

# White River Greenways Plan

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## Introduction

Morgan County communities have set a goal of preserving the rural character of their communities, while also improving the quality of life for the residents. The expectation behind this goal is to ensure the community is a great place to live and work well into the future.

These goals were set during joint planning efforts between various governmental entities throughout the county. Community Planning Grants were used to fund general long range planning as well as specific planning associated with the development of I-69 through Morgan County. Concurrent planning projects throughout the county allowed the community to set collective goals, as well as individual community goals. Projects included the Morgan County Comprehensive Plan, the Martinsville Comprehensive Plan, the Mooresville Comprehensive Plan and the SR 37/SR 144 Corridor Plan through Morgan County.

As part of the planning, significant interest has been expressed for providing improved recreational facilities for the County in general, and included specific interest in the development of a greenway along the White River.



*White River*

The White River mostly lies in a relatively undeveloped portion of the county, flowing from the northeast corner of the county near Waverly

(abutting Johnson County), through Martinsville, to the southwest corner of the county abutting Owen County. Numerous recreational opportunities exist along the corridor including walking, biking, boating, fishing, sightseeing, and canoeing.

The purpose of this document is to establish a plan for the development of the White River Greenway through Morgan County. An alignment will be proposed, and best practices for the greenway will be explained, and recommended trail standards will be provided. Because of the knowledge of property owner related issues, the scope of this study will be focused between the Johnson County line and Henderson Ford Road (just north of Martinsville). While there is a long term goal of extending this or related corridors further and interconnecting Martinsville, Mooresville, Owen County and Monroe County, only this first segment of the project will be reviewed in detail as part of this effort.

## Vision

The vision for this project is to create a true multi-use greenway corridor that will parallel the White River. What makes this vision unique is that the route is scenic and largely undeveloped – allowing many ways for the trail to reflect the character of the community.

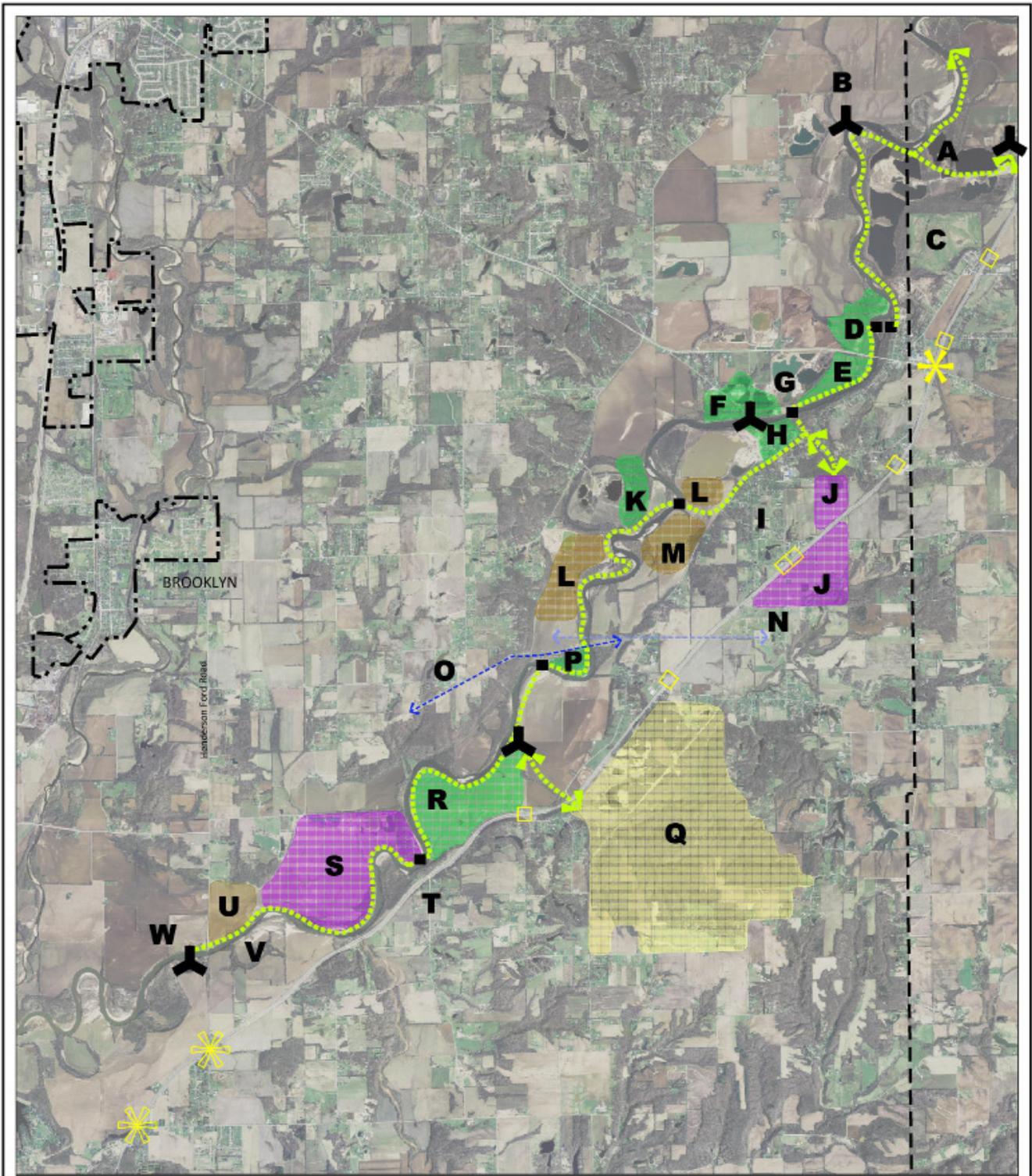
The primary feature of the corridor will be a new multi-use path along the White River. Walking, biking and running will be encouraged on the route. The potential also exists to construct parallel equestrian trails along the route, either initially or as a future phase of the project.

In addition to walking/biking, this segment of the river is also suitable for canoeing and kayaking. Existing and new public access points would provide a number of locations to launch a canoe. It is also envisioned that a public or private livery would be developed to support water activities.

Along the route, it is envisioned that a series of public parks and private recreational facilities be developed to further enhance the corridor. Public parks would serve as primary anchors for the corridor – providing starting/stopping points for the routes with numerous activities at the sites. Private campgrounds and other facilities are also envisioned along the route, providing opportunities for visitors and locals alike.

