

MARSHALL COUNTY

# TRAILS MASTER PLAN







# MARSHALL COUNTY

# TRAILS MASTER PLAN

## ACKNOWLEDGMENTS

### MARSHALL COUNTY

- County Council
- County Commissioners

### ARGOS

- Town Council
- Argos Community Development Corporation

### BOURBON

- Town Council

### BREMEN

- Town Council
- Parks Department
- Redevelopment Commission

### CULVER

- Town Council
- Parks Department
- Redevelopment Commission

### LA PAZ

- Town Council

### PLYMOUTH

- City Council
- Discover Plymouth
- Parks Department
- Redevelopment Commission
- Plymouth Library

### OTHER ORGANIZATIONS

- Marshall County Crossroads Steering Committee
- Marshall County Crossroads Transportation and Trails Committee
- Marshall County Tourism Committee
- Marshall County Community Foundation
- Marshall County Council on Aging
- Marshall-Starke Development Center
- Marshall County Planning
- Marshall County schools
- Michiana Area of Council Governments (MACOG)
- Starke Head Start/Early Head Start
- Small Wonders
- The Center at Donaldson
- Young Professionals of Marshall County





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# INTRODUCTION

Along the northern region of the US 31 corridor are the Marshall County crossroads that run East and West. These crossroads venture into Argos and Culver on SR 10, Bourbon and Plymouth on US 30, and Bremen and La Paz on US 6. Together, Marshall County and these six communities form the Marshall County Crossroads region, and it is here that visitors will find the people of Marshall County connecting, collaborating, and creating Great Hometowns. Visitors will also find that there is always something to do because Marshall County residents have been actively working to make their crossroad communities places that are not just great places to visit, but also great places to live, work, and play in.

The Marshall County Trails Master Plan is a guiding document that outlines how to make Argos, Bremen, Bourbon, Culver, La Paz, and Plymouth walkable, bikeable communities in which multi-modal transportation trips are safe and enjoyable for the residents and visitors of Marshall County. It also presents plans for connecting each of the Marshall County communities to create a regional transportation network that allows people to travel and enjoy the natural landscapes and assets of Marshall County's 450 square miles.

Leaders from across the communities and various sectors of Marshall County have focused on numerous regional planning initiatives to improve the quality of life in Marshall County. In 2018 and 2019, this work was accelerated when a group of leaders from across the County formed a regional planning team called the Marshall County Crossroads. This team created the Marshall County Regional Development Plan, which was the result of a collaborative, county-wide process that engaged hundreds of residents and stakeholders who shared ideas to develop a mission called Great Hometowns: One Vision.

Great Hometowns: One Vision seeks to create healthy, livable, thriving, and sustainable communities that provide residents of all ages, races, and genders the highest quality of life. The Marshall County Crossroads team focused its regional planning efforts on three sets of Quality-of-Life pillars: Quality of Spaces, Quality of Economy, and Quality of Capacity. Within these three sets are 10 pillars of quality of life that the team has focused its work on, including:

- Quality of Spaces: Place, Housing, Arts and Culture, and Transportation and Trails
- Quality of Economy: Workforce Development, Industry Growth and Entrepreneurship, and Health and Wellness
- Quality of Capacity: Education and Skills, Diversity and Inclusion, and Leadership Building

This Trails Master Plan is the result of the initiative of the Transportation and Trails Committee, a subcommittee of the Marshall County Crossroads team. The Transportation and Trails Committee is made up transportation experts in the County, nonprofit members, trail experts, members of MACOG (Michiana Area Council of Gov.), and representatives of the Marshall County Crossroads team. The goal of the Transportation and Trails Committee is to: Provide safe and accessible routes for all non-vehicular and public transit users regardless of socioeconomic status throughout Marshall County and beyond.







## Rural Communities and Bicycle and Pedestrian Infrastructure

When implementing bicycle and pedestrian infrastructure, rural communities like Marshall County must overcome planning challenges to ensure that projects are more efficient, functional, cost effective, and catered to each community. According to the U.S. Department of Transportation's "Small Towns and Rural Multi-modal Networks" guidelines, some of these challenges include:

- **Agricultural Operations:** Farming equipment and other vehicles are often wide and slow moving. These types of transportation equipment must be considered in rural areas.
- **Public Land:** Public land and public spaces in rural communities can be popular destinations. Examples of this in Marshall County are the Tippecanoe River, the many lakes, and the beach at Lake Maxinkuckee. There are also numerous popular parks throughout the County. Creating connectivity between these can be expensive; however, doing so can extend the use of them into the communities.
- **Vehicle-Oriented Transportation Designs:** Compared to urban areas, the designs of rural transportation systems center around vehicles and how they move within the system. This can make bicycle and pedestrian transportation more challenging and less safe.
- **Physical Constraints:** Many rural roads have physical terrain constraints, making bicycle and pedestrian infrastructure a challenge to design and implement.
- **Safety Issues:** Generally lacking pedestrian crossings/other safety features with rural roads.
- **Highways as Main Streets:** In many rural communities, including several in Marshall County, highways run directly into the downtown areas. In many cases, these roads are wide and not designed to allow pedestrian access.
- **Maintenance and Weather:** Active transportation and multi-modal transportation sometimes require special maintenance equipment, especially during winter events.
- **Costs:** Bicycle and pedestrian infrastructure can be cost prohibitive.

**The planning process analyzed these issues and the master plan provides solutions and trail routes that aim to overcome these challenges.**

## Benefits of Bicycle and Pedestrian Infrastructure

The Marshall County Trails Master Plan will have several benefits to residents and visitors in the County. The following list summarizes some of the well documented benefits, specific to Marshall County.

- Fulfill the goals of the Marshall County Crossroads Transportation and Trails Committee to provide safe/accessible routes for all non-vehicular/public transit users regardless of socioeconomic status.
- Improve the experience and safety of cyclists and pedestrians throughout Marshall County.
- Improve overall community health and quality of life in Marshall County by providing trails that provide recreational opportunities, exercise activities, and outdoor fun to residents and visitors.
- Boost spending in Marshall County communities through tourism and the influx of visitors who shop and eat at businesses near trails and pedestrian infrastructure.
- Increase the property values of residential and business properties near trails in Marshall County.
- Improve the attractiveness of Marshall County to current residents and potential residents. Bicycle and pedestrian infrastructure will attract people to the County.
- Improve the attractiveness of Marshall County to businesses. Companies value bicycle and pedestrian infrastructure because employees value it as a quality-of-life feature.
- Reduce commuter cost and fuel usage by providing alternative forms of transportation.
- Preserve the environment/air quality of the diverse landscapes and natural resources in the County.
- Connect Marshall County communities to showcase the region's natural assets, cultural features, and history, thereby creating identity and pride in the region.



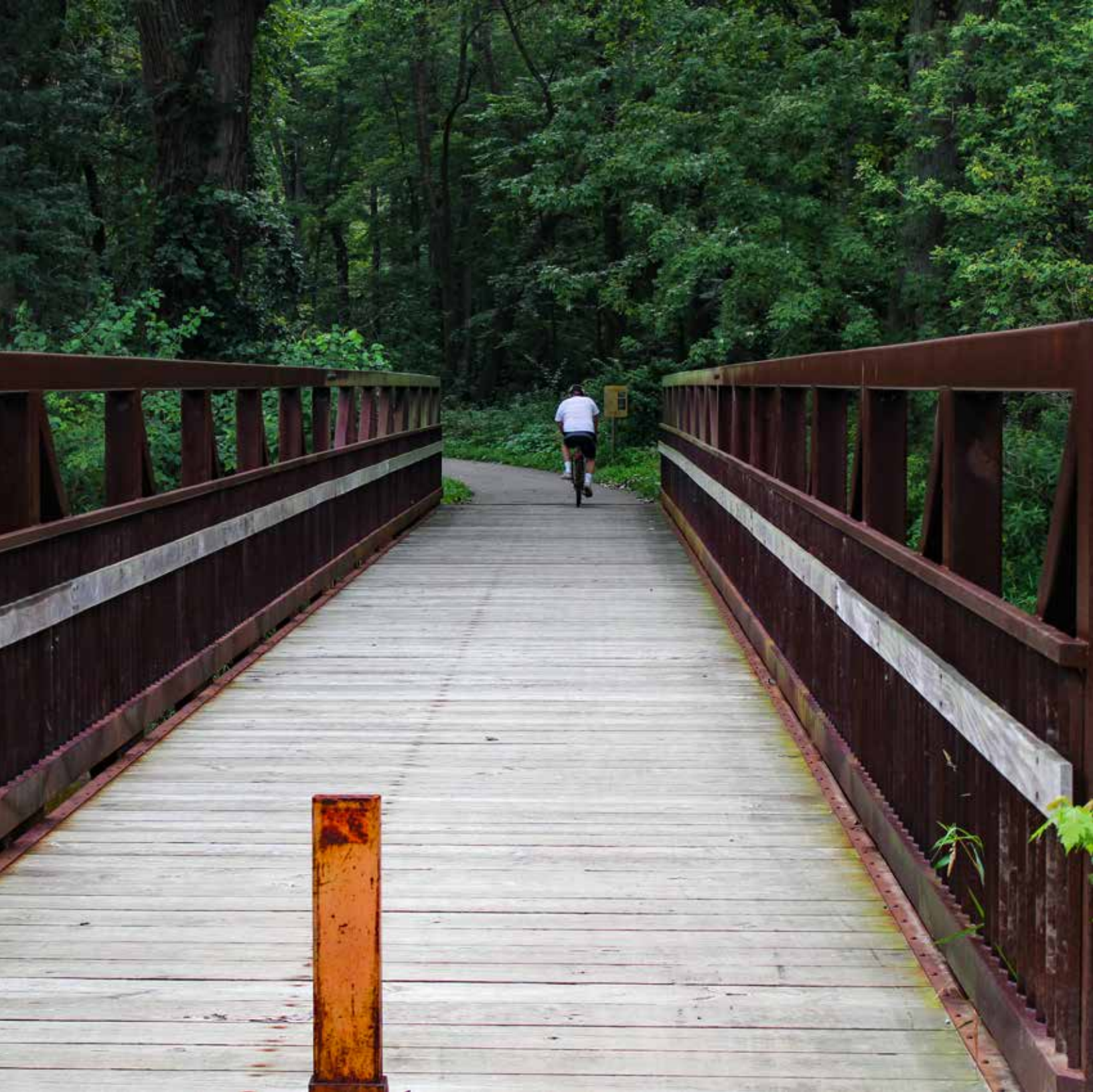


# EXISTING CONDITIONS

- MARSHALL COUNTY
- TOWN OF ARGOS
- TOWN OF BOURBON
- TOWN OF BREMEN
- TOWN OF CULVER
- TOWN OF LA PAZ
- CITY OF PLYMOUTH







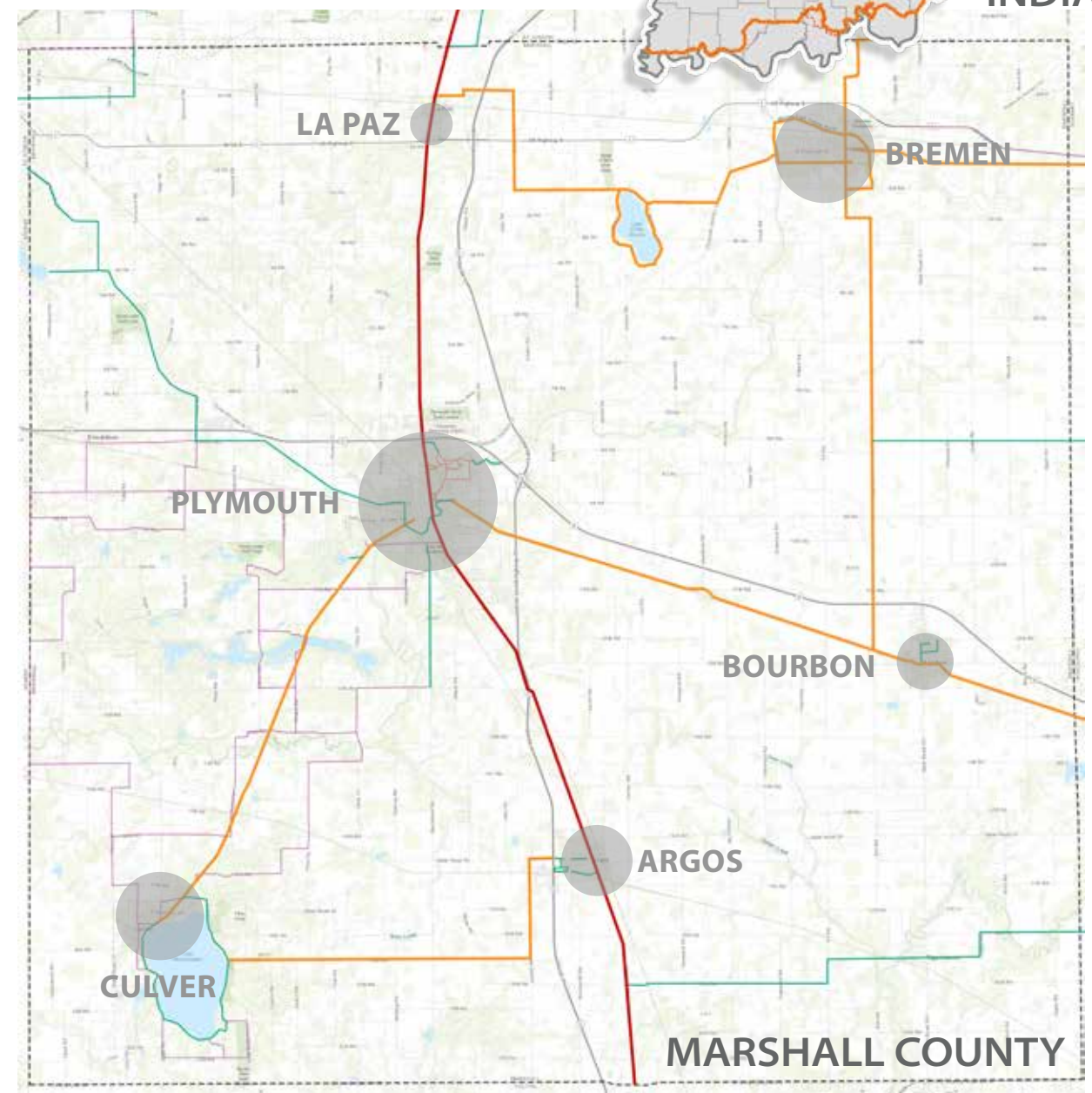
# MARSHALL COUNTY

EXISTING CONDITIONS



Marshall County is nestled in the heart of northern Indiana, is conveniently located at the junction of US 30 and US 31. When you visit our unique rural community with our small towns, home to a stunning golf course designed by a world-renowned golf course designer, Indiana's second-largest natural lake and so much more, you'll experience a special charm that will make you want to stay longer than you planned.

— Marshall County Website





# MARSHALL COUNTY EXISTING CONDITIONS

Across Marshall County and within the six focus communities, there is an extensive network of trails that connect residents and visitors with local parks, green spaces, and other local areas of interest. The Marshall County Trails Master Plan looks to investigate the existing conditions to be able to assemble a better understanding of the communities and then propose informed enhancements and additions to the local and regional trail networks. The overall vision for this document is to create a connected trail network within each community and a connected regional trail network across Marshall County in order to make a more cohesive and complete recreational experience for the residents and visitors of Marshall County and to provide the economic, health, and social benefits associated with trails.

## WALKABILITY

Among the 6 focus communities—Argos, Bourbon, Bremen, Culver, La Paz, and Plymouth—Marshall County has an average walk score of 47, with most communities being at least somewhat walkable. Removing the only city from this score (Plymouth), the score drops to 40, meaning that most of these small communities are car-dependent. Some of the smaller towns have limited sidewalk networks, mainly focused around their respective downtowns. While the existing conditions are often limited, there are many opportunities for these small towns to improve the walkability of their communities through the goals of the Marshall County Trails Master Plan.

## BIKEABILITY

Marshall County has some bike infrastructure, mostly in the form of signed/unsigned bike routes and trails. Some towns have already started creating unique biking experiences in their communities and some of the other small towns have the possibility of rearranging their downtown streetscapes in order to accommodate bike lanes and other pedestrian infrastructure. Improving the bikeability of a community not only improves the recreational experience of the area, but also gives residents another option for viable transportation to and from work or for completing errands. Shifting these communities’ focus to the pedestrian, and not the vehicles, will improve both these scores.



47/100 WALK SCORE  
6 COMMUNITIES’ AVG



SOMEWHAT  
WALKABLE



46/100 BIKE SCORE  
6 COMMUNITIES’ AVG



SOME BIKE  
INFRASTRUCTURE







LAKE MAX TRAIL  
TOWN OF CULVER

## CONNECTING MARSHALL COUNTY

Marshall County consists of many great communities, with each town having its own unique characteristics. The Marshall County Trails Master Plan will look to build upon the great sense of community that already exists in all of these towns by connecting its residents with local green spaces, downtown spaces, and other important town assets through improved sidewalk systems, added multi-use trails, and signed bike routes. Looking within these communities and creating a more connected pedestrian experience will not only bring residents together but also unite surrounding communities throughout Marshall County. Imagining a connected trail system across the entire county is a bold and complex process but could create a signature recreational experience for the entire county that involves each community, celebrating each one of those communities, and creating new and exciting opportunities that will continue to allow these small towns to grow.



PLYMOUTH GREENWAYS TRAIL



ARGOS COMMUNITY PARK TRAIL

## FUTURE OPPORTUNITIES

With the 2019 designation of Stellar Communities being awarded to Marshall County, there is now a real opportunity to set each one of these communities on the right path towards not only creating a more connected region but a more connected Marshall County as a whole. These pedestrian improvements are also the first steps to improving existing downtowns and public green spaces, providing more reason for future development and new businesses. The Marshall County Trails Master Plan will look to explore these pedestrian connections to create possibilities for each of these communities to not only improve the recreational experience, but also promote the other social, economic, and cultural benefits associated with these changes and improvements.



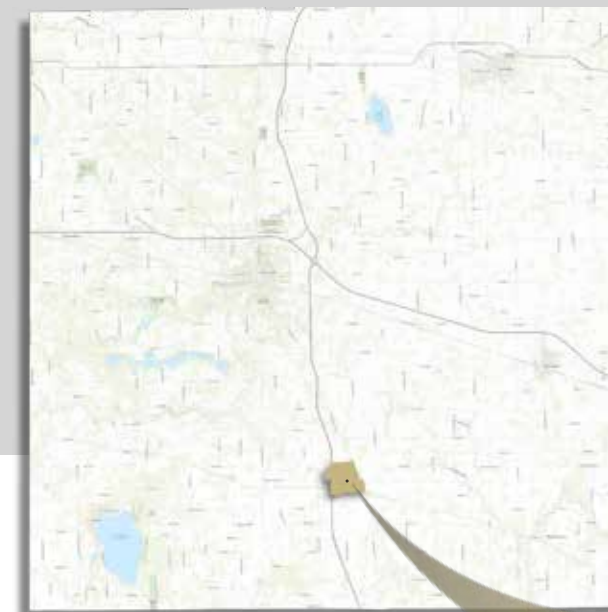


*Argos is a small, quaint town located in north central Indiana. We pride ourselves on the small town feel that makes living in the Midwest a joy every day. Safety, great schools, proximity to large cities and inexpensive cost of living make Argos a great choice.*

*Argos's history began in 1832 when land was purchased from the Pottawatomie Indians. The town was first known as Sidney and later the name was changed to Argos. In 2001, Argos celebrated its 150th anniversary with a two-day Sesquicentennial Celebration.*

— Town of Argos Website

## MARSHALL COUNTY



# TOWN OF ARGOS

EXISTING CONDITIONS



## TOWN OF ARGOS



# TOWN OF ARGOS

## EXISTING CONDITIONS

### WALKABILITY

Currently, the town of Argos is considered to be mostly car-dependent. Most of town’s sidewalks are located in the downtown area. In some areas, sidewalks are interrupted and only provide partial lengths of pedestrian walks. Proposed trails and sidewalks will build on the existing network, connecting the parks and other community assets in Argos. Looking forward, Argos’s walkability should see a great increase with the implementation of new sidewalk projects included in the Stellar Communities Regional Development Plan.



ARGOS COMMUNITY PARK TRAIL

### BIKEABILITY

The town of Argos has minimal infrastructure for bicyclists and other forms of non-motorized transportation. Currently, the only existing trails in the town of Argos are contained within Argos Community Park and do not extend into the downtown or connect with other parks. Newly proposed trails would connect local parks and other points of interest in order to increase the town of Argos’s bikeability and further promote activity. On a regional scale, Argos could also connect to a network of proposed state trails that would not only connect Argos with surrounding towns and cities, but also with counties across the state and even national trail systems.



34/100 WALK SCORE



CAR-DEPENDENT



35/100 BIKE SCORE



MINIMAL BIKE  
INFRASTRUCTURE



ARGOS COMMUNITY  
PARK TRAIL





**POND PARK  
TOWN OF ARGOS**

## CONNECTING ARGOS

The town of Argos prides itself on its commitment to parks and to community green spaces enough to make the town slogan, "A Town Within a Park." The town could see several benefits from connecting its beautiful parks with local amenities. Having a connected park system creates a cohesive pedestrian network that enables people to enjoy multiple park experiences without entering a vehicle. This connection not only promotes recreation across the town but also draws people to walk or ride their bike past some of Argos's other local attractions like Downtown Argos with its many shops and restaurants. Promoting pedestrian connection across the town also creates new opportunities for different city programming like 5ks and cycling races. Giving pedestrians the ability to easily navigate Argos will also spark interest in new development opportunities, further allowing Argos to grow as a community.



**ARGOS COMMUNITY PARK**



**CONCEPTUAL MASTER PLAN FOR  
ARGOS DOWNTOWN SQUARE**

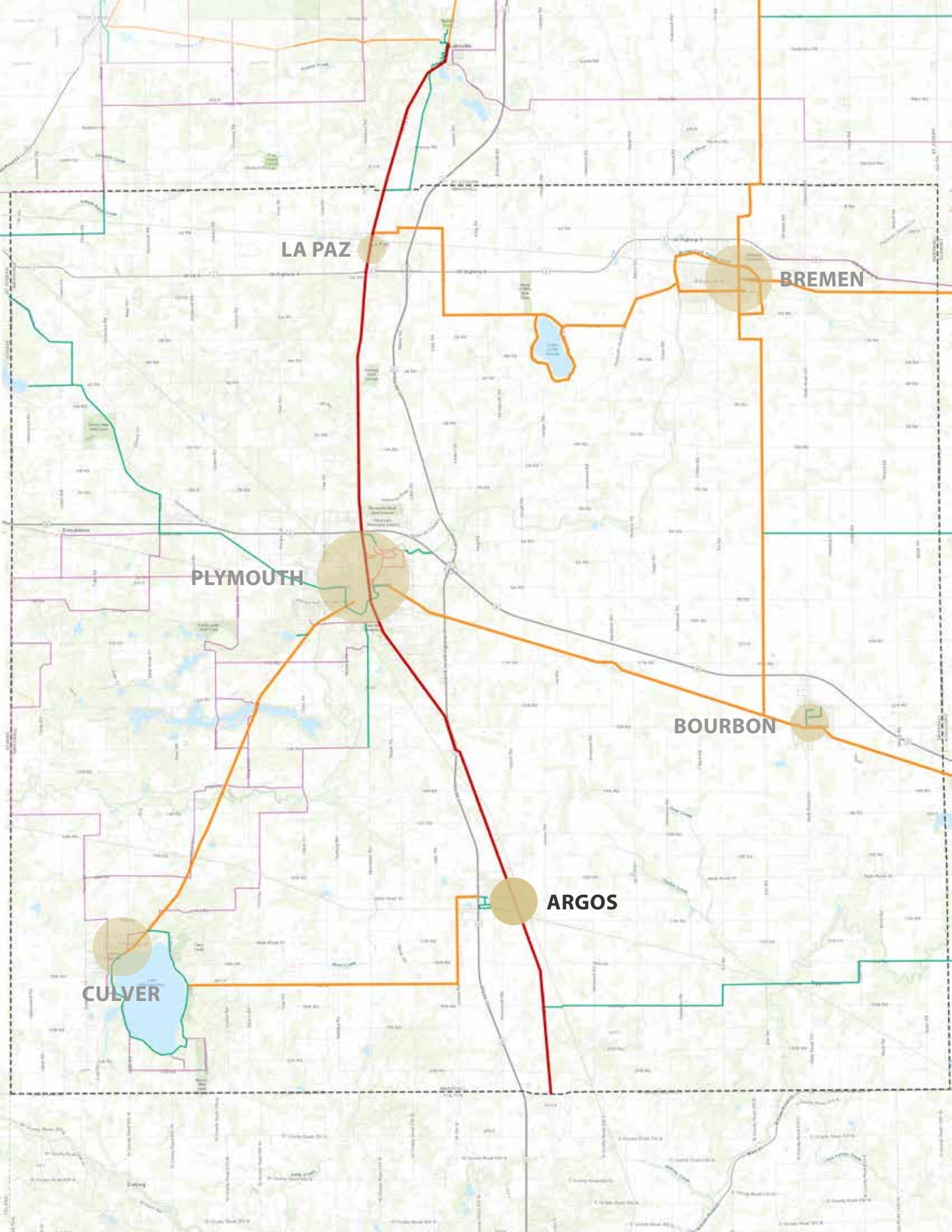
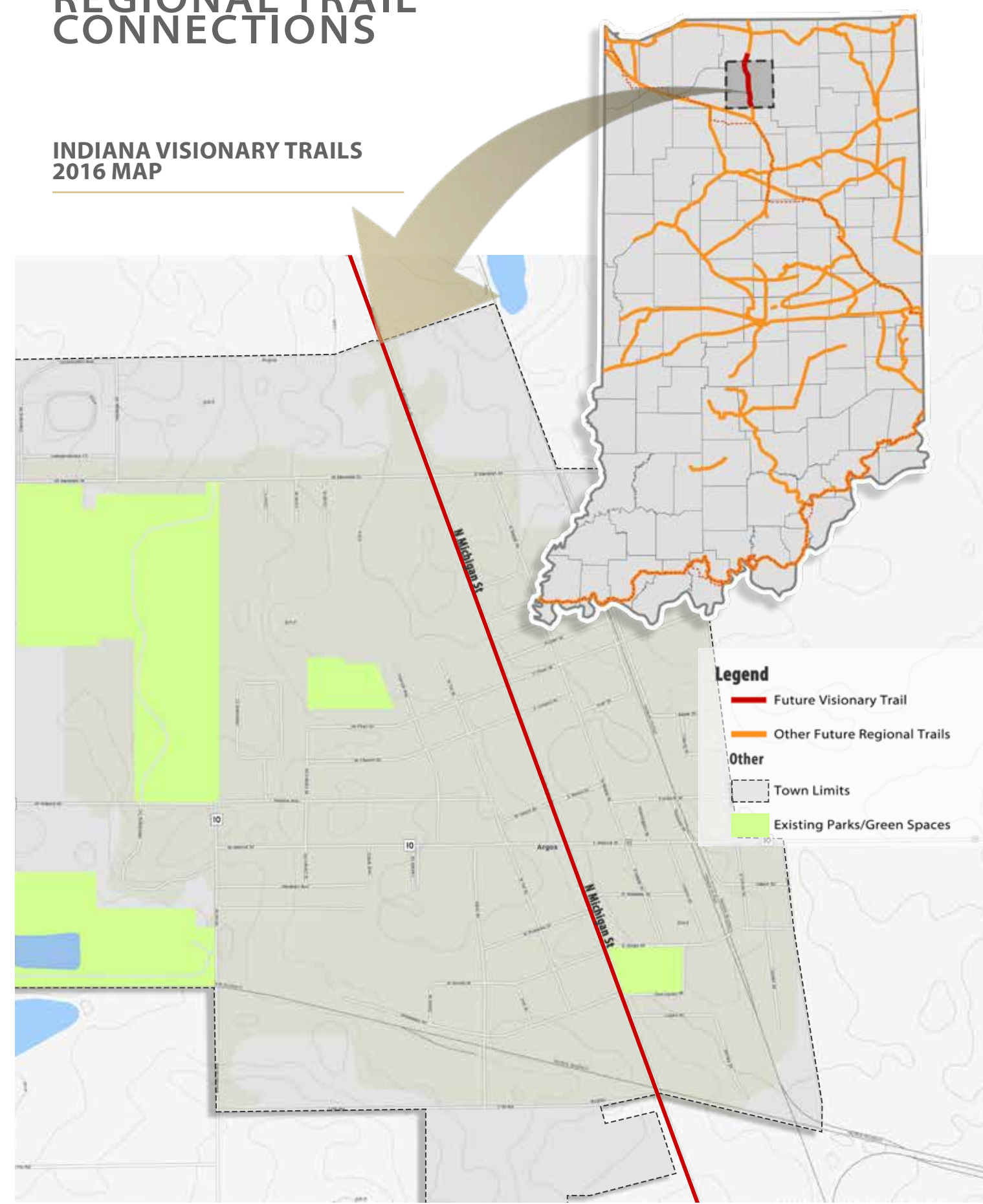
## FUTURE OPPORTUNITIES

Through the 2019 Stellar Communities designation to Marshall County, Argos has the opportunity to expand many of its local pedestrian networks and public green spaces. Several projects have already been outlined in the proposal including several trail and sidewalk improvement projects, plans to enhance existing parks like Pond Park, and new proposed plans for additional public spaces like the Argos Downtown Square, which will serve as a public entertainment and gathering space for the local community. Combined with other major developments occurring in Argos, including the new manufacturing center and Park View housing development, the community is trending towards a period of substantial growth. With new housing, employment, and recreation opportunities, Argos will become a very attractive community for people looking for a new place to call home or to start a business.



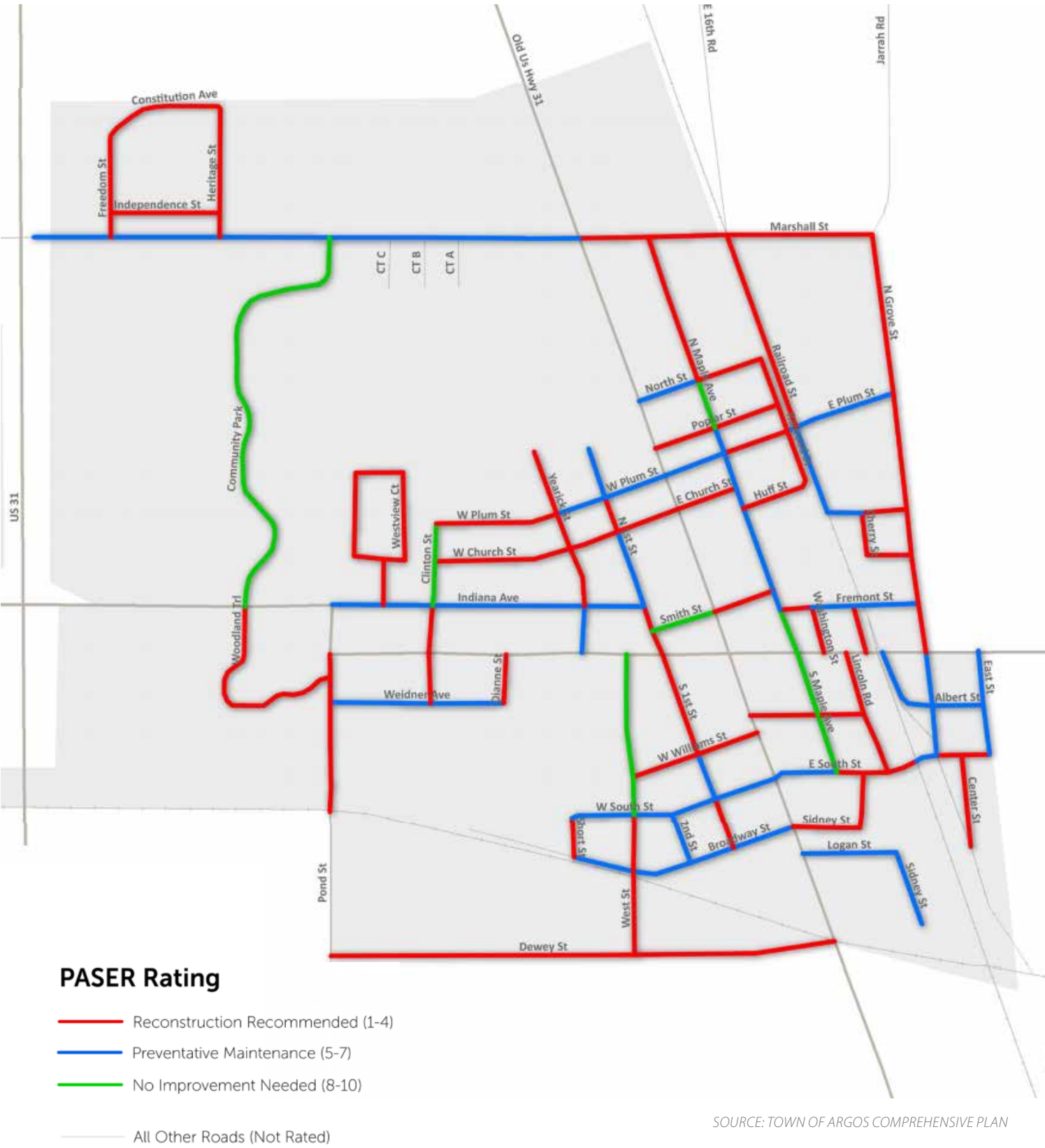
# REGIONAL TRAIL CONNECTIONS

INDIANA VISIONARY TRAILS 2016 MAP





ROADWAY CONDITIONS



MICHIGAN ST  
DOWNTOWN ARGOS





# TOWN OF BOURBON

EXISTING CONDITIONS



Bourbon, Indiana, is located in east central Marshall County in Bourbon Township, at the junction of State Highway 331 and US 30 in the heart of TROJAN COUNTRY. The town of Bourbon was laid out in 1853 when it was certain the railroad would be extended to that point. It took its name from Bourbon Township, which was named after Bourbon County, Kentucky, the former home of many of the early settlers. According to the 2010 census, Bourbon has a total area of 0.99 square miles. The Bourbon Community Building-Gymnasium was listed on the National Register of Historic Places in 2015.

Although Bourbon has experienced some phenomenal growth over the years, it has maintained the quality of life associated with a small town rural atmosphere. Our motto 'SMALL TOWN, BIG HEART' says it all!

— Town of Bourbon Website



## MARSHALL COUNTY



TOWN OF BOURBON



# EXISTING CONDITIONS

## WALKABILITY

The size of Bourbon makes some trips walkable, but there are many areas that lack the necessary pedestrian infrastructure for safe walking and bicycling, leading to a walk score of 38. While the main transportation corridors (Lincoln Highway going east and west and Main St connecting north and south) are lined with an effective sidewalk system, the absence of sidewalks and pedestrian routes in the surrounding neighborhood areas makes it difficult for local residents to travel to Bourbon’s Downtown and other green spaces without the use of a vehicle.



## BIKEABILITY

Currently, the town of Bourbon is lacking safe bicycle infrastructure, leading to a bike score of 39. A lack of trails in Bourbon’s green spaces also limits residents’ choices for outdoor recreation and biking. Bourbon could greatly benefit from the addition of bike infrastructure, including the use of bike lanes and multi-use trails. Not only is biking a popular form of recreation, but providing accessible bike routes would allow for the residents of Bourbon to use alternate forms of transportation to complete daily errands or to commute to work.

**38/100 WALK SCORE**

**CAR-DEPENDENT**

**39/100 BIKE SCORE**

**MINIMAL BIKE INFRASTRUCTURE**







**BOURBON PARK  
SPLASH PAD**  
SOURCE: TOWN OF BOURBON

## CONNECTING BOURBON

For the town of Bourbon, the majority of outdoor recreation occurs at Bourbon Park, which also serves as the recreational space for the majority of sports programs associated with Triton Junior-Senior High School. Mainly focused on athletics, the park has limited accessible walks and trails within the park itself. Bourbon Park also lacks pedestrian connections to the local surrounding neighborhoods or Bourbon's Downtown, forcing residents to rely on vehicles to reach this important town asset. Westwood Park, the only public green space for the west side of the community, has minimal pedestrian connections to the adjacent neighborhoods. Some previously proposed trail connections would link the schools with Bourbon Park, the neighborhoods on the east side of Main St., and Bourbon's Downtown; however, there are opportunities to expand upon these current plans to connect with other local assets like Westwood Park and to other regional trail networks.



**FOOD TRUCK FRIDAY**  
SOURCE: TOWN OF BOURBON

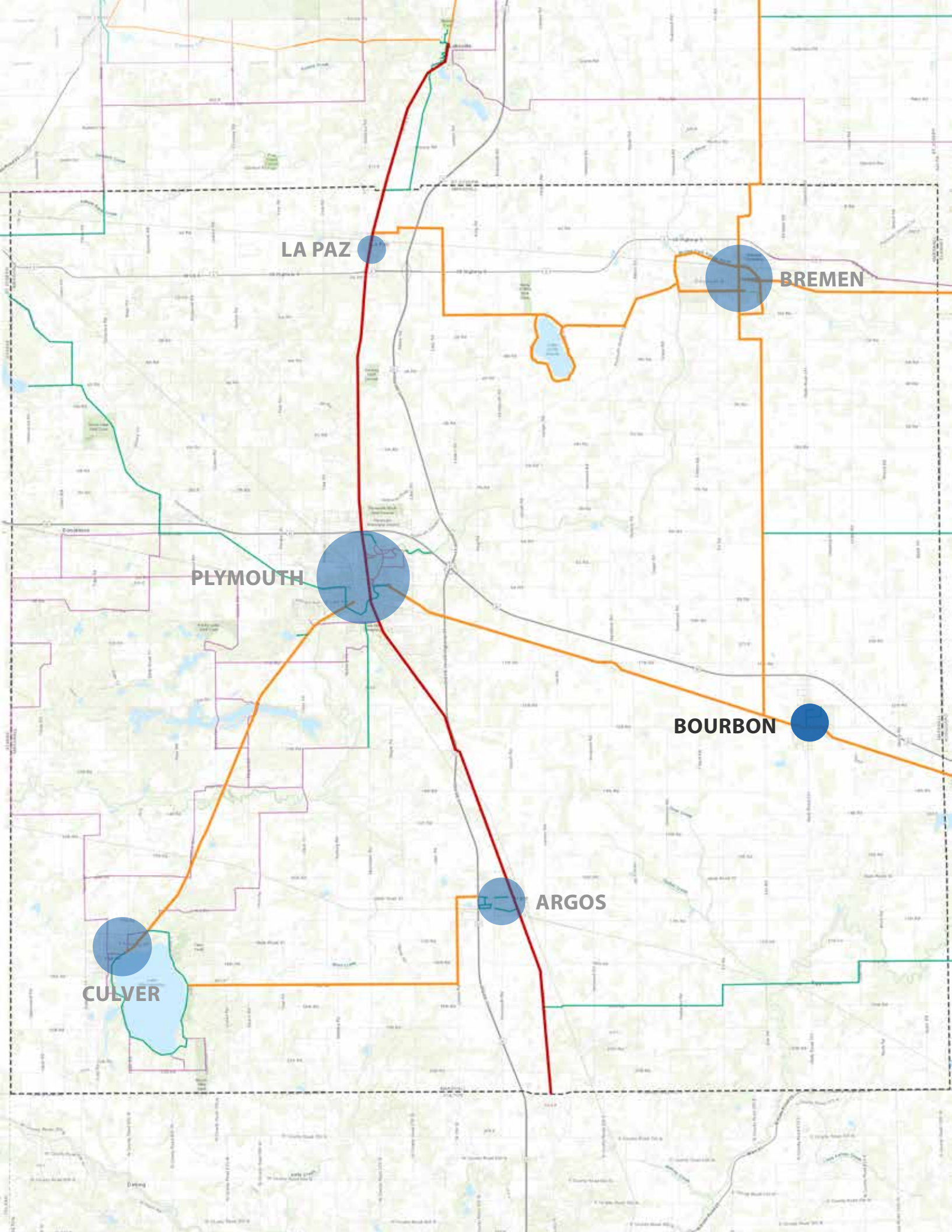


**BOURBON PARK SPLASH PAD**  
SOURCE: TOWN OF BOURBON

## FUTURE OPPORTUNITIES

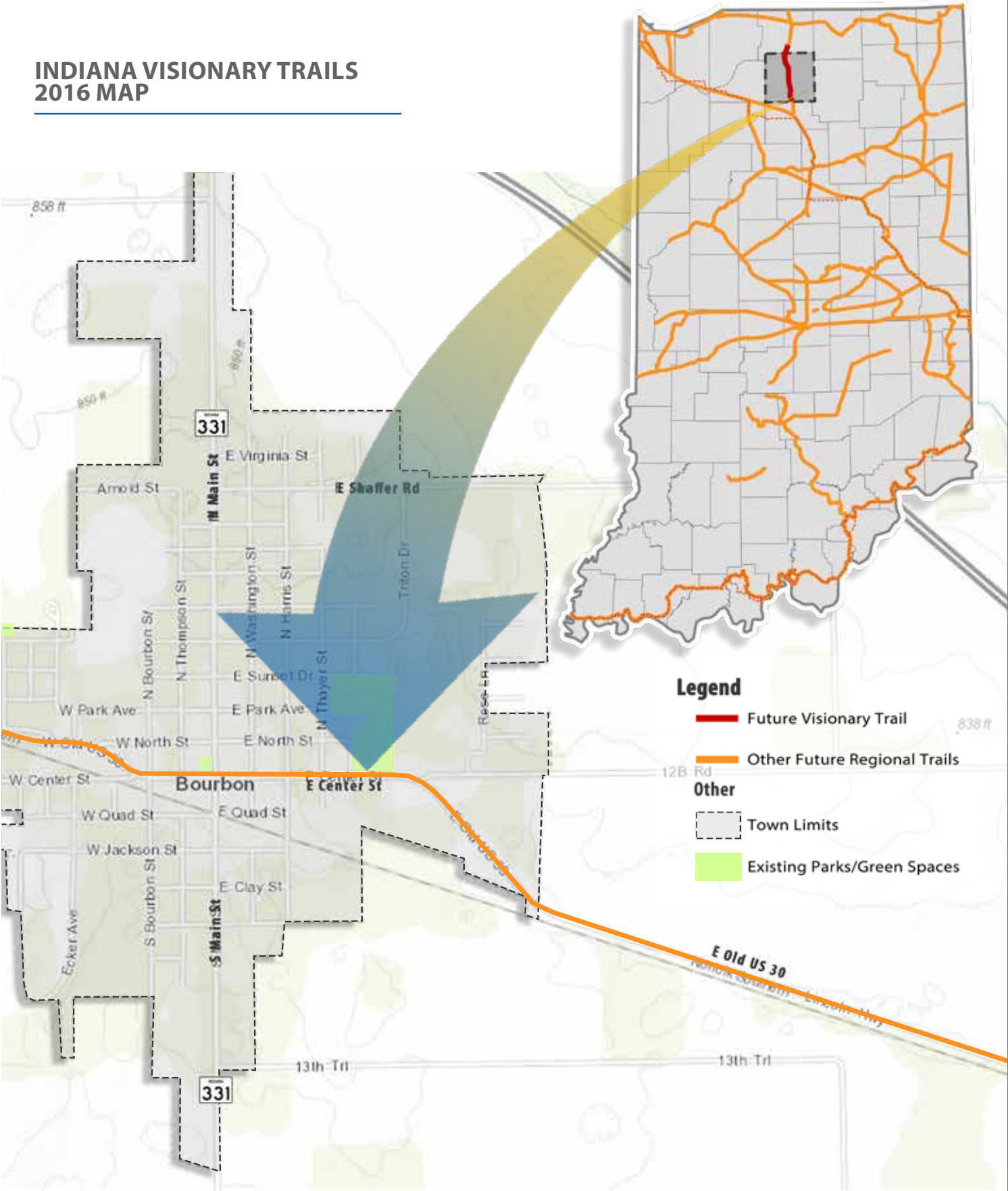
Pedestrian connections are greatly beneficial not only to a town's walkability/ bikeability but also to other social and economic factors. Providing the infrastructure that allows pedestrians to travel to and from important city assets boosts interest and accessibility of local businesses and green spaces. This increased recreational activity also makes Bourbon a more attractive place for new businesses and residents. Connecting Bourbon for the pedestrian will have an integral role in the town's future growth, enhancing some already great existing parks and local businesses. Some of these connections could start as small as installing new accessible sidewalks from the parking lots to the athletic fields at Bourbon Park, all the way to an extensive multi-use trail system connecting within the town of Bourbon to other surrounding communities and potentially the entire state.



