Pedestrian Corridor Planning
Case Study: Ellettsville, Indiana

Comprehensive Project
la 404
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Abstract

This design study explores how through the creation of a pedestrian corridor Ellettsville, IN can begin to shape its physical, social, and economic future in a positive way. This design study proposes to develop a pedestrian/bicycle corridor that integrates an abandoned rail corridor and Jacks Defeat Creek. This corridor will educate its users about the history of Ellettsville, emphasize Ellettsville’s natural and human-made assets, and help make the town more pedestrian friendly. The corridor will act as the backbone for a larger pedestrian plan that will connect important areas and increase the ease of circulation for pedestrians in the town.
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*Ellettsville Band in the street at Sale and Vine- 1900*


Introduction

Change is inevitable in life. No matter how bad we may want the world around to stay as it is, time will eventually change the environment in which we live. The residents of these environments have to realize that large changes in the surrounding environment will undoubtedly have an impact on their lives. They must accept and react to the change to better their lives, rather than have it be a hindrance on them.

The residents of Ellettsville, Indiana are currently faced with huge changes in their surrounding environment. The expansion of State Highway 46 is poised to change not only the way people travel through the town but the character of the town. Small streets will be transformed into major thoroughfares, areas presently ignored will soon come into view of thousands of motorists a day and pedestrian circulation patterns will be altered. Now is the time for the town to set its itself apart from all the other towns in Indiana. To take an understanding of their history and blend it with the needs of the future to make Ellettsville a better place to live for all its citizens.
BENEFITS OF TRAILS AND GREENWAYS
As told by the Trails and Greenways Clearinghouse

What Are Trails and Greenways?
Greenways are corridors of protected open space managed for conservation and recreation purposes. Greenways often follow natural land or water features, and link nature reserves, parks, cultural features and historic sites with each other and with populated areas. Greenways can be publicly or privately owned, and some are the result of public/private partnerships. Trails are paths used for walking, bicycling, horseback riding or other forms of recreation or transportation. Some greenways include trails, while others do not. Some appeal to people, while others attract wildlife. From the hills of inland America to the beaches and barrier islands of the coast, greenways provide a vast network linking America's special places.

Why Establish Trails and Greenways?
Trails and greenways positively impact individuals and improve communities by providing not only recreation and transportation opportunities, but also by influencing economic and community development. Some of the many trails and greenways benefits include:
* making communities better places to live by preserving and creating open spaces;
* encouraging physical fitness and healthy lifestyles;
* creating new opportunities for outdoor recreation and non-motorized transportation;
* strengthening local economies;
* protecting the environment; and
* preserving culturally and historically valuable areas.

Review of Literature

Trails and Greenways Support Economic Development
Trails and greenways provide countless opportunities for economic renewal and growth. Increased property values and tourism and recreation-related spending on items such as bicycles, in-line skates and lodging are just a few of the ways trails and greenways positively impact community economies.
* In a 1992 study, the National Park Service estimated the average economic activity associated with three multi-purpose trails in Florida, California and Iowa was $1.5 million annually.

"Three new gift shops have recently opened, another bike shop, a jewelry store, an antique and used furniture store, a thrift shop, a Wendy's Restaurant and a pizza and sandwich shop have also cropped up. All this is happening, and only with the PROSPECT of the trail opening in July. There is an air of excitement and anticipation now within this community. Something Connellsville has not felt for many years." - Chris Wagner, Executive Director of the Greater Connellsville Chamber of Commerce, Pennsylvania
Environmental Benefits

Greenways protect important habitat and provide corridors for people and wildlife. The preserved Pinhook Swamp between Florida's Osceola National Forest and Georgia's Okefenokee National Wildlife Refuge protects a vital wildlife corridor. This important swampland ecosystem sustains numerous species including the Florida black bear, timber rattlesnake and the Florida sandhill crane. Trails and greenways help improve air and water quality. For example, communities with trails provide enjoyable and safe options for transportation, which reduces air pollution. By protecting land along rivers and streams, greenways prevent soil erosion and filter pollution caused by agricultural and road runoff.

Greenways also serve as natural floodplains. According to the Federal Emergency Management Agency, flooding causes over $1 billion in property damages every year. By restoring developed floodplains to their natural state, many riverside communities are preventing potential flood damage.

Finally, trails and greenways are hands-on environmental classrooms. People of all ages can see for themselves the precious and intriguing natural world from which they often feel so far removed.

