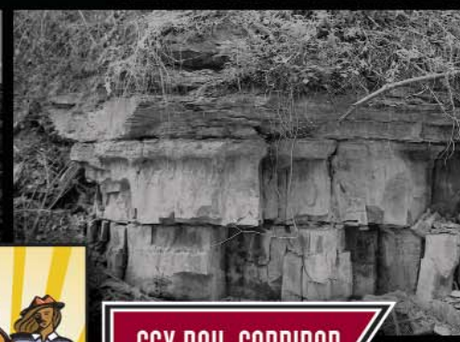


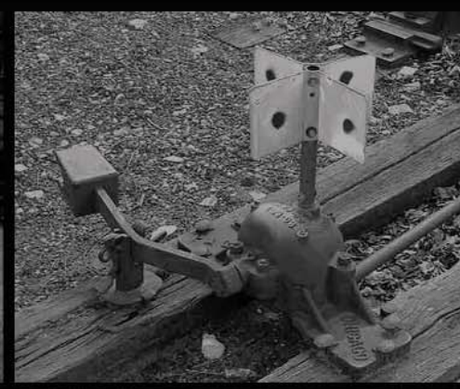
McDOEL SWITCHYARD

CSX RAIL CORRIDOR

MASTER PLAN FOR THE MCDOEL SWITCHYARD AND CSX RAIL CORRIDOR

CITY OF BLOOMINGTON, INDIANA

Mayor John Fernandez
Redevelopment Commission
Parks & Recreation Department



PREFACE

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INTRODUCTION

PREFACE

Railroads are an important component of Bloomington's history. Local railroad lines once bustled with the engines of travel and commerce, providing a service crucial to the evolution of the community. As time passed, rail became less central to the way of life of Bloomington's people and businesses, and activity along the rail lines has dramatically decreased. Bloomington has remained split in two by a once vibrant rail corridor which now lies in wait for a rebirth.

The McDoel Switchyard and the CSX Rail Corridor were once the scene of a myriad of railroad activities. In recent years, the need for such an extensive system of rail facilities in the community has sharply declined. Recognizing the closure of the Switchyard and abandonment of the Corridor is inevitable, Bloomington residents are increasingly interested in alternative transportation facilities, most notably the development of an urban trail system for bicyclists and pedestrians. This convergence of circumstances has led to a new focus on the McDoel Switchyard and CSX Rail Corridor as an opportunity to reconnect the center of Bloomington with an exciting urban park and trail system, a vital component in Bloomington's retooling for the 21st century economy.

With this concept in mind, the City of Bloomington has pursued negotiations to purchase and redevelop the Switchyard and Rail Corridor. In 2003, the City embarked on a dynamic process to create a plan for the redevelopment of the McDoel Switchyard and CSX Rail Corridor. A consultant team was hired to assist City staff with the development of a conceptual design for a new trail system and park to replace the existing rail facilities. After a comprehensive process of research, analysis, public input, and design, that conceptual plan is now complete and is presented in this document.

The McDoel Switchyard as it looks today. This outstanding natural resource is located in the heart of a vibrant urban area.

When the process began, it was understood that the citizens of Bloomington would play a central role in determining the future character of the Switchyard and Rail Corridor redevelopment. Throughout the process, the public has taken advantage of their opportunity for involvement and expressed a vision crucial to the design presented in this plan. It was clear that the community sought not only a functional alternative transportation system, but passive recreation opportunities, a restored ecology with healthy greenspaces, and progressive stormwater management measures. In addition, there was much interest in new civic festival spaces, casually used athletic facilities, and even the opportunity to incorporate significant indoor recreational facilities in the future.

INTRODUCTION (CONTINUED)

The vision set forth by the community through their involvement in the planning process has been carried out in the conceptual design within the context of the physical analysis conducted by the consultants. The creation of the conceptual design presented here reflects a true balance of public interest and sound urban planning and design principles. The proposed plan is presented first, followed by the background information and analysis utilized in the plan development process. This includes the information gathered during the public input process as well as the various site studies conducted by the consultant team.

It is important to reinforce that the development of this master plan is only the first in a series of challenging steps that will lead to the eventual redevelopment of the Switchyard and Rail Corridor. More detailed engineering and design must take place before construction can occur. When construction does happen, it will likely take place in multiple phases due to the sheer scale of the overall project. This construction will surely impact the road network as well as public and private utilities, but the patience of the community throughout the process will certainly pay dividends.

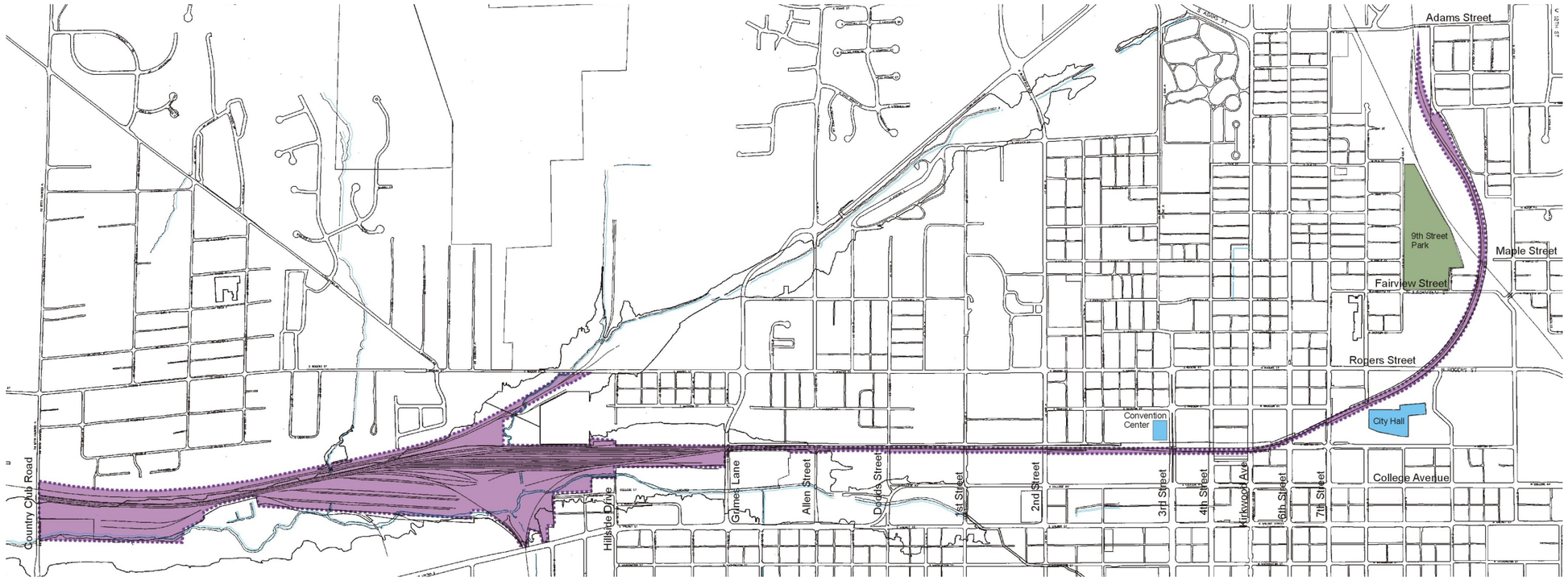
The CSX Rail Corridor traverses some of the most scenic terrain in the community. The area pictured at left is just west of Downtown Bloomington.

The completion of this plan marks an exciting time in the evolution of Bloomington. The community is now prepared to take the next step forward and begin bridging the physical gap that has long separated the two halves of the city. The redevelopment of the Switchyard and Rail Corridor will result in an amenity emblematic of the vision and will of Bloomington.

PROJECT STUDY AREA

The study area for this project stretches from Country Club Road on the south end to Adams Street on the north, following the CSX Railroad Corridor throughout. The total rail corridor length is approximately 3.05 miles. Included in this area is the McDoel Switchyard, a parcel of land consisting of approximately 68.1 acres between Country Club Road and Grimes Lane. The study focused on land to be acquired as part of the project, as well as land already owned by the City of Bloomington. Several adjacent, privately-owned parcels are also referenced, although the plan places no new requirements or restrictions on these parcels. The map on the opposite page provides an overview of the study area for the conceptual design project. Please note that the study area boundaries shown here and used throughout the design process are as accurate as possible, but some very minor fluctuation may still occur due to on-going surveying work and continued acquisition negotiations.

Project Study Area



Planning & Public Involvement

The creation of a conceptual redevelopment plan for the McDoel Switchyard and CSX Rail Corridor required a comprehensive analytical and public input process in order to account for the full breadth of issues involved. The City of Bloomington focused a great deal of attention on establishing a planning and public involvement process that would be successful in integrating design principles with community desires. The following is a brief overview of the process utilized to create this plan. Details on each of the elements can be found within the appropriate sections of this document.

Public Involvement

Foremost in the design process was gathering the input of the community. A Citizen Steering Committee was established to represent the interests of the diverse citizenry throughout the development of the design. Likewise, a Technical Review Committee made up of key City staff provided knowledge of City policies, plans, and procedures. An informative website was established to reach out to the community and keep citizens informed. Two separate rounds of public open houses were staged in order to involve as many residents as possible in the planning and design process. In addition a variety of key stakeholders from throughout the community were invited for in-depth interviews with City staff and the consultant team.

The Citizen Steering Committee discusses design issues during one of its meetings.

PLANNING & PUBLIC INVOLVEMENT (CONTINUED)

SITE ANALYSIS

The consultant team worked together on a number of analyses related to the study area. Issues studied included the context of the study area, existing and proposed bicycle and pedestrian facilities, important linkages and destinations, street crossings, floodway/floodplain delineations and regulations, and a bridge and tunnel analysis. These studies helped to define a context within which the conceptual design could be created.

OTHER STUDIES

City staff and other independent consultants conducted important studies that informed the planning and design process. Most notably, Phase I and II environmental assessments were conducted throughout the Switchyard and Rail Corridor to assess environmental remediation needs. A boundary and topographic land survey was prepared to bring clarity to property limits and known encumbrances. Also, natural resources and historic resources inventories were conducted by City staff.

ACKNOWLEDGMENTS

THE CITIZENS OF BLOOMINGTON

The continued involvement of Bloomington's citizens was an essential component of the success of this effort.

MAYOR JOHN FERNANDEZ

Mayor Fernandez spurred this project on with his strong and dramatic vision for the future of the community.

CITIZENS STEERING COMMITTEE

This group worked closely with the City to develop the Master Plan and ensured that the diverse interests within the community were fairly represented throughout the process.

Chris Gaal	*City Council*
Les Coyne	*Board of Parks Commissioners*
Beth Hollingsworth	*Board of Public Works*
Mark Crain	*Bloomington Hospital*
Valerie Pena	*Convention & Visitors Bureau*
Talisha Coppock	*Commission for Downtown Bloomington*
Jim Murphy	*CFC, Inc.*
Jim Regester	*Property/Business Owner*
John Goode	*Property/Business Owner*
Jack Baker	*McDoel Gardens Neighborhood*
Patrick Murray	*Prospect Hill Neighborhood*
Claude Sluder	*Broadview Neighborhood*
Sandi Clothier	*Near West Side Neighborhood*
Steve Howard	*Chamber of Commerce*
Chris Smith	*Arts Commission/Urban Enterprise Association*
Gayle Stuebe	*Bicycle & Pedestrian Safety Committee*
Linda Williamson	*Bloomington Economic Development Commission*
Steve Gluff	*Friends of Greenways*
David Walter	*Redevelopment Commission*
Bill Williams	*Monroe County Highway Engineer*

ACKNOWLEDGMENTS (CONTINUED)

TECHNICAL REVIEW COMMITTEE

The Technical Review Committee was comprised of City of Bloomington staff that supplied information and technical expertise to the Master Plan process.

Mick Renneisen	*Parks & Recreation*
Dave Williams	*Parks & Recreation*
Maren McGrane	*Mayor's Office*
Penni Sims	*Mayor's Office*
John Freeman	*Public Works*
Justin Wykoff	*Engineering*
Tom Guevara	*Controller*
Susie Johnson	*Housing and Neighborhood Development*
Tom Micuda	*Planning*
Tricia Collingwood	*Planning*
Mike Phillips	*Utilities*
Mike Bengston	*Utilities*
Jonathon Heald	*Utilities*
Susan Failey	*Legal*

CONSULTANTS

Several consultants were contracted to the City of Bloomington to develop the master plan:

Ratio Architects, Inc.
Project Management, Master Planning, Urban Design
John Jackson
Ken Boyce
Jeff Bergman
Josh Desmond
Brian Bishop

Bruce Carter Associates
Environmental Assessment
Bruce Carter
John Kilmer

Bledsoe Tapp & Riggert
Land Surveying
Ben Bledsoe

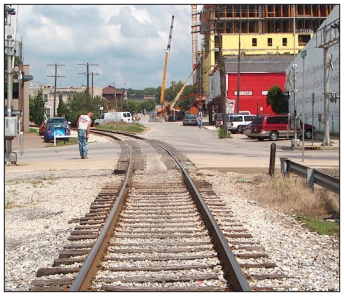
RQAW Corporation
Infrastructure/Civil Engineering
Matt Moore
Angela Martin

Christopher B. Burke Engineering
Floodplain Engineering
John Stolz
Kerry Daily

JF New, Inc.
Natural Resources Planning
Marc Woernle

1

Executive Summary



EXECUTIVE SUMMARY

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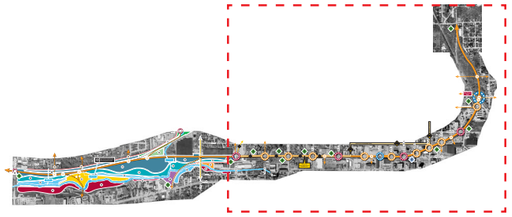
INTRODUCTION

The Executive Summary is provided in order to condense the wide expanse of information found within the Master Plan into one concise and easily reproducible section. It can serve as a quick-reference piece for decision makers and be distributed easily to the public in lieu of reproducing the entire document.

In order to ensure that the trail was designed in a manner that was consistent with its existing and future context, various "Character Districts" through which the CSX and McDoel Switchyard trail passes were identified and analyzed. Applying urban redevelopment trends and logic to the existing land uses helped to account for subtle trail design issues that ultimately became important. For example, the desire to offer a respite from the urban environment within the 9th Street Park/Crestmont District resulted in the recommendation to ensure that the edges of the trail remain vegetated. Similarly, the desire to encourage vibrant and urbane commercial development immediately adjacent to the trail in the Downtown District led to a recommendation for a center median to effectively handle stormwater runoff, ensuring that this often challenging requirement does not negatively dominate the design of the zone between the trail and private development.

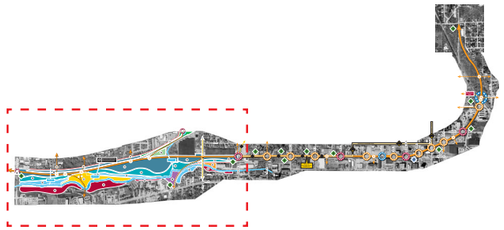
The Master Plan, and thus this Executive Summary, has been organized around the Character Districts Concept. Each district is provided with its own chapter which details the design concepts proposed for that particular area of the project. The specific recommendations from each chapter have been collected and summarized here.

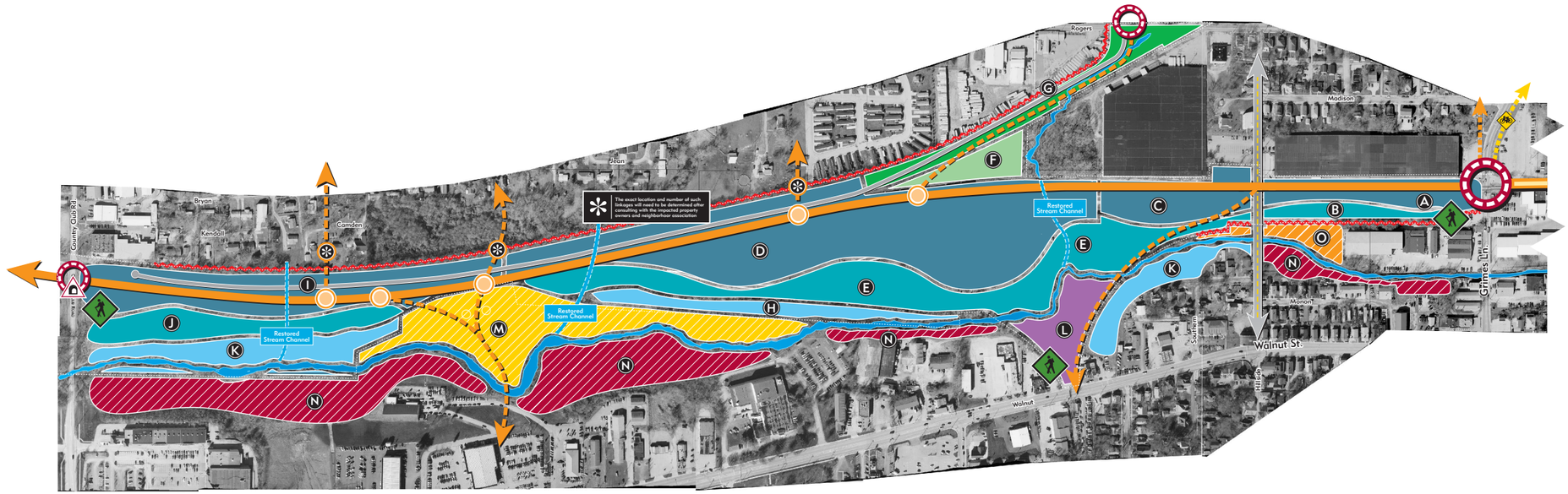
MASTER PLAN: CSX CORRIDOR

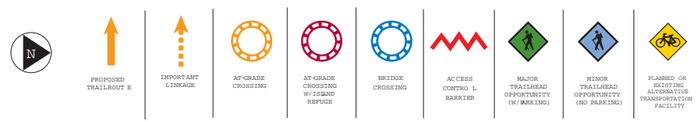


Note: *The areas labeled "M", "N", and "O" on this graphic are under private ownership and are not being acquired by the City as part of the current Switchyard purchase.*

MASTER PLAN: MCDOEL SWITCHYARD







9TH STREET PARK/CRESTMONT DISTRICT

- Create a trail profile consisting of a 12 foot wide asphalt pathway with 2 foot wide gravel shoulders, including appropriate amenities as proposed in the Master Plan.
- Consider the acquisition of additional property along the Adams Street frontage with the intent of establishing a major trailhead facility.
- Consider the acquisition of the forested property between the trail and 9th Street Park and the establishment of a crossing over the active rail line. The forested property would remain as woodland open space.
- Establish connector pathways to the north at the locations identified by the Master Plan.
- Explore the feasibility of utilizing a portion of the forested land in this district as a regional stormwater facility.
- Explore the feasibility of establishing shared use trailhead facilities at 9th Street Park.
- Preserve and enhance the natural setting found within the 9th Street Park/ Crestmont District.
- Establish an at-grade crossing at Fairview Street with appropriate signage, pavement markings, and warning signals.
- Confirm the level of encroachment on the trail right-of-way by surrounding structures and facilities.
- Seek opportunities to incorporate public art at strategic locations along the trail corridor.

Limestone outcroppings, like the one pictured at left, are characteristic of the terrain flanking the corridor in the 9th Street Park/Crestmont District. These outcroppings should be featured in the trail detailing and the invasive plant materials should be replaced with native species.

NEAR WEST SIDE DISTRICT

- Create a trail profile consisting of a 12 foot wide asphalt pathway with crushed stone shoulders, including appropriate amenities as proposed in the Master Plan.
- Review the opportunities to encourage the redevelopment of adjacent properties as mixed use and/or high-density residential to support the growth of Downtown Bloomington.
- Establish an appropriate landscape edge between the trail and long term industrial uses on adjacent properties.
- When adjacent properties are redeveloped, provide for connector pathways into the new development from the main trail corridor.
- Seek opportunities to incorporate public art at strategic locations along the trail corridor.
- Evaluate the potential of providing a shared use trailhead facility on the undeveloped land north of the trail and adjacent to Rogers Street. This trailhead would likely be eliminated if the property were redeveloped.
- Establish an at-grade crossing at Rogers Street with appropriate signage, pavement markings, warning signals, and a pedestrian refuge median. This crossing will need to be reconfigured to cross perpendicular to Rogers Street.

Old signal poles, such as the one pictured at right, can influence the design of new trail amenities, including lighting fixtures and directional signage.

DOWNTOWN DISTRICT

- Create a trail profile consisting of a 10 foot wide multi-use, bi-directional pathway, a 6 foot wide median capable of functioning as a stormwater collector and filter, and an 8 foot wide pedestrian walk.
- Encourage adjacent properties and structures to be reused and/or reconfigured in ways that address the trail and provide trail users with direct access to shops, restaurants, and similar uses.
- When adjacent properties are redeveloped, provide for connector pathways into the new uses from the main trail corridor.
- Evaluate the potential of providing trailhead facilities at the Showers Center and at the 6th Street crossing.
- Investigate the possibility of constructing an ancillary building to support the Farmers Market and provide public restrooms.
- Seek opportunities to incorporate public art at strategic locations along the trail corridor.
- Establish at-grade crossings at all streets in the Downtown District with appropriate signage, pavement markings, warning signals, and pedestrian refuge medians, as recommended in the Master Plan.

Looking north from the vicinity of Kirkwood Avenue, it is possible to see the redevelopment activity already taking place in close proximity to the Downtown trail.

SEMINARY SQUARE DISTRICT

- Create a trail profile consisting of a single, 12 foot wide asphalt pathway with 2 foot crushed stone shoulders.
- Encourage adjacent properties and structures to be reused and/or reconfigured in ways that address the trail and provide trail users with direct access to shops, restaurants, and similar uses.
- When adjacent properties are redeveloped, provide for connector pathways into the new uses from the main trail corridor.
- Evaluate the potential of providing trailhead facilities along Morton Street and at the undeveloped parcel south of the Dodds Street crossing.
- Investigate the possibility of creating a connecting pathway from Allen Street west into the McDoel Gardens neighborhood.
- Seek opportunities to incorporate public art at strategic locations along the trail corridor.
- Establish at-grade crossings at all streets in the Seminary Square District that include appropriate signage, pavement markings, warning signals, and pedestrian refuge medians, as recommended in the Master Plan.
- Explore the feasibility of making improvements to the Morton Street Corridor as a component of trail development, including lighting, landscaping, drainage improvements, curbs, sidewalks and the provision of on-street parking.
- Evaluate the age and condition of utility pipes during trail construction and upgrade as needed.

The sign at right marks the Grimes Lane crossing at the south end of the Seminary Square District.

MCDOEL SWITCHYARD DISTRICT

- Create a trail profile consisting of a single, 12 foot wide asphalt pathway with 2 foot crushed stone shoulders.
- Restore portions of the Clear Creek floodplain where practical.
- Retain and enhance the majority of the existing riparian woodlands south of the former roundhouse.
- Utilize the former roundhouse remnants to aide the interpretation of the Switchyard function.
- Assign priority to the development of a natural, passive park with a restored ecology, and facilities tending toward more casual recreational uses. Identify and set aside areas which are practical for the development of substantial recreational and institutional facilities in the long term future. These might include art centers, an amphitheater, or community center.
- Encourage adjacent properties and structures to be reused and/or reconfigured in ways that address the trail and provide trail users with direct access to shops, restaurants, and similar uses. Ensure that new adjacent uses complement the trail.
- Evaluate the potential of providing trailhead facilities at Grimes Lane, Country Club Road, and the Walnut Street frontage.
- Create connecting pathways to the neighborhoods on the west side of the Switchyard as well as to Walnut Street and the public schools to the east.
- Further evaluate vehicular access for the park. The most promising access point, at this time, appears to be the point at which the Indiana Railroad line crosses Rogers Street.
- Seek opportunities to incorporate public art at strategic locations along the Rail Corridor and within the redeveloped Switchyard.
- Confirm the ability to create trail underpasses for crossings with the proposed Hillside Drive connection as well as the improved Country Club Road corridor.
- Explore the feasibility of extending the Morton Street corridor south to Hillside Drive and beyond.
- Evaluate the age and condition of utility pipes during trail construction and upgrade as needed.
- Utilize bioremediation and phytoremediation techniques to treat environmentally contaminated areas within the Switchyard where existing contamination will be buried beneath clean fill. These methods should be viewed as long term methods for cleaning residual problems, and not necessarily as the primary remediation tool.
- Establish a property acquisition process to evaluate means for buying property or development rights for the properties immediately adjacent to Clear Creek.
- Submit a corrected regulatory floodplain model to the State and to FEMA for clarifying the true extent of floodway limits.

PROJECT PHASING & COST ESTIMATES

The construction of the trail is proposed to take place in phases. The following outline summarizes the phasing and cost discussion that takes place in greater detail in Chapter 7. All estimates are preliminary and subject to revision based on any changes that may be incorporated during the detailed design and engineering of the trail.

- ***Phase One - Interim Trail:*** An interim trail consisting of a 12 foot wide crushed limestone surface will be constructed along the entire trail corridor, a length of approximately 3.05 miles. The preliminary estimated cost for this phase is $359,000.
- ***Phase Two - Downtown Trail:*** This phase would consist of the full development of the Downtown segment of the new trail as proposed in the Master Plan, including utilities enhancements, crossing treatments, and a variety of other amenities. The preliminary estimated cost for this phase is $1,846,000.
- ***Later Phases:*** No decisions have been made at this time about the phasing of construction beyond the Downtown trail. It is understood that the McDoel Switchyard component of the redevelopment will be a long-term effort, the full scope of which is still coming into focus. As for the trail itself, cost estimates for the remaining segments outside of the McDoel switchyard are as follows:

9th Street park/Crestmont District	$889,000
Near West Side District	$308,000
Seminary Square District	$1,297,000

- ***Morton Street Corridor:*** The Master Plan proposed that enhancements be made to the Morton Street Corridor as part of the trail project. This includes aesthetic improvements as well as the creation of on-street parking. The preliminary estimated cost for these improvements is $1,067,000.

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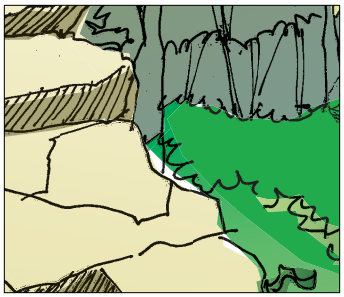
9th Street Park/ Crestmont District



INTRODUCTION

The 9th Street Park/Crestmont District is bounded by Adams Street on the west and by Fairview Street on the east. It contains a segment of the CSX Rail Corridor which is approximately 0.43 miles in length. The area immediately north of this section of the corridor is dominated by existing neighborhoods, which also include some limited commercial and institutional uses. Along the south side of the corridor is a large tract of immature second growth forested land, which is split in ownership between railroad interests and a private group. South of this forested area is an active rail line, followed by West Ninth Street Park, an important destination for users of the trail. At Fairview Street, a wrecker service, food bank, and single-family homes frame this gateway to the trail.

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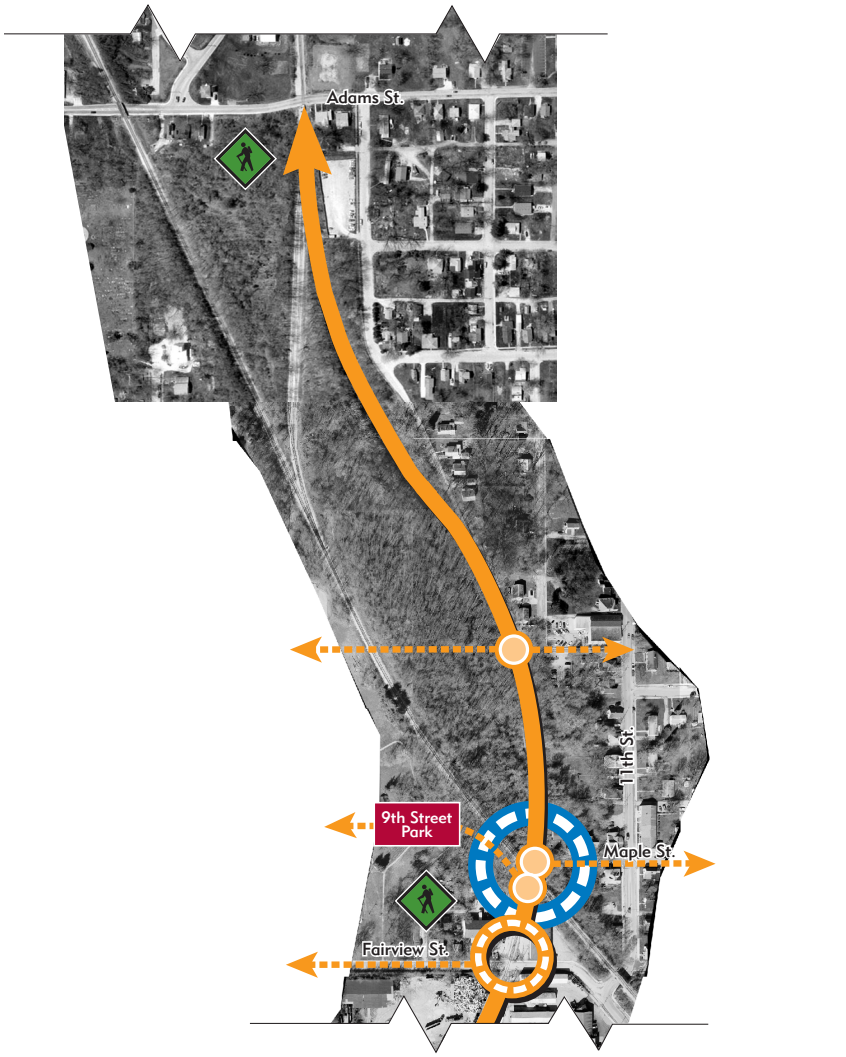
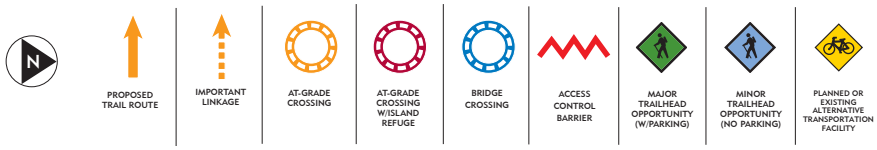
RECOMMENDATIONS

- Create a trail profile consisting of a 12 foot wide asphalt pathway with 2 foot wide gravel shoulders, including appropriate amenities as proposed in the Master Plan.
- Consider the acquisition of additional property along the Adams Street frontage with the intent of establishing a major trailhead facility.
- Consider the acquisition of the forested property between the trail and 9th Street Park and the establishment of a crossing over the active rail line. The forested property would remain as woodland open space.
- Establish connector pathways to the north at the locations identified by the Master Plan.
- Explore the feasibility of utilizing a portion of the forested land in this district as a regional stormwater facility.
- Explore the feasibility of establishing shared use trailhead facilities at 9th Street Park.
- Preserve and enhance the natural setting found within the 9th Street Park/ Crestmont District.
- Establish an at-grade crossing at Fairview Street with appropriate signage, pavement markings, and warning signals.
- Confirm the level of encroachment on the trail right-of-way by surrounding structures and facilities.
- Seek opportunities to incorporate public art at strategic locations along the trail corridor.

Limestone outcroppings, like the one pictured at right, are characteristic of the terrain flanking the trail in the 9th Street Park/Crestmont District. These outcroppings should be featured in the trail detailing and the invasive plant materials should be replaced with native species.


Adams St.
11th St.
9th Street Park
Maple St.
Fairview St.


N
PROPOSED TRAIL ROUTE
IMPORTANT LINKAGE
AT-GRADE CROSSING
AT-GRADE CROSSING W/ISLAND REFUGE
BRIDGE CROSSING
ACCESS CONTROL BARRIER
MAJOR TRAILHEAD OPPORTUNITY (W/PARKING)
MINOR TRAILHEAD OPPORTUNITY (NO PARKING)
PLANNED OR EXISTING ALTERNATIVE TRANSPORTATION FACILITY

9TH STREET PARK/
CRESTMONT DISTRICT

FUTURE CHARACTER

A JOURNEY THROUGH THE IMPROVED DISTRICT

Enjoy the scent of flowering dogwood and trillium, the feel of the suddenly cooled and freshened breeze blowing on moist skin, the muffled sound of urban life being drowned out by the Yellow Crested Warbler and the rustling of the tree tops, the view of the warm hues of exposed limestone bedrock contrasted against the deep green and vivid floral displays of the fauna, and the lingering taste of the organically and locally grown yellow delicious apple just purchased at the nearby Farmers Market.

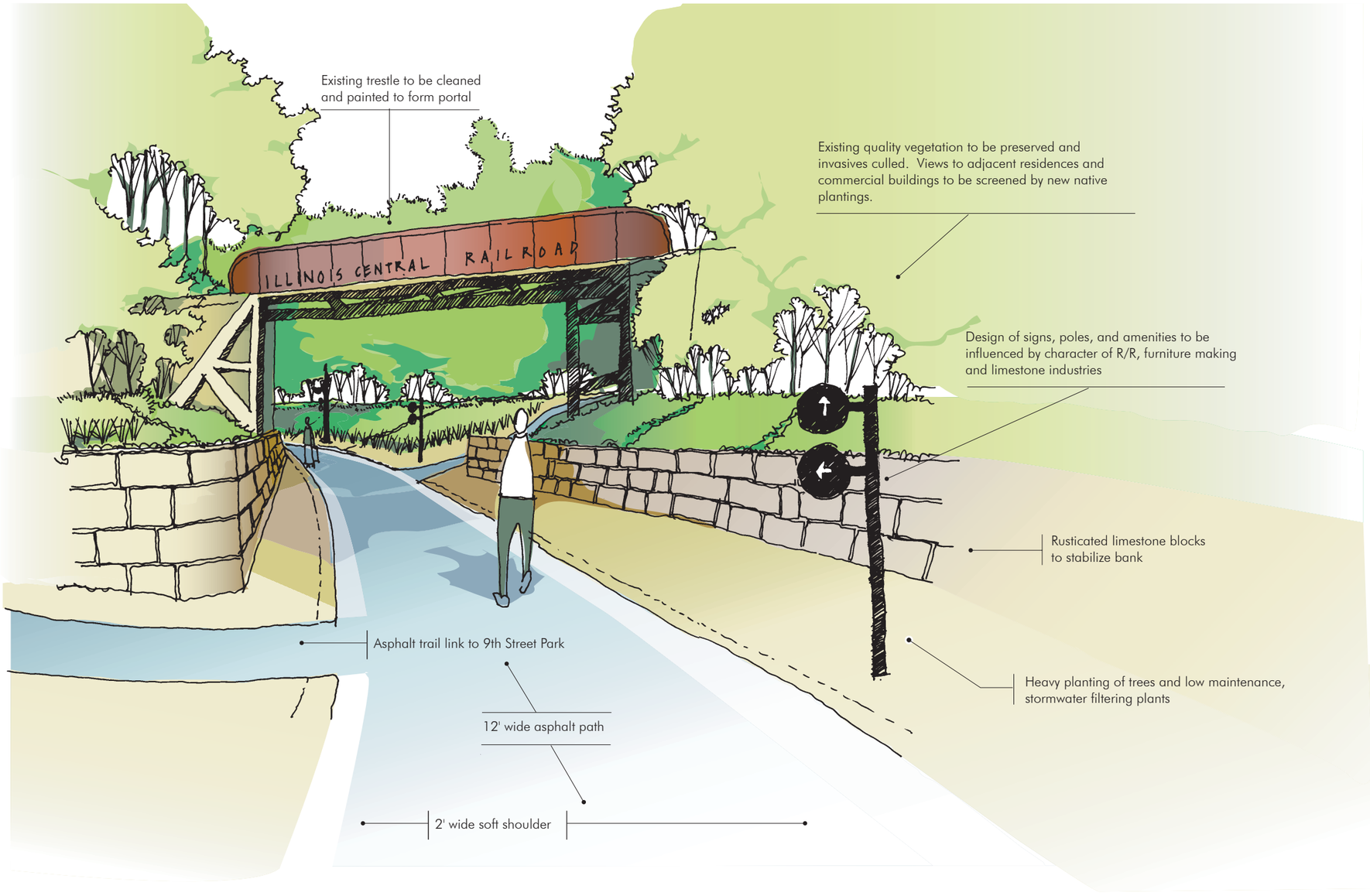
LAND USE & CHARACTER

The existing land uses in this sector will likely remain stable. The public has expressed support for the possible acquisition of the forested land between 9th Street Park and the proposed trail route. If the forested land becomes public property, limited changes to its character will be necessary or desirable. Recreational pathways could be added to provide scenic hiking opportunities for trail users, and invasive plant species should be culled in favor of establishing a long-term native ecosystem. The Bloomington Utilities Department has expressed a preliminary interest in possibly utilizing a portion of the property for stormwater management including quality and quantity. This could alter the character somewhat, but the potential benefit merits exploration of the idea.

At the Fairview crossing (left), the trail runs past the Hoosier Hills Food Bank (left) and a towing service (right). Erosive banks (far right) should be stabilized with new stone walls and/or slope stabilizing plantings of native species.

Any changes along the edges of the proposed trail should happen is such a way as to ensure the natural character experienced by the trail user is preserved. The desirable existing vegetation should be saved from removal and the screening of the adjacent structures should be retained. New vegetation is to be native associations of trees, grasses, and woodland herbaceous perennials, all of which are to be very low maintenance. The intent would be to offer a natural respite from and contrast to the nearby urbanized character of the trail route. The railroad overpass, visible from Fairview Street, should act as a gateway to this District. The trail itself will be similar to the Clear Creek Trail profile, with minimal need for urban, streetscape-type improvements. The inclusion of lighting, facilitating 24 hour commuting, should be evaluated.

FUTURE CHARACTER (CONTINUED)



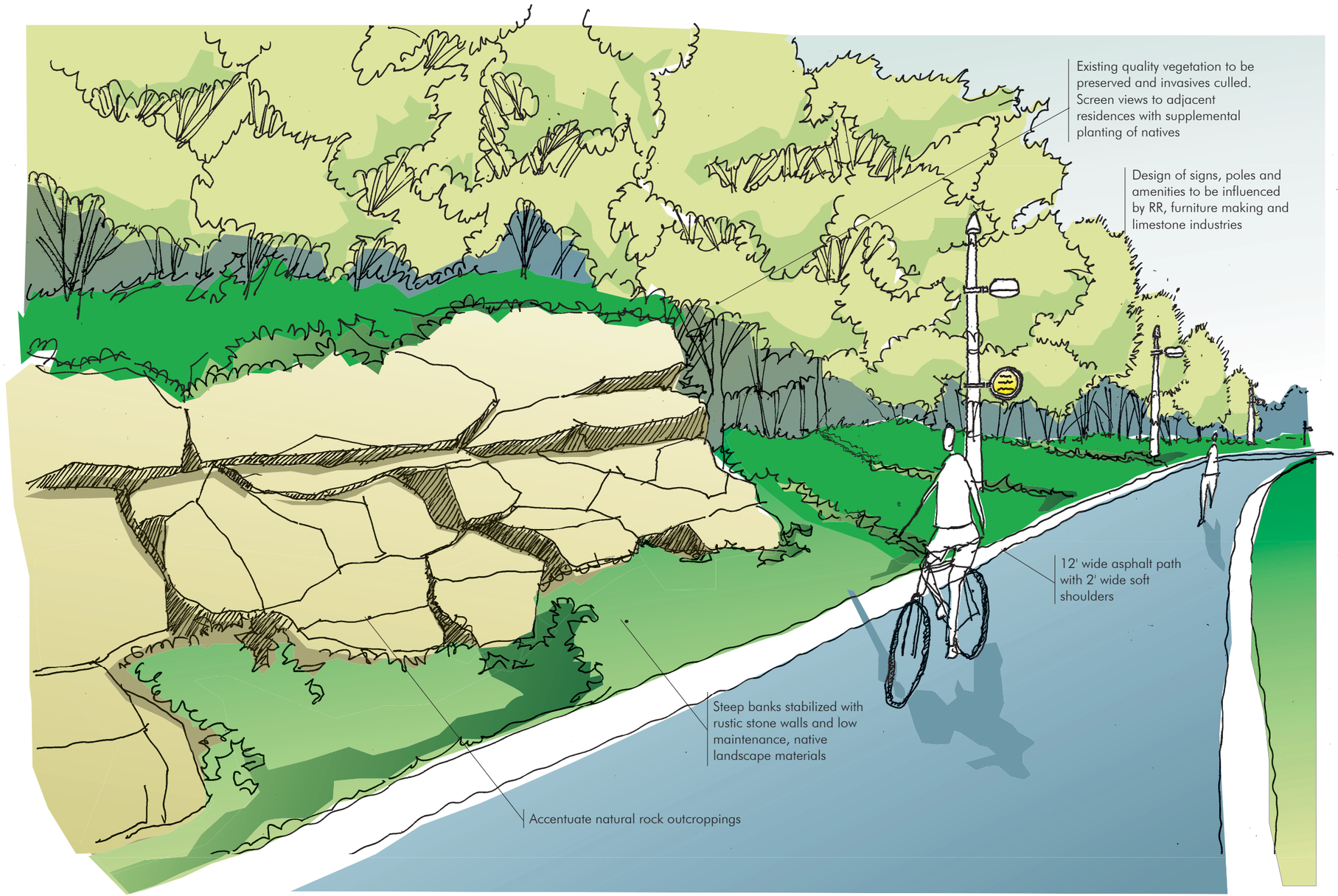
9TH STREET PARK/ CRESTMONT DISTRICT

The trail is framed by the existing railroad trestle passing overhead. The new stone retaining walls in the foreground mimic the natural limestone walls existing at other points along the corridor. Note the trail linkages extending to the north and south of the main corridor.