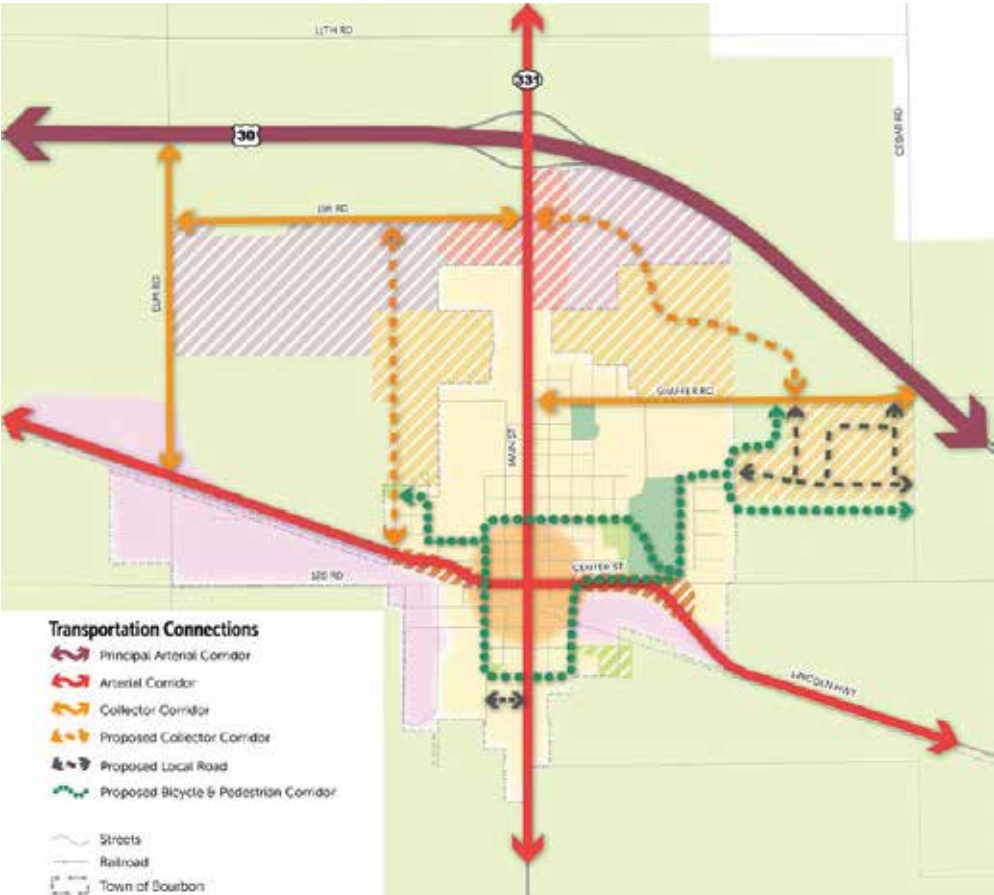


# REGIONAL TRAIL CONNECTIONS

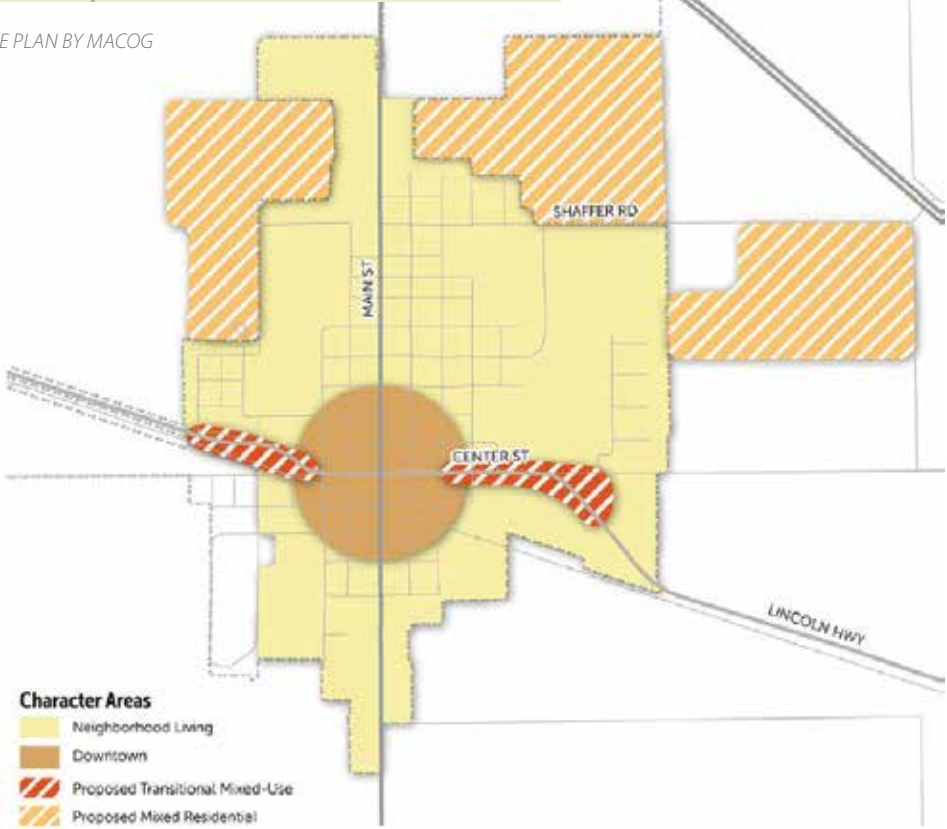
INDIANA VISIONARY TRAILS 2016 MAP



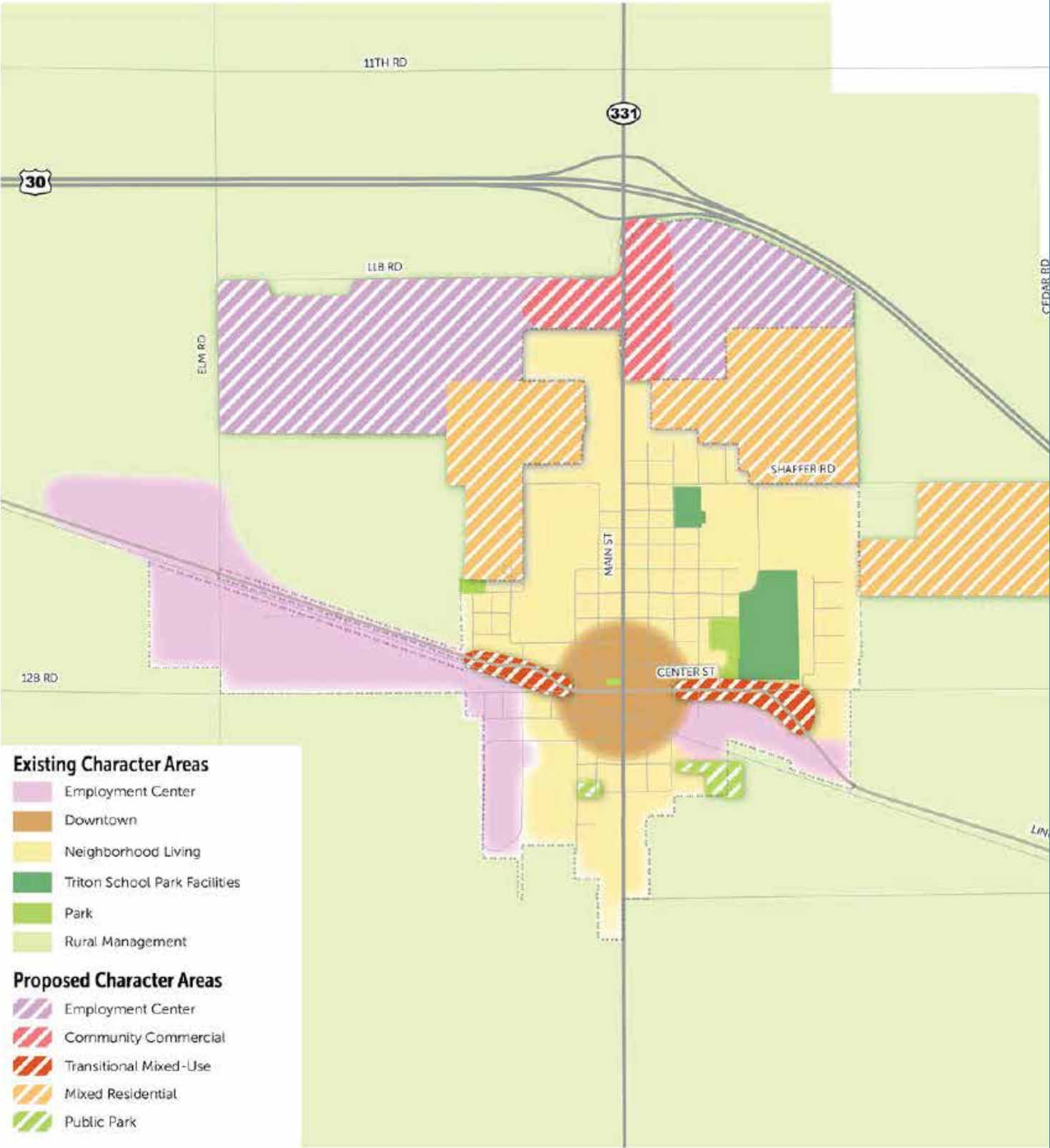




SOURCE: ENVISION BOURBON 2030 COMPREHENSIVE PLAN BY MACOG



RESIDENTIAL CHARACTER



SOURCE: ENVISION BOURBON 2030 COMPREHENSIVE PLAN BY MACOG





Incorporated in 1871, Bremen was founded by a group of German settlers who first named the community "New Bremen." As time progressed, the "New" was slowly omitted and the town became known as "Bremen."

Recognized as a leader in the agricultural field for its mint production, Northern Indiana became known as the mint capital of the nation. States like Oregon and Washington have since inherited the title of the mint capitol; however, Bremen still retains its nickname as the "Mint City."

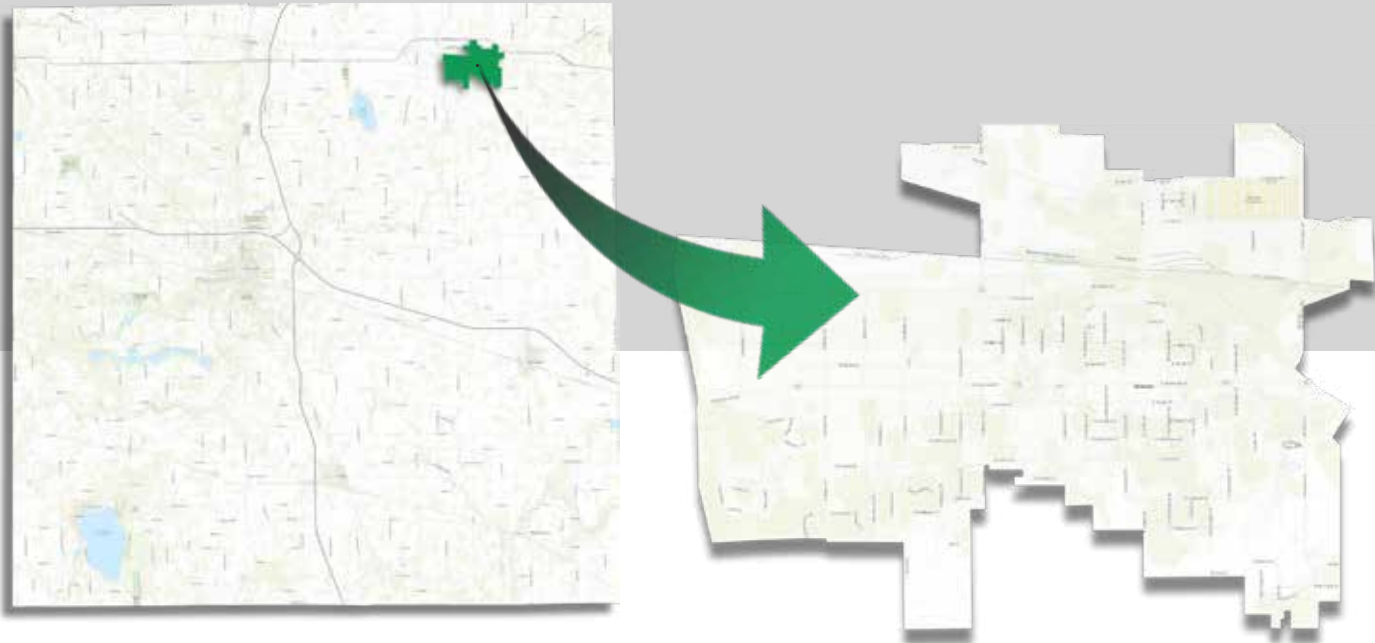
These are just a few accounts of the historical and cultural events and icons that have shaped and molded the identity of our community. We have now been given the opportunity to continue the process of adding value and character to this wonderful town and community of Bremen, Indiana.

— Town of Bremen Website



HISTORIC TRAIN DEPOT  
SOURCE: TOWN OF BOURBON

## MARSHALL COUNTY



TOWN OF BREMEN

# TOWN OF BREMEN

EXISTING CONDITIONS





# EXISTING CONDITIONS

## WALKABILITY

The town of Bremen is anchored in the middle by its quaint and historic downtown. With a broad network of well maintained sidewalks, Bremen, for the most part, is a walkable community with a walk score of 63. The majority of multi-use trails are contained to the local parks; however, sidewalk connections from downtown Bremen to major public green spaces like Sunnyside Park are available. In some cases, these sidewalks lack accessibility compliance.



PLYMOUTH ST, DOWNTOWN BREMEN  
SOURCE: GOOGLE MAPS

## BIKEABILITY

Some of the multi-use trail systems in Bremen can accommodate bike and pedestrian travel, but these trails are mainly contained in local parks and do not connect cyclists with other areas of Bremen. With Plymouth St. connecting Bremen from the east and west, and Center St. connecting it from north and south, the bikeability of Bremen could be increased if these major transportation corridors are equipped with the right infrastructure, such as protected bike lanes. This would allow commuting bikers to travel along Bremen’s major axes and reach some of the important city assets quickly and safely without having to use a vehicle. Regional connections to Plymouth, Lake of the Woods, Bourbon, and Nappanee would help draw cyclists to the town.



63/100 WALK SCORE



SOMEWHAT WALKABLE



53/100 BIKE SCORE



SOME BIKE INFRASTRUCTURE



SUNNYSIDE PARK  
TOWN OF BREMEN





**BREMEN FIREMAN'S PARADE**

## CONNECTING BREMEN

The town of Bremen is divided into several distinct districts, starting with a major commercial retail area in the west, the school district (Bremen Middle/High School) just east on Plymouth St., followed by Downtown Bremen in the center of town, and ending with the majority of Bremen's parks and green spaces in the west. Filling the gaps between these districts will connect the majority of Bremen's neighborhoods. Connecting these major districts would greatly benefit to Bremen's overall connectivity and would give pedestrians the freedom to comfortably travel across town without a vehicle. With a strong existing sidewalk system, much of the needed connections for the town of Bremen come in the form of transforming these existing sidewalks into multi-use trails and creating new trail networks that connect to existing trail systems within the local parks.



**BREMEN TOWN HALL**

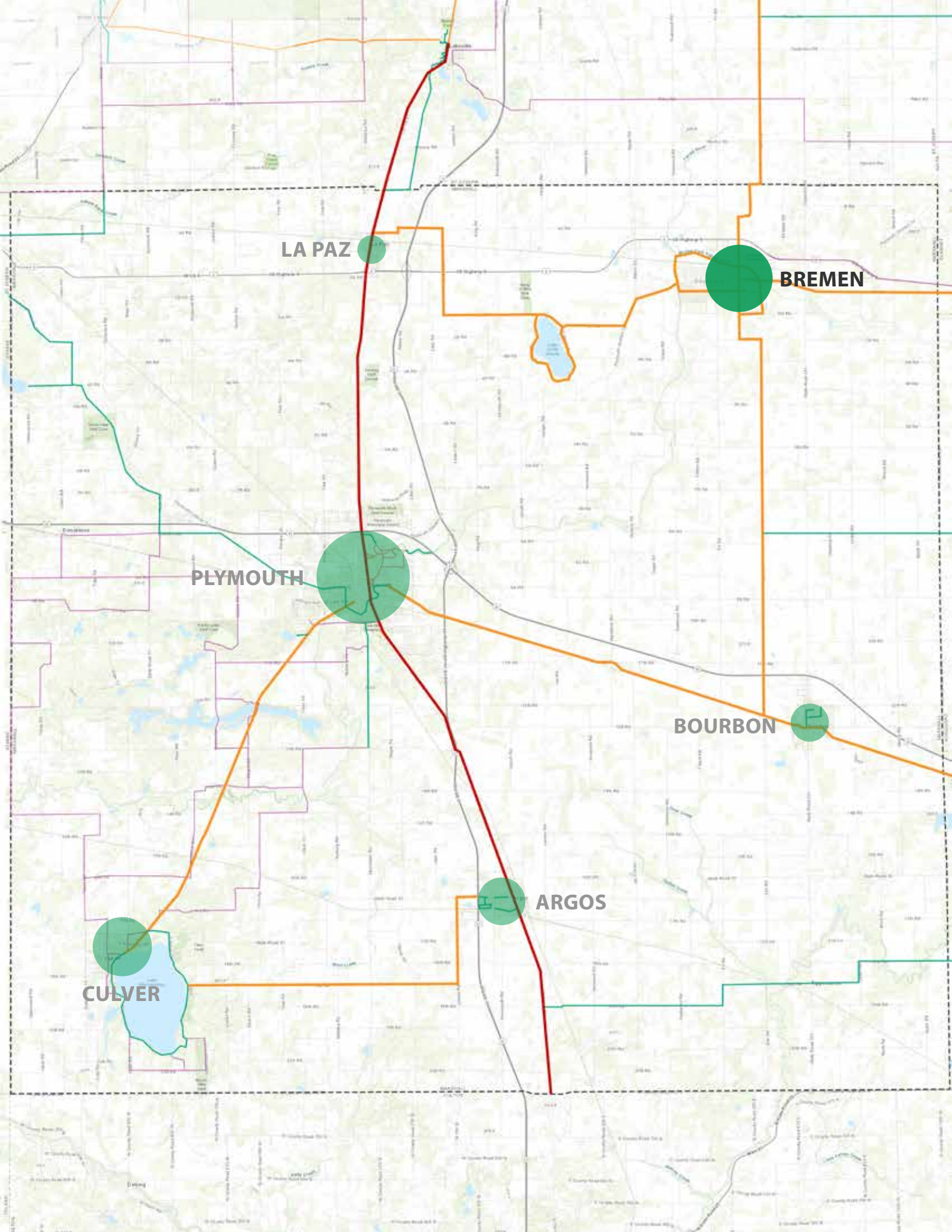


**BREMEN COMMUNITY POOL**

## FUTURE OPPORTUNITIES

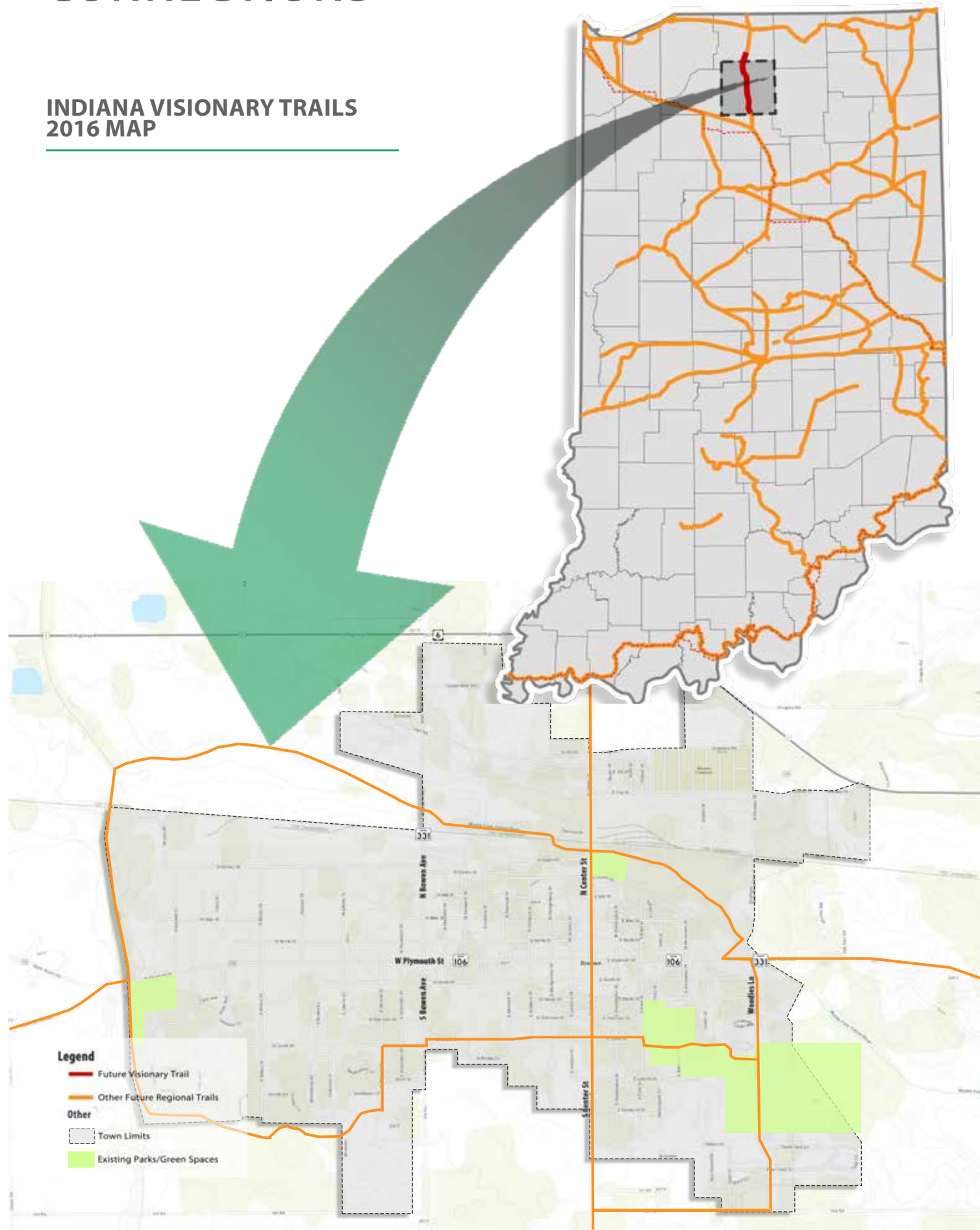
Looking forward, the town of Bremen is proposing several additions and enhancements that would increase the walkability and bikeability of the town. Proposed trails would also create other opportunities for new development adjacent to these new trails, being an attractive asset for new businesses and residents. Reimagining the downtown streetscape is also another element of this proposal in order to create a more comfortable pedestrian environment for the residents and visitors of Bremen. By increasing sidewalk widths and adding a planting barrier between pedestrians and cars, Bremen will create a safer feeling environment for pedestrians. Adding a bike lane to this streetscape would also increase the connectivity for bicyclists with the downtown area as well as with other proposed regional biking networks that could connect to Bourbon, La Paz, and the rest of Marshall County.





# REGIONAL TRAIL CONNECTIONS

INDIANA VISIONARY TRAILS 2016 MAP







# INTRODUCTION

Located in the southwestern corner of Marshall County, Culver is approximately 45 miles south of South Bend, 90 miles southeast of Chicago, and 125 miles north of Indianapolis.

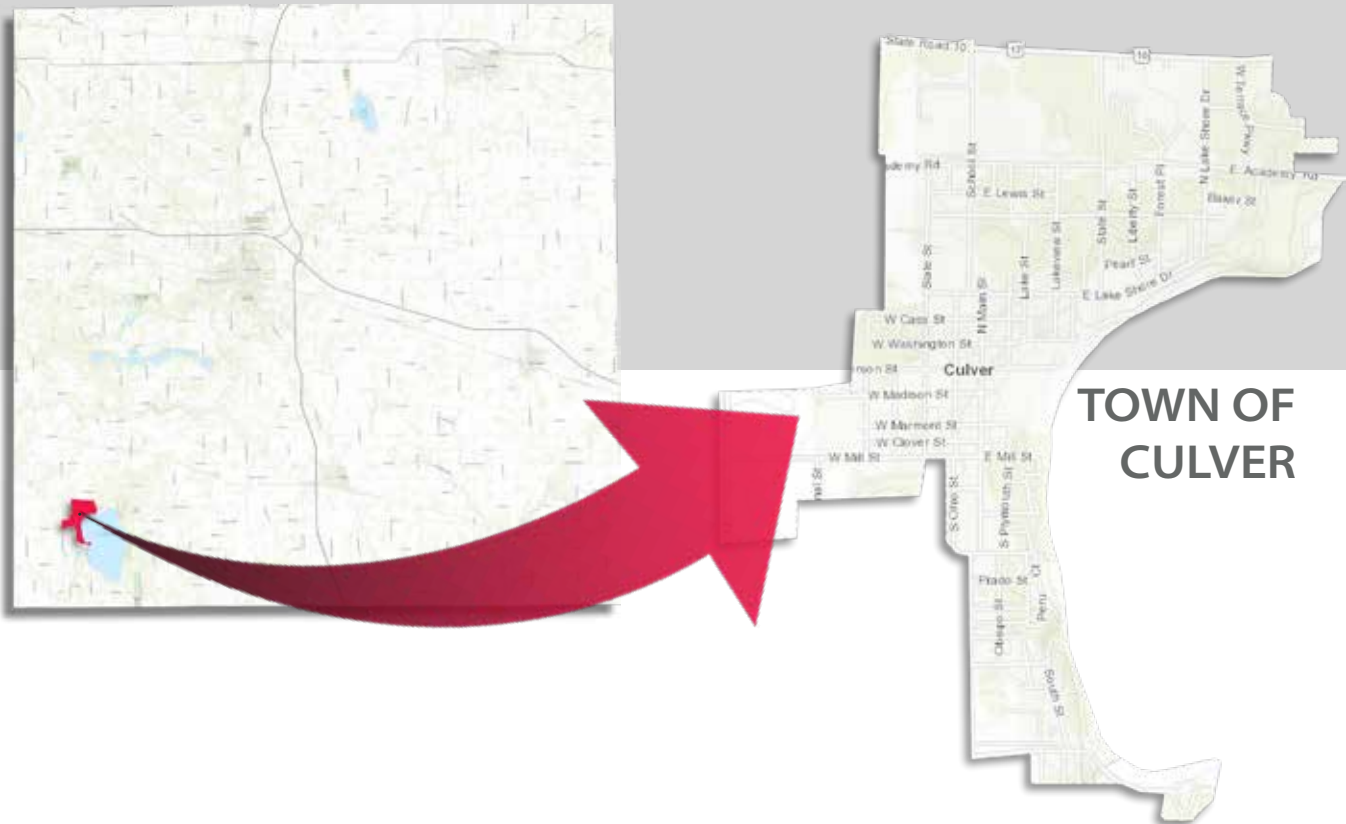
This Little Town on Lake Maxinkuckee, Indiana's second largest natural lake, will surprise you with its sophisticated shops and restaurants, diverse recreational activities, and friendly residents.

Culver is home to a diverse array of shops and restaurants in our commercial districts; a beautiful 5-acre park on the shores of Lake Maxinkuckee; Culver Academies, a world-renowned boarding school; Culver Community School Corporation, which provides K-12 public education, and so much more.

— Town of Culver Website



## MARSHALL COUNTY



**TOWN OF  
CULVER**  
EXISTING CONDITIONS





# EXISTING CONDITIONS

## WALKABILITY

While considered to be car-dependent, Culver is actually quite walkable. The walk score of 50 should be going up soon, with a slate of trail and sidewalk projects in progress. Culver has a very strong existing sidewalk system and has the first phase of the Lake Max Trail installed in the Town Park and connecting to Culver Academies. Also, Culver was recently designated a “Walk Friendly” designation from the nationally recognized Walk Friendly Communities program.



## BIKEABILITY

With a bike score of 56, Culver’s decent bikeability rating is a result of the many existing signed bike routes surrounding the town, especially in connection with Lake Maxinkuckee. In the downtown area, Culver does lack some bike infrastructure in terms of bike lanes and multi-use trails, but this will be improved with currently proposed trail projects. In general, the existing biking experience in Culver is being well established and future plans will look to expand on these existing bike routes by adding new connecting trails and bike routes to create a complete pedestrian network around Lake Maxinkuckee and throughout the town of Culver.



50/100 WALK SCORE



SOMEWHAT WALKABLE



56/100 BIKE SCORE



SOME BIKE INFRASTRUCTURE







LAKE MAX TRAIL  
TOWN OF CULVER

**CONNECTING CULVER**

With the creation of a Master Bike and Pedestrian Plan in 2016 and significant investments from the Town and the Culver Redevelopment Commission in sidewalk projects and trails, Culver is already taking the steps to connect its community assets by creating a complete pedestrian network. While the town of Culver is a small community on the northwest shore of Lake Maxinkuckee, the perimeter of Indiana’s second largest natural lake is quite extensive. To have a complete trail system that stretches this entire distance would create a signature recreational experience for its residents, as well as the many seasonal visitors. Within Culver, new trail systems will connect with other local assets, such as the Middle/High School towards the northern part of Culver, the Culver Academies in the east of town, Downtown Culver in the center of town, Culver Beach Lodge/Culver Park on Lake Maxinkuckee’s northwest shore, and with new housing developments in the west.



BEACH LODGE  
CARDBOARD BOAT RACE

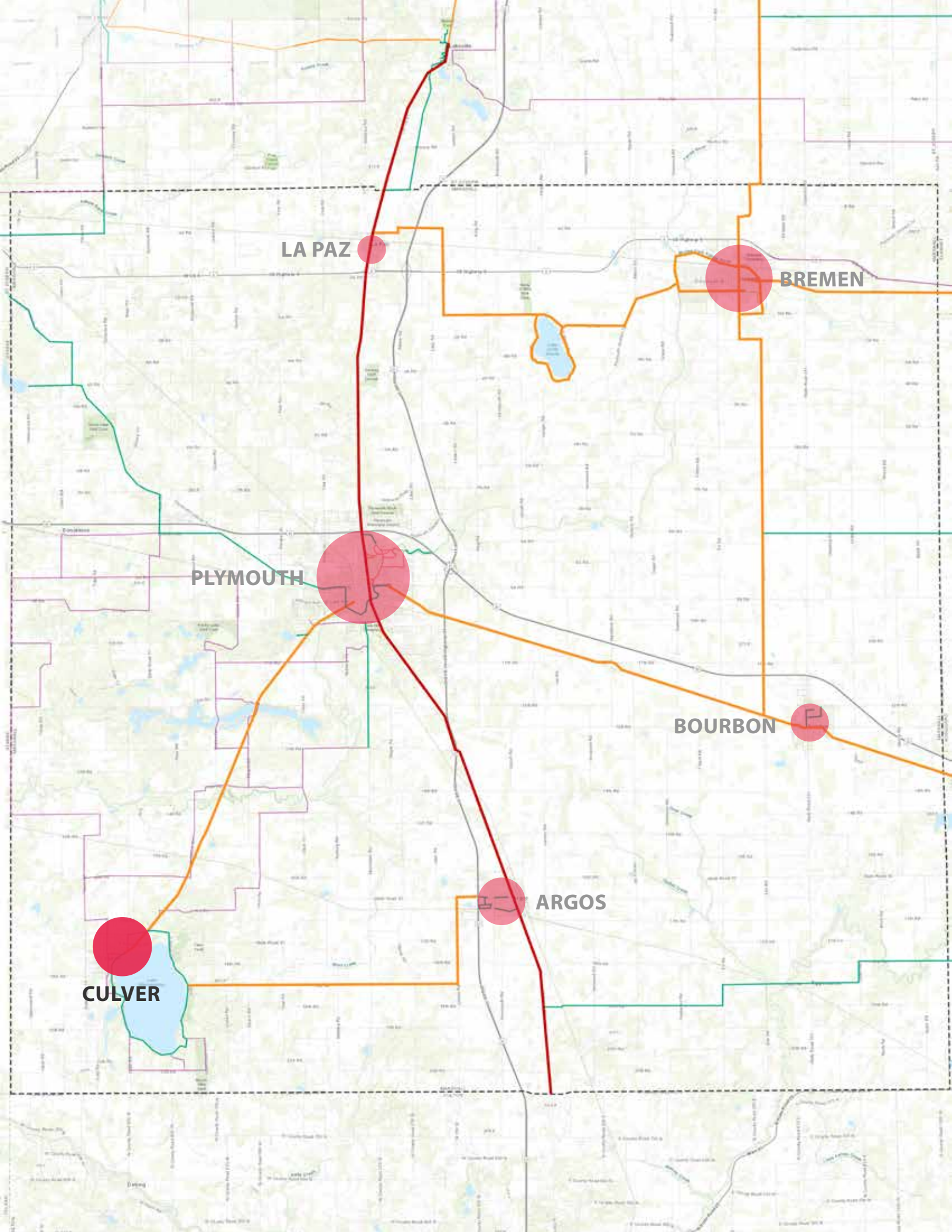


LAKE MAX TRAIL PHASE 1

**FUTURE OPPORTUNITIES**

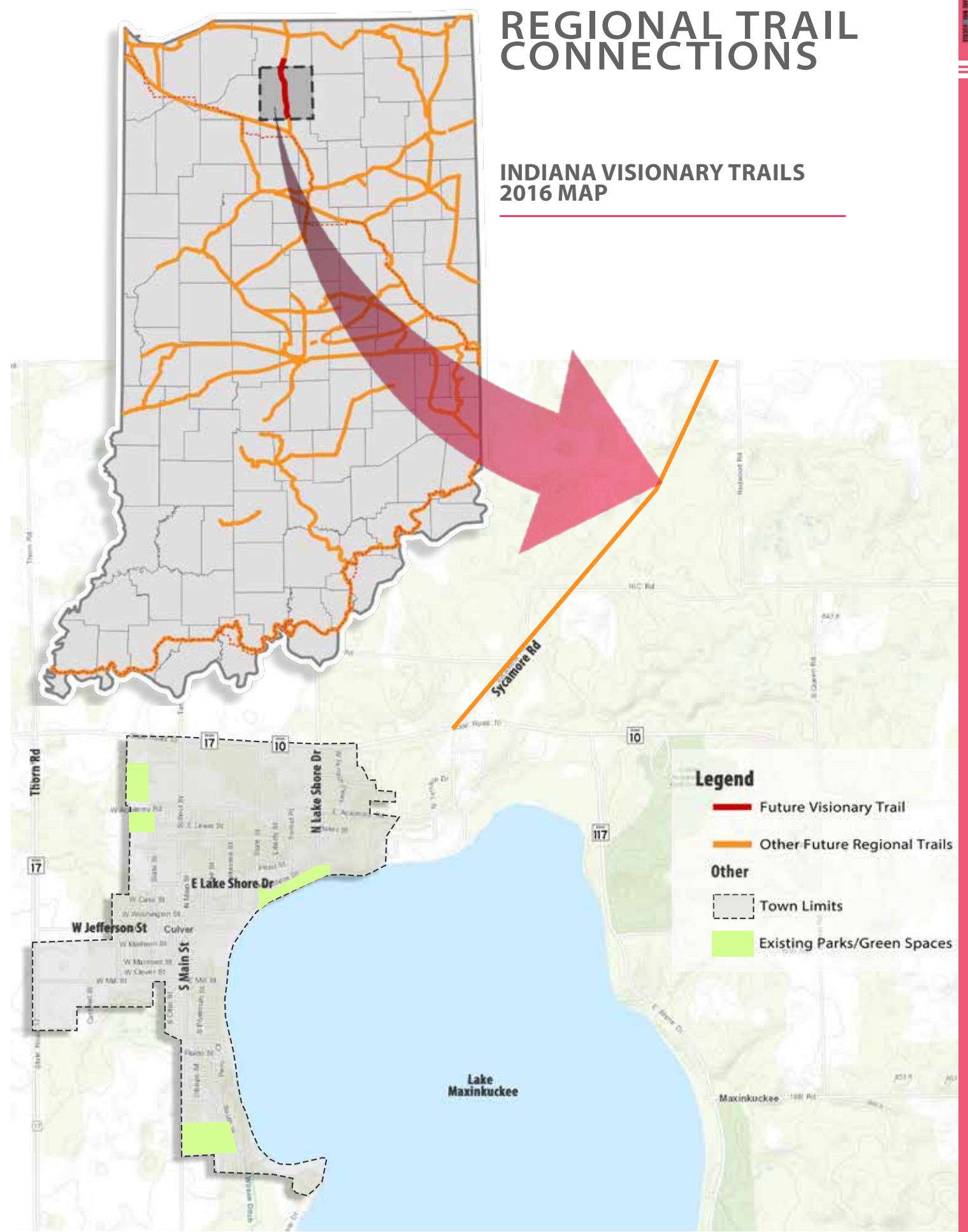
With the 2017 Stellar Communities designation and completion of new housing and several projects in the Stellar plan, Culver continues to grow. Newly proposed trail systems and pedestrian networks reflect Culver’s mission to create a “Stellar Town year round.” Newly proposed trails would connect each side of the community with the downtown area, allowing people to more actively visit and shop the retail center of Culver, further boosting economic activity and growth. New bike routes would also lead to regional bicycle connections with Plymouth and Argos, which could lead to programming opportunities, such as bike races that extend across Marshall County.





