatened plants and animals, including the black-crowned night heron, eastern sand darter, spotted turtle, and badger. Greenways protect natural habitat from degradation, particularly since many of the greenway corridors are along rivers and streams, some of the most important habitat left in Marion County. Even in an urban environment like Indianapolis, a great diversity of plant and animal life can be found: over 341 species and subspecies of birds, 754 species of plants, and 60 species of trees have been identified. The region is also an important stopover point for migrating birds during the spring and fall.

Another benefit is that the greenway corridor rivers and streams play an important role in protecting water quality. The rocks, gravel, silt, and vegetation within the river and stream corridors act as nature's filter, intercepting sediment and pollution, naturally cleaning the water flowing through them.

- **Protection for Historic and Cultural Resources.** The river, streams, rail and interurban corridors within the county each played a role in the development of the city. As you travel along the corridors of the Indianapolis Greenway System you can see the locations and replay the events that make up the history of the development of Indianapolis and the smaller communities within

its borders. Many of Indianapolis' best historic, cultural, and civic resources are located within or adjacent to corridors within the Greenways System. Examples of historic and cultural properties include publicly owned facilities such as the location of McCormick's cabin (the home of the first settler), the Sunken Gardens at Garfield Park as well as nationally recognized Historic Districts such as Irvington, Woodruff Place and the Michigan Road Toll House. Institutions such as Marian College, Butler University, Indiana University-Purdue University at Indianapolis, the Indianapolis Museum of Art, the White River State Park and the Indianapolis Zoo all border the Greenways System. Major attractions including the Indianapolis Motor Speedway, the RCA Dome, Circle Centre, Victory Field and Conesco Fieldhouse are all accessible to the system, as well as the commercial areas in downtown Indianapolis and throughout the county.

The Indianapolis Greenways Plan offers an opportunity to tie these resources together and make them accessible to the people, who can use the greenway corridors as alternate forms of transportation. By making these institutions more accessible and by providing interpretive historic information, the Greenways System will help increase interest in their preservation and restoration and in some cases provide for greater economic stability.

- **Stimulate Economic Development.** The Greenways System will help the economic base of the city by making it desirable for new businesses to locate in Indianapolis. Also, there already are opportunities along the corridors for small businesses to sell goods and services to trail users. The Greenways System will also complement efforts to attract tourism and special events by providing alternative transportation corridors and attractive recreation facilities.

Studies from around the country show that there is a positive impact on values of properties near or adjacent to public open spaces and trails. The positive impact is greatest where there is effective maintenance and security, limited vehicular access and park development oriented to open space rather than intensely developed park facilities. According to the National Park Service, "One implication of the study is that increases in property values depend on the ability of developers, planners and greenway proponents to successfully integrate neighborhood development and open space." Open space systems have also been shown to help regional tourism, business attraction and retention.

- **Storm Water Management System.** Marion County's rivers and streams aren't only home to an interesting array of plants and animals; they also serve an important utilitarian purpose—they're Indianapolis' natural storm water drainage and flood control system. This system works best when a stream and its riparian zone—floodplain, banks, and wooded uplands—are protected. Riparian zones moderate water flow using the resistance caused by vegetation, the absorption by soil and plants, and the discharge into groundwater. These zones filter nutrients, harmful chemicals, and sediment from the stream. Also, these zones offer a convenient location for biking and hiking trails and nature viewing.

Natural storm water management systems reduce the need for elaborate constructed systems of levees, concrete, pipes, and manholes to control water flow. Most people would agree that leaving areas of water, grass, and trees intact is a more attractive solution to storm water management than a straightened streambed of concrete. Allowing these areas to remain in their natural state is a cost-effective solution to storm water management that permits limited recreation while protecting people and property from flood damage.

The existing system of levees designed for flood control are also convenient areas for trail development since access for service and inspection is required and because they are regularly mowed and maintained thereby reducing the greenway maintenance costs.