FUTURE CHARACTER (CONTINUED)

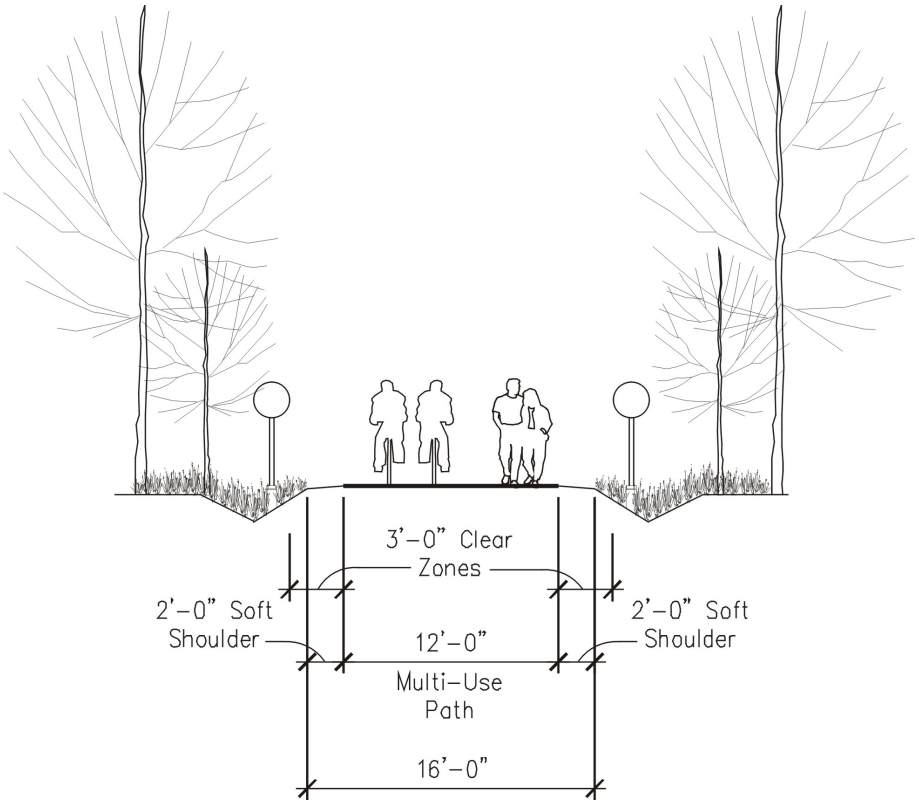
9TH STREET PARK/ CRESTMONT DISTRICT

Natural limestone formations provide a stunning backdrop to the multi-use trail passing through the 9th Street Park/ Crestmont District. The lighting in this area is intentionally shielded to ensure that it lights the trail and doesn't disrupt nearby residential areas.



TYPICAL TRAIL SECTION

The typical trail section for this portion of the corridor will reflect the largely natural context of this district. The trail will consist of a 12 foot wide asphalt path with 2 foot gravel shoulders, the typical configuration used for new trails in Bloomington. The existing corridor is narrow in a few locations where the rails pass between excavated bedrock outcroppings. It may be necessary to narrow the typical trail section in these areas. An open drainage channel will be provided on each side of the stone shoulders, as necessitated by topographic features. Beyond the gravel drainage channels, the natural setting will be retained. Amenities such as lighting, benches, directional signage, and trash receptacles will be included. The drawing below shows the proposed cross-section of the trail through this district.



CROSSINGS

ILLINOIS CENTRAL RAILROAD OVERPASS

The Illinois Central Railroad crossing is an existing grade separated railroad overpass located just west of Fairview Street. This bridge will continue to be active with rail traffic as the trail passes under it. The bridge structure and surrounding terrain could be cleaned up with retaining walls and new plantings to enhance the aesthetic appeal. This bridge could form an attractive portal between the natural, forested terrain to the west and the more urban Near West Side District.

The picture at left shows the Illinois Central Railroad overpass that exists just west of Fairview Street. Improvements will be required in order to provide a safe and attractive trail corridor in the vicinity of the overpass.

CROSSINGS (CONTINUED)

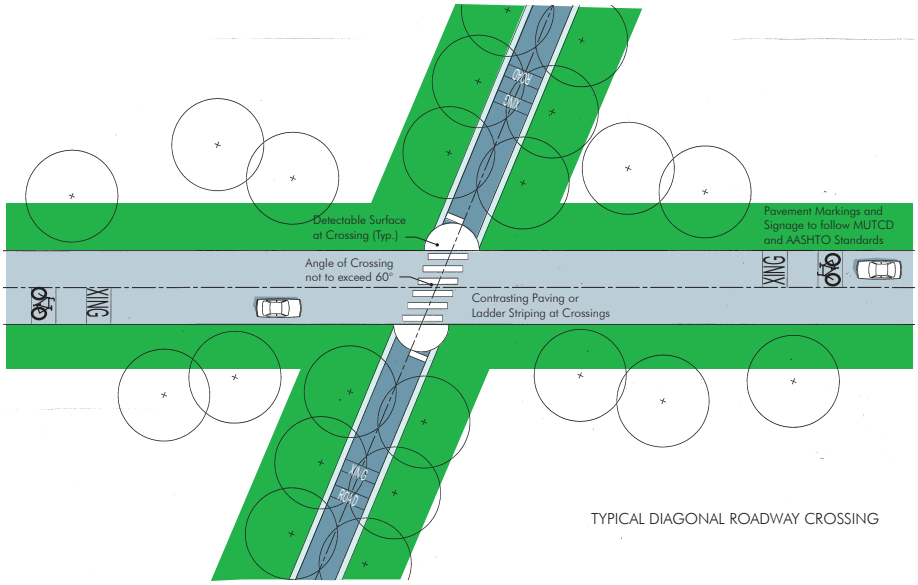
FAIRVIEW STREET

The Fairview Street crossing is an at-grade street crossing. As a fairly narrow local street with a low traffic volume, this crossing will require a less intense treatment than others along the corridor. Treatments at this crossing should include pavement striping, flashing warning signals for motorists, and adequate warning signage for trail users and motorists. One factor that must be considered here is the slight angle at which the trail will cross the street. Based on State standards for such situations, the crossing will not have to be realigned to become a true perpendicular crossing. An illustration of the crossing treatment proposed for this location is provided by the graphic on the next page.

The picture at left shows the Fairview Street crossing location, looking east across the street as the corridor heads toward Downtown Bloomington.

CROSSINGS (CONTINUED)

The Fairview Street crossing occurs at an angle that will not need to be realigned to be perpendicular to the roadway. In this case, the trail crosses a street with a width and traffic volume that does not necessitate a refuge island in the center of the roadway. The graphic below depicts a crossing configuration applicable to the Fairview Street situation.



TYPICAL DIAGONAL ROADWAY CROSSING

TRAILHEADS

Two potential trailhead locations within the 9th Street Park/Crestmont district are recommended for consideration. It is possible that only one of these locations will need to be developed, but they should each be given due consideration as the project moves forward.

ADAMS STREET

The land just south of the trail corridor along Adams Street (to the left of the rail shown here) would be well suited to a trailhead facility. The railroad currently extends well beyond Adams Street, reaching to the west side of Bloomington. Please note that the rail line shown in this photo will remain an active freight line.

The highest priority trailhead location is at Adams Street, the western limit of the proposed trail. Adams Street is a significant north-south thoroughfare within Bloomington, and a trailhead here would provide excellent access to a large part of the community. A trailhead facility at this location would likely require the acquisition of additional land by the City to accommodate it. This trailhead should include parking facilities similar to what is provided at existing trailheads on the Clear Creek Trail. It should also include amenities such as benches, trash receptacles, and wayfinding and interpretive signage.

9TH STREET PARK

Just south of the trail corridor is 9th Street Park, an important recreation destination for the northwest area of Bloomington. It may be possible to incorporate trailhead facilities at the existing parking lot just off of Fairview Street. This would allow people to park at 9th Street Park and access the trail by walking down Fairview Street, or through one of the proposed connector paths through the park that will be discussed in the next section.

LINKAGES

Beyond the formal access points that would be created at trailheads, there are numerous opportunities to provide additional, informal linkages to street stubs and other existing facilities.

DIAMOND STREET

Diamond Street stubs into the trail corridor from the north. A connector pathway could be extended from the trail to link with this street stub. Such a pathway will serve to enhance accessibility to the trail for the adjacent neighborhoods. Consideration should be given to ensuring Diamond Street is improved in the future to include a safe walkway.

MAPLE STREET

Maple Street is another stub street that could be linked to the main trail. This stub occurs just west of the existing railroad overpass. It would provide another key connection for the neighborhoods to the north. Of particular note here is the potential for greater access to Tri-North Middle School as well as to Mills Pool just to its south. Maple Street should also be evaluated for sidewalk improvements in the future.

9TH STREET PARK

There are also opportunities to provide direct links to 9th Street Park from this segment of the trail. Currently, the trail is separated from the park by a large forested property, as well as an active rail line. The City would have to explore purchasing this forested land and establishing a safe rail crossing to make this particular connection work. Another option to link with the park is to provide a linkage just east of the railroad overpass. Again, additional property would have to be purchased for this to occur. However, the amount of property required would be significantly less, and there would be no active rail line to cross. Both of these connections would also necessitate the construction of additional trails within the park itself.

UTILITIES

This portion of the trail corridor will not be significantly impacted by City utilities. A sanitary sewer line does run adjacent to the trail and cross beneath it at a point east of the railroad bridge, but it should not require relocation. While there are currently no plans for significant relocations or upgrades to City utilities in the area, existing pipes should be evaluated for age and condition. If necessary, existing utilities should be upgraded to a reasonable condition during the trail construction process in order to protect the investment made in the trail Any utility improvement as a part of the project should respect the natural features present in this area and attempt to be minimally invasive.

Buried fiber optic lines run along the corridor the entire length of this district. Care should be taken during detailed design to avoid damage to these private utility lines. There are overhead electric lines present at Fairview Street. Any overhead lines should be placed underground if physically and economically feasible. This area is also under consideration as a potential stormwater management facility. More specific details on such a facility will be developed as the City's needs dictate during the detailed design phase for the trail.

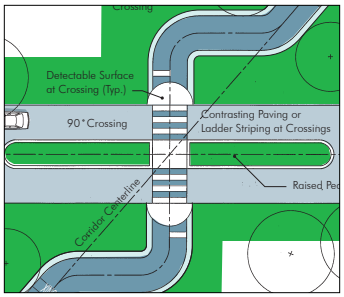
ENVIRONMENTAL REMEDIATION

This portion of the trail corridor is not expected to require significant environmental remediation measures as part of the redevelopment process. Environmental studies performed in this area indicate that any clean-up would be limited to track removal and collection of miscellaneous trash and debris. However, conservative project planning suggests that clean topsoil should be imported to a depth of approximately 6 inches to cover any cinder fill material present on the surface outside of the improved trail.

Please refer to the Environmental Site Assessment Studies, completed in 2003 by Bruce Carter Associates, for further details on environmental remediation issues.

3

Near West Side District



INTRODUCTION

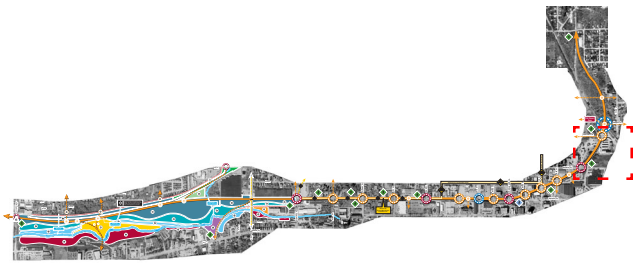
The Near West Side District is the smallest of the five districts that make up the overall study area. This district is bounded by Fairview Street on the west and by Rogers Street on the east. It contains a segment of the CSX Rail Corridor which is less than 0.2 miles in length. The trail corridor in this district is bordered by heavy commercial and industrial uses, as well as a limited amount of undeveloped land at Rogers Street. Along the south side of trail is a scrap metal storage and processing facility, and on the north is a lumberyard. In addition, a parcel of undeveloped land stretches from the Rogers Street crossing north to 11th Street. The Near West Side District represents a transitional space between the natural area on the west and the urban core on the east.

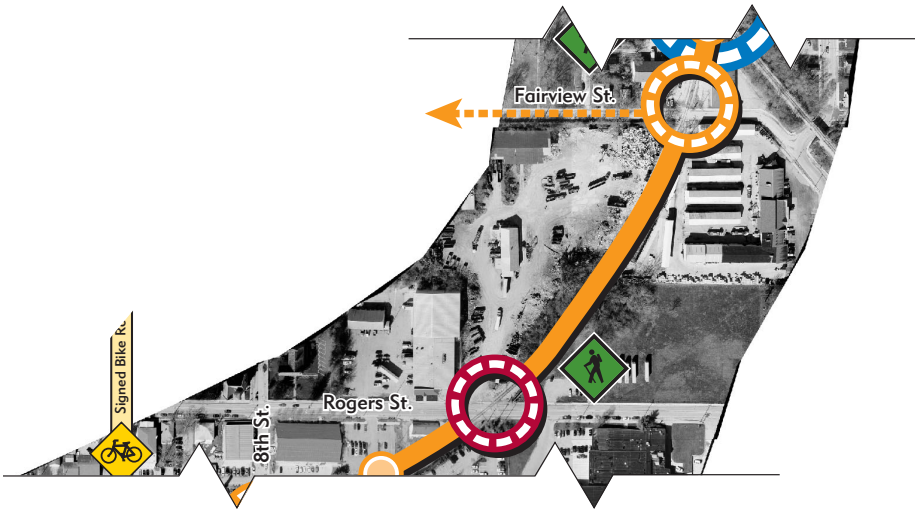
Table of Contents

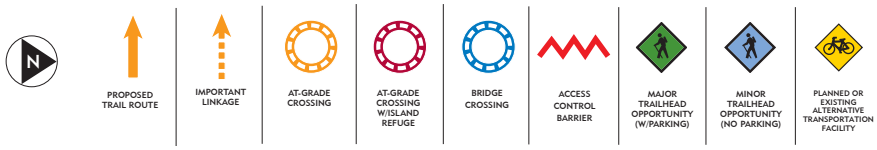
RECOMMENDATIONS

- Create a trail profile consisting of a 12 foot wide asphalt pathway with crushed stone shoulders, including appropriate amenities as proposed in the Master Plan.
- Review the opportunities to encourage the redevelopment of adjacent properties as mixed use and/or high-density residential to support the growth of Downtown Bloomington.
- Establish an appropriate landscape edge between the trail and long term industrial uses on adjacent properties.
- When adjacent properties are redeveloped, provide for connector pathways into the new development from the main trail corridor.
- Seek opportunities to incorporate public art at strategic locations along the trail corridor.
- Evaluate the potential of providing a shared-use trailhead facility on the undeveloped land north of the trail and adjacent to Rogers Street. This trailhead would likely be eliminated if the property were redeveloped.
- Establish an at-grade crossing at Rogers Street with appropriate signage, pavement markings, warning signals, and a pedestrian refuge median. This crossing will need to be reconfigured to cross perpendicular to Rogers Street.

Old signal poles, such as the one pictured at right, can influence the design of new trail amenities, including lighting fixtures and directional signage.




Fairview St.
Signed Bike Rt.
Rogers St.
8th St.


N
PROPOSED TRAIL ROUTE
IMPORTANT LINKAGE
AT-GRADE CROSSING
AT-GRADE CROSSING W/ISLAND REFUGE
BRIDGE CROSSING
ACCESS CONTROL BARRIER
MAJOR TRAILHEAD OPPORTUNITY (W/PARKING)
MINOR TRAILHEAD OPPORTUNITY (NO PARKING)
PLANNED OR EXISTING ALTERNATIVE TRANSPORTATION FACILITY

FUTURE CHARACTER

A JOURNEY THROUGH THE IMPROVED DISTRICT

The full array of the 21st century urban lifestyle is within reach of the residents of this discovered neighborhood. Evenings bring residents to their trail oriented porches as bicycling commuters stop to visit with friends grilling salmon. The children of nearby homes are safely making their way to 9th Street Park for a spirited game of basketball, filling the air with boasts of future successes under Coach Davis. The light of the autumn sun is celebrated in its full glory, sharply illuminating the west facing townhome facades, while offering the muted colors of the shaded southern and northern facades. The sweeping corridor curve, fully exploited by the stepped building facades, is further accentuated by carefully considered and lush plantings of native canopy and understory trees in combination with low maintenance native grasses.

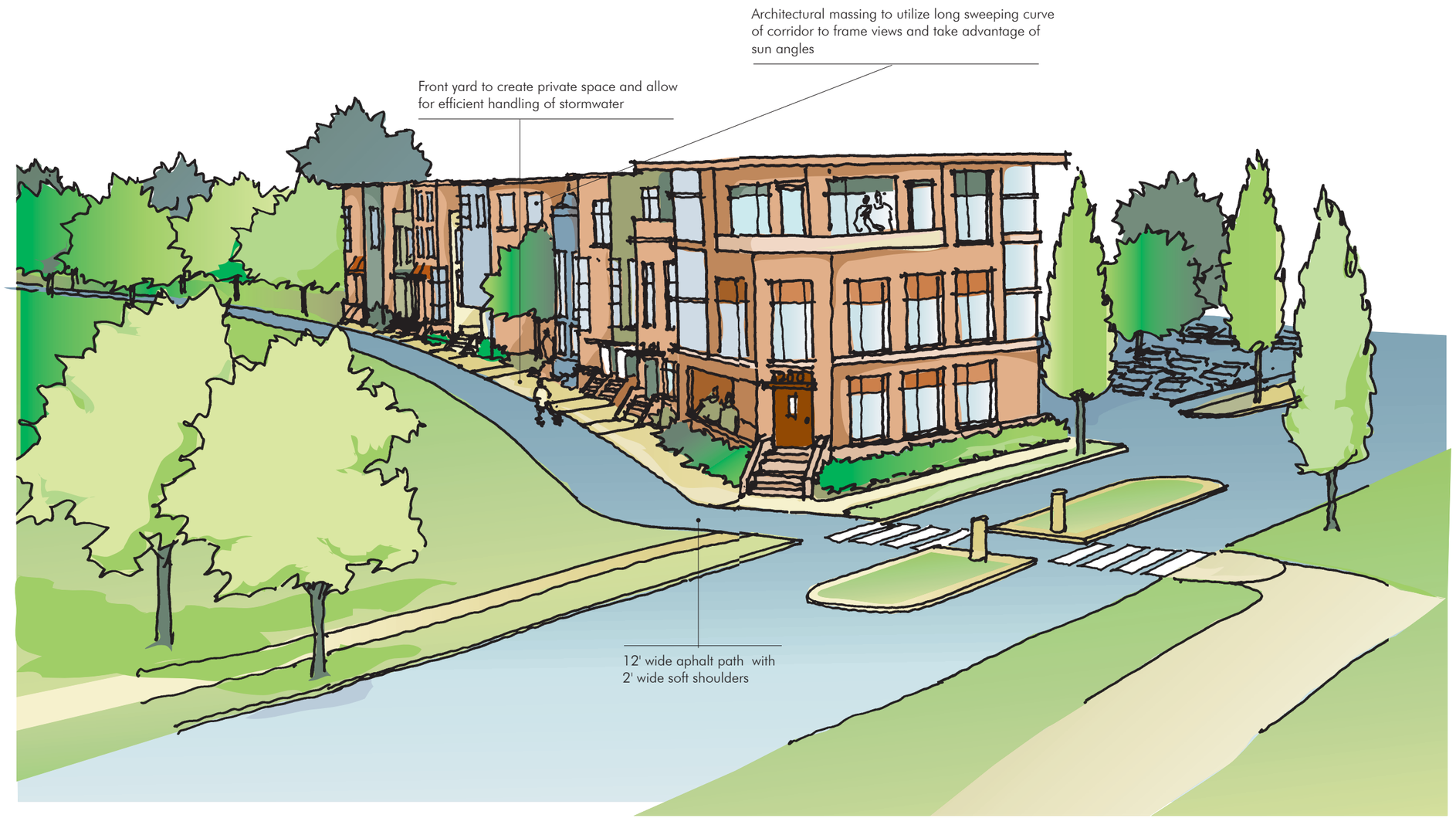
LAND USE & CHARACTER

Time could bring change to the Near West Side District. Market forces might suggest that the land to the north and the south of the trail, may be most appropriate as a combination of medium to high density residential and neighborhood commercial development. Should the environmental challenges allow, new mixed use developments would provide additional housing units close to downtown and the trail, as well as provide new retail choices for existing west-side neighborhoods.

The edges of the trail corridor through the Near West Side District are not well defined and are somewhat overgrown in places (right). Imagine entering this district from Rogers (far right) and instead of being greeted by the noise of industrial equipment, you are surrounded by the sounds of a neighborhood and the activity of nearby families.

Should time bring land use changes, the character of this district can be enhanced. Currently, scrap metal and stacked lumber dominate the views around the rail corridor in this District. Redevelopment could provide a human-scaled, urban aesthetic. Residential structures would have entrances facing the trail, and would be arranged to define a distinct corridor around the trail, taking full advantage of the opportunities brought by the sweeping curve of the Corridor. Small setbacks would be provided between the structures and the trail to provide a private zone away from trail users and facilitating the management of stormwater. Building mass should be limited, probably not more than three stories in height in this District.

FUTURE CHARACTER (CONTINUED)

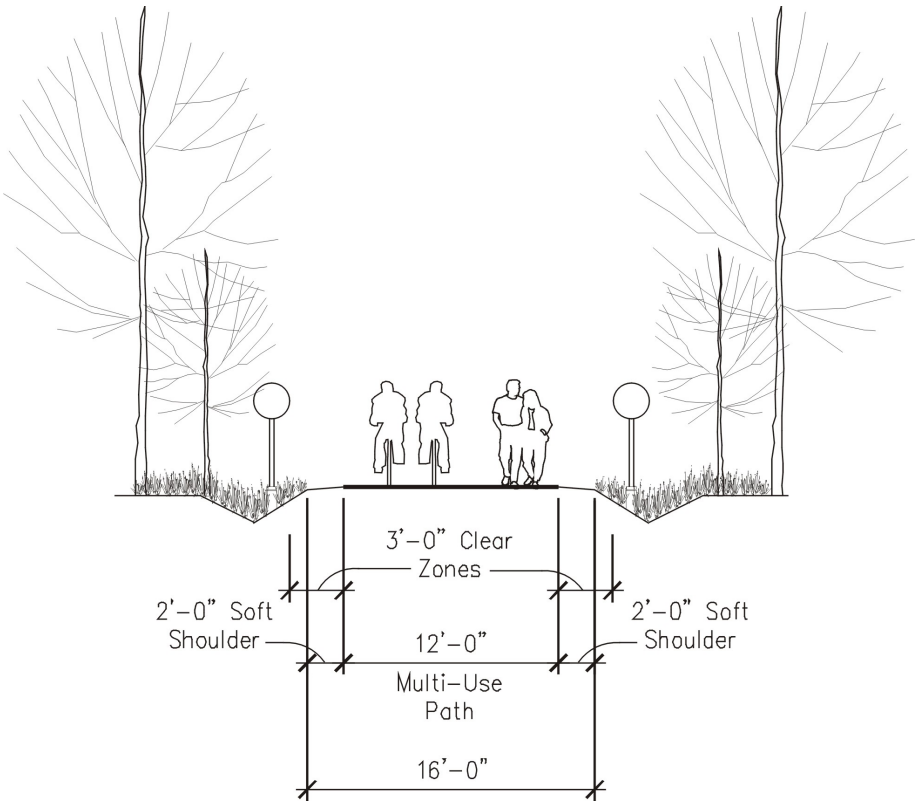


NEAR WEST SIDE DISTRICT

In the future, the trail could be framed by medium density housing development in the Near West Side District. This would serve as a transition from the wooded Crestmont District in the west to the urban Downtown District. It would also provide additional Downtown housing units, helping to support businesses in the area.

TYPICAL TRAIL SECTION

The typical trail section for this portion of the corridor should be a continuation of the profile established within the 9th Street Park/Crestmont District. This includes a 12 foot wide asphalt path with 2 foot gravel shoulders. This district's role as a transitional area means that the introduction of more amenities would be appropriate. Benches, lighting, and signage should be more like what is provided within the Downtown District (See Chapter 4). Drainage measures will be provided along the trail edges as topography dictates. Initially, the trail should receive substantial landscape screening from the adjacent existing land uses. This screening may be adjusted if redevelopment occurs on these sites. The drawing below shows the proposed cross-section of the trail through the Near West Side District.

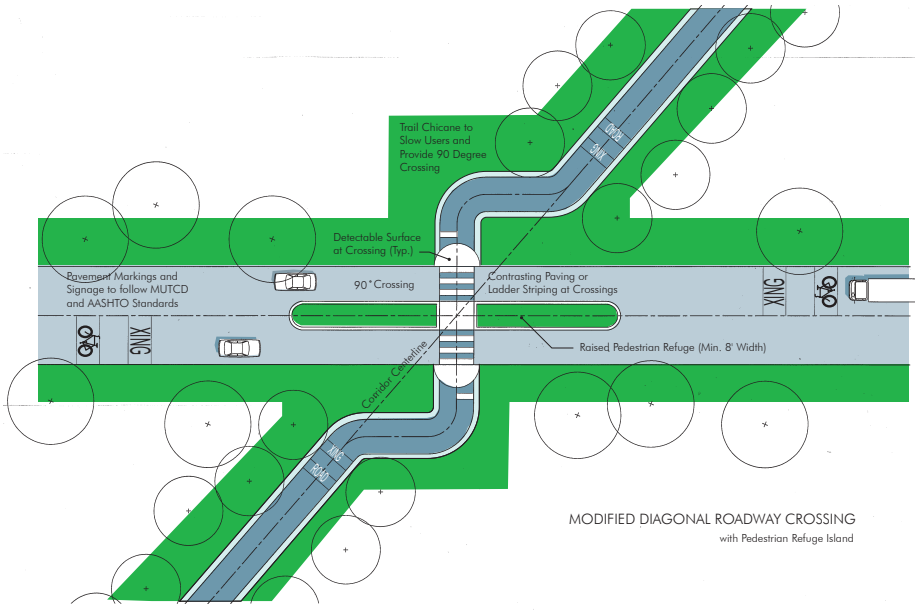


CROSSINGS

ROGERS STREET

Rogers Street is the only crossing within the Near West Side District. This is an instance where the trail crosses the street at an angle, although this particular angle is more substantial than the one found at Fairview Street. Special measures will need to be taken here to provide a safe crossing. State standards require that a crossing at an angle, such as this one, needs to be realigned so that it occurs perpendicular to the direction of the street. Pavement markings, lighting, flashing warning signals for motorists and warning signs will be considered for this crossing. Further, due to the typical traffic volumes on Rogers Street, a pedestrian refuge median in the center of the street should be considered here.

The graphic at right illustrates the typical treatment for a crossing such as Rogers Street. Ample warning methods are applied for both trail users and motorists. The crossing is realigned for increased safety and a reduced crossing distance.



TRAILHEADS

One potential trailhead location within the Near West Side District has been identified. The development of this particular trailhead should be considered within the context of the overall trail.

ROGERS STREET

A parcel of property located on the northwest corner of the intersection of Rogers Street and the trail could serve as a trailhead location. Like Adams Street, Rogers Street is an important north-south road. A high level of accessibility could be achieved by establishing a trailhead on this site. This property is not part of the proposed acquisition area for the trail, so it would have to be acquired from or, more likely, shared with its current owner. During the course of developing the master plan, a parking lot was established on this site. This trailhead, if established, will likely be limited to a simple parking lot and informational signage. Furthermore, it is likely this facility will be eliminated if the property is redeveloped.

This photo shows the east side of the Rogers Street crossing in the foreground. On the opposite side of the road, where a group of vehicles is parked, is the proposed trailhead location.

LINKAGES

Beyond the formal access point that would be created at the trailhead, there are opportunities to provide additional, informal linkages along the trail corridor.

ROGERS STREET

Rogers Street has sidewalks in this area, allowing trail users to connect with many nearby Downtown amenities. In the immediate vicinity are the Showers Center (including City Hall) and several Indiana University facilities. Also, it would be possible to continue south on Rogers Street and reach Bloomington Hospital. It is important that these sidewalks receive adequate maintenance attention so that they remain functional components of the system.

REDEVELOPED SITES

In their current state, the properties surrounding this portion of the corridor are not likely to need direct connections to the trail. However, if the future brings redevelopment in the fashion envisioned in this plan, it would make sense to provide connecting pathways from the trail into the redeveloped areas. This would allow nearby residents to access the trail without having to enter from the crossings at either Rogers or Fairview Streets.

The lumber yard north of the trail is not a destination likely to need a trail connector. If this site is redeveloped with commercial and residential uses in the future, a connector would be more appropriate.

UTILITIES

Like the 9th Street Park/Crestmont District, this portion of the trail will not be significantly impacted by City utilities. The sanitary sewer line runs adjacent to the trail for this segment before connecting to the Rogers Street main. During trail design, existing City utilities should be evaluated for age and condition. If necessary, they should be upgraded to a reasonable condition during the trail construction process in order to protect the investment made in the trail.

Buried fiber optic lines run along the corridor the entire length of this district. Care should be taken during detailed design to avoid damage to these private utility lines. Overhead electric lines run parallel to the corridor for approximately half of the length of the corridor. Any overhead lines should be placed underground if physically and economically feasible.

ENVIRONMENTAL REMEDIATION

This portion of the trail corridor is not expected to require significant environmental remediation measures as part of the redevelopment process. Environmental studies performed in this area indicate that any clean-up would be limited to track removal and collection of miscellaneous trash and debris. However, conservative project planning suggests that clean topsoil should be imported to a depth of approximately 6 inches to cover any cinder fill material present on the surface outside of the improved trail.

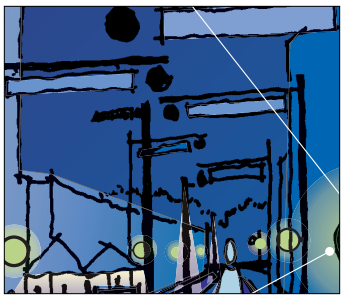
One of the recommendations for this area of the trail is to encourage redevelopment of adjacent properties as mixed use or high-density residential. Before this can happen, it will be necessary to determine the state of the environmental remediation of the property occupied by the scrap metal facility and lumberyard. A good understanding of the need for future remediation and any resulting land use limitations must be established.

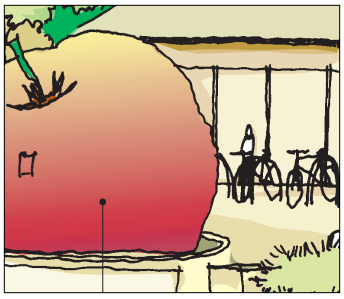
A review of past environmental studies and remediation efforts of properties such as the scrap metal yard south of the trail will be needed before redevelopment potential can be defined.

Please refer to the Environmental Site Assessment Studies, completed in 2003 by Bruce Carter Associates, for further details on environmental remediation issues.

4

Downtown District





INTRODUCTION

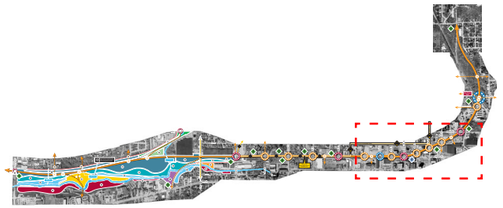
The Downtown District is the heart of the trail corridor. It consists of a segment approximately 0.47 miles long and bounded on the northwest by Rogers Street and on the south by 3rd Street. This district is surrounded by existing development in many forms. City Hall and the Farmers Market, diverse local businesses and restaurants, and increasing numbers of residential units are adjacent to or short distances away from the trail corridor. In a number of places, the railroad right-of-way is quite constrained by buildings forming vertical edges. The feelings of compression created by the buildings offer a character that is the distinguishing feature of this district. The compression felt by those passing along the rail corridor is different from the other districts and worthy of being viewed as a unique and distinctly urban aesthetic opportunity.

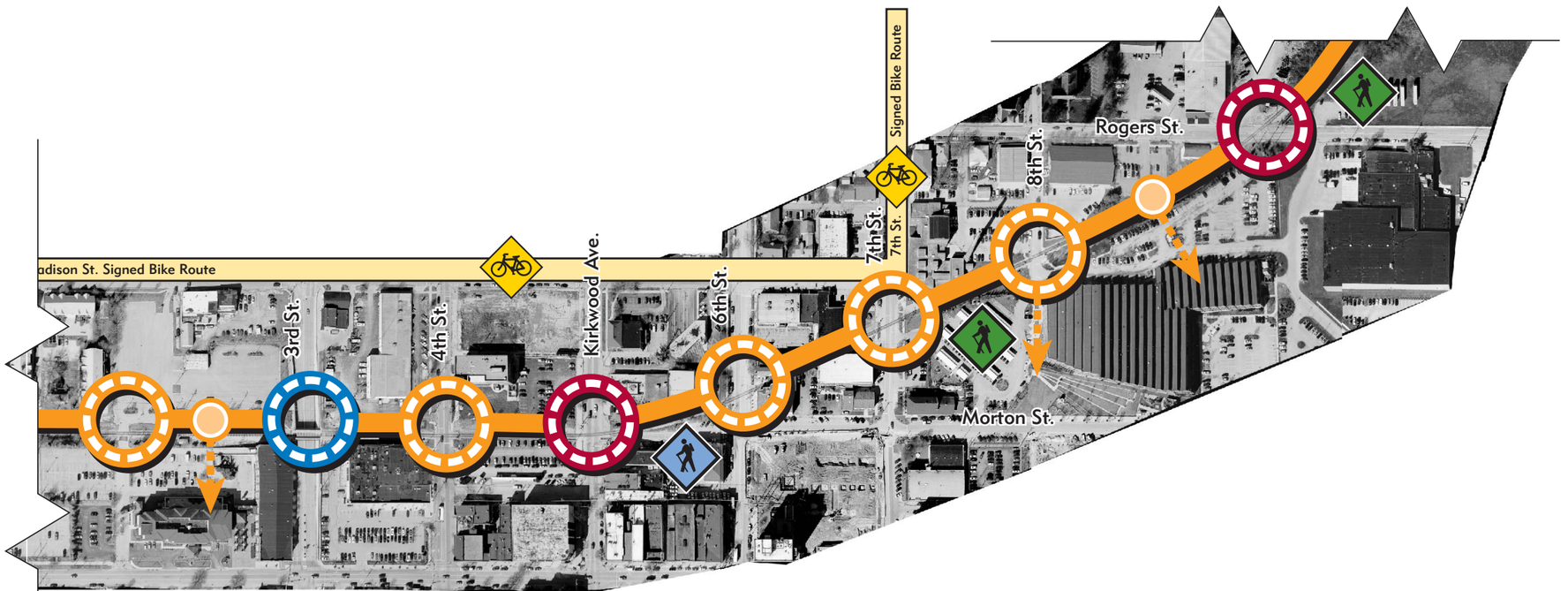
Table of Contents

RECOMMENDATIONS

- Create a trail profile consisting of a 10 foot wide multi-use, bi-directional pathway, a 6 foot wide median capable of functioning as a stormwater collector and filter, and an 8 foot wide pedestrian walk.
- Encourage adjacent properties and structures to be reused and/or reconfigured in ways that address the trail and provide trail users with direct access to shops, restaurants, and similar uses.
- When adjacent properties are redeveloped, provide for connector pathways into the new uses from the main trail corridor.
- Evaluate the potential of providing trailhead facilities at the Showers Center and at the 6th Street crossing.
- Investigate the possibility of constructing an ancillary building to support the Farmers Market and provide public restrooms.
- Seek opportunities to incorporate public art at strategic locations along the trail corridor.
- Establish at-grade crossings at all streets in the Downtown District with appropriate signage, pavement markings, warning signals, and pedestrian refuge medians, as recommended in the Master Plan.

Looking north from the vicinity of Kirkwood Avenue, it is possible to see the redevelopment activity already taking place in close proximity to the Downtown trail.




Signed Bike Route
Rogers St.
8th St.
7th St.
7th St.
Kirkwood Ave.
6th St.
4th St.
3rd St.
adison St. Signed Bike Route
Morton St.
N
PROPOSED TRAIL ROUTE
IMPORTANT LINKAGE
AT-GRADE CROSSING
AT-GRADE CROSSING W/ISLAND REFUGE
BRIDGE CROSSING
ACCESS CONTROL BARRIER
MAJOR TRAILHEAD OPPORTUNITY (W/PARKING)
MINOR TRAILHEAD OPPORTUNITY (NO PARKING)
PLANNED OR EXISTING ALTERNATIVE TRANSPORTATION FACILITY

FUTURE CHARACTER

A JOURNEY THROUGH THE IMPROVED DISTRICT

Energetic, bustling, center of government and commerce, are all descriptions appropriate to Downtown Bloomington. The trail users feel this in the urbane detailing of the trail amenities, odors of coffee, pastries, and fresh vegetables fill the air, sounds of vehicles, conversations, doors opening and closing fill the ears, the night-time pedestrian stroll into downtown is aided by ample lights illuminating the walk surface but not the sky, the texture of the stone and metal park benches helping residents recall the industrial heritage of the corridor while the ample pallette of native plant material softens the edges.

LAND USE & CHARACTER

Land uses in this area will remain focused on those typically found in a healthy, vibrant downtown. New restaurants, retail shops, and residential units are encouraged to locate in the vicinity of the trail corridor. Uses that can take advantage of trail traffic, such as bicycle shops, cafes, or any retailer whom benefits from large volumes of pedestrian traffic are well suited to these locations. The environment will be energetic and active 24 hours a day, 7 days a week.

Existing businesses along the trail will be encouraged to reconfigure their structures to provide access from the trail. As new structures are added in vacant areas, they too should address the corridor. The architecture should seek to reinforce the feeling of compression and release along the trail. Certainly, the road crossings will be points at which the feeling of compression will be released. Mid-block plazas or dining terraces are also likely places for a designed release from the feelings of compression.

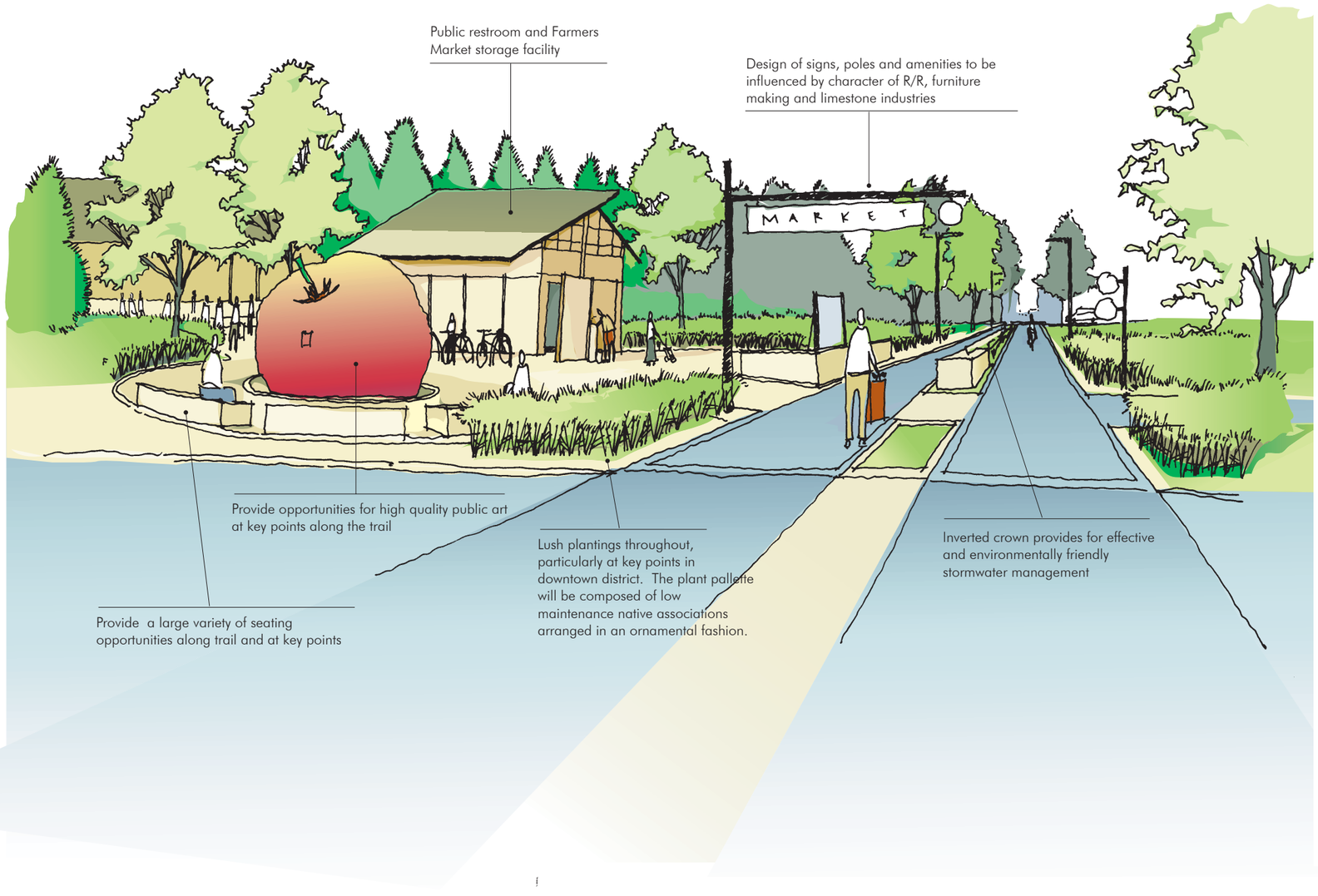
Many Downtown businesses will have excellent access to the new trail. With some modification, they can directly address the trail frontage and help to create the urban atmosphere desired for this District.

FUTURE CHARACTER (CONTINUED)

The trail and the surrounding development is envisioned as being urban in character. The trail will receive a level of treatment consistent with urban streetscapes such as lighting, benches, trash receptacles, drinking fountains, and planters. While the hardscape will be urbane and highly detailed, the hard edge will be softened with lush plantings. A landscape median is envisioned for the Downtown District. The median not only softens the hard edges, but also allows for an effective and environmentally friendly system for managing the stormwater runoff. The inclusion of the median also offers the opportunity to separate trail users by mode or direction. This will enhance user comfort and safety in the area which will receive the highest level of use.

Facilities such as Wonderlab, located just west of the trail at 4th Street, will be able to take great advantage of trail traffic. New buildings should be encouraged to locate close to the trail corridor edge to enhance the urban context of the trail.

FUTURE CHARACTER (CONTINUED)



The trail will pass through the Showers Complex, providing excellent access to City Hall as well as the weekly Farmer's Market.

FUTURE CHARACTER (CONTINUED)

DOWNTOWN DISTRICT

Additional land on the south side of the 6th Street crossing provides an opportunity for a small public gathering space, which could include seating, drinking fountains, bicycle parking, as well as a public art display. Directional signage and maps would also be convenient at such a facility.