# REGIONAL TRAIL CONNECTIONS

INDIANA VISIONARY TRAILS 2016 MAP







LAVILLE HIGH SCHOOL  
SOURCE: SOUTH BEND TRIBUNE

# TOWN OF LA PAZ

EXISTING CONDITIONS



Along U.S. 31 and U.S. 6, in the northern most part of Marshall County, you will find the small, quiet town of La Paz. There are about 600 citizens who call La Paz home.

Blueberries reign king in Marshall County, and nowhere is it more apparent than in this community, which is home to Tillman's Farms (formerly Pertics Blueberry Plantation), a popular stop for people who want to pick their own fruit or buy already harvested berries. For visitors who grew up in a small town, this tiny burg with a big grain elevator might recall your youth.

La Paz may be small, but you'll still find some wonderful home-style cooking in the local restaurants.

— Town of La Paz Website



## MARSHALL COUNTY



TOWN OF  
LA PAZ



# EXISTING CONDITIONS

## WALKABILITY

The small town of La Paz in the north of Marshall County is mostly car-dependent and has a limited sidewalk system. The stretches of sidewalk that are available are mostly along Michigan St, with some partial sidewalk blocks extending into the neighborhoods surrounding the downtown. Many of the sidewalk blocks are either incomplete or are in serious need of repair. Given the small scale of La Paz, town assets can be made very walkable if proper pedestrian infrastructure is constructed over time.



MICHIGAN RD  
TOWN OF LA PAZ

## BIKEABILITY

Similar to the walkability, the town of La Paz is seeing a low bikeability score due to its lack of bicycle and pedestrian infrastructure. With a wide roadway corridor on Michigan St., cyclists can utilize the roadway; however, the street does not offer protection for cyclists. The lack of roadway shoulders in the downtown area coupled with poor shoulder conditions creates unsafe biking conditions. With the construction of US-31 and the reduction in vehicular traffic along Old US-31, there is an opportunity to create a multi-use trail through the corridor that would connect La Paz to the LaVille Schools, South Bend, and Plymouth.



14/100 WALK SCORE



CAR-DEPENDENT



28/100 BIKE SCORE



MINIMAL BIKE INFRASTRUCTURE



DOWNTOWN LA PAZ

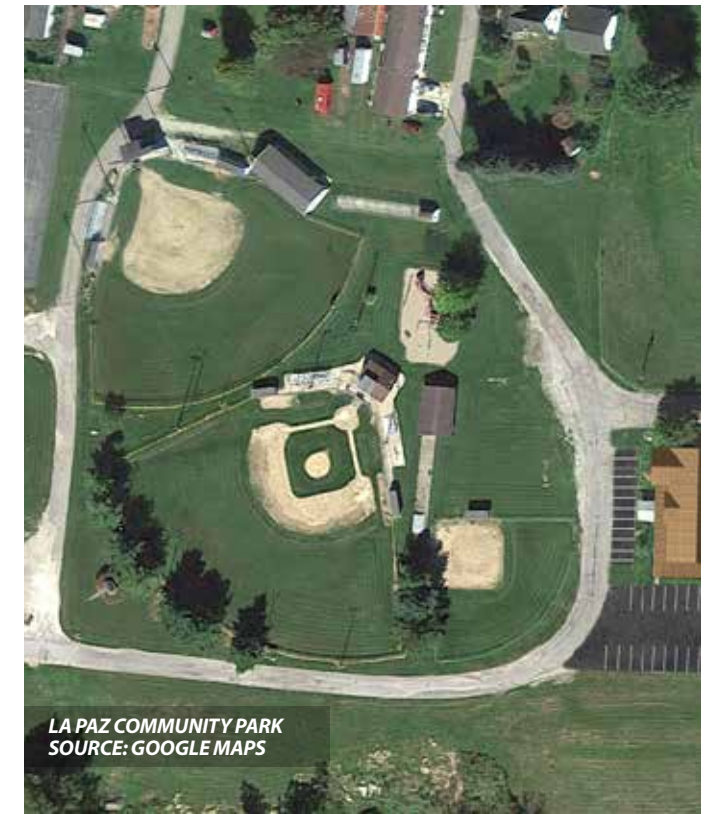




**DOWNTOWN LA PAZ**

## CONNECTING LA PAZ

While small, La Paz still has a great sense of community and a lot of potential to further connect its residents with the town they love. Additionally, the town has some assets that could greatly benefit from increased pedestrian connectivity, including the downtown area, La Paz Community Park, and the renowned Tillman Blueberry Farms. With the majority of town anchored around Michigan St., the focus for connecting these areas of interest must be on improving the conditions for pedestrians along this transportation corridor. This would allow for safe pedestrian connection to the downtown area and park from town neighborhoods, and the corridor could connect to planned regional trails that would connect La Paz to South Bend and Plymouth.

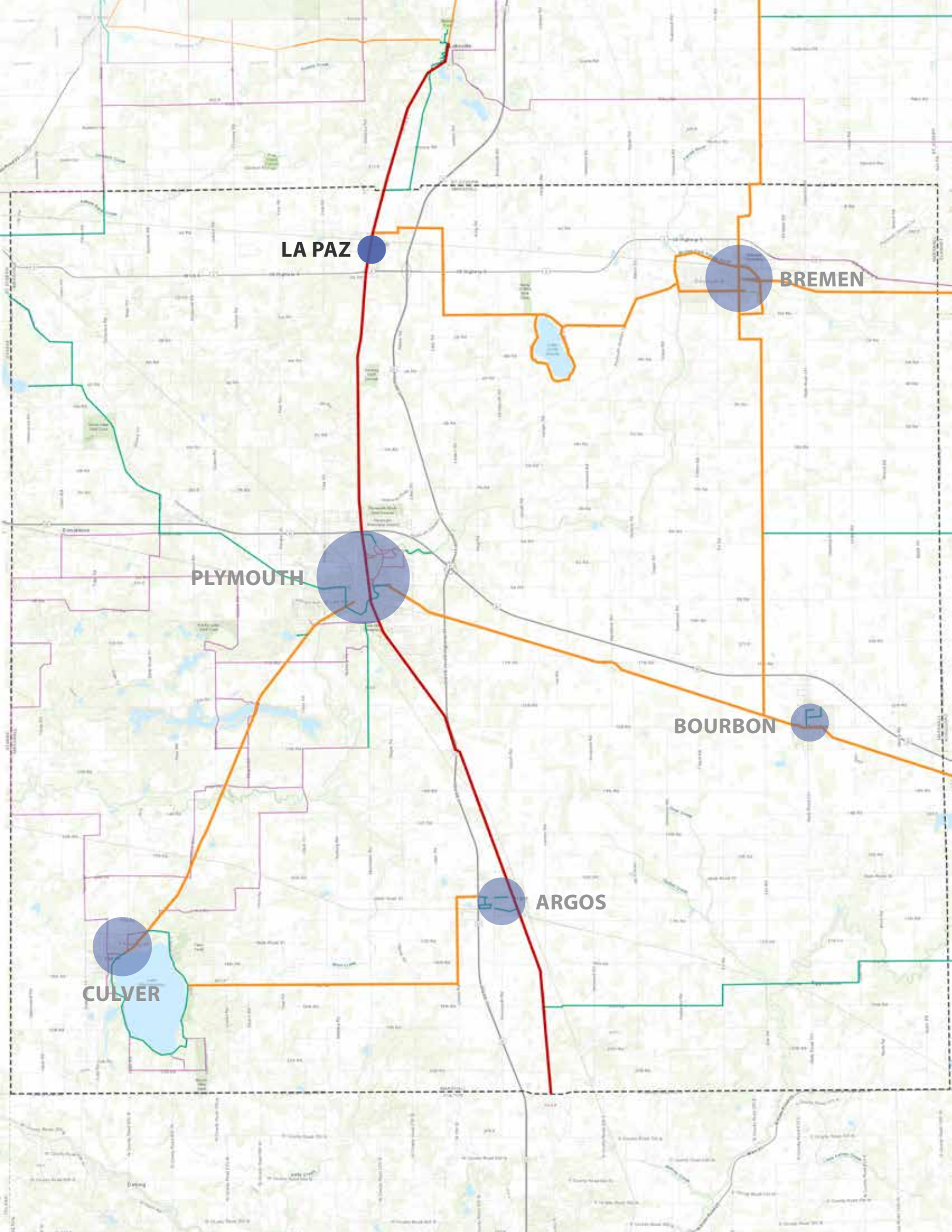


**LA PAZ COMMUNITY PARK**  
SOURCE: GOOGLE MAPS

## FUTURE OPPORTUNITIES

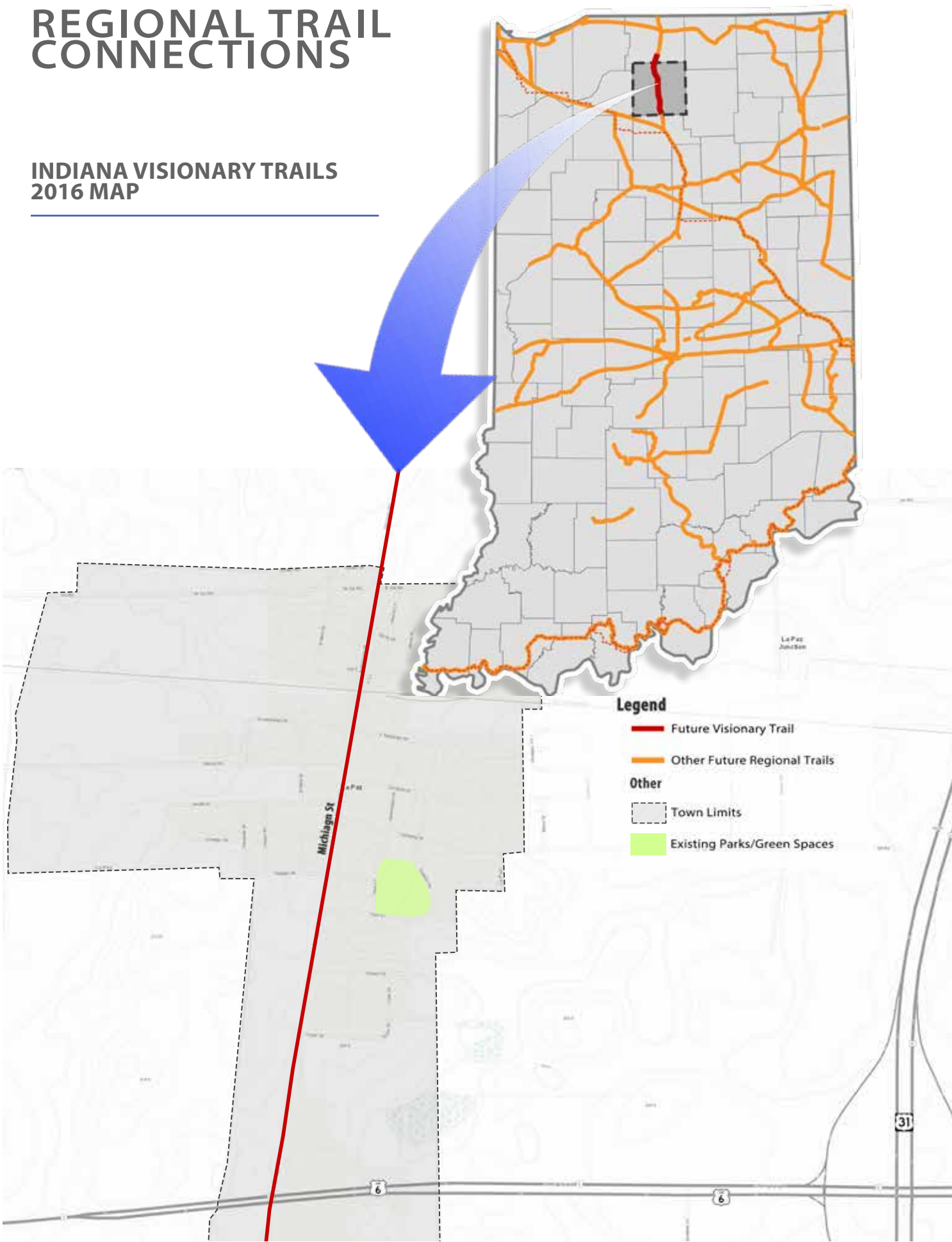
La Paz has many opportunities to improve and already has the small community appeal that many people are looking for in a new home. By improving some of the existing conditions and making some additional enhancements to the infrastructure to accommodate for increased pedestrian activity, La Paz could become a desirable location for new businesses and development. Looking beyond the town limits of La Paz, some additional plans are proposed to connect this community with surrounding communities, including South Bend, Bremen, and Plymouth, via a regional trail network.





# REGIONAL TRAIL CONNECTIONS

INDIANA VISIONARY TRAILS 2016 MAP







*Located along the banks of the tranquil Yellow River, Plymouth is the center of commerce and government in Marshall County, Indiana. Incorporated as a city in 1873, Plymouth quickly became an important stop along the Michigan Road.*

*The City of Plymouth has long been an industrial center. Sawmills, barrels, and baskets have been replaced by plastics, food production, and tire industries. Today, large industrial parks on the City's west side provide stable employment to thousands of Plymouth residents.*

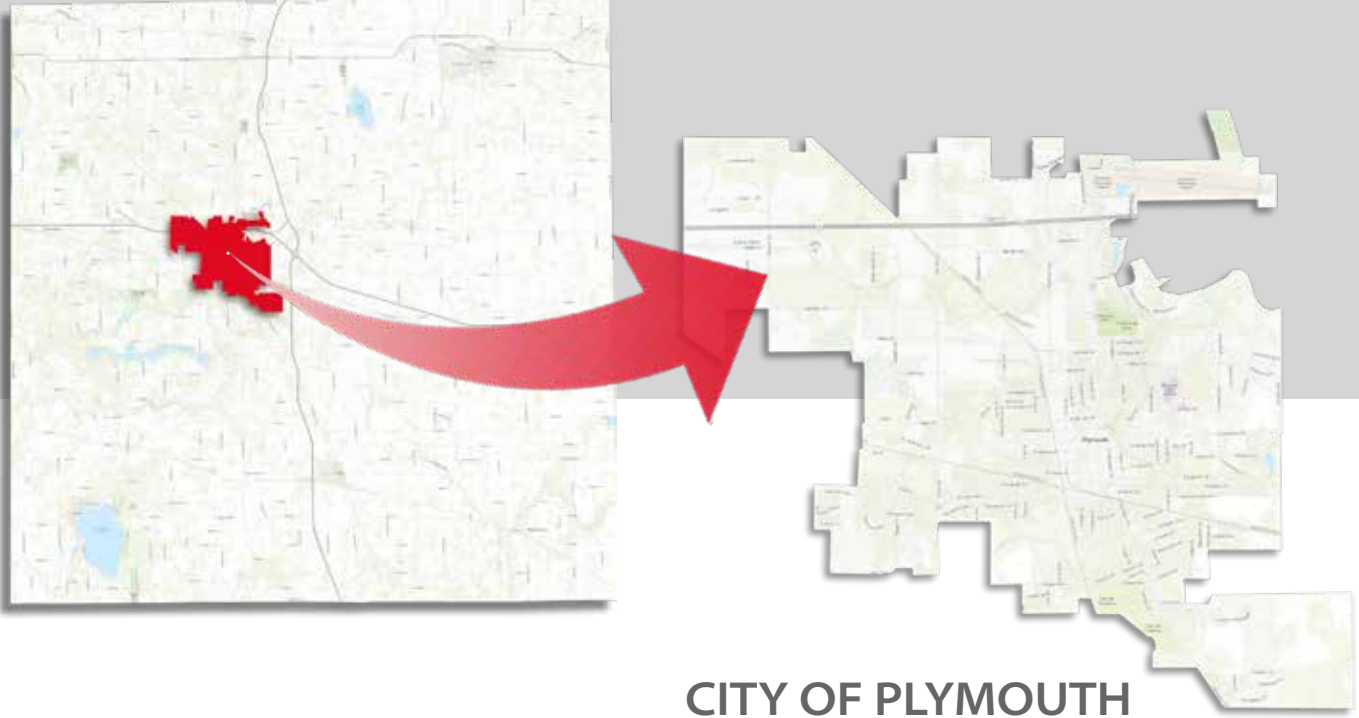
*Today, Plymouth boasts two major four-lane highways, a municipal airport, two rail lines, efficient public utilities and welcoming citizens. We encourage you to visit Plymouth and see our unique history in person.*

*- City of Plymouth Website*



RIVER PARK SQUARE  
CITY OF PLYMOUTH

## MARSHALL COUNTY



CITY OF PLYMOUTH

**CITY OF  
PLYMOUTH**  
EXISTING CONDITIONS





# EXISTING CONDITIONS

## WALKABILITY

The city of Plymouth has an exceptional trail system along the Yellow River and a very well maintained network of sidewalks throughout the city, which reflect its high walk score of 80. With a long connected network of public green spaces, Plymouth residents and visitors can travel just over a mile by trail from the north of the city to the downtown of Plymouth in the middle of the city. The majority of residential neighborhoods also have complete sidewalk blocks connecting its residents with the downtown.



GREENWAYS TRAIL  
CITY OF PLYMOUTH

## BIKEABILITY

The multi-use trails along the Yellow River (Greenways Trail) serve as a great recreational option for runners, walkers, and cyclists alike. However, the major roadways of Plymouth (Lincoln Hwy/ Michigan St.) lack infrastructure that allows for safe and comfortable cycling. Plymouth is also centrally located in the County, providing an exciting opportunity to connect with each of the surrounding communities.



80/100 WALK SCORE



VERY WALKABLE



63/100 BIKE SCORE



SOME BIKE  
INFRASTRUCTURE



GREENWAYS TRAILS  
CITY OF PLYMOUTH





**FREEDOM PARK  
CITY OF PLYMOUTH**

**CONNECTING PLYMOUTH**

Building off of the existing trails will expand walkability and increase the pedestrian connectivity of the city. Proposed trails would also look to connect public green spaces in the city to create a complete recreational network. This would create an incredibly unique trail experience and give the residents and visitors of Plymouth more reason to explore recreational outlets and existing parks. This trail system is also closely connected to downtown Plymouth through River Park Square. Making regional connections into Plymouth will allow cyclists from Marshall County and neighboring counties an opportunity to enjoy a long bicycle trip with a day or weekend in Plymouth, shopping, and dining at the many great local businesses.

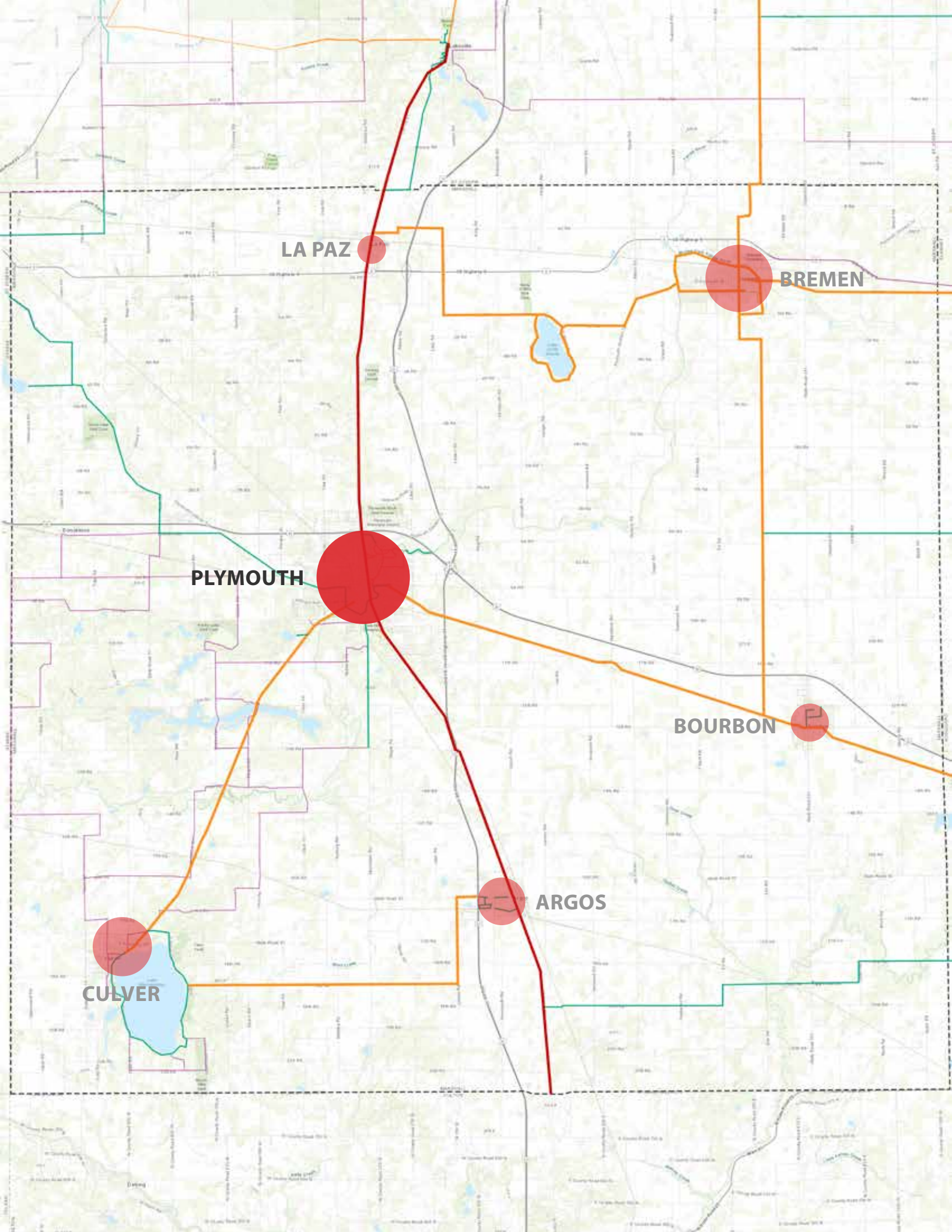


**FUTURE OPPORTUNITIES**

Within Plymouth, connecting trails and park systems would further boost Plymouth’s appeal as a pedestrian-friendly community. While Plymouth is larger in size, connecting residential areas from all parts of the city will increase the usage of public spaces and increase economic activity with local businesses. It is important to include as many parts of the city in this recreational plan to actively include all residents and promote a sense of community. With its central location in Marshall County, Plymouth can be the hub of the Marshall County trail system, creating multiple county and regional trail connections.

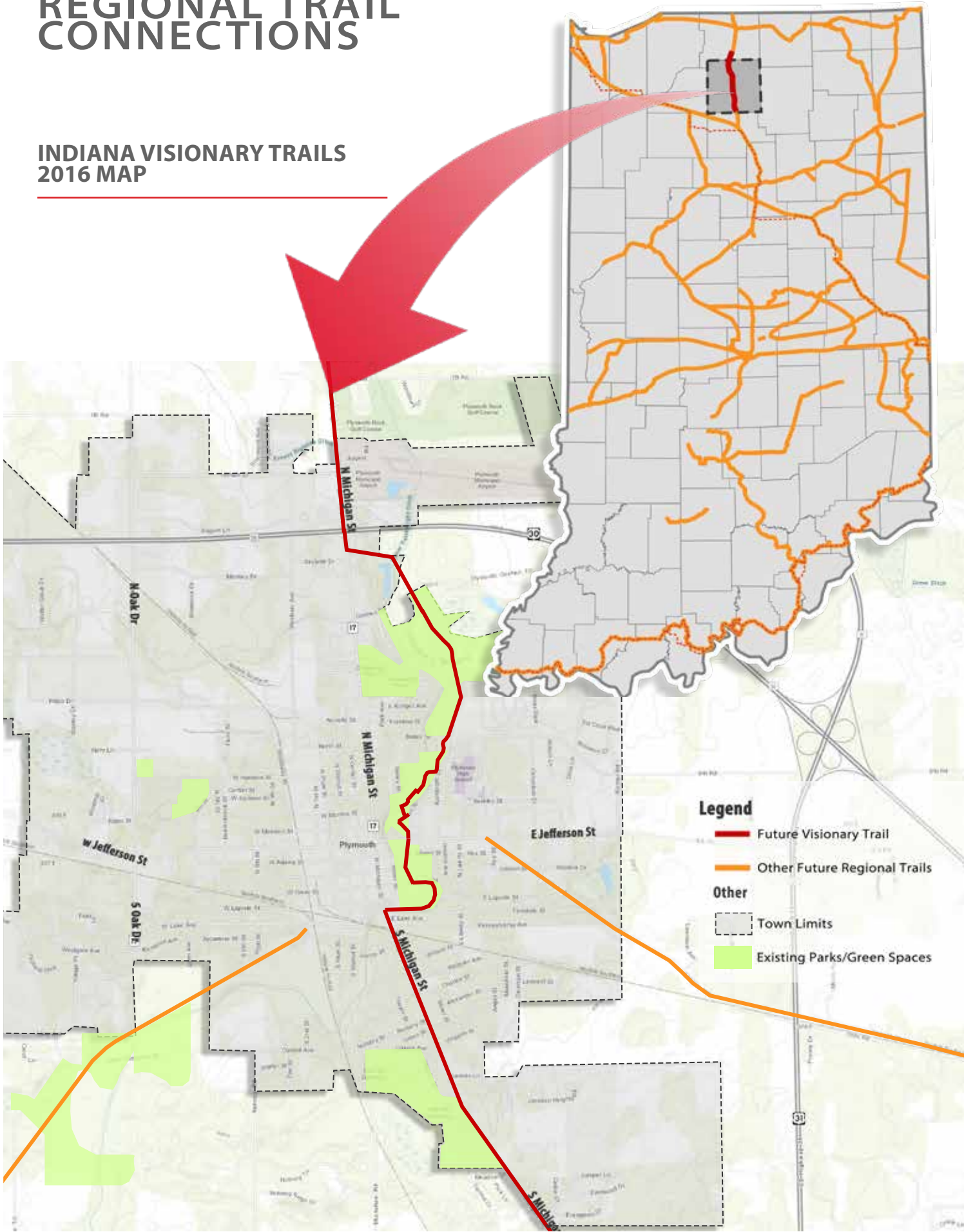






# REGIONAL TRAIL CONNECTIONS

INDIANA VISIONARY TRAILS 2016 MAP







# PUBLIC ENGAGEMENT

- PUBLIC ENGAGEMENT STRATEGIES
- COMMUNITY WORKSHOPS
- MARSHALL COUNTY BIKE & PED. SURVEY



## INTRODUCTION

The Marshall County Master Plan includes a collection and analysis of information from the residents of the six focus communities in Marshall County. Considered to be “local experts,” the input of these residents is highly valued for the inventory process of any project, allowing designers to make the most informed decisions that will reflect the ideas and concerns of the people who will be using the finished project the most. Engaging the community is also an important and effective way of educating the public on new projects in their communities and enabling them to have their voices heard in the design process. The process of public engagement also makes the anticipation of a finished park or trail a more communal event, sparking more interest and eventual use of the finished project that the residents were a part of since the project’s inception. This also builds a greater sense of community and reinforces the relationship between people and design that much further.

## MARSHALL COUNTY TRAILS

The Marshall County Trails Master Plan was an idea of the Trails Committee of the Marshall County Crossroads planning team. Public engagement included events that the Crossroads team performed in the summer of 2019, and specific bike/ped engagement activities in the winter of 2020. Engagement activities included pop-up booths at community events, stakeholder group meetings, a public input survey, and an interactive mapping website. This variety of engagement methods attempted to give all residents an opportunity for low-friction methods for providing input.





# PUBLIC ENGAGEMENT STRATEGIES

The Marshall County Crossroads regional planning team, the Crossroads' Transportation and Trails Committee, and community leaders in each community conducted multiple public engagement activities that collected information and input from residents. These activities show that the residents of Marshall County value bicycle and pedestrian infrastructure and desire to add more to each community and the region. This section looks at the results of the public engagement activities that motivated the development of this Master Plan and informed the projects in the plan.



During this process, it was important to make providing feedback convenient to the residents of each community. These public engagementsessionswerestrategicintaking the survey materials to the communities and having personal conversations with the residents of these towns in order to gain legitimate perspectives of how they view transportation, recreation, health, and so on.

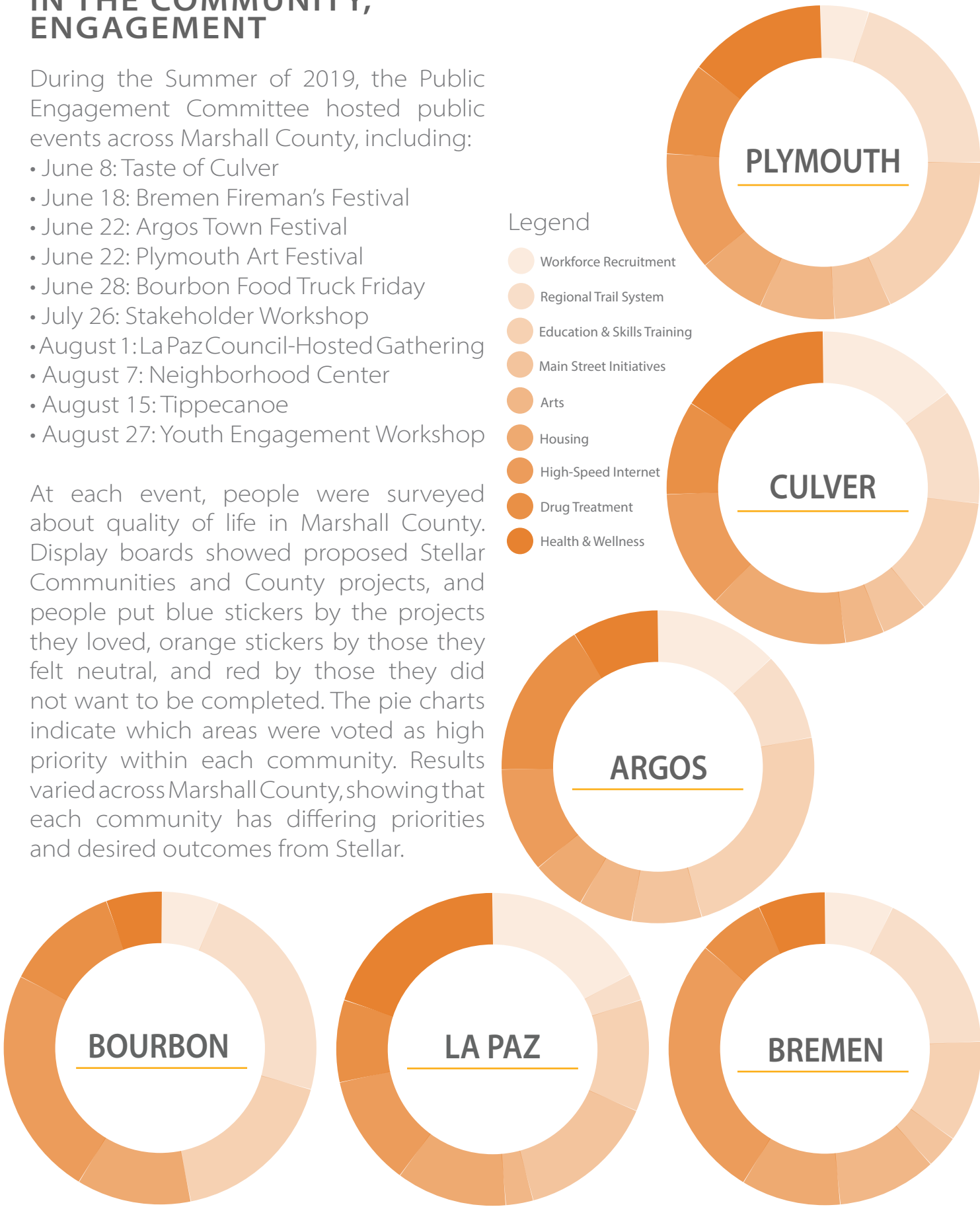
## IN THE COMMUNITY, ENGAGEMENT

During the Summer of 2019, the Public Engagement Committee hosted public events across Marshall County, including:

- June 8: Taste of Culver
- June 18: Bremen Fireman's Festival
- June 22: Argos Town Festival
- June 22: Plymouth Art Festival
- June 28: Bourbon Food Truck Friday
- July 26: Stakeholder Workshop
- August 1: La Paz Council-Hosted Gathering
- August 7: Neighborhood Center
- August 15: Tippecanoe
- August 27: Youth Engagement Workshop

At each event, people were surveyed about quality of life in Marshall County. Display boards showed proposed Stellar Communities and County projects, and people put blue stickers by the projects they loved, orange stickers by those they felt neutral, and red by those they did not want to be completed. The pie charts indicate which areas were voted as high priority within each community. Results varied across Marshall County, showing that each community has differing priorities and desired outcomes from Stellar.

- Legend
- Workforce Recruitment
  - Regional Trail System
  - Education & Skills Training
  - Main Street Initiatives
  - Arts
  - Housing
  - High-Speed Internet
  - Drug Treatment
  - Health & Wellness





## MOVING FORWARD SURVEY

In 2019, Marshall County residents ranked a list of goal statements in a **Moving Forward Survey**. Transportation and trails ranked 5th among areas of concern for residents. In the same survey, residents listed these as priorities:

- **Multi-use trails within each community: #1 priority**
- **Sidewalk improvements and sidewalk installations in the communities: #2 priority**
- **Regional trails and connections: #3 priority**

In addition to this survey's results, around the same time of the survey, stakeholders met at a Ball State-sponsored workshop. When surveyed about what stakeholders thought would be a game changer for the county, the number 1 response was "Trails."

These results show that Marshall County residents and stakeholders want to see more trails in communities and they want to connect their communities through this type of infrastructure. Residents also ranked improving outdoor spaces and parks a number one priority, making it is clear that Marshall County residents place heavy emphasis on improving outdoor amenities.

Following this workshop, on July 26, the Marshall County Crossroads team hosted 100 stakeholders from across the County for a 100 Ideas Stakeholder Workshop. Stakeholders rotated among tables to discuss their ideas about each pillar of the quality of life. On August 27, students from across the County also



gathered to discuss quality of life ideas. Students could also offer feedback on Stellar projects, and they took a survey to answer questions about quality of life in Marshall County and about their plans for the future.

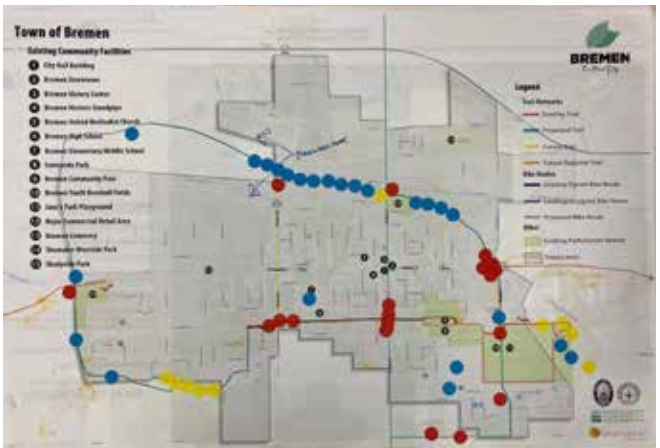
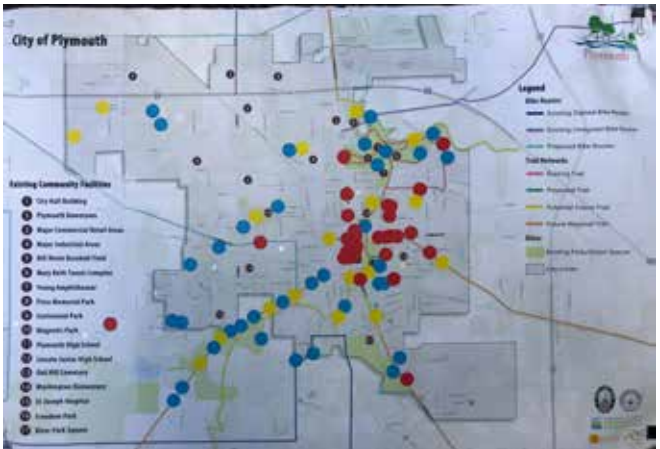
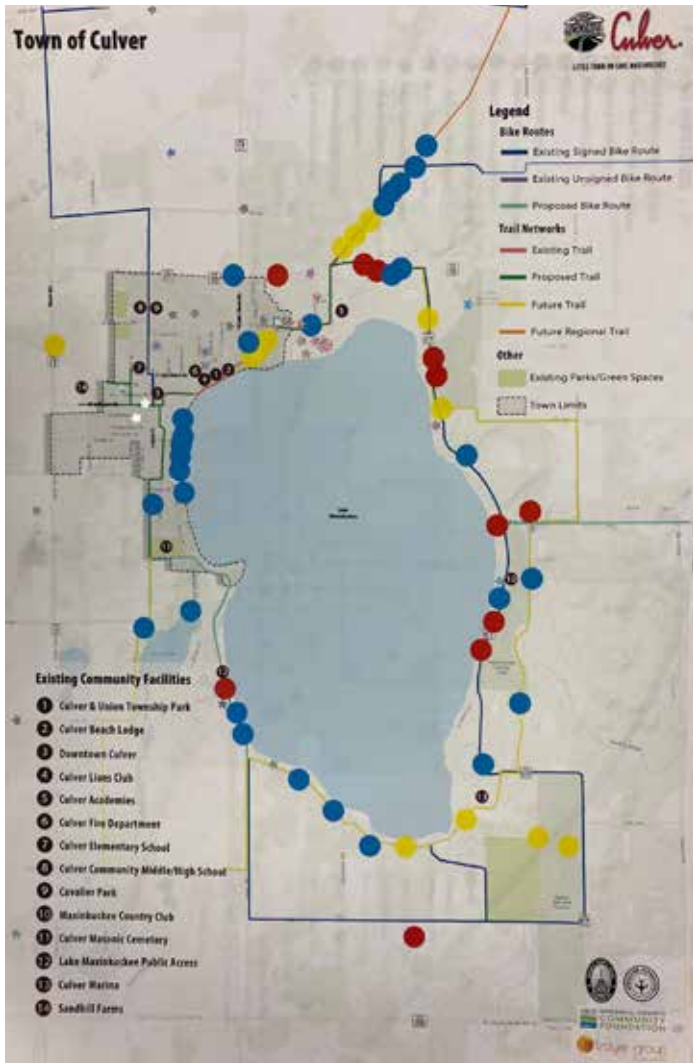
At the workshops, stakeholders and youth offered these ideas:

- Connect the communities via a regional trail system.
- Integrate arts (visual, performance, music, etc.), culture, and history into the trails.
- Develop a public transit system that connects people to key locations in the communities: schools, hospitals, food, and other critical resources.
- Follow Complete Street guidelines when developing roads and trails.
- Work with County and local departments to incorporate more bike signage and paths for pedestrian and bike trails when paving or improving roads.
- Create ride sharing programs, carpooling programs, and a bus transit system that would provide public transportation 24/7.
- Focus on inter-community systems and programming that enable people to get from one city to the other.
- Empower students through different forms of transportation to connect with other students.



## POP-UP ENGAGEMENT

To further enhance understanding of what the community valued in terms of new trails and sidewalks in their community, the next public engagement strategy used a Pop-Up Engagement method with a variety of feedback options to allow community members to voice their opinions about the idea of new trails in their towns and where these new trails should be located. This public engagement strategy primarily took place during the winter and early spring of 2020 and consisted of bringing print out boards of proposed trail networks to local events in those communities (e.g. basketball games) and allowing people to place colored dots on the trail boards where they either liked, disliked, or were unsure about certain trail locations and or other specific factors relating to the trail. People were also asked to fill out simple comment cards with why they want more trails in their community and what they love about the trails in their community in general.



While simple, this engagement strategy was valuable and allowed the community to provide their opinion in trail planning decisions while being in an approachable environment. It is common that people are not comfortable attending a public city meeting and voicing their opinion in front of a crowd of people so this strategy provided an easy and convenient way for those people and others who may not have been aware of this trail planning to provide their input.