This vision leverages the county’s greatest asset, which is its rural charm, into a parks system that showcases the beauty of the area. It achieves improved quality of life for residents, and presents a strong image to visitors of the community.





Legend	
	Corporation Limits
	SR37 / Proposed I-69
	White River Greenway - Phase 1
	Proposed I-69 Interchange (All Alternatives)
	Proposed I-69 Interchange (Some Alternatives)
	Proposed I-69 Grade Separation (All Alternatives)
	Potential Pedestrian Bridge
	Public Access

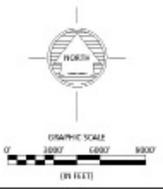
  

EXHIBIT KEY:	
A.	City Park Trailhead
B.	Impassable Public Access Site
C.	Wild Creek State Historic Site
D.	Campground & Soccer Complex
F.	Recreational Historic Property
T.	South Lake Swimming & Fishing
G.	Whetzel Covered Bridge Reconstruction
K.	Morgan County Park (Macedon)
L.	Historic Warehouse
M.	Impassable Public Access Site
N.	Impassable Public Access Site
O.	Future Quarry Reclamation Area
P.	Chapin Property
Q.	Proposed Road as Right-of-Way
R.	US Forest Service Land
S.	Proposed County Nature Park
T.	State Bridge
U.	Whetzel/Marshall Property (Cowles Park)
V.	Public Access
W.	Impassable Public Access Site
X.	Public Access
Y.	Impassable Public Access Site
Z.	Impassable Public Access Site

# White River Whetzel Trace Greenway

Morgan County Comprehensive Plan

**ECONOMIC GROWTH TEAM**  
 Foundations for a Sustainable Future



## Model Greenways

When developing a new greenway corridor, thought should be given to what has made other greenways successful. Several examples of thriving greenway systems follow:

### Monon Trail (Indianapolis)

Monon Trail (Indianapolis) – A bicycle and pedestrian trail in Indy running 15.2 miles using a portion of the Chicago-Indianapolis main line of the former Monon Railroad. As well as a recreational trail, the Monon also provides a strong means of economic development along the pathway.



Monon Trail photo courtesy of phj73

### Cardinal Greenway (North-Central Indiana)

Cardinal Greenway North-Central Indiana – A rail trail that encompasses 60 miles of abandoned CSX railroad corridor in east central Indiana. The trail runs from Richmond to Marion and is the longest rails-to-trails project in Indiana.

## Greenway Development Best Practices

When thinking about best practices, the terms sustainability, system and balance can all be used to describe best practices. These are approaches to planning, design, engineering, construction, maintenance and other aspects of greenway and trail development that are informed by the work of

others and that strengthen the project through the utilization of practices that deliver improved results. Results may include minimizing impact on the environment, improved safety, reduced maintenance costs, and reasonable initial construction costs.

The following are best practice recommendations for the White River Greenway:

- ◆ **Use this Plan:** Use this plan as a tool for building a more detailed plan and attract stakeholders and volunteers. Additionally, this plan is intended to serve as the foundation for grant and funding applications.
- ◆ **Connections:** Similar to what makes property valuable, connections and relationships to destinations and other transportation modes and routes improves the value of the greenway.

*Examples include connections to I-69 corridor, commercial nodes, historic and cultural features.*

- ◆ **Process Milestone Acknowledgement:** Document and celebrate achievements in the development of the plan and implementation for the greenway.

*Example: Publish the greenway plan graphic to the Morgan County website or start a new website focused only on the greenway.*

- ◆ **Greenway Visibility:** The greenway should have visible notes and gateway features. At the same time, the majority of the trail should be secluded to take advantage of the scenic qualities of the route.

*Example: Limited nodes and gateways should be visible from SR 37. In future phases, routes through urban areas should we well marked for visibility. The northern section this study*

*focuses on should be secluded to take advantage of the scenic experience overlooking quarry lakes and the White River.*

- ◆ Greenway Width: The width of the trail is recommended to be a minimum of twelve feet wide, providing six foot travel lanes in either direction.
- ◆ Greenway Pavement Material: Asphalt is the recommended trail surfacing material. Should budget become an issue, an alternative is crushed stone (dusty 12s) similar to the application on the canal towpath trail. If feasible, pervious pavements and or “boardwalks” through sensitive areas are recommended.
- ◆ Partner Development and Recognition: Develop a “Friends of White River Greenway” group to support and maintain momentum for the project while also providing a stakeholder group to assist with planning and funding.
- ◆ Erosion: Practice sustainable and environmentally friendly erosion control practices such as the utilization of blankets/ mats planted with native plugs.
- ◆ Greenway Architecture: use architectural styles that are compatible with south central Indiana architecture and materials.

*Example: Materials may include native woods, limestone and field stone.*

- ◆ Plantings: Planting the greenway should integrate plant materials native to southern Indiana. Trees, shrubs and groundcovers should blend with the adjacent landscape and prevent the opportunity for invasive species.



*Native landscaping*

- ◆ Overlay Zone / Easement: Create a Greenway zone specifying the design criteria, materials, uses, etc. within the zone.

*Note: Allow the greenway to serve as an asset to other development including considerations such as stormwater, shared parking, etc.*

- ◆ Cultural and Historic Resources: Connect resources with and by the trail creating a more rich experience.
- ◆ Provide parking: provide dedicated or shared parking for visitors not able to bike or walk to the greenway. Encourage shared parking with businesses along the route.