## What's in This Document

This report describes the process that was used to update the Indianapolis Greenways Plan. The report is divided into five sections:

- Section 1 concentrates on background information. It gives the a description of how greenways can add value to a community, describes the history of parkway and greenway development in Indianapolis, presents a review of the planning process and describes the resulting greenway development themes.
- Section 2 explores the new themes that emerged from the 2000 public planning process and summarizes key areas of focus for the future.

- Section 3 focuses on the specific greenway corridors. It presents physical information and the vision for each corridor.
- Section 4 presents action steps, costs, and a timetable for implementing the 2000 Indianapolis Greenways Plan.
- Section 5 is an appendix with related corridor planning studies and the public planning process documents.

## Indianapolis Greenways History

The following is a summary of the efforts of many people to make the Indianapolis Greenways System a reality.

### Early Planning Efforts

Indianapolis holds an important place in the early history of comprehensive, countywide parks and recreation plans in the United States. In the latter part of the nineteenth century, civic leaders realized that natural areas within the city were quickly being developed and that the need of citizens for parks and open space was increasing. The city responded by forming the Board of Park Commissioners in 1885 to develop a park system. The city believed that a formal park system would be a way to preserve land for open space and recreational uses and to protect it from future development. To assess the city's park needs, the board hired the well-known landscape architect John C. Olmsted, the son of Frederick Law Olmsted. John C. Olmsted developed a six-point plan that called for the development of parkways along rivers and streams. These parkways would connect existing parks and other parks that Olmsted recommended for development. In fact, Olmsted's work initiated the acquisition of land for Brookside Park along Pogues Run and Riverside Park on the banks of White River.

From 1908 to 1915 city planner and landscape architect George Kessler was retained by the Park Board to serve as the Consulting Landscape Architect to continue implementing and expanding the plan. Prior to coming to Indianapolis, Kessler was the author of a plan for Kansas City's park and boulevard system. At about the same time that Kessler was developing the Indianapolis park system plan; he began work on a park plan for Fort Wayne. In Indiana his plans for both Indianapolis and Fort Wayne, Kessler argued for reserving land along the cities' rivers and streams for parks and using tree-lined boulevards to connect the parks.

The result of Kessler's studies in Indianapolis was his 1909 plan, commonly called the "Kessler Plan." Determined by the physical features of the city, the Kessler Plan proposed a chain of continuous parks that would extend to every neighborhood of the city. By acquiring open spaces adjacent to boulevards, the city could create a series of small neighborhood parks and playgrounds for the entire community. Another key aspect of Kessler's plan was the preservation of low-lying areas near streams and rivers to protect natural floodways. The result of this plan would be a parkway system that would greatly benefit the city.

The legacy of the Kessler Plan is the existing parks and parkways it recommends- White River, Fall Creek, Pleasant Run and Burdsal parkways, Garfield Park, and the elegant stone bridges Kessler designed throughout the city. His plan also recommended the full development of Olmsted's Riverside Park and Brookside Park. The strength of Kessler's plan was its vision for Indianapolis' future. To this day, Kessler's parks and parkways are the backbone of the Indianapolis park system.

The 1929 plan "The Leisure of the People" provided a comprehensive look at both public and private recreation needs within the city. This plan proposed expansion of park acreage, facilities, and programs and called for the park and school boards to cooperatively plan new sites. The 1929 plan was innovative because it charged civic organizations throughout the city with promoting healthy recreation and better leisure opportunities; also, the plan recommended that realtors should be required to set aside portions of new subdivisions "for perpetual parks and playgrounds."

The period between 1929 and 1960 saw little planning on the Indianapolis park system. After World War II, Indianapolis and other cities began to expand outward rapidly. Unfortunately, this growth did not include plans for parks and recreational areas to complement and enrich the new neighborhoods that were developing around Indianapolis. The stages of Indianapolis development are shown in the graphic on page \*\*.