Feedback received about the trails was then used to make appropriate changes to proposed trails for each community. The feedback from the communities on the comment cards was also used to adjust project goals and objectives specifically for each community to better match the goals of residents. In general, when prompted with the question of what they would like to see come from this trails master planning project, residents of Marshall county responded accordingly:

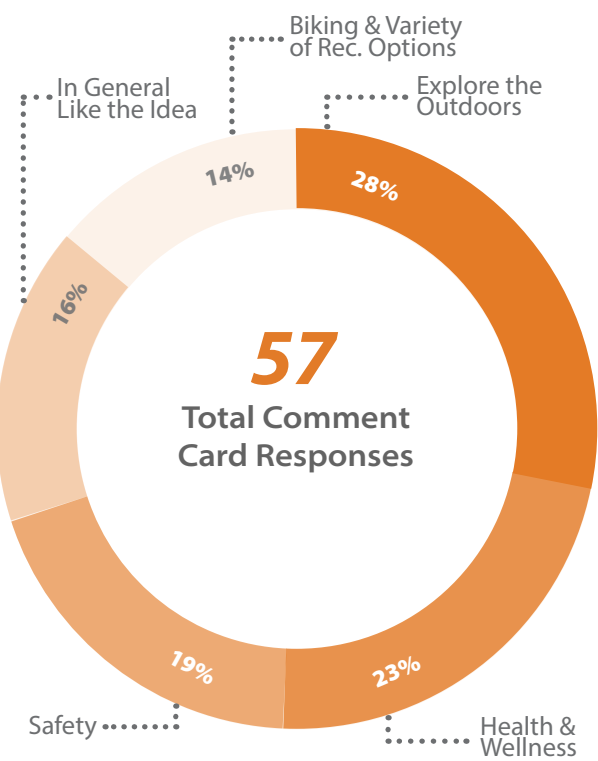
- **Exploring the Outdoors**
- **Health & Wellness**
- **Safety**
- **In General Like the Idea**
- **Biking & Variety of Recreational Options**

- **Health & Wellness**

- **Safety**

- **In General Like the Idea**

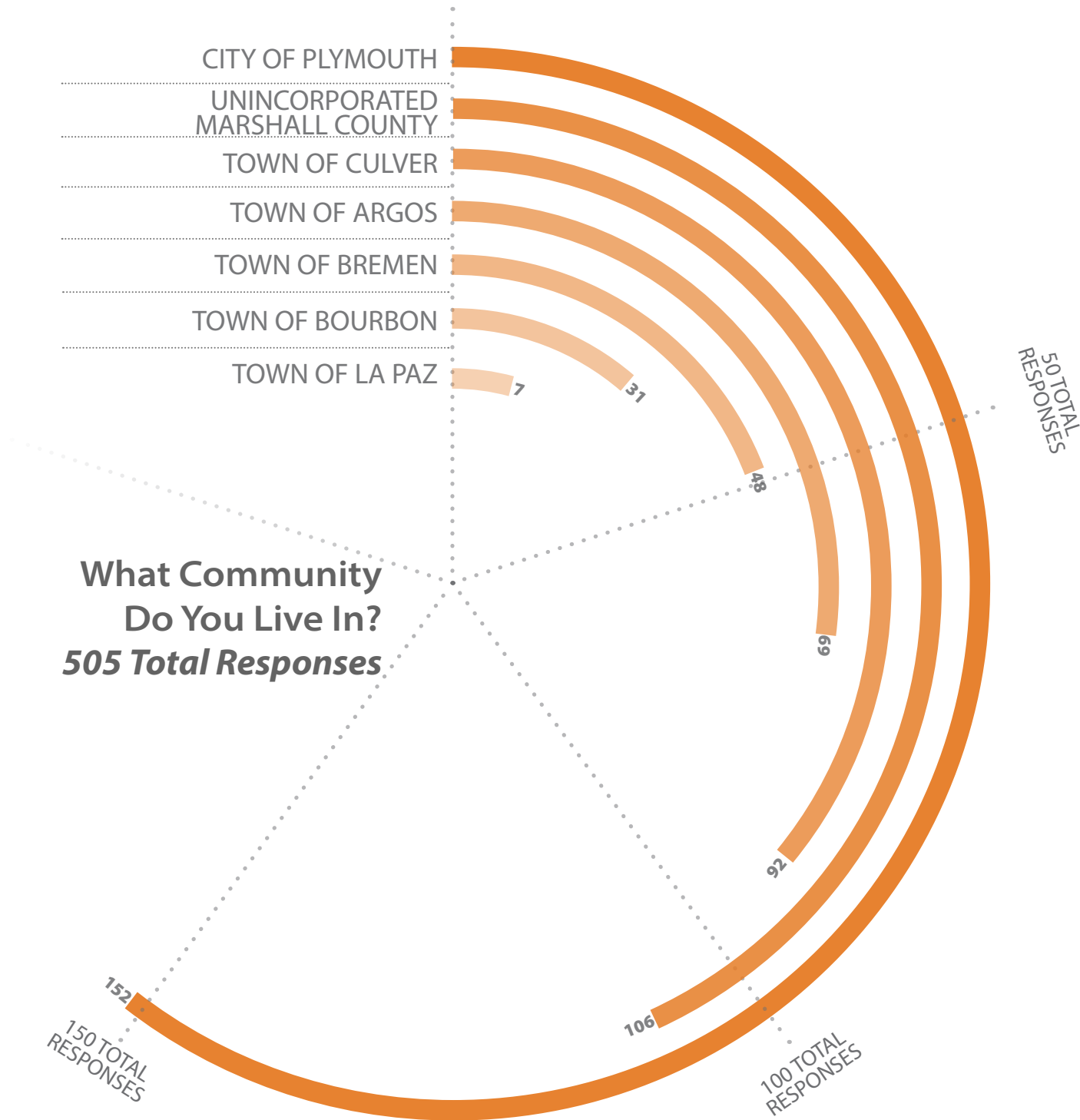
- **Biking & Variety of Recreational Options**



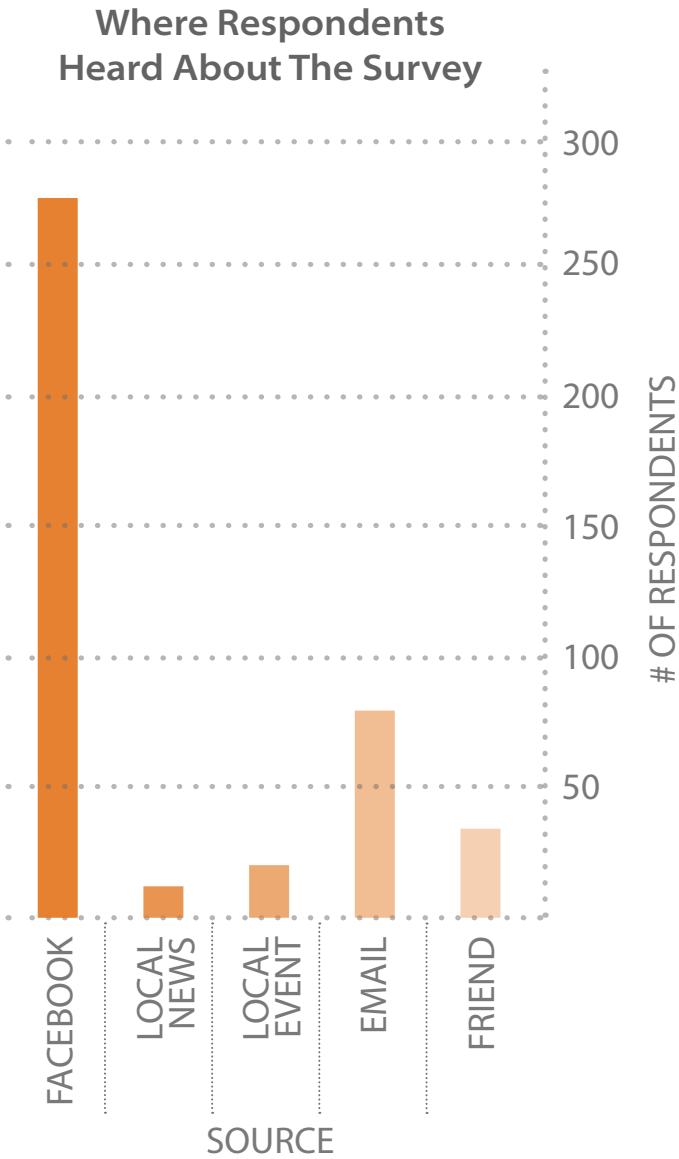
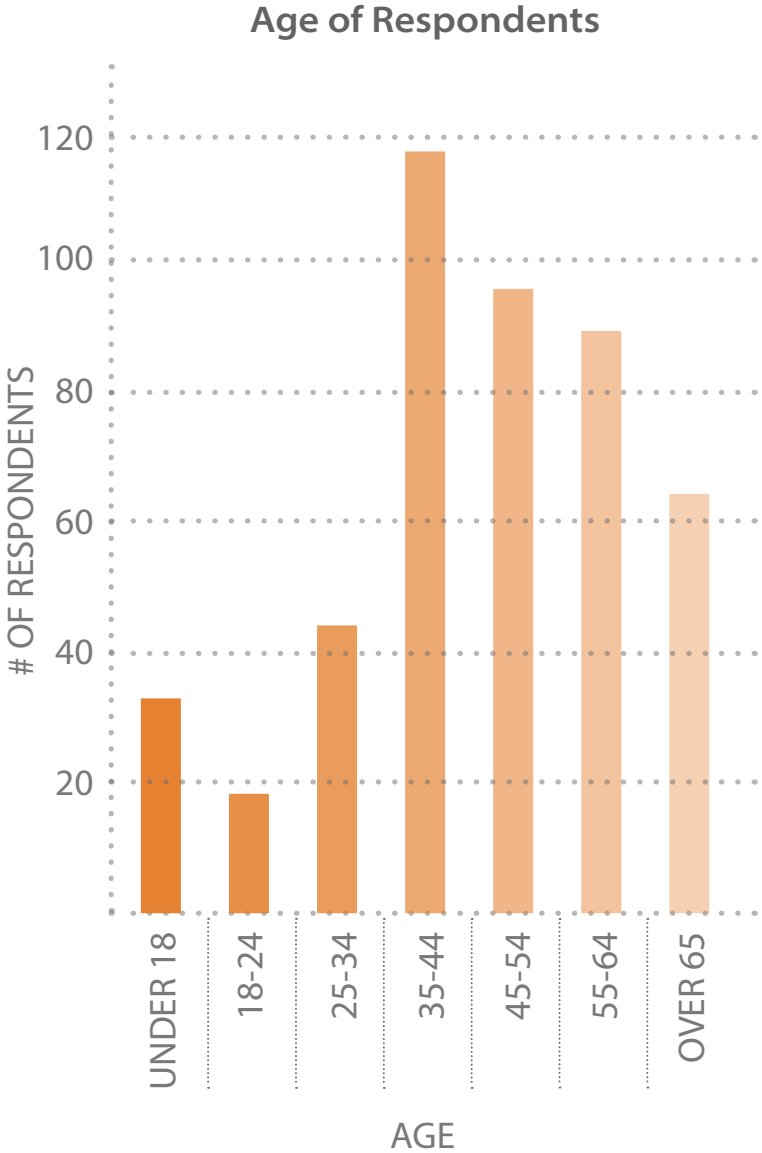


# MARSHALL COUNTY BICYCLE & PEDESTRIAN PLAN SURVEY

In order to gather further input from the community, the Marshall County Bicycle and Pedestrian Plan Survey was made public to all six of the focus communities as well as the entirety of Marshall County. This online survey aimed to further understand residents' opinions on bicycle and walking conditions in their communities and what improvements they would like to see regarding bicycle and pedestrian infrastructure.

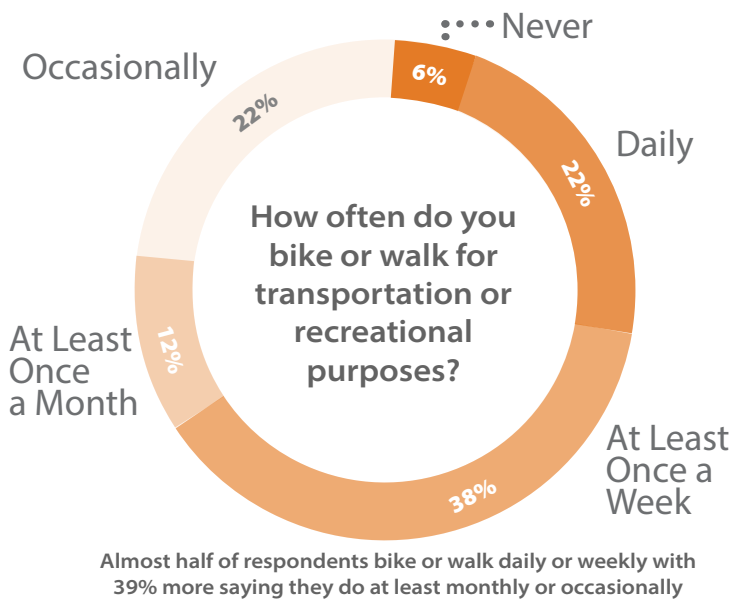
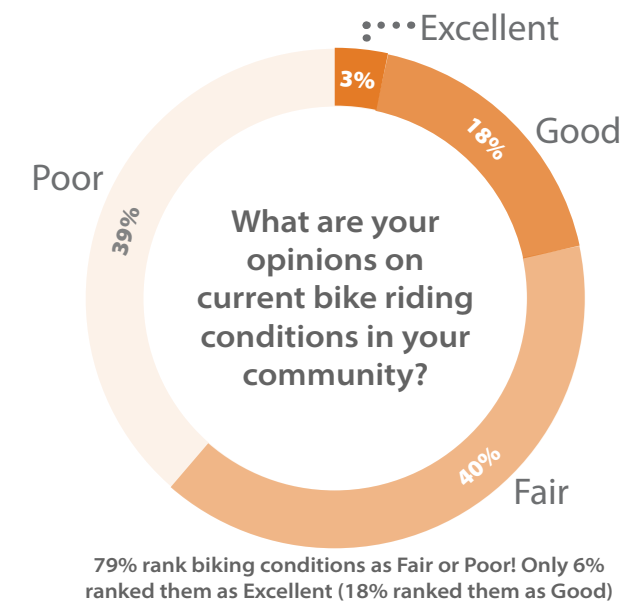


## MARSHALL COUNTY OVERALL RESULTS RESPONDENT INFORMATION

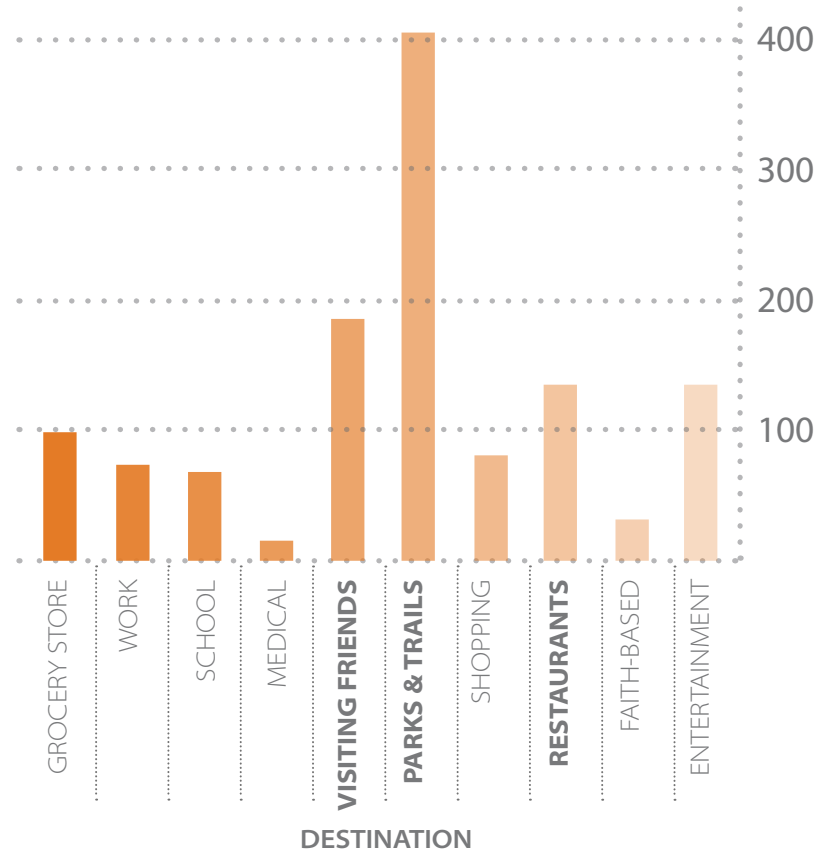




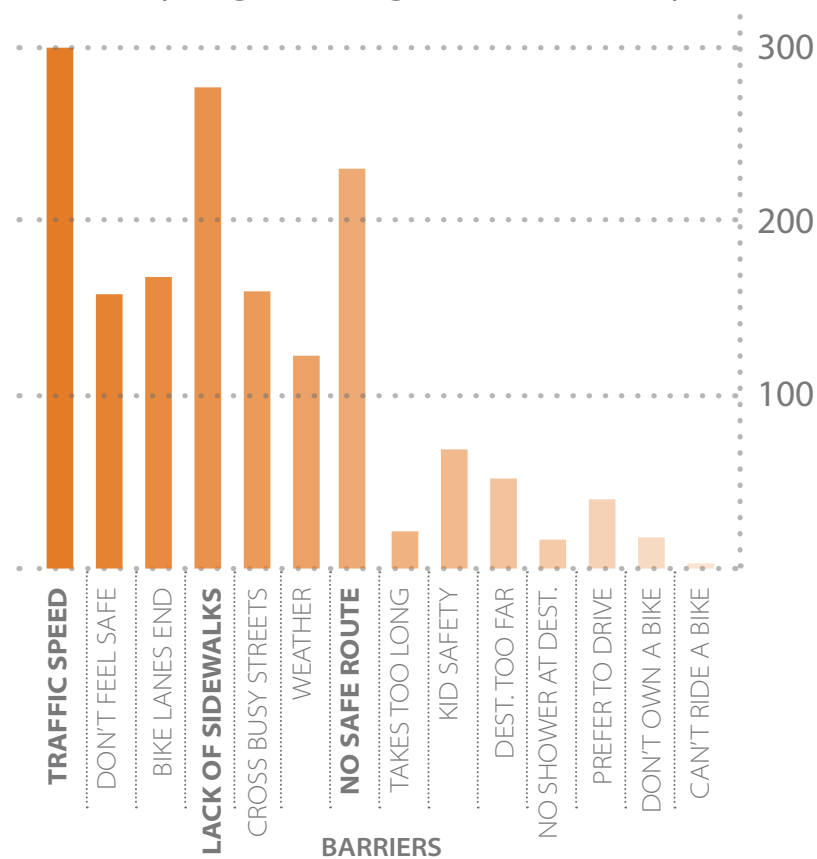
MARSHALL COUNTY OVERALL RESULTS  
CURRENT CONDITIONS



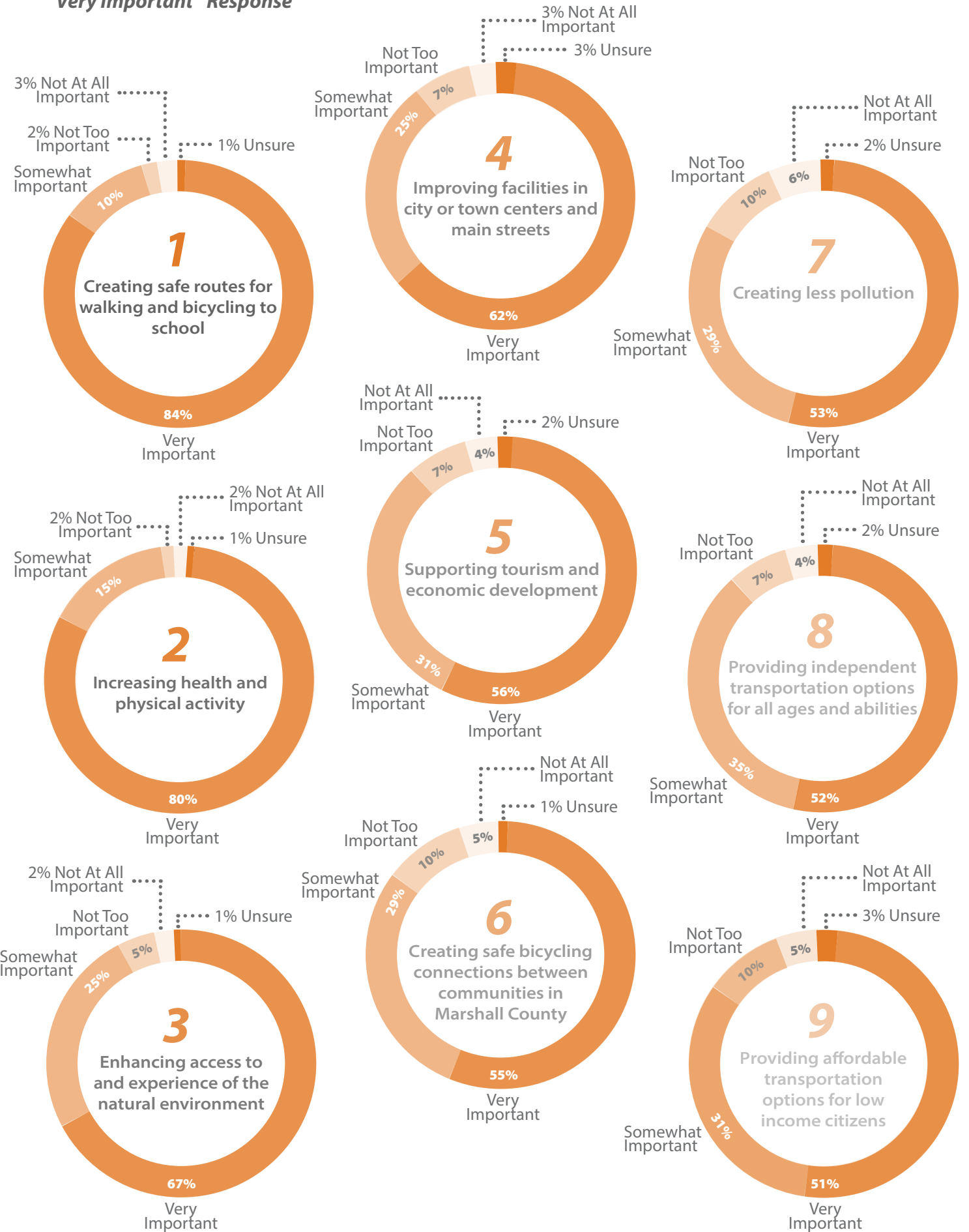
What Places Respondents Typically Bike/Walk To



What Barriers Respondents Face Bicycling & Walking In The Community



MARSHALL COUNTY OVERALL RESULTS  
RANKING IDEAS IN TERMS OF IMPORTANCE  
Responses Ranked 1-9 Based on Percentage of "Very Important" Response

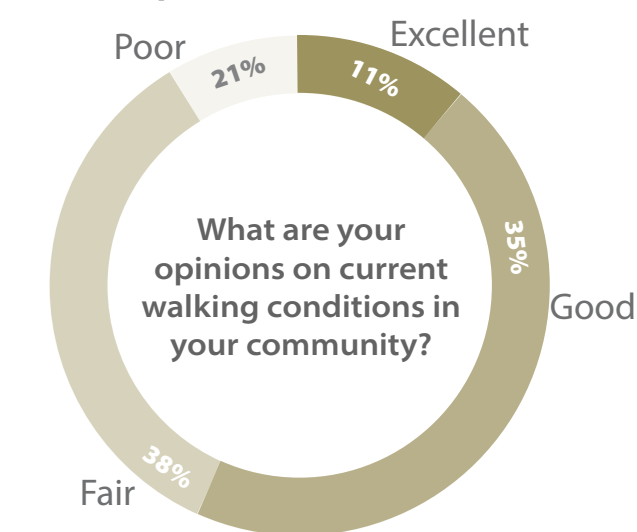




# TOWN OF ARGOS RESULTS

## CURRENT CONDITIONS

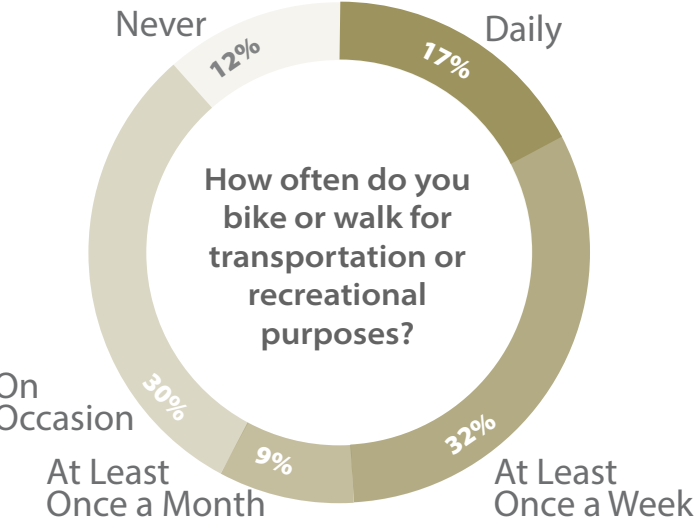
69 Total Responses



Almost 60% of participants ranked the conditions for walking Fair or Poor, and only 11% ranked them as Excellent

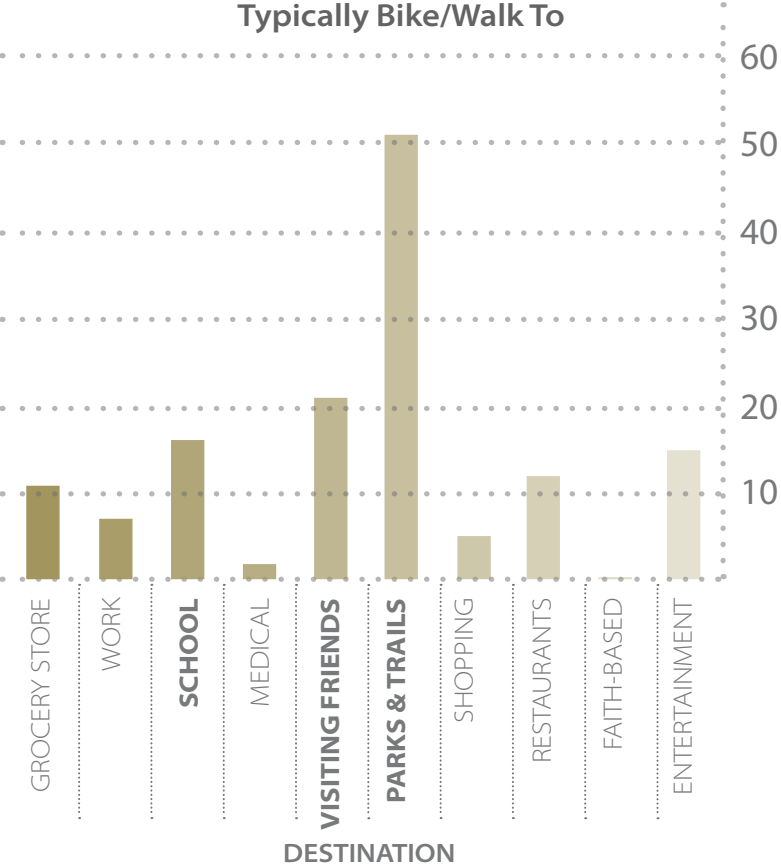


79% rank biking conditions as Fair or Poor! Only 6% ranked them as Excellent (18% ranked them as Good)

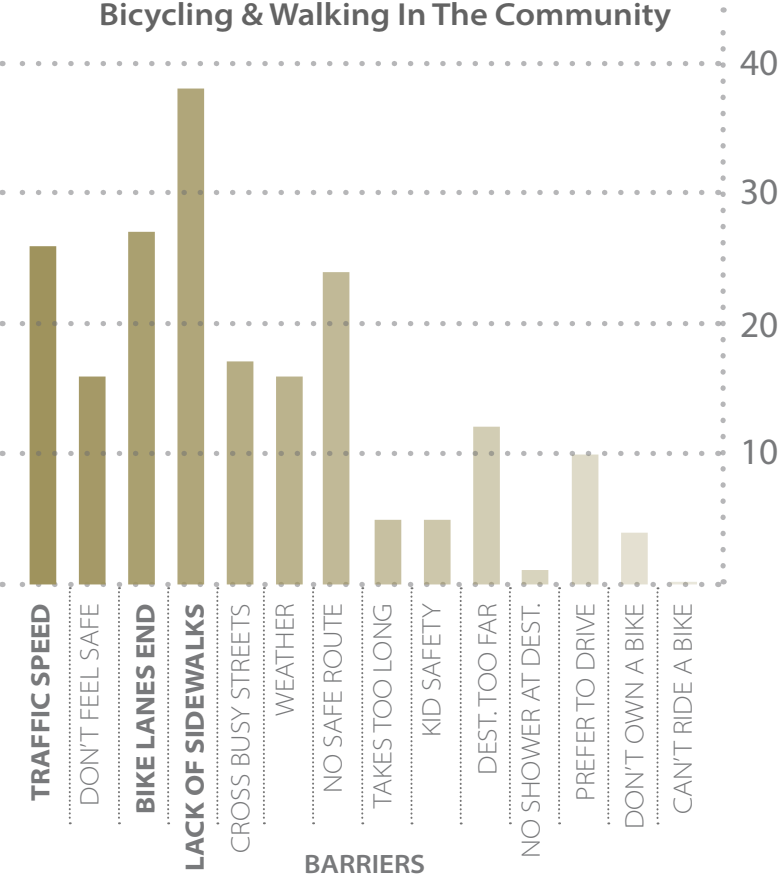


Almost half of respondents bike or walk daily or weekly with 39% more saying they do at least monthly or occasionally

What Places Respondents Typically Bike/Walk To



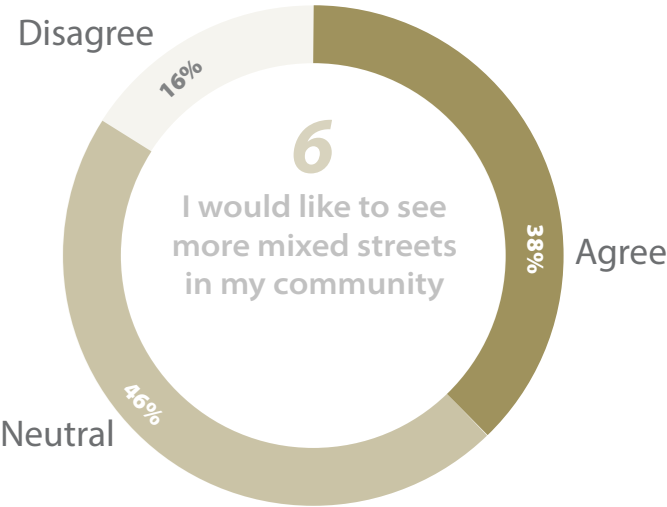
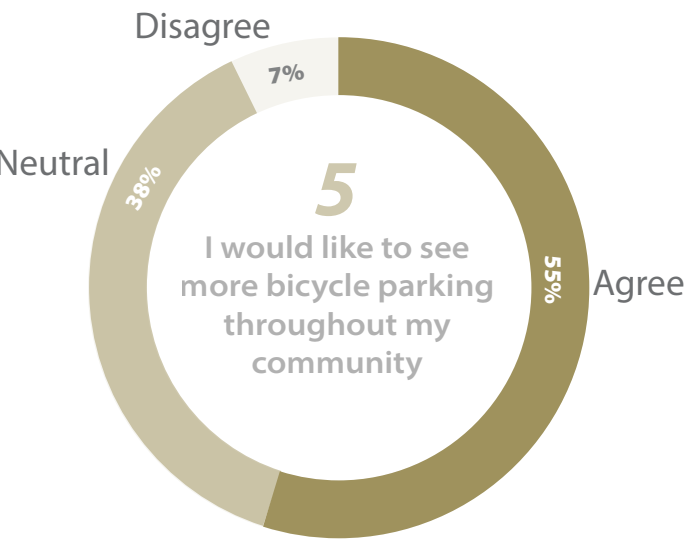
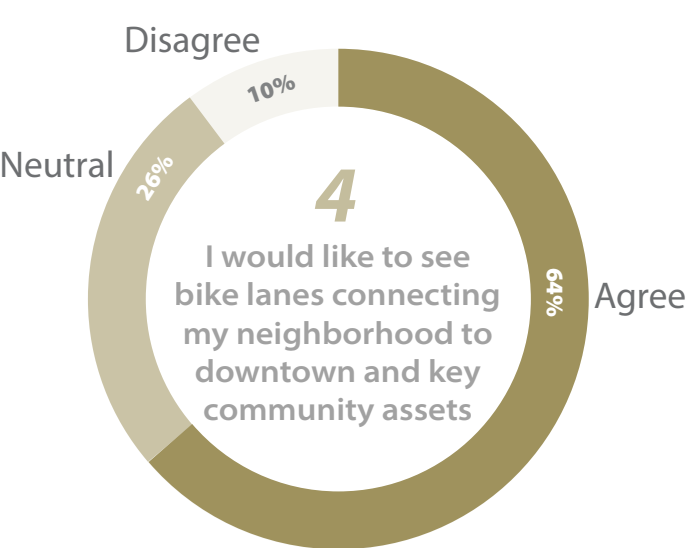
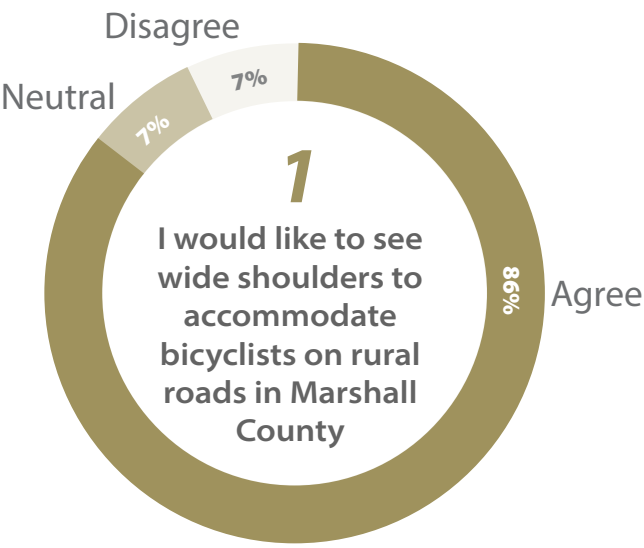
What Barriers Respondents Face Bicycling & Walking In The Community