Promoting Healthy Living

Many people realize exercise is important for maintaining good health in all stages of life; however many do not regularly exercise. The U.S. Surgeon General estimates that 60% of American adults are not regularly active and another 25% are not active at all. In communities across the country, people do not have access to trails, parks, or other

Review of Literature

recreation areas close to their homes. Trails and greenways provide a safe, inexpensive avenue for regular exercise for people living in rural, urban and suburban areas.

Preserving Our History and Culture

Trails and greenways have the power to connect us to our heritage by preserving historic places and by providing access to them. They can give people a sense of place and an understanding of the enormity of past events, such as Native American trails and vast battle-fields. Trails and greenways draw the public to historic sites. The six-mile Bethabara Trail and Greenway in Winston-Salem, North Carolina draws people to the birthplace of the city, the original Moravian Christian village founded in the late 1700s. Other trails preserve transportation corridors. Rail-trails along historic rail corridors provide a glance at the importance of this mode of transportation. Many canal paths, preserved for their historic importance as a transportation route before the advent of railroads, are now used by thousands of people each year for bicycling, running, hiking and strolling. Many historic structures along canal towpaths, such as taverns and locks, have been preserved.

"A livable suburb or city is one that lets us get home after work fast that restores and sustains our historic neighborhoods, that preserves among new development some family farms and green spaces. A livable neighborhood lets you and your spouse walk through a natural ecosystem as you simply take an evening stroll down your street." - Vice President Albert Gore
Create Greenways and Trails; Build a Better Life

Vice President Al Gore described a way of living that is cherished by most people and, unfortunately, is largely unavailable. Open spaces have disappeared at an alarming rate to make room for new development. People spend far too much time in traffic, detracting from time that could be better spent with their families and friends.

Through their votes, thousands of Americans have said 'yes' to preserving open spaces, greenways, farmlands and other important habitat. During the 1998 election, voters in 44 states approved over 150 conservation-related ballot initiatives. Trails and greenways provide what many Americans seek - close-to-home recreational areas, community meeting places, historic preservation, educational experiences, natural landscapes and beautification. Both trails and greenways help communities build pride by ensuring that their neighborhoods are good places to live, so that children can safely walk or bike to a park, school, or to a neighbor's home. Trails and greenways help make communities more attractive and friendly places to live.

Endnotes

Review of Literature

About the Clearinghouse: The Trails and Greenways Clearinghouse provides technical assistance, information resources and referrals to trail and greenway advocates and developers across the nation. Services are available to individuals, government agencies, communities, grassroots organizations and anyone else who is seeking to create or manage trails and greenways. The Clearinghouse is a joint project of Rails-to-Trails Conservancy and The Conservation Fund's American Greenways Program.

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The Impacts of Rail-Trails
A Study of User and Property Owners From Three Trails
by
Roger Moore, Alan R. Graffe, and Richard J. Gitelson (Penn State University) Beth Porter
(Rivers, Trails and Conservation Assistance, National Park Service) July 1992

Trails Users and Use
1. Demographically, the samples of rail-trail users were much like the populations of the communities through which the trails passed.

2. The study trails were quite heavily used, with most users living nearby and visiting frequently. This pattern was most pronounced on the suburban Lafayette/Moraga Trail.

3. The study did not find a "typical" mix of activities that might be expected on rail-trails. Although bicycling and walking were the most common activities on all the study trails, they occurred in very different proportions on each.

4. Having no motorized vehicles allowed was the most desirable trail characteristic expressed by the users of each trail. Other important characteristics were: natural surroundings, quiet settings, safe road crossings, smooth trail surfaces, and good maintenance.

5. Users reported no serious complaints with any of the trails. Insufficient drinking water and restroom facilities were the biggest concerns overall, with rough trail surfaces and reckless behavior of other users reported as problems on the Lafayette/Moraga Trail.

Review of Literature

Economic Benefits of Rail-Trails

1. Use of the sample trails generated significant levels of economic activity. These economic benefits were from two major sources: total trip-related expenditures and additional expenditures made by users on durable goods related to their trail purchase.

2. Users spent an average of $9.21, $11.02, and $3.97 per person per day as a result of their trail visits to the Heritage, St. Marks, and Lafayette/Moraga Trails, respectively.