Between 1960 and 1992, six countywide park plans were written. Unlike their predecessors, these plans were developed jointly between two city agencies, the Department of Parks and Recreation (DPR) and the Department of Metropolitan Development (DMD). These cooperative efforts affirmed the important connection between parks and recreation facilities and the quality of life of Indianapolis' neighborhoods. Among the five plans, 1982's Indianapolis Parkway System Plan is notable because it proposed the development of a countywide parkway system linking newly developed areas with many of the Kessler Plan parkways. The 1982 plan's intent was to produce a system that was attractive and useful for all--automobile drivers, bicyclists, hikers, joggers, and pedestrians.

## Planning Process

### 1994 Indianapolis Greenways Plan

The 1994 Indianapolis Greenways Plan was the first comprehensive update of the Kessler Plan since it was published over 90 years ago. It was the culmination of a three-year effort to plan for the future of the greenway system in Indianapolis. The Department of Parks and Recreation and the Department of Metropolitan Development received technical assistance from the National Park Service (NPS) and the Indiana Department of Natural Resources (IDNR) during the initial planning stages. This assistance brought a wealth of knowledge regarding greenway planning efforts from around the country and was instrumental in bringing the planning effort to fruition. Following is a description of the efforts of these groups:

- **The National Park Service and the Indianapolis Department of Parks and Recreation.** This planning effort began in the early 1990's when the DPR started a relationship with the NPS Rivers, Trails, and Conservation Assistance Program. This program assisted citizen groups, private nonprofit organizations, and state and local park planners in protecting and enhancing greenway assets in the following ways:
  - Providing technical expertise
  - Organizing public participation
  - Educating both city officials and the public on mechanisms to implement greenways plans

In considering which cities, counties, and states should receive funding assistance, the NPS evaluated many factors: the existence of manageable greenway resources, strong citizen interest, political leadership committed to greenway development, a track record of greenway activism, and local staff with expertise in parks and recreation planning-elements that the City of Indianapolis possessed.

The Rivers, Trails, and Conservation Assistance Program elected to provide assistance to the City of Indianapolis in its quest to develop a new Greenways Plan. The chief role this program played in the early stages was to help organize public participation, the program's paramount goal. Public meetings were held in 1992 and 1993 in conjunction with these efforts. These meetings generated considerable interest in the greenway planning process.

- **Department of Metropolitan Development** At the same time, DMD was working on greenways planning through its role in guiding the development of the city. In 1990, DMD initiated a series of comprehensive land use plans for Marion County's nine townships. In every township, the comprehensive plans identified linear parks-located along rivers, streams, and abandoned rail corridors-as important environmental features and critical areas. The Township Comprehensive Land Use Plans are notable because they involved extensive public input from community leaders, neighborhood associations, and special interest groups, along with technical support from DMD land use planners. They are also the designated land use plans used today.
- **Greenway Development Board.** In 1990, the Indianapolis City-County Council created the White River Greenway Task Force. The council charged the task force with "the mission of researching governmental jurisdictions affecting the river; considering carefully the river's importance in such areas as recreation, homes, general aesthetics, wildlife, trees, flora, businesses, drainage, agriculture, bridges, the edges of the river, and quarries; and concluding with a practical, imaginative, consensus plan for the future improvement of White River and its banks for the benefit of the people of this city." A year later, the council established the task force as a permanent committee and made it responsible for "implementing the strategic plan for the White River linear park/greenway corridor and [its] operation and maintenance." In 1991, the Mayor and City-County Council created the White River Greenway Development Board by special resolution to continue these efforts. The board, in conjunction with the White River Greenway Foundation, Inc. (a nonprofit funding source), organized events such as a riverbank clean-up project which removed over 700 tons of trash, involved thousands of volunteers and raised hundreds of thousands of dollars to support the greenway cause. In January 1994, the board recommended it be reconstituted as the Indianapolis Metropolitan Greenways Commission to reflect the regional interest in the greenways movement and to recommend and support the implementation of 1994 Indianapolis Greenways Plan. In 1995 this commission evolved further when the Indianapolis City-County Council, by general ordinance, established the Indianapolis Greenways Development Committee. The designated purpose of the Committee is to advise the Board of the Indianapolis Department of Parks and Recreation and to encourage use, preservation and improvement of the Indianapolis Greenways with regard to present and future operations, development, recreation and its natural environment.