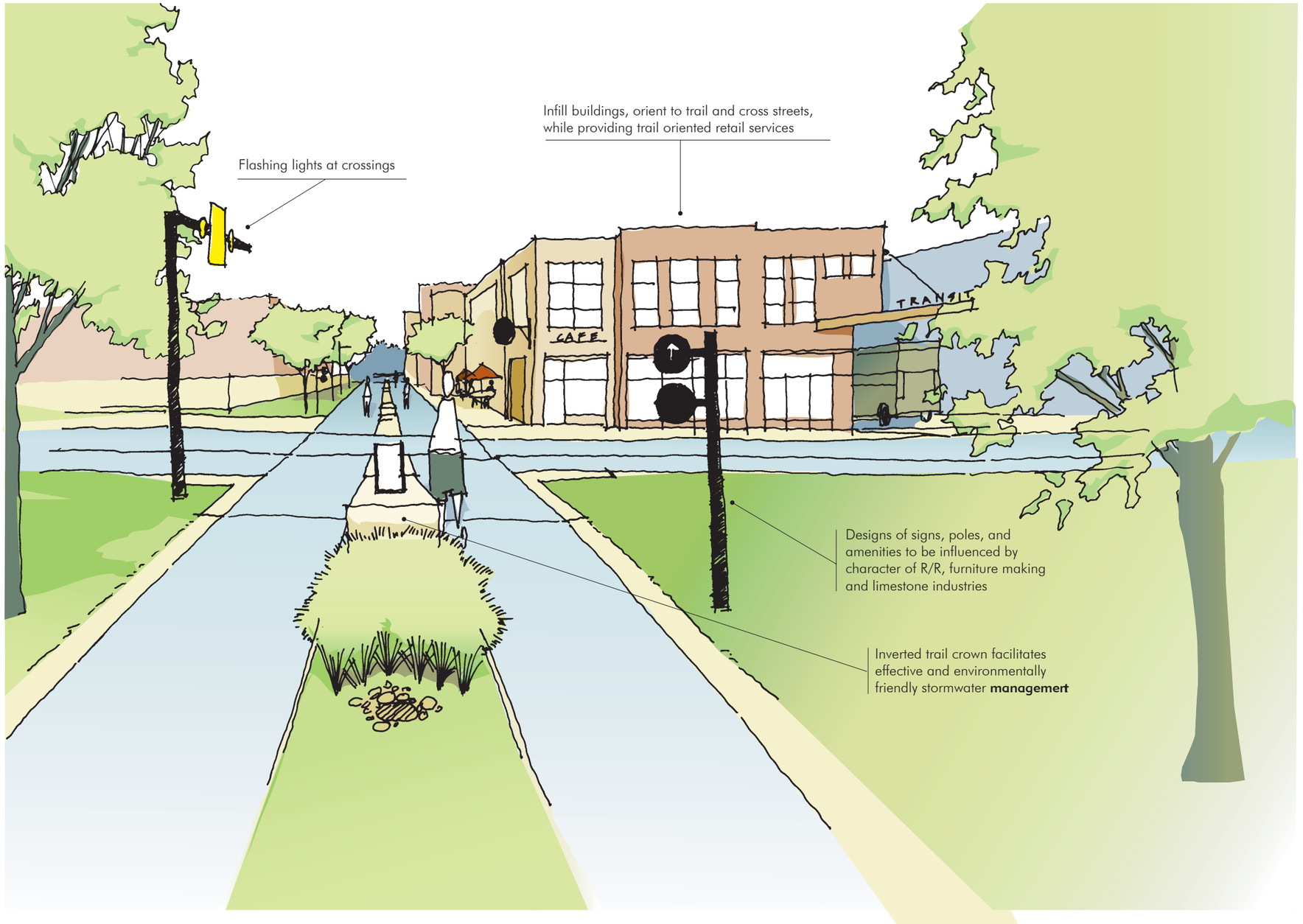
FUTURE CHARACTER (CONTINUED)

Considerations must also be made for night time use of the future trail, particularly in the Downtown area. Appropriate lighting and signage can take advantage of the urban building styles to provide an attractive and safe evening environment.

FUTURE CHARACTER (CONTINUED)

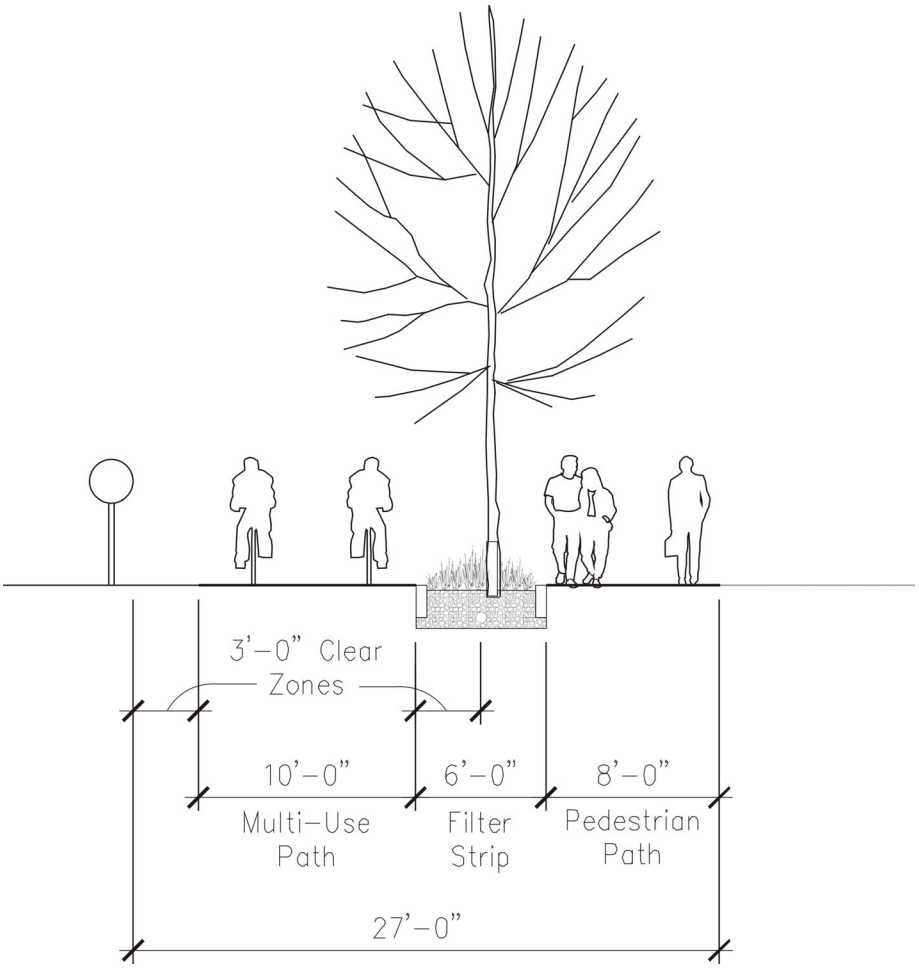
DOWNTOWN DISTRICT

The typical trail configuration through the Downtown area would include a center median that splits modes of travel and includes attractive landscape plantings.



TYPICAL TRAIL SECTION

The typical trail section for the Downtown District will be unique in configuration and amenities from the other portions of the trail. This section will be split by a median that serves not only as a planting area, but as a filter strip for the collection of stormwater during rain events. The resulting divided trail will accommodate bicyclists on one side, with a 10 foot width of asphalt, and pedestrians on the other side, in an asphalt strip 8 feet wide. The trail, with its median and other amenities, should almost entirely fill the width of the corridor right-of-way through the Downtown District. Accommodation will be made as the corridor varies in width in certain places. The graphic below illustrates the split-mode arrangement. Special paver materials can be used to highlight crossings and public gathering spaces along the trail. In addition, benches, trash receptacles, lighting, directional signage, and interpretive signage should be provided along the way.



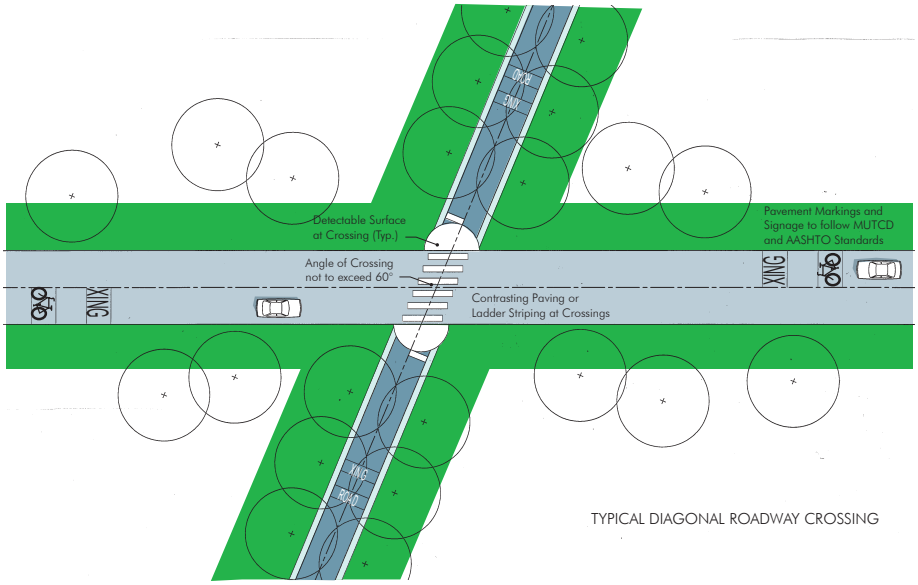
CROSSINGS

Six crossings must be addressed within the Downtown District, not including Rogers Street, which was discussed as part of the Near West Side District. Five of these crossings occur at-grade, while the last will be grade-separated through the use of an existing bridge.

ANGLED CROSSINGS

Within the Downtown District, the 8th Street, 7th Street, and 6th Street crossings occur at varying angles with respect to the roadway. Like the Fairview Street crossing, these angles will not need to be realigned when the trail is constructed. The graphic below shows how those crossings will be addressed. The full measure of pavement markings, signage, and lighting will be provided at these locations. These crossings are not expected to need pedestrian refuge islands due to their relative widths and traffic volumes.

The angled crossings within the Downtown District will not need to be straightened. The configuration of those crossings should be similar to the typical treatment illustrated here. The major difference will be the presence of a center median dividing the trail, as opposed to the single paved trail shown in this graphic.

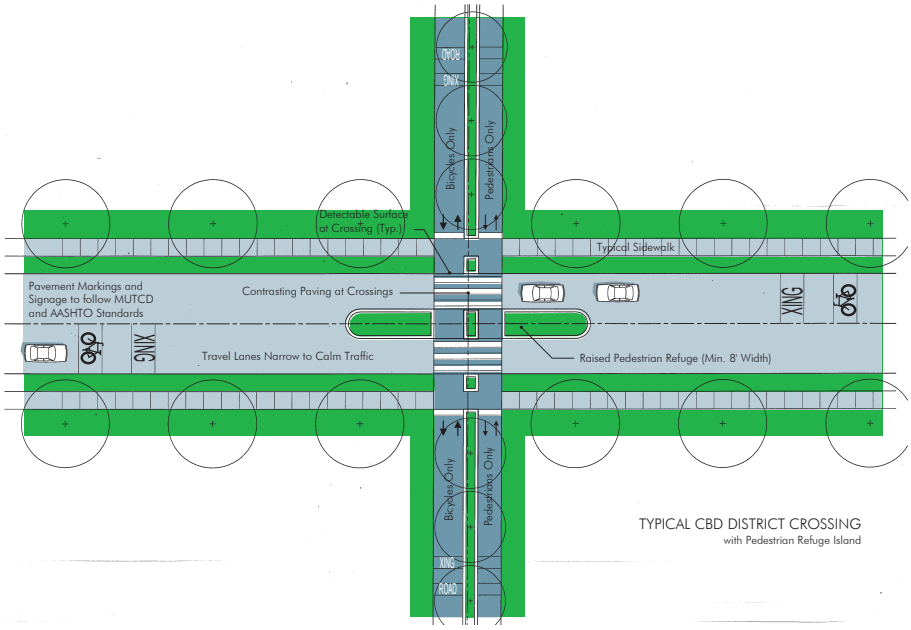


TYPICAL DIAGONAL ROADWAY CROSSING

REMAINING AT-GRADE CROSSINGS

The remaining two at-grade crossings within the Downtown District, located at Kirkwood Avenue and 4th Street, will be perpendicular crossings. Here the divided trail will continued through the intersection and receive the full complement of safety features. At Kirkwood Avenue, a pedestrian refuge should be provided to give added protection at this already heavily traveled intersection. This feature will not be necessary at the 4th Street crossing. The graphic on the following page illustrates a typical configuration for these two crossings.

CROSSINGS (CONTINUED)



3RD STREET BRIDGE

The southernmost crossing within the Downtown District occurs at 3rd Street. This will be a grade-separated crossing, passing over 3rd Street on an existing railroad bridge. Preliminary studies indicate that the bridge is capable of serving this function. The structure will remain in place, and with some modifications for safety and aesthetic purposes, will serve as the trail bridge. The bridge could receive an attractive new paint scheme, and include welcome signage for visitors to Bloomington as part of the trail development.

This bridge will carry the new trail over 3rd Street. The trail section will likely need to merge into one pathway at this point. The building on the left side of this photo (on the opposite end of the bridge) is the Bloomington Convention Center.

DOWNTOWN DISTRICT

Downtown crossings are unique in that they incorporate a trail with a center median. This will require a wider crossing area, as well as a creative method of continuing that split mode arrangement through the crossing. Pedestrian refuge islands will be provided at streets with wider crossing distances and heavier traffic volumes.

TRAILHEADS

Two potential trailhead locations are recommended within the Downtown District. It will be more challenging to establish such facilities in the urban core, as open space is limited and land more expensive than in areas outside Downtown. Shared-use facilities may be considered as an alternative to a formal trailhead.

SHOWERS CENTER/FARMERS MARKET

The primary trailhead location to consider is at the Showers Center. The trail passes through this area directly adjacent to the City Hall parking lot as well as the lot for the Johnson Creamery Business Center. The City Hall parking lot doubles as the venue for the City's Farmers Market for a significant portion of the year. It may be possible to establish a trailhead facility at this location by sharing some of the existing parking spaces. This location also presents the opportunity to construct an accessory building to serve the needs of the Farmers Market. This building, in conjunction with a trailhead, could create a significant public gathering space along the trail. This concept is illustrated by the graphic on page 4-7.

The land situated between the trail and the parking lot on the left side of this photograph could host a new trailhead facility.

SIXTH STREET

On the south side of the 6th Street trail crossing, a small wedge of land exists that could be incorporated into the trail design. Specifically, a smaller scale trailhead could be created here. This location would not include parking facilities like the larger-scale trailheads, but would involve more formalized sitting areas, bicycle racks, public art, drinking fountains, and interpretive signage. It should be noted that the creation of this trailhead will require changes to the adjacent Morton Street. This type of facility is illustrated by the graphic on page 4-8.

LINKAGES

Many significant linkages to the trail are possible within the Downtown District. Most of them are accomplished simply by establishing the new trail as a component of the alternative transportation network and the existing sidewalk system. Additional connector pathways could also be provided.

STREET CROSSINGS

As discussed previously, the trail crosses six streets as it traverses the Downtown District. This means that it also connects to the sidewalk system already existing within Downtown Bloomington. Trail users can exit the trail corridor at any of these intersections and reach destinations like City Hall, the Courthouse Square, Indiana University, and numerous commercial and residential areas nearby. It is important that the Downtown sidewalk network continue to be maintained and enhanced so that it can work in concert with the new trail to make Downtown more accessible.

Sidewalk linkages, such as this one at 8th Street, are crucial to connecting the trail corridor with Downtown Bloomington and points beyond.

SHOWERS CENTER

Many people visit City Hall, the Indiana University facilities, and other businesses located within the Showers Center. Clear pathway linkages from the trail to these important destinations should be created. This could include a path cutting through the parking lot behind (to the west) of the building, as well as the completion of a sidewalk link around to the front of the building.

UTILITIES

The trail crosses a number of utility lines within the Downtown District. The sanitary sewer line runs adjacent to the trail for this segment before connecting to the Rogers Street main. Water and sewer lines cross the trail at almost every intersection within this district. Buried fiber optic lines run along the corridor from Rogers to 8th Street. Water lines run along the corridor from Kirkwood Avenue to 3rd Street. During trail construction, existing utilities within the project area should be evaluated for age and condition. If necessary, existing utilities should be upgraded to a reasonable condition during the trail construction process in order to protect the investment made in the trail. One stormwater drainage improvement project is indicated between 7th Street and 6th Street. Work on this project should be coordinated with construction of the trail to minimize disruption to Downtown businesses and residents.

Buried natural gas lines cross the corridor at several street crossing locations and run adjacent to the corridor from 4th Street to 3rd Street. Private utilities, including fiber optic and natural gas utilities, should be contacted during detailed design to verify locations of existing utilities and coordinate any new utility lines to minimize disruption to downtown businesses and residents. Overhead electric lines run almost the entire length of the corridor. Again, any overhead lines should be placed underground if physically and economically feasible.

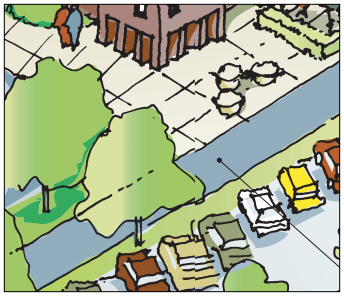
ENVIRONMENTAL REMEDIATION

This portion of the trail corridor is not expected to require significant environmental remediation measures as part of the redevelopment process. Environmental studies performed in this area indicate that any clean-up would be limited to track removal and collection of miscellaneous trash and debris. However, conservative project planning suggests that clean topsoil should be imported to a depth of approximately 6 inches to cover any cinder fill material present on the surface outside of the improved trail.

Please refer to the Environmental Site Assessment Studies, completed in 2003 by Bruce Carter Associates, for further details on environmental remediation issues.

5

SEMINARY SQUARE DISTRICT



INTRODUCTION

South of Downtown, the trail enters the Seminary Square District. This district is bounded on the north by 3rd Street, and on the south by Grimes Lane, and contains a trail segment approximately 0.78 miles long. The trail runs past the McDoel Gardens and Prospect Hill neighborhoods, as well as important commercial and institutional venues. Specifically, the trail passes by the Bloomington Convention Center and the Seminary Square Shopping Center, as well as near the Bloomington Hospital.

The presence of the Morton Street corridor immediately adjacent to the trail provides opportunities and challenges to future redevelopment of the area. A number of small businesses and industrial operations line Morton in addition to many residential uses. The primary land use to the west of the rail corridor is single family detached residential. The areas to the east of the corridor are primarily commercial in use with a mixture of remnant industrial and institutional uses. The architecture varies considerably in style, era of construction, massing, and orientation to the rail corridor and streets.

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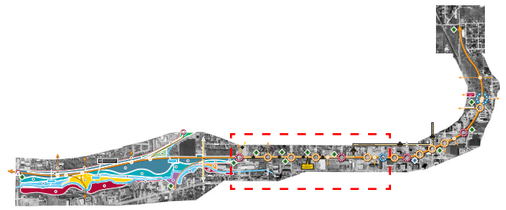
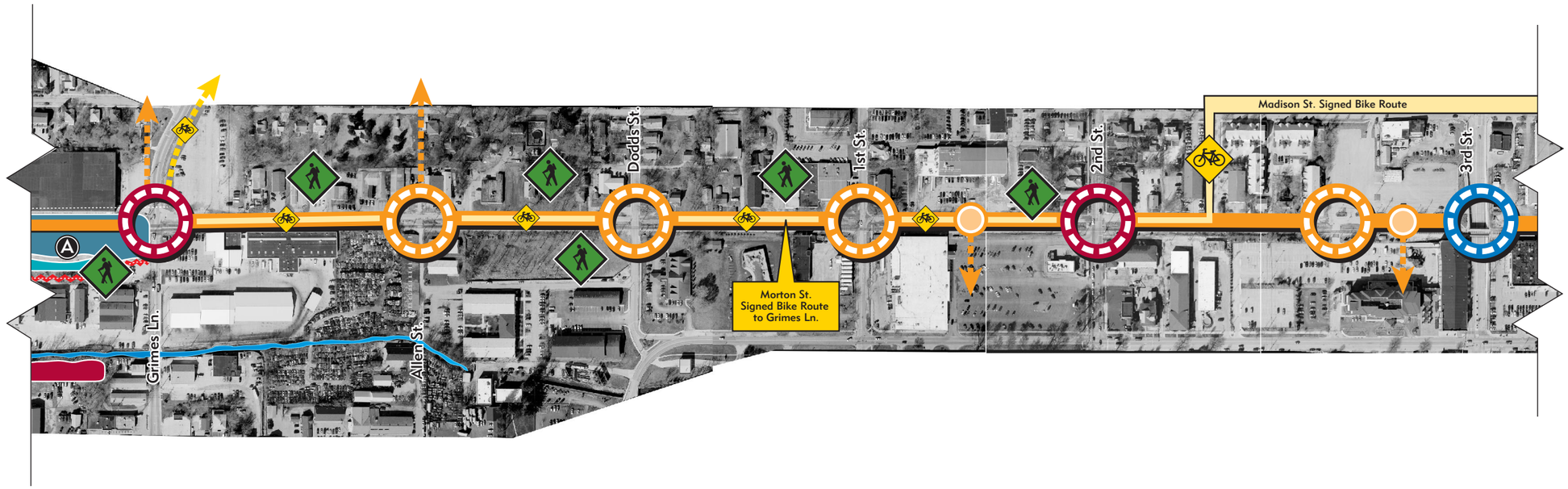
RECOMMENDATIONS

- Create a trail profile consisting of a single, 12 foot wide asphalt pathway with 2 foot crushed stone shoulders.
- Encourage adjacent properties and structures to be reused and/or reconfigured in ways that address the trail and provide trail users with direct access to shops, restaurants, and similar uses.
- When adjacent properties are redeveloped, provide for connector pathways into the new uses from the main trail corridor.
- Evaluate the potential of providing trailhead facilities along Morton Street and at the undeveloped parcel south of the Dodds Street crossing.
- Investigate the possibility of creating a connecting pathway from Allen Street west into the McDoel Gardens neighborhood.
- Seek opportunities to incorporate public art at strategic locations along the trail corridor.
- Establish at-grade crossings at all streets in the Seminary Square District that include appropriate signage, pavement markings, warning signals, and pedestrian refuge medians, as recommended in the Master Plan.
- Explore the feasibility of making improvements to the Morton Street Corridor as a component of trail development, including lighting, landscaping, drainage improvements, curbs, sidewalks and the provision of on-street parking.
- Evaluate the age and condition of utility pipes during trail construction and upgrade as needed.

The sign at right marks the Grimes Lane crossing at the south end of the Seminary Square District.




Madison St. Signed Bike Route
Dodds St.
1st St.
2nd St.
3rd St.
Morton St.
Signed Bike Route
to Grimes Ln.
Grimes Ln.
Allen St.
A
PROPOSED TRAIL ROUTE
IMPORTANT LINKAGE
AT-GRADE CROSSING
AT-GRADE CROSSING W/ISLAND REFUGE
BRIDGE CROSSING
ACCESS CONTROL BARRIER
MAJOR TRAILHEAD OPPORTUNITY (W/PARKING)
MINOR TRAILHEAD OPPORTUNITY (NO PARKING)
PLANNED OR EXISTING ALTERNATIVE TRANSPORTATION FACILITY

FUTURE CHARACTER

A JOURNEY THROUGH THE IMPROVED DISTRICT

Rediscovered and reaffirmed as the place to live and work, Seminary Square, McDoel Gardens and Prospect Hill have experienced the cycles of being in and out of vogue. The redevelopment of the CSX rail corridor has brought many of the 21st century's most popular amenities to the front curb for the residents of these neighborhoods, and tenants of commercial properties. Appropriately distanced from the public realm of the trail by the quiet street named Morton, the neighborhood residents enjoy the luxury of accessing quality retail and commercial establishments located east of the trail, several of which offer the fashionable opportunity to sip coffee and enjoy pastry while reading the morning paper and watching the early-bird fitness buffs laboring to their next goal. The tree lined trail offers an asphalt surface for strollers, bicyclists, and rollerbladers while the avid walkers and runners choose the soft shoulders.

Existing structures currently separated from the trail could be revitalized and offer a fresh face to the new trail corridor.

FUTURE CHARACTER (CONTINUED)

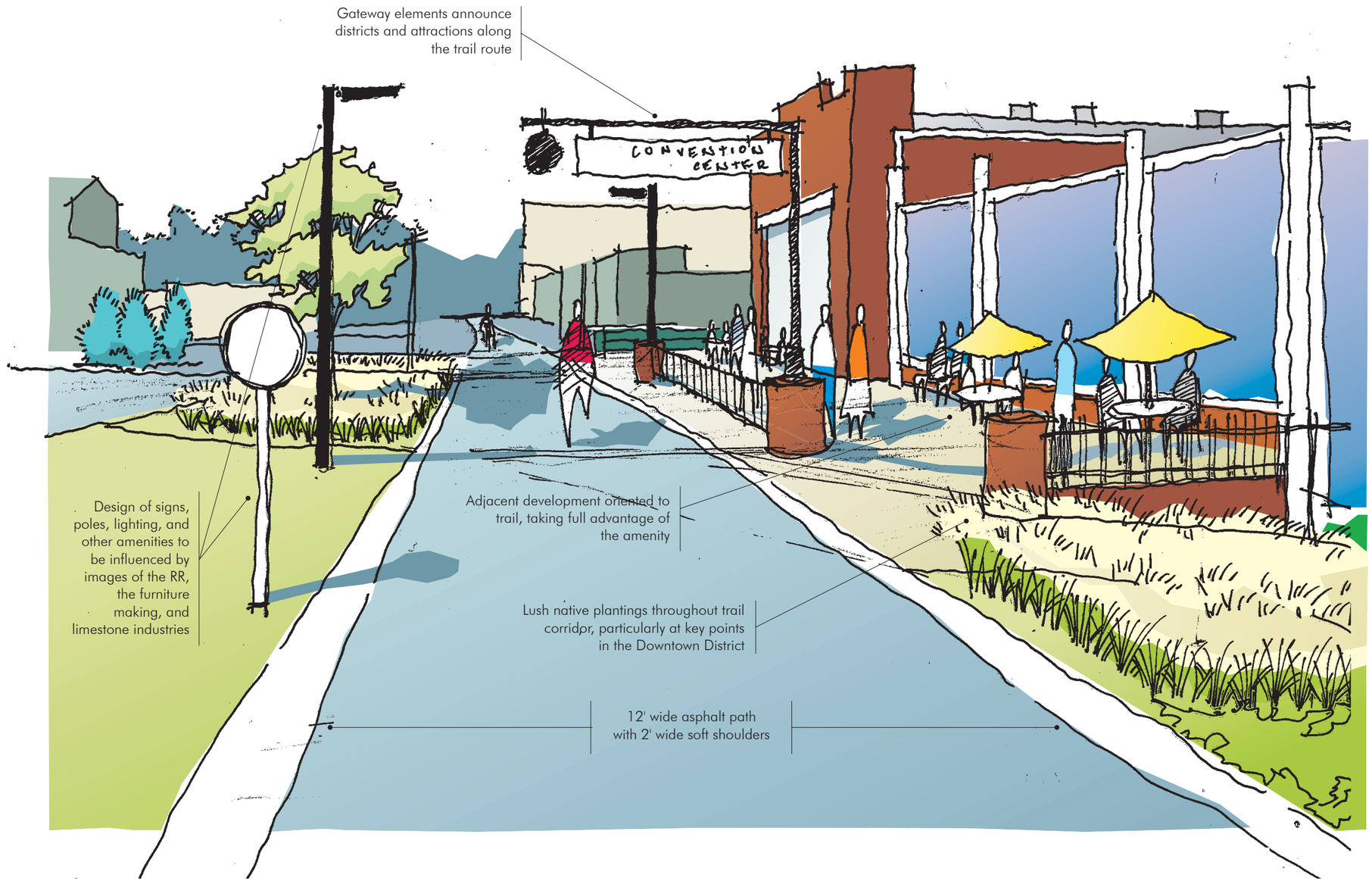
FUTURE LAND USE & CHARACTER

The presence of Morton Street allows for an appropriate private space to be created between the public realm of the trail and existing or proposed residential properties to the west. While largely open, the west edge of the trail should be heavily landscaped and treated in a manner that strengthens the character of Morton as a quiet residential street.

The east edge of the trail should open directly to commercial establishments as often as practical. The commercial buildings in this area are envisioned as being set back from the proposed trail by a small dimension of 10 to 20 feet. Outdoor dining terraces would be welcomed in many locations and the occasional feeling of a moderate level of compression on the east edge would be positive. To the extent practical, the establishment of a continuous architectural wall on the east edge, juxtaposed by a semi-open landscape and street on the west, would be the ideal scenario for this District. The plant material pallette will consist of native trees and low maintenance grasses, with cool season lawns utilized at locations where the context suggests a more tempered use of the naturalized aesthetic.

The presence of Morton Street immediately adjacent to the trail adds a unique dynamic to the design for the Seminary Square District.

FUTURE CHARACTER (CONTINUED)



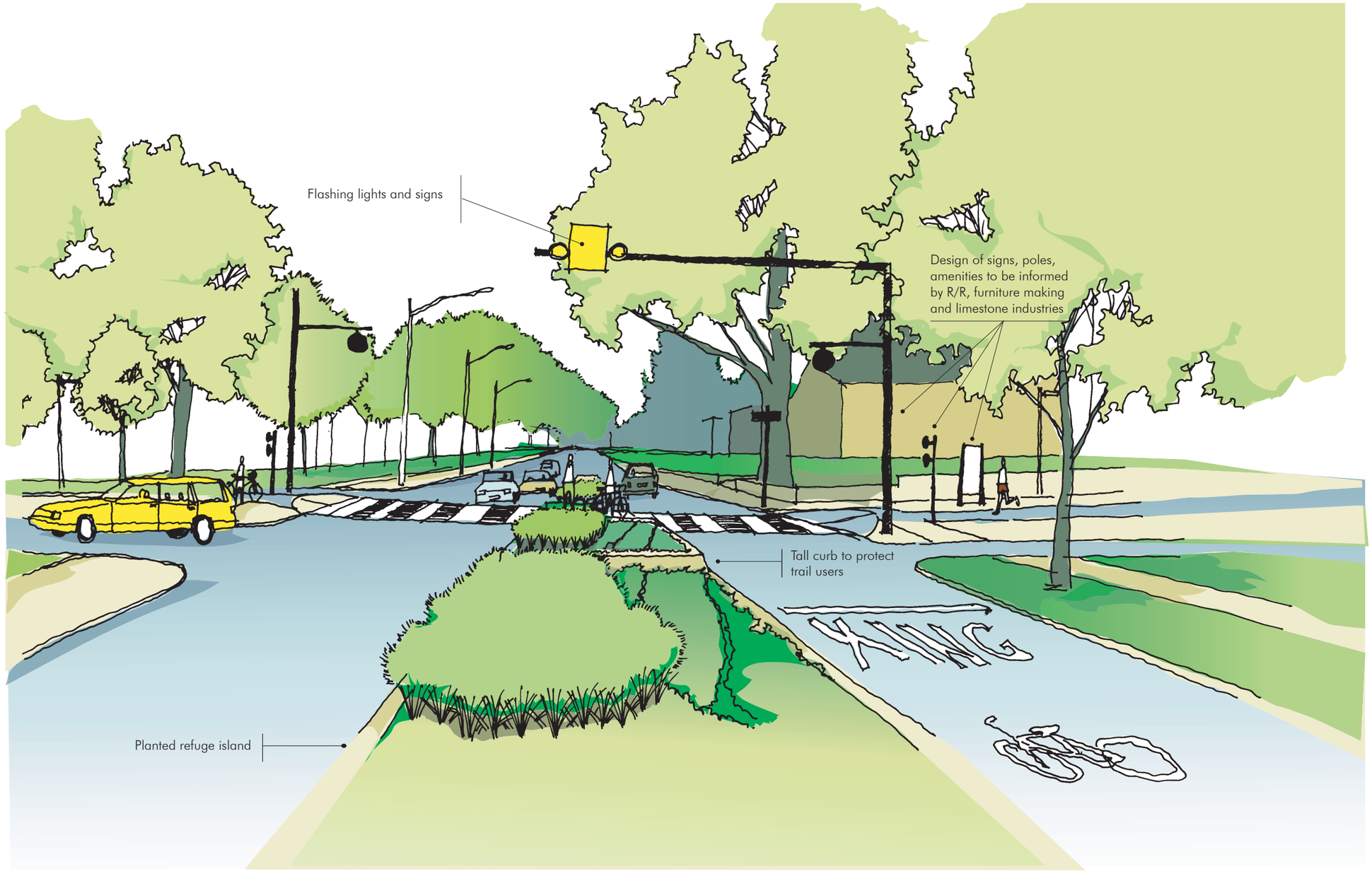
SEMINARY SQUARE DISTRICT

Immediately south of the Third Street Bridge lies the Bloomington Convention Center. This facility has the opportunity to provide a new face to the community by addressing the adjacent trail and giving Convention Center users greater access to Downtown.

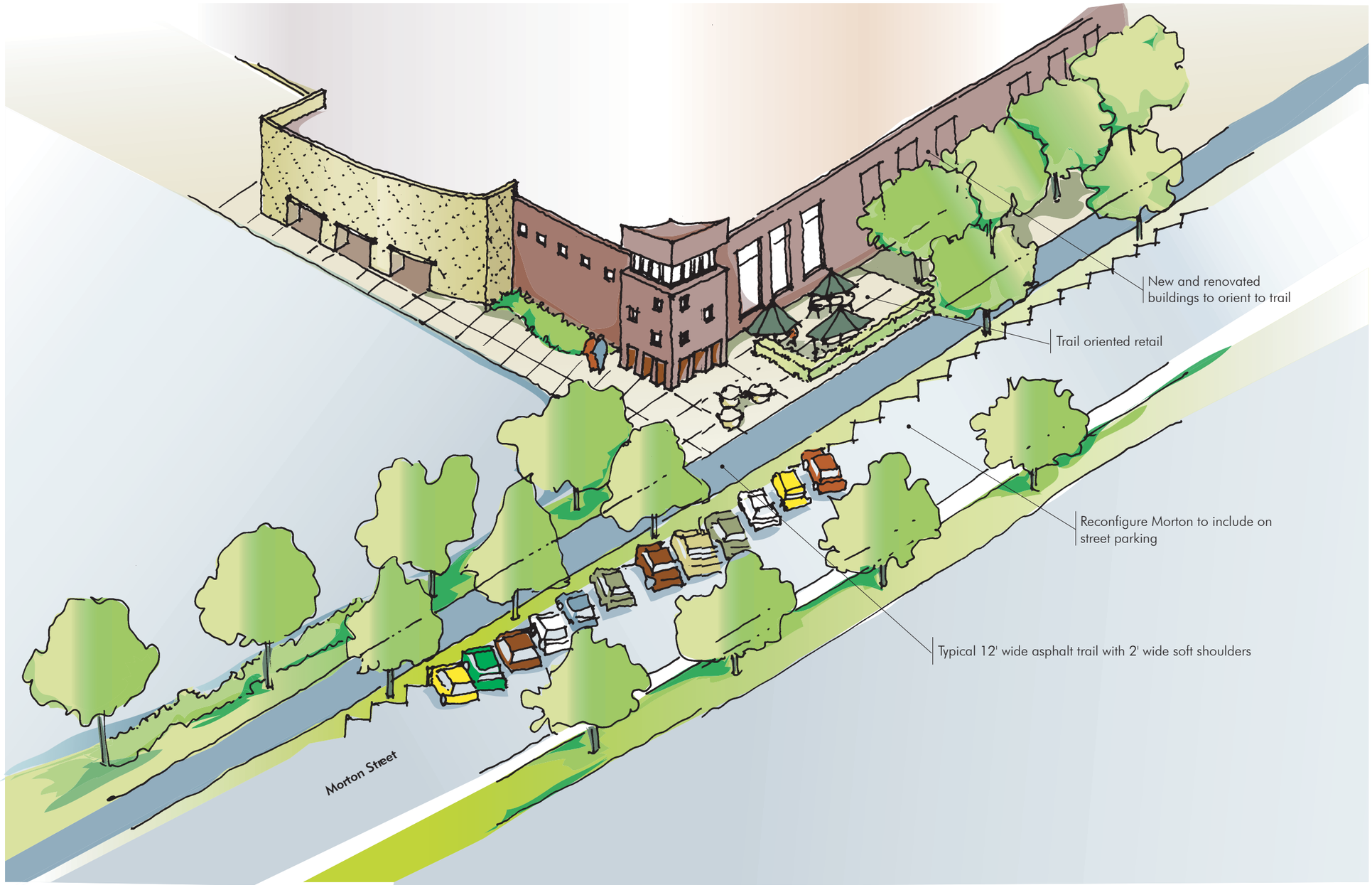
FUTURE CHARACTER (CONTINUED)

SEMINARY SQUARE DISTRICT

One of the most challenging crossings along the trail is at 2nd Street. The illustration at right provides a perspective looking west on 2nd Street. It depicts a number of measures that could be taken to provide a safe crossing for trail users as well as an appropriate flow for vehicle traffic. Note the addition of a landscaped median in the center of 2nd Street.



FUTURE CHARACTER (CONTINUED)



SEMINARY SQUARE DISTRICT

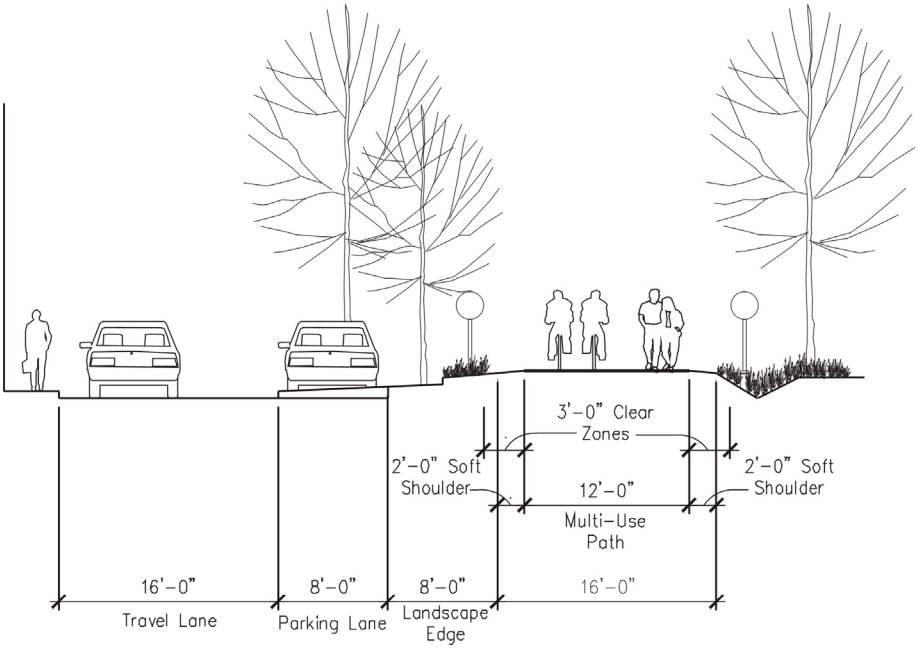
The trail south of 2nd Street is sandwiched between Morton Street and existing businesses. In the future, Morton Street could be updgraded to provide better parking and more landscaping. Businesses could take advantage of proximity to the trail by providing storefront access along the corridor.

This graphic illustrates a trail user's perspective of a revitalized Morton Street corridor. Trees have grown up to provide a shady canopy for travelers along the trail. New parking has been provided along the east side of Morton Street.

FUTURE CHARACTER (CONTINUED)

TYPICAL TRAIL SECTION

The typical trail section for the Seminary Square District will revert to the 12 foot wide asphalt path with 2 foot gravel shoulders. The median divider will most likely end north of the bridge at 3rd Street. Amenities such as landscape screening, benches, lighting, and signage should carry through this district. In conjunction with the trail development, upgrades to the Morton Street corridor should be considered. This would include drainage improvements, landscaping enhancements, and potentially the addition of on-street parking. The graphic below illustrates the typical trail section for the Seminary Square District.



CROSSINGS

The Seminary Square District contains seven street crossings. All of them are at-grade, and one is at an intersection with a private drive between parking lots. Again, the Morton Street corridor adjacent to a portion of the trail will have an impact on the design recommendations.

CONVENTION CENTER

The first crossing within this district occurs at the Bloomington Convention Center, where the trail crosses a private drive connecting two of the parking lots that serve the facility. Currently, stop signs regulate motor vehicle traffic at this intersection. This should remain the case when the railroad is replaced by the trail. It would be the only section of the trail where trail users, not motorists, will have the primary right-of-way.

2ND STREET

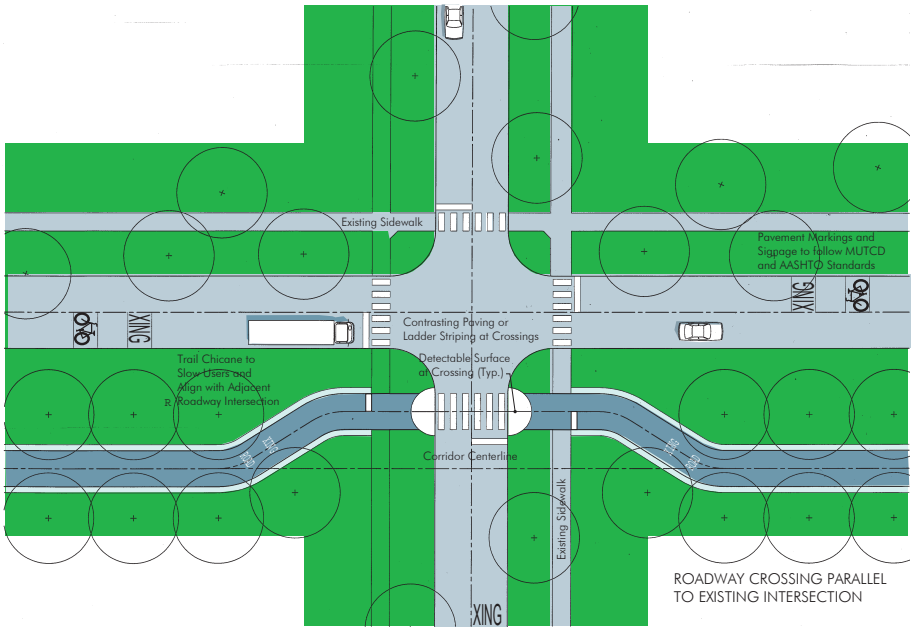
The most challenging of the trail crossings, from a design perspective, is 2nd Street. In its existing form, it carries heavy daily traffic on a relatively narrow road profile. Additionally, driveway cuts exist on both sides of the trail, on both sides of the street. The future holds a widening project that could expand this road to four or five lanes at the trail crossing. A bridge or tunnel configuration for the crossing was considered, but ultimately proved expensive and difficult with marginal projected benefit. The recommended crossing design is not unlike other crossings in the nearby Downtown District. It should receive a pedestrian refuge island along with the standard striping, signage, and warning lights found at other crossings. This island will likely limit access to some of the existing driveways along 2nd Street, which may initially cause inconvenience, but ultimately will enhance transportation safety.

The 2nd Street crossing, pictured at right, is especially challenging due to the presence of multiple driveways surrounding it and a heavy traffic volume.