# TOWN OF ARGOS RESULTS

## WHAT THE COMMUNITY WANTS TO SEE

Responses Ranked 1-6 Based on Percentage of "Agree" Response

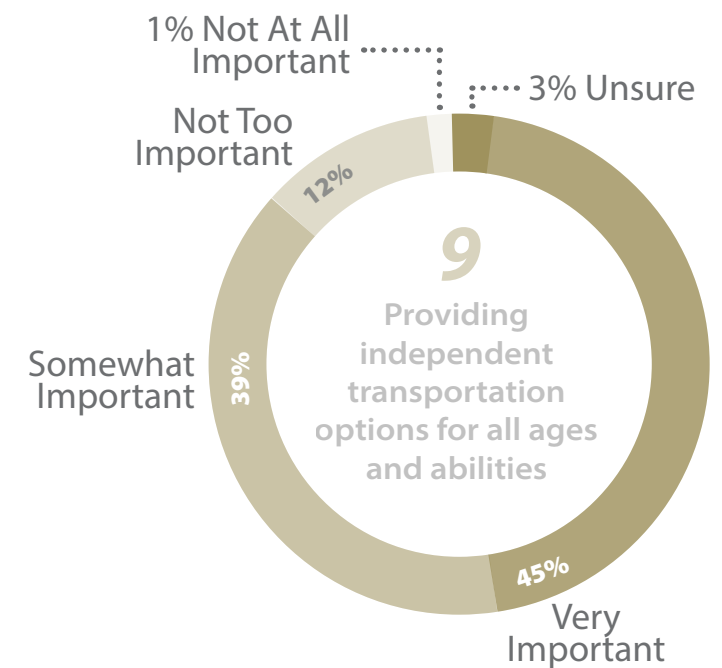
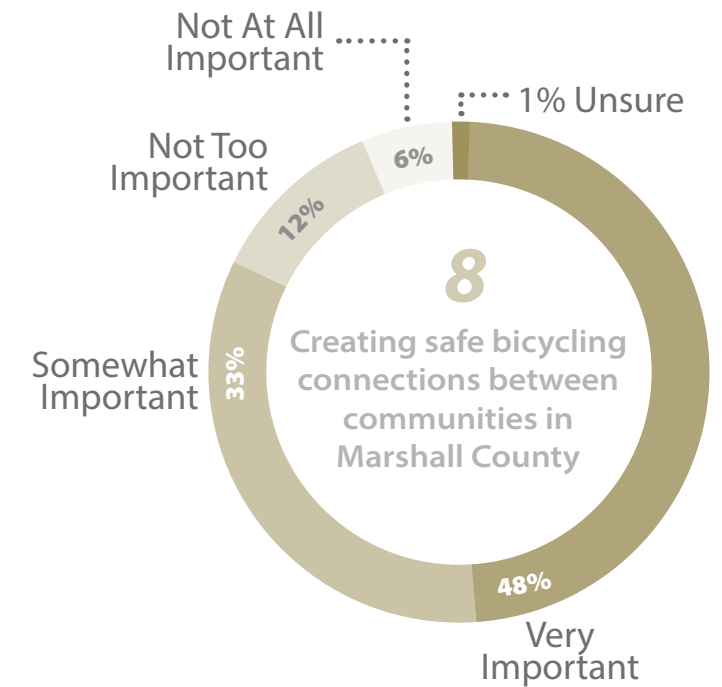
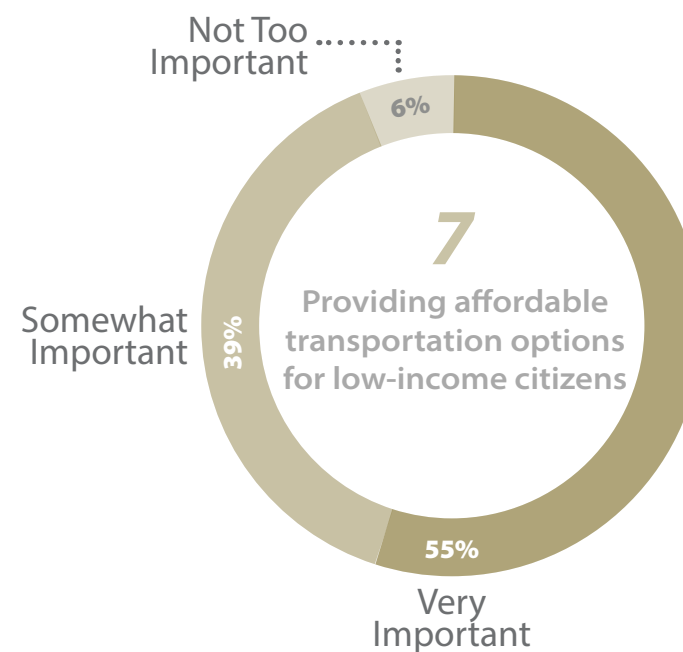
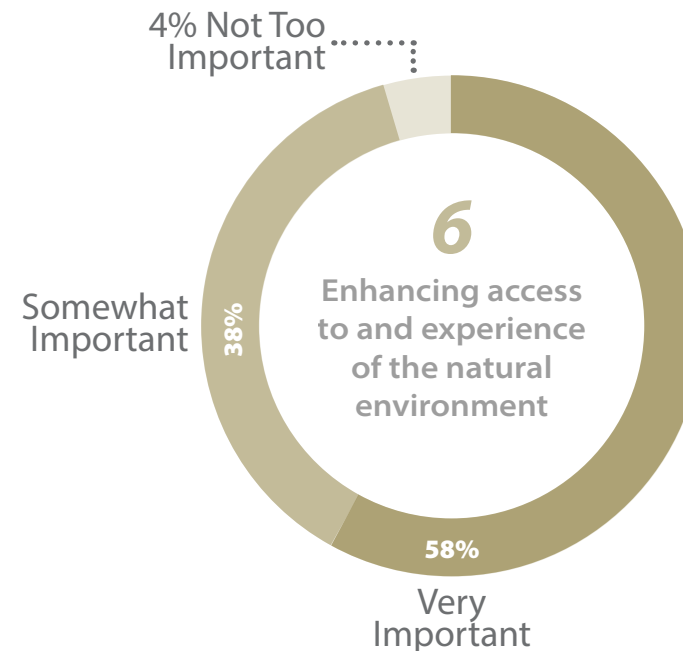
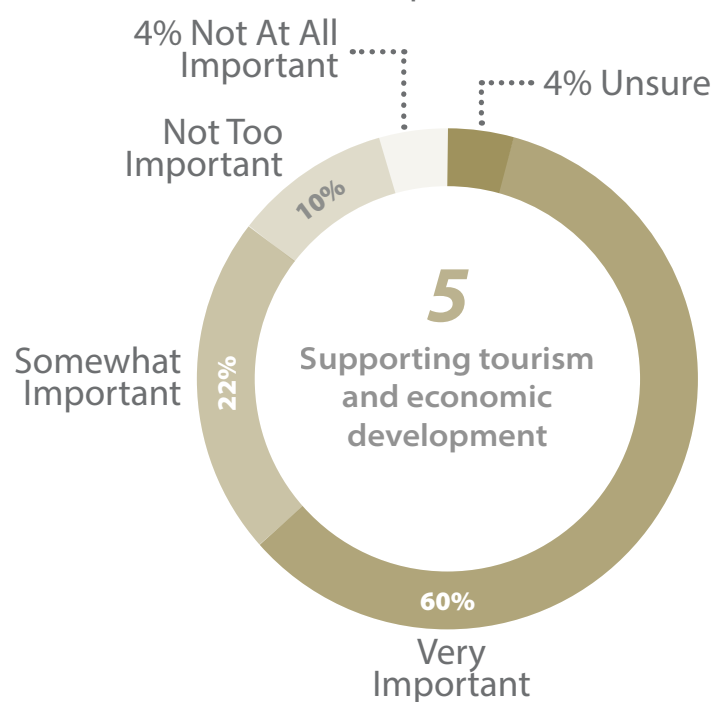
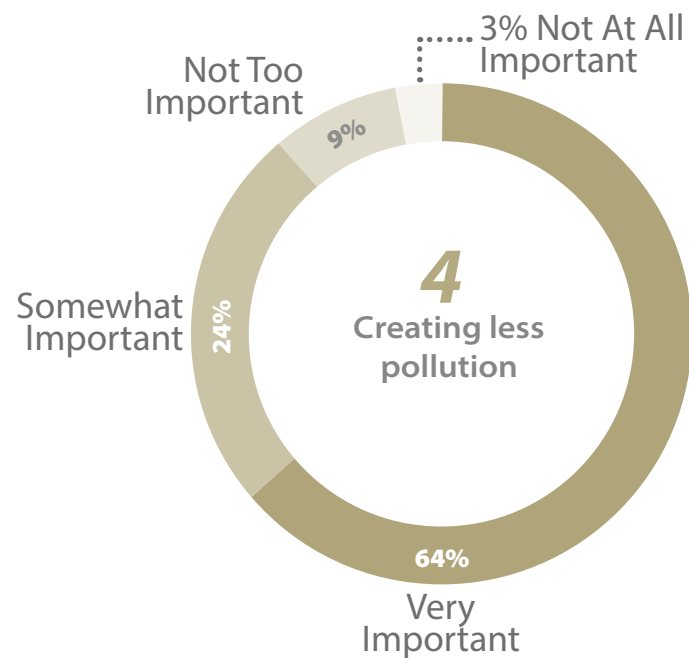
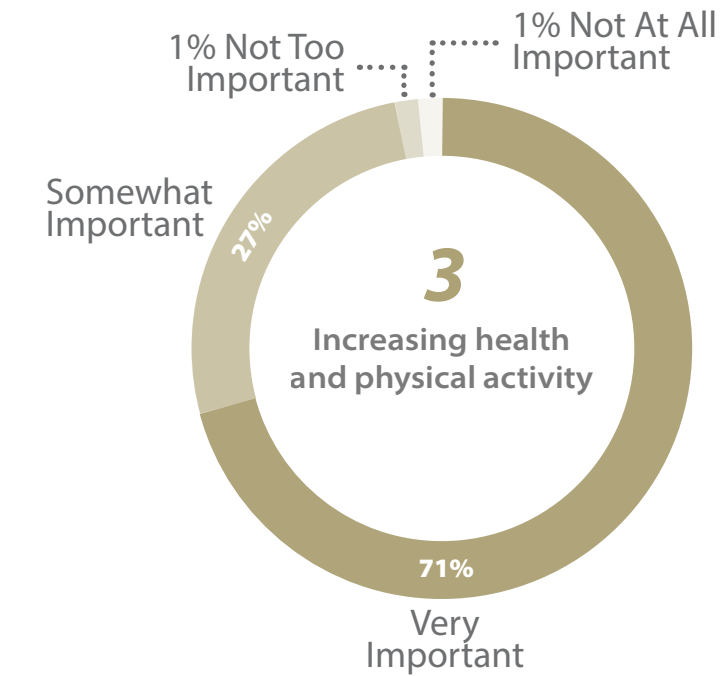
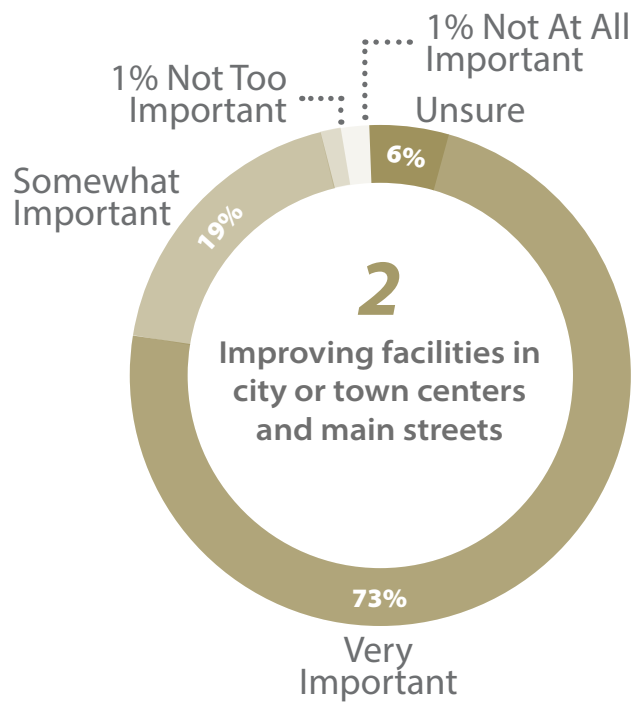
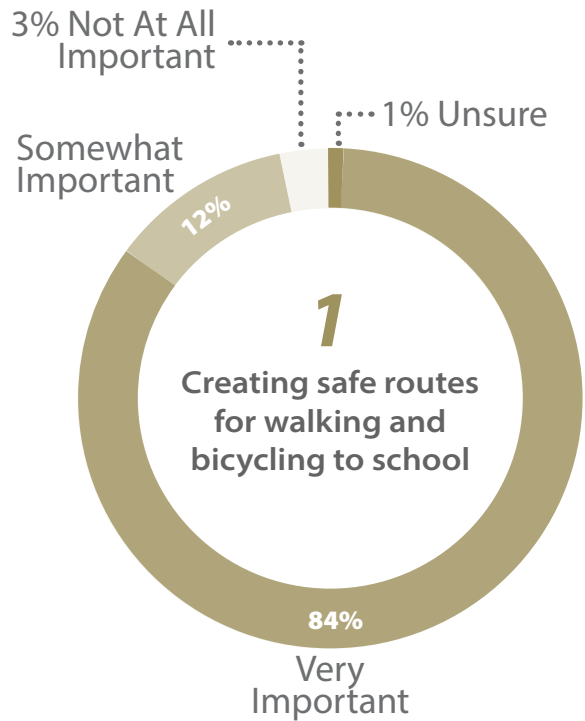




# TOWN OF ARGOS RESULTS

## IMPORTANCE OF OBJECTIVES

Responses Ranked 1-9 Based on Percentage of "Very Important" Response

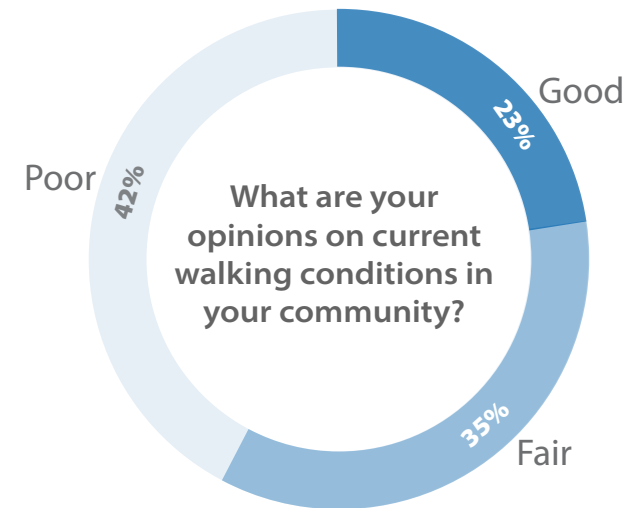




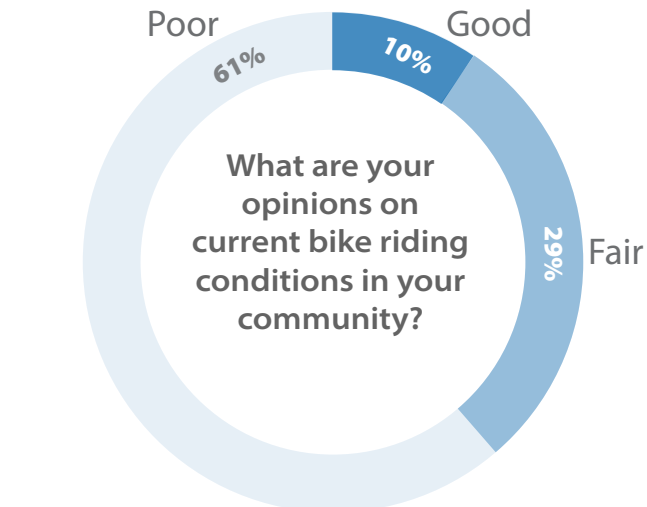
# TOWN OF BOURBON RESULTS

## CURRENT CONDITIONS

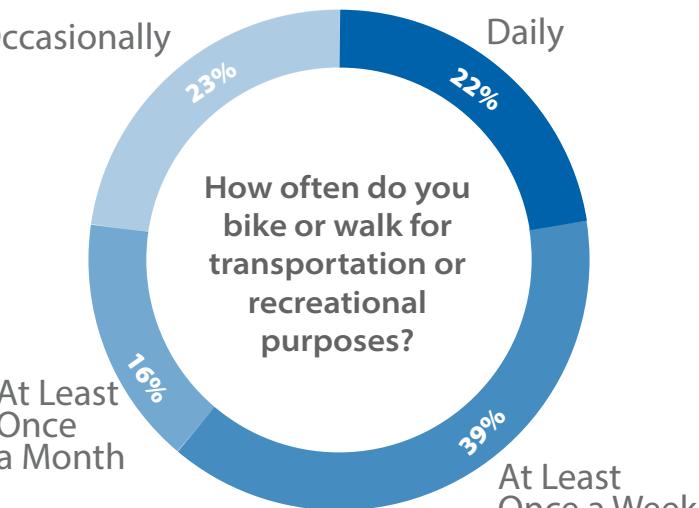
31 Total Responses



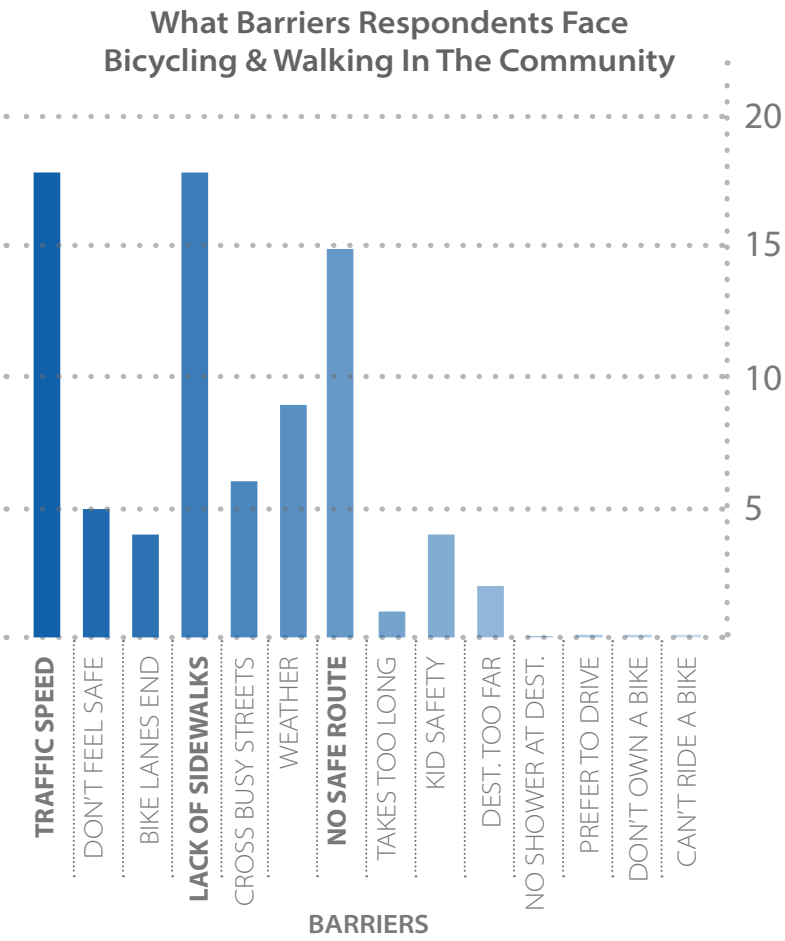
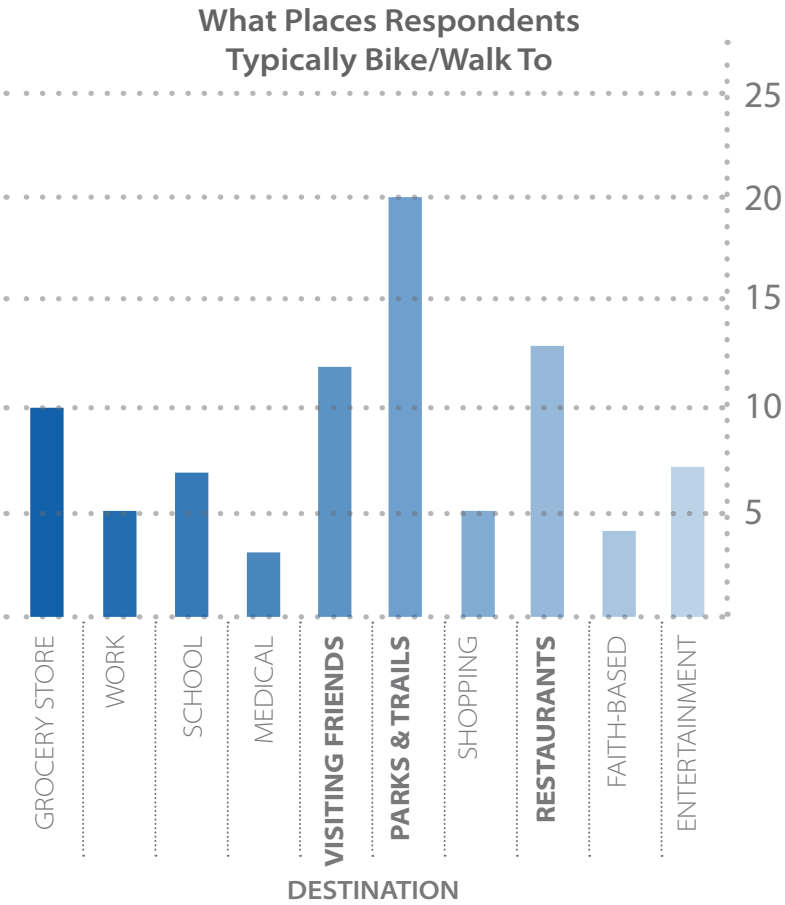
77% of participants ranked the conditions for walking Fair or Poor, and none ranked them as Excellent. 23% ranked them as good



90% rank biking conditions as Fair/Poor (61% saying poor)! Only 10% ranked them as Good (0% ranked them as Excellent)



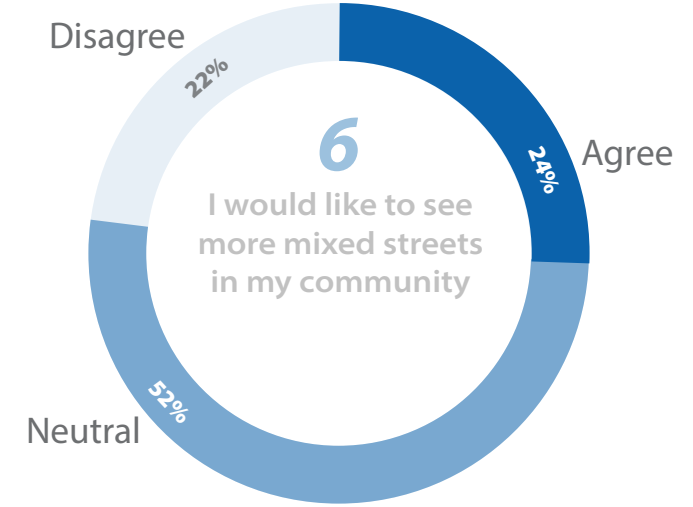
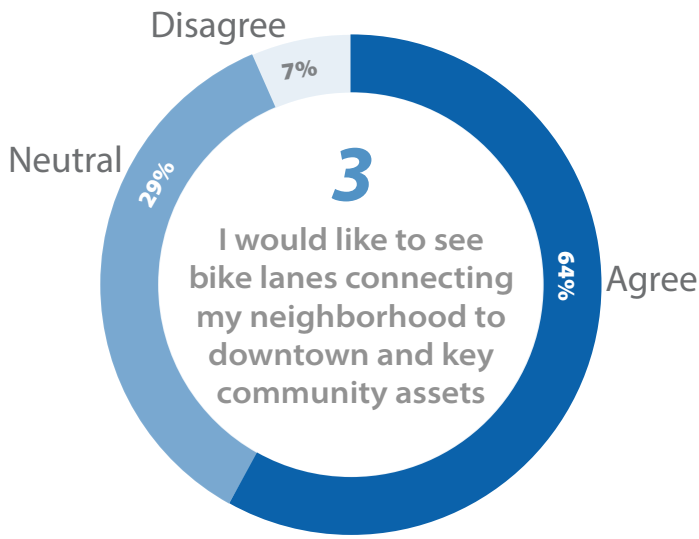
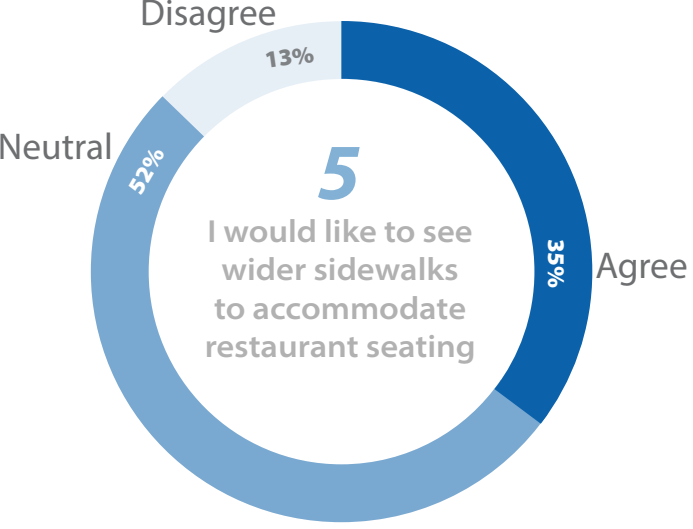
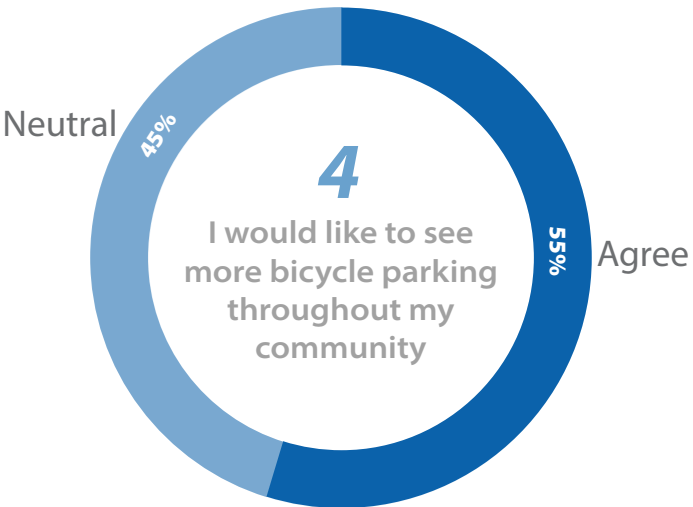
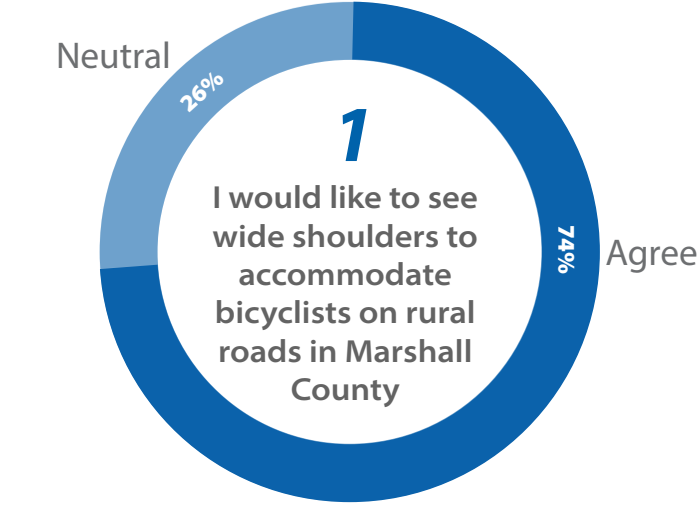
61% of respondents bike or walk daily or weekly with 39% more saying they do at least monthly or occasionally



# TOWN OF BOURBON RESULTS

## WHAT THE COMMUNITY WANTS TO SEE

Responses Ranked 1-6 Based on Percentage of "Agree" Response

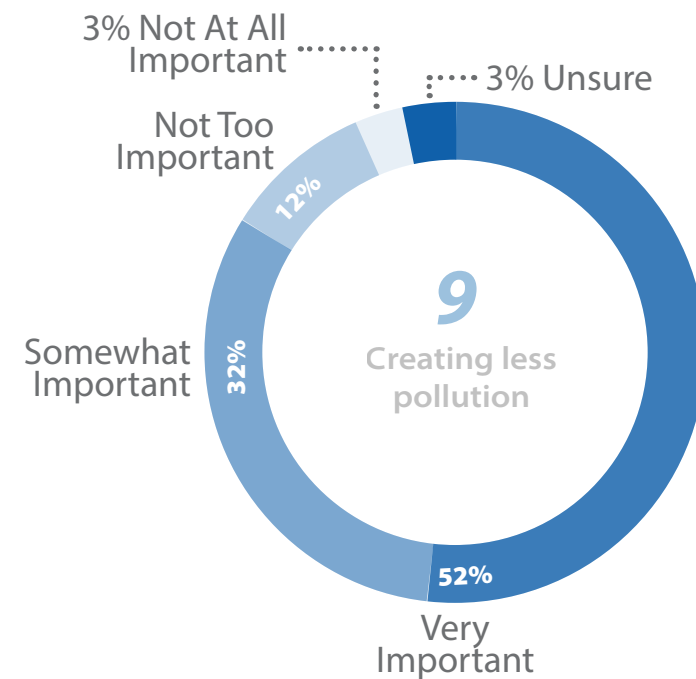
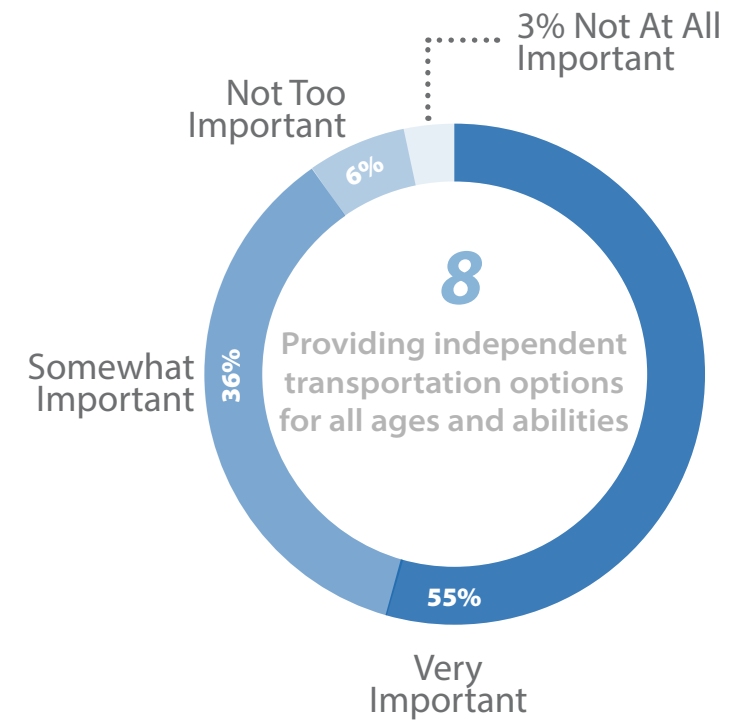
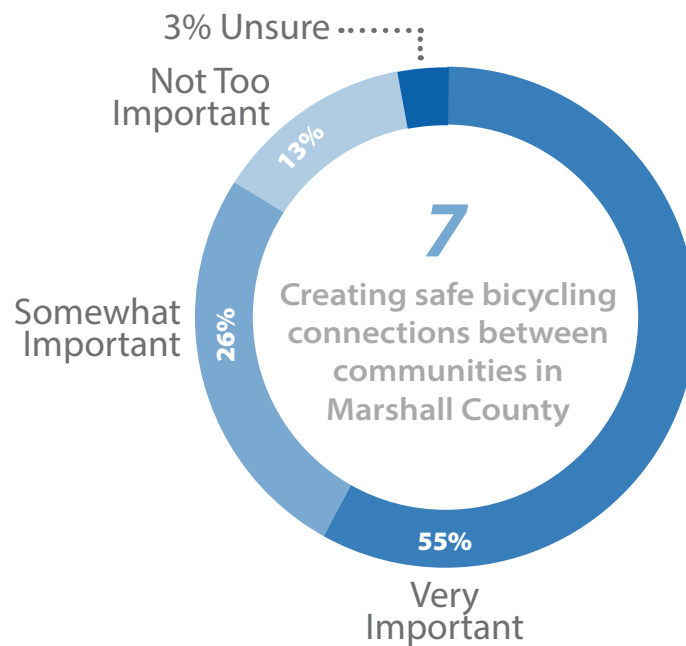
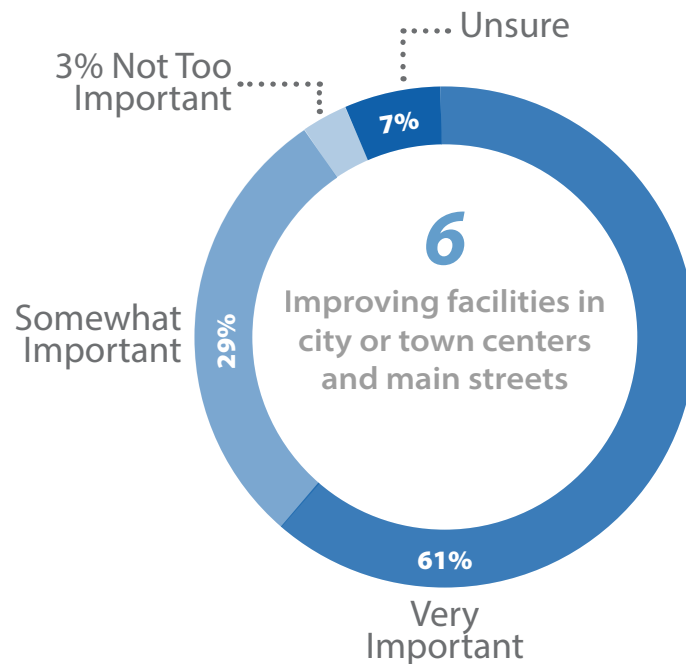
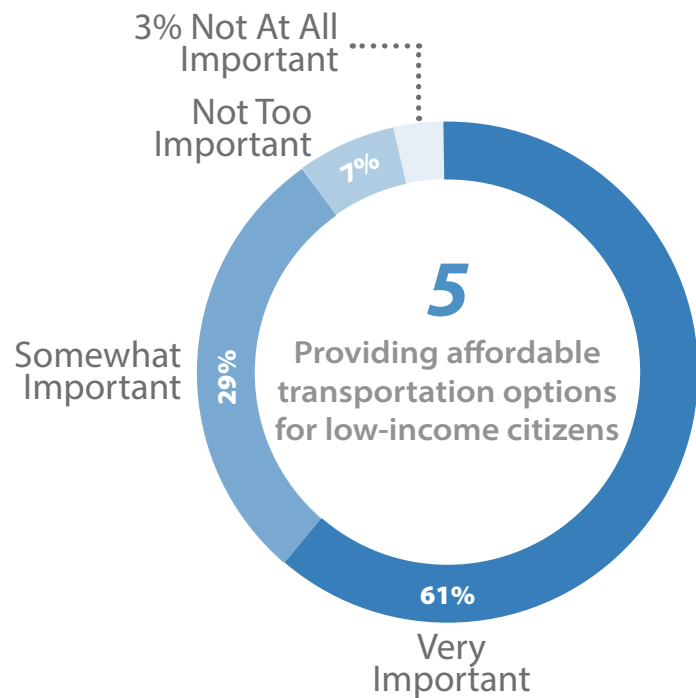
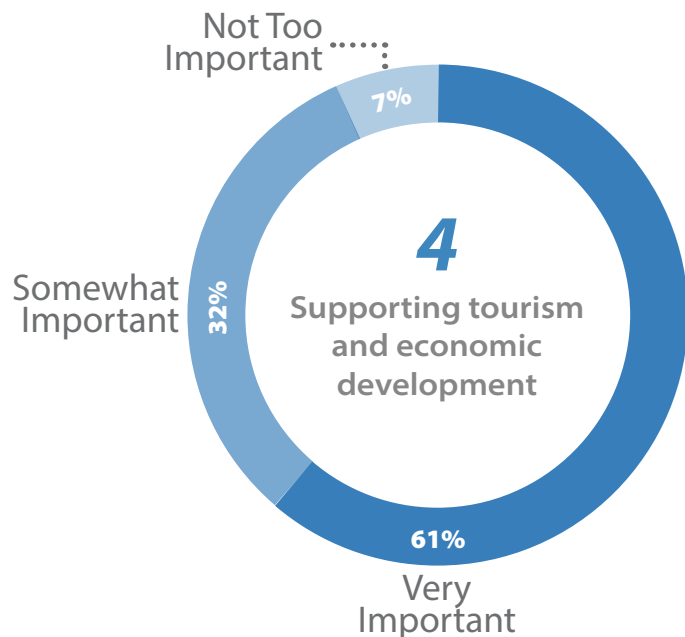
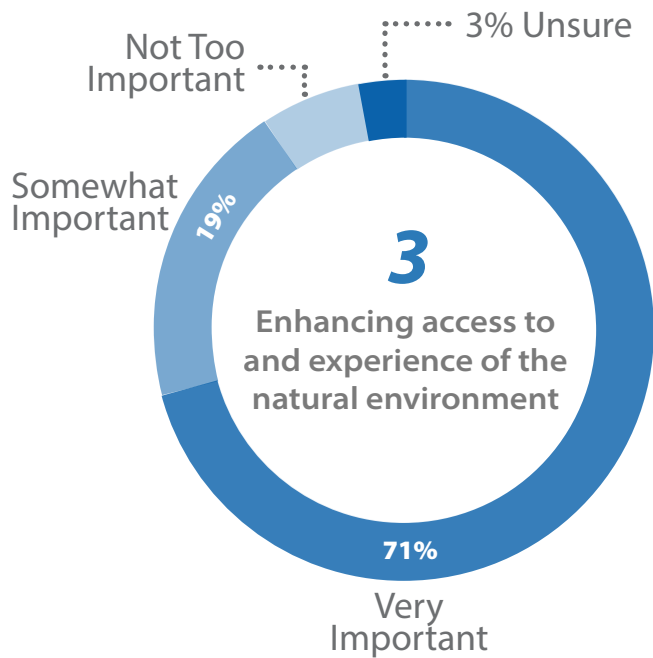
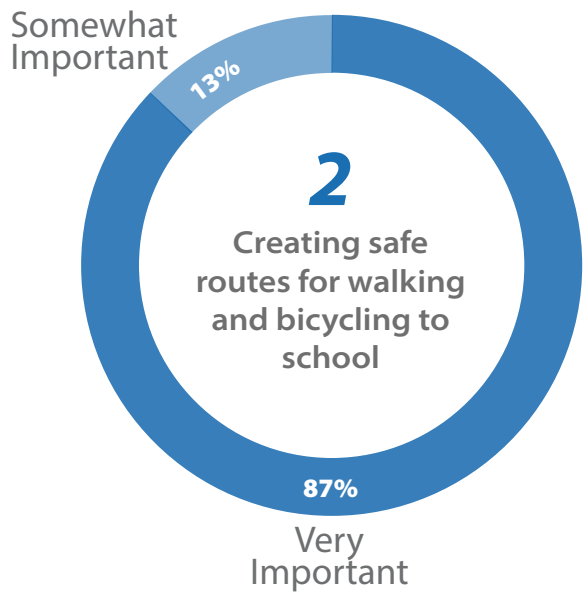
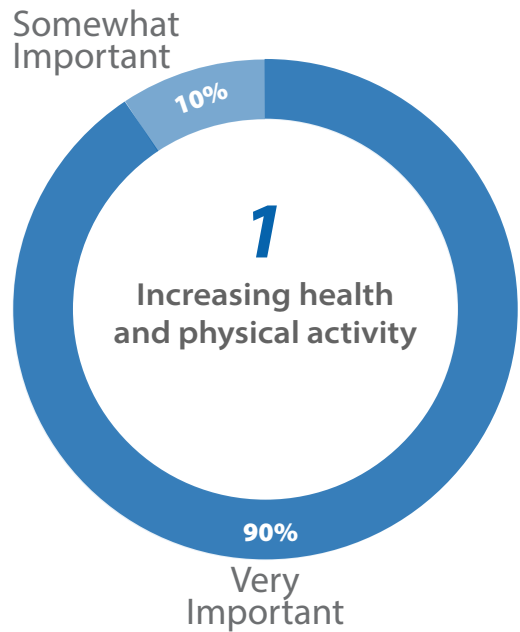




# TOWN OF BOURBON RESULTS

## IMPORTANCE OF OBJECTIVES

Responses Ranked 1-9 Based on Percentage of "Very Important" Response





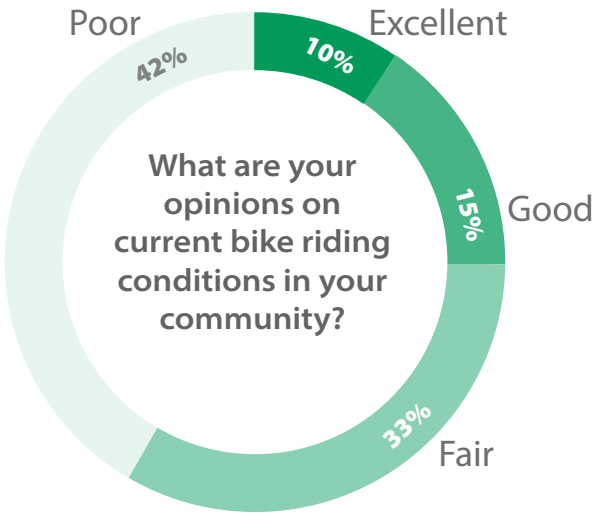
TOWN OF BREMEN RESULTS

CURRENT CONDITIONS

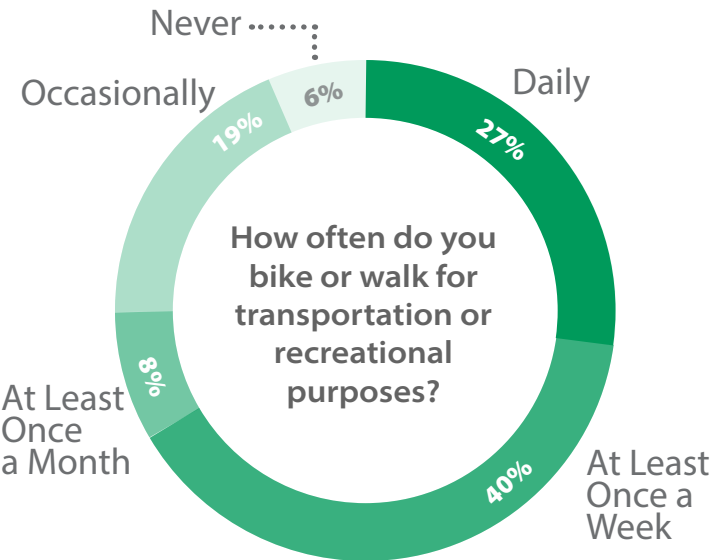
48 Total Responses



67% of participants ranked the conditions for walking Fair or Poor, and only 33% ranked them as Excellent or Good

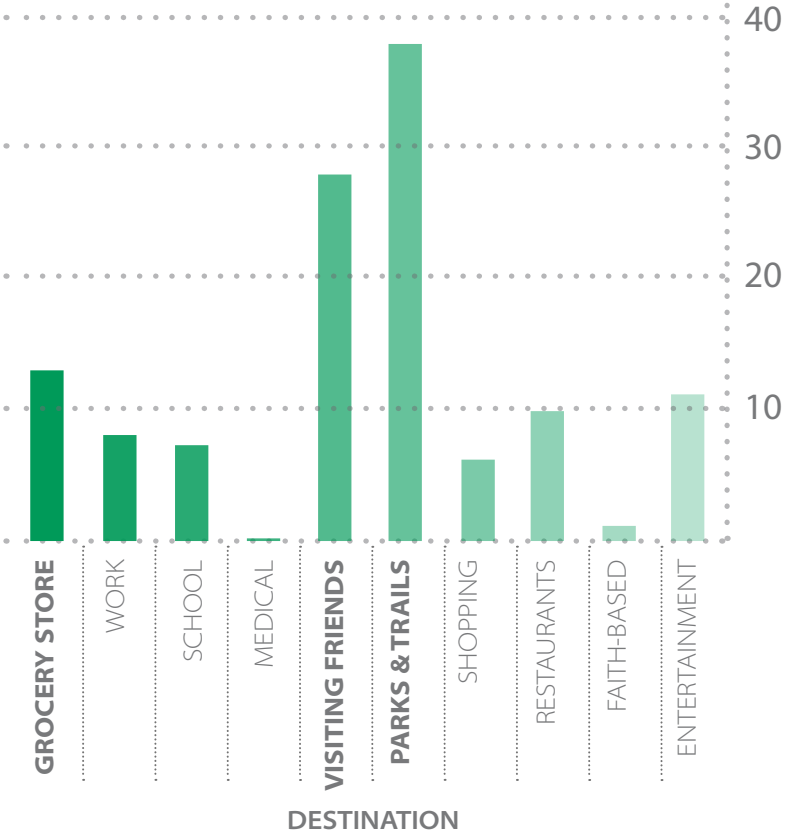


75% rank biking conditions as Fair or Poor! Only 10% ranked them as Excellent (15% ranked them as Good)

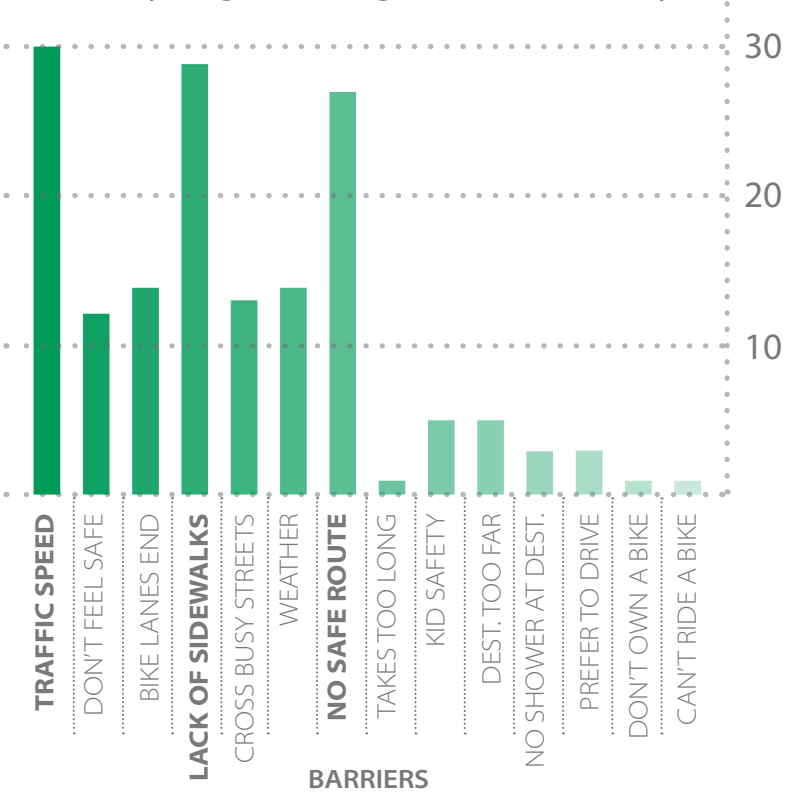


67% of respondents bike or walk daily or weekly with 27% more saying they do at least monthly or occasionally