3. The amount of "new money" brought into the local trail county(s) by trail visitors outside the county(s) was $630,000, $400,000 and $294,000 annually for the Heritage, St. Marks, and Lafayette/Moraga Trails, respectively.

4. Restaurant and auto-related expenditures were the largest categories of trip-related expenses and visitors that spent at least one night in the local area were the biggest spenders. Equipment (such as bicycles) was the largest category of durable expenditures.
Landowner and Property Characteristics

1. Property size and distance from homes to trail varied from trail to trail as expected with the largest properties and distances between homes and the trail occurring along the rural Heritage Trail and the smallest properties and those closest to the trail occurring along the suburban Lafayette/Moraga. Relatedly, it was far more likely for a landowner's property to be severed by the Heritage Trail than by the other two.

2. The vast majority of landowners were trail users and visited the trails frequently.

Rail-Trails' Effects on Property Values

1. Landowners along all three trails reported that their proximity to the trails had not adversely affected the desirability or values of their properties, and along the suburban Lafayette/Moraga Trail, the majority of owners felt the presence of the trail would make their properties sell more easily and at increased values.

2. Of those who purchased property along the trails after the trails had been constructed, the majority had reported that the trails either had no effect on the property's appeal or added to its appeal.

3. The vast majority of real estate professional interviewed felt that the trails had no negative effect on property sales and no effect on property values adjacent to or near the trails. However, those who felt the trails increased property values outnumbered those reporting decreased values. This positive effect was most pronounced on the Lafayette/Moraga Trail and for nearby, as opposed to adjacent, property.

Review of Literature

Other Benefits of Rail-Trails

1. Trail users and landowners alike reported that the trails benefited their communities in many ways. Health and fitness and recreation opportunities were considered to be the most important benefits of the trails by the landowners. The trail users felt the trails were most important in providing health and fitness, aesthetic beauty, and undeveloped open space.

2. Rail-trails can provide a wide range of benefits to users, local landowners, and trail communities. They are not single use, single benefit resources. Residents and visitors enjoy the benefits of trail use, aesthetic beauty, protected open space, and in some instances higher property resale value.

Limitations

- While local communities enjoy bolstered economies and increased community pride among other benefits. These benefits should be presented as a package when discussing the merits of rail-trails with the diverse constituencies affected by proposed trails.

- Levels of economic impact varied considerably across the three study trails. This was due principally to the fact that the Lafayette/Moraga Trail was used almost exclusively for short trips by nearby residents while the other two trails attracted more visitors from beyond the local neighborhoods. If economic benefits are an important community objective, marketing efforts should be developed aimed at attracting out-of-town visitors and getting many of them to make overnight stays.
Project Significance

"Town character is often irretrievably altered by major growth and change as well as by minor, daily decisions. The loss of essential town character, however, is often not noticed by local populations until it has occurred, and until the impact of their daily decisions are compounded to forever change the very nature of the town."

- Henry Launce Garnham

Maintaining the Spirit of Place: a process for the preservation of town character

The construction of the expanded highway is the culmination of years of uncertainty about what shape the town will take. Once the highway is completed, Ellettsville will be ready to determine what it wants to be in the future. The residents and leaders can either decide to let the highway rule the town with everything being based around it, or they can decide to break that mold. A mold that has been proven to be quite unsuccessful by so many other small towns. By destroying this mold, Ellettsville has the opportunity to create a town that sets itself apart from many of its counterparts. A town can be created that embraces the importance of its natural resources, its history and the well being of all its citizens. There is no better way to begin this philosophy than through the creation of a highly visible pedestrian corridor that celebrates the town’s natural resources, its history, and the well being of all its citizens.
Problem Definition

To develop a pedestrian/ bicycle corridor that creates connections and integrates an abandoned rail corridor and Jacks Defeat Creek. The corridor will educate users about the history of Ellettsville, emphasize Ellettsville’s natural and human-made assets, and help make the town more pedestrian friendly. This corridor will be the backbone of a movement to improve pedestrian circulation within the community.

Site Setting and Context

Located six miles east of Bloomington, IN on State Highway 46 Ellettsville is the home to approximately 4,000 people. The town was founded in 1837 and has been built on the limestone industry. Today the town is experiencing growth in the form of new residents and annexation. The town is also experiencing growth along a recently expanded State Highway 46. As the expansion enters into the heart of town the highway will divide into east and west. The existing roadway will be retrofitted and carry traffic east. A new westbound lane will be built to replace Main St. The improved State Highway 46 will lead to the town’s growth along the road.