CROSSINGS (CONTINUED)

SHIFTED TRAIL CROSSINGS

The crossings at 1st, Dodds, and Allen Streets must take into account the nearby Morton Street corridor. At these locations, the trail should be shifted closer to Morton Street to take advantage of the existing intersections. By moving the trail crossing closer to the street intersection, it can function like any other pedestrian crossing, with the existing traffic control devices (i.e. stop signs) managing the crossing patterns. These crossings should still receive the same level of treatments (signage, signals, etc.) as other crossings on the trail.



Shifted crossings would be accomplished by using a configuration similar to that illustrated here. Once the trail is shifted, the crossing would function very much like a sidewalk crossing at a typical urban intersection.

GRIMES LANE

Grimes Lane is another high-traffic road that must be crossed by the new trail. It is the last crossing before trail users enter the McDoel Switchyard. This crossing should treated the same as 2nd Street, including the installation of a pedestrian refuge median. The corridor right-of-way is much wider at this intersection than any of the other crossings, so a special median treatment should be considered to help signify the transition into the McDoel Switchyard.

ALLEN STREET

A significant difference in grade exists between the existing rail elevation and the adjacent Morton Street elevation. This will force a number of evaluations including the elimination of the Allen Street crossing. An alternative to closing Allen Street to the east of the proposed trail is to lower the trail elevation. Lowering the trail may expose properties to the west to flooding events. Further and more detailed studies will need to be conducted.

TRAILHEADS

Several locations within the Seminary Square District are suitable for consideration of trailhead facilities. All of these areas are outside the scope of the planned acquisition, so the cost of acquiring them would have to be weighed as part of their evaluation for trailheads.

MORTON STREET CORRIDOR

The portions of Morton Street adjacent to the trail could be utilized as a unique type of trailhead facility. Enough right-of-way exists along Morton that the street corridor could be reconfigured to incorporate on-street parking. The new parking strip would be located along the east side of Morton, directly adjacent to the trail. Rather than a single parking lot location as provided at a typical trailhead, this new on-street parking could serve the trailhead function along a substantial length of the corridor. This would significantly increase access to this portion of the trail for those who are unable to walk or bicycle to it, as well as provide additional utility to the adjacent residences and businesses.

After some enhancements, angled on-street parking could be provided in the space between the trail and the existing Morton Street corridor.

DODDS STREET CROSSING

A large piece of undeveloped land exists in the southeast quadrant of the intersection of the trail and Dodds Street. This would be an ideal location for the development of a trailhead, providing a parking lot and other amenities typical of such facilities. This parcel is under private ownership, so acquisition options would have to be explored. This parcel may have potential as a business or residential development that takes advantage of its proximity to the trail. If this type of development occurs, the City should explore methods of cooperating with the owner to provide a trailhead as part of the development.

LINKAGES

The potential for linkages in the Seminary Square District is quite similar to the Downtown District just to the north.

BLOOMINGTON CONVENTION CENTER

The Bloomington Convention Center hosts numerous events annually, bringing a multitude of visitors to the community. A direct link from the trail to the Convention Center would provide an exciting new way for convention attendees to explore the community during their stay. A reconfiguration of the building's trail frontage to allow direct access would be especially beneficial to the facility in the future.

SEMINARY SQUARE SHOPPING CENTER

This retail center is an important shopping destination for residents of the neighborhoods near Downtown. The trail follows the western edge of the parking lot and building at this shopping center just south of 2nd Street. In addition to the shopping that is available, a City bus stop is located in the northwest corner of this parking lot. A formal connection should be made between the trail and this facility. If the center is ever expanded or changed, the developer should be encouraged to provide direct access to the building from the trail frontage as well as offer trail oriented retail facilities.

STREET CROSSINGS

The six street crossings within the Seminary Square District provide great opportunities for connectivity with points beyond the trail. As with the Downtown District, the City should remain vigilant of the condition of the sidewalks that connect with the trail at these street crossings, making sure that they are in good condition. From the crossings in this district, trail users can easily reach Bloomington Hospital, parks, schools, numerous local businesses, neighborhoods, and even the Indiana Enterprise Center. The maintenance of this sidewalk network could help to make the trail an important transportation amenity in addition to its recreational value.

LINKAGES (CONTINUED)

ALLEN STREET

Currently, Allen Street crosses the rail line from the east and ends at Morton Street. The west side of Morton Street is populated with a variety of commercial and industrial uses, and just beyond these lies the McDoel Gardens neighborhood. Although Allen Street is not improved to the west of Morton Street, unimproved City right-of-way exists connecting Allen Street to Madison Street within the neighborhood. The City could provide a connector at this location by improving this existing right-of-way. It should be noted that a significant grade issue will need to be addressed to make this link.

The substantial elevation difference between the existing rail line and Morton Street will require further evaluation as detailed design occurs.

UTILITIES

Due to its location in the heart of Bloomington, a significant number of utility lines intersect with the trail at various points within the Seminary Square District. Upgrades to drainage infrastructure are noted along the Morton Street corridor from its stub north of 2nd Street south to Grimes Lane, including portions of the intersecting streets along the way. A sanitary sewer line project is identified west of Morton Street between 2nd and 1st Streets. Finally, a small water system improvement is identified just north of 1st Street. Existing water and sewer lines run along the corridor the entire length of this district.

Beyond these identified projects, existing utilities within the project area should be evaluated for age and condition. If necessary, they should be upgraded to a reasonable condition during trail construction in order to protect the investment made in the trail. Work on any utilities upgrade projects that would impact the trail corridor should be coordinated with trail construction to minimize impacts on residents and businesses. Overhead electric lines run along the corridor the entire length of this district. Any overhead lines should be placed underground if physically and economically feasible.

Underground natural gas lines run along the corridor and cross the corridor at several locations in this district. Private utilities, including fiber optic and natural gas utilities, should be contacted during detailed design to verify locations of existing utilities and coordinate any new utility lines to minimize disruption to nearby businesses and residents.

ENVIRONMENTAL REMEDIATION

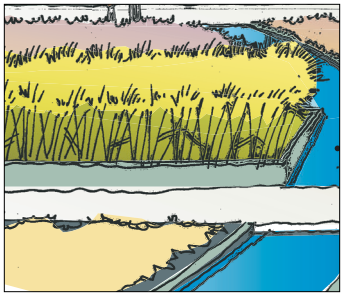
This portion of the trail corridor is not expected to require significant environmental remediation measures as part of the redevelopment process. Environmental studies performed in this area indicate that any clean-up would be limited to track removal and collection of miscellaneous trash and debris. However, conservative project planning suggests that clean topsoil should be imported to a depth of approximately 6 inches to cover any cinder fill material present on the surface outside of the improved trail.

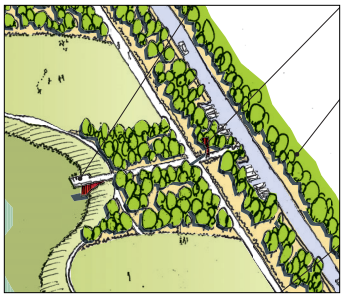
Please refer to the Environmental Site Assessment Studies, completed in 2003 by Bruce Carter Associates, for further details on environmental remediation issues.

A number of privately owned properties adjacent to the trail and within the Seminary Square District will require additional environmental evaluation before redevelopment can occur.

6

McDoel Switchyard District





INTRODUCTION

The McDoel Switchyard represents a significant piece of Bloomington's history, and more than ever represents its future. This site will experience a rebirth as the centerpiece of a major parks and recreation development that will bring new life to the core and recreationally underserved portion of Bloomington. This section of the document details the preferred conceptual design approach for this portion of the study area. The design presented here is intended to be conceptual in nature so that flexibility is preserved in meeting the overall design vision of the community.

Similar to the previous chapters of the Master Plan, the following pages will provide guidance on a number of issues related to the redevelopment of this site. Many of the same topic areas are covered in the discussion. However, the planning for the McDoel Switchyard redevelopment is limited to the identification of a preferred approach to resolving a number of complicated problems inherent to this particular group of properties. Most specifically, this plan lays out an approach to addressing environmental remediation in conjunction with the partial restoration of the Clear Creek floodplain, the development of a long term plan for the effective and environmentally progressive management of stormwater, the provision of suitable conditions for a large variety of recreational and alternative transportation facilities, the identification of the best points of access, bringing greater clarity to the specifics of allowing for Hillside Drive to cross the Switchyard, and informing the process of encouraging the redevelopment of adjacent industrial properties. It is worth noting that this study has not included a detailed study of redeveloping the adjacent and underutilized industrial properties.

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RECOMMENDATIONS

- Create a trail profile consisting of a single, 12 foot wide asphalt pathway with 2 foot crushed stone shoulders.
- Restore portions of the Clear Creek floodplain where practical.
- Retain and enhance the majority of the existing riparian woodlands south of the former roundhouse.
- Utilize the former roundhouse remnants to aide the interpretation of the Switchyard function.
- Assign priority to the development of a natural, passive park with a restored ecology, and facilities tending toward more casual recreational uses. Identify and set aside areas which are practical for the development of substantial recreational and institutional facilities in the long term future. These might include art centers, an amphitheater, or community center.
- Encourage adjacent properties and structures to be reused and/or reconfigured in ways that address the trail and provide trail users with direct access to shops, restaurants, and similar uses. Ensure that new adjacent uses complement the trail.
- Evaluate the potential of providing trailhead facilities at Grimes Lane, Country Club Road, and the Walnut Street frontage.
- Create connecting pathways to the neighborhoods on the west side of the Switchyard as well as to Walnut Street and the public schools to the east.
- Further evaluate vehicular access for the park. The most promising access point, at this time, appears to be the point at which the Indiana Railroad line crosses Rogers Street.
- Seek opportunities to incorporate public art at strategic locations along the trail corridor and within the redeveloped Switchyard.
- Confirm the ability to create trail underpasses for crossings with the proposed Hillside Drive connection as well as the improved Country Club Road corridor.
- Explore the feasibility of extending the Morton Street corridor south to Hillside Drive and beyond.
- Evaluate the age and condition of utility pipes during trail construction and upgrade as needed.
- Utilize bioremediation and phytoremediation techniques to treat environmentally contaminated areas within the Switchyard where existing contamination will be buried beneath clean fill. These methods should be viewed as long term methods for cleaning residual problems, and not necessarily as the primary remediation tool.
- Establish a property acquisition process to evaluate means for buying property or development rights for the properties immediately adjacent to Clear Creek.
- Submit a corrected regulatory floodplain model to the State and to FEMA for clarifying the true extent of floodway limits.

PREFERRED APPROACH

The preferred approach to redeveloping the McDoel Switchyard is depicted by the graphic on page 6-7. Each of the colored areas is labeled with a letter that refers to a description provided in this section. The trail continues south from Grimes Lane and terminates at Country Club Road. A number of passive recreation spaces are provided along the length of the Switchyard property. Measures are proposed to treat environmental contamination through conventional as well as natural methods such as strategic plantings and water features. Perhaps the most prominent feature is the reshaping of the Clear Creek floodplain. The connection of Hillside Drive across the Switchyard is shown, as well as an internal circulation road entering from Rogers Street and following the western edge of the property.

AREA "A"

Area "A" is envisioned as the location for the main, paved multi-purpose trail connecting the south side of Bloomington with Downtown. The existing CSX office building should be evaluated for inclusion as public or complimentary private use in conjunction with a major trailhead facility. This would likely include a public restroom and maybe park offices. Additional options include leasing a portion of the building to a private vendor for a trail related business. The specifics of the implications of the base flood elevations on the re-use of this building will need to be further evaluated.

The existing office building at the north end of the switchyard (far left) could be used to provide public restrooms, park offices, or a small trail-related business. On the west side of the switchyard, Hillside Drive currently ends in a parking lot (left) which serves the adjacent warehouses.

The crossing at Grimes is recommended to be an at-grade crossing with refuge island facilities. It is possible for the crossing at Hillside to be a grade-separated facility in the form of a tunnel under Hillside. While the grade-separated crossing is preferred, more information will need to be developed about the design of the proposed Hillside bridge before this decision can be made. In particular, it will be important to understand the quality of the underpass the trail user will be moving through.

PREFERRED APPROACH (CONTINUED)

The extension of Morton Street, from Grimes to Hillside, has been discussed regularly throughout the redevelopment planning process. This particular concept does not include an extension of Morton to Hillside. Not including this extension makes the redevelopment of the former RCA warehouses, west of the switchyard, particularly challenging. The extension of Morton has not been included due to topographic and floodway complications which cannot be effectively resolved on the CSX/Switchyard property.

The presence of cinder fill in this area necessitates a topsoil cap of 6" be placed on all areas where cinder fill remains in place after redevelopment into a public park. Beyond the safety afforded by the 6"thick cap , it may be desirable to remediate the heavy metals present in the cinder fill through phytoremediation technologies. Phytoremediation likely provides an effective long term solution to the questions raised by the presence of the metals below the proposed cap. Therefore, the plant selections will need to be such that they are capable of serving the remediation criteria as well as able to be readily available for harvesting and proper disposal.

Areas "A" and "B" combined are envisioned as being the first large green space experienced by the trail user arriving from the north. As such, the trail users will perceive the crossing at Grimes to be the entrance to the McDoel Switchyard park. Therefore, careful consideration should be given to creating an appropriate gateway experience without compromising the capacity of the area to carry the 100 year flood event waters.

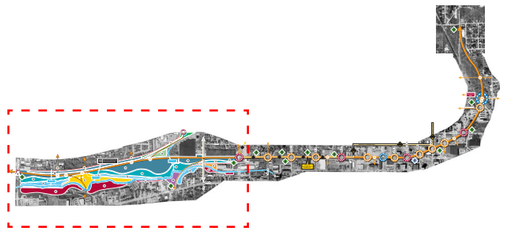
It is worth noting that the area from Grimes Lanes to the area of the former roundhouse will be visually bisected by an elevated Hillside crossing. This will have the effect of creating two large sequential spaces as opposed to one large space gradually opening to the full width of the switchyard. This, in combination with the privately held lands to the west and east, indicates that this park entrance will feel compressed and that compression can be used as a design feature. It might be appropriate to view this area as an anteroom to a grand civic space.

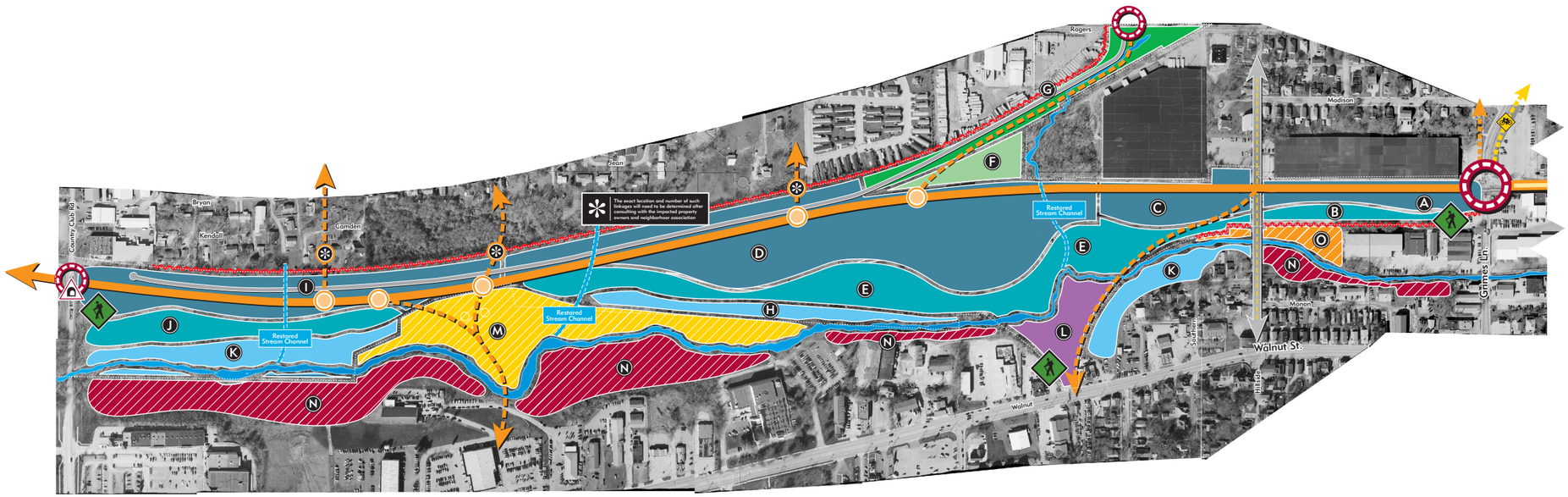
AREA "B"

Area "B" is envisioned as buffer space minimizing the visual impact of the industrial land uses to the east of the main trail space. To the extent possible, it would be advantageous to relocate the fill from this former floodplain to Area "A". Relocating fill from this area will allow for a more effective handling of floodwaters away from Area "A".

The character of this area is envisioned as naturalized with heavy plantings. Trails or other programmed park uses are not imagined as being located within this area. Stormwater cleansing and phytoremediation are two functional activities which can likely be served by Area "B".

PREFERRED APPROACH (CONTINUED)





N

PROPOSED TRAIL ROUTE

IMPORTANT LINKAGE

AT-GRADE CROSSING

AT-GRADE CROSSING W/ISLAND REFUGE

BRIDGE CROSSING

ACCESS CONTROL BARRIER

MAJOR TRAILHEAD OPPORTUNITY (W/PARKING)

MINOR TRAILHEAD OPPORTUNITY (NO PARKING)

PLANNED OR EXISTING ALTERNATIVE TRANSPORTATION FACILITY

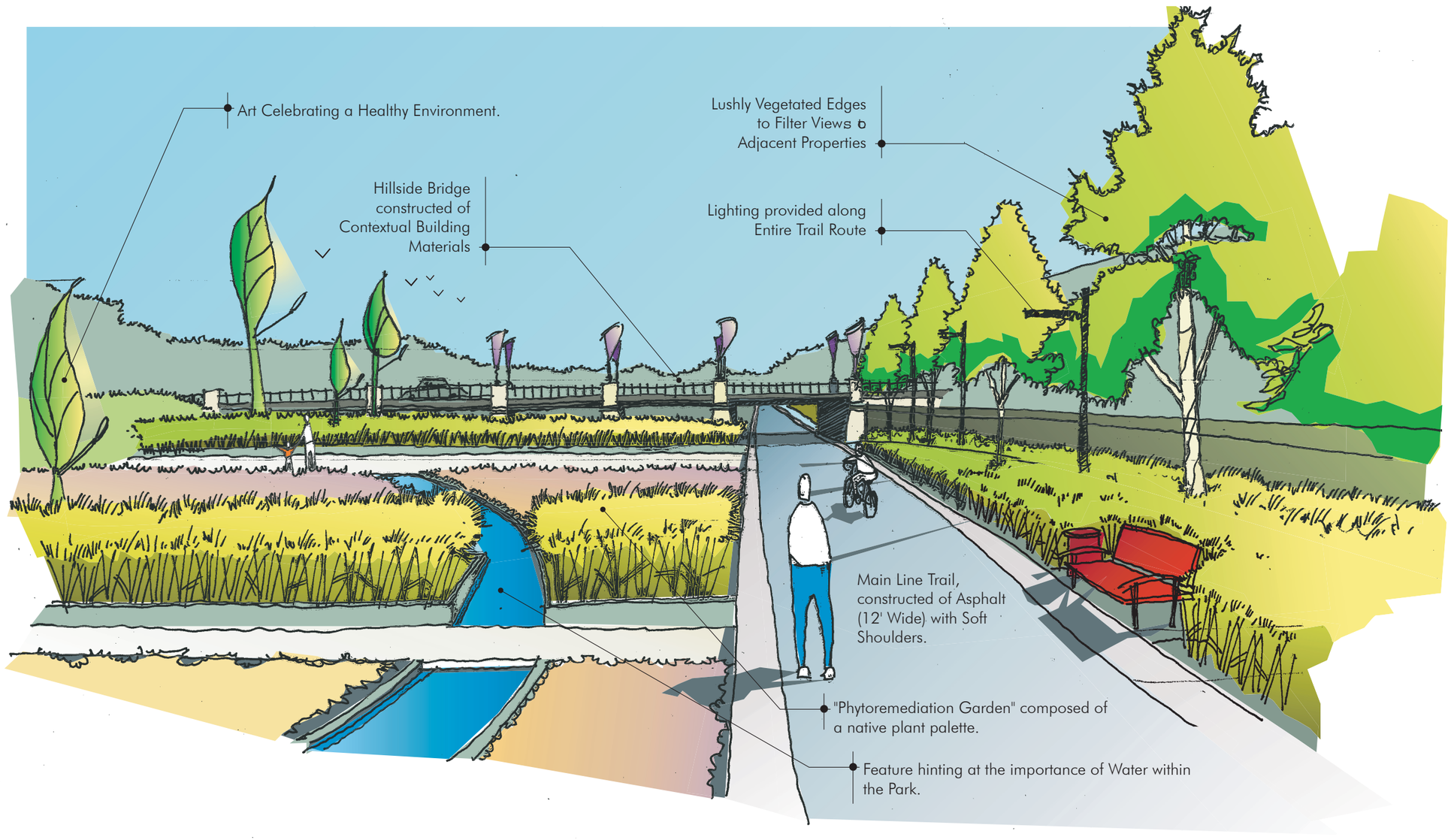
McDOEL SWITCHYARD DISTRICT

Note: *The areas labeled "M", "N", and "O" on this graphic are under private ownership and are not being acquired by the City as part of the current Switchyard purchase.*

PREFERRED APPROACH (CONTINUED)

McDOEL SWITCHYARD DISTRICT

This illustration offers a perspective view of the redeveloped McDoel Switchyard as the trail user travels south from Grimes Lane. Public art and a vibrantly colored Phytoremediation Garden replace the former railroad facilities. The potential Hillside Drive bridge frames the horizon line.



PREFERRED APPROACH (CONTINUED)

AREA "C"

Area "C" is imagined as having many characteristics in common with Area "A". The main trail passes through this area and a substantial industrial building is located against the western boundary. Area "C" is also likely to receive fill relocated from Area "E" and thus be a candidate for the remediation of the contaminants present in cinders.

Much discussion has been held with regard to making a major entrance into the Switchyard park from the proposed Hillside crossing. This particular conceptual approach to the redevelopment of the Switchyard does not include such an entry due to the geometric complications associated with the bridge across Clear Creek.

Despite the complications of creating a major park entrance from Hillside, it is important to understand the perceptions of the trail users entering the park from the north as they cross under or over Hillside as well as the motorist passing on Hillside. The first glimpses of the scale of the park, for the southbound trail user, will be available immediately after crossing Hillside. The east/west dimension of the Switchyard will go from 200 feet wide north of Hillside to over 600 feet wide at the former roundhouse while the vistas to the south could easily extend as long as 3000 feet. This opportunity should be carefully contemplated to ensure the maximum impact is derived.

AREA "D"

The paved, multi-purpose trail connecting the south side of Bloomington with Downtown passes through Area "D". The area is to be elevated from the existing grades as the fill, relocated from the Clear Creek floodplain, will be placed in this general area. The additional elevation will create opportunities for long and dramatic views to the restored floodplain below. The park visitors will perceive this area to be the "heart" of the Switchyard park.

In addition to the path, the inclusion of other outdoor recreational programmatic features should be evaluated for this area. These might include facilities for casually organized athletic events, picnic shelters, environmental education features, limestone maze, botanical gardens, ultimate frisbee, etc. The presence of the former roundhouse site within this area suggests opportunities for juxtaposing and interpreting the former rail function and it's relationship to the newly restored and ecologically sound landscape of the naturalized floodplain.

The western edge of Area "D" should be carefully controlled to discourage trail users from trafficking through the back yards of the adjacent private properties and ensure that the natural park experience of the trail/park user is realized. Views to the adjacent private properties should be carefully considered and limited to key locations such as access points to/from the adjacent neighborhoods.

PREFERRED APPROACH (CONTINUED)

McDOEL SWITCHYARD DISTRICT

The graphic at right depicts a concept for the redevelopment of the Switchyard based on the conceptual plan on page 6-5. The Clear Creek floodplain has been adjusted to better accommodate flood events, and a series of open lawns for passive recreation activities has been created. An access road with parking spaces follows the former Indiana Railroad line at the western edge of the Switchyard.

PREFERRED APPROACH (CONTINUED)

The existing enclosed streams entering Area "D" from the west will be daylighted and naturalized. A stream channel and appropriate floodplain will be re-established for the portions of the streams passing through this Area.

The character of the landscape in this area can take on many forms. One conceptual approach, which appears to be worthy of further exploration, is to create a structured landscape that is complimentary to, but also juxtaposed against, the adjacent naturalized landscape of the restored floodplain. The potential to employ bio and phytoremediation technologies to remedy issues associated with the cinder fill should be explored. The nature of the phytoremediation technology is such that cyclical harvesting of certain plant materials will be required. This reality could lend itself to a highly structured configuration and could be sufficiently dramatic and unique to warrant the label of botanical garden.

AREA "E"

Area "E" is the eastern edge of the altered landscape of the Switchyard. Respecting the natural resources of the adjacent riparian corridor, this area is envisioned as being a restored floodplain suitable for mitigating flood events and cleansing stormwater of suspended solids and contaminants.

Soft surface trails and/or boardwalks through the established wetlands will likely be the only programmed features contained within Area "E". Interpretive signs could aid environmental education activities and this is where grandpa strolls with granddaughter as life's lessons are passed from one generation to the next.

AREA "F"

Area "F" is an existing naturalized industrial remnant likely containing wetlands. The area likely serves to filter the waters of the open drainage channel passing through it. This concept seeks to retain the natural character and function of the area with improvements being limited to the removal of dumped debris and invasive plant materials.

AREA "G"

This property was acquired by the City in December of 2003. This strip of land will allow the Switchyard park to be linked to the Indiana Enterprise Center (IEC) via a paved trail. This link can become a truly important strategic advantage for the IEC as redevelopment occurs in that area. The link is perceived as a simple asphalt trail with a typical 12' wide section and a 2' wide soft shoulder on either side.

An existing stream travels along the side of the existing rail bed and crosses through the Switchyard and discharges into Clear Creek. This stream will be stabilized and naturalized through careful reconstruction of the banks. The primary vehicular route into the park will most likely occur through this corridor. The internal circulation system is perceived to be a dead-end system limiting traffic to park uses only.

PREFERRED APPROACH (CONTINUED)

AREA "H"

The existing natural resources along the Clear Creek Corridor are proposed to be substantially retained, protected and enhanced. Dumped materials present on the surface of the soil will be removed, invasive plant species culled, and the desirable existing natural resources will be protected.

It may be possible that soft surface trails will be included with the limits of Area "H", but this will need to be done with care. Clear Creek is expected to be a major attraction within the proposed park and making it accessible will likely be a priority. The existing concrete, steel and wooden structures crossing or projecting into the existing stream channel may make wonderful places to provide simple spaces for quiet reflection.

Additionally, it is possible that a small amount of clearing may be required in the area chosen for the discharge of the tributaries entering from the west side of the Switchyard. A hydraulically efficient location appears to be located adjacent to the Bloomington Herald Times parking lot. The existing geometry of the stream channel will allow for the tributary to enter with minimal risk of destabilizing the existing banks and the forested cover of Area "H" appears very narrow at this point.

The Clear Creek stream corridor (right) and its tributaries can be substantially improved through selective clearing of invasive plant materials and the reshaping of portions of the stream bank. A wide variety of debris (far right) will need to be removed from the Switchyard during the development process.

AREA "I"

Area "I" shares many characteristics with Area "D". It is likely the site of fill being relocated from Areas "J" and "E". It is also the logical location for the paved multi-purpose trail connecting Bloomington's southern neighborhoods with downtown. Area "I" may also overlook a restored floodplain. However, the certainty with which major earthwork can be realized in this area is somewhat tempered by the reality of the currently incomplete cleanup of the former creosote plant site.

PREFERRED APPROACH (CONTINUED)

The crossing of Country Club Road will likely present the opportunity for a grade separated configuration. Country Club is scheduled for widening, including the replacement of the bridge over Clear Creek. When this happens, the elevation of the road surface will likely be raised substantially over the current configuration. Should the road be dramatically raised, the trail could possibly pass under the road. As with the crossing under the potential Hillside Drive bridge, the character of the area under Country Club Road will need to be carefully considered.

AREA "J"

Area "J" shares many characteristics with Area "E". However, the presence of the contaminants from the former creosote operation may present additional complications for the restoration of the floodplain and the inclusion of trails. Careful consideration will need to be given to this area as more information becomes available. Suffice it to note that the preferred option for this area is much the same as Area "E".

AREA "K"

Area "K" shares many characteristics with Area "H". This area contains natural resources worth saving to the extent possible. The damage to the existing natural resources from the remediation process is not yet known. Once the remediation is complete, the natural resources will need to be re-evaluated to determine the extent of the valuable resources remaining.

AREA "L"

Area "L" is a unique area in that it is one of the few areas east of Clear Creek that will be acquired as part of the CSX purchase agreement. The area presents a good opportunity to link points east of Walnut Street with the Switchyard. Reasonably direct routes to schools from neighborhoods west of the Switchyard can be facilitated with the construction of a pedestrian bridge across Clear Creek and trail through Area "L". Preliminary recommendations from Burke Engineering suggest the pedestrian bridge does not have to raised above the base flood elevation. It can be designed to allow the flood waters to pass over the top.

Additionally, Area "L" presents the option of building a major trailhead and park entrance off Walnut Street. Walnut carries very substantial quantities of motorized traffic and the only significant visibility the City has to project an image along Walnut is Area "L". A carefully designed entrance from Walnut, which is not overwhelmed by the commercial intensity of Walnut nor adds to the clutter, is desirable.

The Clear Creek tributary which passes through Area "L" is envisioned as being improved through bank improvements and daylighting the enclosed channel where possible. Trash will be removed and invasive plants will be culled.

PREFERRED APPROACH (CONTINUED)

AREA "M"

Area "M" is the site of the former waste water treatment plant and is privately owned. This park concept assumes the City will purchase the property. The only visible evidence of the former treatment plant are the round concrete structures of the clarifiers. These relics present an intriguing opportunity to celebrate and interpret Bloomington's industrial heritage. The manner in which the clarifiers would be incorporated into the Park is not readily clear, but time and design evolution could answer this question.

In this photo, Clear Creek forms the boundary between the Switchyard (on the right) and the back of the Herald Times property on South Walnut Street.

Beyond the clarifiers, the value of acquiring such a property is the preservation of the natural resources and open space. The existing area is heavily treed and does not appear to have been filled in the portions outside of the clarifiers. The presence of the trees helps to buffer the proposed park from the commercial activities on the east side of Clear Creek.

AREA "N"

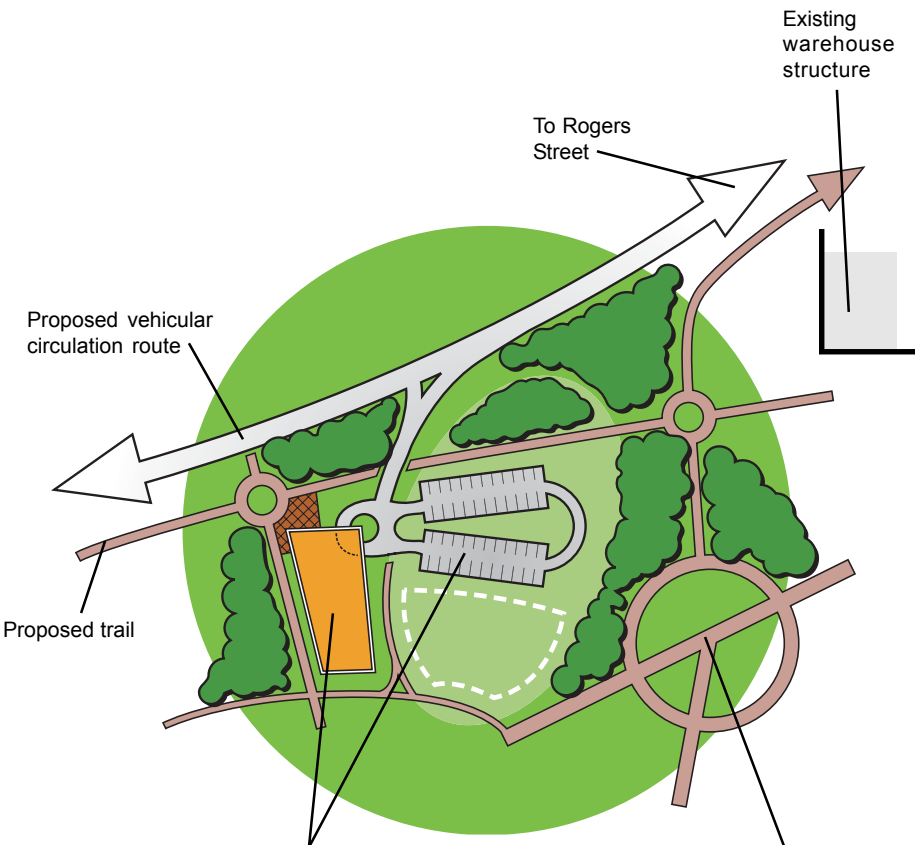
The areas denoted with the label "N" are privately owned areas that are recommended for conservation of natural resources and protection of the floodplain. The City is encouraged to work with the property owners to ensure the existing natural resources and Clear Creek banks are protected and the floodplain is not developed.

AREA "O"

Area "O" is privately held property that is situated west of Clear Creek. This park concept recommends the City review the prospect of acquiring this parcel to ensure Clear Creek is fully incorporated into the proposed park.

FUTURE FACILITIES CONSIDERATIONS

One of the key considerations in developing the conceptual plan for the McDoel Switchyard was preserving the future ability to construct significant recreation and/or institutional facilities. Many participants at the open houses suggested that a community or arts center may be an appropriate future use for a portion of the Switchyard site. The scale of acreage required, combined with the constraints presented by the complexities of the regulated floodplain, suggest that the most practical location for such a facility would be within Area D as noted on the Preferred Approach graphic (page 6-7). The facilities could be configured to take advantage of the proposed access road on the eastern edge of the Switchyard. The facilities would be easily accessible from the trail network established as part of the Switchyard redevelopment, but could also provide a limited amount of parking spaces as well.



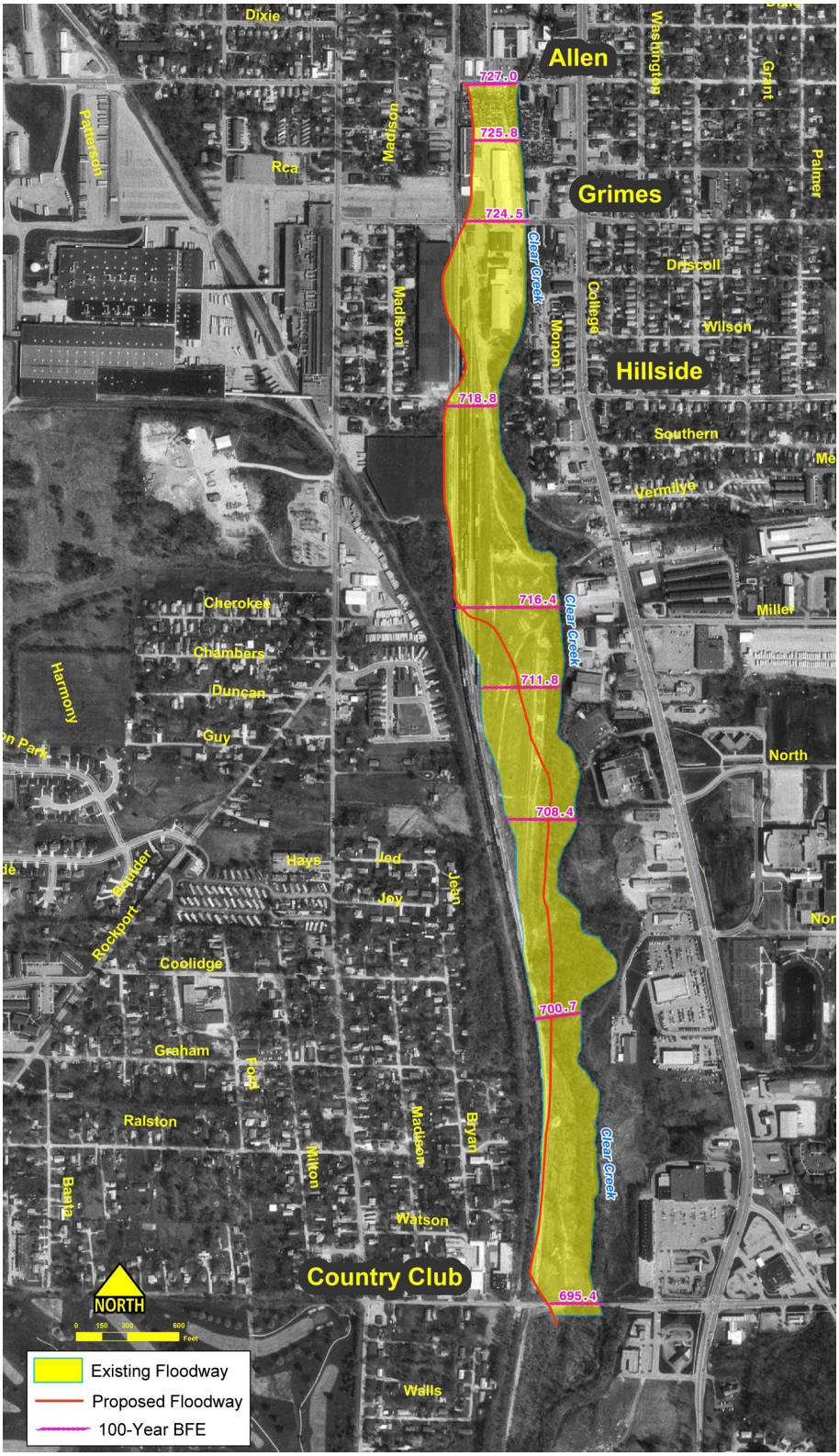
Conceptual arrangement of a future community/arts center. Such a facility will likely be a long-term development effort.

A conceptual design for a community center that could potentially be built within the Switchyard in the future is shown here. The facility could be well-screened by landscape enhancements, thereby blending in with the natural setting of the Switchyard.

FLOODWAY ISSUES

One of the most limiting issues that must be addressed as part of the McDoel Switchyard redevelopment is the Clear Creek floodway. The presence of the regulatory floodway places limitations on the location and characteristics of any structures or facilities that may be considered for the Switchyard property. The graphic on page 6-17 highlights the approximate area of the existing Clear Creek floodway. In order to accommodate the facilities proposed for the Switchyard, some modification to this floodway will need to occur. It has already been noted that a portion of the Clear Creek floodway could be reshaped to better accommodate flood events. In this case, the earth removed as part of this process could be transferred to other parts of the site in order to alter their elevation and remove them from the floodway designation. The red line on the graphic shows the proposed new western boundary of the floodway as a result of the suggested storm event remodeling. This would remove enough land from the floodway to allow the passive recreation areas to be constructed, and potentially the proposed indoor facilities at a later time.

FLOODWAY ISSUES (CONTINUED)



ROADWAY CONNECTIONS

Between Grimes Lane and Country Club Lane, there are no east-west road connections through the McDoel Switchyard. For some time, City plans have included the eventual construction of a new road across the Switchyard. Specifically, transportation plans have indicated that Hillside Drive should be connected between the points where it currently dead-ends on the east and west sides of the Switchyard. This study has gone forward through the design process with the assumption that this connection will indeed be made at some point in the future. When this project occurs will be dictated by traffic needs as well as the availability of funding for such a facility.

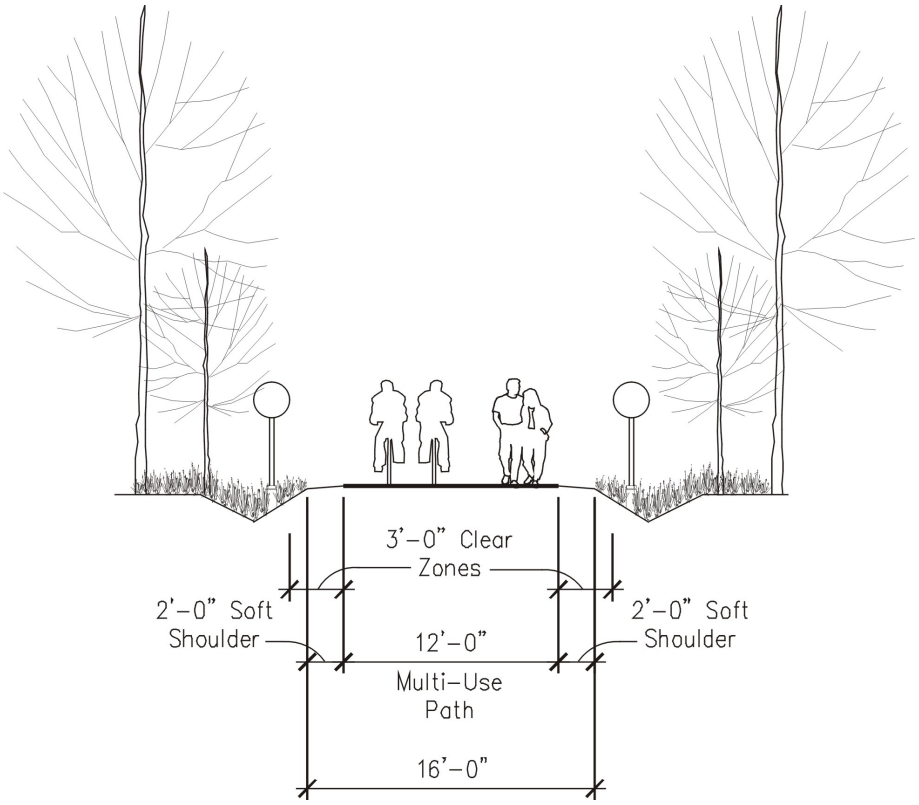
In the meantime, the conceptual plan for the Switchyard has accounted for the new road. Preliminary studies (see Section C in the Reference Materials tab) determined that the only way to accommodate the existing floodplain constraints would be to construct the new portion of Hillside Drive as a bridge. This bridge would need to be elevated to provide clearance for the 100 year storm event flows. This elevation may allow the trail to pass beneath the new bridge.

The proposed Hillside Drive connection would cut through the brush in the center of this photo to connect with the existing stub to the east. Just beyond the brush is the intersection of Hillside Drive and Walnut Street.

Another road connection that was studied was a potential extension of Morton Street south to intersect with Hillside Drive. This was thought to be a way of providing better access to existing structures in the vicinity, thereby enhancing opportunities for their future reuse. However, due to the physical constraints imposed by the floodway as well as the geometric realities of the Hillside Crossing, the Morton Street extension is not feasible if limited to the property being acquired from CSX/Indiana Railroad.

TYPICAL TRAIL SECTION

The typical trail section within the McDoel Switchyard will be a 12 foot wide asphalt path with 2 foot crushed stone shoulders. Amenities such as landscape screening, benches, lighting, and signage should carry through this district. In conjunction with the trail development, upgrades to the Morton Street corridor should be considered. The graphic below illustrates the typical trail section for the McDoel Switchyard. It should be noted that many opportunities for trail will exist within the Switchyard. This will include trails serving needs other than alternative transportation. This study has been limited to the primary north-south route and a number of important linkages.