The work of DPR, DMD, and the NPS was combined in 1992 when community groups throughout Marion County were surveyed to identify areas where public interest for greenways was greatest. The survey identified 14 corridors as the basis of the Indianapolis

Greenways Plan. Later that year, teams consisting of representatives from DPR, DMD, NPS, and IDNR visited each corridor to document existing conditions. This fieldwork served as the basis for public involvement in the Indianapolis Greenways Plan.

In early 1993, the Indianapolis Parks and Recreation Board approved the planning process for the Indianapolis Greenways Plan and focused on input from the citizens of Marion County. Continuing the public's important role in the development of the 14 corridor plans, citizen leaders from across the county were asked to design the greenways of the future in at least 17 public meetings that took place throughout the county. These meetings, which all occurred during the summer of 1993, were different from earlier public meetings because they focused on specific corridors. Two types of meetings were held—three meetings for each corridor group and three Greenways Steering Committee meetings. The Greenways Steering Committee consisted of leaders elected by the corridor groups. Both meeting types are described below.

- **First Round of Corridor Meetings.** The public meetings were combined so that only five meetings were required to accommodate the corridors being studied in the Indianapolis Greenways Plan. The Monon Rail Corridor was being studied through a separate master planning effort organized by the Department of Metropolitan Development and was not included in these series of planning meetings. The corridors were combined in the following manner:
  - Pleasant Run and Pogues Run
  - White River, IWC Canal, and Crooked Creek
  - Fall Creek, Indian Creek, and Mud Creek
  - Eagle Creek, White Lick Creek, and B&O Rail Corridor
  - Buck Creek and Grassy Creek

The first public meetings introduced citizens to their study area and the Indianapolis Greenways Plan process. These meetings also prepared citizen members to conduct field trips in their respective corridors to study and record existing conditions. Citizens were introduced to the greenway opportunities that existed in their communities and were given a brief outline of the history of park development in Indianapolis. The participants were divided into corridor groups according to the river, stream, or rail corridor they were most interested in.

Individuals in each corridor group were asked to select a segment of the corridor, visit it, and make field notes on the corridor's existing conditions. Each citizen was given a corridor segment map to use in the field and an evaluation form. At the conclusion of the meeting, each corridor group was asked to select a team leader to represent the group in Greenways Steering Committee meetings that would take place at a countywide level.

- **Second Round of Corridor Meetings.** The goal of the second round of meetings was to assist the corridor teams, based on their field observations, in determining how the corridor could be used on a conceptual basis. In these meetings, the corridor groups met and compared their field notes for the first half of the meeting. The groups were asked to reach a consensus on the types of activities and priorities they thought would work best for their corridor. Although representatives from DPR, DMD, and the city's planning consultant were available to assist the corridor groups, the groups were asked to envision the development of the corridors for themselves. At the conclusion of the meeting, team leaders were asked to present their corridor group's vision statements to all in attendance.
- **Third Round of Corridor Meetings.** The purpose of the final series of meetings was to arrive at a "final design" for the proposed greenway corridors. The first order of business was for the city and its consultant to present to the corridor groups a refined version of the concepts identified at the second round of meetings and to ask for revisions and additional comments. Afterward, corridor team leaders were asked to present the final design of their corridor.
- **Greenways Steering Committee Meetings.** The other aspect of citizen involvement in the 1994 Indianapolis Greenways Plan was the Greenways Steering Committee. This committee was comprised of all the team leaders selected at the first round of corridor meetings. The committee was formed to guide the design of the countywide Indianapolis Greenways Plan in a comprehensive and coordinated manner. Also, the committee encouraged team leaders from across the county to compare and share ideas and resolve possible conflicts where corridors cross or join. When all vision statements were finalized, the Greenways Steering Committee participated in a presentation of findings to the Indianapolis Metropolitan Greenways Commission, the Parks Board, the Metropolitan Development Commission and the City-County Council.