The exact site is an approximately one mile stretch of abandoned rail corridor. ‘The site is located between the future split of State Highway 46 and Maple Grove Rd. The site contains residential, commercial, industrial, the historic downtown, a small creek, open space, and an abandoned rail corridor.'
Ellettsville Historic District

The Ellettsville Historic District encompasses most of the town, including churches and houses both north and south of Temperance Street, and the commercial buildings on Sale Street. With the exception of modern buildings on Temperance Street, most of the town’s buildings reflect the diversity of vernacular that one would except to see in a small Indiana town built between 1840 and 1940.

Historical Overview

Monroe County- Interim Report
Indiana Historic Sites and Structures Inventory

The town of Ellettsville, seven miles west of Bloomington, in Richland Township, is the second largest town in the county. Many of Monroe County’s first settlers chose land in the vicinity of Ellettsville because of its good creek system and fertile soil, but it was the arrival of the railroad and the growth of the stone industry in the mid-1800’s that transformed the community from a village to a town.

In 1817, even before the establishment of Monroe County, several families had settled in the area now known as Ellettsville. Among them were James Parks, one of the first County Commissioners, and George Parks, his father. The latter, a Revolutionary War veteran, is remembered as the owner of a hand-operated gristmill that was in constant demand until 1820 when the first water-powered mill was built at Mount Tabor on Bean Blossom Creek. The Rangers, who had patrolled this part of Indiana before 1816, has already named the creeks; “Bean Blossom” after a Mr. Bean Blossom, and “Jack’s Defeat” in memory of a legendary mishap that befell a certain Jack Storm.
In 1837 Reuben Tompkins employed John Sedwick, the original county surveyor, to lay out the fourteen original lots of a village which he other chose to call Richland. The name was soon changed when it was learned that another locality in Indiana had already claimed that name. The final name honors Edward Ellett, an early settler whose house was the first in the area designated as the new town. He ran a tavern, a mill and a blacksmith's shop. In 1883 seventeen additional lots were added to the village, and in 1840 five families had taken up residence there. Businesses included two general stores, a liquor store, a post office and a sawmill.

The town was slow to grow until the New Albany and Salem Railroad laid its tracks along Jack's Defeat Creek in 1853, and John Mathews opened his quarry and mill just north of town in 1862. These events and the opening of the Perry Brothers Stone Company spurred such growth that by 1872 a bank had joined the ranks of local businesses, and a newspaper was published regularly. The population grew from sixty in 1850 to 585 in 1880, and the town was incorporated in 1866.

The 1870's saw the opening of many new businesses including a wagon factory, a milliner, a planing mill, a photographer, a cabinetmaker, a hardware store, a clothing store and a hotel. Through the next decades Ellettsville continued to grow and prosper. Many new retail and service businesses served the needs of farmers and townspeople, and community pride ran high. Ten fraternal orders (five for men, five for women) flourished around the turn of the century, and at least five churches held regular services. In 1916 the first electric lights were installed, then in 1927 a water system was established. Unlike other Monroe County towns whose well-being was closely linked to the railroad and stone industry, Ellettsville has not suffered permanent reverses in the twentieth century.

Construction of State Road 46 on Temperance Street, through the center of town, in 1932, has resulted in a shifting of commercial activities from the old business district on Sale Street to the highway itself. Consequently many of the older buildings on Temperance Street have been altered or demolished, and the the old commercial buildings on Sale Street have been somewhat neglected. Residential development has taken place outside the old town, with the result that most of the older houses remain.

House of historical and architectural interest:
809 Oak

May-Presley House on Main St.

715 Vine

620 Association

709 Lee

820 Temperance

809 Oak
During the stone industry’s heyday, just after 1900, Ellettsville citizens built two impressive limestone churches. The First Methodist Church, on Temperance Street, was built in 1900 in the Romanesque Revival style and favored for masonry churches. Members of the Mathews family underwrote much of the cost of construction, and building stone was provided by both the Mathews and Perry stone companies of Ellettsville. The First Baptist Church on Sale Street, built in a more modest interpretation of the Romanesque Revival style was dedicated in 1909.

Like other institutional buildings of Ellettsville, the 1935 school building, was constructed of limestone. The structure we see today was a WPA project built as an addition to another stone building later demolished.