CROSSINGS

Two major road crossings will need to be created as a component of the McDoel Switchyard redevelopment. Grimes Lane has already been accounted for as part of the Seminary Square District plan.

HILLSIDE DRIVE

On page 6-18, the concept of connecting Hillside Drive across the Switchyard was described. In the event that this roadway is constructed, the bridge configuration is well-suited for allowing the trail to pass beneath it with minimal depression from the existing grade. While cost will be a controlling factor in much of the Hillside Drive bridge design, a number of issues should be addressed to ensure an attractive and safe crossing. Lighting will be key at this location, as trail users should have a clearly visible passage under the bridge at night. Landscaping along the edges of the trail and around the base of bridge support structures will also enhance the underpass experience.

COUNTRY CLUB ROAD

Country Club Road is another very important east-west corridor that serves a high volume of traffic in the southern part of Bloomington. In its current form, Country Club Road has two traffic lanes adjacent to the Switchyard, and dips down into the floodway as it passes by. The City's long range plans call for improvements to this road, potentially creating a four to five lane profile. Any such improvements would also include measures to elevate the road above the floodway, likely resulting in a bridge structure similar to that proposed for the new Hillside Drive connection. In this case, the trail should pass under the roadway bridge as it would at Hillside Drive, and should be treated with the same level of safety and aesthetic amenities.

Country Club Road, pictured here, will eventually be widened and elevated, creating an opportunity for a trail underpass to connect with the Rail-Trail on the south side of the road.

TRAILHEADS

As a major community park, the redeveloped McDoel Switchyard will need to provide some form of parking accommodations. Three likely locations have been identified for trailheads as part of the conceptual plan. In addition, parking could be supplemented by a proposed access road on the western edge of the property.

GRIMES LANE

The north end of the Switchyard at Grimes Lane provides a logical opportunity for the location of a trailhead. It would be accessible from a significant community thoroughfare, and could incorporate the reuse of the existing office building on the site. Nearby neighborhoods could easily access the site from here, as could those who worked at the nearby Indiana Enterprise Center as it is also redeveloped. This trailhead should be outfitted with the full complement of parking, signage, lighting, and other amenities.

WALNUT STREET

Part of the proposed property acquisition extends out to a small frontage along the west side of Walnut Street. The access would be directly across Walnut Street from the rail spur that extends to Black Lumber on Henderson Street. A trailhead at this frontage would allow convenient access to residents within the neighborhoods east of Walnut Street. In addition, it could provide access to the park for students at nearby schools, such as Bloomington High School South and Templeton Elementary. This trailhead would also receive the full treatment of amenities.

COUNTRY CLUB ROAD

The south end of the Switchyard at Country Club Road is also a natural place to locate a trailhead. However, this location presents a more significant challenge than its counterpart at Grimes Lane. If a trailhead were to be placed here, it would no doubt be affected by future improvements to Country Club Road. These floodway-related issues make a trailhead at this location more complicated than others that have been identified. Another consideration to keep in mind for this location is the existence of a moderately improved trailhead on the south side of the street. Combining facilities with the existing trailhead may be an appropriate alternative to providing a new trailhead on the north side of Country Club Road.

TRAILHEADS (CONTINUED)

ACCESS DRIVE

In addition to the main switchyard property, the City is currently pursuing the purchase of the Indiana Railroad corridor which runs parallel to the western edge of the switchyard. The conceptual plan proposes to convert this rail bed into an access drive which would provide an entrance from Rogers Street, just south of the Indiana Enterprise Center. The drive would travel almost the entire length of the rail corridor before terminating in a turn-around of some sort. The drive is not currently planned to connect with Country Club Road due to elevation constraints. Along the way, rows of parking could be provided along the eastern edge of the drive. This would allow greater access to the proposed passive recreation areas in this portion of the site, increasing their utility for public events and picnics.

The proposed access road may enter the Switchyard at the point where the Indiana Railroad currently intersects with Rogers Street. Some reconfiguring of this intersection would be required to ensure safe entry and exit for motorists. The specifics of vehicular access points needs further evaluation prior to fully committing to this location.

LINKAGES

The sheer size of the McDoel Switchyard makes it necessary to seek multiple access points for pedestrians and bicyclists. Several potential trailhead locations have been identified, but these could be supplemented by a series of strategically located connector pathways.

WALNUT STREET

One of the potential trailheads identified earlier in this chapter was at the small frontage that will become available along Walnut Street. An alternative to creating a substantial trailhead facility here would be to create a pathway extension for pedestrians and bicyclists only. This would have less of an impact on the natural area surrounding it, and would be connected to the sidewalk along Walnut Street.

This photo shows where the rail line currently leads up to the west side of Walnut Street. This rail could be replaced with a pathway connecting the Walnut Street corridor with the redeveloped switchyard.

ROGERS STREET

This linkage would mirror the vehicle driveway proposed for the Indiana Railroad Corridor. It would provide a direct connection to the trail system for users entering from Rogers Street. As the Indiana Enterprise Center develops, it would make sense to create a formal crossing of Rogers Street to serve employees at those facilities. It will be important to ensure a safe and functional sidewalk system along Rogers Street so that people can access this linkage point.

LINKAGES (CONTINUED)

MacKENZIE MOBILE HOME PARK

MacKenzie Mobile Home Park is located on the west side of the Switchyard, approximately halfway between Grimes Lane and Country Club Road. Its main entrance is from Rogers Street and is directly across from the Rockport Road intersection. There is an existing street stub extending from the mobile home park to the property boundary of the Switchyard. While there is no need to create a full road connection here, it may be feasible to create a pedestrian park entrance at the road stub. Of course, any connection made here would be subject to discussion with the mobile home park owner and residents.

BROADVIEW NEIGHBORHOOD

The Broadview Neighborhood is directly adjacent to the western boundary of the Switchyard. This area should have direct access to the to the new park rather than having to go around to a trailhead facility elsewhere along the trail. One potential linkage would cross a privately owned, undeveloped parcel. Another would connect via an existing right-of-way. All options would be connected to the existing street network. This is another area where investment in the sidewalk network around the trail would be of substantial benefit.

UTILITIES

Redevelopment of the McDoel Switchyard presents the opportunity to address a number of utility facilities. In particular, water system and sanitary sewer improvements have been identified within and around the Switchyard property. Two sanitary sewer lines running the length of the Switchyard (north to south) are indicated, as are water lines running adjacent to and across the Switchyard. All of these indications are highly preliminary in their development.

Beyond these identified projects, existing utilities (such as the water and sewer lines which cross the switchyard) within the project area should be evaluated for age and condition. If necessary, they should be upgraded to a reasonable condition during the trail construction process in order to protect the investment made in the park. Work on any utilities upgrade projects that would impact the trail corridor or Switchyard should be coordinated with construction to minimize impacts on residents and businesses. Overhead electric lines cross portions of the Switchyard. Any overhead lines should be placed underground if physically and economically feasible.

Private utilities, including fiber optic and natural gas utilities, should be contacted during detailed design to verify locations of existing utilities and coordinate any new utility lines to minimize disruption to nearby businesses and residents.

Stormwater drainage is one of the utility systems that will be impacted by the redevelopment of the McDoel Switchyard. Clear Creek and its tributaries serve a major role in this system, and the proposed designs have incorporated measures to protect and enhance these streams.

ENVIRONMENTAL REMEDIATION

The McDoel Switchyard was the subject of detailed environmental studies as a component of the master plan development process. The results of these studies have had a significant impact on the design choices presented as part of the plan to redevelop the Switchyard. Clean topsoil should be imported to a depth of approximately 6 inches to cover any cinder fill material present on the surface outside of the improved trail and other paved surfaces. As suggested earlier in this chapter, some of the contaminated areas can be cleaned and replenished using specialized plantings. This concept is featured prominently in the Phytoremedation Garden proposed as a component of Area D on the conceptual plan.

A portion of the Switchyard property has been under a Voluntary Remediation Program, administered by the Indiana Department of Environmental Management, for several years now. This site, located in the southeast portion of the Switchyard, is the former home of a creosoting plant. The purchase of this area by the City is contingent upon a successful clean-up.

Please refer to the Environmental Site Assessment Studies, completed in 2003 by Bruce Carter Associates, for further details on environmental remediation issues.

7

Project Phasing & Cost Estimates

INTRODUCTION

The full redevelopment of the CSX Rail Corridor will require a significant investment of time and money on the part of the City. The scale of the project necessitates that it be split into a number of pieces that can be more easily managed, designed, and funded. In determining the proposed phasing of the trail construction and Switchyard redevelopment project, it was important to consider both the need to provide a high-impact first phase as well as a logical order to the overall construction process. This phasing plan and the included cost estimates focus on the trail corridor, and not the long-term redevelopment of the Switchyard. It is expected that the Switchyard component will require more in-depth study before a phasing plan for it can be laid out in more detail.

Kirkwood Avenue is one of several streets that the new Downtown trail will cross. The railroad crossing signals and signage seen here will soon be replaced by similar equipment for the trail.

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PROPOSED PHASING

The proposed phasing of the trail construction process has been designed to accomplish two main tasks. First, a functional trail should be established as soon as possible so that use of the corridor by pedestrians and bicyclists may begin with minimal delay. Second, a specific section of the trail is recommended to be fully developed to continue building momentum for the eventual completion of the trail.

PHASE 1: INTERIM TRAIL

The full development of the trail corridor, including the various amenities and features discussed in the Master Plan, are too expensive to be constructed immediately. Nevertheless, it is important that the new trail corridor become active as soon as possible. An interim trail should be constructed along the rail corridor from Country Club Road north to the opposite end of the study area, likely to Adams Street. This interim trail would be a crushed stone trail, much like the City's existing rail-trail just south of Country Club Road. It would be similar in dimension to the proposed finished trail as described in the Master Plan. The minimum signage and striping would be provided at road crossings to improve user safety. Development of an interim trail would allow the community to begin experiencing this new amenity immediately while costing less than the fully developed trail.

An interim trail similar to the existing Bloomington Rail-Trail, pictured here, is proposed as a temporary solution for the CSX Rail Corridor until full development can be completed.

PROPOSED PHASING (CONTINUED)

PHASE 2: DOWNTOWN TRAIL

The second phase of the project is recommended to focus on fully developing the Downtown portion of the proposed trail as it is described in the Master Plan. This phase would develop the corridor connecting the Showers Center on the north with the Convention Center on the south. It would include amenities such as the paved, split-mode trail (including landscaped median), enhanced signage and lighting, enhanced crossing treatments, and other items as proposed in the Master Plan. This phase should include the completion of the Rogers Street crossing to the level recommended by this plan. Finishing this phase would enhance the downtown experience and greatly increase the visibility of the overall project.

LATER PHASES

As the completion of the Downtown segment of the trail approaches, the City will be in a position to consider the next segment to address. Assuming that the full development of the McDoel Switchyard and the trail segment within it would be the last and longest-term element to be completed, this leaves two options for progression. First, the segments north of Downtown to Adams Street, and second, the segment south of Downtown to Grimes Lane.

Completing the northern segment would be a logical next step after completion of the Downtown Trail. It is shorter, has fewer crossings, and is probably going to be less expensive than the segment south of Downtown. In addition, a significant level of connectivity can be achieved within a highly underserved area. Completion of this segment would provide a finished trail from Adams Street south to the Bloomington Convention Center. This would be an important amenity for neighborhoods on the northwest side of Downtown.

By addressing the link south of Downtown later, time is allowed for some related issues to be worked out. Specifically, the new design for the portion of 2nd Street that the trail will cross will likely be better developed at this point. Also, a more definitive outlook on potential enhancements to the Morton Street corridor as part of the trail development process will be possible.

PROPOSED PHASING (CONTINUED)

MCDOEL SWITCHYARD

The final segment of the trail corridor to be fully constructed will be the portion within the McDoel Switchyard. This section will require more study before a final design can be determined, as it will be affected by the type of improvements to be made to the Switchyard as a whole. It is likely that environmental remediation will be the focus of the first phases of activity within the Switchyard. Other early study activities will likely include the Hillside and Country Club road improvements and the reuse of existing privately held industrial properties. It is also likely that the Switchyard redevelopment will need to identify a mid-term goal of establishing a park-like character similar to the image on page 6-10. More aggressive and costly facility planning will likely have to wait for a significant amount of time. In the meantime, the interim trail will still be available to users until full development is achieved.

COST ESTIMATES

Preliminary cost estimates for the various segments of the trail have been prepared based on the amenities proposed in the Master Plan. In addition, some costs for additional improvements beyond the scope of the trail corridor are included for reference. It should be noted that these estimates are preliminary, and that more detailed costs will be determined as engineering and design for the trail progresses. All cost estimates have been derived based on unit costs from the 2003 RSMeans Sitework and Landscape Cost Data, as well as data gathered from similar past projects.

TRAIL CONSTRUCTION

The table below provides cost estimates for the construction of the trail segments presented in the previous section. The first line item, Interim Trail, refers to the crushed limestone trail proposed to be installed for the entire length of the corridor. The portions of the corridor north of Grimes are broken down by their respective Character Districts.

Segment	Distance (Miles)	Crossings	Trailheads	Estimated Total Cost	Average Cost Per Linear Foot	Average Cost Per Mile
Interim Trail (Full Length)	3.05	13	0	$359,000	$22	$117,700
9th Street Park/Crestmont	0.45	1	2	$889,000	$378	$1,998,000
Near West Side	0.16	1	1	$308,000	$362	$1,913,000
Downtown	0.47	6	1	$1,846,000	$738	$3,898,000
Seminary Square	0.78	5	1	$1,297,000	$316	$1,671,000
Total for Fully Developed Trail (Adams to Grimes)	*1.86*	*13*	*5*	*$4,340,000*	*$443*	*$2,333,000*

MORTON STREET IMPROVEMENTS

One of the recommendations of the Master Plan was to make improvements to Morton Street as a component of developing the trail. This would include various enhancements, including drainage improvements, curbs, sidewalks, and the creation of on-street parking adjacent to the trail. The total estimated cost of making these improvements for the segment of Morton Street between 2nd Street and Grimes Lane is $1,067,000. This results in an average cost per linear foot of $368, and an average cost per mile of $1,943,000.

MCDOEL SWITCHYARD

While there are many, many variables remaining to be addressed, it is useful to begin to quantify the costs associated with the redevelopment of the Switchyard. To that end, an appropriate range of costs that has been identified is $15,000,000 to $30,000,000. It is important to note these are projections associated with realizing a park similar to the kind of facility described within the Master Plan, but limited to the property scheduled to be acquired from the railroad interests. Environmental remediation costs have also been withheld from this estimate.

COST ESTIMATES (CONTINUED)

HILLSIDE DRIVE CONNECTION

One of the issues to be resolved as part of the McDoel Switchyard redevelopment is the proposed connection of Hillside Drive. Analysis conducted as a part of the master plan process indicates that a bridge across the Switchyard is the most likely solution for making this connection. Several issues must still be resolved before useful cost estimates can be created. For instance, factors such as the width of the bridge and whether two lanes or four, will have a major impact on total cost. In addition, this issue will dictate the need to acquire additional right-of-way, another significant cost related to roadway construction. Also, the level of design desired to achieve aesthetic goals for the bridge will need to be factored in. Cost estimates for Hillside Drive will be developed when these and other related issues are resolved.

8

Public Involvement

PUBLIC INVOLVEMENT

INTRODUCTION

The redevelopment of the McDoel Switchyard & CSX Rail Corridor holds the potential of significantly impacting the quality of life for the entire Bloomington community. Therefore, a comprehensive program of public input became a central component of the Master Plan development process. The public input process was tailored to provide the community with multiple avenues of participation at many points in the process. Extending well beyond the conventional venues for public input, such as council and commission hearings, the development of the Master Plan sought input in a wide array of venues.

A key on-going venue was the Citizens Steering Committee. The Steering Committee was a group of approximately 25 citizen representatives of the community stakeholders for this project. The Committee met regularly with City of Bloomington and consultant staff to ensure that the desires of the Community were represented as the conceptual designs were developed. The timing of these meetings was such that the Committee was engaged from the initial efforts of defining project goals, objectives and program elements, through to the final design development.

Public open houses, intended to allow the public to interface directly with the city and consultant staffs, were provided at key points in the process. The open houses were structured to allow for two separate sessions over the course of the day. A wide array of information and activities were provided for participants, resulting in an impressive amount of comments and input. The intent of the first round of open houses was to solicit input on pre-design questions such as appropriate programmatic elements and identification of issues to be addressed. The second round of public open houses was held after the consultants, city staff and steering committee members had arrived at preliminary planning and design solutions for the redevelopment of the Rail Corridor and Switchyard.

Approximately 15 key stakeholders (both individuals and groups) were also interviewed privately by City and consultant staff. These stakeholders were given the opportunity to provide direct, detailed input about pre-design issues and opportunities.

An informational web site was established by the City of Bloomington Parks and Recreation Department (*www.bloomingtonin.gov/parks/railtrail.php*). Citizens are able to access a wide array of information via the web site as well as e-mail comments to the designated city staff. The website has been updated as new project information has become available.

Overall, the public input process was tailored to ensure an inclusive approach to the planning process resulting in a Master Plan which truly represents the interests of the citizens of Bloomington. The following summary served as a guidebook for decision-makers as the Master Plan development process progressed.

Table of Contents

DERIVED DESIGN & PLANNING INFLUENCES

In order to develop a plan that reflects the vision of the community, it is important to draw some general and broadly supported conclusions from the wide variety of public comments that have been gathered. The following list of key planning and design influences was especially helpful in making decisions about competing or conflicting interests.

- Alternative transportation and recreational trail links between the southwestern, western and northwestern neighborhoods and the central business district should be established.
- Alternative transportation and recreational trail links between the redeveloped CSX and Switchyard corridor and adjacent public and commercial destinations should be established.
- Alternative transportation and recreational trail links between the CSX Corridor and existing and planned alternative transportation and recreational trails such as the Clear Creek Trail should be established.
- Alternative transportation and recreational trail links from the CSX Corridor near Adams Street to the commercial areas along State Road 37 should be established.
- Crossings of the trail and streets need to provide a high level of safety for bicyclists and pedestrians, potentially including signalized or grade separated crossings.
- Opportunities to join efforts with the County on the development of alternative transportation and recreational trails should be explored. This should include the county-owned land south of Country Club Road.
- The Clear Creek stream corridor should be rehabilitated in conjunction with the restoration of the floodplain. This could require additional acquisition of adjacent properties to gain control of the creek corridor.
- Opportunities to use "green" infrastructure and building practices should be sought throughout the project. This may include the removal of marginal existing natural resources in favor of significant long term gains in ecological quality.
- Owners of properties adjacent to the trail and Switchyard should be encouraged to redevelop their facilities. The existing properties tend to be either commercial or residential which turn their back to the rail or rail oriented industrial. Appropriate uses for these properties would include trail oriented residential and neighborhood-serving commercial in areas outside of downtown and trail oriented residential and a broad array of commercial in the downtown.
- Personal/property safety and security along the trail route must be addressed, including consideration of appropriate lighting, emergency phones, bicycle police patrols, and other measures.
- Passive recreational spaces within the Switchyard are highly favored. Active recreation was not rejected but simply a lower priority.
- Historic themes and structures should be acknowledged and reflected in the design of facilities within the Switchyard and Rail Corridor.
- A moderate level of caution was offered regarding the need to be efficient with the expenditure of local tax dollars.
- It is important to make the park accessible to all types of users including those with mobility challenges.
- It is important to retain the opportunity to build significant public recreation venues, such as a community center, within the Switchyard.

OPEN HOUSES OVERVIEW

In order to provide the public with an opportunity to interact directly with City of Bloomington and consultant staff, two public open houses were hosted during the design development process. The first open house was held on September 11, 2003, in the Council Chambers at City Hall. The second open house was held on November 18, 2003, in the same location. In order to provide flexibility and accessibility to the public, two separate sessions were provided for both open houses. The first session ran from 11:00 AM to 1:00 PM, and the second from 5:00 PM to 7:00 PM.

The first open house was designed to provide basic project information to interested citizens, and to gather as much input as possible about the community's vision for the reuse of the switchyard and rail corridor. Provided at the open house were: a large-format aerial photo of the project area, several maps of analytical data, photos and information about similar projects in other communities, a list of potential uses and facilities that could be considered for the project, and an overview of the project purpose and process. Several staff members from the City of Bloomington as well as the consultant team were available for questions and assistance.

Citizens were given a number of methods of providing input on the project. These included speaking directly with project staff, writing comments on the large blank sheets on display, writing on the comment forms provided at the sign-in desk, or by making contact with staff at a later date. People were also encouraged to write comments and notes on any of the large maps or displays. Each attendee was given a sheet of stickers that they could place next to any element on the displays that they supported. Over the course of the first open house sessions, well over one hundred interested people participated.

Numerous informational displays were provided at the first Public Open House, including blank sheets where citizens could record comments.

OPEN HOUSES OVERVIEW (CONTINUED)

The second open house was held later in the design development process and afforded the public an opportunity to review and comment on proposed conceptual design solutions for the Switchyard and Rail Corridor. Central to this open house was a very large display of boards which depicted the conceptual plan for the entire corridor and switchyard. Flanking this was a series of boards containing character sketches illustrating many of the design ideas suggested on the main displays. Once again, a large format print of the conceptual plan was provided on a table so that participants could write comments directly on it. Also, comment forms were available to attendees. City and consultant staff were again available for direct input and information about the project. Attendance at the second workshop was approximately 50.

The information provided by participants at both workshops is summarized on the following pages. Due to the volume of information gathered at the first open house, the information has been divided into several categories. The second workshop information is in a more general summary format. The original comments (as written by those who submitted them) have been provided at the end of the chapter.

Full color displays of the proposed conceptual designs were provided at the second round of Public Open Houses.

FIRST OPEN HOUSE

BICYCLE & PEDESTRIAN FACILITIES

As a major focus of the project, bicycle and pedestrian facilities drew significant input. There was a particular focus on how the trail would be treated at street crossings as well as how it would be connected with other parts of the community. Some felt that the crossings would cause traffic back-ups, and another felt that the trail was unnecessary due to the presence of existing sidewalks to the same destinations. There was much interest in making a trail connection beyond the current proposed northwest terminus to better serve neighborhoods and businesses in that area of the community. In general, people supported making as many connections as possible along the length of the trail, particularly to the established neighborhoods along the corridor. Also, linkages to other parks, public facilities, and even businesses on the west side of State Road 37 were suggested.

Street crossings throughout the trail were identified as a major concern. Proper signs and other warnings for trail users and vehicular traffic were stressed. This issue was listed quite frequently as one of the highest priorities for the design of the project. Participants suggested signs, flashing lights, raised intersections (leaving the "humps" at railroad crossings), and push-button stoplights as possible crossing treatments. In particular, access from and crossing over Country Club Road was seen as a key issue. People felt that traveling along Country Club Road in its current state was very dangerous, and that trying to cross it will be equally as difficult. Some suggested a bridge or tunnel at Country Club Road.

NATURAL RESOURCES & ENVIRONMENTAL ISSUES

Environmental issues were an important concern of open house participants. Some felt that there was not much potential for reuse of the area due to the major floodplain presence. Participants were very much in support of progressive and effective remediation of the contamination present on the site. Cleaning up and naturalizing the Clear Creek stream corridor was mentioned frequently. Several people suggested that the City purchase adjacent properties as needed to gain control over the entire creek corridor, providing the project with the best opportunity for a comprehensive clean-up program. Tree preservation in many portions of the project area was identified as a priority. Some suggested using the stream corridor in Bryan Park as a model for naturalizing the area.

PUBLIC INVOLVEMENT

A map of Bloomington's existing and proposed bicycle & pedestrian facilities was displayed at the open houses to help place the McDoel project in context.

FIRST OPEN HOUSE (CONTINUED)

ON-SITE FACILITIES & USES

One of the most crucial components of the project is identifying potential new uses for the Switchyard area. Accordingly, open house attendees made a wide variety of suggestions. A variety of passive and active recreation components were mentioned, including natural green space, a Frisbee golf course, a dog park, an amphitheater, community gardens, playgrounds, art displays, a limestone block maze, and a skate park.

Citizens discuss their ideas for redeveloping the McDoel Switchyard with consultant staff.

Reflecting the history of the Switchyard was supported as a component of the design. People believed that it would be good to include some elements that represented the railroad heritage of the site. Some felt that a visitor's center with historical items and displays would be beneficial. In addition, some track could be saved and have old train engines and cars displayed. Further, the former roundhouse shape and size should be reflected in any design for that area. Several people suggested reusing train cars as concession stands or picnic shelters.

The Community Bike Project was suggested a number of times as a participant in the project. It was felt that providing them with a facility along the trail would benefit both them and the community. Other bicycle-oriented businesses were also supported. Safety and security were seen as high priorities in the final design of the trail and Switchyard. In particular, people wanted the design to minimize opportunities for vandalism and to include adequate lighting to protect trail users at night.

FIRST OPEN HOUSE (CONTINUED)

VISION & PRECEDENT PREFERENCES

As stated in the introduction, one element of the open house was an exercise where participants could identify their preferences for uses or facilities on the Switchyard site by sticking dots on photographic examples. While this was not a scientific study of community preferences, it did provide some insight as to the priorities that people are placing on redevelopment elements. The following list identifies the reuse options shown on the preference display, and the number of dots that each one received.

- Urban trails/Connections to Downtown (44)
- Water Features & Restoration of Clear Creek Stream Corridor (43)
- Passive Activity Spaces (32)
- Shared-Use Trail (31)
- Mixed-Use Retail/Commercial/Housing (28)
- Environmental Education Facilities (27)
- Green Infrastructure/Stormwater Management Facilities (25)
- Reference Industrial Heritage (22)
- Nature/Recreational Trails Through the Switchyard (21)
- Environmental Art (19)
- Playgrounds (14)
- Separate Trail for Commuters (14)
- Infill Housing (9)
- Community Center (7)
- Athletic Facilities (3)
- Family Aquatic Center (3)

Participants placed green dots around the elements that they favored for inclusion in the Switchyard project.

In regard to athletic facilities, people noted that formal athletic fields are not needed, and that they would prefer more passive space instead. Information about several projects from other communities was also displayed for participants. Many people identified the Platte River Corridor project in Denver as a great example for the McDoel project. The display describing a park created from an abandoned industrial center in Germany also attracted much attention. Of particular interest to attendees were the use of green infrastructure, natural methods of treating pollution, and the reuse of some industrial elements.

FIRST OPEN HOUSE (CONTINUED)

ADJACENT LAND USES

Many suggestions were made for future redevelopment of areas adjacent to the Switchyard and Rail Corridor. In general, people were quite supportive of the City acquiring adjacent parcels that could be used for additional park space or provide enhancements to the Clear Creek corridor. People were interested in creating neighborhood-scaled commercial centers that were oriented to the trail corridor. They also suggested that the City work with existing stores and restaurants along the route to help them reorient to the trail. Infill housing in appropriate locations was also supported.

Some people suggested closing portions of the Morton Street corridor to create more public spaces along the trail. Another suggested creating a new bus transfer station where the Bloomington Transit headquarters are currently located. Reuse suggestions were also given for some existing warehouses on the west side of the Switchyard. Among the suggestions were artist studios, condominiums, apartments, or small scale retail shops. Mixed-use infill development was suggested for adjacent areas which currently have parking lots or no development on them.

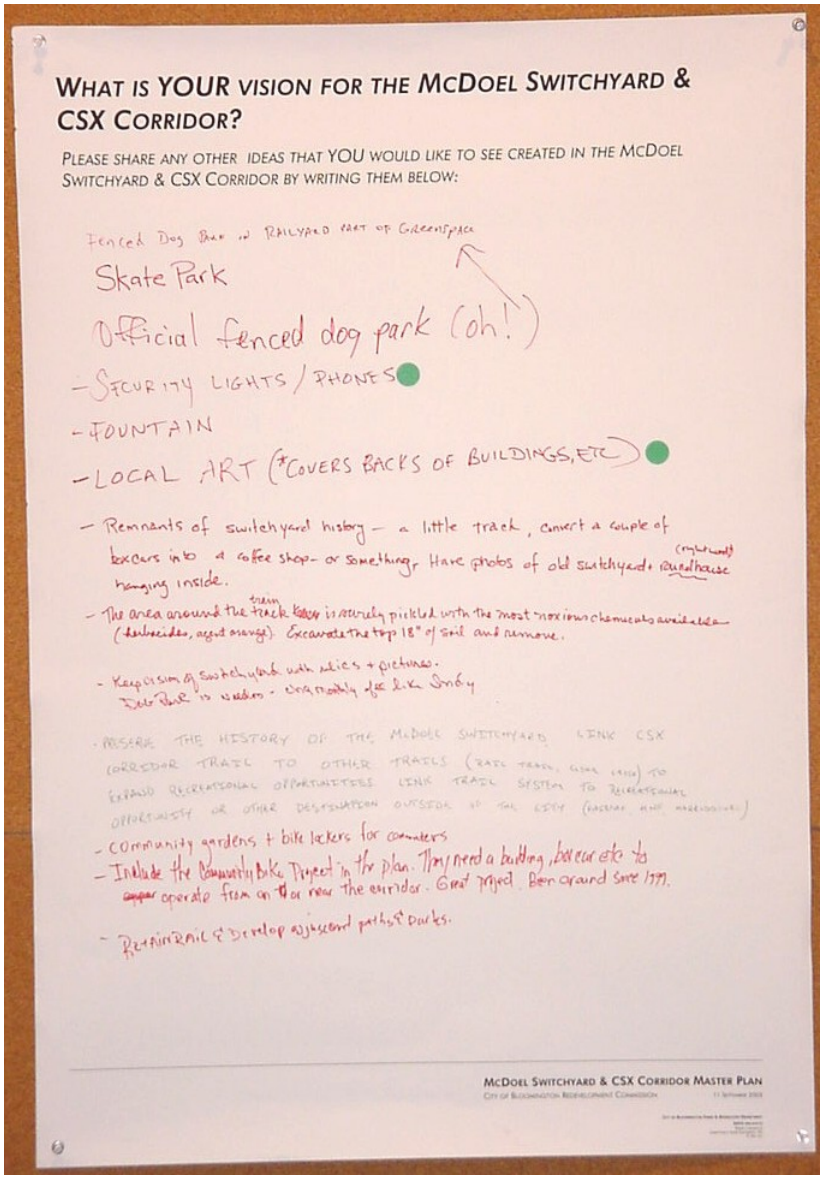
Working with Wonderlab for educational activities was suggested. Also noted was the idea of purchasing buildings on the block between 6th Street and 7th Street in order to remove them and provide more space for the trail corridor. Improvements to the portion of the Clear Creek channel north of Grimes were also recommended, possibly to include a trail adjacent to it. Some suggested working with the Hospital in some way to help it with parking issues. There was concern about additional parking occurring in surrounding neighborhoods, particularly if no parking is provided on the Switchyard site.

A local resident points out a potential route for the Hillside Drive connection through the Switchyard.

FIRST OPEN HOUSE (CONTINUED)

ROAD CONNECTION & TRAFFIC ISSUES

There were a number of issues raised with respect to existing and future road connections throughout the Switchyard and Rail Corridor. There was concern regarding the lack of efficient east-west traffic routes in Bloomington. Some people felt that the high number of road crossings for the future trail would create a traffic bottleneck, as there are few alternative routes for vehicular traffic. One suggestion offered was to make 3rd Street a multi-lane arterial road straight through the City to create a good east-west route. A more general traffic concern was that the termination of rail service would greatly increase truck traffic on local streets, creating congestion and safety problems.



At left is an example of the large comment sheets provided for participants at the first open house to record their comments and ideas.

FIRST OPEN HOUSE (CONTINUED)

The potential connection of Hillside Drive drew a lot of attention from participants. Some felt that this connection should not be made, due mainly to the physical constraints of putting a high-traffic road through existing neighborhood areas on either side of the Switchyard. Some people suggested alternative routes for Hillside Drive, taking it around the large warehouses to the west of the Switchyard and avoiding the neighborhood area. Other new street connections were also suggested. Among them were connecting Miller Drive with Rockport Road, connecting South Drive with Coolidge Drive, and continuing College Avenue south to Country Club Road. Also suggested were a continuation of Morton Street south of Grimes to the new Hillside Drive, and adding a roundabout where the trail crosses Country Club Road.

GENERAL COMMENTS

A wide variety of more general comments were also submitted during the open house. A few participants did not see any immediate need for the project, and felt that the money might be better spent on bringing in new jobs or making bicycle and pedestrian improvements in other parts of the community. Some felt that public investment should be minimized and private investment maximized, while others felt that it was appropriate to invest tax dollars in this project. Benefit concerts and private donations were suggested as ways of paying for future work on the project. It was suggested that new trails were not needed as much as better planning for bicyclists on existing roads.

Volunteerism and citizen involvement were seen as ways to maximize community support as well as reduce project costs. It was suggested that lighting is a problem, not just along the trail, but also in adjacent neighborhoods. Light pollution was also a concern. Some participants were concerned about the potential of a new Switchyard on the west side of Bloomington. They were concerned with the current use of the split lines on the west end of the corridor for switching activities, which creates noise and fumes in the neighborhoods nearby.

FIRST OPEN HOUSE (CONTINUED)

During the first open house, people were encouraged to mark on the aerial photography that was provided. The result of that activity is shown below. Some people elected to use their green stickers on this map rather than on the "preference" display boards discussed previously. All comments from this map are included in the open house information. Some examples of the written comments are highlighted.

I can't get to there from where I live on Allendale. What sort of link is there?

Partner with Wonderlab on outdoor education elements of the trail.

Connect Hillside here, not through neighborhoods. Connect Hillside to Adams & Patterson.

SECOND OPEN HOUSE

The second public open house was held on November 18 in the Council Chambers of City Hall. While the first open house was designed to create a foundation of public input upon which to create a design, the second open house was a chance for the community to respond to the design built upon that foundation. Participants were able to observe and discuss project issues in more concrete terms than at the first open house. As such, the input was much more focused and resulted in a smaller overall volume of recorded information. The following is a summary of that information.

In general, the majority of participants at the second open house supported the City's pursuit of the project and reacted positively to the design concepts presented. People were excited to see that progress was being made on the project and many were hopeful that work could begin on the construction of the trail soon. Some participants offered thoughts on which section of the trail should be constructed first. Priorities for these participants focused on the Downtown area as well as connecting with the west side early on in the process.

Much of the input centered on suggestions of additional elements that could be included in the project. Items included additional skate park facilities, a community center, and new uses for the existing warehouses adjacent to the Switchyard. There is still concern about the potential impact of the planned Hillside Drive connection across the Switchyard. Alternative alignments for that roadway as well as additional road connections were suggested. Participants were supportive of the remediation and restoration measures proposed for the Switchyard, and were interested in seeing it transformed into a more healthy and vibrant natural area.

A group of Bloomington citizens gather around the display table to discuss the proposed design concepts for the McDoel Switchyard.

SECOND OPEN HOUSE (CONTINUED)

Of course, there were also participants who voiced concerns with not only the proposed design, but the project as a whole. Some people were not convinced of the benefit of doing such a project, and suggested the money may be better spent elsewhere. One individual noted the impact on rail service to local businesses, and was concerned about providing adequate rail facilities elsewhere to replace what is removed for the redevelopment project. Some people were not in favor of the proposed access road along the western edge of the Switchyard, saying that the new park should be bicycle and pedestrian accessible only.

Overall, the project received a positive response from the public at the second open house. The public input affirmed the general design principles that were derived from the first open house and will help to fine tune the conceptual design for the Switchyard and Rail Corridor as the project progresses toward construction.

KEY STAKEHOLDER INTERVIEWS

In order to provide an opportunity for specific interest groups to provide input directly to the City, a series of Key Group Interviews were conducted over a two day period. During this time, twelve different 30-minute interview sessions occurred, giving a wide variety of stakeholders the chance to address their vision for the switchyard and rail corridor. Staff from Ratio Architects as well as the City Of Bloomington were present at the interviews. What follows is a summary of the input gathered at those interview sessions.

ADJACENT PROPERTY OWNERS

The first adjacent property owners to be interviewed were John Goode, owner of the Indiana Warehouse, and Jim Regester, representing the ownership of the Grimes Warehouse. They felt that establishing road connectivity between Grimes Lane and the Hillside Drive extension was important to the future use of the warehouse buildings. They did not have firm plans for future reuse or redevelopment of those sites, although there is an approved plan for additional parking spaces south of the Indiana Warehouse. They would be interested in getting zoning similar to that of the Thomson PUD Tract E. Overall, the Hillside Drive extension was seen as a high priority which should be expedited.

The next adjacent property owner to be interviewed was Jerry Gates, owner of the Seminary Square shopping center at the corner of 2nd Street and College Avenue. He emphasized the need to focus on job creation and economic development in the community, and didn't want this project to distract from those issues. He suggested that the Kroger Store would like to expand in the future, and his primary interest is adding space to the west (which would conflict with the existing rail right-of-way). He supports the concept of modifying the Kroger store to address the trail, but his primary objective is to get the expansion done. Mr. Gates felt that he could support the project if the City is clear on what it is purchasing, the City supports businesses along the trail, and that job creation remains a priority in the community.

Jim Karl, the owner of the City Grill at 3rd Street and College Avenue, was also invited to an interview session but was unable to attend.

COUNCIL FOR COMMUNITY ACCESSIBILITY

This organization was represented by Chuck Osborn. He was very interested in making sure that the trail is surfaced with materials that will be accessible for wheelchair bound users. He suggested that audible signals at crossings would be very beneficial for visually impaired users. There should also be convenient places for disabled persons to park their vehicles and access the trail. Finally, facilities such as picnic areas, playgrounds, and pathways need to be accommodate the disabled.

KEY STAKEHOLDER INTERVIEWS (CONTINUED)

DOWNTOWN BLOOMINGTON COMMISSION

The Commission was represented by Talisha Coppock. The Convention Center is considering expanding, and has identified eastward expansion as its primary option. If this occurs, there would be the potential for reconfiguring the end of the building adjacent to the trail to provide access. She encouraged the construction of the portion of the trail running from the Convention Center to the Showers Complex as the first phase. This would help visitors to downtown move around easily, particularly to the many restaurants in the area. Safety is crucial along the trail, so appropriate lighting and bicycle police patrols should be considered. The area west of the railroad is currently envisioned to remain parking, but could potentially be developed for residential uses.

MONROE COUNTY COMMISSIONERS

The Commissioners were represented by Iris Kiesling and Herb Kilmer. Mr. Kilmer brought Bud Bernitt as a guest. Mr. Kilmer and Mr. Bernitt proposed that the railroad tracks be retained and used for a trolley system that would serve residents and businesses. The system could later be linked via existing rails to the businesses west of State Road 37. In general, the creation of a greenway was seen as a positive step, and safety considerations at intersections were stressed. The County is interested in what happens at the Convention Center, as their employees use the western lots. They also own a sizeable piece of land west of Rogers Street for the Juvenile Detention Center, and they are interested in understanding the implications the project will have for them.

BICYCLE & PEDESTRIAN SAFETY COMMISSION

The Commission was represented by Mitch Rice. They see the trail as a tremendous opportunity to enhance commuting and recreation in the city. He stressed the need to integrate this trail with the others being developed throughout the community so that system connectivity is maximized. In order for the trail to be utilized, it is crucial that they are safe and clean. They believe that a single, 12 foot wide path (similar to the Clear Creek Trail) would be appropriate within the corridor, as opposed to providing separate paths for recreation and commuting. He does not believe that additional parking should be created within the Switchyard. Rather, people should use existing parking on nearby streets. In addition, the provision of numerous access points should reduce the need for people to drive.

KEY STAKEHOLDER INTERVIEWS (CONTINUED)

WONDERLAB

Wonderlab was represented by Catherine Olmer. They plan to convert the area between their new building and the future trail into the "Wonder Gardens" for use as an educational space. They want to control access to the space, and do not want trail users to access it as they would a public park. This is primarily due to concerns about maintenance and vandalism. They see parking in Downtown as a primary concern, particularly since Wonderlab does not have any parking space of its own. They see the trail as a way of potentially reducing the parking need for users of their facility. Traffic speed along 4th street is also a concern.

MPO CITIZENS ADVISORY COMMITTEE

The Committee was represented by Jerry Hays. He felt that it was important for properties adjacent to the trail to develop and grow, especially with uses that would provide activities and entertainment for trail users. Apartments, shops, restaurants, bars, bike rentals, and similar uses would be appropriate along the trail. He felt that connections to other parks, trails, and facilities would be even more important than redevelopment of adjacent areas. He said that the Citizens Advisory Committee is supportive of the project, and that it will enhance the quality of life as well as support economic development. He felt that the zoning process may be discouraging to development, and that special zoning for the corridor may help to create a unique character and encourage redevelopment.

ENVIRONMENTAL COMMISSION

The Commission was represented by Kelly Boatman. Their highest priority is that the project be environmentally sensitive. They are concerned about the floodplain area and stormwater in general. They suggest using best management practices and seeking opportunities to restore the floodplain and the habitat of the stream corridor. The preservation of trees versus the restoration of the floodplain will be a key issue. The Commission's opinion will hinge on weighing the potential benefits of each action for a specific area. They believe that sustainable building practices should utilized, and that any construction should maintain a 25 foot setback from water resources (per Bloomington Code). They see potential in acquiring the forested lands north of Ninth Street Park. The Commission submitted a list of specific goals and objectives for the project which is incorporated in the Key Stakeholder Comments section of this chapter.

A member of the Environmental Resources Advisory Committee was invited to a separate interview session, but was unable to attend.

KEY STAKEHOLDER INTERVIEWS (CONTINUED)

MONROE COUNTY PARKS & RECREATION DEPARTMENT

The Parks Department was represented by Chuck Stephenson. He is supportive of the project and feels that it will be of great benefit to the community. He thinks that parking should be provided at trailheads. The County owns some of the former rail corridor south of the project, but he is not certain how much and it is unlikely that the County would build a trail there. He is interested in building the "Flatwood" trail, but there are no firm plans at this time.

HISTORIC PRESERVATION COMMISSION

The Commission was represented by Chris Sturbaum. He feels that the trail should be looked upon as an economic development tool because it can attract people and jobs through enhancing Bloomington's quality of life. He is interested in the City acquiring the properties that Clear Creek runs through in order to better manage the corridor. Wayfinding signage would be a good component of the trail in order to identify the various neighborhoods or historic properties that it passes through. In general, he felt that it was important to reference the history of the Switchyard and Rail Corridor in the final design.

INDUSTRIAL ARCHAEOLOGIST

Bob Bernacki, a local industrial archaeologist, spoke about the historical resources on the Switchyard site. He is concerned about the potential loss of the roundhouse foundation and other industrial remnants. He suggested that a detailed study of the site by someone with railroad experience might be appropriate. It would be good to preserve as many artifacts as possible, and it may even be possible to hold on to some train cars and equipment for display purposes. Generally, the roundhouse foundation and historic elements should influence the final design of any facilities placed on the Switchyard site.