There were 14 greenway corridors identified in the 1994 Indianapolis Greenways Master Plan. These are listed below and shown in the map on page \*.

B&O Rail Corridor	Central Canal Towpath
Buck Creek Greenway	Monon Rail Trail
Crooked Creek Greenway	Mud Creek Greenway

Eagle Creek Greenway  
Fall Creek Greenway  
Grassy Creek Greenway  
Indian Creek Greenway

Pleasant Run Greenway  
Pogues Run Greenway  
White Lick Creek Greenway  
White River Greenway

The corridors identified in the 1994 Indianapolis Greenways Plan reflect the diversity of Marion County—from the densely urban areas along Pleasant Run and White River to the rural landscape along Buck Creek in the southeastern part of the county. In all, the Indianapolis Greenways System included 11 river and streams, one 1836 canal towpath and two former rail corridors.

## **Greenway Development Themes**

During the public meetings for the 1994 Indianapolis Greenways Plan, citizens from throughout Marion County were asked to express their visions for the development of each of the greenway corridors. These public vision statements are based on four broad themes—recreation, conservation, linkage, and education.

### **Linkage**

Linking important community assets together is an integral role of greenways. Links can occur on several levels—greenways linking parts of a neighborhood, greenways linking Indianapolis neighborhoods together, and greenways linking Indianapolis to the central Indiana region.

Greenways are an excellent alternative transportation route. Instead of using a car for neighborhood errands, residents can walk or ride a bicycle along the greenway to their destination. Throughout the county, existing Greenways can also connect neighborhoods within the city. They can allow people throughout Marion County to enjoy cultural facilities such as the Eiteljorg Museum, Indianapolis Museum of Art, Indianapolis Zoo, and White River State Park or event centers such as the Indianapolis Motor Speedway and Museum or the RCA Dome.

The corridors being studied in the Indianapolis Greenways Plan do not stop at the borders of Marion County. The White River is part of a watershed that encompasses a large section of central and southern Indiana. Likewise, the B&O Rail corridor extends over 70 miles west to the Ernie Pyle State Memorial in Vermillion County. Both are examples of opportunities to link Marion County to the entire central Indiana region.

Table \* shows community points of interest that will be linked by the Indianapolis Greenways System.

### **Recreation**

When people think of greenways, the self-directed recreational opportunities they provide seem to come to mind first. Since greenways are corridors and linear in nature, with only a small amount of acreage they can serve a larger area than a conventional park.

Generally, the most common recreational opportunity presented by a greenway corridor is a trail. Because most greenway corridors follow rail corridors or watercourses, trails are a natural use. The types of uses suggested in the corridor meetings included trails for bicycling, walking, hiking, nature study, bird watching and running. In the proper locations, a need for horseback riding and mountain bike trails was also suggested.

The Indianapolis Greenways Plan can also be a vehicle to develop other recreational opportunities such as picnic facilities, open space play areas and areas for linear exercise courses. Water sports like canoeing and fishing could also be appropriate on some of the greenways. Canoe and boat launches, where practical, could be developed.

### **Conservation and Preservation**

Despite the fact that much of Marion County is developed, several of the greenway corridors being studied in the Indianapolis Greenways Plan are prime habitat for many species of wildlife. Most people would expect to find fresh deer and coyote tracks along stretches of Buck Creek in rural Franklin Township. Not as many would expect to find healthy populations of the normally reclusive great blue heron on White River just north of downtown Indianapolis. The Indianapolis Greenways Plan offers an opportunity to protect some of the last pieces of habitat within Marion County, with 40 percent of the greenways being dedicated to conservation and 60 percent for recreation/linkage purposes.

Not all conservation areas are designed specifically to protect wildlife—many are simply meant to protect areas from imminent or future development. Setting aside greenway corridors can protect scenic and historic areas, or lowlands where flood damage is a recurring problem.