The old commercial buildings on Sale Street, north of Temperance Street form an unusually authentic historic ensemble. The small frame storefront as 204 Sale Street is one of the very few remaining old frame commercial buildings in the county. Across the street are a comparable two-bay version faced in limestone, and a large two-story brick commercial block, the J.O.O.F. Building of an earlier date. This structure retains the bracketed cornice and awning that appears in early photographs of the building.

A modern shingled facade on the gable-front building south of the town hall hides the old clapboard storefront of an early frame commercial building that once served as a general store and restaurant.

**Historical Overview**

As in many a larger town, Ellettsville’s Masonic lodge building was prominently located in the heart of downtown, and its sturdy appearance bespeaks the image of probity and prosperity that civic leaders and Masons (often one and the same) hoped to project. Stone for this building was provided by the Mathews Brothers Stone Company and the Masonic emblem was carved by Albert Mathews. Fred Mathews served as Worshipful Master at the Dedication ceremony in 1895.

The Ellettsville Town Hall also projects a particular image, that of solidity and security, appropriate for the People’s State Bank which built and occupied it in 1927. The sophistication of its clean classical lines and its smooth-faced stone surfaces brings to mind banks in larger towns throughout the country.

As even a casual observer will notice, a great many more Ellettsville buildings deserve mention. The town is remarkable for its density of well-preserved early buildings, residential, institutional and commercial. Its strong economic base and its sense of community have kept it an attractive place to live and do business. Modern commercial and residential development outside town have, on one hand, spared historic buildings from demolition, but on the other hand, drained life from the old Sale Street commercial district. This familiar story will have a happy ending when appropriate uses are found for the old buildings. Then the special character of downtown Ellettsville will provide a welcome alternative to the sterile atmosphere of modern shopping centers.
Project Goals

1. To create a pedestrian corridor that benefits Ellettsville socially, physically and economically.

2. To educate the citizens and visitors about Ellettsville’s history.

3. To promote Ellettsville’s natural and human resource.

4. Revitalize areas of the town that have been neglected.

Knight of the Phythas Building 1909
Assumptions

- That the creation of a pedestrian corridor will benefit the citizens of Ellettsville and the surrounding area.
- That the property rights for abandoned rail corridor can be obtained.
- That funds can be obtained to construct the project-TEA-21 Funds, State and Federal Grants and Private Donations.

Limitations

Opponents to the development of a pedestrian corridor.

Clientele

The Ellettsville Main Street Committee and the citizens of Ellettsville. The user group will be people that live in or visit the town of Ellettsville.
The Project

Founded in 1837, Ellettsville has a rich history. Known first as trading post and later as source for superb limestone, Ellettsville is now shaping its future. The town’s leaders and citizens are poised to continue the great historical traditions while providing a prosperous future for all.

Town Facts

Located 5 miles from Bloomington-Indiana University
Population- 1996 est.: 4,096
Will increase as annexation continues
25% increase in change of growth between 1990-96
Median Age: 31 under 18–1,018= 31%
over 65–351=10%
60% of households are married-couple families
Inventory

IN 46 east/west bound- plans to make it only eastbound

New westbound IN 46-2 lanes

Jack's Defeat Creek

Abandoned rail corridor- approx. 1 mile

Active rail corridor

Downtown revitalization efforts
Opportunities

2- Stone Mill Company Store

Erected north of the mill in 1874. Served the employees and owners until the turn of the century. It is now used for storage. Has the possibility of being restored and used as a limestone museum or at least a restroom for the trail.

3- Mathews Mansion

Built in the 1860's by John Mathews the "Father of the Indiana Limestone Industry". The house has been restored and is an icon for the community. The stone craftsmanship is extraordinary. The house is a private residence but the view from a distance would make it a nice addition to the trail.

4&5- Cook Inc.

Cook has taken an old stone mill and transformed into a high tech medical manufacturing factory. The grounds are well maintained and contained a large pond that can be viewed from the trail. Liability and security problems could arise from people wondering onto Cook's property.
2-A. J. Thompson Mill
Ruins of the mill lie just a few feet from the rail corridor. Now grown up and hidden from view, the ruins could provide an interesting rest stop and educational area.

3-Site of Town Train Station
Built in early 1900's the station was in operation until 1976. The station is still in existence at a site within the county. Opportunity exists to bring an important part of the town's history back. Could become an icon with its highly visible location and its proximity to downtown.