OPEN HOUSE 1 COMMENTS

BICYCLE & PEDESTRIAN FACILITIES

- Money should be spent on pedestrian crossings over SR 37 to access businesses on the west side of the highway.
- It would be good to at least remove the railroad tracks, but the money would be better spent on building a path out 2nd Street to Wal-Mart (on the west side of SR 37).
- Crossings will be a problem – pedestrians will cause traffic backups in areas where there are few east/west routes to choose from.
- Why do we need a trail when there are plenty of good sidewalks to get people to the same destinations?
- Consider extending the trail past Adams Street in the future so that neighborhoods out there are connected too. (1 dot)
- Consider stop/caution lights where the trail crosses heavily trafficked streets (lights where a button could be pushed to cross). (1 dot)
- Try to extend to the west to lower income neighborhoods as their lack of money seems to equal lack of political leverage. Project after project these neighborhoods get left behind. The public is notoriously unhappy about this.
- The project should connect to the area it passes through. Make walking paths out of undeveloped alleys. (1 dot)
- Provide bridge over Country Club Road to connect trail and provide a safe crossing. (1 dot)
- Link the south end of the McDoel Trail with the north end of the Clear Creek Trail to create a more complete transport artery on the west side.
- Connect with existing trails & bike routes to form viable bicycle commuting options for northwest and southwest Bloomington.
- Make sure there are safe access points. Country Club Road to the rail trail is unsafe and makes people one block away afraid to walk there. This is a shame.
- Refurbish the 10th Street trail to make the surface usable for bikes other than mountain bikes. It's in terrible condition. Then connect it to other trails.
- All trails should be paved so you don't have to have a mountain bike to use them.
- Pedestrian crossings at busy streets are a big concern. (1 dot)
- Create many connections to existing streets.
- Find a way to link Clear Creek Trail & McDoel Trail (Two potential connections drawn on map – one along Country Club/Tapp Roads, one passing through Sudbury/Adams Hill areas). (2 dots on this comment).
- Also a path link drawn in that recommends making a complete circle by connecting the Adams Street terminus around the west side to the north terminus of the Clear Creek Trail.
- Possible trail access on Adams Street.
- Notation shows a need for bicycle and pedestrian connections through the Broadview Neighborhood adjacent to the west side of the Switchyard.

OPEN HOUSE 1 COMMENTS (CONTINUED)

- Patterson, Second, Fifth (Kirkwood), and Rogers might be difficult to cross due to automotive traffic. Is there a plan to deal with this?
- Idea for intersections: Have signposts saying the name of the street and what is up the street (i.e. Crazy Horse, etc.). Maybe say how far – "Historical Museum 4 Blocks". This would help residents, tourists, and new people navigate.
- There should be bicycle access along & across Country Club Road to get to the trail.
- We rode trails in the St. Petersburg, Florida, area. At minor road crossings, the roads had stop signs for the trail. At major road crossings, the trail had stop signs or bridges. The trail was clearly marked – 1/3 for pedestrians & 2/3 for bicyclists, rollerbladers, etc.
- The northwestern end of the corridor should link to the big box stores on the west side of Bloomington to aid non-car transit.
- Possible neighborhood connections could be made to the corridor from Maple Street and Cottage Grove Street. (1 dot)
- A trail is drawn in crossing from Ninth Street Park north over the active line to the purchase area and through to Diamond Street. (2 dots)
- This section (west of Rogers Street) can work as transportation because of fewer cross streets. Stopping every block is bad.
- The CSX track west of Adams Street is useful only for switching cars between the Indiana Railroad tracks by the west end of 9th Street Park & GE out on Curry Pike. Why not include an option on this track segment as it could take the trail all the way out to Curry Pike. Such an extension would also allow trail-user access to the large west-side commercial/retail area as the track adjoins the Whitehall Crossing shopping area, etc. This would be one of the few instances in which trail users could actually go somewhere (to grocery stores, job commute, movies, etc.) other than a recreation jaunt. (2 dots)
- Be sure to leave lanes for those of us who walk! (3 dots) ("Ditto!")
- I agree (with statement above) – this should be west crossing of State Road 37 at rail bridge between 2nd and 3rd Streets. Path should run west along 6th to the rail corridor, then west as far as possible along the rail corridor.
- Humps in the road (at current rail crossings)? If you remove the humps, will the traffic look for trail walkers/bikers?
- How do we get to Gates' shopping center & points west?
- Safe and uninterrupted travel along the route is going to take major planning and a willingness to give some added right of way rights to cyclists.
- It is difficult for pedestrians to cross at 2nd Street. Refuge island? Traffic light? Overpass? Tunnel? (1 dot for Tunnel)
- A possible connection is noted across Walnut Street to Bryan Park and the path on Southdowns Drive. (5 dots)
- Use bridge (behind Herald-Times building) for access to Walnut Street. (2 dots)
- Use stoplights that sense approaching cyclists but are normally red otherwise. This provides continuous travel for cyclists & the least disruption to cars when there is no use of the cycling route.

OPEN HOUSE 1 COMMENTS (CONTINUED)

- There needs to be a connection to Broadview that avoids Tapp Road/Country Club Road and reduces car traffic.
- Several connections from the Switchyard to the Broadview Neighborhood are noted on the photograph.
- Sidewalk along Country Club Road should connect to the trail.
- It is hard to get to the proposed trail corridor from Allendale Drive (further east past Walnut). What sort of link is possible here?
- Add a bike lane and pedestrian walk to Country Club Road for trail access. (1 dot)
- Make a bridge at Country Club Road – run the trail beneath the road like many golf cart paths do at golf courses.

NATURAL RESOURCES & ENVIRONMENTAL ISSUES

- Should not throw away money on a floodplain area.
- This is a ridiculous and stupid idea because the whole place will flood.
- The area is a "stacked deck" due to floodplain issues.
- This demands common sense – building in the floodplain is not common sense because people would have to spend more time and money on repairing their property after flooding.
- Preserve and clean up Clear Creek & preserve green corridor.
- Enhance wetlands at South end. (1 dot)
- Use natural plantings like around the stream in Bryan Park – that's transformed the park! That and the walking trail along Southdowns Drive have created real urban green space for that area. Aim for a similar feel on the pedestrian paths at McDoel. Plant Willows.
- Consider using tough & resilient native/naturalizing wood species: (Cephalantus, Rosa Rugosa & C.V.'s*, Rhus, Uburnums, Amelanchier, Comptonia, Myrica*, * = use in cinder soil horizon, Michael Kaczoroxski/hmkaczor@indiana.edu)
- The area around the train track is surely pickled with the most noxious chemicals available (herbicides, agent orange). Excavate the top 18" of soil and remove.
- Preserve trees in the area north of West Ninth Street Park.
- The entire creek corridor should, at least eventually, be acquired. Restoration can be a many-year project with involvement by local & state environmental groups and volunteer labor (such as the Sycamore Land Trust).
- Clean up the brush that now clogs this historic WPA storm water open ditch. (1 dot)
- Preserve trees & woods-like feeling here (east of creek/north of Hillside). (1 dot)
- Engineer Clear Creek so that is has ponds and waterfalls. Germany does this.

OPEN HOUSE 1 COMMENTS (CONTINUED)

ON-SITE FACILITIES & USES

- The only thing that makes sense in this area is an industrial park.
- Perhaps the rail line could be preserved and still used to serve businesses, while also allowing pedestrian use.
- Industrial archaeology needs to be a component of the master plan process. There is not a lot to work with at the site in terms of remaining structures or facilities, but care should be taken not to destroy anything of significance that is still there.
- The City should obtain any historic photos or documents related to the property before the purchase is finalized. For example, such items were secured from U.S. Steel and IU has placed a photo database on the web.
- Historic resources should greatly influence the design. It would be good to build off of the pattern of the original roundhouse.
- Resources are available to do a thorough search of the site for artifacts, including technology that can detect underground items.
- Some facilities & equipment can be saved and used somehow, such as the roundhouse foundations, former treatment facilities, bridges, and train tracks/cars. It would be good to have a display of train equipment, and this should be delivered before the track is removed.
- Limestone quarry parks are needed to celebrate the community's limestone heritage.
- A Frisbee golf course should be considered for the switchyard area – it would be cheap and easy to construct.
- Put parking at the south end so people who work downtown can easily get 15-30 minutes of walking per day. (1dot)
- Reference historic properties – Possibly move in old (frame) gas station or R building for use w/in the trail. (1 dot)
- Utilize old sewage treatment facility for playground.
- Create a railroad museum.
- Design so as to minimize opportunities for vandalism. (2 dots)
- Reflect the community's limestone heritage. (1 dot)
- Create a limestone block maze. (1 dot)
- Use limestone to define perimeters, dividers, etc.
- Create some sort of walking maze, potentially in the low area at 9th Street Park.
- Create "art-happening" places: stop-offs where small performances can take place along the trail.
- The project needs lots of art & color. (1 dot)
- Use boxcars & rails in the design for such things as concession stands, etc.
- Include the Community Bicycle Project in this plan. Find a structure along the trail for this successful project to operate. This project can offer bicycle safety instruction, low cost bikes, activities for children & families, etc. This project has existed in Bloomington since 1997.
- Lights are important. Also a visitor's center regarding rail history.

OPEN HOUSE 1 COMMENTS (CONTINUED)

- Create an amphitheater for outdoor concerts or plays. (1 dot)
- Don't create new parking lots – we have plenty already. Use existing streets, etc.
- Retain the rail infrastructure for future use such as personal transport & shopping (this shows progressive foresight for the end of petrol based transport).
- Make a fenced dog park in the railyard part of the greenspace.
- Make a skate park.
- Include security lights and phones. (1 dot)
- Include a fountain.
- Incorporate local art (such as murals covering the backs of buildings, etc.). (1 dot)
- Utilize remnants of switchyard history – a little track, convert a couple of boxcars into a coffee shop or something, have photos of old switchyard & roundhouse hanging inside.
- Keep the vision of the switchyard with relics & pictures. A dog park is needed. Charge a monthly access fee like Indianapolis does.
- Create community gardens and bike lockers for commuters.
- Include the community bike project in the plan. They need a building or boxcar to operate from on or near the corridor. It's a great project – been around since 1997.
- Retain the rail and develop adjacent paths & parks.
- Please consider including the Community Bike Project into the corridor master plan. The Bike Project needs a new location & this project would be ideal. The project is financially self-sustaining by selling bikes. It is also a great help by providing low cost bike to the community, bike safety classes, and helping people earn a bike. The project can also make bike racks, sculpture, or benches from old bike frames and bike parts. Call Gina @ 332-9870 for more info. (See brochure).
- Please also consider including a space for teens to do their BMX & trick riding, such as a skate park.
- If the Cascades Skate Park is successful, a similar facility could go in down here.
- Duisburg-Nord Park in Germany is an excellent model. Re-create/reuse rail & limestone industry features – they are the history of Bloomington and should not be erased. Use plants to correct environmental issues! We can always learn from some of Germany's environmental successes. This model sums up a lot of my vision and what seems to be a general community vision.
- The roundhouse could be recreated and used as a public building/space, even if it were a "ruin". It could include picnic space, restrooms, and historical exhibits.
- A "Crestmont Community Center" is drawn in the forested area between the tracks north of Ninth Street Park.
- For the long warehouse just south of Grimes, suggested uses are: 80 art studios, condominiums & community businesses, skate park, ice skating rink, or other activity area for young people.
- Make this (Indiana Warehouse) a shopping center/retail.
- A south City Square could be placed in the vicinity of the former Roundhouse.
- Use most of the floodplain as park land. Use some of the higher land as affordable housing land & lease some to private use, including commercial. (3 dots)

OPEN HOUSE 1 COMMENTS (CONTINUED)

- Create mixed-use infill between downtown square and south city square. The South Square could function as a connection between McDoel Gardens, Broadview, Bryan Park and other neighborhoods.

VISION & PRECEDENT PREFERENCES

What is your vision for the McDoel Switchyard & the CSX Corridor?

- Infill Housing = 9 dots ("No!", "This is okay, but mixed use is a better idea.")
- Mixed-Use Retail/Commercial/Housing = 28 dots
- Reference Industrial Heritage = 22 dots
- Green Infrastructure/Stormwater Management Facilities = 25 dots
- Family Aquatic Center = 3 dots
- Passive Activity Spaces = 32 dots
- Urban Trails/Connections to Downtown = 44 dots
- Shared-Use Trail = 31 dots
- Separate Trail for Commuters = 14 dots
- Nature/Recreational Trails Through the Switchyard = 21 dots
- Water Features & Restoration of Clear Creek Stream Corridor = 43 dots
- Environmental Art = 19 dots
- Playgrounds = 14 dots
- Environmental Education Facilities = 27 dots
- Community Center = 7 dots
- Athletic Facilities = 3 dots ("Pick-up sports, not formalize sports so that the land usage is limited."/ "I think Bloomington has plenty of land for official sports. Lets have 'resting' land – passive space & TREES.")

Project Precedents

- Denver/Platte River (10 dots) ["Denver has stoplights where trail crosses busy streets, even if not at an intersection with other roads."]
- Landscape Park Duisburg-Nord (3 dots) [Reuse of functional industrial elements photo = 3 dots, Green infrastructure photo = 3 dots, Phytoremediation technology photo = 4 dots, Remnant pieces transformed into art pieces = 1 dot]
- No dots/comments on other three precedents that were displayed.

ADJACENT LAND USES

- It is crucial to seek opportunities to purchase and incorporate key adjacent parcels to enhance the overall design of the project.
- Parts of Morton Street could be closed and made into greenspace or public plazas. Most of the residences along Morton Street are accessed via rear alleys due to the steep grade change between Morton Street and the homes.
- Consider purchasing adjacent parcels at the north and south ends so that forest and creek areas can be incorporated.

OPEN HOUSE 1 COMMENTS (CONTINUED)

- Work with the hospital and Jerry Gates to connect the hospital and surrounding neighborhood with Seminary Park, reconfigure Kroger as a neighborhood retail center. (1 dot)
- Buy nearby land currently outside project boundaries & add to the acreage of the park/project.
- Extend east boundary at south end to include creek & greenspace. Create an environmental park along creek.
- Develop more small retail so that local persons can afford to open businesses.
- Don't use existing streets for parking – many neighborhoods have little off-street parking for residents. Possibly use area south off of Grimes for parking, and landscape the lots.
- Create bicycle boulevard streets.
- Preserve the history of the McDoel Switchyard. Link the CSX corridor trail to other trails (Rail Trail, Clear Creek) to expand recreational opportunities. Link the trail system to recreational opportunity or other destinations outside the city (Fairfax, Hoosier National Forest, Harrodsburg).
- Right now, the view from the tracks is the back of many buildings, dumpsters, etc. Are there ways to make it more scenic? Could there be help from business owners?
- Northwest end of the trail – is the City going to take control of those woods between Ninth Street Park and the railroad tracks? There is a trail that a lot of people use that needs to be maintained.
- The wooded area between the tracks should be optioned before Phase 1 of the project is completed/planned. Elimination of railroad traffic on the north side of the tract will radically increase the land value of the wooded tract, making it unaffordable to the City later. This tract is probably the largest wooded tract in the old city area outside of Indiana University. (12 dots)
- The city should use eminent domain on the wooded tract to avoid speculation.
- At 6th Street, acquire buildings to allow safe passage of both pedestrian traffic and a trolley (bus) to use corridor as a means of providing pathway in from outlying parking areas.
- Partner with Wonderlab on outdoor educational elements of trail. (2 dots) ("Yes!")
- Connection with the hospital is an opportunity. Hospital employee parking could be placed at the Switchyard.
- Noted on the Kroger Grocery Store: Put storefront on the trail side too.
- Purchase this property (vacant parcel south of Dodds Street) for neighborhood amenities/playground (Victor Oolitic is current owner). Also suggested for this property were a neighborhood community center and a dog park.
- Could parts of Morton Street itself be closed – i.e. between 1st & Grimes? Or from the Convention Center to Grimes? Residential properties currently do not access their homes from the street, but from the alley on the west side of their properties. Commercial enterprises on cross-roads could access off of the cross-roads (corners).

OPEN HOUSE 1 COMMENTS (CONTINUED)

- Can the canal (channelized portion of Clear Creek north of Grimes) be figured into this plan somehow? Its an existing greenway & needs some TLC. Evidently neither the Utilities Department nor Public Works Department keeps it repaired. It would be an excellent walkway. (2 dots)
- At the Bloomington Transit offices, a note suggests a bus transfer station & trail pick-up.
- 1.5 acres is for sale adjacent to the study area (Pam H. 334-0090). It overlooks the creek, its flat, and could provide parking for the trail.
- Buy both sides of the creek corridor. Try to purchase as much of the wooded area as possible. (4 dots)
- Try to purchase more portions of the creek corridor at the south end of the Switchyard. This is floodplain land and could be used for natural parkland. (5 dots)
- Request that businesses donate the adjacent land for tax benefits?

ROAD CONNECTION & TRAFFIC ISSUES

- When the tracks are removed, that will mean more truck traffic on the surrounding roads to serve businesses.
- Maybe 3rd Street should be made an arterial directly through town so that there is a good east/west route for people to use.
- This project will only cause a traffic bottleneck, and the money should be spent on improving the existing road system.
- The City needs to deal with east-west traffic corridors because there are not a lot of good routes for traffic right now.
- Make sure the east/west corridor is completed for vehicular movements.
- Opposed to the reopening of Hillside Avenue from Walnut Street west to Rogers Street. Hillside is currently narrow and to support a roadway through would disturb too many properties.
- Several east-west/north-south connections were written in for roads through the Switchyard: Connect Miller Drive with Rockport Road (E-W), Connect South Drive with Coolidge Drive (E-W), Continue College Avenue down to Tapp Road (N-S).
- Hillside Drive must not connect through the 300-400 blocks. It must connect just to the south of Zucchini Prints.
- Traffic can flow through the area more smoothly if a boulevard runs from Patterson Drive and West Allen Street along the old railroad spur behind where Thomson Plant #1 used to be, across Rogers, down to Country Club Drive. This would tie together the streets that will be reconnected across the railyard – Hillside, Miller, North Drive, etc.
- Noted at 3rd Street: There are no east-west roads to cross to State Road 37. The Parris-Dunning House blocks 3rd Street from going directly through to the west side.
- An alternative Hillside Drive route is drawn in, suggesting that is turn south and run along the north side of the Indiana Warehouse as opposed to directly west to the other stub of Hillside.

OPEN HOUSE 1 COMMENTS (CONTINUED)

- Hillside should run south of Zucchini Prints on Rogers Street and then across to Adams Street (see rail spur across Rogers Street). (2 dots)
- Run Hillside north to Grimes/Patterson along old rail bed. No homes would be impacted, but it would go through the trail area. A divider would be needed, perhaps tunnels for the trail, etc. (1 dot)
- Extend Morton Street south to West Hillside Drive.
- Connect Miller Drive through the Switchyard from Walnut Street to the street network within the trailer park at Rogers & Rockport. (1 dot)
- Make a boulevard road running north south from Country Club to Patterson/Allen.
- Put a roundabout in where the trail crosses Country Club Road. (1 dot)
- The whole corridor of Country Club Road between Rogers and Walnut is very dangerous to walk along or try to cross.

GENERAL COMMENTS

- This project is more time and effort than it is worth.
- There is not an immediate need for this project – tax money would be better spent on bringing in jobs or making businesses more accessible to pedestrians.
- It would be easier and cheaper to make other improvements in the City.
- This is not a wise use of tax money
- How many people will really use this? We need to balance this against the amount of money that is being spent on it (the money is disproportional to the use).
- Need to think about who this is really serving (location/income level).
- Pedestrians aren't paying taxes for this, so driver's money shouldn't be used.
- There is not a true public need for this if only a very small percentage of the population will use it.
- Minimize expenses from tax revenue and maximize private investment in the project, including ongoing maintenance costs. (4 dots)
- Anything is better than the present condition. (1 dot)
- Please consider the huge resource of volunteerism.
- This is needed infrastructure for the City. Use tax dollars! That's what they are for. (1 dot)
- Get commercial companies to invest privately and allow them to reap PR/marketing benefits. Taxpayers will buy in to project more if they are not forced to pay for it. (3 dots)
- Bicycle transportation does not need more trails & pavement as much as we need planning with bicycles in mind with our existing streets.
- Bicycle transportation has a limited connection to Parks & Recreation – it's Public Works & Transportation.
- Additional funding should be sought through donations, sponsorships, benefit concerts, etc. (1 dot)
- Establish citizen committees for plantings, trail maintenance, etc.

OPEN HOUSE 1 COMMENTS (CONTINUED)

- Make the bicycle transportation planner equal in power to a car planner.
- Create a second universe for bicycle transportation that works separate, but with the car universe.
- Make sure a new switchyard does not move to this location (NW portion of study area)
- This appears to be a rare opportunity to create something positive & permanent from a negative situation. Public input is invaluable & necessary. Final plans & cost controls must be integrated to maximize value.
- Thanks for doing the trail!
- Bill Cook owns the rail from Curry Pike to Spencer. He plans to make this an alternative transportation corridor. ("Good idea!")
- In areas needing lighting for safety, please use downward facing lights, not lights that contribute to ruining our view of the night sky – in fact we need a city ordinance to protect against further degradation of the night sky. (5 dots)
- The circled section of track (middle spur heading to Adams Street) is a connector between the old L & N (which is being purchased for the trail) and the Indiana Railroad. Coal trains going between strip pits near Bloomfield/Linton stop at this connector on trips to & from Indianapolis Power & Light, and to switch cars to & from General Electric. Without a new far-west-side switchyard, the McDoel Switchyard function is effectively moved adjacent to 9th Street Park & west-side residential neighborhoods. This has already happened in the past 2 years since the trail was proposed. Residents are often bothered for hours in the middle of the night by prolonged diesel smoke & rumbling during such switching. (5 dots)
- What is the cost in dollars & existing property for relocated railroad?
- More/better streetlights are needed in the Joy/Jed Street area.
- Asphalt absorbs shocks and is much better for joggers than concrete.

OPEN HOUSE 2 COMMENTS

HANDWRITTEN COMMENT FORMS

- In general the project seem overdone, too much of an 'ego' project. Eliminate the new 'parkway'. The trail itself is wide enough for emergency vehicles. Put the money into connections with existing streets, and into improving existing streets, especially Morton. I would like to see fewer 'features' i.e. 'promontories', artificial water features, parking lots (use existing streets). New development should be targeted to existing streets where infrastructure already exists. These existing streets are in need of improvement – sidewalks, infill development, mixed use. Keep the switchyard area very natural – rather restore it to a natural environment with natural wetlands, etc. Will the trail generate motorized traffic or will it help reduce it?
- It would be an excellent idea to keep the rails so that people could move from one end of the area to the other. A light rail that would serve the people & start a dialogue concerning public transportation would be very visionary. Native shrubs as well as native trees would provide the natural levels that encourage native birds, butterflies & small mammals. The same shrubs and bushes on verges or by walks. Parks did a survey & the results showed that people wanted more passive recreation rather than active so less mowed area might be more in keeping with the people's wishes. Can we provide different age & different species of trees so that we have diversity! Different heights & shapes would be visually pleasing – no rows. Less manicured – some wild areas would encourage exploration.
- Where College Avenue merges with Walnut Street, there is a landscaped island that can be used as a bike/ped island for traffic crossing from east of Walnut Street to the McDoel trail. South of this island there is a lane-wide unused area where the island may be extended if necessary.
- Are other rail support tracks going to be built to support industry? If so, where? How many track feet and switches? Who will buy the land? Who will build the track? Who will do the environmental remediation? How and at what cost? Do any adjacent property owners have a claim to this land?
- Don't waste tax money on this. Cut our property taxes instead!
- Why would anyone want to use this? It's out in the middle of nowhere, and you put up a long access barrier to make sure that it is difficult to get to. You claim that you want a pedestrian-friendly city and compact urban form. Cities that achieve these objectives (e.g. Chicago & New York) are characterized by an intact grid of closely spaced streets with lots of crosswalks, stop signs, and stop lights. If you move the railroad, you should connect all the dozens of street stubs – for two reasons: (1) people can conveniently get where they want to go, and (2) on the new street frontage people can actually build things that people will want to go to. If you are still going to leave this big gash in the middle of downtown, there is no point in moving the railroad.
- First place should be the downtown area. Terrific – full speed ahead!!
- This is a wonderful addition to Bloomington. Having a trail system with restrooms & fountains is attractive to current residents & future residents. Side note – please put some port-o-lets along Clear Creek during the interim for this next phase of McDoel.
- Against the project for two reasons: (1) this will put 12 railroad workers out of a job, and (2) it will end up being a place for drunks to walk up and down.

OPEN HOUSE 2 COMMENTS (CONTINUED)

- Three major concerns with the project: (1) against the access road concept along part of the switchyard – people should walk or bike to the area, (2) there should be more connectivity – every block should have an access point, (3) Adjacent areas should be developed with things that focus on the path, especially living space (the 'Bicycle Apartments' are a good example of what should happen).

NOTES FROM THE TABLE LAYOUT

- Community Center is a great idea. Could be used for concerts, public meetings.
- Additional linkages noted across southern end of the Switchyard, particularly from the neighborhoods on the west to the commercial area on the east.
- Pine trees/privacy fence could be used for buffering and access control on the western edge of the Switchyard.
- A possible "skate bowl" is drawn in within the Area D of the Switchyard plan.
- A possible new road is drawn across the Switchyard that aligns with Miller Drive on the east side of Walnut Street.
- "Shopping Center?" noted at the southern warehouse adjacent to the Switchyard.
- A possible different alignment for the Hillside Drive connection is drawn in, showing a curve to the south that cuts through where the large warehouse currently sits.
- An existing traffic problem is noted in the area where Hillside Drive currently stubs in to the switchyard.
- "Opposed to the opening of Hillside," noted on the board.
- "Too much traffic now," noted on Madison Street south of Grimes Lane.
- Community Center, Shopping Center, Residential all noted as possible uses for warehouse adjacent to Grimes Lane.
- One note suggests extending Morton to the south in front of the warehouse.
- A note suggests replacing the long warehouse with townhouses that have garages behind along a one-way street.
- A note supports the linkage from Allen Street through to Madison Street.
- A 4-way stop would be good at the Allen Street crossing.
- There should be lighting along the entire trail for safety reasons. In the area of Dodds Street, there should be no shrubs placed so that no one can hide behind them (the area is near a homeless shelter).
- "Great Vision".
- I like the lighting along the entire trail – good.
- A connection to Weimer Road should be shown at 2nd Street (add an arrow like others).
- Perhaps begin at the north end – offer this side of town trails, too.
- The Opportunity House parking lot is noted.
- There should be easy access, especially for children, via Adams and Summit.
- A note suggests the possible purchase of additional railroad property for a trailhead with parking at Adams Street.

KEY STAKEHOLDER COMMENTS

ADJACENT PROPERTY OWNERS

John Goode & Jim Regester

- 200 parking spaces have been approved by the BZA & DNR south of large warehouse (Indiana Warehouse).
- There is no certainty about buildings that may stay or be removed.
- Connectivity across Hillside is important.
- Parking requirements at the Indiana Warehouse have been relaxed as part of the Thomson PUD approval.
- John has zoning approval for light industrial uses.
- Regester is interested in vehicular access on the east side of the Grimes warehouse to encourage new uses in the existing building.
- Would like to encourage Hillside to connect with Grimes across the front of the long building.
- They would like the zoning to be like Thompson PUD tract "E".
- John is interested in cooperating with regard to a sanitary sewer easement.
- Please expedite the Hillside Drive connection.

Jerry Gates - Owner of Seminary Square shopping center

- He questions the ownership of the rail corridor – he does not believe that CSX actually has the ability to sell the corridor.
- He is concerned that this project is distracting public attention and public dollars from job creation and economic development.
- He wants to expand the Kroger store, and may want to expand to the west onto the rail corridor once it is abandoned.
- He favors the project and the intention of the City to provide recreation opportunities.
- He supports the option of modifying Kroger to serve people using the trail, but his primary objective is to expand the store to the west. Kroger wants to add product lines to the local store.
- He is for the project, so long as it does not reduce the city's ability to attract new jobs – jobs should be the first priority.
- He wants to be sure that the city looks at all the possible bad scenarios before taking action on the trail. He is concerned that this project represents a pie in the sky vision and will not really solve all the problems it is intended to.
- The clean up of the switchyard will improve the image of the area and will encourage development.
- He supports the project if …(1) the City is certain about what is purchasing, (2) the City supports businesses and property owners along the trail (including Kroger), and (3) job creation remains the priority.
- He wants to "work with the citizenry" on the project.

KEY STAKEHOLDER COMMENTS (CONTINUED)

COUNCIL FOR COMMUNITY ACCESSIBILITY

Chuck Osborn

- He encourages pavement to accommodate wheelchair-bound users.
- He wants an alternate route for wheel-chair bound users and for people using scooters and wheelchairs.
- Intersections will be very critical for disabled users.
- Places for disabled users to park and conveniently access the trail are important
- Audible traffic signals may be needed to assist visually impaired users (note: visually impaired users are perceived to typically use these types of facilities with those who can see).
- Refuges for users to protect them from vehicle traffic may be needed at 3rd Street and 2nd Street (once 2nd is expanded to 4 lanes – this is in design now).
- Benches, picnic areas, playgrounds, etc., need to accommodate the disabled.

DOWNTOWN BLOOMINGTON COMMISSION

Talisha Coppock

- The railroad separates the Convention Center and hotel from the parking area – the crossing of vehicles of the trail will be necessary and should be properly signed.
- If the Convention Center is to expand, expansion to the east is prioritized.
- The rail side of the Convention Center is boiler/mechanical space and loading area – renovation on the south side of the west end of the building is possible.
- The land west of the trail is envisioned almost exclusively for parking.
- She encourages the consideration of trail construction from the Convention Center to the Showers complex as a priority – patrons frequently ask about possible activities, things to do, and how to get there.
- The area along 3rd Street has graffiti, homeless people, etc. – it needs a focus and regular care – more activity along the trail and in the area would help.
- She doubts that retail would be successful on this western block – apartments may be better. The Convention Center is willing to consider selling the parking lot for development and focus funds elsewhere. Any discussion about modifications to the Convention Center facilities have to fully address their long term needs.
- The City Grill wants to renovate to address trail.
- Kroger owner Jerry Gates has discussed an addition to the building.
- Safety is important – we want to encourage hotel guests (117 rooms) to walk to downtown restaurants – lighting is important.
- A “bark park” would be helpful.
- Bike police patrol along the trail is a good idea.

KEY STAKEHOLDER COMMENTS (CONTINUED)

COUNTY COMMISSIONERS

Iris Kiesling & Herb Kilmer (Citizen Guest – Bud Bernitt)

- They are concerned about ownership of the trail – do parts of it revert to adjacent owners?
- Perhaps the rail should be left in and used for a trolley with a trail adjacent to the retained rail.
- It may be good to add someone from the County to the steering committee – perhaps from the Planning or Highway Departments?
- Would this be a good route for direct service for mass transit – jitney service, bus serve, trolley service, etc.? This could link to west side shopping and other significant areas of the City.
- Park & Ride locations may be an important element of the project.
- A greenway would be a positive.
- Proper signage at intersections is important.
- County employees park at the Convention Center (west) lot. They also use this area to store County vehicles. The County owns this property and lets the Convention Center use it.
- The County owns property south of Country Club that is in the floodplain and may be a good location for a park in association with park development at the former switchyard. This property may also be needed for Rule 13 considerations (regional detention and filtering). City-County collaboration is needed.
- The County owns 85 acres west of Rogers Street for Juvenile detention, possibly also a records facility. Are there any special considerations?
- Bud Bernitt provided a brief presentation advocating the retention of the rail lines and the operation of a trolley system with a path. He was concerned that once the rails are gone they will be lost permanently. The trolley system would allow rails to be retained and allow access to businesses.
- Herb is concerned about the loss of the rails
- Herb wants to see the rail system retained and linked to the hotels at State Road 37.

BICYCLE & PEDESTRIAN SAFETY COMMISSION

Mitch Rice

- He sees the trail as a tremendous opportunity for bicycle and pedestrian commuting and recreation. They are both very important and would both be greatly benefited by this trail corridor through the City.
- For people to bike and walk trails they need to be safe and clean.
- The trail should link to Rockport Road, which is rated as the #8 outdoor experience in the U.S. by a bicycling magazine.
- The County needs to work in conjunction with this project for public health benefits.

KEY STAKEHOLDER COMMENTS (CONTINUED)

- The City needs to make sure this has a strong relationship to the 3-4 spokes of trail that lead out into the County – the County's roads are well known as outdoor recreation routes.
- The project needs to provide recreation opportunities for people in their neighborhoods.
- The trail needs to be attractive and serviceable (able to be well-maintained – don't do it if it can't be maintained).
- The railroad tracks are already a pedestrian corridor from the near west side to downtown – it's the easiest, most direct route. Building a true connection from the west side is a significant positive.
- He is not concerned about possible conflicts between pedestrians and bikes. Build the path to an acceptable width and stripe it for bicyclists and pedestrians if there is a problem. Sign the trail appropriately – "bikes slow down", "be polite", etc. – this is the first step.
- There will need to be bike police on the trail.
- He thinks that the trail users will be more neighborhood residents, families, etc., and less so students – it is too far away from IU.
- The connection to downtown from neighborhoods is the most important aspect, the 2nd important aspect is linking to other trails.
- A 12' wide "Clear Creek Trail" model is generally supported for the minimization of user conflicts.
- He does not believe that a parking lot is needed at the switchyard. This can be a good park for neighborhood people, but it is likely not big enough to bring in outside people. He would be concerned that a parking lot would not be used as a trailhead, but instead as a meeting place and vehicle storage place. There are plenty of places to park along the trail, and it should serve the neighborhoods primarily.

WONDERLAB

Catherine Olmer

- The area east of the building will be converted to the "Wonder Gardens" – plans have been created and the plant list is being revised.
- Outdoor spaces will be used for programming – it will include benches, will be re-graded to create changes up to 3', and will include a waterfall.
- They want to control access to the space – they do not want trail users thinking that the space is a public park or randomly entering the area. They will use plant material to signal the privacy of the space. They have no objection to fencing, but the currently can't afford it. They are concerned about maintenance and preventing after-hours vandalism. More residents downtown and the users on the trail will help to prevent vandalism.
- They are uncertain as to how to provide enclosure for the north side of the property (the adjacent area is owned by Cook Group). Cook's future plans are uncertain and screening may be needed.
- There are currently a lot of people walking the rail corridor.

KEY STAKEHOLDER COMMENTS (CONTINUED)

- They are concerned about parking in the downtown area – she sees the convention center parking (the County-owned area) as a possible resource. The Wonderlab has no parking area – patrons are on their own to find spaces. People with strollers do not want to use the 4th Street garage because there is no elevator and the non-reserved parking is on top (this is not stroller friendly).
- The average length of visits is 3 hours. The cost is about $6 per person for non-members.
- Traffic in the area is also a problem, particularly its speed.
- The trail would be very beneficial – it might resolve some of the parking problem.
- Pedestrian routes to the Wonderlab need to be pleasant and safe. The 3rd Street overpass is an issue – the graffiti, etc., needs to be cleaned up.
- What is the future of Vectren offices? No customers visit that building.
- Would a bus/shuttle service work for the downtown? A trolley is an interesting idea. A trolley and a trail would be great if feasible – but the trail would be preferred.

MPO CITIZENS ADVISORY COMMITTEE

Jerry Hays

- A trolley is an interesting idea, but it may or may not be practical.
- Allow & encourage adjoining properties to redevelop and grow – to provide activities & entertainment for those out for a leisurely stroll.
- There should be "comfort stations" and businesses – shops, restaurants, bars, bike rental, etc. along the trail.
- Connections to other parks, etc., are less important than the redevelopment of the corridor.
- The creation of small clusters of comfort and entertainment businesses along the route would be desirable.
- The Citizens Advisory Committee has no preconceived notions about the project – they are very supportive.
- This project will add to the uniqueness of Bloomington, will enhance the quality of life, and will contribute significantly to economic development.
- The zoning process seems to discourage development. Perhaps some special zoning district could be created for the corridor to set unique standards, encourage new development, and support redevelopment.
- Apartments along the trail would be a positive – good for security in the area.
- The existing warehouse buildings could be used for apartments or indoor recreation.

KEY STAKEHOLDER COMMENTS (CONTINUED)

ENVIRONMENTAL COMMISSION

Kelly Boatman

- The Commission's overriding comment is that a major project goal should be environmental sensitivity.
- Sustainable design should be a goal.
- The floodplain area is a concern.
- Best management practices for storm water runoff should be used. Look for opportunities to improve existing runoff, restore the floodplain, and reforest certain areas.
- Restoring the habitat of the stream corridor could be a focus of the project.
- Some portion of the stream could be adopted by an adjacent neighborhood, or perhaps the high school – a link to the high school would be very important, with environmental education, etc.
- Restoring the floodplain vs. removing trees – the Environmental Commission would make a decision about this based on the quality of the trees in the area and the potential benefit derived from a floodplain restoration.
- Use existing natural features in the design.
- Maintain a 25' setback from the water resources – this is currently required by ordinance in Bloomington.
- There are good acquisition possibilities in the area of 9th Street Park – between the rail lines.

Memo submitted by Environmental Commission: Promote Environmentally Sensitive Development

- Retain/utilize the existing natural features in the design. Where features cannot be retained, mitigate/replace elsewhere on site.
- Restore natural features where possible.
- Protect water resources (creeks and wetlands) with a minimum of 25' natural vegetated buffer.
- Take advantage of opportunities to reforest and restore the floodplain to the maximum extent possible.
- Demonstrate and utilize "green" products in trail construction and accessory improvements (Trex, solar lighting, non-toxic materials, etc.).
- Due to proximity to creek and floodplain, use best management practices to reduce storm water runoff and protect creek water quality (permeable pavers, biofiltration, green rooftops, etc.).
- Utilize native species in landscape plantings (no exotics).
- Identify and pursue opportunities for greenspace acquisition adjacent to the trail (north end @ 9th Street Park, South end near Country Club, confluence of east and west branches of the creek).
- Promote "green" building/sustainable design concepts and incentives for "green" businesses for areas to be redeveloped along the trail.

KEY STAKEHOLDER COMMENTS (CONTINUED)

- Address areas of contamination – consider phytoremediation where appropriate.
- Be aware of the quality (or lack thereof) of Clear Creek and its branches and design visitor contact with creek accordingly. Clear Creek and the West Branch of Clear Creek are listed as "impaired water bodies" by the State of Indiana.
- Follow the GPP Nurture Environmental Integrity section, especially NEI-4 and NEI-5.

MONROE COUNTY PARKS & RECREATION DEPARTMENT

Chuck Stephenson

- The Limestone Trail corridor from Country Club Road to Church Lane is generally owned by the County ("the County owns more than they don't own").
- Ownership by the County of the area south of Country Club Road has not been discussed – does the Parks Department own it, or do the Commissioners own it?
- The County will likely not build a trail south of Country Club Road – they are most likely building the "Flatwood" trail. The Parks Board wants to build the Flatwood trail, but they do not have the full support of County government as yet.
- He is very supportive of the CSX trail/switchyard project – it is a very brilliant and positive project for the community.
- More parking in general is needed at the trailheads.
- Chuck will do some research on the ownership of the Limestone Trail corridor area.

HISTORIC PRESERVATION COMMISSION

Chris Sturbaum

- The trail should be looked at as an economic development tool – it will attract people and jobs to the community by improving quality of life.
- He hopes that an agreement can be reached with the property owners to the east of the switchyard that would bring the creek into community hands and help relieve the business owners of the liability and "useless" land.
- He would like to see signs identifying historic districts, neighborhoods, etc., that the trail passes through.
- He sees the property as a possible new location for historic buildings elsewhere in the community that need to be relocated – they could be used as restrooms, other service buildings, etc.
- He would like to see a reference to past, historic limestone industry included in the area – possibly by including historic machinery, giant limestone blocks, etc. An old switch engine, rail car, etc., should also be included.

KEY STAKEHOLDER COMMENTS (CONTINUED)

INDUSTRIAL ARCHEOLOGIST

Bob Bernacki

- He is concerned about the roundhouse foundations and other remnants of the area's industrial past.
- He would like to see a professional study of the artifacts found in the area – anything that is over 50 years old. The sense of the place should be preserved.
- The scale of the former rail operation is important - it should be preserved as a concept that the roundhouse was huge.
- He would like to see someone with railroad expertise review the historic inventory.
- Judgment calls will need to be made regarding artifacts that may be found on the site – these should be reviewed with the benefit of expertise.
- The site is not significant beyond Bloomington.
- He encourages all above ground artifacts to be saved.
- The railroad may fight to save items that they think are serviceable – it may help to get local, knowledgeable volunteers to help identify serviceable materials that CSX should keep, and unserviceable artifacts that should be left on-site.
- Should include rail cars, engines, and other symbols of transportation history in the project.
- Historic priorities should be the roundhouse, the former wastewater treatment plant, and some form of rolling stock of train cars, etc.

CSC MINUTES: AUGUST 12, 2003

ATTENDANCE

Steering Committee
John Goode
Chris Smith
Jim Murphy
Talisha Coppock
Valerie Pena
Steve Howard
Jim Regester
Linda Williamson
Mark Crain
Steve Gluff
Les Coyne
Gayle Stuebe
Skip Sluder
Beth Hollingsworth
Sandi Clothier
David Walter
Jack Baker
Patrick Murray

City of Bloomington
John Fernandez
Mick Renneisen
Maren McGrane
Penni Sims
Dave Williams

Consultants
Ken Boyce (Ratio)
Jeff Bergman (Ratio)
Matt Moore (RQAW)
Angela Martin (RQAW)

INTRODUCTIONS AND WELCOME

- Mick Renneisen from the Parks Department welcomed the Steering Committee and provided a brief overview of the project area.
- The Steering Committee, City staff, and consultants introduced themselves.
- Mayor Fernandez introduced the project to the Committee and thanked them for their time and attendance. The Mayor noted the McDoel Switchyard redevelopment project presented a unique opportunity for the community, a chance to create a vibrant community asset that is a city center feature as well as a connector for various neighborhoods and destinations. The primary element of the project is the opportunity to create a corridor for bicycle and pedestrian use. Mayor Fernandez closed by emphasizing that public input and establishing an appropriate vision for the property are essential to the project.

PUBLIC INPUT PROCESS

- Mick Renneisen spoke about the role of the Technical Review Committee. The Technical Review Committee is to provide technical guidance for the project and to the planning consultants to ensure the public agencies are effectively incorporating the City's past planning and working knowledge of the project area in an effort to define the agendas of the various city agencies.
- The role of the Citizens Steering Committee is to provide big picture guidance to the city staff and consulting team to ensure the masterplan represents the hopes and aspirations of the citizens of Bloomington. Ratio distributed workbooks for the participants of the Citizens Steering Committee to use for the project. The workbooks will allow the committee members to keep their information organized.

