



WABASH RIVER GREENWAY

INDIANA'S DESTINATION RECREATION CORRIDOR:

Accommodating biking, hiking, jogging, and walking requires a variety of corridor types to successfully weave routes through our Indiana landscape and local communities. Accommodations for safe crossings around and across road and rail transportation infrastructure, utility corridors, rivers and streams are critical to promoting trail use and achieving public health benefits.

Greenway Facilities

Greenways and trails are a common facility type normally found traversing woods and meadow landscapes, farm land and parks. They are very popular among users since they provide the greatest exposure to natural landscapes, fresh air, and the changing seasons. Additionally, greenways and trails are generally further removed from other modes of transportation, creating a safer environment and more pleasurable experience.



SIDE PATHS - This is a popular corridor facility designed within the right of way of existing streets and roads. Physical separation from automobile traffic makes these corridors appealing for recreation and commuting. The physical separation typically includes a curb at roadside and a park strip of grass or other herbaceous vegetation and oftentimes will include street trees and landscape between the curb and the side path.





BRIDGE CROSSINGS - Greenway corridors inevitably encounter mobility obstacles that can include major roads and highways, active railroads, rivers, and streams. If the mobility obstacles are significant enough to pose a personal risk, bridge crossings are planned to eliminate the safety challenges. Bridge crossings over streams, rivers and railroads that utilize existing transportation infrastructure will normally have physical separations between the biking/walking lane and automobile traffic. In lower traffic situations, this may be accomplished with a curb. In more heavily traveled circumstances, a knee-wall, typically embellished with railings, provides a greater level of physical separation. If a roadway bridge structure can accommodate, engineers will add a cantilvered path to the bridge structure to provide the desired connectivity. When that is not possible, the solution becomes a separate adjacent bicycle/pedestrian bridge next to the existing bridge.



TRAILHEADS - A primary goal for providing destination recreation trails is to improve public health through more active living recreation and commuting. Providing personal convenience within the system is a key means to promoting public use and improving public health. Trailheads deliver that convenience by providing parking immediately adjacent to the corridor where one can park, grab their backpack to launch their hike, or hop on their bike and hit the trails. Trailheads have other

functions as well and can include bike parking, public restrooms, a bike repair station, a drinking fountain and wayfinding to merchant offerings, lodging, dining, and entertainment venues.

Cyclist Oriented Facilities

These types of facilities are employed to promote public use along destination recreation trails and include bikeshare stations, rural signed bike routes, and in-city connectivity routes commonly referred to as sharrows.



RURAL SIGNED BIKE ROUTES - This facility utilizes existing roadways with lower traffic counts. Cyclists utilize the vehicle travel lanes in a shared transportation arrangement. Where warranted, traffic speed limits are reduced to improve cyclist safety. 'Share the Road' signs inform vehicle operator awareness of the cycling route and the increased propensity of a cyclist in the shared travel lane.



SHARROWS - These offer a connectivity option within cities and towns by using low traffic streets with low-speed limits for cyclist travel routes where personal safety can more readily be achieved. The sharrow street pavement is designated with graphic images of a cyclist and arrows and 'share the road' signs to inform vehicle operators of the shared use route.

BIKESHARE STATIONS - An unmanned bike rental service that utilizes smart phone technology for public use, a bikeshare system offers convenient transportation for commuting or recreation. These stations typically have from six to a dozen bicycles in a docking station. QR codes and website links provide bike access for users that happen upon the greenway corridor and would like to explore. These stations provide a valuable service: visitors that discover the greenway and explore using bikeshare are much more likely to return with their own bikes after experiencing the benefits and convenience of a destination recreation trail. Management of bikeshare stations normally fall to a local entity that owns the equipment and manages the system. Alternatively, companies exist that provide the service to local communities on a contract basis. Once a bikeshare system is in place, it is not uncommon for larger employers to contribute funds to the system operator to have a bikeshare station at their place of business for the convenience and pleasure of employees to get exercise and bike to lunch.



WE WANT TO HEAR FROM YOU!

Please take this brief community survey focused on the natural resources within and around the Greenway.

[TAKE THE SURVEY!](#)

JOIN US FOR A PUBLIC WORKSHOP!

Have more to say about the Greenway than is captured in the survey? Join us for a public workshop to voice your opinion and engage in planning activities. Your input is valuable to us, keep an eye out for more detail in the next newsletter!

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