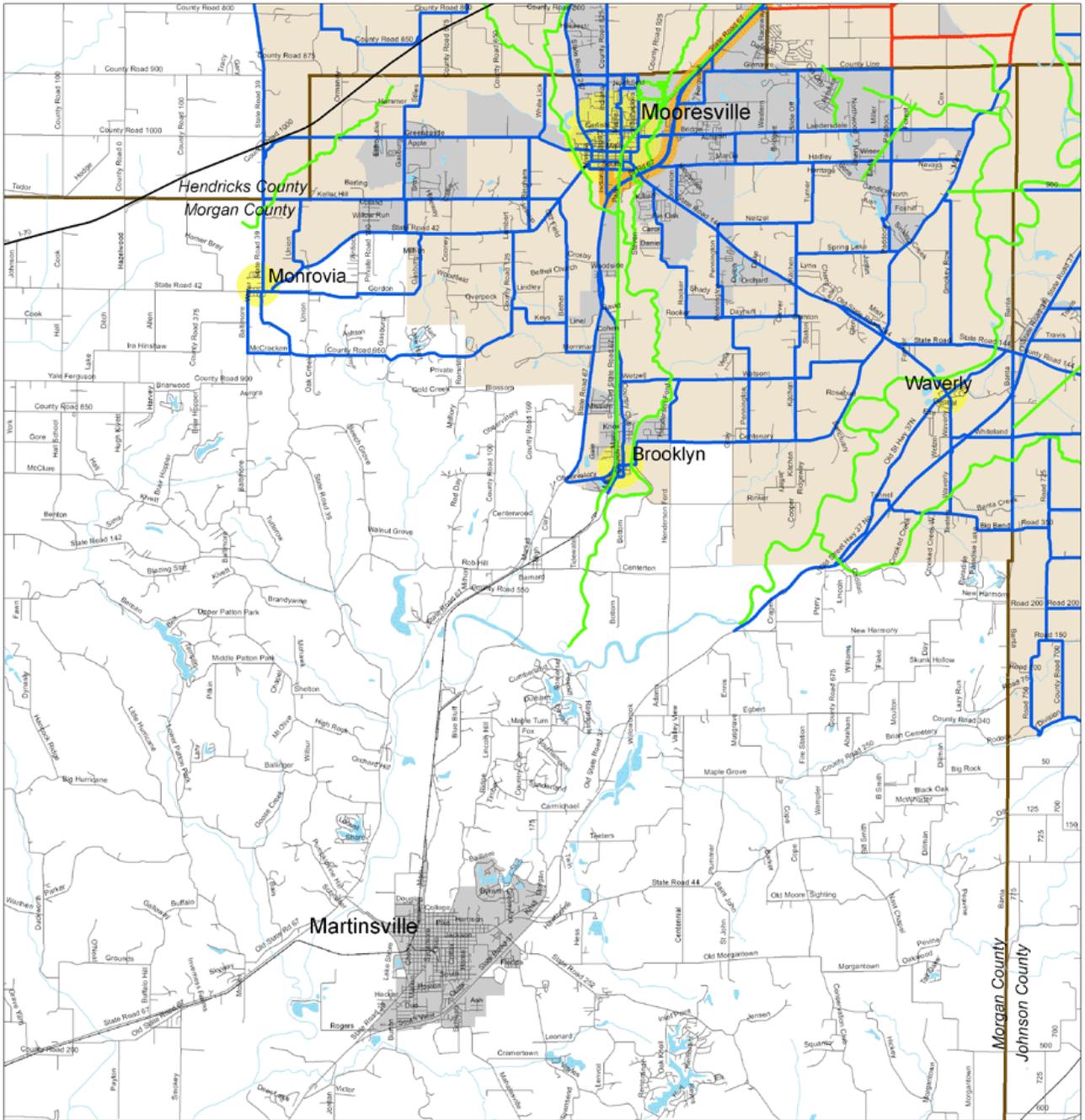
### **Best Practice Resources:**

- ◆ Design Guidance: Accommodating Bicycle and Pedestrian Travel: A Recommended Approach - A US DOT Policy Statement Integrating Bicycling and Walking into Transportation Infrastructure <http://www.fhwa.dot.gov/environment/bikeped/design.htm>
- ◆ National Complete Streets Coalition <http://www.completestreets.org/>

- ◆ Indianapolis MPO Pedestrian System Plan - The City of Indianapolis Metropolitan Planning Organization published its pedestrian plan in November 2006 with the stated purpose of developing “...a regional network of diverse, walkable, bikeable, and transit-friendly communities linked by a comprehensive multi-modal system that provides access to home, work, education, commerce, transit, and recreation.”

As identified in the graphic on the following page, this plan proposes trails along the White River and along White Lick Creek in Morgan County.

This plan also provides best practices for the development of urban and rural greenways that should be followed in the construction of the White River Greenway.



- Recommended Collector Sidewalk
- Marion County Existing Sidewalk
- Recommended Multi-Use Path (within road right-of-way)
- Recommended Multi-Use Path (within off-street right-of-way)
- Urban Greenway
- Recommended Pedestrian Corridor (existing or planned development area)
- Recommended Pedestrian District (existing or planned development area)

- County Boundary
- Urbanized Area, Census 2000
- Indianapolis Metropolitan Planning Area (MPA)

**Vision Plan- Morgan County**

*Indianapolis MPO Regional Pedestrian Plan  
November 2006*



This map was created by Starvo Kinella Associates from information and data provided by but not limited to: IGIC (formerly INGIS), IMAGIS, SAVI, IUPUI (LUCI), MPO, IDNR, Hoosier Rails to Trails, and local jurisdictions/municipalities