CSC MINUTES: AUGUST 12, 2003 (CONTINUED)

- In addition to providing big picture guidance to the city staff and consulting team, it is hoped the members of the citizens steering committee will be effective advocates of the project. The members have the ability to answer questions within the Community as they arise in the varied settings. Many rumors often persist about such projects and the committee members will be in a unique position to offer detailed, fact based information.
- Mick reviewed the steering committee meeting schedule.
- Key person/entity meetings will be held early in the planning process. Individuals and entities with a large stake in the project will be offered or granted the opportunity to meet with the planning team in a small group format to ensure the details of their ideas and concerns are more comprehensively discussed.
- A public open house will be held at the beginning of the planning process and one at the end. The first open house will be focused on soliciting public input prior to formalizing an agenda or direction from the city staff. This will allow members of the public to help shape the project from the outset. The second open house will be focused on presenting the final product.
- The first open house is scheduled for September 11 from 11:00 AM to 1:00 PM and from 5:00 PM to 7:00 PM. The COB will be preparing a comprehensive advertisement campaign for the public meeting with advertisements in the local paper, radio advertisements, direct mailings to the adjacent property owners, notices in utility bills and flyers being considered to encourage attendance.
- A question was asked about who opposed the project and how they could be sought out and involved in the project. Mayor Fernandez noted that opposition existed very early in the project from individuals who live near a proposed conceptual site for a new switchyard. This issue has been discussed and generally resolved due to the decision by the railroad to not build a new switchyard.
- A suggestion was made to include information, at the open house, regarding the economic impact this project can have on the community. This should include information on the increased values of the adjacent properties as well as expanding the regional and national awareness of the improving quality of life offered to the residents of Bloomington. Drawing a line between the quality of life and economic development dots would be helpful in building public support. It was also suggested that a web site for the project be established to provide links to information about economic development, quality of life, and references to other projects.

CONSULTING TEAM

- Ken Boyce provided discussed the roles of the various consultants on the Ratio project team are their relative areas of expertise.
- Ratio is leading a team of professionals and will be providing planning, landscape architectural, and architectural services for the project.
- RQAW is a sub-consultant to Ratio and is providing civil and structural engineering services including consultation on required modifications to roadways and utilities.
- Christopher Burke Engineering is a sub-consultant to Ratio and will be providing engineering services related to planning within the regulated floodplains.

CSC MINUTES: AUGUST 12, 2003 (CONTINUED)

- JFNew Associates is a sub-consultant to Ratio and will be providing ecological planning consultation services.
- Bledsoe Tapp & Riggert is providing land survey services for the project and is in the process of preparing a detailed survey of the entire corridor.
- Bruce Carter & Associates have been hired by The COB to prepare Phase I and II environmental remediation studies.

FUNDING

- The Mayor indicated The COB had received a federal earmark for a large grant to fund acquisition, initial planning and possibly a limited phase of construction. The monies will be routed through INDOT and will require a local match. The current thought is to fund the match with TIF monies.

ACQUISITION

- The Mayor indicated the acquisition process is underway with the rail corridor being acquired through the railbanking process. Railbanking allows the railroad to re-purchase the corridor in the future for rail road operation purposes.
- The railbanking structure has been created, in part, to eliminate the property ownership transfer conflict common to railroad corridor owners and the adjacent property owners. The COB does not expect to encounter significant legal issues associated with the acquisition.

CLEAR CREEK

- Questions were raised about the perceived direction for the handling of Clear Creek. Ken Boyce responded that this is one of the areas that the Steering Committee will be able to provide input and guidance on. There will be a review of environmental contamination and remediation that will be necessary. With careful planning and design, the Community will likely be able to realize a cleaner and more ecologically sound stream corridor when this project is completed.

HILLSIDE DRIVE

- The extension of Hillside Drive across the Switchyard is included within the Project. The extension is a part of the adopted Thoroughfare Plan as a integral part of planned upgrades to the transportation system.

PUBLICLY HELD PROPERTY ALONG THE CORRIDOR

- Ratio will prepare a map that depicts the publicly held properties abutting the Corridor.

PROJECT GOALS, OBJECTIVES AND PROGRAM ELEMENTS

- The committee members were asked to provide their thoughts on the project goals, objectives and program elements allowing the Community to maximize the benefit realized from the Project. The following is a summary of the items discussed:

CSC MINUTES: AUGUST 12, 2003 (CONTINUED)

- The project should acknowledge and institutionalize the history of the Monon corridor. This includes names, the roundhouse foundation footprint, and nearby historic sites with ties to the Monon (i.e. boarding house and hotel sites).
- The redevelopment project should complement downtown, not compete with downtown. There should be opportunities for entrepreneurs, possibly a loft district with an urban ambience, and neighborhood scaled retail and services.
- Art should be a significant component of the corridor. There should be an art project included, possibly using a portion of the overall project budget. A reference was made to the % For The Arts Program (1%). The redevelopment could incorporate an arts district, with residents, galleries, and incubators in warehouses along the corridor to cluster the art industry.
- The project should include a festival venue, which is currently a challenge in the community. It could incorporate built-in restrooms, storage, parking and other amenities.
- Zoning and/or guidelines for design around the corridor are needed to address signs, outdoor seating, and other similar types of issues. They should be designed to help businesses take advantage of opportunities to address the corridor frontage.
- Opportunities for development along the corridor need to be identified and promoted.
- Development along the corridor, such as hotels, a convention center expansion, and residential growth, should be able to use the corridor as a transportation link.
- The urban portion of the trail corridor should be treated like a streetscape, with ample lighting, benches and other amenities.
- The redevelopment should include a balance between parkland, creek preservation and development. Development should be mixed use in nature and could include extensions of surrounding neighborhoods.
- Aesthetic improvements need to be made to the large blank walls along the corridor. It was noted that we need to be aware of the realities of suggesting improvements to privately held properties and that we will need to work cooperatively with the property owners in order to realize this type of change.
- Funding sources for aesthetic improvements should be identified, including opportunities for public-private partnerships.
- The project should consider the role and future purchase of the wooded area adjacent to 9th Street Park. The project should at least conceptualize what could happen here.
- Natural features need to be considered in the design, emphasizing its role as a "greenway". It is also important to consider how new development is integrated with existing development.
- Infrastructure upgrades should be considered in the vicinity of the corridor. The trail area could also be used as a route for new utilities if needed. Morton Street was mentioned as a good candidate for comprehensive planning to include considerations about infrastructure along the Corridor.
- The project should think "outside the box" and create a true, big-picture vision. It needs to be something very creative that will draw people to Bloomington. There should be an overall theme that unites quality of life and economic issues. The final

CSC MINUTES: AUGUST 12, 2003 (CONTINUED)

product should be something that is a destination for people 2 blocks, 2 miles, or 2,000 miles away. Examples of major attractions on this level are Balboa Park in San Diego, the Worlds Fair in St. Louis, and Loveland, Ohio. There should be a big-picture theme for the site that helps to tie it together.

- Vehicular access to the site is as important as pedestrian and bicycle links. People will need to get to the destination and park. The Hillside Drive extension would help to accomplish a vehicular connection to the site.
- Bike/Ped Links need to be made to other parks in the community.
- The interaction of bicyclists and pedestrians needs to be carefully managed for safety purposes.
- There are potential conflicts at major streets, such as 2nd and Kirkwood. We should evaluate the prospect of incorporating grade separations between motorists and bike/ped users.
- The project needs to accommodate the needs of the new and growing downtown population. Things like grocery stores and pharmacies are important to them.
- A large list of preliminary thoughts about the Project was provided after the meeting by Patrick Murray.

CSC MINUTES: SEPTEMBER 9, 2003

ATTENDANCE

Steering Committee
Jim Regester
Sandra Clothier
Steve Howard
Chris Gaal
Patrick Murray
Jack Baker
Beth Hollingsworth
Talisha Coppock
Mark Crain
Les Coyne
Linda Williamson
Jim Murphy
Gayle Stuebe
Steve Gluff
John Goode
David Walter
Chris Smith

City of Bloomington
Mick Renneisen
Dave Williams
Penni Sims
Maren McGrane
Susie Johnson
Susan Failey

Consultants
Ken Boyce (Ratio)
Jeff Bergman (Ratio)
Angela Martin (RQAW)
Bruce Carter (BCA)
John Kilmer (BCA)
Marc Woernle (JFNew)
Kerry Daily (Burke)

WELCOME

- Mick Renneisen welcomed the attendees to the meeting. The purpose of the meeting is to share information about four major shapers of the project: railbanking, natural resources, floodway/floodplain, and environmental remediation issues. The City and consulting team are not expecting to solicit a great deal of input within this meeting, but rather share a lot of information. The intent is to provide enough information to allow the Steering Committee to provide effective feedback in subsequent meetings.
- Ken Boyce indicated the next Citizens Steering Committee meeting would focus on design and planning issues for the corridor from Adams to Grimes. The November meeting will focus on the Switchyard from Grimes to Country Club.

RAILBANKING (SUSAN FAILEY)

- Railbanking is established by a federal statute that allows local communities to request interim trail use of rail corridors. The Surface Transportation Board must grant the approval. Railbanking.
- Railroad use can be re-established in the future should rail become a viable option again.
- Railbanking pre-empts reversionary rights that adjoining owners may have to the land under the corridor, thus maintaining a continuous corridor.
- The local agency cannot build anything on the property that seriously impairs rail use from occurring on the property in the future. This should be interpreted as buildings. Roads, parking lots, and trails will be acceptable.
- Railbanking protects CSX from lawsuits being filed by adjoiners.

CSC MINUTES: SEPTEMBER 9, 2003 (CONTINUED)

REGULATED FLOODPLAIN ISSUES (KERRY DAILY)

- Burke has reviewed the FEMA information, existing computer models, and mapping to date.
- Flood depths are 3'-4' throughout much of site during 100 year flood event.
- Burke investigated removing bridges and other flow obstructions within the stream channel with the purpose of reducing the depth of the floodwaters. The result of the obstructions being removed was slight and the benefit too small to create any meaningful difference for this planning effort.
- Floodplain: any area that gets wet during a 100-year flood event. Nearly the entire switchyard is in the 100 year regulated floodplain.
- Floodway: the theoretical area necessary to convey 100' year flood, smaller than floodplain (90% of site in floodway).
- State models did not have floodway mapped, Burke had to determine.
- Preliminary modeling by Burke shows floodway delineation covers the majority of the switchyard. An area adjacent to central west side of switchyard can be relieved from floodway classification– maybe ¼ of the switchyard. DNR, FEMA review and approval would be required to relieve it.
- Flood proofed commercial or industrial structures can be built in the floodplain, subject to DNR approval.
- "Flood proof" - raised 2' above 100 yr floodway elevation, or "bunker like structure". FEMA, IDNR, local BZA must approve this. This has been approved in Bloomington before.
- Burke has not yet reviewed the floodplain issues north of Grimes.
- Ken Boyce indicated the City and consulting team would be exploring options for raising portions of the switchyard out of the regulated floodplain. It may be possible to restore a natural floodplain to portions of Clear Creek by relocating the cinder fill from the stream bank to the western portions of the site. In the process, it may be possible to raise the areas receiving fill from the floodplain.

ENVIRONMENTAL REMEDIATION ISSUES (JOHN KILMER)

- Bruce Carter and Associates has been involved with the Switchyard and CSX Corridor Environmental Site Assessment for about 2 years.
- The City of Bloomington submitted a grant application to the Indiana Development Finance Authority in August of 2001. The grant was for approximately $50,000 and intended for environmental evaluation, not remediation.
- ESA work began in 2001 with a partial report being submitted in January of 2002.
- An access agreement was signed by CSX in July 2003 and BCA has since finished the Phase I Assessment and begun Phase II.
- 40 areas of concern were initially identified in Phase One. This was reduced to 15 with further study. The remaining 15 are part of the Phase Two study. The remaining sites were determined to be de minimus.

CSC MINUTES: SEPTEMBER 9, 2003 (CONTINUED)

- Three primary areas worthy of further study within the switchyard are:
  - Indiana Wood treatment site: creosoting site for about 100 years.
    - CSX has been cleaning this site for about 15 years. It is also known as the "VRP" area. VRP stands for voluntary remediation program.
    - It is expected to be cleaned to a level suitable for parks.
    - The remediation work will be completed by the end of the year
    - There is an area within the VRP that will be excluded from purchase by the City. CSX can't clean up in time prior to transfer of property.
    - The center of the creosoting operation was located just north of Country Club Road and west of Clear Creek.
  - Roundhouse, oil house, above ground storage tank, maintenance sheds. These facilities are generally located south of Hillside and will be tested for a number of potential contaminants.
  - A refueling station immediately south of Grimes will require testing for common fuel contaminants.
- Remediation likely means dig up and haul off for small areas of contamination. Large areas may be remediated through insitu methods such as biological and phytological technologies. Do not know enough yet to decide what to propose.
- Ash and Cinders: not a single location, throughout entire corridor. Used as fill in switchyard and to south. Implications; heavy metals, PAH's.
- Other issues: bulk storage facility, gas stations, junk/scrap yard, dumping grounds adjacent to corridor. These are not likely to have much of an impact on the project schedule or costs. Most likely impact is on utility excavations.
- BCA expects to have a much better understanding of the remediation issues by the end of October.
- Goal in environmental activity: to cause concerns to become characterized as de minimus, to get write off from IDEM Brownfield's, or closure from IDEM VRP.
- Risk assessment process is unique to this site because there aren't guidelines for "how clean is clean" in parklands. The State has not defined this very well. CSX is in the process of preparing a risk assessment for the VRP site.
- IDEM has identified Clear Creek as an impaired stream. A Committee member raised the question of PCB's being present in stream. It was acknowledged that possibility exists but BCA has not performed those tests as yet. The Steering Committee was asked to be patient with this issue as it can distract a lot of attention away from the numerous positive aspects of the project. When BCA has facts to share, they will do so in an honest and factual manner. It was pointed out that the Switchyard is not considered a source of PCB's. Any PCB's present in the stream are considered to have come from upstream sources.
- BCA indicated their findings to date suggest the remediation issues in the switchyard are less than could be anticipated for a switchyard. They are encouraged by their work to date.

CSC MINUTES: SEPTEMBER 9, 2003 (CONTINUED)

NATURAL RESOURCES ASSESSMENT (MARC WOERNLE)

- JFNew has performed a preliminary walk through to evaluate the natural resources.
- The stream, in many locations, has been channelized and the banks are badly degraded.
- A number of structures, such as bridges, have been built within banks of the stream.
- Several tributaries of Clear Creek are present. The source and water quality of the tributaries are not understood as yet.
- Sycamore, elm, cottonwood, silver maple have been noted along the stream channel. Some of the trees are growing on top of debris.
- The integrity of the riparian corridor is not high. From an ecological perspective, the quality of the corridor is not good.
- The City has been in contact with IDNR and has not found any indications of the presence of endangered species.
- A committee member inquired about the feasibility of restoring the riparian corridor and floodplain to a natural and ecologically sound condition. Marc indicated this is possible but will require the removal of a number of trees. Portions of the existing channel would likely need to remain in their current location. Any channel modification or relocation will need to be carefully considered.
- The potential exists for the construction of wetlands. The wetlands can be used to help clean the storm water.

GENERAL INFORMATION

- Ken Boyce handed out a packet of information including a summary of future Committee meeting agendas and additional precedent literature.
- Ken Boyce indicated the final planning documents for the area south of Grimes would be conceptual in lieu of more detailed schematic level planning and design.

COMMITTEE COMMENTS

- The Bike-Ped Safety Commission suggests that large parking lots not be included within the park. Visitors to the Park should walk or ride a bike to the Park.
- The Bike-Ped Safety Commission suggests bike commuters should not be discouraged from using trail. This comment is in reference to questions about encouraging bike commuters to use the roads thereby reducing conflicts on the trail.
- The trail and park should be completely accessible. The COB and design team should design the facilities with all of our senses being considered.
- It would be desirable to "capture" area southeast of switchyard for park use. Due to tree cover and floodplain regulations, the land has marginal value for development.
- A Committee member expressed interest in locating restaurants adjacent to Clear Creek.

CSC MINUTES: SEPTEMBER 9, 2003 (CONTINUED)

- It was noted that Bloomington does not have a major river passing through its boundaries. A Committee member is wondering if Clear Creek can present such an option. Oklahoma City was cited a precedent for the positive benefit that can be derived from significant river projects.
- A Committee member inquired about the potential of using phyto-remediation technologies (use of natural plant systems to remediate environmental contamination). The answer is that phyto-remediation is a tool that Bruce Carter and Associates will seek to employ in their efforts to plan for remediation activities. Certain types of plant material will concentrate contaminants, such as arsenic, cadmium, and chromium, in their plant mass. Once concentrated, the plant mass must be harvested and disposed in an appropriate manner. Bruce Carter and Associates will need to receive more test data prior to making recommendations about remediation.
- Les Coyne asked that a number of conceptual approaches for the redevelopment of the Switchyard be considered. These should include concepts that are conservative in their financial and environmental impacts as well as options that are aggressive in their attempts to deal with the multitude of issues confronting the Switchyard.
- A Committee member expressed an interest in the Masterplan including recommendations for the Clear Creek tributaries that are buried as they cross the Switchyard.
- Mick indicated that a site walk-thru will be scheduled between now and October 9 for the committee members who wish to walk the Corridor.
- The project web site is active. It can be accessed via the COB Parks & Recreation website. The full address is www.city.bloomington.in.us/parks/railproject.html.

CSC MINUTES: OCTOBER 9, 2003

ATTENDANCE

Steering Committee
Beth Hollingsworth
Ida Bouvier
Sandra Clothier
Jim Regester
Steve Howard
Gayle Stuebe
Chris Gaal
Talisha Coppock
Beth Douglas
Jack Baker
Les Coyne
Bob Meadows
David Walter
Laurel Cornell

City of Bloomington
Mick Renneisen
Dave Williams
Maren McGrane

Consultants
Ken Boyce (RATIO Architects)
Josh Desmond (RATIO Architects)
Brian Bishop (RATIO Architects)
Matt Moore (RQAW)
Angela Martin (RQAW)

WELCOME

- Mick Renneisen welcomed the attendees to the meeting. He thanked them for attending and asked if anyone did not receive the advance packet that was distributed via e-mail. Several people had problems getting the materials, so extra copies were passed out to those who needed them. Mick then introduced Ken Boyce to begin the discussion.

PUBLIC INPUT

- Ken first asked if there were any corrections needed on the minutes for the September 9 Steering Committee meeting. No corrections were noted.
- The Public Input Summary that was provided to the CSC was reviewed. The group pay was asked to pay special attention to page 4 – this is the specific direction that was derived from all of the public input. Please let Ratio or City know if what we've inferred from the input is consistent with what the CSC is hearing around the community about the project. Page 4 of the Document was reviewed.
- It was noted that comments had been received from both sides on the issue of providing parking within the Switchyard and along the proposed trail. Some felt that no new parking should be provided; others thought that additional parking lots should be created to serve the trail. How has the design dealt with this? Ratio responded by expressing concern about the potentially negative impact on the adjacent neighborhoods if parking is not provided. Similar trails in other communities experience a lot of visits from individuals who drive to the facility and then recreate.
- At this point in time, Ratio is simply listing optional locations for parking facilities adjacent to the trail. It was also noted that a major venue within the Switchyard will almost certainly require parking. On-street spaces might be created along Morton Street. The Bicycle & Pedestrian folks have stated that they will want to minimize the creation of large parking lots.

CSC MINUTES: OCTOBER 9, 2003 (CONTINUED)

- Generally, the public was very positive about the project – no serious organized resistance that has been perceived so far. Dave Williams has gotten a few e-mails: 30% say the project is a "boondoggle", but most feel fine about the project.
- Someone noted the importance of dispelling rumors and misconceptions early so that the project does not become divisive later on. Ken said that the CSC is in a position to warn the Team and City if the project or project components will create problems in the community.
- The neighborhood around Jean & Jed Streets is worried about kids cutting through their yards.
- A steering committee member noted that Herb Kilmer and Bud Bernitt have proposed a trolley system, and several people have talked about it. We need to address the suggestion directly. It is important to make people realize what the true financial implications are of creating such a system. For instance, on top of paying for the creation of the system, maintenance and operational funding would be required. Discussion of such a system is somewhat outside the bounds of this project. Internally, the City of Bloomington does not see a trolley as a viable option. Choosing the trolley may mean losing the trail, and that is not what the City wants.
- A CSC member asked about safety issues along the trail, particularly with people cutting through private residences and properties? Ratio noted that a lot of national data has been compiled about this issue and can be provided if needed. We have not heard public input that suggests the Community is concerned about property damage and security problems on the trail. This doesn't mean we are ignoring security; it is just not something that should be a deterrent to creating this trail corridor. It is believed that increased activity on the trail will help to reduce the trash and vandalism issues.
- A CSC member asked about the policy on the use of Segways on the trail. Bloomington Parks will create policies for all forms of trail use. The use of Segways is a growing alternative transportation mode and will be addressed along with wheelchairs.
- A CSC member asked about emergency vehicle access. It is possible, but not likely, that we may need to accommodate ambulances, police cars and fire trucks on the trail. This will be addressed in later phases.

PROPOSED TRAIL CROSS-SECTIONS

- The Clear Creek trail model would apply to the corridor north and south of Downtown. Clear Creek Trail has a 12' wide asphalt path with 2' wide soft shoulders on both sides.
- Ratio and the City are evaluating a divided trail section for Downtown. A split mode or direction trail with a center median has the benefit of allowing stormwater to drain to a planted filter strip in the median. The split system is perceived to provide additional safety, allowing bicyclists and roller bladders to move through a congested downtown with fewer obstructions. Enough room exists within the corridor to provide ample space on either side of the median. This section is envisioned as occurring from Rogers to Third since this will be the most heavily used portion.

CSC MINUTES: OCTOBER 9, 2003 (CONTINUED)

INTERSECTIONS/CROSSING TREATMENTS

- The 2nd Street intersection is one that we received a lot of comment from the public. There is a lot of concern about making this crossing safe and convenient.
- The public generally asked for grade separations, refuge islands and traffic signals to be considered at the crossings.
- Ratio reviewed the difficulties inherent to using bridges or tunnels at crossings, especially Downtown. They are cost and size prohibitive. The length of a bridge or tunnel, designed to the requirements of INDOT, would be between 550' and 900'. The estimated cost of a bridge is $800,000 to $1,000,000 and the estimated cost for a tunnel is $2,000,000 to $2,500,000. Maintenance costs, drainage problems, and security issues cause additional concerns. At-grade crossings appear to be the logical way to go.
- Many accommodations can be made with at-grade crossings, including signage, lighting, refuge islands, etc. Curb bumpouts can be added in some areas to reduce the crossing distances.
- Refuge islands would ideally be 10' wide, and should be 8' at minimum.
- Where the trail crosses the streets at angles of less than 60 degrees, the alignment needs to be altered. Rogers is the only one that doesn't meet this INDOT standard.
- The current thought is that trail users will stop at every crossing rather than traffic stopping. This will allow all types of users to become familiar with the regulation and it is hoped that children will be able to learn this easily.
- Gayle Stuebe noted that this might not be acceptable for cyclists, who would prefer to have an uninterrupted travel corridor. Ken noted that there is a safety concern with giving cyclists the right of way or yield sign instead of the stop. The City and Ratio understand the Bicycle & Pedestrian Commission may have an issue with our stop sign approach. We are interested in furthering this discussion. Ratio and the City ask the Bike/Ped Commission to give consideration to the broad spectrum of people who will be using the proposed facility.
- It was noted that pushing the crossings closer to the intersections along Morton Street seems like a good idea.
- David Walter noted that London, England is using a flashing yellow light that turns solid to alert traffic that a trail user is approaching. The etiquette if for the motorist to stop to allow the trail user to cross. He prefers the two-lane system to the single path configuration. People may misinterpret what the separation means – mode versus direction. Emergency vehicles will likely not use these areas, so don't make that a huge consideration. Maintenance vehicles may still need access. Could we consider extending the two-lane profile down to Grimes Lane?
- Les Coyne preferred the single-lane profile. There may not be room for safe passing if lanes are split. The split may be okay if the width is available in the right of way.
- Jim Regester noted that operation cost could increase if the two-lane profile is used, since conventional maintenance vehicles couldn't be used. A single trail profile throughout may reduce operation costs.

CSC MINUTES: OCTOBER 9, 2003 (CONTINUED)

TRAILHEADS

- Ken reviewed the general trailhead locations options as delineated on the display boards.
- David Walter noted that the new IU parking lot at Rogers Street is for Food Service employees. It will typically by empty by 3 PM, and won't be policed after 5 PM.
- The Showers Complex is a good place for a shared use facility.
- The Morton Street corridor could see improvement with the addition of angled parking and streetscape enhancements.
- There may be a need to place decorative fencing between the trail and adjacent lots/ facilities to prevent users from cutting through private areas.
- Someone noted that we need to think about the impact of transit routes, and how they could be integrated with this trail project. There have not been any specific discussions with Bloomington Transit.

CHARACTER DISTRICTS

- Ken reviewed the proposed Character Districts shown on the map for the group. The context of the trail will influence trail design to some measure. As time goes by, there will be opportunities to affect that context. We will send out a copy of the Character Districts text/map to the committee.
- The community's limestone, railroad, and furniture industry heritage will likely inform the detailing of the trail amenities.
- Les Coyne emphasized the importance of including opportunities for sculpture and major art components in the trail design. This could include a few major installations, or could use things like benches as art opportunities (or both). The master plan should identify some potential art locations.
- Jim Regester noted that there would be many opportunities for art along the trail. Perhaps a significant area of land could be set aside within the Switchyard for a cluster of major art pieces. There could also be a regularly changing exhibit area. Perhaps an art competition could be held.
- Ken mentioned that it is important to think about the nighttime atmosphere of the trail as well. Currently, the design proposes that all trail sections be lit in some way.

CSC MINUTES: NOVEMBER 5, 2003

WELCOME

- Mick Renneisen welcomed the attendees to the meeting. He thanked them for attending and asked if anyone did not receive the advance packet that was distributed via e-mail. Mick then introduced Susan Failey to begin the discussion.

ACQUISITION UPDATE

- Susan Failey reported that the acquisition of the corridor and switchyard will go before the Redevelopment Commission on December 1.
- The Surface Transportation Board (STB) has approved the railbanking and abandonment of the line and switchyard. In addition, the Indiana Railroad abandonment has been approved, but no railbanking is necessary as the property can be purchased fee-simple.
- Susan indicated that the overall purchase of properties will be completed in phases:
    - Phase One will include the purchase of the corridor, plus the fee-simple portions of the switchyard.
    - Phase Two will include the BRP site upon completion of remediation.
    - Phase Three will include the central portions of the switchyard and any other remaining properties.
- Ken Boyce asked about setting a specific corridor width for the railbanked properties? Susan responded that the corridor can be further divided after the railbanking process, but must get an agreement between COB and CSX and then file with the STB.
- The Indiana Railroad segment from the switchyard to the IEC is currently be appraised by INDOT. Once an appraisal is received, an offer can be made on that property.

NATURAL RESOURCES UPDATE

- Josh Campbell reported on the status of natural resources in the switchyard area.
- He reported that the area has been altered by the railroad/industrial activities, so natural resources in the area are successional. The majority of high-quality resources are located outside of the initial purchase area.
- The INDNR/FWS/IDEM have reported no findings of endangered or rare species on site, but expressed a preference for maintaining the riparian zones along Clear Creek.

CSC MINUTES: NOVEMBER 5, 2003 (CONTINUED)

ENVIRONMENTAL ASSESSMENT UPDATE

- John Kilmer of Bruce Carter Associates reported about the Phase I and Phase II Environmental Assessments for the Corridor and Switchyard properties.
- The Phase I assessment identified approx. 16 issues for further study.
- The Phase II assessment identified several non-problems or off-site issues. Staining and spilling of petroleum products was reported near the depot, but this was identified as a minor problem. The more significant issues related to the former roundhouse area and the presence of cinder/ash in the ground.
    - The roundhouse and maintenance sheds had petroleum and hydrocarbons present at some depth. This was identified to be of little risk and could be handled without significant remediation activities.
    - Much of the fill in the switchyard contains coal ash and cinder, which may contain arsenic and lead. This is will require more remediation to a level that IDEM has not yet determined.

FLOODPLAIN UPDATE

- Kerry Daily reported on the status of research into floodplain issues, focusing primarily on the switchyard area.
- He stated that it is likely that floodplain boundaries could be modified, which would provide more developable areas within the switchyard.
- Are there any other developable areas? Kerry responded that it would be difficult to develop other areas in the switchyard due to the flows that are presently coming across Grimes Street. If the bridge at Grimes was raised, it could potentially create 5-10 acres of additional developable land.

PROPOSED MCDOEL SWITCHYARD CONCEPTS

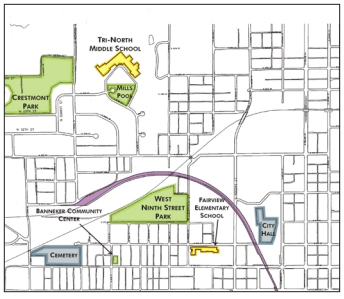
- Ken Boyce then spoke about the two concepts that have been prepared for the redevelopment of McDoel Switchyard. See Diagram.
- Josh Campbell indicated that historical photos showed ponds adjacent to an historical ice house south of the roundhouse location. He believes it was once known as 'McDoel Pond'.
- The group asked what an aquatic center would include? Mick responded that it would function as a destination for the entire city, but the exact features and configuration will depend on future trends and community needs. The aquatic center was included as one potential recreational feature for the switchyard in the concepts.
- The group was asked if the trail as a destination was enough or if the trail should lead to new destinations/attractions?
    - Destinations are important because they will attract atypical trail users, who may not be serious about exercise enjoy walking to attractions.
    - Mixed-use opportunities should be provided to create these attractions.
    - Adjacent development could include a boardwalk along floodplain, with retail, commercial, and residential spaces oriented to the trail. The Indianapolis Canal was given as an example.

CSC MINUTES: NOVEMBER 5, 2003 (CONTINUED)

  - Residents envision some type of development in or around park space (destination/attraction), so it may mean that there is some level of private development.
- Regarding the addition of an access road with parking, it was suggested that parking facilities should be 'green' and sensitive to stormwater needs of community.
- It was suggested the area identified as 'O' on the diagram would make a good location for a trailhead.

9

Site Analysis



t grade	Primary Collector	Visual separation
t grade	Local Street	Visual separation
t grade	Primary Arterial	Visual separation
t grade	Local Street	Visual separation
nder existing l bridge	Primary Arterial	Fall protection
t grade	Private Drive	Private drive stops
t grade	Primary Arterial	Visual separation and refu

SITE ANALYSIS

INTRODUCTION

In the course of developing a master plan for the CSX Corridor and McDoel Switchyard, like any other plan of this nature, the vision and ideas brought forth through the public input process must be combined with analysis of related physical and regulatory issues. A variety of items were studied by the consultant team, several of which became significant in making design decisions as the master plan was created. The first was the concept of Railbanking and the physical constraints that it might impose. Second, important existing facilities as well as the wider alternative transportation system had to be studied. Finally, a thorough study of the numerous street crossings had to be undertaken. These studies are summarized in the following chapter.

Table of Contents

RAILBANKING

The entirety of the CSX Corridor north of Grimes Lane as well as a significant portion of the McDoel Switchyard are being acquired by the City through a process known as Railbanking. This is a Federally managed program that allows a community to acquire a rail line and convert it to a trail use, but provides for the future reactivation of that rail line should the need arise. In many cases, when a railroad is abandoned by the company that operates it, pieces of the former rail line property may revert to the ownership of adjacent property owners. The Railbanking process prevents the rail line from being broken into pieces, and in fact manages the property as if it were never abandoned.

Since one of the primary goals of Railbanking is to preserve the opportunity to reactivate a rail line in the future, some physical constraints are placed on the railbanked line. For instance, tracks and ties can be removed, but bridges and trestles must remain in place, and no permanent structures can be placed on the railbanked right-of-way. The rail line can be restored to service by a railroad if it successfully petitions the Federal government through the provisions of the railbanking process. In this case, the owner of the trail and railbanked corridor is entitled to be compensated for the property.

The proposed conceptual design for the CSX Corridor and Switchyard took into account the limitations created by the Railbanking process. The graphic on the opposite page highlights the area being acquired through the railbanking process. It is important to note that this graphic is illustrative in nature, and that the final boundaries of the railbanked area are subject to change as the acquisition process is completed.

More information on the specifics of Railbanking is available form the Rails-To-Trails Conservancy. Their website address is: www.railtrails.org.

RAILBANKING (CONTINUED)

SITE ANALYSIS

The area outlined in red on this graphic is the proposed Railbanking area. No permanent structures can be built within this area, although the trail and its amenities are allowed.

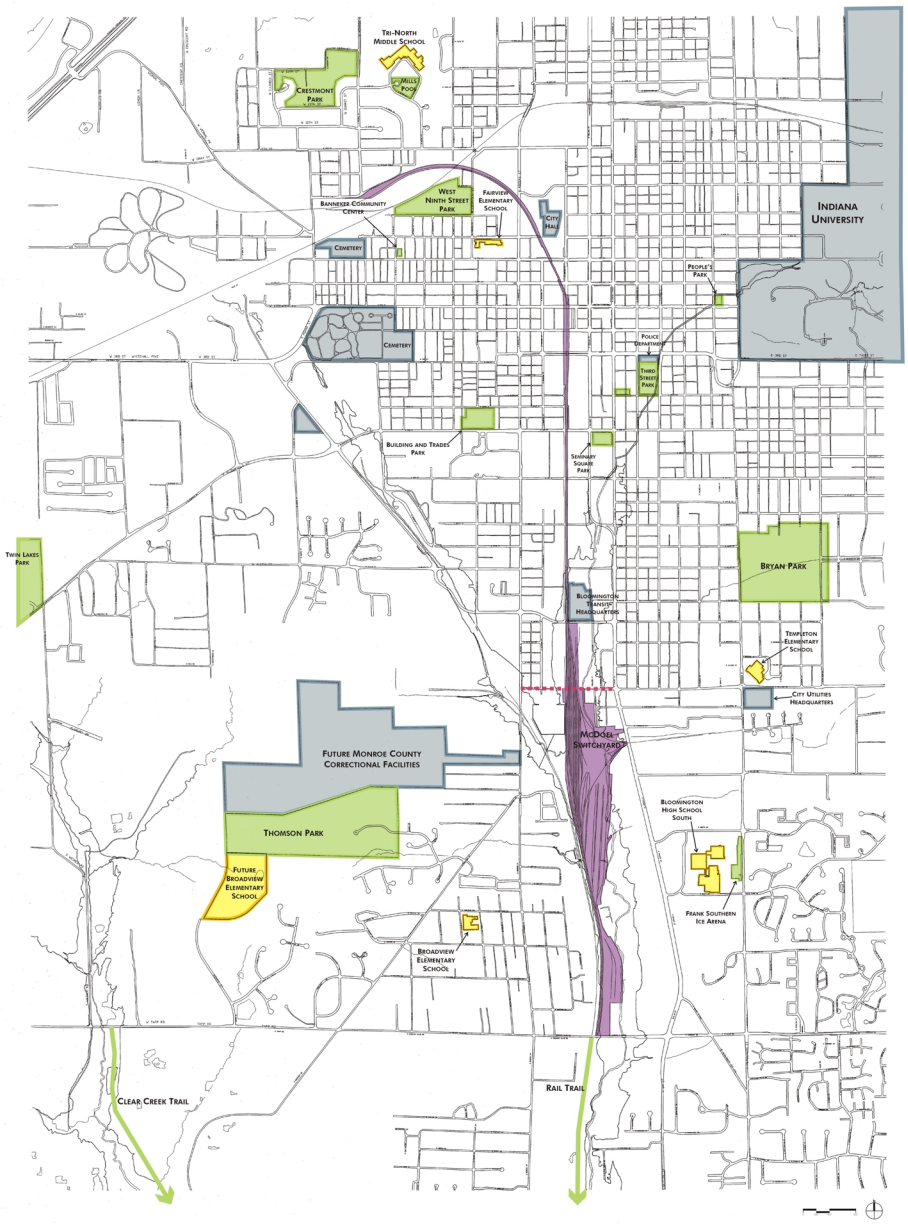
EXISTING FACILITIES & LINKAGES

One of the major goals of redeveloping the Switchyard and CSX Corridor is to provide a new level of connectivity throughout the community. This new amenity can connect numerous neighborhoods, institutions, parks, and commercial areas. In order to provide a conceptual design that maximized these opportunities, it was necessary to undertake a review of the important existing facilities and linkages in Bloomington.

The first component of this process was to develop an understanding of the existing facilities nearby the trail corridor that could be effectively connected. This included schools, parks, city service facilities, and other important community destinations and City-owned properties. The map on page 9-7 highlights these facilities.

The second component was to place the trail corridor within the context of the existing and proposed alternative transportation network in Bloomington. For this part, information was gathered from sources such as the Bloomington GIS (including the Sidewalk Inventory) and the Alternative Transportation & Greenways System Plan adopted in 2001. The map on page 9-8 shows the existing and proposed alternative transportation system that the new trail corridor fits within.

EXISTING FACILITIES & LINKAGES (CONTINUED)



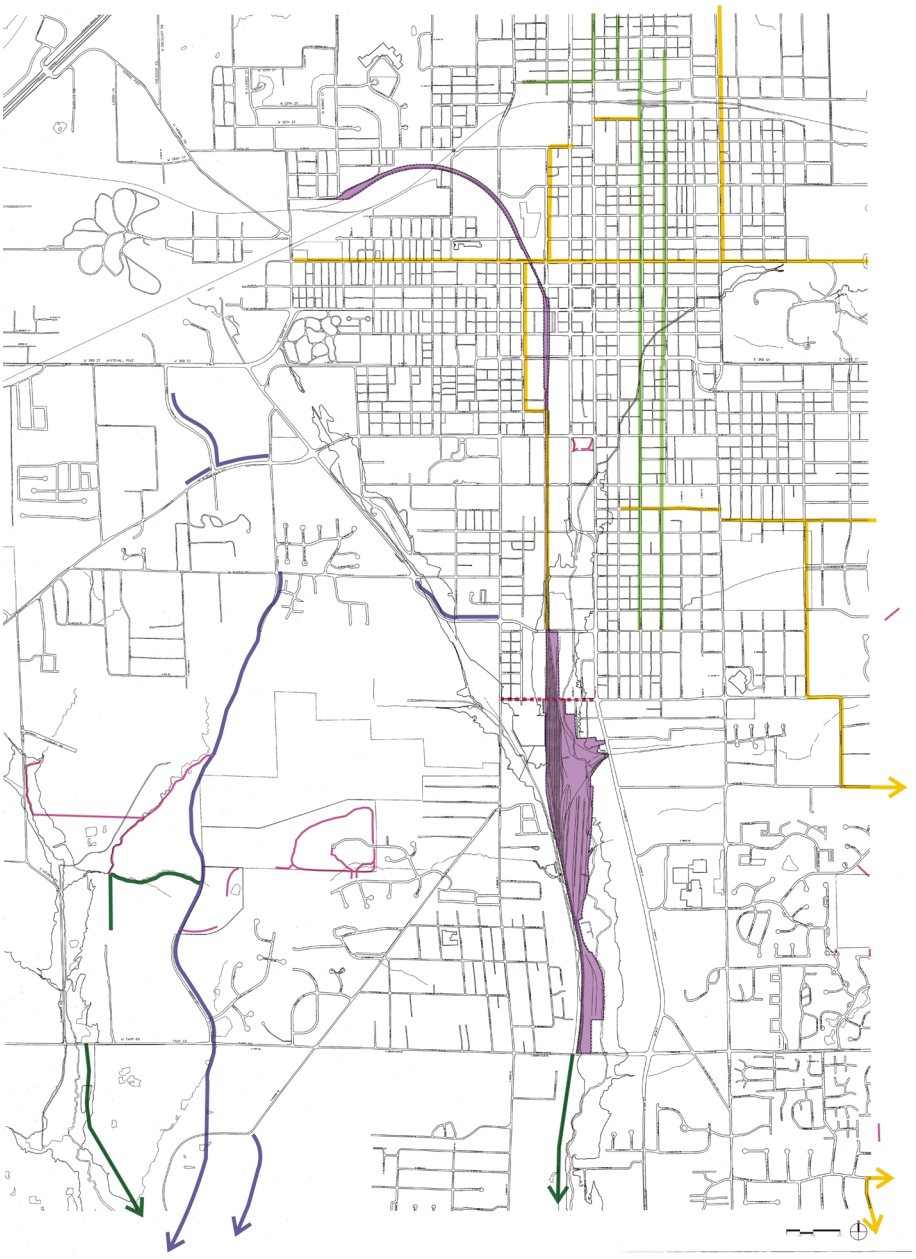
PARK FACILITIES

PROJECT STUDY AREA

PUBLIC PROPERTIES/FACILITIES

SCHOOLS/EDUCATIONAL FACILITIES

EXISTING FACILITIES & LINKAGES (CONTINUED)



STREET CROSSINGS

The CSX Rail Corridor, which begins at Country Club Road and ends at Adams Street, includes 14 street crossings. Only one of these crossings, at 3rd Street, occurs on an existing bridge over the roadway. The remaining locations must be addressed with some level of improvements to ensure that both trail users and vehicular traffic are managed safely through the crossings. The following section provides a summary of the street crossings analysis undertaken during the development of the Master Plan. This analysis was key in the design direction taken to address each one of these crossing locations.

The trail will traverse numerous street crossings as it follows the former rail corridor. Kirkwood Avenue (far left) and Fairview Street (left) are two examples .

Several components were taken into account in determining the optimum treatments for each crossing, including roadway functional classification, traffic volumes, the angle of the crossing, and its proximity to street intersections. In the end, four concepts for crossing treatments were created. It should be noted that the proposed crossing treatments are conceptual in nature. As construction approaches, more detailed engineering work will occur at each crossing location. The resulting designs may deviate from the concepts presented here depending on the unique physical constraints at each crossing site. Nevertheless, each crossing will be configured to provide the highest level of safety and accessibility for trail users as well as motor vehicles.

STREET CROSSINGS (CONTINUED)

CENTRAL BUSINESS DISTRICT CROSSING

The trail through the downtown area is proposed to be split into two portions by a landscaped median, effectively splitting travel modes. This requires a wider crossing area at streets than for areas where the trail is not divided. Crossing areas should have contrasting pavement markings to highlight their presence to drivers. In addition, several downtown streets see heavy traffic loads. At these crossings, a pedestrian refuge median should be provided at the center of the crossing as a place for trail users to pause while traffic clears ahead of them. Ample signage and lighting will be provided to warn both trail users and motor vehicle traffic. Trail crossings that would likely receive this treatment would be Kirkwood Avenue, 2nd Street, and Grimes Lane. A similar treatment, without the refuge island, is recommended for 4th Street as well as the private drive at the Convention Center.