What Places Respondents Typically Bike/Walk To



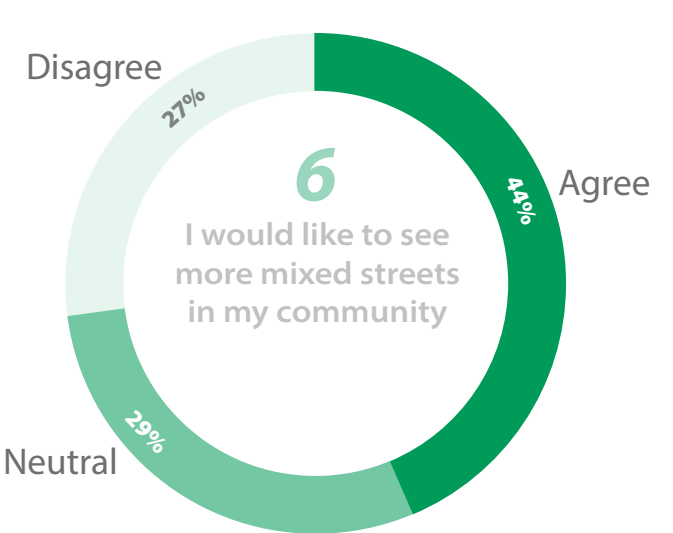
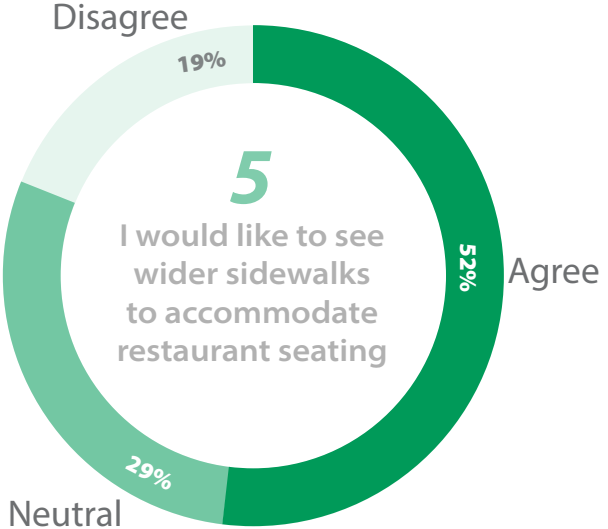
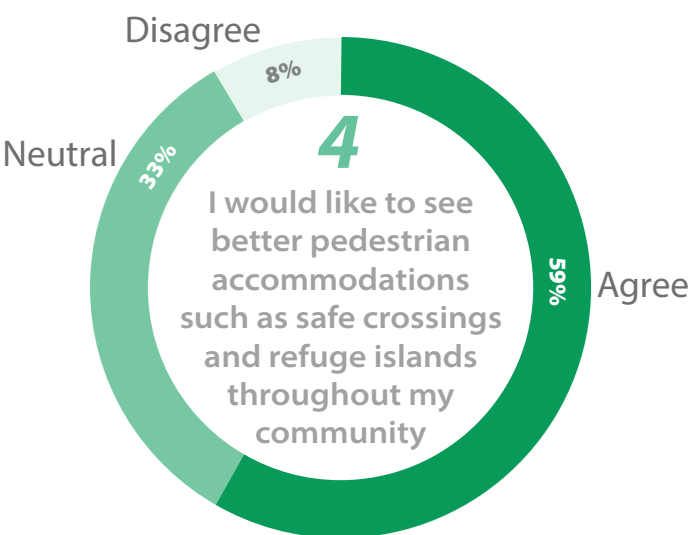
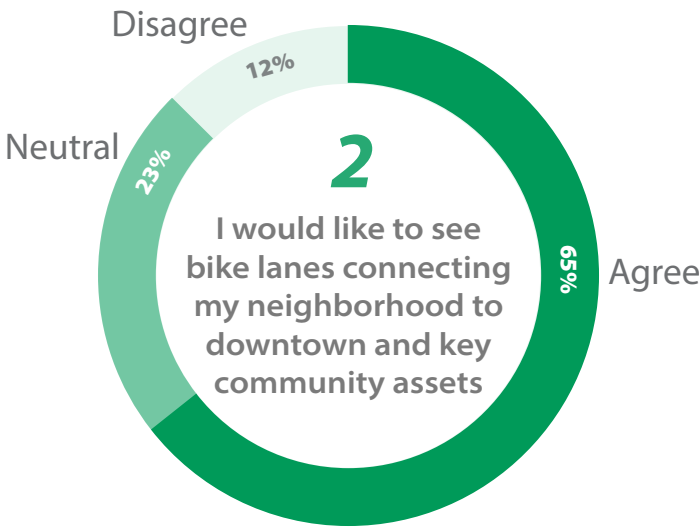
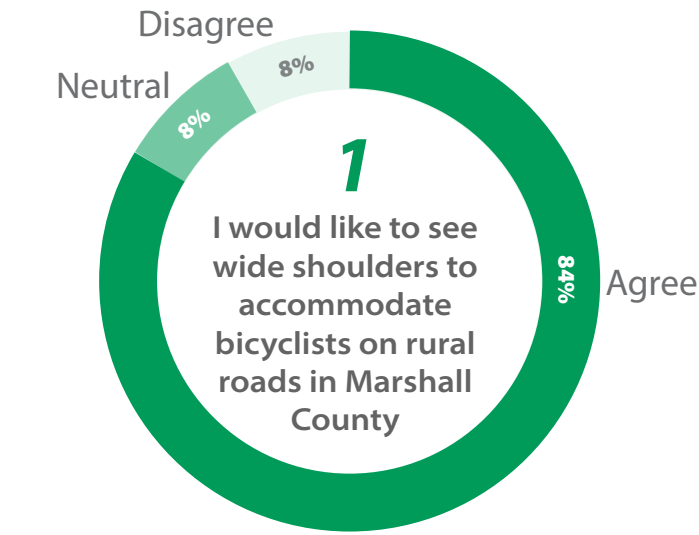
What Barriers Respondents Face Bicycling & Walking In The Community



TOWN OF BREMEN RESULTS

WHAT THE COMMUNITY WANTS TO SEE

Responses Ranked 1-6 Based on Percentage of "Agree" Response

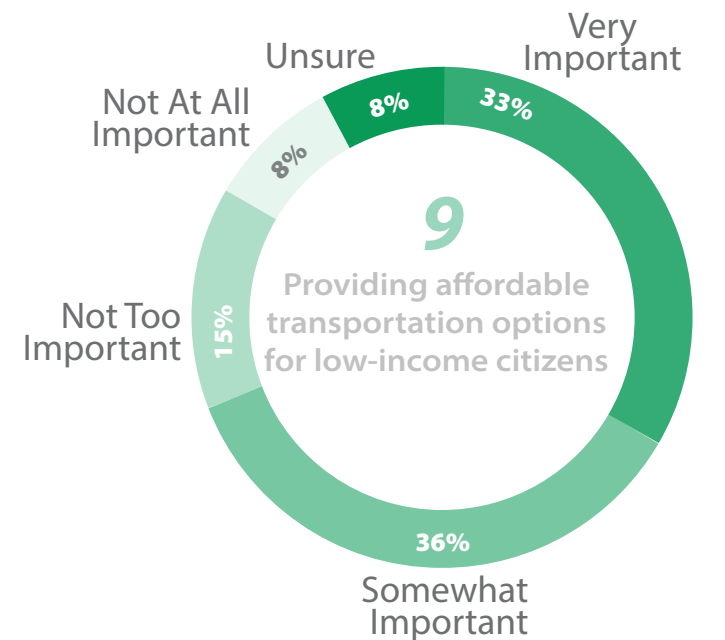
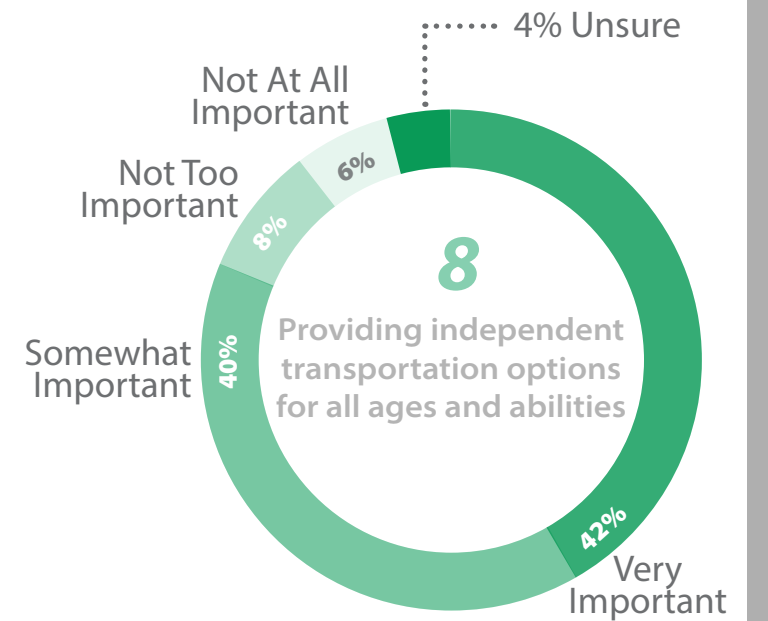
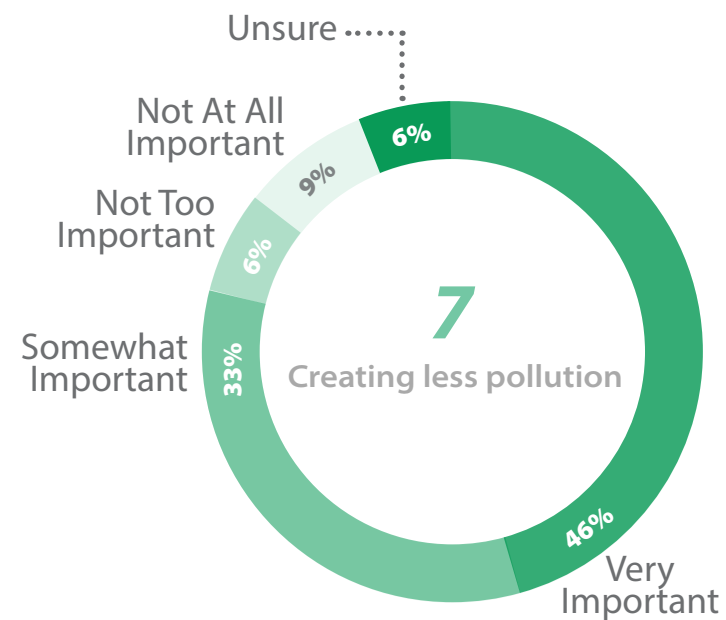
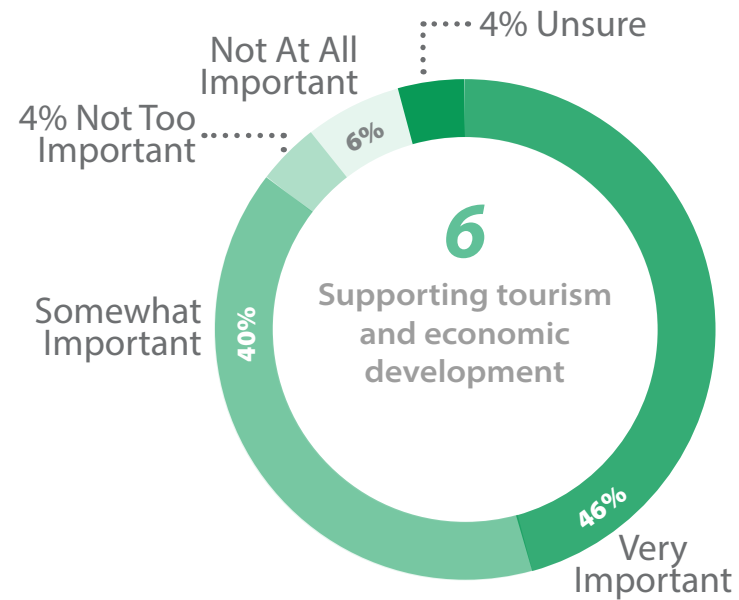
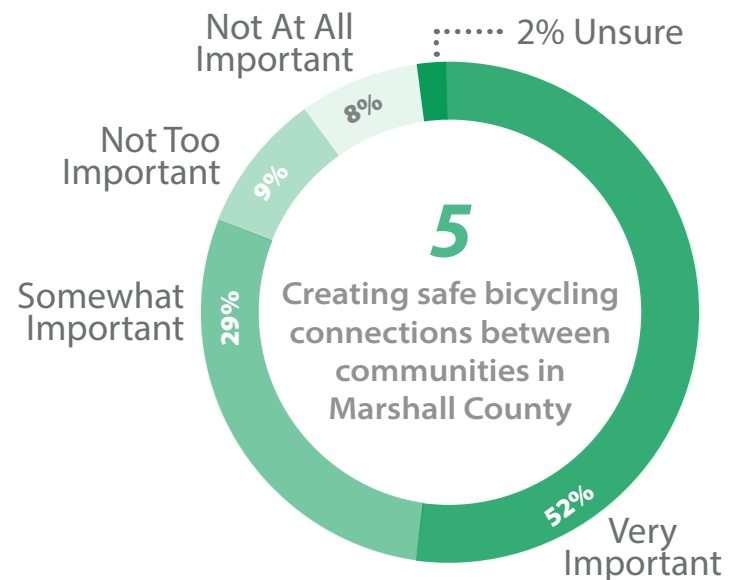
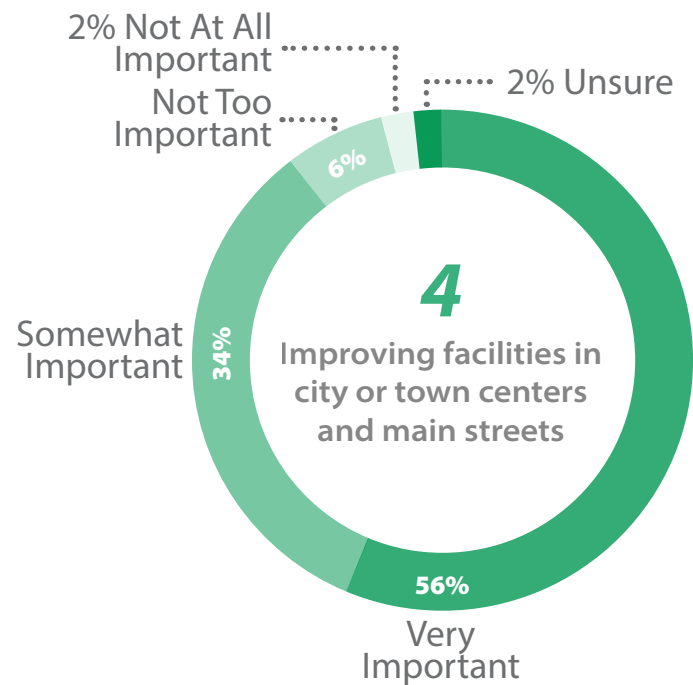
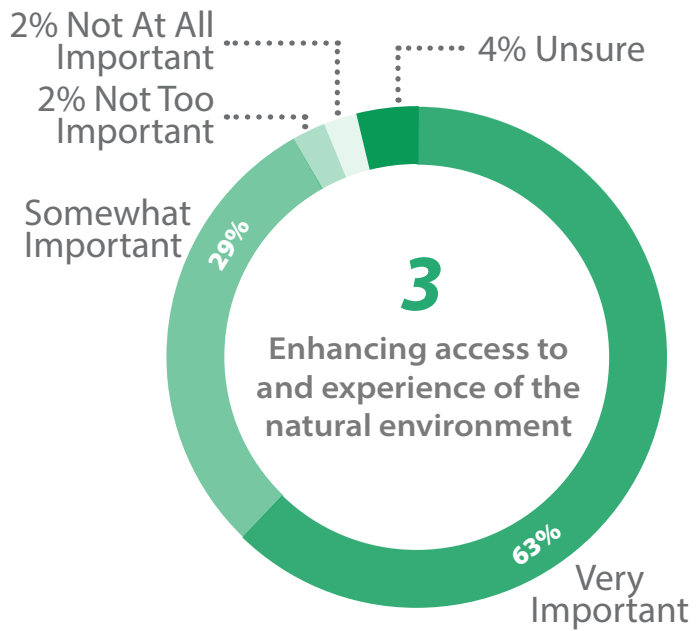
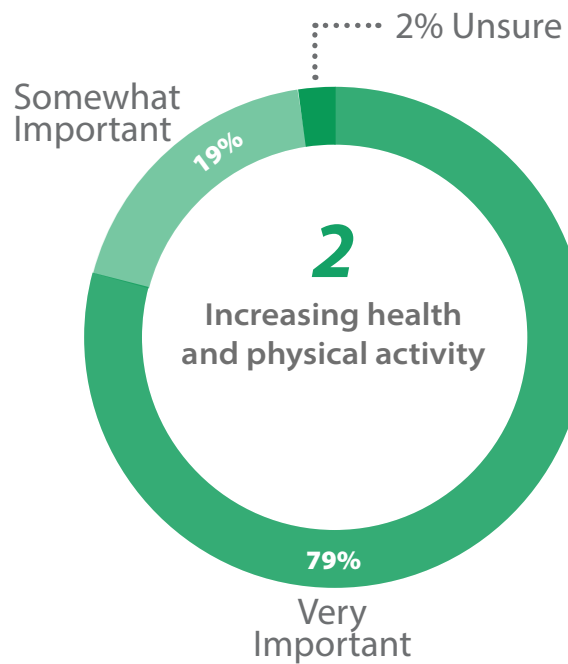
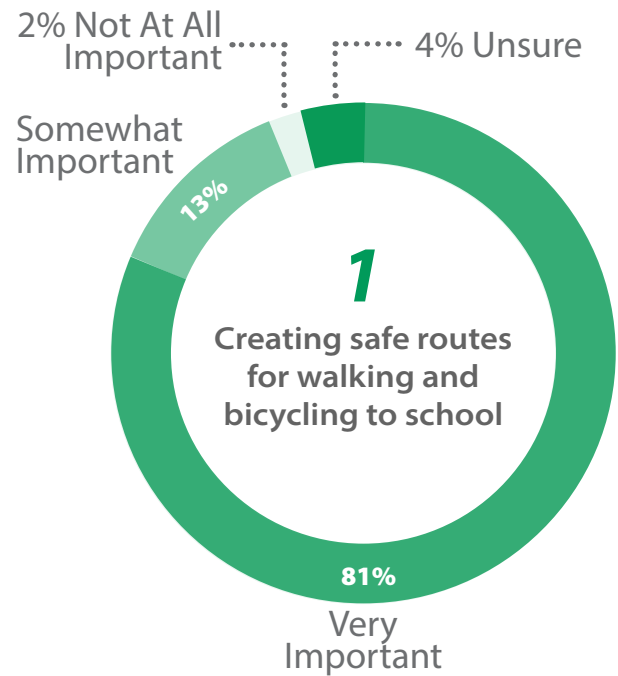




# TOWN OF BREMEN RESULTS

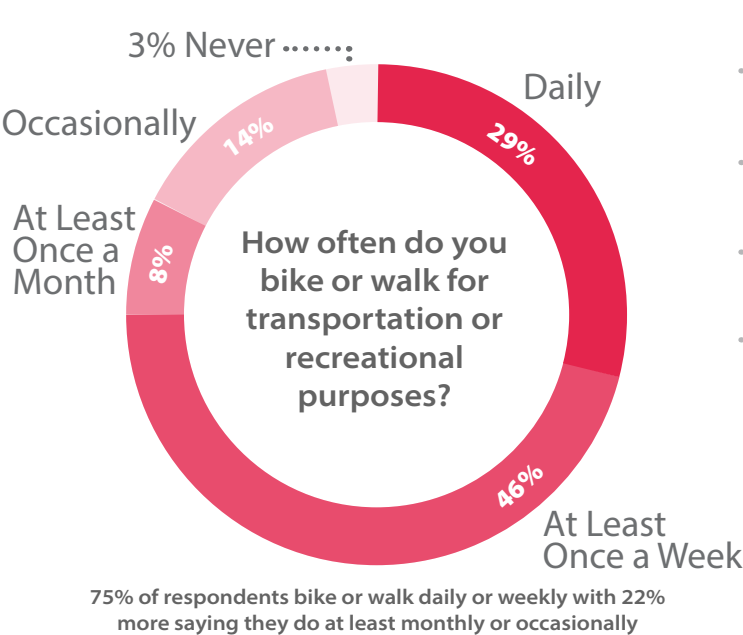
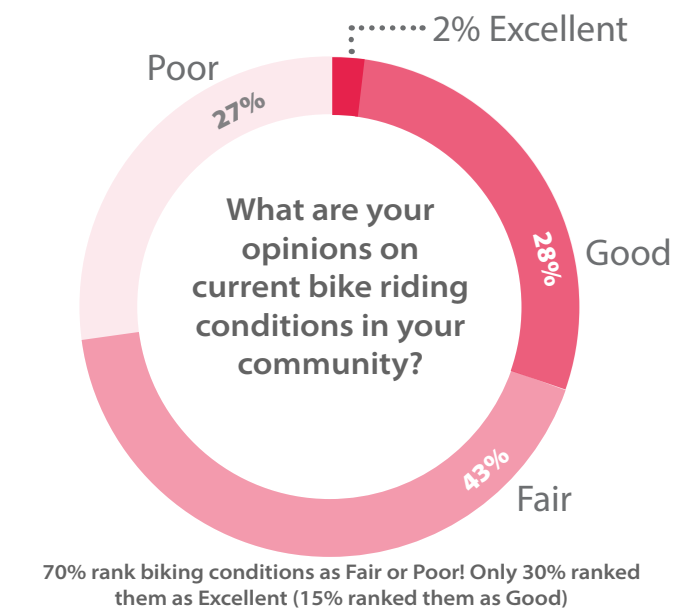
## IMPORTANCE OF OBJECTIVES

Responses Ranked 1-9 Based on Percentage of "Very Important" Response

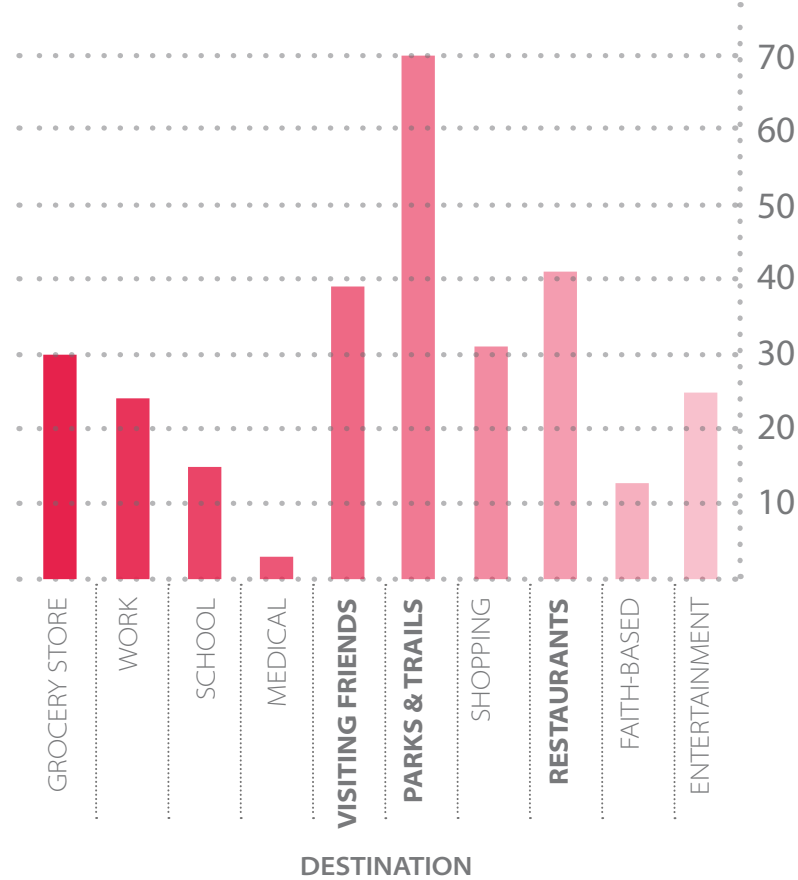




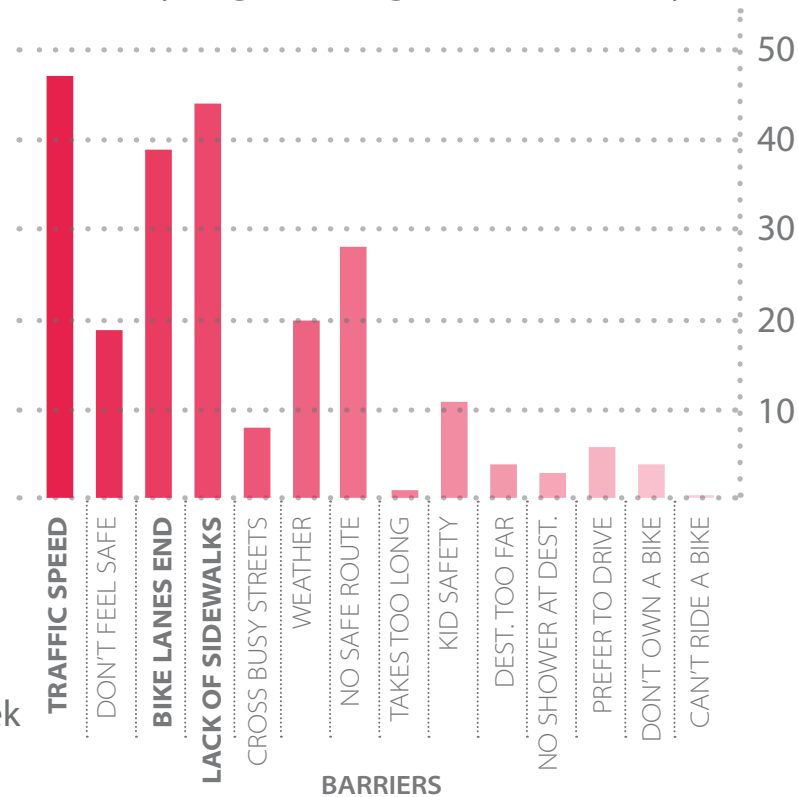
TOWN OF CULVER RESULTS  
CURRENT CONDITIONS  
92 Total Responses



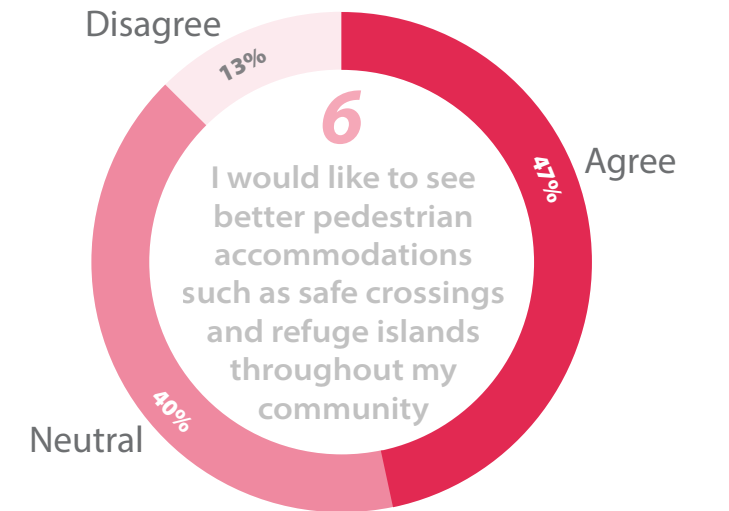
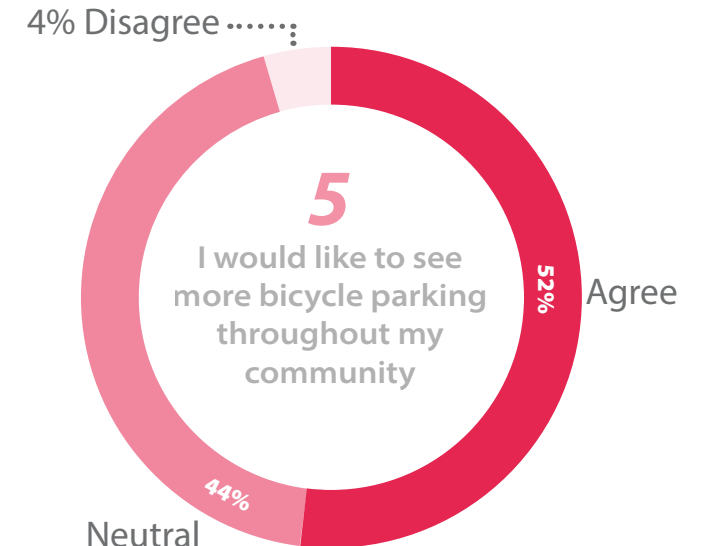
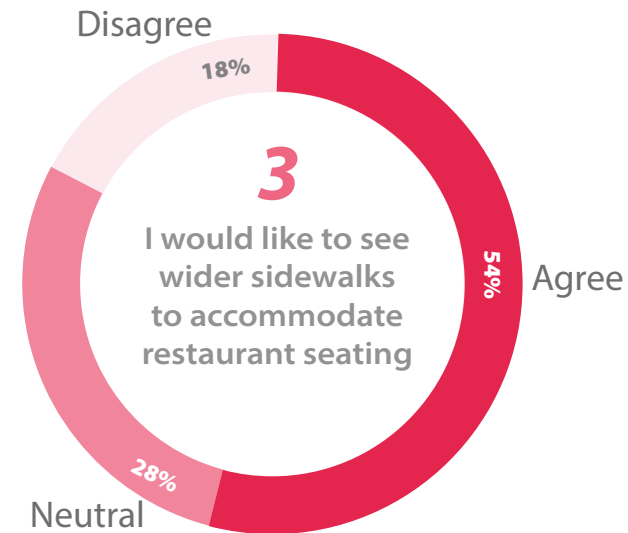
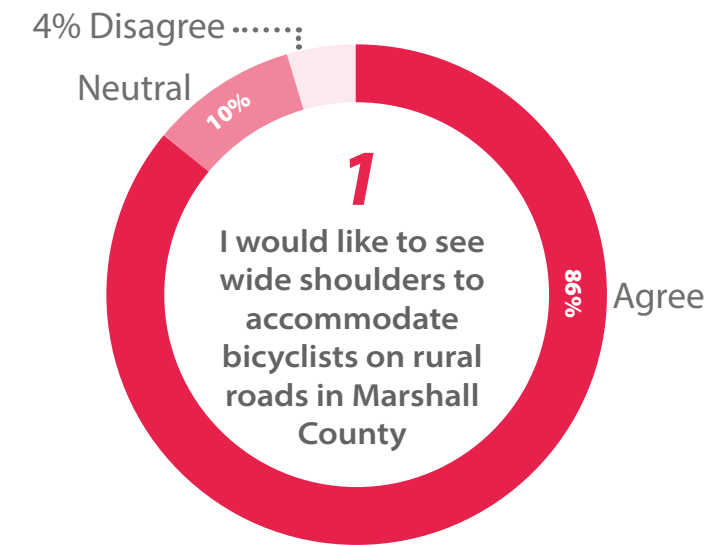
What Places Respondents Typically Bike/Walk To



What Barriers Respondents Face Bicycling & Walking In The Community



TOWN OF CULVER RESULTS  
WHAT THE COMMUNITY WANTS TO SEE  
Responses Ranked 1-6 Based on Percentage of "Agree" Response

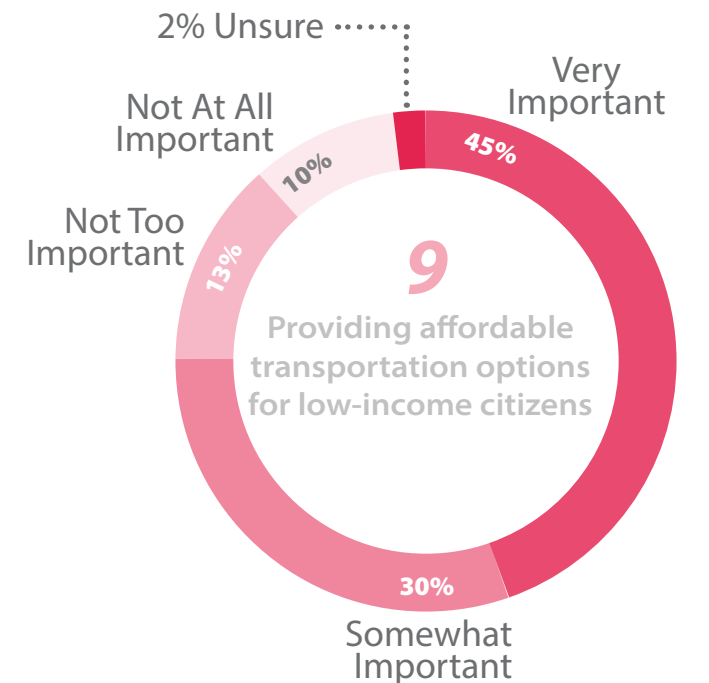
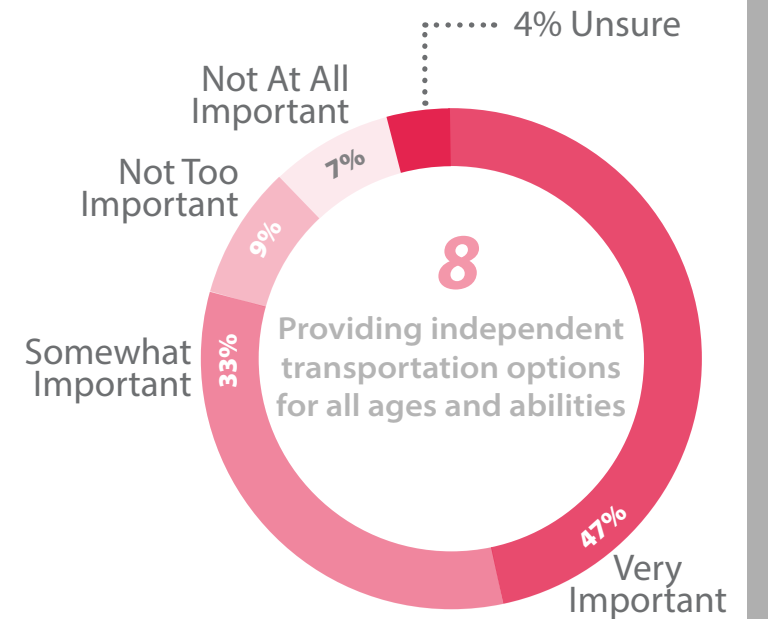
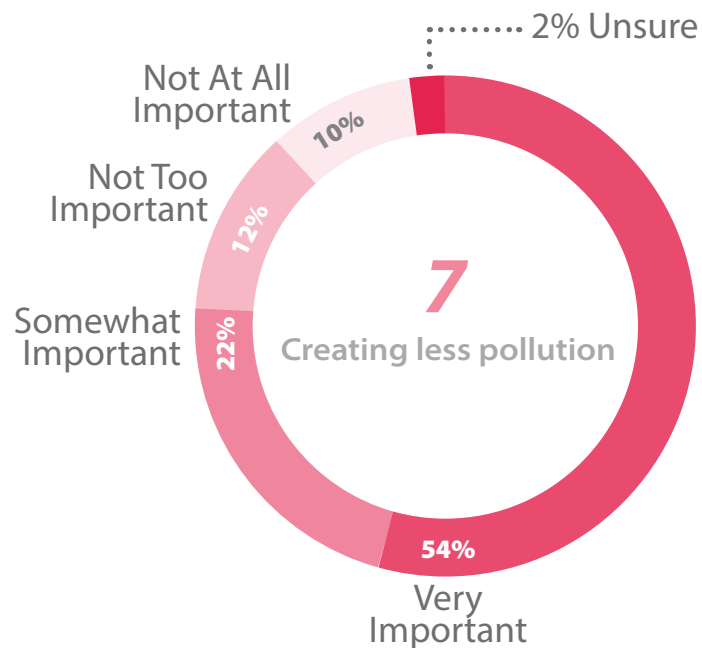
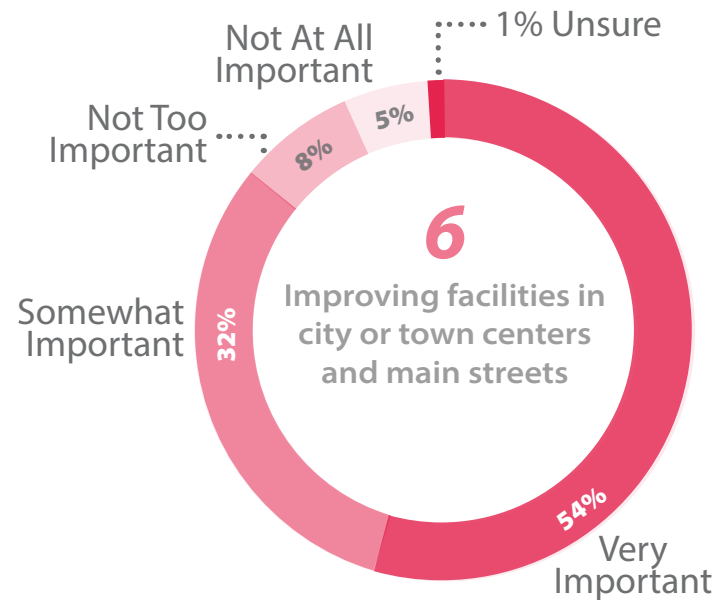
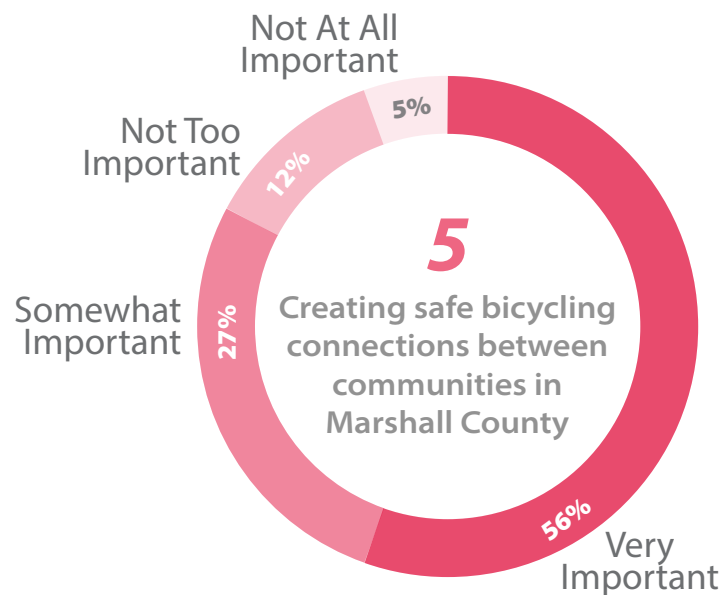
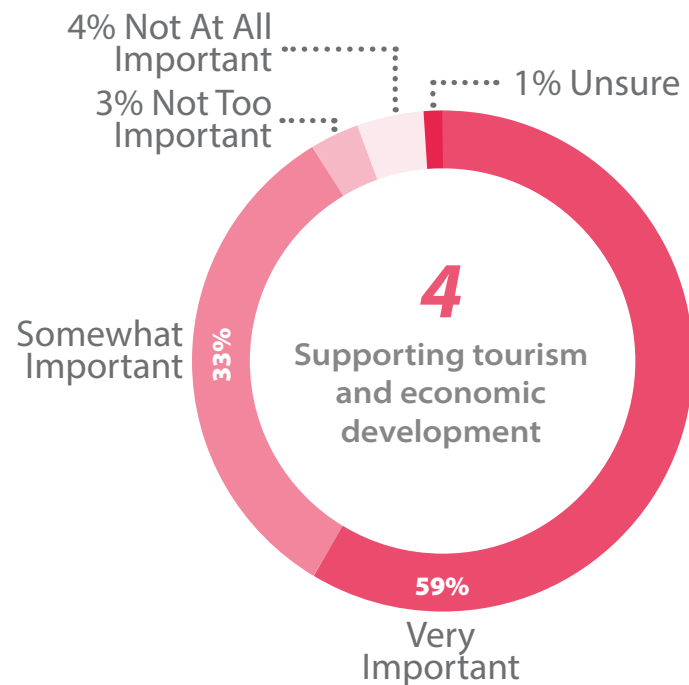
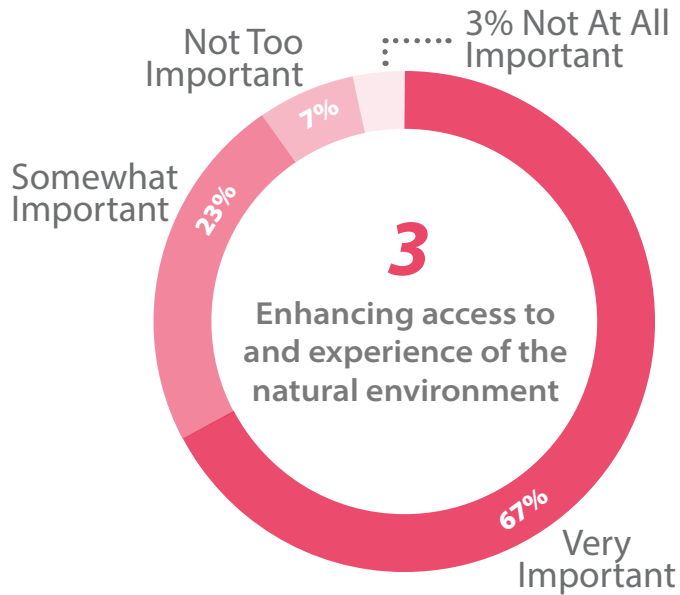
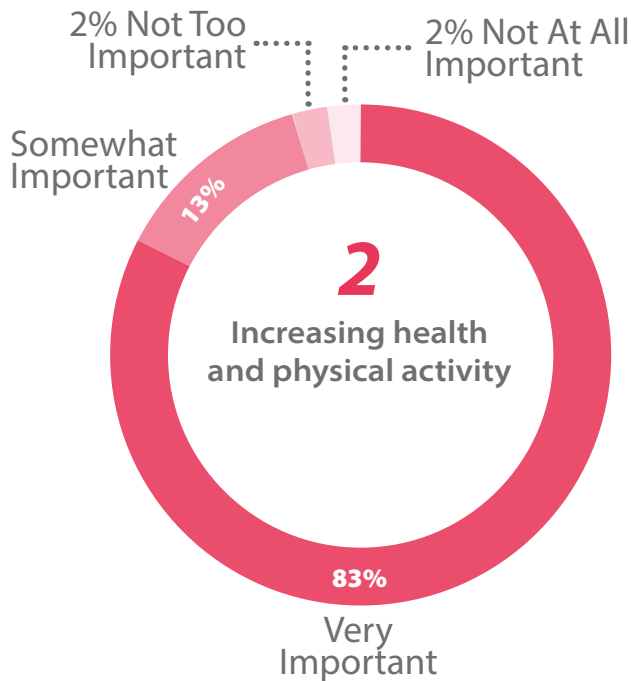
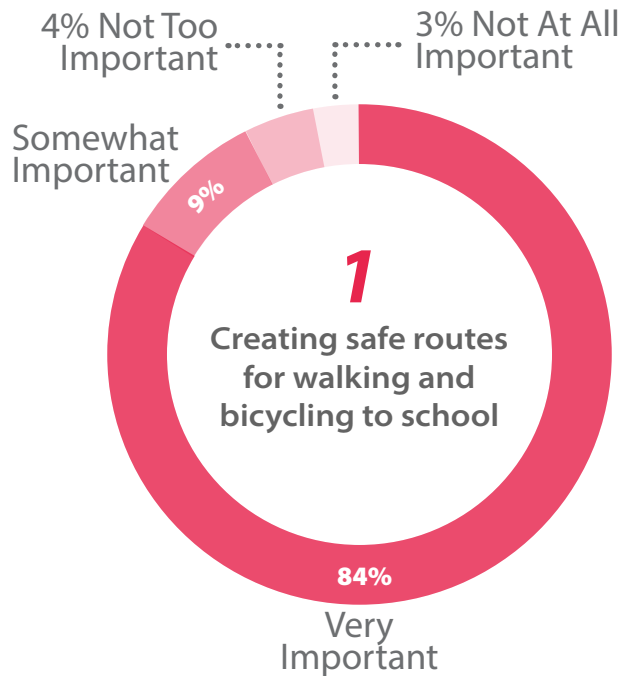