*Indianapolis MPO Regional Pedestrian Plan for Morgan County*

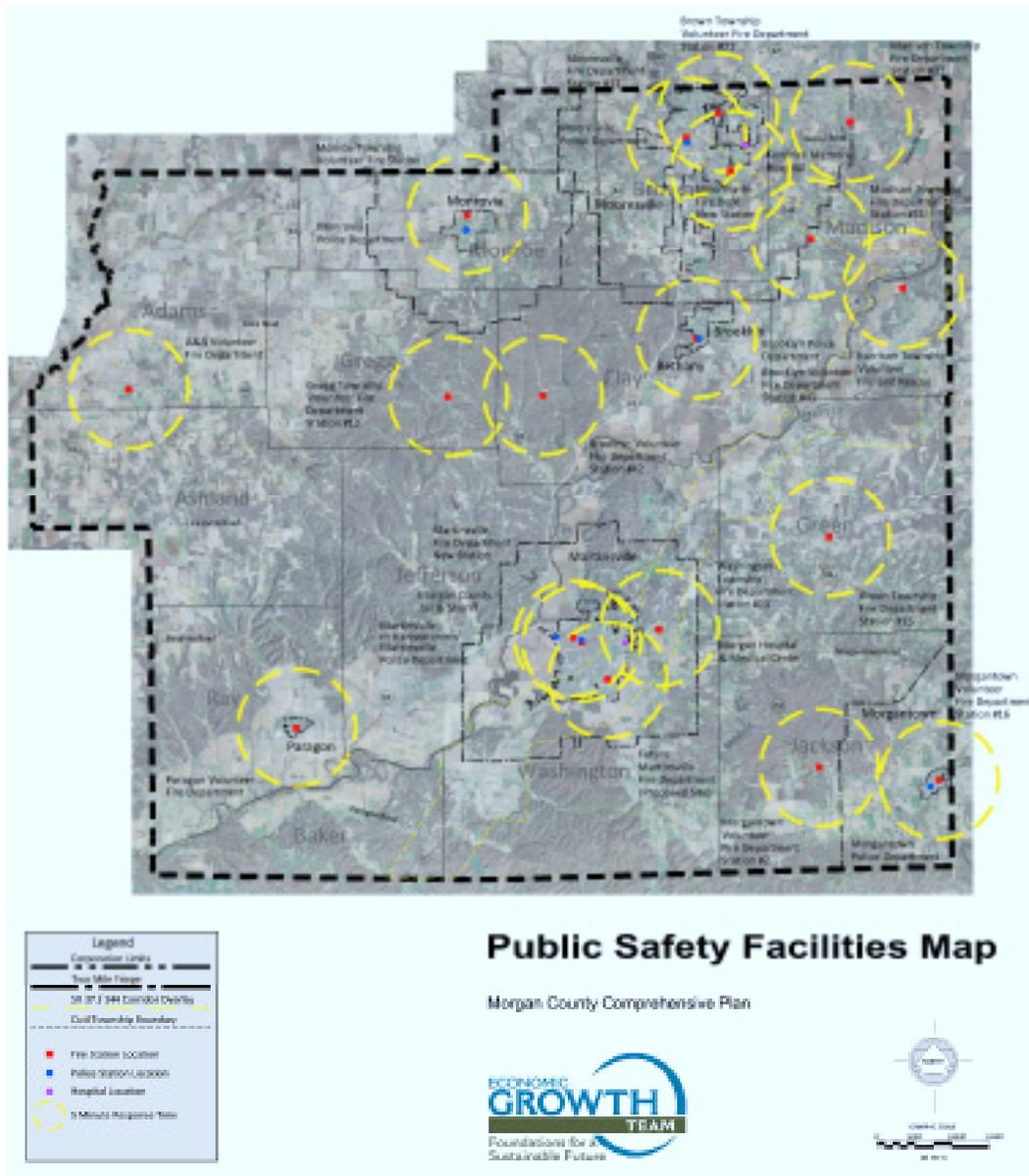
## Proposed Interstate 69

The proposed White River Greenway nearly parallels the proposed Interstate 69 corridor. The Interstate corridor project is subdivided into six (6) sections. Morgan County includes a small portion of Section Five in the southern part of the County and Section Six through the remainder including the section east of Martinsville. The study corridor has a 2000' wide planning area.

There is only one instance where the study corridor includes the White River. Near this location (Cragen Road), this study recommends the inclusion of an

grade separated pedestrian crossing of the White River linking the proposed greenway with the southeastern part of the county. Current plans for I-69 do not show a grade separation at Cragen Road, but do include one slightly to the north at Perry Road. There is also a bridge currently proposed south of Cragen Road at Stotts Creek (near New Harmony Road). During detailed design of I-69, it is recommended that the location of a pedestrian connection be studied more thoroughly.

Additionally, “workaround” or alternative pedestrian transportation opportunities should be included in



the planning for Interstate 69. Specifically, numerous frontage roads are planned to address roads that are being severed due to the new interstate, these roads should include bike and pedestrian facilities that provide alternative modes of transportation paralleling the corridor. Crossing the new interstate by pedestrians, bikes and other modes should also be accommodated at the grade separations. Minimally, adequate width needs to be provided, and consideration of alternative modes safety should be considered. Examples include the provision of appropriate guardrails, grades and utility placement allowing for future improvements.

### **Relationship to Johnson and Marion County**

In Marion County, the White River Wapahini trail routes from approximately 38<sup>th</sup> street south to White River State Park and the Indianapolis Zoo. It has been proposed that this trail be extended from White River State Park along the river through Johnson County to the northern section of this proposed trail section at the Morgan/Johnson County line. Opportunities to link Greenwood have been proposed via the MPO Pedestrian Plan.

Coordination should occur between Johnson and Morgan Counties to coordinate the location of the trail systems.

### **Relationship to Owen County**

In the Indiana Trails Master Plan, a segment of trail is indicated from Terre Haute through Owen County to Bloomington. Research and an interview with Owen County revealed no current plans for the development of a greenway system. Initial recommendations for the White River Greenway south of Martinsville include an alignment that would leave the White River alignment and travel south to Monroe County and the Morgan - Monroe State Forest and Bloomington, Indiana.

### **Relationship to Monroe County**

Monroe County has an extensive system of trails proposed that would provide possible trail linkages. The trails proposed in the northern portion of Monroe County in and around the Morgan-Monroe State Forest would appear to provide logical connections to future sections of the White River Greenway through Morgan County.

### **Proposed Plan**

#### **General Alignment, Extents and Points of Interest**

The White River Greenway in Morgan County will extend from the Morgan/Johnson County line north of Waverly to Henderson Ford Road, as shown on the overall greenway graphic earlier in this section. The initial segment reviewed in this plan extends over 12 miles. The alignment...” of the proposed greenway generally follows the White River and is proposed to cross the river in several locations, most often requiring a pedestrian bridge, because of natural features and property ownership issues. As the alignment extends south, the greenway’s proposed alignment passes north of Martinsville and travels southwest toward Henderson Ford Road (just north of Martinsville).

Future extensions of the greenway are ultimately proposed to connect to Mooresville and Martinsville, but those extensions have not been studied as part of this effort.

The northern half of the county’s proposed White River Greenway have been the most studied. In part, this is because of the large number of quarries and points of interest in this area – but also because of accessibility to the River from the SR 37 corridor. The following study section corresponds with the keymap and provides a descriptive list of the route and points of interest travelling from the north (Waverly area) to

south (Henderson Ford Road).

The full size White River Greenway map is on shown on page 35.

### Points of Interest & Key Property Owners

#### A. RV Park

Johnson County proposes a continuation of the trail through a proposed campground development. The proposed campground would be in both counties. It is proposed that a public trailhead be incorporated into the campground development.