1-City Owned Open Space
Approximately six acres that the city is going to incorporate into the park system. The land could be used as green space and a parking area for the trail.
Opportunities

2-Open Space
The area is now pasture used for cattle. Highway construction will limit connectivity with the pasture on the other side of highway. This makes a prime piece of property to incorporate into the corridor. The area could be used as a green entry that signifies and entrance into the community. It could also serve as a demonstration area for stream bank revitalization.

1-Grave of Elletsville Founder
Edward Ellett for whom Elletsville was named is buried a short distance from the corridor. The grave is in the same area as a natural spring which was the site of one of first trading posts in Elletsville. Most people in Elletsville do not know the location of the grave and have never seen it. Creative strategies would have to be developed in order to get access for a large amount of people.

3-Campbell’s Park
Community park given to the town in memory of war veterans. The park contains shelter houses and new play equipment. Horseshoe pits along with tennis and basketball courts are located across the street next to the fire station. The park also has existing parking and restrooms along with proximity to the elementary school and fire/police station. These amenities would make it an excellent terminus to the trail.
Constraints

1-Crossing of Mount Tabor Road

A county road that can become busy when Cook and the Bybee shifts end. Otherwise traffic is light. The turn in the road as it crosses the corridor could be of concern.

100 Year Floodplain

One of the most important concerns for the town is the problem of flooding. Recent storms have caused excessive damage to several homes and businesses along the creek corridor. Current zoning and the possibility of financial loss will continue to hinder any new development within the floodplain. A pedestrian corridor that is not effected by flooding could be built within the floodplain.
Constraints

2-Tractor Trailer Storage Area
Located directly to the south of McNeely St., the area is composed of layers of gravel and rough concrete. Currently the area is used as a storage facility for the truck repair shop across the creek.

3-Litter in the Creek
These cars, found within sight of the downtown, are the perfect example of how the town has turned its back on the creek. The creek is now used only as a drainage ditch for all of the towns runoff. Increased environmental awareness towards the creek will need to be incorporated in order for the trail corridor to be a success.

1-McNeely St. Crossing
The trail users would have to cross McNeely St. to experience the whole corridor. The traffic on the road varies and is usually low except when Cook workers are coming or going. Precautions will have to be made to ensure user safety.

4-Crossing of Highway 46 Westbound
As time goes on the amount of traffic will continue to increase. The trail user will have to cross two lanes of traffic traveling between 30-45 miles per hour. It is crucial to design a crossing that is safe for pedestrians while at the same time will not disrupt the flow of traffic.
**Constraints**

1-Abandoned Concrete Block Plant

Recently abandoned plant is a community eyesore and is very dangerous. Buildings are in poor condition with little or no maintenance. Rumors of the owners rehabilitating are being heard but no plans have been introduced for approval. The site offers a great opportunity to create more access to the creek and trail. Demolition of the site could benefit the health of the creek by extending its banks.

2-Neighboring Residents

As with many trail projects the neighboring property owners could be displeased about trail users next to their property. Efforts will have to made to work with residents to incorporate their concerns into the design and convince them that the trail will be an asset to the town and to them. The amount of homeowners that have property that is adjacent to the trail is limited to very few, which will benefit the trail supporter.

3-Crossing of Highway 46 Eastbound

As time goes on the amount of traffic will continue to increase. The trail user will have to cross two lanes of traffic traveling between 30-45 miles per hour. It is crucial to design a crossing that is safe for pedestrians while at the same time will not disrupt the flow of traffic. This crossing will be more difficult because it occurs close to where eastbound and westbound lanes will converge into one road. The area will be congested without the introduction of a important pedestrian crossing.
Central Section of Corridor

1- Historic Hotel
2- Looking North from Bridge
3- Original Site of Rail Station
4- Looking South from Bridge
5- Auto Mechanic's Garage
6- Abandoned Historic Building
7- Town Hall, Kenny's Tavern, Festival Stage

Residential
Commercial
Community Structure
Electric Transformer
Central Section of Corridor

1 - Downtown Elletsville
2 - Railway

Kelli Heights Housing Addition

Residential
Commercial
Community Structure
Central Section of Corridor

3- Neighbors along Main St.

5- Abandoned Concrete Block Plant with Elementary School in Background

7- Agricultural Open Space

4- Railway

6- Block Plant along Jack's Defeat Creek

8- Grave of Elletsville's Founder
Southern Section of Corridor

Connection between the rail corridor and Campbell's Park will be difficult due to the crossing of the highway and creek.