Two examples of conservation vision statements developed by the 1994 corridor teams include those developed for Indian Creek and Mud Creek. The Indian Creek corridor team decided that all areas along the creek should be preserved as natural areas, with no trails, water recreation, or other development permitted in order to preserve water quality and visual aesthetics. The Mud Creek corridor team decided that since the abundant wildlife and vegetation make this corridor a unique environment within the Indianapolis region, the corridor should be preserved without a trail or active recreation facility.

## Education

The greenways can provide places to teach both children and adults the natural sciences and the principles of environmental management. The education process is easier because greenways can provide safe access to children and adults to and from homes and schools. Several opportunities exist to use the greenways as living classrooms. For instance, schools adjacent to the greenways can offer various programs, or interpretive signage can be placed at key points of interest. The Crooked Creek corridor team suggested that an environmental education center could be created at Brebeuf Preparatory School. The center could also serve as a monitoring station for the wetland located near the school. Also, the South White River corridor team decided that a multipurpose classroom/aquatic resource center could be developed at Southwestway Park along the White River. Interpretive signage and educational programming could be made available on virtually all of the greenway corridors.

## Summary of Action Steps from 1994 Greenways Plan

Proposed Action	Primary Responsibility	Accomplishments
Implement approximately 15 miles of trail per year so that by 1999 half of the system is in place. Make a concerted effort to create a countywide network of trails with an emphasis on connecting all the corridors.	Indy Parks Greenways IGDC	
Appoint a security force to regularly patrol the corridors and provide assistance to trail users. The security force should act as public relations agents for the city.	Department of Public Safety Greenways Foundation, Inc	The Park Ranger program was expanded in 1994 to include all of Marion Co. Ranger districts now include the greenways. A Trail Monitor Program financed by the Greenways Foundation, Inc has been implemented. GFI has also purchased bikes for Ranger patrols.
Continue to lobby the state legislature for passage of the Recreational Users Law and conservation easement laws.	Indy Parks	With leadership from Indy Parks, Greenways and IPRA the Recreational Users Law was passed in 1995.
Construct two corridor demonstration projects. Schedule their completion before the end of 1994.	Indy Parks Greenways	Planning for the Monon Rail Trail began in 1994 and the Fall Creek pilot trail was completed in 1996.
Actively seek funding opportunities.	Indy Parks Greenways	As of 2000 Greenways has Brought in nearly \$ million of funding for greenway projects above and beyond the local tax dollars.

<p>Explore economic development worked opportunities, like encouraging businesses to locate along the trails.</p>	<p>Dept. of Metropolitan Development</p>	<p>Greenways has with VEZ, NORA CC, BRVA and developers to promote economic development along the Greenways.</p>
<p>Increase efforts for land acquisition and property protection through easements, purchases and land donations.</p>	<p>Indy Parks</p>	<p>Properties such as Towne Run Park, Cottonwood Lake, IMA Nature Park, Canal Towpath etc... have been acquired through purchase, lease or agreement.</p>
<p>Aggressively pursue a solution to the CSO problem. Continue studying opportunities and seek funding for infrastructure improvements. Begin to implement solutions along White River and Fall Creek by 1995.</p>	<p>Department of Public Works/ Department of Capital Asset Management, IWC Wellhead Protection Initiative, Watershed Management Team</p>	<p>Watershed teams from various city agencies have been developed to coordinate these efforts.</p>
<p>Continue public clean-up efforts in all corridors. Develop stewardship and corridor maintenance programs for communities.</p>	<p>Indy Parks Greenways, Dept. of Public Works Greenways Foundation, Inc</p>	<p>In 2000, Greenways conducted the 12<sup>th</sup> annual clean-up with DPW. Over 14 additional clean-ups are coordinated and conducted each year with various community groups.</p>
<p>Facilitate easy public access to all greenways with roadway and sidewalk improvement projects.</p>	<p>Department of Public Works/ Department of Capital Asset Management</p>	<p>Development of the Living Links Plan and the Marion Co. Bike Route System Plan has moved this effort into a current implementation phase.</p>
<p>Seek the continued participation of corporations, the general public, area neighborhoods, and related nonprofit organizations for donations and corridor adoption programs.</p>	<p>Indy Parks Greenways</p>	<p>Partnership development has brought in over \$1 million of added benefit per year.</p>
<p>Actively pursue public education programs in the corridors and investigate the possibility of establishing learning centers near the trails.</p>	<p>Indy Parks Greenways</p>	<p>Greenways played an important role in the development of a dept.-wide Environmental Educations program. Partnerships with Craig Jr. High, IPS 47, IPS 31, Nora Elementary, Broad Ripple H.S., Indiana Deaf School, IHM and IPS 86 are a few of the locations where Greenways has promoted environmental</p>