#### B. Proposed Public Access Site

#### C. Bluff Creek Golf Course



*Historic Church in Waverly*

#### D. Campground & Soccer Complex

Owned by Prairie Materials, this property on the west side of the river has been proposed as a 32 acre campground and soccer complex. Additionally, Prairie Materials has agreed

in principal to discuss the provision of an easement for the White River Greenway.

#### E. Beaver Materials Property

#### F. South Lakes Swimming & Fishing

#### G. Waverly Covered Bridge Reconstruction

It is proposed that the Waverly covered bridge over the White River be reconstructed to replace a bridge that burned down years ago. It would serve primarily pedestrian traffic associated with the trail.

#### H. Proposed Historic County Park (Waverly)

Parts of the former town of Waverly within the floodplain have been proposed to be a new county park . A narrative description of this park follows this section.

#### I. Waverly

Waverly is the oldest village in the county. It is here where Jacob Whetzel and son cut the first road across Indiana to Metamora. (Whetzel Trace) Also, this was an area for a French / Indian trading post located on the White River called Port Royal.

The first settler of what is now Waverly was Hiram T. Craig in 1819. Port Royal, just upriver, was settled in 1818 by Jacob Whetzel. Once considered as a site for the state capital, Port Royal no longer exists. Waverly is thought to be the oldest existing village in the county. Jacob Whetzel's gravesite may be found just south of Waverly. The construction of the Central Canal prompted the growth and development of Waverly. Cornelius Free built the largest grist mill in the state here which attracted hundreds of wagons at a time waiting for service at the mill. Other businesses followed the mill, including a storehouse, a corn drying kiln, and a woolen factory. In 1855, the town

of Far West was absorbed into Waverly when the Post office name became official. By 1870, the canal project had gone bankrupt, but Waverly continued to grow and thrive.<sup>2</sup> Several historic structures in Waverly exist including the church, bank and blacksmith shop. A livery has been proposed for Waverly. Additionally, it is in this location that an historic covered bridge was located crossing the White River.

J. *Proposed Business Park*

The county is in development of a business park near the Town of Waverly. Connecting the business park to the trail system would provide an attractive amenity. Pedestrian access at SR 37/Future I-69 needs to be accommodated in the design.

K. *Preservation Easement*

L. *Future Quarry Expansion Areas*

M. *Cragen Property*

N. *Proposed Rockies Pipeline*

O. *IPL Transmission Line*

P. *Proposed County Nature Park*

This is property owned by the county. Due to its location, it is not seen as a developed park, but rather as an unofficial nature preserve. It is envisioned that walking trails could be extended through the site in the future.

Q. *Stone Bridge*

This is a planned unit development site that is proposed to have 1300 higher end residences and 400 condominiums. The development itself will have its own recreational facilities, including both walking trails and equestrian trails.

To further enhance the development, the walking/equestrian trails should be connected to the Greenway. It is recommended that a grade separated crossing be provided for SR 37/Future I-69. One likely location for this would be at Crooked Creek. Other locations will need to be evaluated based on final plans for Stone Bridge and I-69.

R. *Harris/Starlight Property (County Park)*

This property has been identified as a potential County Park to include; a campground on the river. A narrative summary of this facility is included in the following Section.

S. *Reith Reilly*

T. *Proposed Public Access*

U. *Barnard / Milhon Property*

V. *Hines Property*

W. *Trailhead/Public Access at Henderson Ford*

This is an existing Indiana Department of Natural Resources public access site. It provides a southern trailhead for the trail. This location is well suited for access by persons west of the river as there is a bridge over the White River on Henderson Ford Road.

## **County Parks**

Two significant county parks are envisioned along this route. The first would be at Waverly and the second would be in the southern part of the route, possibly near the Harris/Starlight properties.

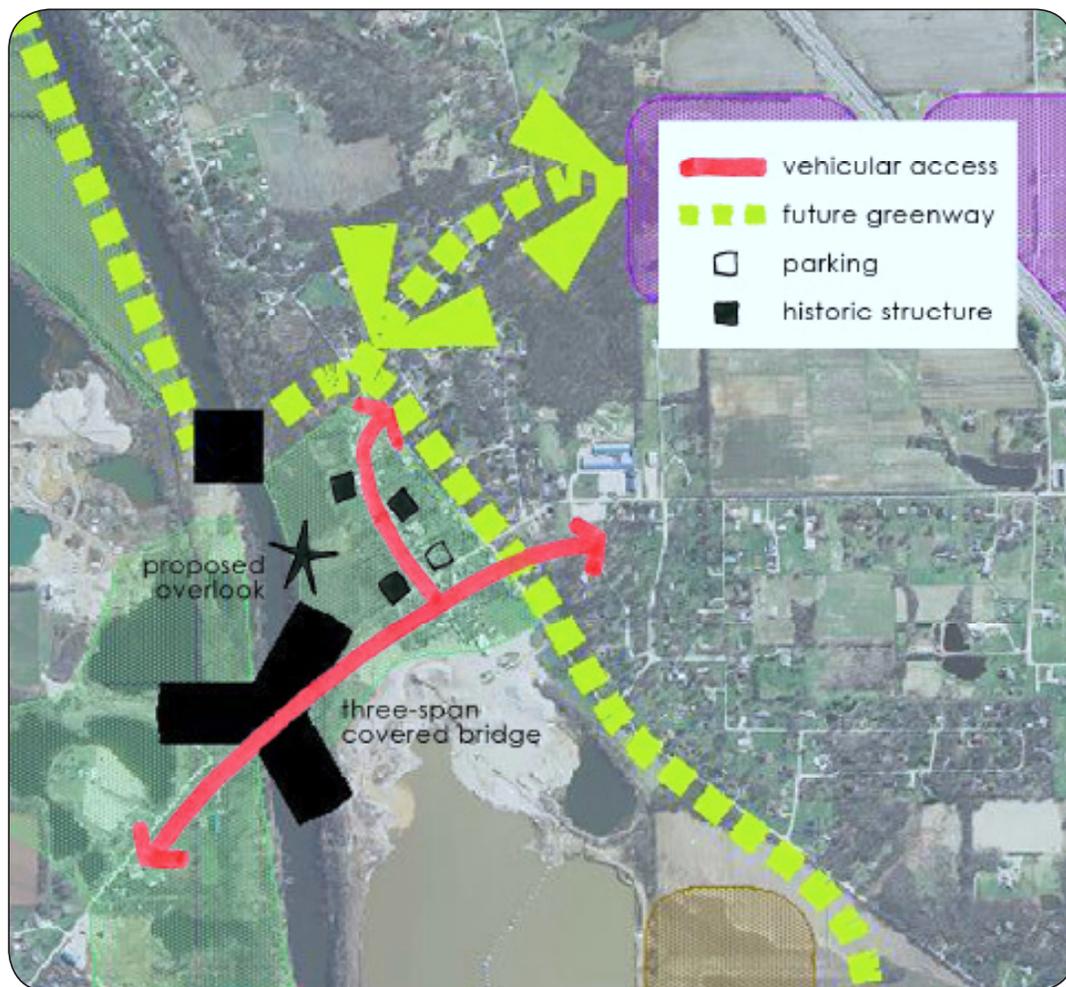
The two parks are described in detail on the next two pages.

