

OVERALL CORRIDOR CHARACTERISTICS

Corridor Inventory

A graphic system was developed specifically for the NRHT Development Guide to document in a concise and organized fashion, the physical conditions the consulting team observed along the proposed trail corridor. The symbols that were developed show the location of various NRHT corridor conditions within Marion County. Specific Marion County trail alignment maps at the end of this section utilize the graphic system.

The following is a brief overview of the legend and symbol headings developed for observing the corridor and used on the trail alignment maps:

- Existing and proposed NRHT trail alignment
- Alternative NRHT trail alignment
- Other trails, both existing and future trails intersecting with the NRHT
- Historic National Road 1000' Zone of Influence
- At-grade road crossings
- Railroad crossings
- Waterway crossings
- Points of interest
- Existing and potential trailheads
- Competing use
- Existing railroad bridges
- Previous location of railroad bridges

Opportunities and Constraints

Marion County is unique among the eight counties through which the NRHT is proposed to run. It is the home of the state capital, it is the largest city in Indiana, it has an existing and extensive county-wide greenway/trail network and land around the trail is developed. Trail users will experience different Indianapolis neighborhoods, have views of the Indianapolis skyline and because of the existing trail network, be able to access many important areas of interest across the county.

While the levels of development may change as one travels the NRHT proposed route across Marion County, trail users will also be able to view and have access to the natural resource corridors of White Lick Creek, White River, Eagle Creek and Pleasant Run.

The proposed location of the trail and its proximity to a variety of existing development means that Marion County residents and visitors will not only have easy access to the NRHT, they also will have access to schools, shopping, businesses and government centers as well.

Given the extent of Marion County's population and the fact that the proposed trail location will offer convenient access to that

population, it is expected that the NRHT will be a popular and well used trail.

Opportunities

The following opportunities are listed to show how the NRHT may serve Marion County, its residents and visitors. The opportunities have been organized into various categories. These include relationships, linkage, views and physical conditions.

Relationship with the Historic National Road

- An important part of Indianapolis' history and development is linked with the Historic National Road. The NRHT is proposed to come in direct contact with the Historic National Road corridor on two occasions in Marion County. The trail is proposed to make an at-grade crossing just west of the Emerson Avenue intersection and again at the Kitley Street intersection.
- From the Hendricks County line east to an area on the north side of the Indianapolis Airport, the NRHT is proposed to be within the Historic National Road 1000' Zone of Influence. The two corridors separate until on the east side of Indianapolis where the Pleasant Run Greenway intersects with the B&O Railroad, east of Emerson Avenue. The NRHT is proposed to utilize the Pleasant Run Greenway path where it crosses the National Road and enters a number of historic districts between Emerson Avenue and Kitley Street. The NRHT is proposed to run on the alignment of the planned Pennsy Trail along the southern edge of the Zone of Influence from Kitley Street east to the Hancock County line.
- Historic National Road interpretive sign sites are proposed to be located at the Old U.S. 40 bridge over White River, Indiana State Capitol and Washington Street, and in the Cumberland Historic District. The trail may provide an alternative form of transportation to bring the public to these sites. And the trail may provide an opportunity for the public to learn more about the National Road, its history and impact on the area.

Linkage

- Within Marion County the NRHT is proposed to link various neighborhoods and districts of Indianapolis with its neighbor to the east, the Town of Cumberland.
- Marion County possesses a well developed greenway and trail system that continues to grow and expand. The network is an extension of the early 20th Century vision and planning efforts conducted in Indianapolis by the Olmsted firm and George Kessler.
- In the mid 1990's, the Indy Greenways system began to take shape by utilizing earlier planned corridors along with river, creek and abandoned rail corridors. The first Indy Greenways Master plan identified the goal of utilizing the network of trails and greenways to link neighborhoods with

various points of interest. It is a portion of the Indy Greenways system that the NRHT is proposed to utilize in making its trek across Marion County. In doing so, the NRHT will either utilize portions of or intersect with the following trails:

- ♦ Proposed Vandalia Rail-Trail
- ♦ Proposed White Lick Creek Trail
- ♦ Proposed and Existing Eagle Creek Trail
- ♦ Planned White River Trail
- ♦ Pleasant Run Trail
- ♦ Planned Pennsy Trail
- ♦ Planned Buck Creek Trail

Destinations

There are a number of sites of interest in Marion County in proximity to the NRHT's proposed route. While the trail may not make a direct connection to some of the listed sites, it is expected the trail will help facilitate better pedestrian and bicycle access across Marion County. Also by utilizing trails within the Indy Greenways system, there is a great opportunity for trail users to access a wider variety of sites. Some of the important sites that trail users may be able to access include:

- The Historic National Road
- Washington Street Historic District, World War Memorial Plaza Historic District, Circle Center Historic District, Union-Station Wholesale Historic District, Kessler Park and Boulevard Historic District, Garfield Park Historic District, Fountain Square Historic District, Holy Rosary-Danish Historic District, Massachusetts Avenue Historic District, Lockerbie Square Historic District, Arsenal Tech Historic District, Emerson Avenue Historic District, A.V. Brown's Ellenberger Park Addition Historic District, Shearer's Pleasant Run Plaza Historic District, Pleasanton Historic District, Irvington Historic District, Irvington Terrace Historic District, Murdoch Addition Historic District and Cumberland Historic District.
- White River State Park, Garfield Park, Ellenberger Park
- Indiana State Capitol, Monument Circle, Cultural Trail, Irvington Bona Thompson Center
- Howe High School, IUPUI Campus
- Indianapolis International Airport and Indianapolis Zoo

The NRHT is proposed to utilize several corridors within the Indy Greenways system. The network of connected Indy Greenways trails will allow NRHT users the ability to access to a wide variety of sites within Marion County.

Bridges

- There is one former railroad bridge that crosses White Lick Creek in far west Marion County. The bridge may provide an opportunity for trail users to cross the stream.
- An existing road bridge over the active rail line at High School Road may need future alteration to allow trail users



Table listing some quick facts about the proposed NRHT in Marion County.
Source: Storrow Kinsella Associates Inc

Marion County Statistics

2000 Census – Total Marion County Population	860,454
Percentage of Indiana’s overall 2000 Census	14.2%
Number of NRHT Miles	22.48
At-grade road crossings	>10
At-grade railroad crossings	0
Existing railroad bridges	1
Railroad bridge removed – trail opportunity	0
Trail crossing of U.S. 40/National Road	2
Locations of competing use	>5

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- to pass under High School Road.
- Future adjustments are currently being considered to allow trail users the ability to pass under Interstate 465 in western Marion County.
- Future adjustments may be needed at the Morris Street underpass of the active rail line to allow trail users the ability to cross from one side of the active rail to the other.
- Adjustments would be needed to allow trail users the opportunity to cross the Holt Road bridge over the active rail line.

Views

- Trail users will be able to view the Indianapolis skyline from various locations along the trail
- Bridge crossings will provide an opportunity for trail users to have a unique elevated perspective of river and stream corridors.

Potential Trailheads

- Public access to the NRHT will be important. The location of convenient trail entry and exit points will help facilitate trail usage. Since the NRHT is proposed to utilize the alignment of several Indy Greenway trails, those existing trailheads will help to serve NRHT users. The following sites may be possible NRHT trailhead sites in Marion County: between the Hendricks/Marion County line and White Lick Creek, on the east side of the Lynhurst Drive crossing, east of the Holt Road bridge, east of the German Church Road crossing and on the west side of the Carroll Road crossing (Marion/Hancock County line).

Constraints

There are physical conditions within Marion County that have the potential to impact and influence the development of the NRHT. These conditions must be addressed for its implementation. Often, the approach for addressing the situation can turn a negative situation into an opportunity. The following are conditions to be addressed for the implementation of the proposed trail.

Removed Bridges

- There are no railroad bridges that have been removed that would impact the implementation of the NRHT during its proposed alignment in Marion County.

Competing Uses

- At the Hendricks/ Marion County border, there is a competing use site found on the NRHT proposed alignment. This site may present an opportunity to negotiate with the property owner to seek a workable solution such as the removal of the competing use or the possible routing of the trail around the site.

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