# TOWN OF CULVER RESULTS

## IMPORTANCE OF OBJECTIVES

Responses Ranked 1-9 Based on Percentage of "Very Important" Response

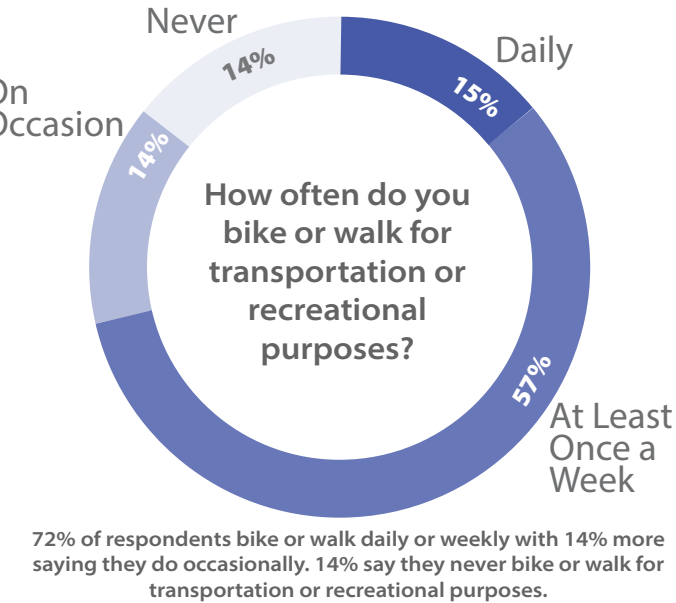
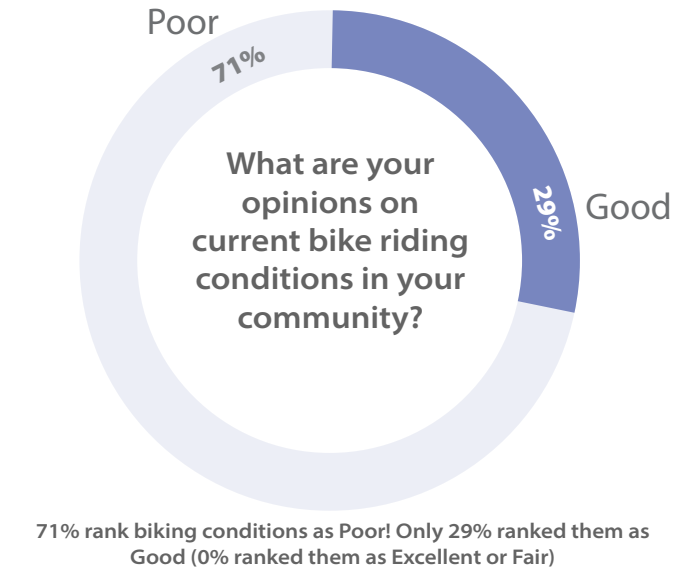




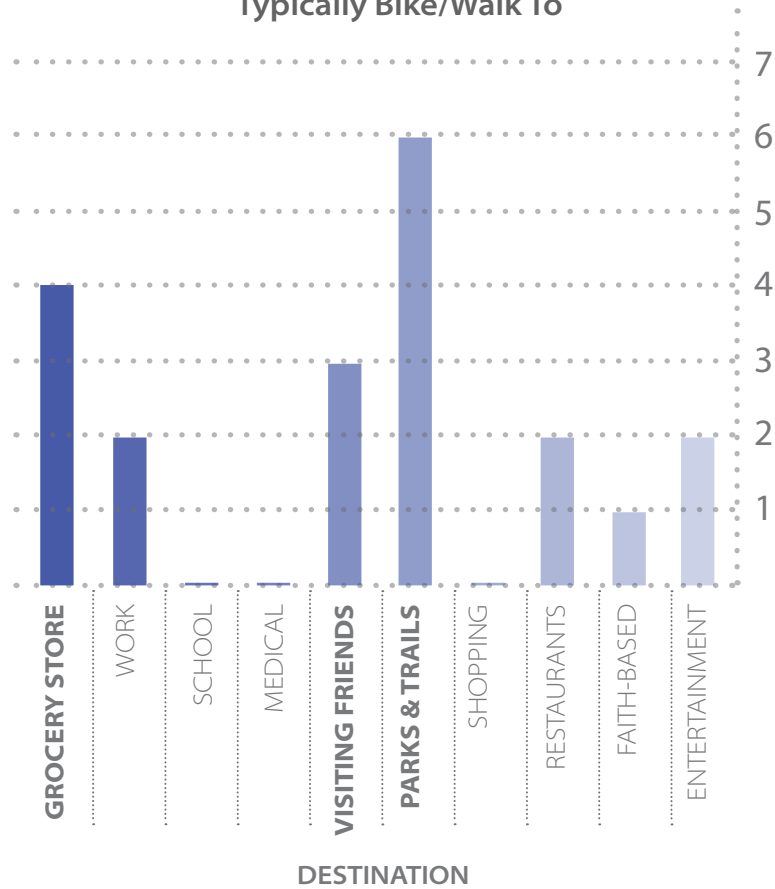
# TOWN OF LA PAZ RESULTS

## CURRENT CONDITIONS

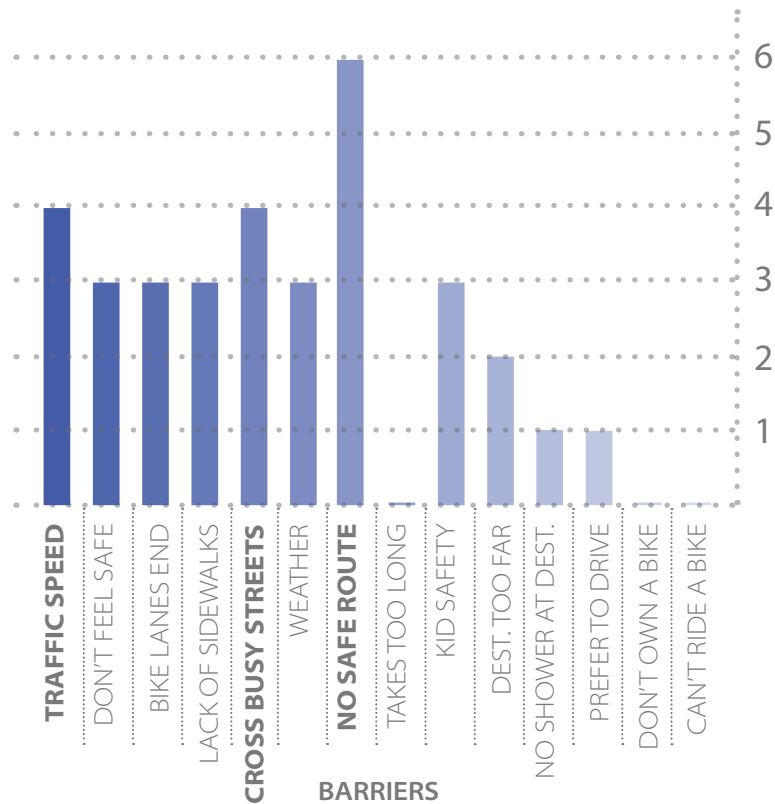
7 Total Responses



What Places Respondents Typically Bike/Walk To



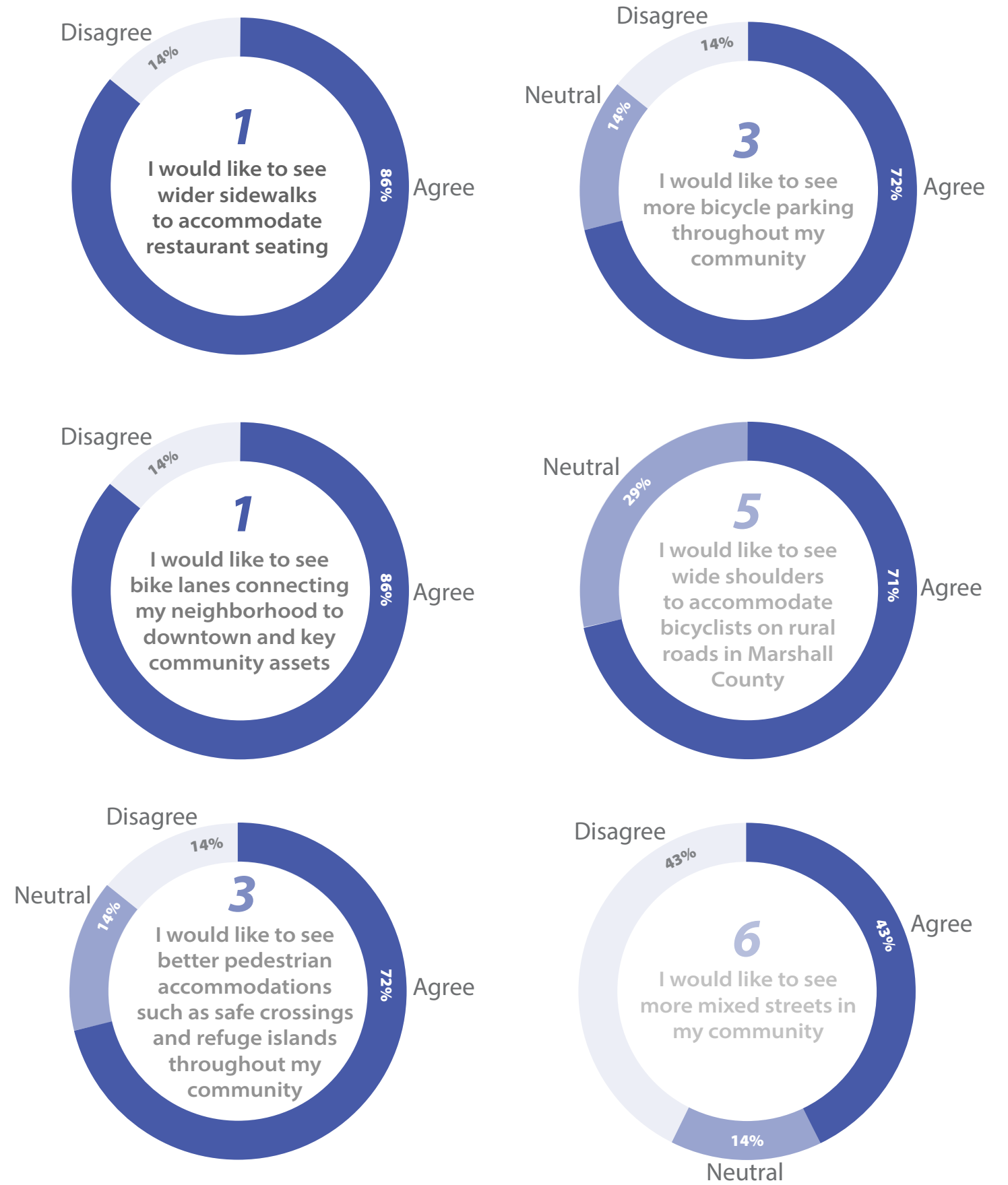
What Barriers Respondents Face Bicycling & Walking In The Community



# TOWN OF LA PAZ RESULTS

## WHAT THE COMMUNITY WANTS TO SEE

Responses Ranked 1-6 Based on Percentage of "Agree" Response

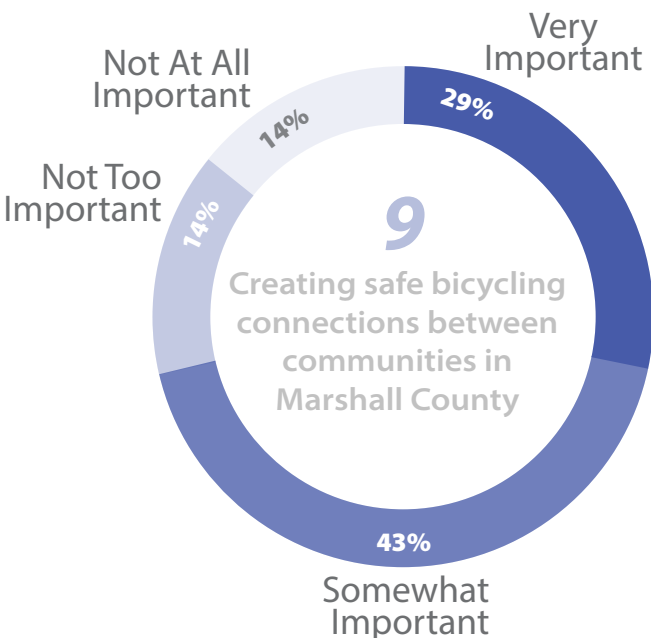
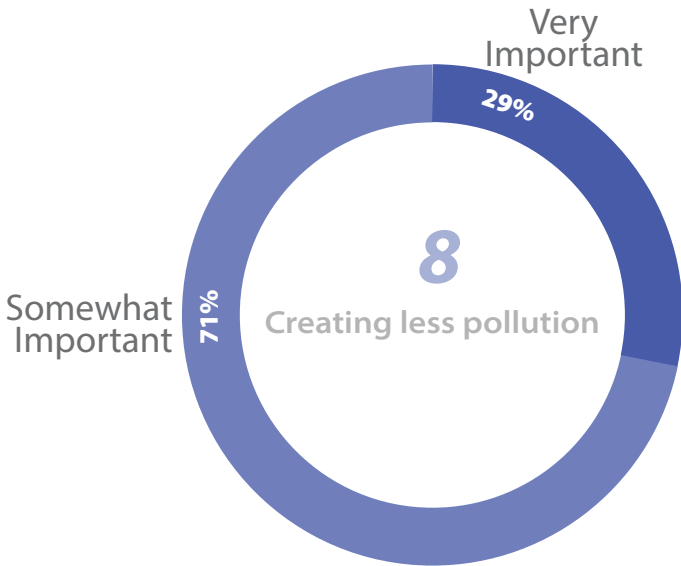
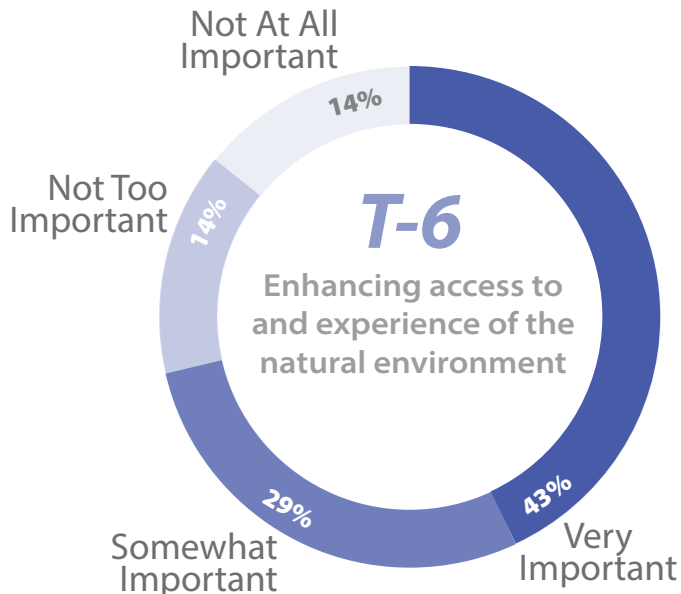
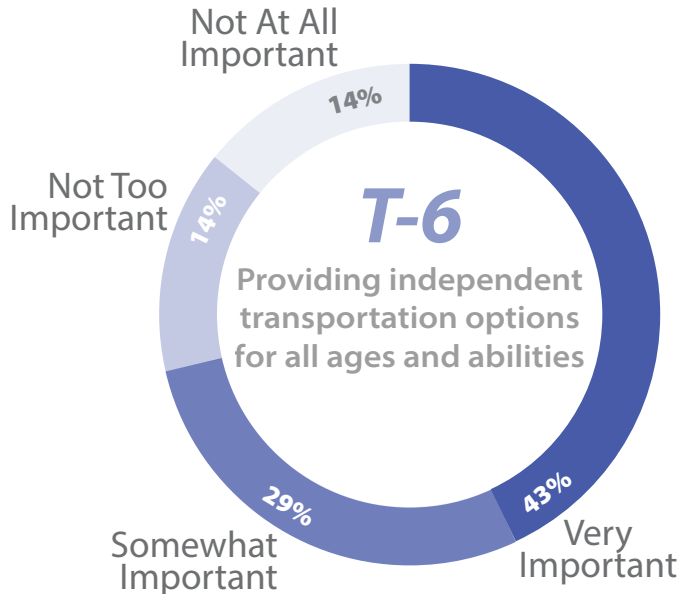
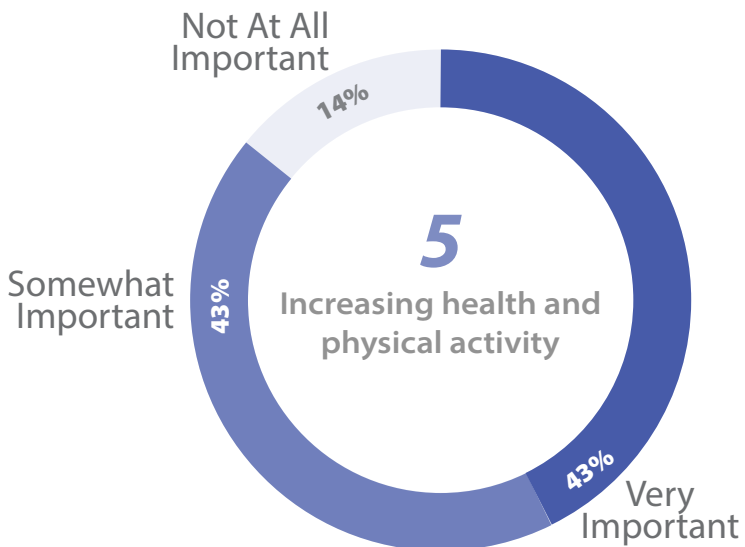
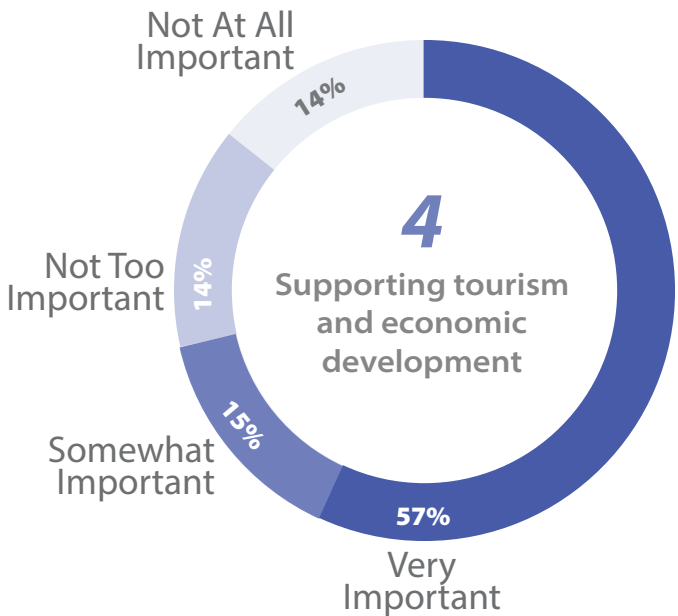
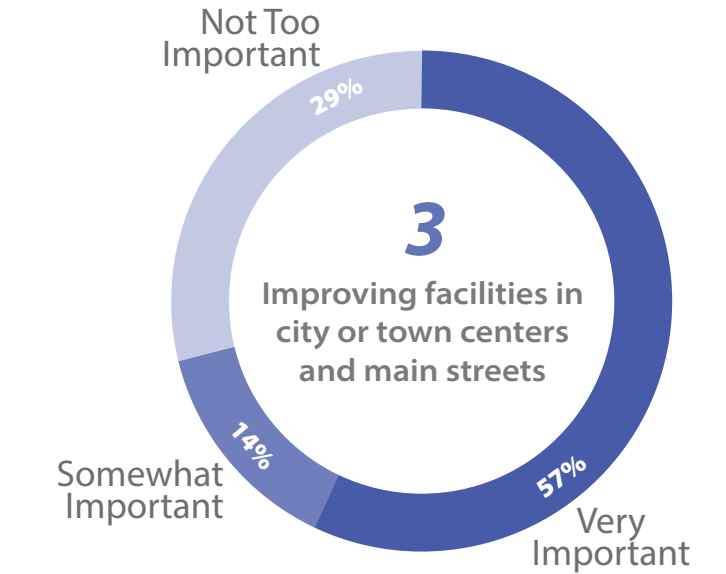
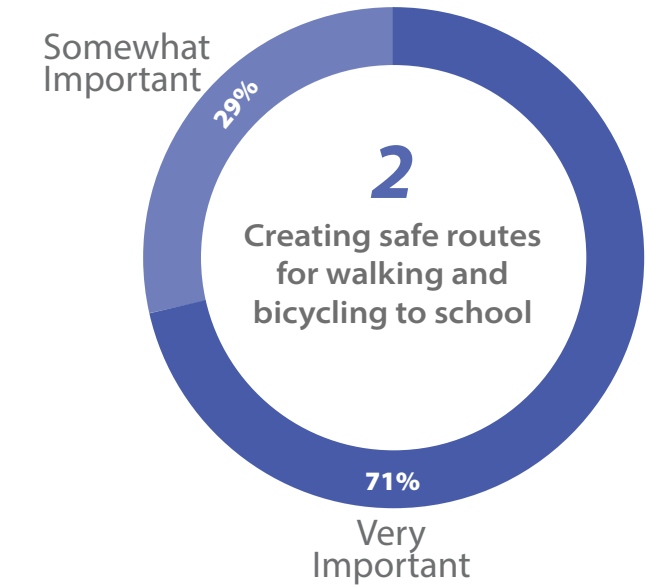
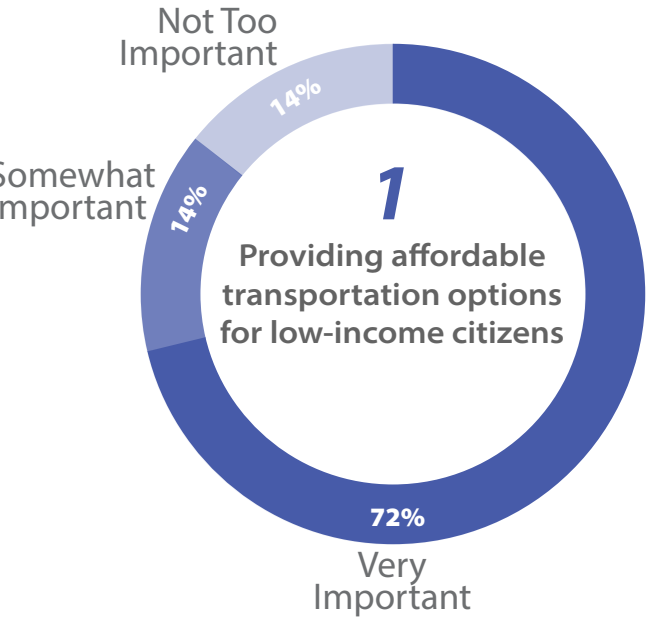




# TOWN OF LA PAZ RESULTS

## IMPORTANCE OF OBJECTIVES

Responses Ranked 1-9 Based on Percentage of "Very Important" Response

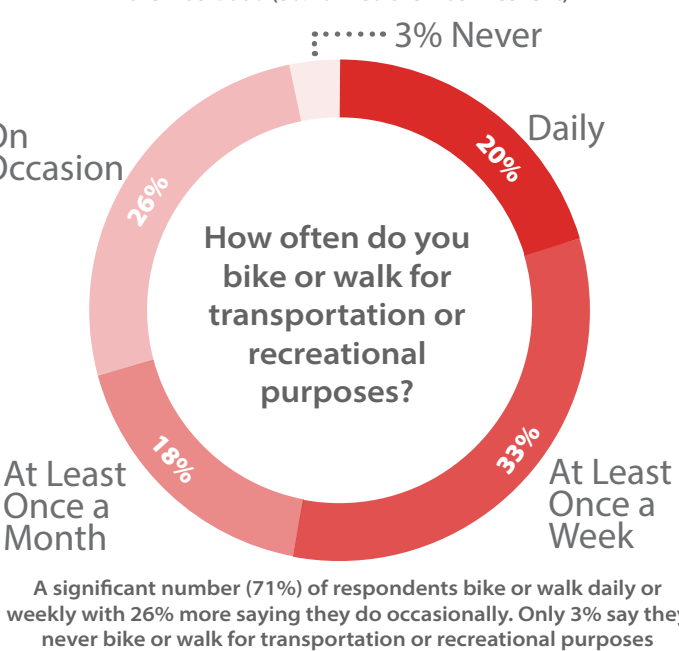
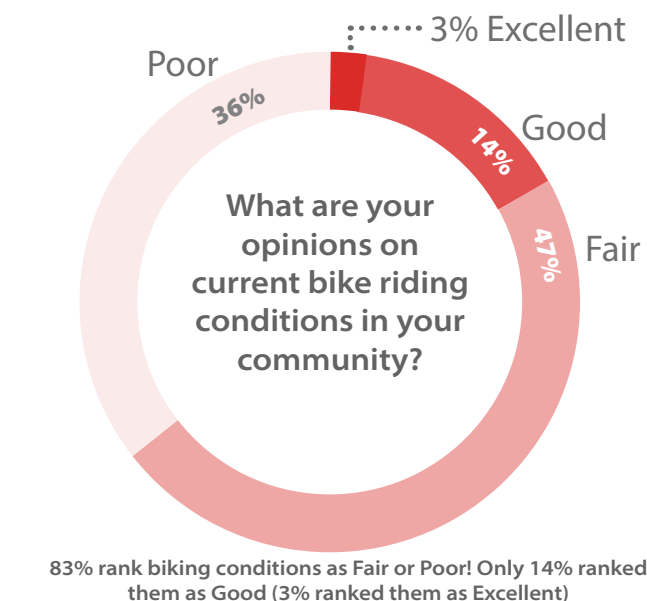




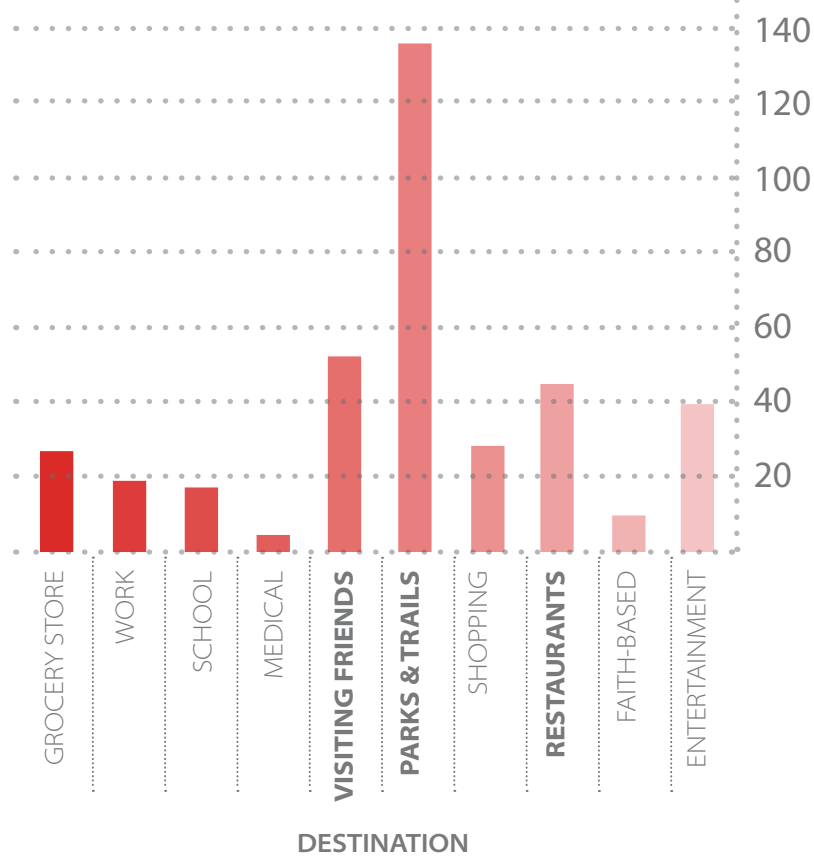
# CITY OF PLYMOUTH RESULTS

## CURRENT CONDITIONS

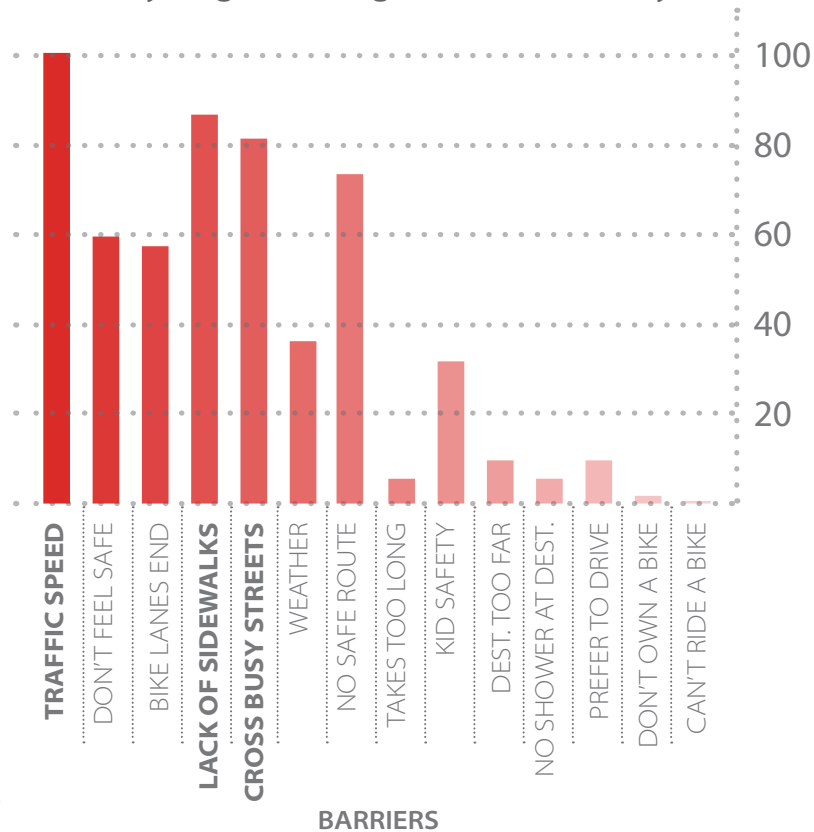
152 Total Responses



What Places Respondents Typically Bike/Walk To



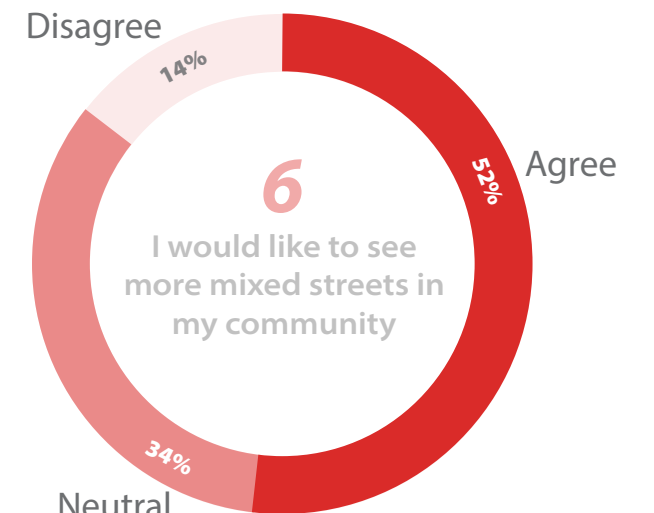
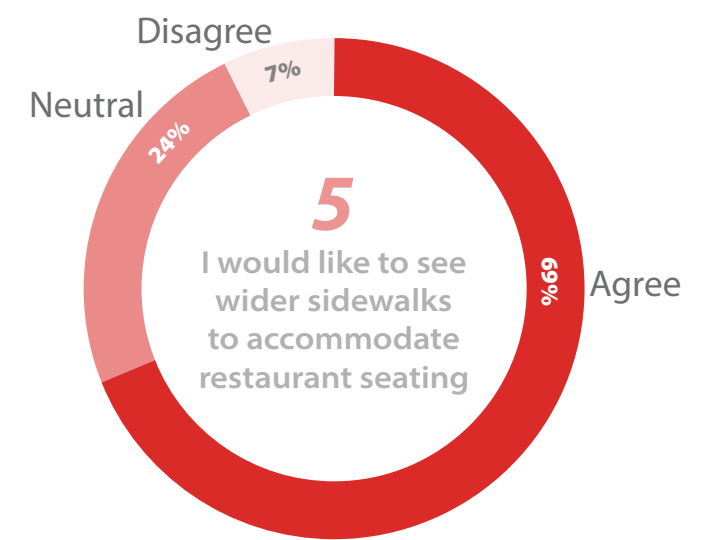
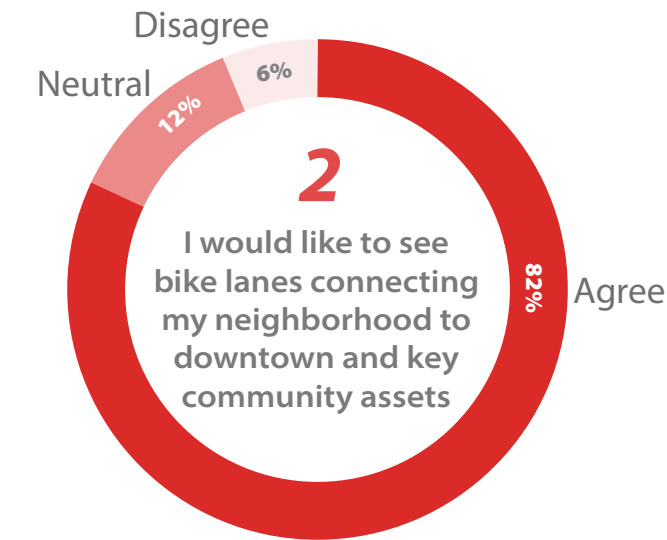
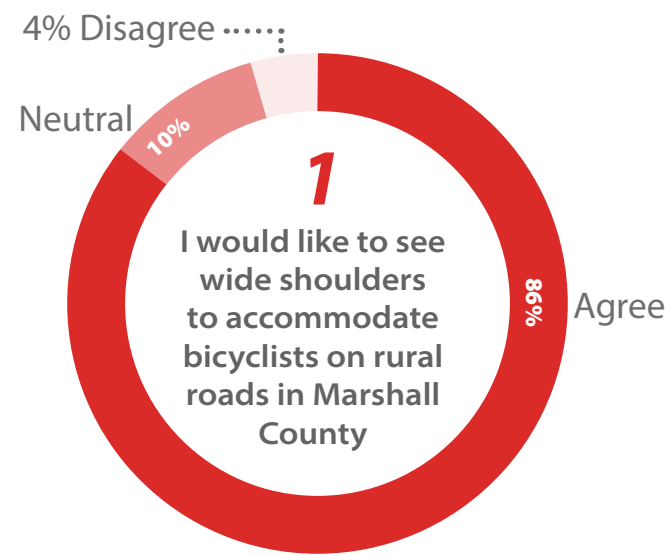
What Barriers Respondents Face Bicycling & Walking In The Community