## Waverly County Park

Recurring flooding in portions of the Waverly area has made it difficult to inhabit portions of Waverly. The county has received funding to help relocate residents who are repeatedly damaged by flooding. As a result, the county has numerous properties in this area of Waverly that could be combined to form the beginnings of a county park.

Based on this, it is envisioned that this area be developed primarily as a history park that can trace the roots of the county. One idea that could complement the park is the re-building of the three span Waverly Covered Bridge that burned in the early 1900's. This bridge could become one of the pedestrian bridges needed to support the plan.

The park is also envisioned as a public river access point, as well as a possible location for a canoe livery and/or a primitive campground.



Waverly County Park Concept Plan

## Harris/Starlight County Park

Through acquisition or a land swap, the county envisions developing the Harris/Starlight property into a second county park along the river. It is also in the floodplain, so development options are somewhat limited – but it is envisioned as a series of passive recreation facilities

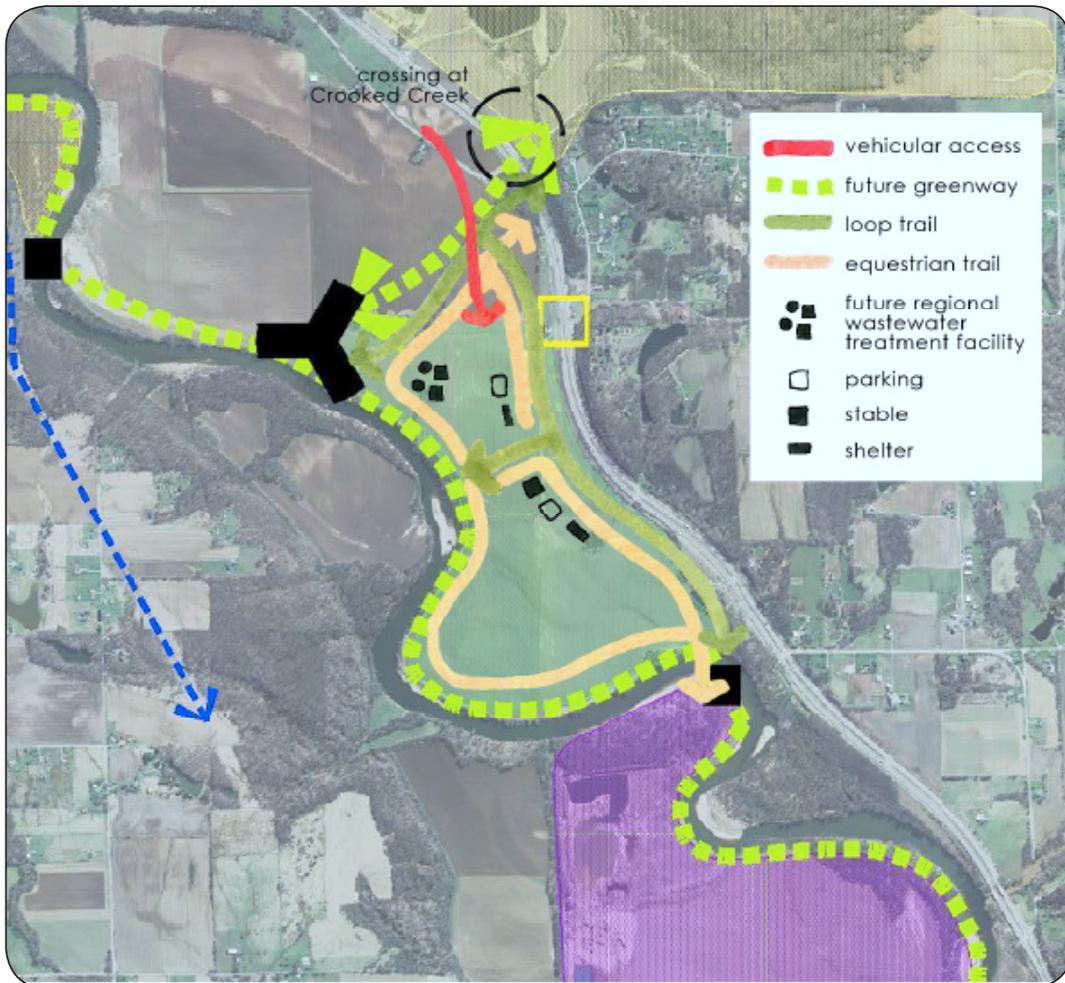
The river is closest to the SR 37 corridor in this area, making it the most visible portion of the greenway system. The intent is to build on this opportunity to make the park reflect the image the of trail system.

A key attraction at this park is envisioned to be a public stable and equestrian trails. These trails would circle the park, and could parallel a portion of the trail

up to the nature park just north of the site. This would provide an extended loop for horseback riding. Trails are also expected to connect to the Stone Bridge development through this site.

Other features at the site could include walking trails, a bark park, and possibly the location of the county's animal shelter.

A portion of the site is also to be reserved for a future wastewater treatment facility to serve long range development along the SR 37 corridor.



Harris Starlight County Park Concept Plan

## Future Expansion

While this study has focused on the greenway's first phase between Waverly and Henderson Ford Road, it is important to understand the options for further expansion of the trail system. The two most significant opportunities for future expansion of the trail system are extending the White River Greenway south through Martinsville, and creation of a northern connection to Mooresville. These are described in the following.