IN 46 eastbound

Park St.

IN 46 westbound

Fire Police Station

basketball/tennis courts, horseshoe pits, and baseball fields

Campbell's Park

- shelter houses
- parking
- restrooms
- playground equipment
Precidence

Cardinal Greenway-
Muncie, Indiana

Monon Trail-
Broad Ripple, Indiana

Monon Trail-
Broad Ripple, Indiana

10-12 feet
asphalt paving

12-18" of crushed stone
Concept 1
This concept is based on a single loop that emphasizes the Mill Company Store and Mathews Mansion. The loop allows the visitor to continue walking without having to hit a direct end to the trail.

Concept 2
This concept has the trail stopping at the Bybee Mill continuing around and forming a second loop that emphasizes the development of the town owned open space.
Concepts

Concept 1
In this section the trail will develop the tractor trailer parking area into more refined parking. The A.J. Thompson Mill will be uncovered and used as part of the trail and the train station will be brought back.

Concept 2
This concept uses the new community open space area for parking and also incorporates the A.J. Thompson Mill area and a restored train station.
Concept 1

This concept is based on redeveloping the abandoned block plant in a more environmentally friendly manner that compliments the creek’s natural flow. A connection is made from the main trail to Edward Ellett’s Grave and then to the surrounding neighborhoods.

Concept 2

This concept has the same philosophies as Concept 1 except only on a smaller scale. Also, a more direct route is taken to Campbell’s Park.
Legend

Trail - approx. 1.3 mi.
Future Trail
Jack's Defeat Creek
Jack Tributary
Park Space
Pedestrian Bridge
Road Crossing
Bybee Park

Bybee Park is located on approximately 1 acre that is enclosed by the rail corridor, Jack's Defeat Creek, and Mount Tabor Road. This site was chosen as the northern terminus for the trail because of liability concerns for the mill and for privacy for the owners of Mathews Mansion. With the selective cutting of trees a trail user could easily view and enjoy the limestone home and mills without interrupting daily activities. The center piece of the park is a limestone sculpture/lookout that provides several vistas of the Bybee Mill, retrofitted mill (Cook Inc), and historic Mathews Mansion.
Limestone Wall

Currently an old limestone wall exists along Mount Tabor Road that is overgrown with vegetation, hiding it from view. The wall could easily be restored to show the limestone craftsmanship of an earlier time. It could also be incorporated into the Bybee outdoor carving area in the adjacent field. The outdoor carving area is used a few times a year for limestone seminars but it has the possibility to be expanded to include more public participation.
Community Park

Northern entrance into the community park that leads the visitor along the creek and through wildflower meadow. The park will take advantage of land already owned by the town to create a loop for the trail.
Community Park

Located on approximately 6 acres of town-owned land, the community park will provide for informal, passive recreation to complement the more active parks at the southern terminus of the trail. The park will provide the trail with restrooms and parking. The lot can also be used for overflow parking for the downtown. The Community Park will take advantage of lower maintenance plantings, such as wildflowers that provide color throughout the summer months. Plantings will also be used to screen the town maintenance facility.

Existing Conditions
McNeely Crossing

Where the Heritage Trail crosses a road requires special design attention. If not properly designed the mix of vehicular and pedestrian traffic can be deadly. Proper signage (warning and stop signs) are needed on both the road and trail. Metal barriers that can be folded down by maintenance personal are needed to prevent unwanted vehicular traffic on the trail. The crossing provides a great opportunity to promote the trail and show the trail’s character. All the road crossings will have similar design characteristics to the McNeely crossing. These characteristics include stone seating walls and unique signage that tells the history of the road.
A.J. Thompson Mill

The presence of the limestone industry plays a huge role in the heritage of Ellettsville. The ruins of the A.J. Thompson Mill offer an excellent opportunity to educate the trail users on how limestone has shaped Ellettsville. Interactive displays could educate the user as he or she wonders through the ruins of early 20th century limestone buildings.