2nd Street is a good example of a location where the typical Central Business District crossing will apply.

MODIFIED DIAGONAL CROSSING

In most cases, the trail will cross a street at a 90 degree angle, the safest at which to cross. However, the rail line currently crosses several streets within the downtown area at different angles, presenting a challenge to the typical crossing configuration. State regulations require that any crossing that deviates from perpendicular by 60 degrees or more must be realigned to 90 degrees. In these cases, the crossing itself can be handled like any other crossing, including the use of a refuge median, signage, and pavement markings. In addition, the trail leading up to the crossing will need to be realigned to make a safe transition from the existing angle to the perpendicular crossing. Physical elements, such as chicanes, can be included in the design to slow users approaching the realigned area. The only crossing at which this type of treatment is necessary is Rogers street, which is also recommended to include a refuge island.

Rogers Street is the only crossing which will require substantial realignment.

STREET CROSSINGS (CONTINUED)

DIAGONAL CROSSING

The remaining angled crossings are not subject to the realignment requirements. The treatments here will be very similar to the Central Business District crossing type, except that some shifting of the pavement markings will occur to accommodate the angle. Locations where this style of treatment are proposed include Fairview Street, 8th Street, 7th Street, and 6th Street.

The Fairview crossing, and others with similar minor angles, will not require realignment.

SHIFTED CROSSING

South of 2nd Street, the new trail will run parallel to the Morton Street corridor with only a small area separating the two. The configuration of crossings along this segment will be similar to the realigned angled crossings in many ways. The trail should be shifted closer to the roadway, likely through the use of a chicane, to become part of the Morton intersection that already exists. The number of conflict points between trail users and motorists will be reduced, and existing traffic control measures will aid those crossing the roadway. This configuration can be used at 1st Street and Dodds Street.

Dodds Street is an example of a location where the shifted crossing concept could be employed.

BRIDGES & TUNNELS

Only one of the proposed trail crossings will be grade-separated: the existing railroad bridge over 3rd Street. The existing bridge will require miniminal structural adjustments to accommodate anticipated pedestrian and bicycle traffic. One important modification to this bridge will be the addition of some type of fencing or other barrier to prevent users from falling. The idea of creating bridges or tunnels at other locations along the corridor was studied, but ultimately not pursued. The physical constraints of the corridor as well as the projected cost of such facilities took them off the table as viable options for street crossings. More detailed information about bridges and tunnels is available in Section C of the Reference Materials.

STREET CROSSINGS (CONTINUED)

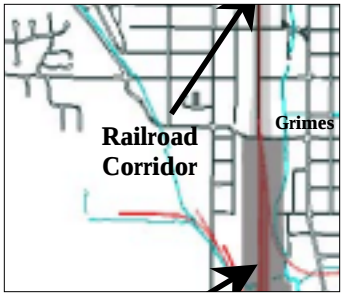
SUMMARY TABLE

The table below provides a summary of the characteristics of the crossings found along the length of the proposed new trail. It also includes a preliminary indication of the type of safety measures that could be incorporated at those locations.

Intersection	Type	Existing Structure	Functional Class of Road	Protection Provided to Trail Users	Crossing Options Applicable	Signals to Roadway Users
Fairview Street	Road	At grade	Local Street	Visual separation	Angle	Warning flashers
Rogers Street	Road	At grade	Secondary Arterial	Visual separation, refuge, and chicane	Perpendicular	Overhead
8th Street	Road	At grade	Local Street	Visual separation	Angle	Warning flashers
7th Street	Road	At grade	Primary Collector	Visual separation	Perpendicular	Warning flashers
6th Street	Road	At grade	Local Street	Visual separation	Perpendicular	Warning flashers
Kirkwood	Road	At grade	Primary Arterial	Visual separation	Perpendicular	Overhead
4th Street	Road	At grade	Local Street	Visual separation	Perpendicular	Warning flashers
3rd Street	Road	Road under existing rail bridge	Primary Arterial	Fall protection	Existing	N/A
Convention Center	Private Drive	At grade	Private Drive	Private drive stops	Perpendicular	Stop sign
2nd Street	Road	At grade	Primary Arterial	Visual separation and refuge	Perpendicular	Overhead
1st Street	Road	At grade	Primary Collector	Chicane with barrier	Perpendicular	Warning flashers
Dodds Street	Road	At grade	Local Street	Chicane with barrier	Perpendicular	Warning flashers
Allen Street	Road	Raised grade	Local Street	Visual separation	Perpendicular	Warning flashers
Grimes Lane	Road	At grade	Secondary Arterial	Barrier with refuge	Perpendicular	Overhead

A

Natural Resources Analysis



INTRODUCTION

The most significant natural features along the CSX Switchyard and Railroad Corridor are located on the Switchyard property. Although significantly altered by past industrial and railroad operations, the Switchyard and adjoining properties contain several unique environmental features including the main channel of Clear Creek (and tributaries), reaches of vegetated floodplain and riparian zone, wetland features, and stands of native vegetation.

Other portions of the Switchyard and Railroad Corridor containing significant natural features include a large wooded area located northwest of 9th Street Park, as well as scattered stands of native vegetation situated along the northern portion of the corridor. Figure 1 illustrates the location of the Switchyard, Railroad Corridor, and wooded area.

Figure 1. *Location of Switchyard and Rail Corridor.*

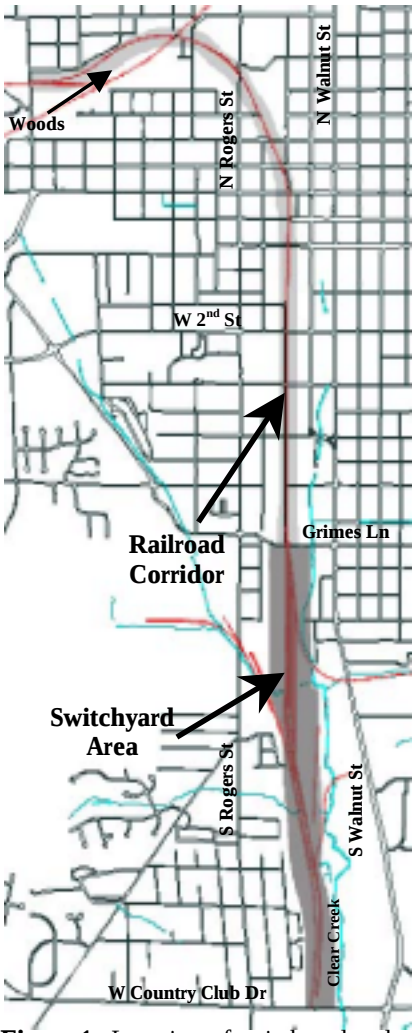


Figure 1. Location of switchyard and rail corridor.

The following sections provide a more detailed review of natural features found during this investigation. Also provided are brief discussions on problems and opportunities, as well as a summary of overall comments supplied by the Indiana Department of Natural Resources, United States Fish and Wildlife, and the Indiana Department of Environmental Management.

The Natural Resources Analysis was conducted by staff from the City's Planning and Parks & Recreation Departments.

NATURAL RESOURCES ANALYSIS

SWITCHYARD

All of the natural features found on the Switchyard property were categorized into 4 general areas. Those included:

1. Upland Woods
2. Floodplain
3. Riparian Zone
4. Creek

Each of the areas outlined above contained a variety of vegetation including a number of native and invasive woody and herbaceous plant species (see the tables at the end of this chapter).

Overall, areas directly adjacent to the main channel of Clear Creek contained the highest quality and most diverse vegetation. That included a canopy of predominantly native trees and shrubs, as well as an herbaceous layer ranging from lower quality edge vegetation to higher quality interior habitat. The following sections provide more details on the 4 general areas.

UPLAND WOODS

The upland wooded area includes all areas outside the floodway containing significant stands of native trees and herbaceous plants. Upland vegetation is typically defined as woody and herbaceous plants found on elevated land. Some upland vegetation is found along the boundaries of the Switchyard west of the tracks (see Figure 2). Review of aerial photographs revealed portions of the area to be former fields and woodlots.

The upland wooded area includes stands of native trees such as maples, oaks, and poplars, as well as some less desirable species such as locust and honeysuckle. All species were found to be of varying quality and maturity. The understory includes some typical native herbaceous plants and shrubs, but is dominated by exotic invasive species such as multiflora rose.

Figure 2. *Upland vegetated area (cross hatched) along Switchyard.*

NATURAL RESOURCES ANALYSIS (CONTINUED)

Soils in this area are Crider-Urban land and Udorthents loamy complexes which are typically associated with well to somewhat poorly drained land significantly altered by human activities such as residential, commercial and industrial development. Typically, these soils are poorly suited for growing vegetation, however, trees and shrubs well suited to urban conditions may thrive. In general, resource management is required to generate quality natural areas where these soils are present.

Some problems associated with this area include the presence of invasive and exotic species, as well as the lack of structural diversity and width of the edge habitat. Opportunities include preserving and remediating wooded areas to add to the aesthetic value of the property, provide buffers between land uses, and offer vegetated patches and corridors for wildlife habitat and migration. Much of the higher quality upland vegetation is located outside of the area currently under review for acquisition. However, the location, quality and extent of these natural resources should be considered for future land acquisition, as well as when making decisions for future adjacent land uses.

FLOODPLAIN

Figure 3. *Floodplain (cross hatched) of Clear Creek along Switchyard.*

The floodplain is the area inundated by flood waters during the 100 year storm. The regulated floodplain covers almost all of the Switchyard property and is largely designated as floodway by the Federal Emergency Management Agency (see Figure 3). The floodway is the portion of the floodplain which stores, conveys, and discharges the peak flood flow during the 100 year storm.

Past industrial and railroad activities have significantly altered the Switchyard's floodplain from its natural state. The floodplain on this property contains a substantial amount of fill material and potential contaminants such as hydrocarbons (and their derivatives) and heavy metals. The Phase II Environmental Assessment conducted by Bruce Carter Associates provides details on the types and extent of contamination found throughout the property.

NATURAL RESOURCES ANALYSIS (CONTINUED)

In general, the fringe of the floodway contains several structures (including old maintenance buildings and sewage treatment infrastructure), portions of railroad tracks and rail bed, and is largely unvegetated. The soils are categorized as Udorthents loamy which is well drained floodplain soils generally associated with land highly degraded by past human activities. Portions of the floodplain which require remediation and warrant preservation include reaches of the creek and its riparian zone.

Some problems associated with this area of the Switchyard include the presence of fill material of unknown origin, industrial and household garbage, exotic and invasive vegetation, and the potential for chemical contamination. Opportunities include preserving and enhancing Clear Creek's floodplain to control flooding and water quality, as well as providing recreational and educational opportunities for the public.

RIPARIAN ZONE

Riparian zones are typically defined as the vegetated corridors adjacent to streams, creeks or rivers. In general, riparian vegetation is well suited to wet conditions and can withstand periodic inundation by waters. The riparian zone for this portion of Clear Creek ranges in width from 0' to 450', but averages approximately 20' on the Switchyard property (see Figure 4).

Clear Creek's riparian zone has been extensively disturbed by past construction, dumping and development activities. Some of the features in this area include stretches of manmade berms for flood control, mounds of industrial and household debris, and infrastructure such as old building foundations, bridge abutments and stormwater pipes. Although the majority of this area has been significantly altered, it contains small reaches of established vegetation that provide critical habitat and a riparian buffer. Higher quality riparian vegetation and habitat, including wetland features, are located on adjoining properties, most notably south of the old roundhouse (see Figure 4).

Figure 4. *Riparian zone (cross hatched) of Clear Creek and wetlands (shaded) along Switchyard.*

NATURAL RESOURCES ANALYSIS (CONTINUED)

Soils residing in this portion of the Switchyard are Udorthents loamy. As described earlier, these soils are typically located in highly disturbed areas and support a limited variety of vegetation. The soils along other portions of the creek's riparian zone include the haymond silt loam complex which are generally associated with frequently flooded, well drained bottomlands and contain moderate organic matter supporting a variety of vegetation.

Some problems associated with this area of the Switchyard include the presence of exotic and invasive vegetation, lack of appropriate riparian buffer, potential for chemical contamination, some mounds of garbage, and low quality fill. Some opportunities include the potential for riparian zone renaturalization and enhancement to improve water quality and provide habitat, as well as to add to the aesthetics of the area. A large portion of the highest quality vegetation is located outside of the area currently under review for acquisition. However, the location of these critical habitats should be considered for future acquisition, as well as when making decisions for future adjacent land uses.

CREEK

Figure 5. *Clear Creek and its tributaries along Switchyard.*

The main branch of Clear Creek runs north-south through the Switchyard (see Figure 5). Recent studies suggest this portion of Clear Creek has considerable water quality and habitat impairment problems including periodic indications of toxic substances, elevated sediment loads, and sewage related problems such as eutrophication and presence of harmful pathogens such as *E. coli*.

On-site reconnaissance and review of past aerial photographs also indicated large contributing factors to the condition of the creek are the development and relocation of portions of the channel along the creek's corridor (see Figure 5). Activities such as these have lead to the creek's contamination, as well as significant stream bank and bed erosion resulting in the lack of quality riparian and aquatic habitat. However, portions of the creek left in their natural state have established some unique features such as reaches of exposed limestone substrate, quality pool/glide and riffle/run combinations, diverse in-stream habitat cover, and discrete channel morphology.

NATURAL RESOURCES ANALYSIS (CONTINUED)

There are several tributaries to the creek located on the Switchyard property. These include the West Branch of Clear Creek, as well as several intermittent and ephemeral tributaries fed by stormwater runoff from nearby development (see Figure 5). Some of these tributaries exhibit reaches of riparian vegetation and natural stream features, however, not of significant quality.

Some problems associated with this area of the Switchyard include the impaired water quality (due to presence of sediment, toxic chemicals and pathogens), degraded aquatic communities, eroded stream bed and banks, and urbanized stream channel. Some opportunities include preservation and enhancement of existing quality stream features and feeding waters, remediation of existing contamination, and protecting the natural stream morphology by renaturalizing reaches of the stream as well as its tributaries. A large portion of the stream is located outside the area currently under review for acquisition. However, the stream and stream location should be considered for future land acquisition, as well as when making decisions for future adjacent land uses.

UPLAND WOODED AREA

The upland wooded area is located north of 9th Street Park, between the CSX Railroad Corridor and the Indiana Rail Corridor (see Figure 6). This wooded area contains a diverse representation of maturing, native upland vegetation, but also contains some exotic and invasive species.

Some problems associated with this area include the presence of fill of unknown origin, exotic and invasive vegetation and the large amounts of trash. Some opportunities include preserving and enhancing greenspace, providing educational and recreational opportunities, as well as improving the aesthetics of the area. Although the wooded area is located outside the area currently under review for acquisition by the City of Bloomington, it should be considered for future land acquisition, as well as when making decisions for future adjacent land uses.

Figure 6. *Location of wooded area (cross-hatched) and vegetated areas (shaded) along Rail Corridor.*

NATURAL RESOURCES ANALYSIS (CONTINUED)

VEGETATION ALONG RAILROAD TRACKS

There are several vegetated areas along the railroad corridor containing stands of mature, native trees (see Figure 6). This includes mature stands of walnut, sycamore, maple, oak, poplar and locust. This vegetation provides a buffer between land uses, habitat for wildlife, and improves the aesthetic value of corridor. Where feasible, these vegetated areas should be preserved. Where portions of vegetated buffers are located outside the area currently under review for acquisition by the City of Bloomington, consideration for future land acquisition, as well as future adjacent land uses should be given.

ADMINISTRATIVE

The following comments were provided by the United States Fish and Wildlife Service (USFWS) upon initial project review:

1. Clear Creek is listed as an Impaired Stream by the Indiana Department of Environmental Management due to elevated levels of pollutants.
2. Several wetland features are located along reaches of the Clear Creek in the Switchyard area including a large forested wetland, and several smaller palustrine and riverine wetland features.
3. The proposed project is within the range of federally endangered Indiana Bat and federally threatened bald eagle, however, the proposed project is not likely to adversely affect these species.

Recommendations from the USFWS included avoiding further degradation of Clear Creek and its riparian zone, restoring and enhancing the stream corridor by planting native trees/shrubs or buffers of herbaceous vegetation where woody vegetation is not feasible, and preserving and protecting the wetland areas by using vegetated buffers.

Upon initial review, the Indiana Department of Natural Resources (IDNR), Division of Natural Heritage found no documented (within 25 years) endangered, threatened and rare species, high quality natural communities, or significant natural areas on the property. However, it was noted this was not to be interpreted to mean that the site does not support special plants, animals or high quality natural communities.

The Indiana Department of Environmental Management (IDEM) has listed the Clear Creek as an impaired stream. This is due to elevated levels of PCBs found in fish tissues, increased levels of pathogens *(e coli)*, and reduced biotic communities. The IDEM also listed land uses such as recreational, fish consumption and aquatic life uses as currently not supported by the Clear Creek. The 2003 Indiana Fish Consumption Advisory has also listed Clear Creek and its tributaries as a level 5 stream (do not eat) due to PCB contamination.

NATURAL RESOURCES ANALYSIS (CONTINUED)

NATIVE AND INVASIVE PLANT SPECIES

The following is an inventory of native and invasive plant species found on the CSX Switchyard property. Data collection for these lists occurred during late fall. It would be expected to find more herbaceous species, including several sedge species, if the site were revisited during spring and/or summer.

Native Tree Species

Scientific Name	Common Name
Acer negundo	Boxelder
Acer saccarinum	Silver Maple
Asiminia triloba	Pawpaw
Carya ovata	Shagbark Hickory
Catalpa spp.	Catalpa
Celtis occidentalis	Hackberry
Cornus spp.	Dogwood
Fraxinus americana	White Ash
Fraxinus pennsylvannica	Green Ash
Gleditsia triacanthos	Honeylocust
Juglans nigra	Black Walnut
Juniperous virginiana	Red cedar
Liriodendron tulipifera	Tuliptree
Maclura pomifera	Osage Orange
Platanus occidentalus	Sycamore
Populus deltoides	Cottonwood
Prunus serotina	Black Cherry
Pyrus calleryana	Flowering Pear
Quercus alba	White Oak
Quercus bicolor	Swamp White Oak
Quercus rubra	Red Oak
Rhus glabra	Smooth Sumac
Salix nigra	Black Willow
Salix spp.	Willow
Sassafras albidum	Sassafras
Ulmus Americana	American Elm

NATURAL RESOURCES ANALYSIS (CONTINUED)

Native Herbaceous Plants and Shrubs

Scientific Name	Common Name
Abutilon theophrasti	Velvetleaf
Agrostis gigantea	Redtop
Allium sativum	Garlic
Alopecurus pratiense	Foxtail
Ambrosia trifida	Giant Ragweed
Asarum canadense	Wild Ginger
Asclepias incarnata	Swamp milkweed
Aster novae angliae	New England Aster
Aster pilosus	Aster
Callicarpa americana	Beauty Berry
Campsis radicans	Trumpet Creeper
Carex muskingumensis	Palm Sedge
Centaurea maculosa	Spotted Knapweed
Clematis virginiana	Virgins Bower
Daucus carota	Queen Anns Lace
Echinocloa crusgalli	Barnyard Grass
Elymus canadensis	Canadian Wild Rye
Elymus virginicus	Virginia Wild Rye
Equisetum arvense	Horse Tail
Equisetum hymale	Scouring Rush
Erectities heracifolium	FireWeed
Eupatorium perfoliatum	Boneset
Eupatorium rugosum	White Snakeroot
Impatiens capensis	Orange Jewellweed
Juncus effusus	Soft Rush
Lactuca biennis	Tall Blue Lettuce
Lindera benzoin	Spicebush
Lobelia siphilitica	Great Blue Lobelia
Ludwigia alternifolia	Seedbox
Lycopus americanus	Water Horehound
Lysimachia nummularia	Money wort
Morus spp.	Mulberry
Oeonthera biennis	Evening Primrose
Panicum clandestinum	Panic Grass
Parthenocissus quinquifolia	Virginia Creeper
Phytolacca americana	Pokeweed
Pilea pumila	Clearweed
Polygonum spp.	Smartweed
Rubus occidentalis	Black Cap Raspberry
Rudbeckia hirta	Blackeyed Susan
Rudbeckia laciniata	Tall Coneflower
Solidago canadensis	Canadian Golderod
Toxicodenderon radicans	Poison ivy
Typha angustifolia	Cattails
Typha latifolia	Cattails
Urtrica dioica	Stinging Nettles
Verbascum thapsis	Mullien
Verbesina alternifolia	Wingstem
Vitis spp.	Wild Grape

NATURAL RESOURCES ANALYSIS (CONTINUED)

Invasive Species

Scientific Name	Common Name
Ailanthus altissima	Tree of Heaven
Alliaria petiolata	Garlic Mustard
Celastrus orbiculatus	Oriental Bittersweet
Dioscorea bulbifera	Air Potato
Dipsacus sylvestris	Teasel
Elaeangus umbellata	Autumn Olive
Euonymus alatus	Burning Bush
Euonymus fortunei	Purple winter creeper
Festuca elatior	Tall Fescue
Humulus japonica	Japanese Hops
Ligustrum vulgare	Privet
Lonicera japonica	Japanese Honeysuckle
Lonicera maackii	Bush Honeysuckle
Lonicera tartarica	Tartarian Honeysuckle
Melilotus spp.	Yellow and White Sweetclover
Phalaris arundinacea	Reed Canary Grass
Phragmities australis	Common Reed
Polygonum cuspidatum	Japanese Knotweed
Rosa multiflorae	Multi-flora Rose
Sorghum halepense	Johnson Grass
Ulmus pumila	Siberian Elm
Viburnum opulus	European Cranberry Bush

B

HISTORIC RESOURCES ANALYSIS

INTRODUCTION

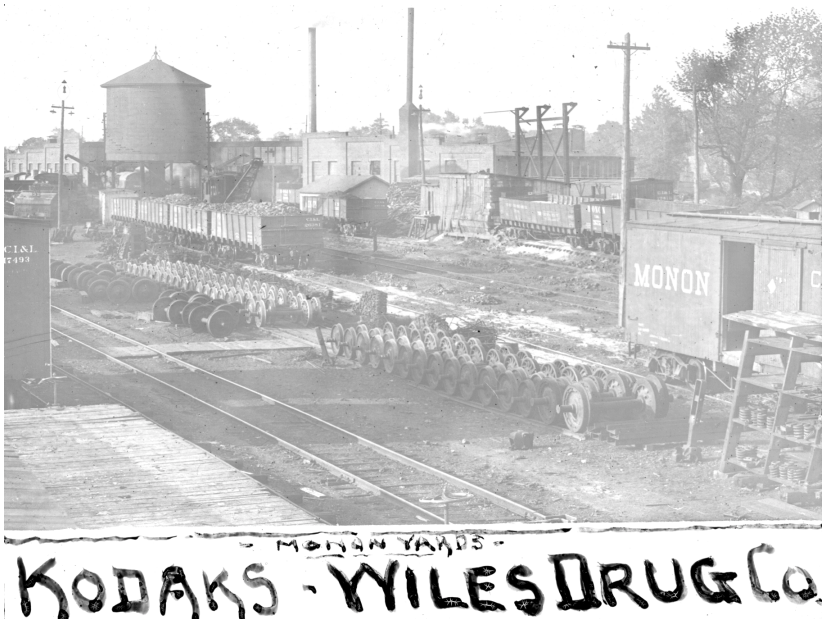
The Historic Resources Analysis was completed by staff from the City of Bloomington's Housing and Neighborhood Development Department. The following results are assembled from three tours of the CSX Corridor on September 15th, 19th and 22nd 2003. The purpose of the survey was to identify objects in the right-of-way that might be salvaged for future use or that have some significance to railroad history. Some of these objects may influence or be incorporated into the design of the future Rail Corridor and Switchyard redevelopment.

HISTORIC RESOURCES ANALYSIS

GENERAL HISTORY AND BACKGROUND

There are no surviving significant historic buildings associated with the Monon, CSX or the early New Albany and Salem line which first reached Bloomington in 1853. The current CSX station is less than 40 years old.

Over the years, the Monon line was also named the Louisville, New Albany, and Chicago Railroad (1859), The Chicago, Indianapolis and Louisville Railroad (1897) and the CSX. The name "Monon," was derived from a stream near Bradford, Indiana which had been named by the Potawatomi Indians. Monon means "to carry" or "swift running," and it is the most familiar name associated with the railroad line from New Albany through Bloomington. The line was held by a series of companies through time including, initially, the New Albany and Salem. James Brooks organized that original company in 1847. Construction of the track north from New Albany followed an old dirt road, including some of its eccentricities and grades. Because of this, it was built for low speed operation. The line reached Bedford in April of 1853 and Bloomington six months later. W.H. McDoel was named president in 1899, after controlling interest in the CI&L Railroad was obtained by J.P. Morgan of New York City. In the ten years that McDoel was president, he erected several limestone and tile stations in Bloomington, Bedford and other locations. The Switchyard was named for W.H. McDoel . The McDoel roundhouse had 17 bays, and a central turntable. It was tunneled with drains. Today the concrete pad that remains has several collapsed drains that may follow the pattern of those found in the 1913 and 1927 Sanborn maps. There are no apparent vestiges of the dozens of accessory structures, shops, coal storage buildings visible in this early photograph from the Wiles Drug Collection.



HISTORIC RESOURCES ANALYSIS (CONTINUED)

The 105 foot diameter roundhouse is visible in several photographs obtained from the Huffer Collection, now held by the Monon Society. The roundhouse was surrounded by mechanics shops and a lumberyard. Some of the associated structures are visible in the Wiles Drug photograph, but none remain on the site today.

DEMOLISHED STATIONS

Historically there were two stations located between 5th and 6th on Gentry Street just west of the courthouse square. These were the Monon freight and passenger stations. The "new stations" were associated with the presidency of W.H. McDoel who built several limestone depots along the route in an effort to revitalize the line. The Bloomington limestone station with flared eaves replaced the earlier brick station pictured below. Another Monon station, really a freight depot, was located west of the tracks. Both had hipped roofs with flared eaves and can be seen in this photograph from the 1930s.

HISTORIC RESOURCES ANALYSIS (CONTINUED)

Bloomington's early brick station was demolished between 1900 and 1910.

The "new" Monon station was demolished sometime between 1961 and 1967, according to aerial photographs.

HISTORIC RESOURCES ANALYSIS (CONTINUED)

The CSX Corridor is bounded by several historic surveyed areas. It bisects the heart of the Near West Side National Register District, which is expressive of Bloomington's early industrial past. Views of the Showers Brothers' Furniture Factory Building, Plant #1, as well as the Showers Administration Building and Furniture Showroom, The Johnson Creamery, Bloomington Wholesale Food Warehouse, the Currie Building on Sixth Street and the Bloomington Garage, are provided from the corridor. At Sixth Street, Kirkwood, and Fourth Street intersections, views of the west side of the Courthouse Square National Register District are possible including such buildings as the Graham Hotel, the Howe Building, and Bundy's European Hotel. The most dramatic vista is on the 3rd Street overpass allowing a view into the Prospect Hill Neighborhood all the way to the terminus of Third at the Governor Paris Dunning House, one of the principal landmarks of the city. To the east is the side and rear of the Graham Motor Company Building, now used as the convention center.

Although the CSX passes adjacent to McDoel and Monon surveyed areas, there are few significant properties visible from the corridor. Two restored circa 1850s homes on Morton overlook the right-of-way, but are obscured by brush. Henderson House at 748 South Morton stands near the limestone mile marker, and is considered Bloomington's earliest residence (1835) predating the New Albany and Salem railroad. An excellent view of this property is available. The Fagan Stone Company Administration Building is located at the end of Dodds and is the only remaining building illustrating this region's illustrious limestone history.

The area between Fairview Street intersection and Moody once contained 12 mills and quarries. Most were closed by the 1940s. The corridor passes by the site of what was once the Shawnee Stone Company 1891-1947 (now Fell Iron), Bowman Mill (1915-1929), Bloomington Mill (1906-1940), Cline Mill (1920-), J.H. Nolan Mill (1913), Hoadley Mill (1906-1940), and the Tribune Mill (1920-1940). Only one artifact remains that expresses this era, and it is a ruin located south of Dodds Street east of the corridor.

More information about historic properties within the view shed are available through the preliminary Section 106 review of the project.

HISTORIC RESOURCES ANALYSIS (CONTINUED)

SURVEY

For the purposes of this report there are four classes of artifacts remaining in the right-of-way. Some of these are significant by association and others are historically significant. These are natural features, signals, equipment, and structures.

Natural Features

The limestone embankment centered east of Adams and west of the 11th Street crossing, was hand cut and dynamited in the original construction of the 1850s New Albany and Salem line. It is recommended that these cut walls not be obscured or rebuilt since they are the only remaining artifacts of this era.

Equipment

Fish (tie) plates, hooks and pins (as pictured below) are scattered throughout the site.

HISTORIC RESOURCES ANALYSIS (CONTINUED)

This Derailleur Plate is located on the tracks south of the Herald Tribune bridge

A 4 foot tall limestone "milestone" with painted numbers "221" is located north of Dodds Street west of the tracks. Another milestone was located in the underbrush west of the tracks in the Switchyard. Although it has been removed from the ground, it has a discernible "222" painted on its side.

HISTORIC RESOURCES ANALYSIS (CONTINUED)

A concrete pier with a steel hinge ruin is located south of Dodds and north of Allen. It is believed to be associated with the Fagan Stone Company. It appears to have been a loading device and may be located beyond the area of acquisition.

A dozen switchers remain in the McDoel Switchyard south of Patterson. All appear to be operable.

HISTORIC RESOURCES ANALYSIS (CONTINUED)

Signals

Two pairs of Signal Semaphore or Automatic Train Stops, sometimes called Upper Quadrant Signal masts are located south of Fairview and south of West First. The numbers on the signals indicate the number of miles from Dearborn Station in Chicago. According to Hilton's Monon history, the automatic train stop system was originally installed in the 1920s. The two existing pairs of signals have not been dated precisely but appear to be some of the oldest objects remaining within the right-of-way. The grade west of 11th Street is called "Hunter's Hill" which was one of the steepest on the Monon route. One pair of signals is related to the approach to Hunter's Hill.

AUTOMATIC TRAIN STOP

LATEST TRAVEL SAFETY DEVICE

The characteristic finials protected the electrical parts from water damage. The signal pictured above is located south of Howe. This signal was removed by CSX after this photograph was taken.

HISTORIC RESOURCES ANALYSIS (CONTINUED)

The signal pictured below is located near the Fell Iron site east of Fairview crossing and has a mile marker “220” affixed to the south side of the pole. It was removed by CSX after this photograph was taken.

HISTORIC RESOURCES ANALYSIS (CONTINUED)

Structures

Shown below is the Indiana Railroad overpass trestle, possibly built in 1908 during the connection of the Illinois Central (Indiana Railroad).

There are four bridges crossing Clear Creek within the switchyard area . Two bridges are located along the Herald Times siding or "Y." The Bridge below is the main bridge to the Herald Times docks.

HISTORIC RESOURCES ANALYSIS (CONTINUED)

This small crossing is part of the eastern spur to the Herald Times loading docks.

These two bridges are closed to all traffic and severely dilapidated. They are located south of the dead end of College Street and cross the eastern branch of Clear Creek

HISTORIC RESOURCES ANALYSIS (CONTINUED)

This three-sided ruin was a coal storage structure. The timbers are 18" wide and several inches thick indicating fairly early construction. They have been soaked with creosote.

HISTORIC RESOURCES ANALYSIS (CONTINUED)

CONCLUSION

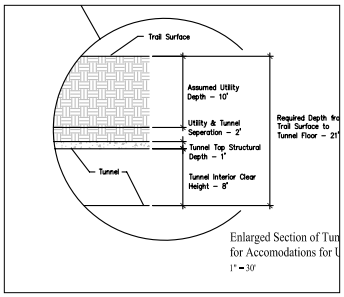
The most significant structure within the corridor is probably the remains of the 105 foot Roundhouse, which exists only as a broken concrete pad on the grounds of the switchyard. At its center is the location of the turntable, which carried the weight of locomotives and steam engines as they were redirected to other track. Photographs of this area - after the round house was demolished - are available. The turntable pit is now filled with rubble and cement. Some interpretive use of this site would be possible. The semicircular edge of the roundhouse might be defined with stone or other material. It is shaped naturally like an amphitheater.

Smaller artifacts, like the switching mechanism, derailleurs etc., within the right-of-way might be reused as public art. Since these items might be removed with the rails, their locations should be identified exactly. If the semaphore signal masts can be retrieved, they should be adapted for signage or other uses for the trail.

Because of the scarcity of artifacts, the most practical way to approach the interpretation of this corridor is probably with signage depicting what was there (perhaps even using historic photographs) and which explains the history of the adjacent neighborhoods, where these are visible and significant historically.

C

BRIDGE/TUNNEL ANALYSIS



INTRODUCTION

During the course of developing this Master Plan, it became necessary to investigate the feasibility of creating bridges or tunnels at certain street crossings to separate pedestrian and motor vehicle traffic. In addition, it was important to study the capacity of existing bridges to accommodate trail user traffic. The following study was conducted by staff from RQAW Corporation as part of their role in the project team.

BRIDGE/TUNNEL ANALYSIS

Separated-grade crossings may be desirable for use in trail design to separate trail users from motor vehicle traffic. Grade-separated crossings can consist of either a bridge or a tunnel. Either the vehicular or the trail traffic can be directed onto the bridge or tunnel. The design of any grade-separated crossing is required to meet the Indiana Department of Transportation *Guidelines and Standards for the Technical Development of Transportation Enhancement Projects.* Any deviation from the Guidelines and Standards requires a design exception to be granted by INDOT. A design exception would be filed during detailed engineering design.

EXISTING GRADE-SEPARATED CROSSINGS

The corridor provides 2 existing grade-separated crossings. The first crossing is an existing rail bridge over the corridor located between Adams Street and Fairview Street. It is expected that this bridge will remain in service and that the trail will benefit from its continued usage. The second bridge is the existing corridor bridge over 3rd Street. A cursory structural review was conducted on the bridge over 3rd Street. The bridge appeared to be in good condition and during the Fall of 2003 was being used for rail traffic. Although a more thorough review by a structural engineer will be required during detailed design, the bridge appears to be adequate for trail use.

The only existing grade-separated crossing on the trail route is at 3rd Street, where a bridge spans four lanes of traffic.

BRIDGE/TUNNEL ANALYSIS (CONTINUED)

NEW GRADE SEPARATED CROSSINGS

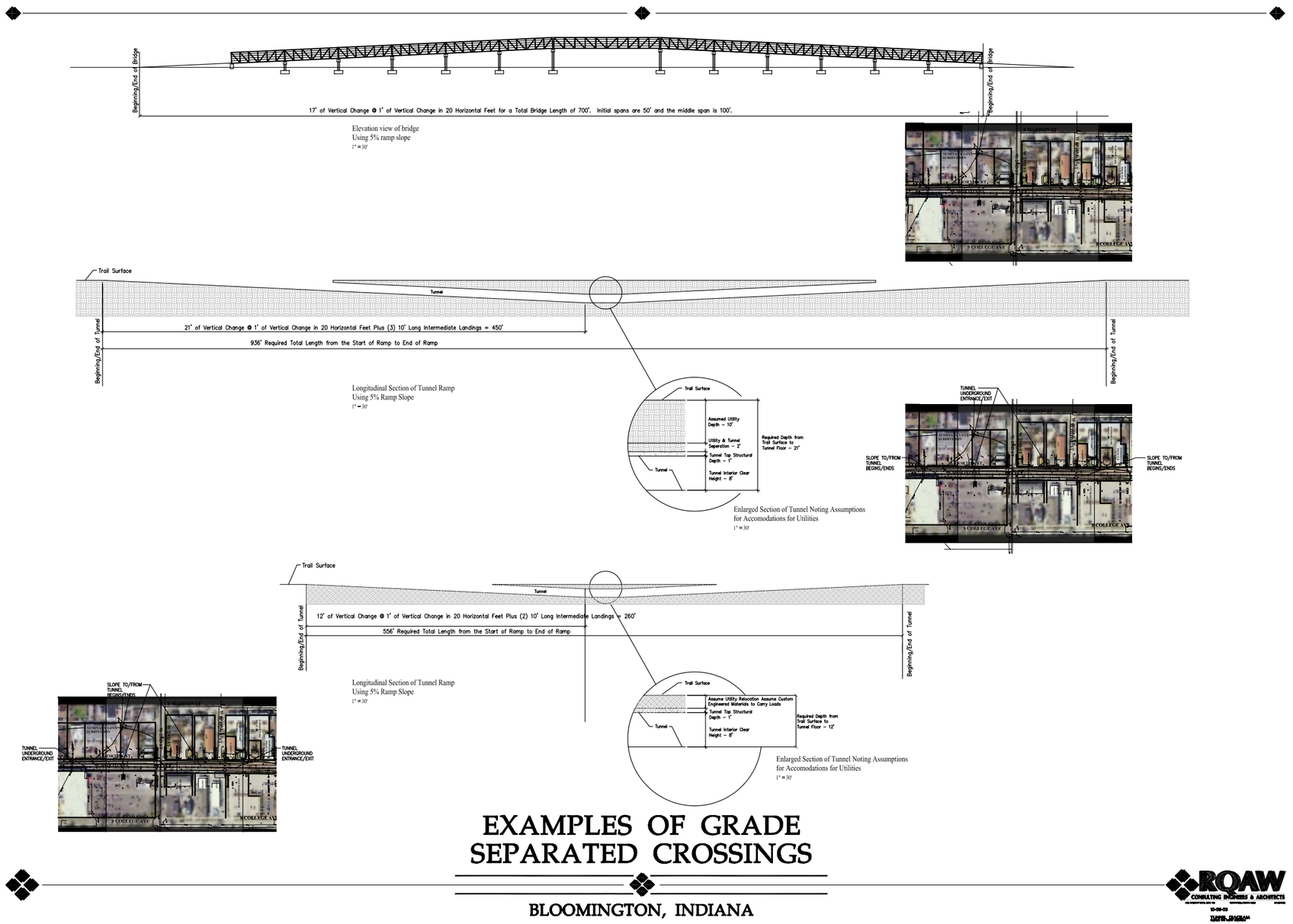
Any tunnels would be limited to a maximum 5% grade and be required to meet the 20 mile per hour standard geometric design criteria, including 8 foot trail width and 2 foot shoulders. Tunnels would have to be installed below existing utilities or the utilities would have to be relocated. A tunnel would most likely be constructed of a concrete culvert with approximate interior dimensions of 12 feet wide and 8 feet tall. The topography in the areas where tunnels were considered is fairly flat, requiring a tunnel approach on both sides of the tunnel approximately 400 feet long. A typical road to be crossed including sidewalks is approximately 80 feet in width, requiring the total length of the tunnel, including approaches, to be 880 feet.

The 2nd Street crossing, shown in the photos at right, presents some of the most significant challenges of any crossing along the corridor.

The trail would start its descent 400 feet before the sidewalk along the street and would be a depression from the existing grade. At the approximate halfway point of each approach (180 feet), the trail would be underground. Therefore, approximately 520 feet of the tunnel and approaches would be totally underground. The 180 foot length of each approach will deviate from surface elevation and will require fences to keep people from being injured and/or falling. Retaining walls on either side of the approach would be required, as there is not adequate real estate available for a sloped sidewall.

The approaches to the tunnel would naturally funnel storm water to the bottom of the tunnel. The tunnel would be designed to slope slightly underground to either the north or south end where a pumping station would be installed. The sump would require routine maintenance. The pumping station would be designed for a predetermined rainfall volume. If a rain event exceeded the pumping station's capacity, the tunnel would have to be temporarily closed.

From an aesthetic standpoint, trail users would be physically and visually isolated from the streetscape and potential trail-side vendors for all of the 520 feet underground and approximately half of the above-ground section of each approach, for a total of 700 feet. There would also be a 12 foot wide depression where people could not walk across the trail from the point it begins to descend to the point it is completely underground.



EXAMPLES OF GRADE SEPARATED CROSSINGS

BLOOMINGTON, INDIANA

ROAW CONSULTING ENGINEERS & ARCHITECTS

TUNNEL DIAGRAM

The graphics at left illustrate the physical dimensions of potential new grade separated crossings along the trail corridor. The crossing at 2nd Street was used as the focus of the analysis. Both bridge and tunnel scenarios were evaluated as part of the study.

BRIDGE/TUNNEL ANALYSIS (CONTINUED)

A bridge would have constraints similar to the tunnel in the absence of natural topography to aid in the ascents and descents. There are several design constraints to building a multiuse trail bridge over an existing street in downtown Bloomington. As with the tunnel, a bridge is required to meet the Indiana Department of Transportation *Guidelines and Standards for the Technical Development of Transportation Enhancement Projects.* Any deviation from the Guidelines and Standards requires a design exception to be granted by INDOT. Any design exception would be filed during detailed engineering design. Bridges will be limited to a maximum 5% grade and are required to meet the 20 mile per hour and standard design criteria, including 8 foot trail width and 2 foot shoulders. A bridge along the trail over an existing road, including approaches, would have to be of a span design because there is not enough real estate to build up the approaches using a standard slope.

As with the tunnel, trail users would be separated from the streetscape and any trail-side vendors while they are ascending, crossing, and descending the bridge. Unlike the tunnel, the trail users would not be completely visually separated from the surroundings. Assuming the base of bridge would have to be 15 feet higher than the roadway and that the bridge is 1 foot thick, the bridge approaches would be over 300 feet long, for a total length of the bridge at approximately 650 feet.

HILLSIDE BRIDGE OVER THE TRAIL

The proposed connection of Hillside Drive was analyzed, as it has a significant impact on the overall Switchyard design concept. Based on the constraints created by the presence of the Clear Creek floodplain, the Hillside Drive crossing through the Switchyard area will require a bridge. Although detailed analysis has not been conducted, it is clear from the preliminary study that the bridge required to make the Hillside Drive connection will be a significant structure, the exact impacts of which will not be known until issues such as the number of traffic lanes and the height of the bridge are confirmed. The trail can be constructed in the floodplain and may very well cross Hillside Drive by passing under the new bridge.

CONCLUSIONS

Based on the Bridge/Tunnel Analysis, it became clear that such structures were not viable options for crossings along the trail corridor. Construction cost and the physical constraints of the available land in these locations presented significant challenges. In addition, the tunnel option presented safety and security concerns due to the complete underground enclosure of the trail for an extended distance. The Hillside Drive road connection would be best served by the construction of a bridge that would elevate it over the Clear Creek floodplain. It is likely that a similar configuration would be considered for future improvements to Country Club Road at the south end of the site, providing another opportunity for a trail underpass.

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J.F. New & Associates Inc.