### Future White Lick Greenway

The proposed White Lick Creek Greenway trail segment would serve as a north-south connector that would connect central Morgan County to Mooresville and ultimately to the Indianapolis International Airport. It should be noted that a Transportation Enhancement Grant Application was submitted on behalf of the Indianapolis Airport Authority for a northern portion of this route in 2005.

This route also has the benefit of creating an 32 mile loop long term. By interconnecting Landersdale Road and Trail with the White River Greenway and the White Lick Creek Greenway, an overall network can be developed that would serve thousands of residents of northern Morgan County.

### Future White River Greenway (South)

This segment of the proposed greenway, while less clear in its alignment along the White River, county roads, etc, has many interesting and attractive potential alignments to consider. The primary feature of this section is the connection of Martinsville to the White River Greenway.

Several route alignments and combinations of alignments are discussed here and merit additional exploration.

#### ♦ White River Route

While this route would follow the intent of the greenway by following the scenic portions of the river, there are no plans for an extension of the route through Owen County. While it is a long term goal to connect to Owen County, it is not recommended to pursue this route at this time.

#### ♦ Martinsville Urban Route

This alternative would complement the rural and scenic portions of the trail by constructing an urban segment through Martinsville. The trail could follow SR 67 and SR 39 into Martinsville, or it could follow the river to Blue Bluff Road and then follow that to Main Street in Martinsville. This would lead through the heart of downtown Martinsville and would provide direct access to the greenway to thousands of residents. The northern portion of this route offers many interesting waypoints such as connection to Centerton, the boyhood home of John Wooden.

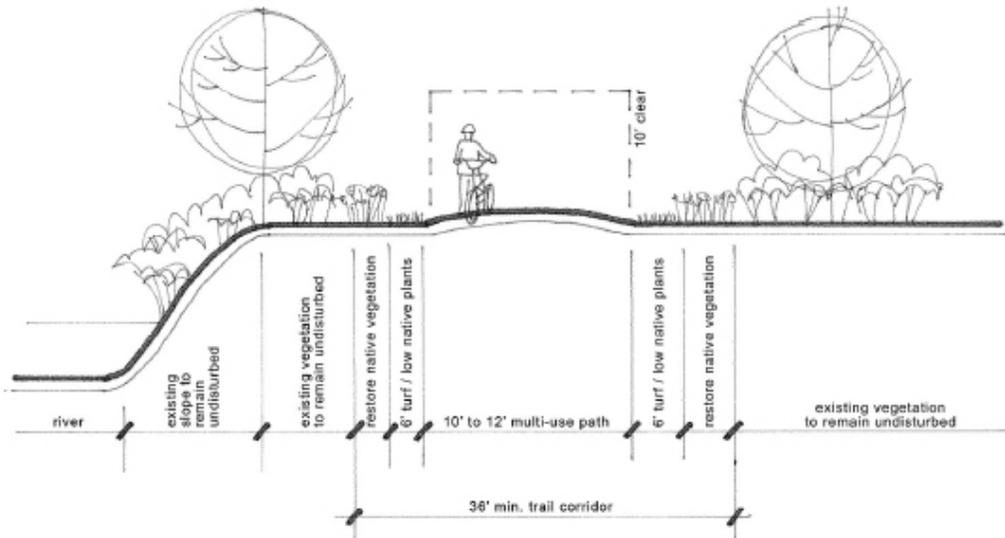
#### ♦ Monroe County Connection

South of Martinsville, the trail has the opportunity to connect to multiple trails in the Morgan Monroe State Forest and in Morgan County. Several route alternatives are possible including following SR 37/I-69, routing more directly south into the State Forest, or an eastern route around the State Forest. These routes should be considered as future development progresses.

## **Design Recommendations**

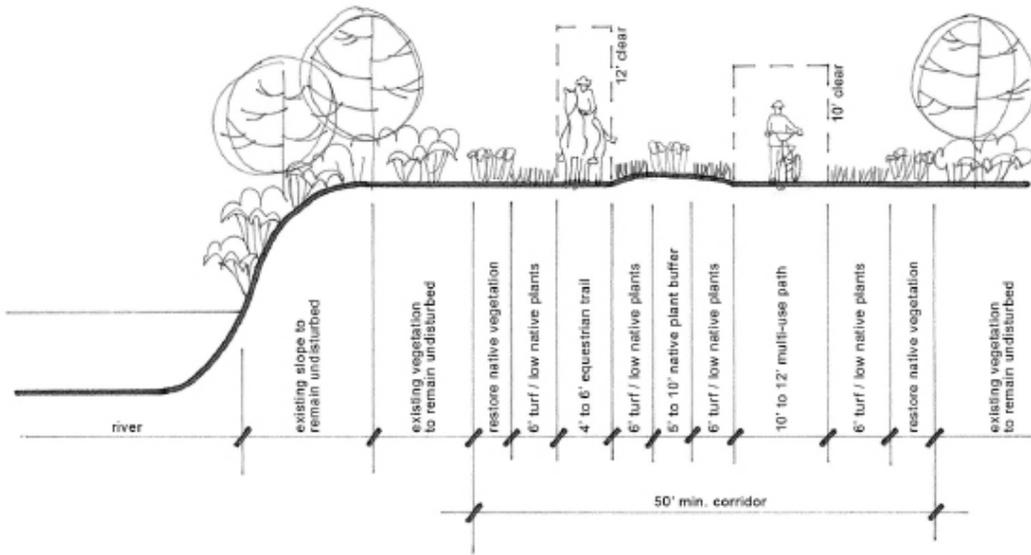
### **Design Standards**

A preliminary summary of trail features and amenities follows on the next two pages. Final amenities and design standards will need to be developed during future planning phases of the trail.