Existing Conditions
This section of the Heritage Trail creates a tunnel effect that surrounds the user with woody vegetation and limestone outcroppings on one side and Jack's Defeat Creek on the other.
Train Station

The Ellettsville train station was closed in 1976 and moved to the Lake Monroe area. By returning the train station to its original site and incorporating it into the trail, a trail and town icon would be developed. If the town or trail proponents could find a use that allowed the visitor the opportunity to experience the interior of the station (snack shop, town museum, etc) that would only add to its appeal.
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Existing Conditions
**Trail Sketch**

In this section the trail is moved closer to the creek because of a steep slope on the northern side of the corridor. The northern side of the trail is planted with a formal tree line that has little under story plantings in order for it to be seen from the new westbound lanes of 46. In this area a stream bank revitalization program is implemented to improve the health of the creek and remove the years of concrete that has been used to prevent erosion. A side trail that is only accessible by foot allows the trail user to get up close and interact with the creek. Benches are also placed in this area as rest stops and people watching venues.
Creek Bridge

The Heritage Trail has 4 bridges that cross over Jack’s Defeat Creek. The design of the other 3 trail bridges will be similar to this one. This bridge crosses the creek in the area of the abandoned concrete plant, lining up with first street. The one building that is still being used as a rental storage area will not be effected. The stream banks in this area will be restored to be more environmentally friendly. The man is standing on the side trail mentioned earlier.
Pedestrian Bridge

The convergence of Vine St., Park St. and Highway 46 eastbound, along with the proximity of the creek, make an at grade crossing both difficult and unsafe. There are a variety of ways to combat the problem from going under the road to going around the area altogether. A comparison between all possible alternatives has led to the selection of a large pedestrian bridge to span over Highway 46 eastbound. The bridge was chosen due to its safety and because it can become an important icon for the trail and the town. Notice the difference the removal of overhead power lines and the addition of a streetscape make.

Existing Conditions
The details of the Heritage Trail are designed to continue the theme of limestone and expressing the heritage of the town of Ellettsville.

**Heritage Trail Sign**

**Mile Marker**
Details

- treated wood
- rough cut limestone

Benches

- trail logo
- road name
- history of road

Road Marker

- trail map
- town seal
- metal

Information Sign
Future Trail
Development

The dotted yellow lines on the map represents pedestrian corridors that would compliment the Heritage Trail in the future. Although the corridors would be connected, the future areas will rely on improving existing streets and sidewalks to be more pedestrian friendly. They would be less developed than the Heritage Trail and have a smaller scale.

Extending the trail to the north to Stinesville would continue the limestone theme but seems highly unlikely due to property acquisition issues.

Maple Grove Road has the opportunity to connect to the more rural residents and to attract bicyclist that frequent the nearby roads.

The opportunity exists to connect the new community park to the senior citizens housing a short distance up the hill.

The community would benefit from working with the school corporation to build sidewalks from the town to the school areas. Currently none exist.
**Future Trail Development**

Sale Street would benefit tremendously by extending the sidewalks from the town all the way to the school grounds. Currently the road is extremely dangerous for pedestrians and bicyclists because of narrow roads, speeding cars, and no sidewalks. The need for pedestrian access will only increase if a new elementary school is built adjacent to the existing school grounds.

The development of Association Street as a pedestrian corridor provides access through the heart of the town and the Ellettsville historic district.

A great opportunity exists to obtain access to the parcel of land that contains Edward Ellett's grave when this parcel changes from a residential use to a commercial one. A connection to the surrounding neighborhoods would also be possible.

The Association Street corridor offers direct access for many of the town's residents to the Heritage Trail and to the current elementary school.
Future Trail
Development

This area contains a variety of active recreational nodes - youth sports softball and baseball fields, basketball and tennis courts, the skate park, and new playground equipment in Campbell's Park. Because many of the users of these areas are the youth of the community it is of the utmost important to provide safe and efficient ways for them to walk or ride their bikes to this area.

The future abandonment of the rail corridor into Bloomington offers a great opportunity to connect the two communities. If the town would like to pursue this venture it is important to start early in order to have the funds to purchase the corridor from the railroad company before the property reverts back to adjacent property owners.
Heritage Trail Overview
Conclusion

Heritage Trail is only a concept that highlights possible improvements that can be incorporated into the Elletsville landscape. It is up to the leaders and citizens of the town to thoroughly review the Heritage Trail concept and judge it on their own value system. During this evaluation it is important for them to remember that nothing about this concept is set in stone. The real point of this design study is get the people of Elletsville to understand the effects everyday changes can have their community. This understanding will allow them to plan for their future in order to make Elletsville prosper socially, physically and economically.
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