## 2000 Indianapolis Greenways Plan

In early 1999 the Greenways management team began the process of updating the 1994 Indianapolis Greenways Master Plan. Realizing that many of the plans envisioned by the public during the previous master planning process were still current and not yet completed, it was determined that the 1994 public vision statements for each undeveloped corridor would be retained in the updated version of the Master Plan. The focus of the 2000 planning process would be to evaluate the public's response to the greenway corridors developed since 1994, consider additional potential greenway corridors, incorporate related planning efforts into the Greenways Plan and identify community priorities for future implementation.

- **First Round of Greenways Plan Update Public Meetings.** During July of 1999 public input meetings were held at six locations around the county. During each meeting an overview was given of the existing Greenways Plan and the Greenway Trails which were operating at that time. Members of Indy Parks Greenways, the Indianapolis Greenways Development Committee, Indy Parks Park Planning and the Greenway planning consultant were then stationed at several comment boards to take suggestions and comments from the public and answer questions. These comments were then summarized at the conclusion of the meeting and additional comments were added. Participant survey forms were also distributed to meeting attendees. This survey asked for a prioritization of greenway issues and development of new facilities. The public was also encouraged to visit the Greenways web site to access additional information on the Greenway system and the planning process and to convey any additional information or comments to be included in the Plan. These meetings were held at the following locations:
  - City County Building-200 E. Washington Street
  - A.J. Thatcher Park- Family Center-4649 W. Vermont Street
  - Garfield Park –Burrello Family Center –2450 S. Shelby Street
  - Riverside Park-Family Center-2420 N. Riverside Drive
  - Fall Creek- Third Christian Church-5220 E. Fall Creek Parkway N. Dr.
  - Broad Ripple Park-Community Building-1500 Broad Ripple Avenue
  
- **Second Round of Greenways Plan Update Public Meetings.** These meetings were conducted in October and November of 1999 at five different locations around the county. The comments and recommendations received from the public during the first round of meetings were distributed and major themes were discussed. Draft recommendations for an updated five (5) and ten (10) year implementation plan of specific actions and priorities was distributed and discussed. Again, members of Indy Parks Greenways, the Indianapolis Greenways Development Committee, Indy Parks Park Planning and the Greenway planning consultant were stationed at several comment boards to take suggestions and comments from the public and answer questions. Additional comments were then summarized at the conclusion of the meetings. These meetings were conducted at the following locations:
  - A.J. Thatcher Park- Family Center-4649 W. Vermont Street
  - Garfield Park –Conservatory –2450 S. Shelby Street
  - Riverside Park-Family Center-2420 N. Riverside Drive
  - Fall Creek- Third Christian Church-5220 E. Fall Creek Parkway N. Drive
  - Broad Ripple Park-Community Building-1500 Broad Ripple Avenue

A monthly report has been given on progress in finalizing the master plan at Indianapolis Greenways Development Committee meetings which are held on the third Tuesday of each month. Public participation in these meetings is encouraged. These meetings are televised. Several draft versions of the plan have been posted on the Greenways website and distributed for public review. The final version of the plan was posted on the website for a month long review period.