Typical Multi-Use Trail Cross Section

MULTI-USE PATH GUIDELINES	
Feature	Standard
Trail Width	10' – rural areas 12' – urban areas
Horizontal Clearance	5' from edge of trail to fixed objects (mow strip)
Vertical Clearance	10' over path
Cross-Slope	2%
Longitudinal Slope	5% maximum
Surface Material	Asphalt
Shoulders	Earthen shoulder
Railings	42" high wood railing adjacent to slopes more than 1:3, parking areas, unsafe conditions
Lighting	Provide lighting in parks open beyond daylight hours, no lighting along general route of trail
Nodes/Resting Points	Provide benches and trash receptacles every ½ to 1 mile.
Landscaping	Re-establish native landscape at disturbed areas.
Poorly Drained Areas	Site specific issue - consider culverts, boardwalks or other elevated surface as appropriate
Trailheads	Provide trailheads every 3 to 5 miles. Trailhead to include parking, seating, modest shelter, wayfinding maps, drinking water and toilet facilities. Co-locate with canoe launch.
Corridor Width	36' minimum – multi-use path only



Typical Multi-Use Path with Equestrian

MULTI-USE TRAIL WITH PARALLEL EQUESTRIAN PATH	
Feature	Standard
Equestrian Trail Width	4' to 6' (greater in high traffic areas)
Horizontal Clearance	5' from edge of trail to fixed objects (mow strip)
Vertical Clearance	12' over path
Cross-Slope	2%
Longitudinal Slope	5% maximum
Surface Material	Mulch or limestone fines
Shoulders	Earthen shoulder
Railings	42" high wood railing adjacent to slopes more than 1:3, parking areas, unsafe conditions
Buffer	5 to 10' minimum between multi-use and equestrian trails.

## Special Aspects of the White River Greenway

Several special conditions are present on the corridor that warrant special attention and design detailing. These are summarized in the following narrative.

### Quarries

Areas within the floodplain of the White River are extensively used as gravel quarries. Dozens of past and present quarries are located in the study corridor.

Operational quarries adjacent to the trail could result in conflicts between mining operations and trail users. Design issues will need to be evaluated on a case by case basis so that each specific concern is addressed. However, general care should be taken to separate the trail from operational quarries. While this could be accomplished with fencing in sensitive areas, the preferred method is to preserve a wide vegetative barrier/screen between the trail and the active quarry. In some cases, mounding may be an appropriate buffering device. The final decision on which method of separation to use will need to be made based on cost, location, and the degree of mining activity present.

Another concern is bodies of water left after a quarry is abandoned. While these pose a concern, it is in most cases no more of an issue than having a trail near the White River. Care should be taken to separate the trail from bodies of water, and preferably to include vegetative buffers between the trail and the body of water. Where existing conditions do not permit full separation, wood railings could be included to provide the needed separation.

### Floodplains

Nearly the entire route of the project will be within existing floodplains, and in some cases will be near a floodway. Design of the trail will need to consider a variety of factors associated with this issue.

First, all pavements, signage, and trail improvements need to be designed to accommodate periodic flooding. For pavements, it is recommended that asphalt be used for surfacing for ease of cleaning and maintenance after an event. Buildings at trailheads will need elevated or constructed so as to allow them to be flooded periodically.

Second, there will be areas along the trail that will be periodically wet. In these cases, a paved trail may not be suitable. In these situations, alternative elevated trail designs will need to be considered.

In addition, construction schedules will need established to allow work to proceed in summer/fall to avoid the rainy season. Special permitting requirements will also be required for this work.

### Endangered Species

The corridor along the White River provides habitat for a number of species, including the Bald Eagle. Multiple eagle's nests are known to exist along this portion of the corridor. Careful planning of the trail during early design phases of the project will be needed to avoid impacts to this species. It is recommended that the design firm work closely with county and DNR officials to route the trail away from known nests to prevent unnecessary disruption to the birds.



*Bald Eagle photo courtesy of marktrabue*

In addition, planning of the route should occur to limit disruption of existing trees and vegetation that could provide habitat for the Bald Eagle and other animals in the eco-system. A simple way to accomplish this is to route the trail along existing footpaths and dirt roads along the river.

## Next Steps

### Recommended Next Steps

Recommended next steps for the project include continuing to work on land rights issues, building public support for the effort, and developing a first phase of the plan with preliminary costs. Specific recommendations include:

- ◆ Adopt plan for the White River Whetzel Trace Greenway as part of the Morgan County Comprehensive Plan.
- ◆ Work on commitments for greenway easements. Secure commitments of land donations whenever possible to serve as part of the County's future matching dollars.
- ◆ Present and share White River Greenway Plan with Indianapolis MPO
- ◆ Present and share White River Greenway Plan with Indiana Department of Transportation and specifically Interstate 69 project management
- ◆ Present and share White River Greenway Plan with Indiana Department of Natural Resources.
- ◆ Update the Morgan County Master Parks Plan to address current needs and improvements.
- ◆ Identify a first phase catalyst project to begin the greenway. Determine this based on available land, proximity to attractions, cost of development and related issues.

- ◆ Prepare grant application(s) for the improvements.

## Project Financing

### Project Financing Opportunities

A series of options will need to be considered for project financing. A summary of the programs currently available, and opportunities associated with each follow:

- ◆ Transportation Enhancement (TE): Provides 80% grant/20% local funding. Funding is available for trails and for basic trailhead facilities. This could include monies for not only the trail, but also for construction of parking, toilet rooms, shelters and other basic improvements at the county park projects. Funding of up to \$500,000 to \$1.0 million per round is possible.
- ◆ IDNR – Recreational Trails Program (RTP): RTP provides 80% grant/20% local funding for acquisition and development of multi-use trails. Funding is more limited than TE funds, but still could provide grants of up to \$150,000. A five year park and recreation plan is required to be on file at IDNR to be eligible.
- ◆ IDNR – Land and Water Conservation Fund (LWCF): LWCF provides 50% grant/50% local funding for the development of park facilities. It would be more appropriate for development of one of the county park facilities than for trails itself. A five year park and recreation plan is required to be on file at IDNR to be eligible.

- ◆ IDNR – Special Grants: IDNR provided special grants of \$200,000 to \$1.0 million for development of greenways systems in 2008. While not through a competitive grant program, it reinforces the need to keep IDNR aware of the project and the need for improvements.
- ◆ Brownfield Grants – Inventories should be checked to determine if any brownfields are designated along the project route. Grants are available for the funding of brownfield projects.
- ◆ SafeRoutestoSchool(SRTS): This provides 100% grant funding for projects of up to \$250,000 to promote walkability in communities where school facilities are located. In particular, areas around the Waverly Elementary School might be appropriate for this funding.
- ◆ CDBG funding: OCRA provides 90% grant/10% local funding for community development projects from Community Development Block Grants. While OCRA does not normally provide funds for park and recreation oriented activities, they do finance historic preservation projects. This could be used to assist in developing facilities at the proposed Waverly County Park.