# CITY OF PLYMOUTH RESULTS

## WHAT THE COMMUNITY WANTS TO SEE

Responses Ranked 1-6 Based on Percentage of "Agree" Response

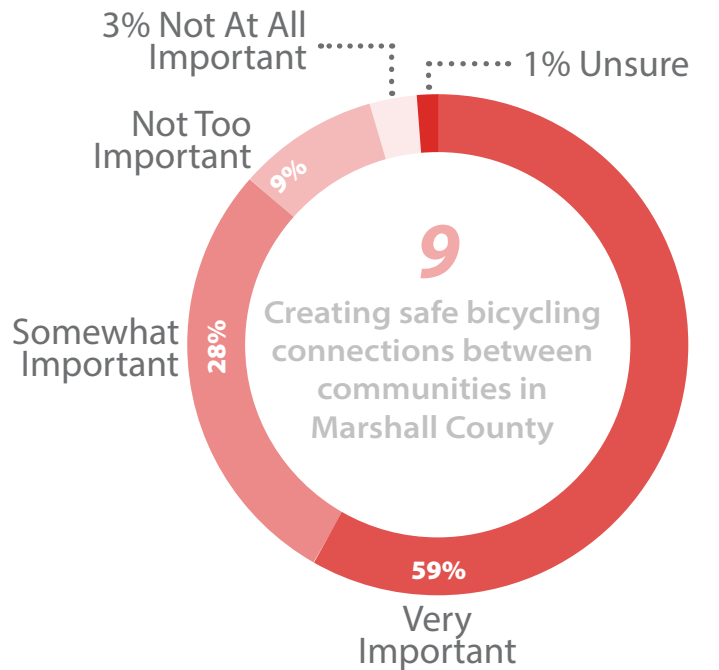
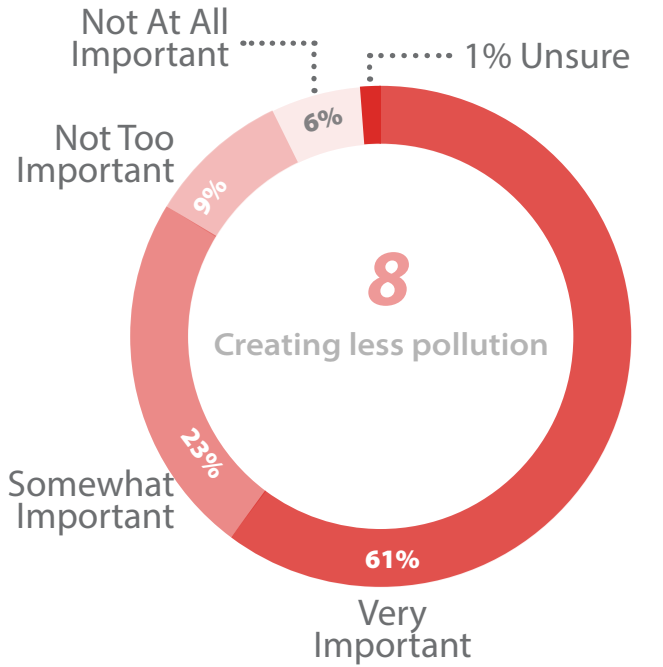
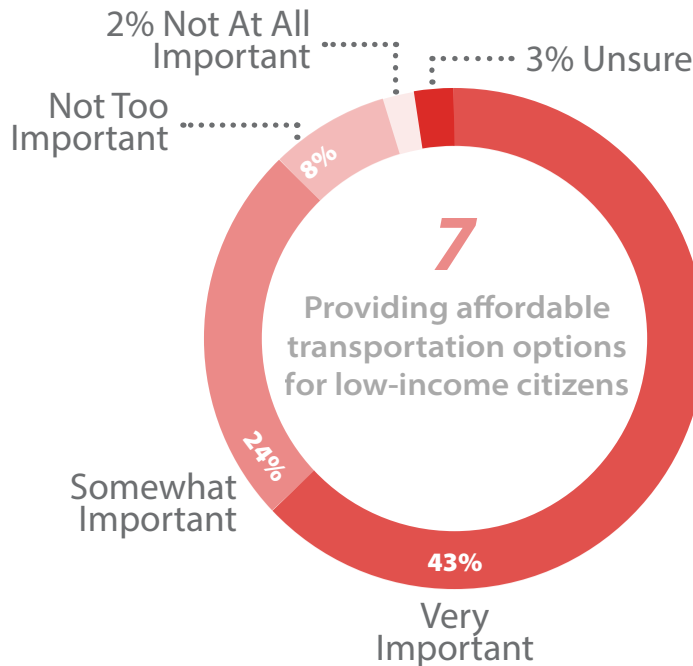
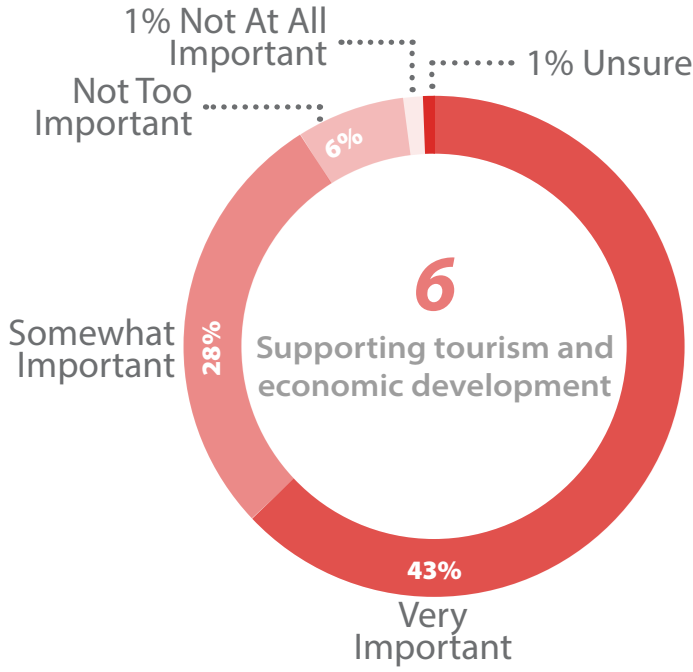
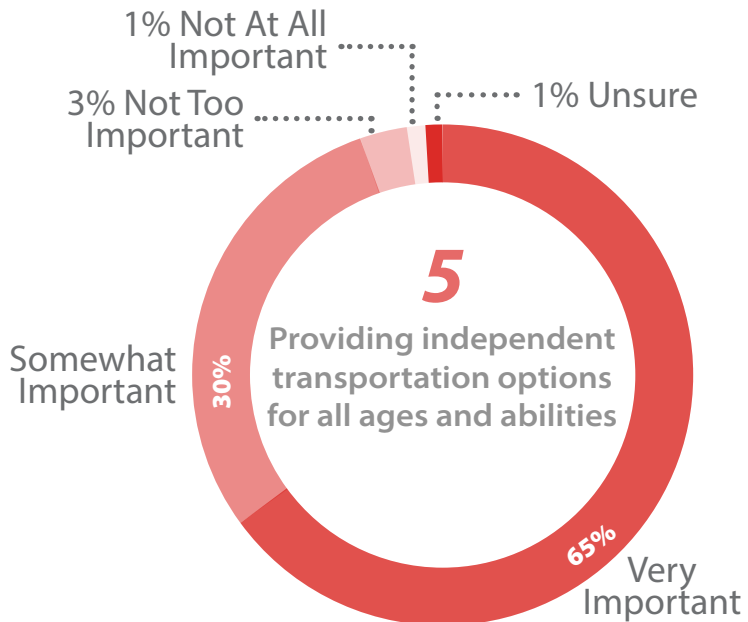
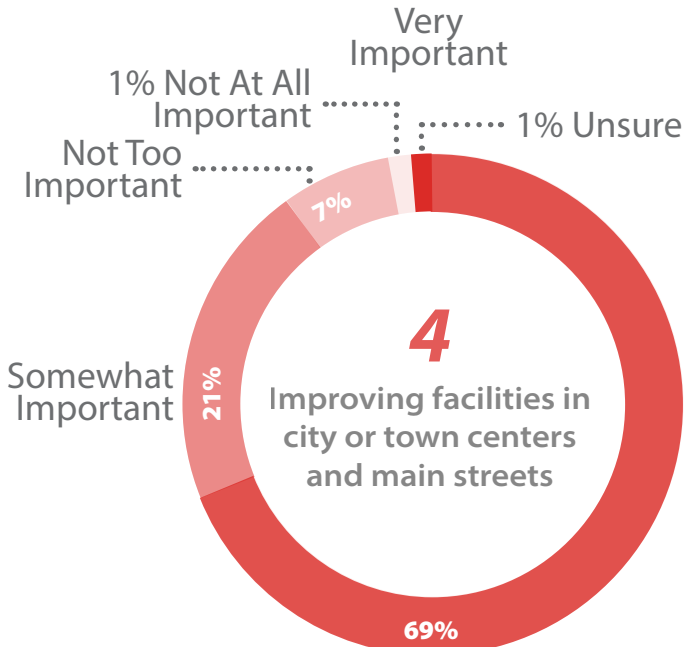
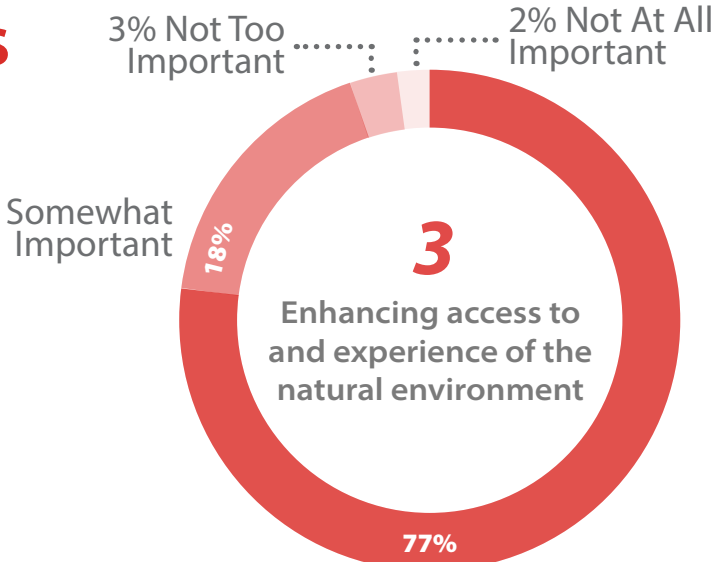
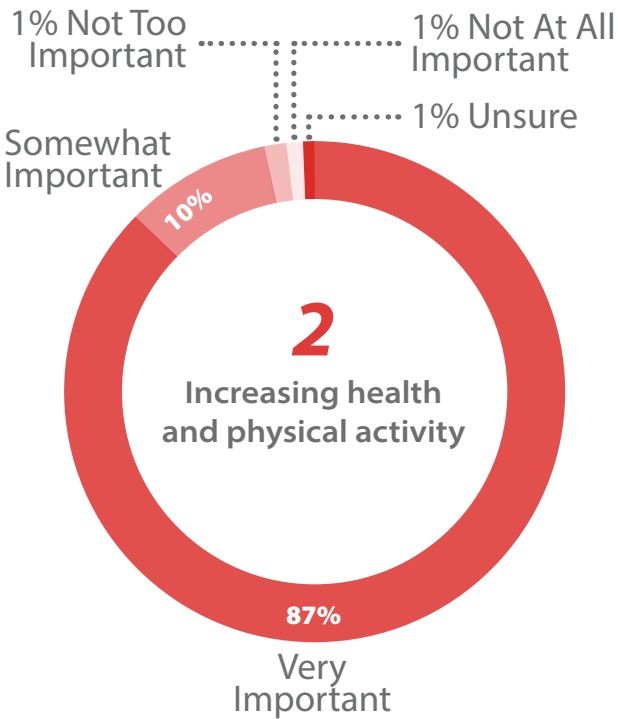
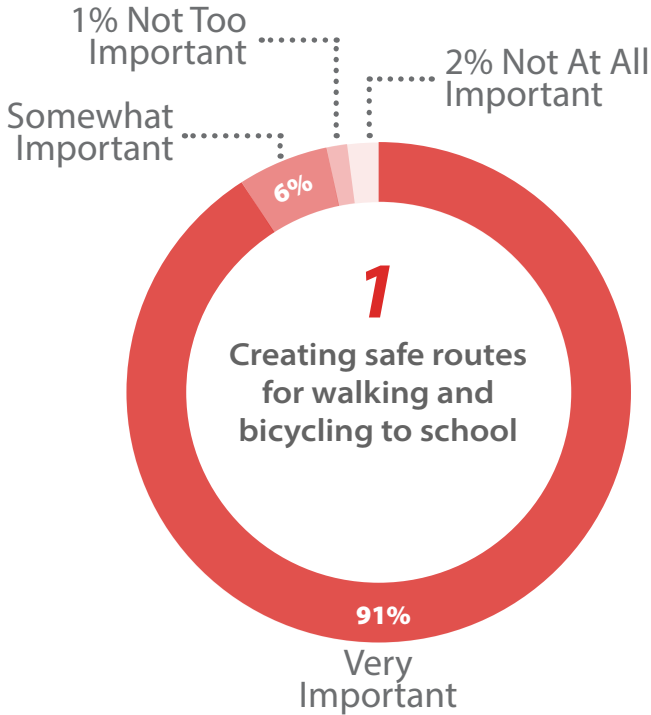




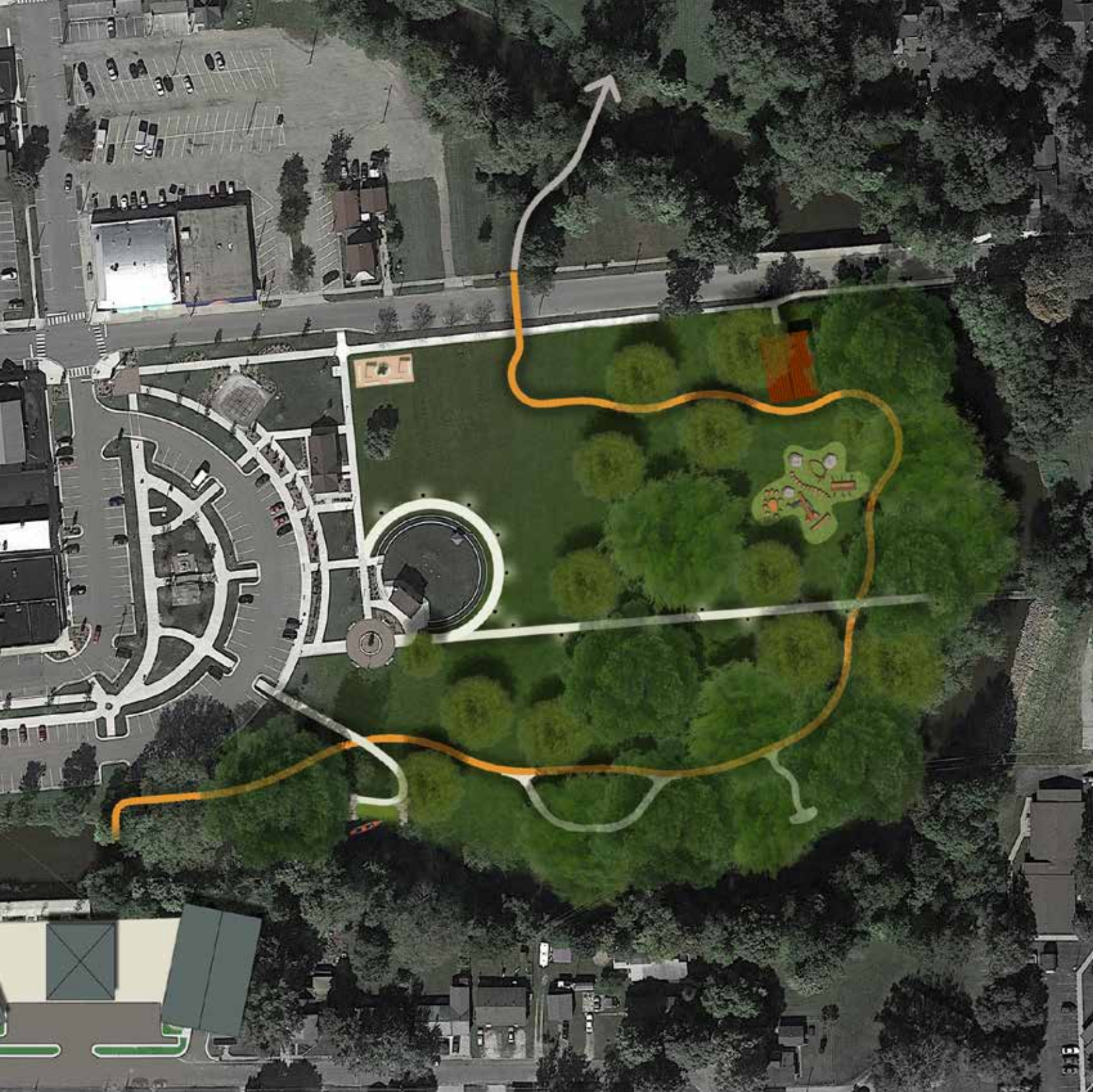
# CITY OF PLYMOUTH RESULTS

## IMPORTANCE OF OBJECTIVES

Responses Ranked 1-9 Based on Percentage of "Very Important" Response







# PROPOSED TRAILS

- TOWN OF ARGOS
- TOWN OF BOURBON
- TOWN OF BREMEN
- TOWN OF CULVER
- TOWN OF LA PAZ
- CITY OF PLYMOUTH



## PROPOSED PROJECTS

MACOG's Active Transportation Plan, the Marshall County Regional Development Plan, the Marshall County Quality of Life Plan, and various plans from each city and town in the County describe numerous trail and sidewalk projects. These proposed plans will improve the communities' walkability, bikeability, and connectivity. They also showcase each community's assets—lakes, wooded areas, natural landscapes, beautiful parks, charming downtowns, and more. The highlighted projects show some of the initial work being done and how they have the common goal of connecting the community. Not only is it important to establish local connectivity, it is also a goal to connect regionally to promote tourism, economic development, and a strong regional presence.

## MARSHALL COUNTY TRAILS

Regional and local context is important while planning for a trail system. Trails should connect key population areas with community assets and recreational opportunities, while also offering multi-modal options for transportation. This Trails Master Plan provides planning, of a trail network that improves bicycle and pedestrian infrastructure within each community as well as connects the communities of Marshall County to each other and to other regional trail systems.





# TOWN OF ARGOS

PROPOSED TRAILS



## GOALS FOR ARGOS TRAILS

With the Argos Community Park viewed as a major asset to the town’s residents, Argos’s proposed trails would work to better connect residential areas with this park. The proposed trails for Argos also promote other existing green spaces within the town including Memorial Park and Argos Pond Park. With planned improvements coming to Pond Park in the near future, there are many benefits of making a pedestrian connection to this green space in order to promote increased use of these new improvements. Other trail projects would make new connections to the 4-H Fairgrounds and back to Argos’s downtown, encouraging the residents to visit some of the economic drivers for the town.

## ARGOS POND PARK

The Parks Board was awarded a Land and Water Conservation Fund grant through the Indiana Department of Natural Resources to help fund \$500,000 of improvements in the park. This includes the parking lot, walking trail, native plantings, fishing piers, picnic shelter, and a play area. This trail would be an extension of other proposed trails and sidewalks throughout the town of Argos, creating a connecting walkway from Pond Park to the 4-H Fairgrounds and surrounding neighborhoods. These enhancements and connections will lead to an increase in popularity of this park as well as walkability and bikeability of this area of Argos.





# Town of Argos

## Existing Community Facilities

- 1 Municipal Building
- 2 Emergency Protective Services
- 3 Argos Public Library
- 4 Argos Medical Center
- 5 Argos Community Schools
- 6 Public Tennis Courts
- 7 Yearick Neighborhood Park
- 8 Argos Community Park
- 9 Argos Pond Park
- 10 Marshall County 4-H Fairgrounds
- 11 Argos Memorial Park
- 12 Argos Downtown
- 13 Marshall County Community Center



## Legend

### Existing Trails

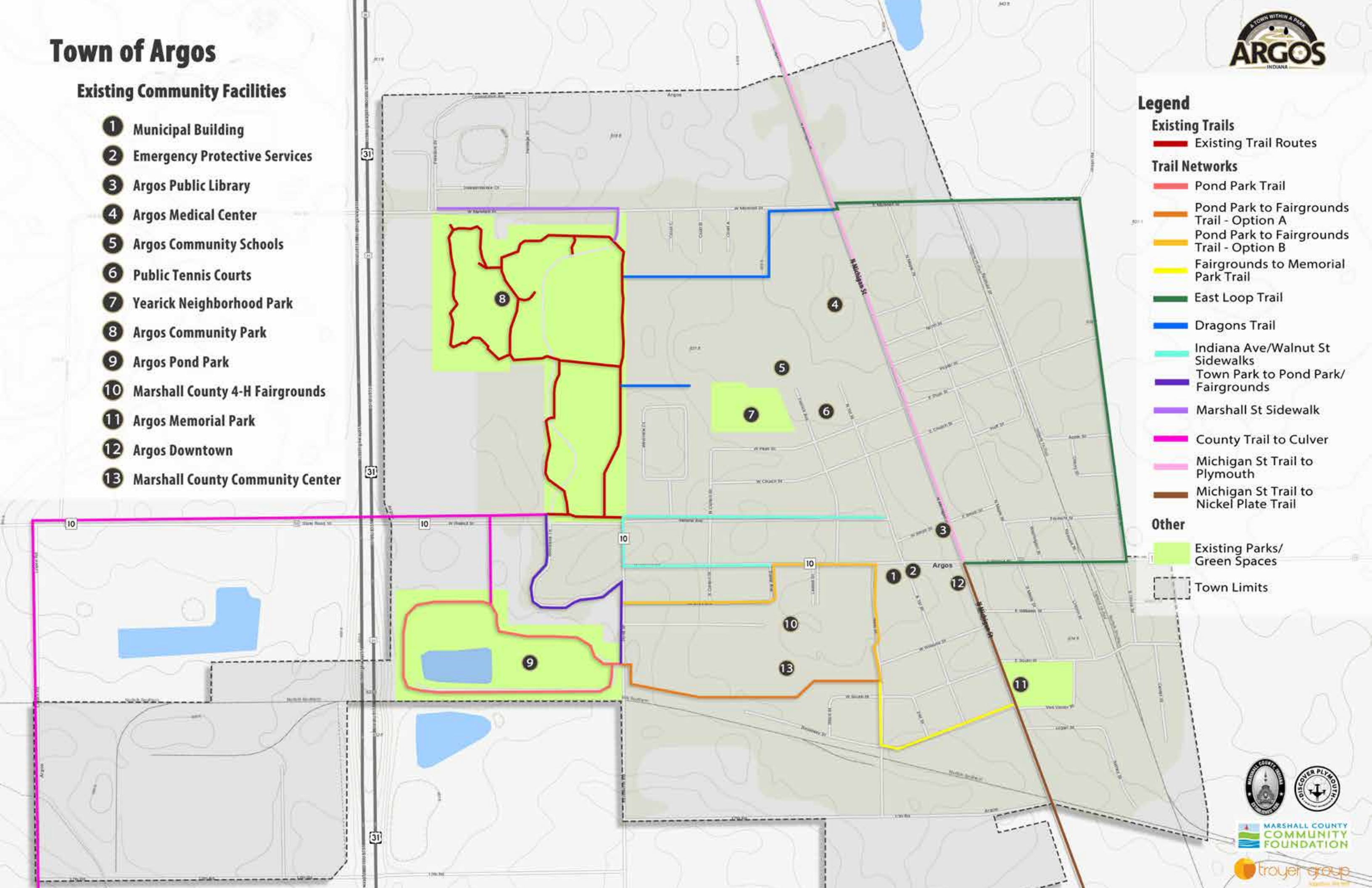
- Existing Trail Routes

### Trail Networks

- Pond Park Trail
- Pond Park to Fairgrounds Trail - Option A
- Pond Park to Fairgrounds Trail - Option B
- Fairgrounds to Memorial Park Trail
- East Loop Trail
- Dragons Trail
- Indiana Ave/Walnut St Sidewalks
- Town Park to Pond Park/Fairgrounds
- Marshall St Sidewalk
- County Trail to Culver
- Michigan St Trail to Plymouth
- Michigan St Trail to Nickel Plate Trail

### Other

- Existing Parks/Green Spaces
- Town Limits

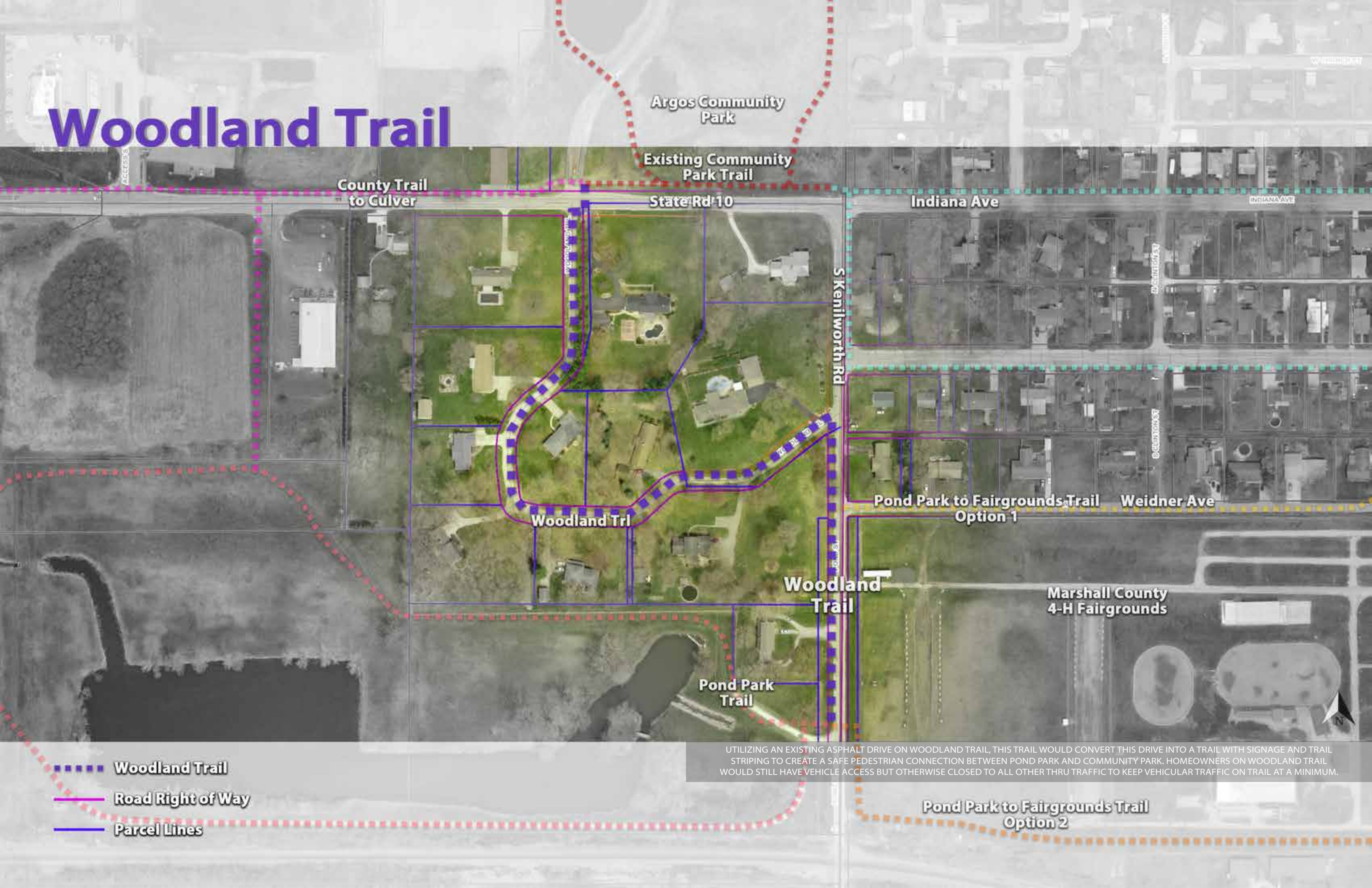


MARSHALL COUNTY  
COMMUNITY  
FOUNDATION

trayer group



# Woodland Trail




**Woodland Trail**  
**Road Right of Way**  
**Parcel Lines**

UTILIZING AN EXISTING ASPHALT DRIVE ON WOODLAND TRAIL, THIS TRAIL WOULD CONVERT THIS DRIVE INTO A TRAIL WITH SIGNAGE AND TRAIL STRIPING TO CREATE A SAFE PEDESTRIAN CONNECTION BETWEEN POND PARK AND COMMUNITY PARK. HOMEOWNERS ON WOODLAND TRAIL WOULD STILL HAVE VEHICLE ACCESS BUT OTHERWISE CLOSED TO ALL OTHER THRU TRAFFIC TO KEEP VEHICULAR TRAFFIC ON TRAIL AT A MINIMUM.

### Pond Park to Fairgrounds Trail Option 2



# Pond Park to Fairgrounds Trail





# Fairgrounds to Memorial Park Trail



----- Fairgrounds to Memorial Park Trail

----- Road Right of Way

----- Parcel Lines

A SIMPLE CONNECTOR TRAIL ALLOWING PEOPLE TO TRAVEL BETWEEN THE FAIRGROUNDS AND TRAIL NETWORKS THAT GO THROUGH DOWNTOWN AND EAST SIDE OF TOWN



# East Loop Trail



Dragons Trail

Michigan St Trail to Plymouth

East Loop Alternate Route

East Loop Trail

Indiana Ave Sidewalks

N Michigan St

N Grove St

E Walnut St

- East Loop Trail
- Road Right of Way
- Parcel Lines

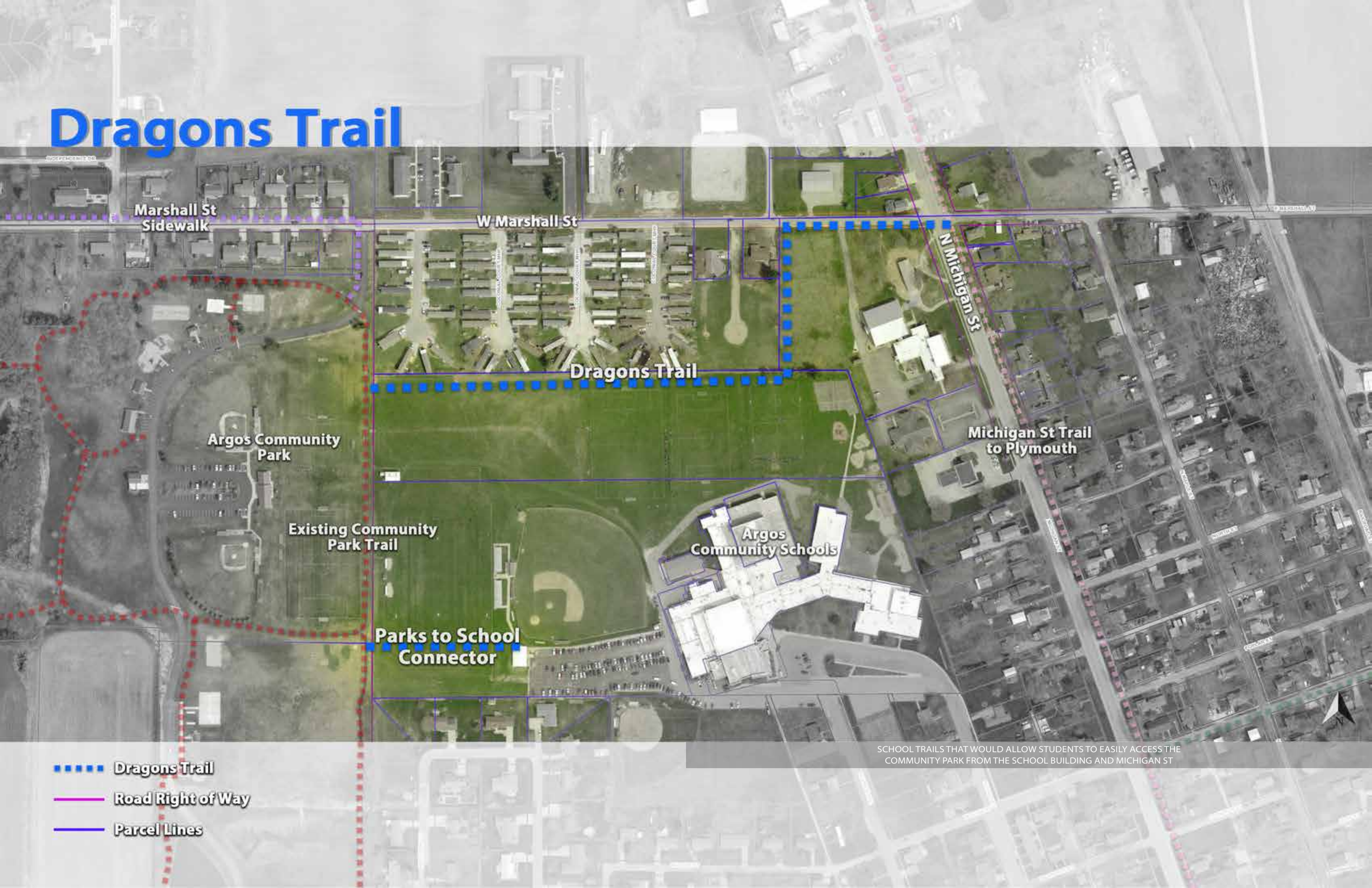
Pond Park to Fairground Trail Option 1

Michigan St Trail to Nickel Plate Trail

RESIDENTIAL TRAIL CONNECTING PEOPLE FROM EAST ARGOS TO DOWNTOWN AND MICHIGAN ST



# Dragons Trail



- ..... Dragons Trail
- Road Right of Way
- Parcel Lines

SCHOOL TRAILS THAT WOULD ALLOW STUDENTS TO EASILY ACCESS THE COMMUNITY PARK FROM THE SCHOOL BUILDING AND MICHIGAN ST





# TOWN OF BOURBON

PROPOSED TRAILS



## GOALS FOR BOURBON TRAILS

Bourbon has an incredible sense of community with a strong focus around its schools and recreational sports. To further enhance the recreational experience of Bourbon, a network of proposed trails and sidewalks has been created to connect the existing green spaces, increase walkability to its schools, and unify the entire town through the pedestrian, not the vehicle. Some of these proposed trails will focus on connecting certain points of interest within the community, but also they will look to connect Bourbon with some of the other surrounding communities like Etna Green and Tippecanoe.





# Town of Bourbon

## Existing Community Facilities

- 1 Town Hall; Police & Fire Stations
- 2 Bourbon Public Library
- 3 Westwood Park
- 4 Sit Park
- 5 American Legion
- 6 Bourbon Town Street Department
- 7 Bourbon Community Park
- 8 Triton Jr-Sr High Athletic Fields
- 9 Triton Jr-Sr High School
- 10 Triton Elementary School
- 11 Triton Elementary Playground
- 12 Matchett Square Bourbon Senior Center
- 13 Local Churches
- 14 Bourbon Christian School
- 15 Major Industrial Area



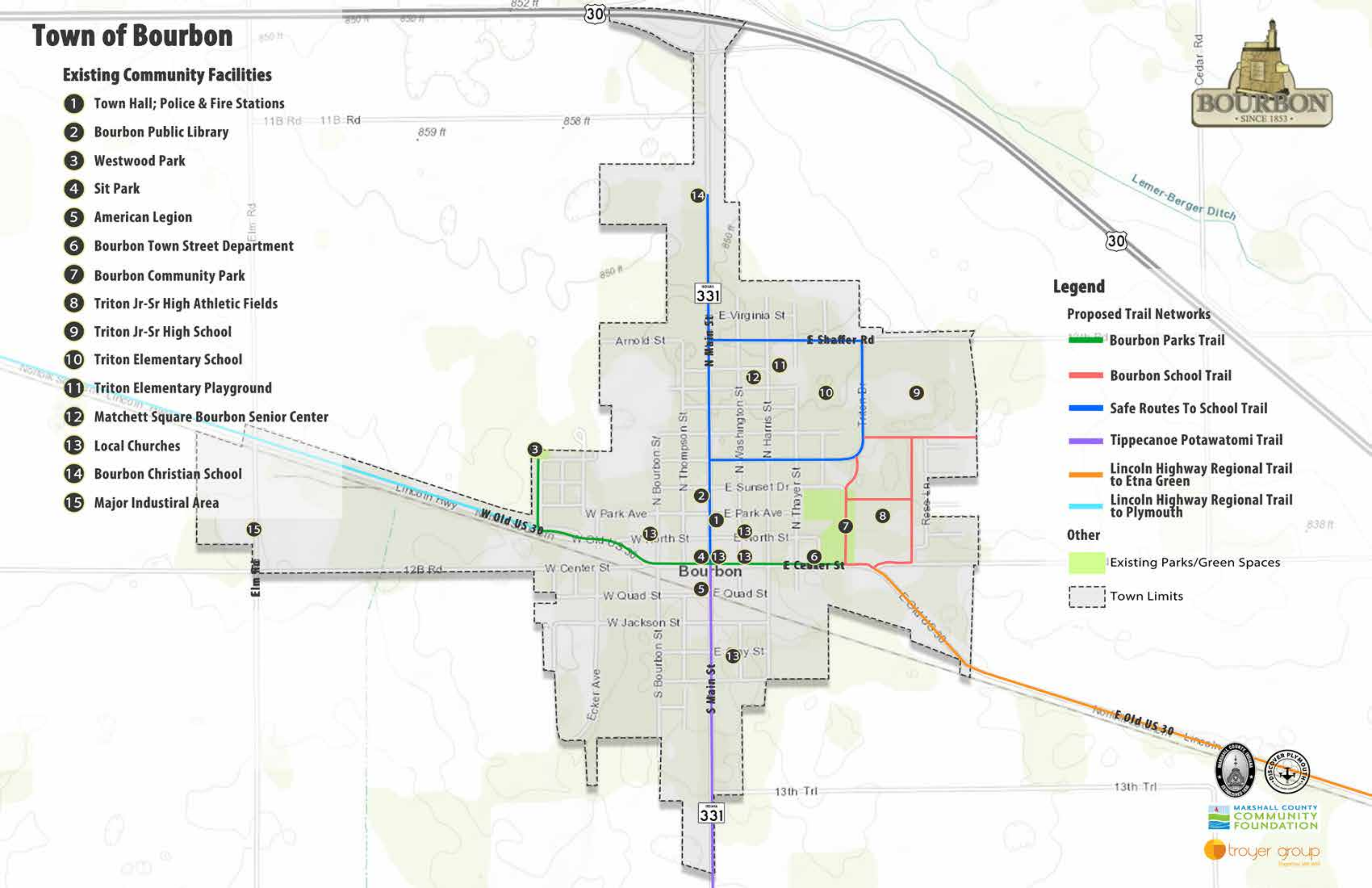
## Legend

### Proposed Trail Networks

- Bourbon Parks Trail
- Bourbon School Trail
- Safe Routes To School Trail
- Tippecanoe Potawatomi Trail
- Lincoln Highway Regional Trail to Etna Green
- Lincoln Highway Regional Trail to Plymouth

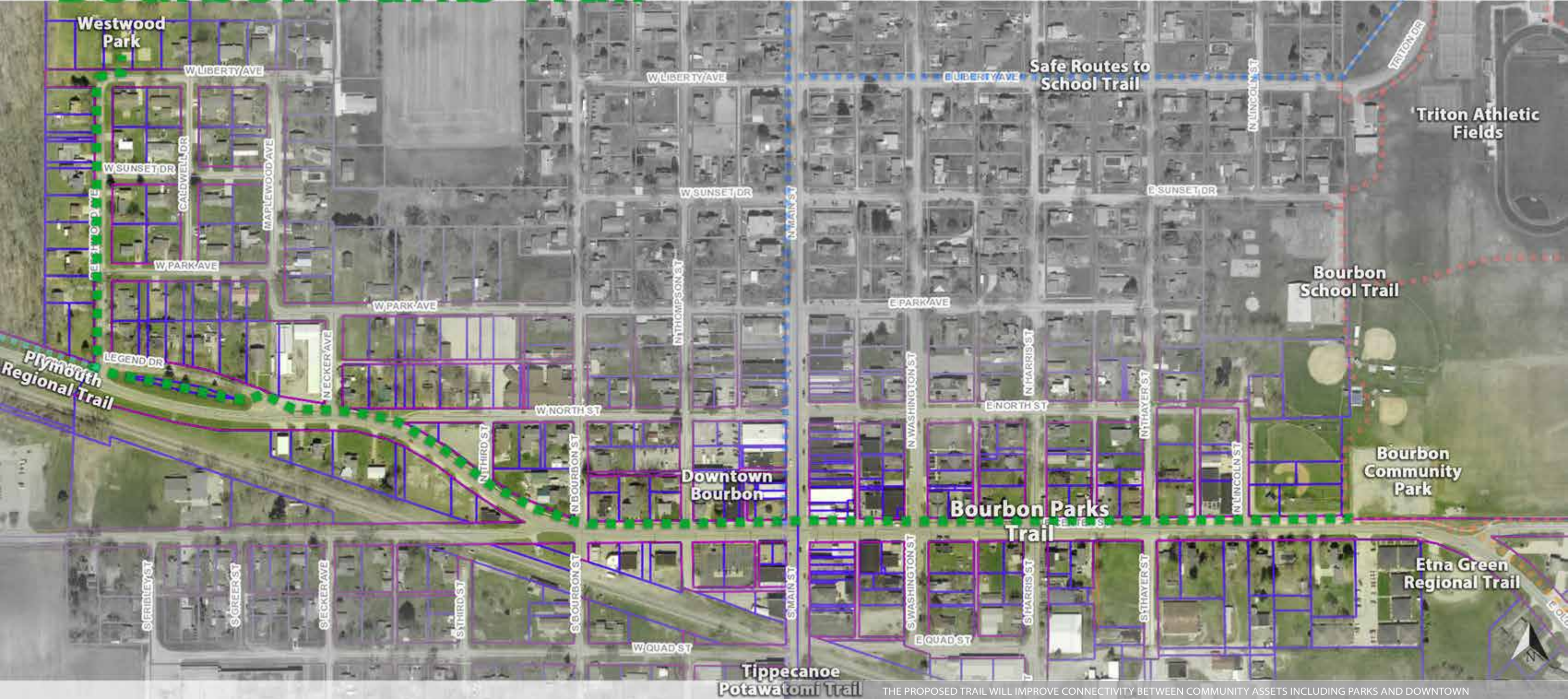
### Other

- Existing Parks/Green Spaces
- Town Limits





# Bourbon Parks Trail



- ■ ■ ■ ■ Bourbon Parks Trail  
 — Road Right of Way  
 — Parcel Lines



# Bourbon School Trail

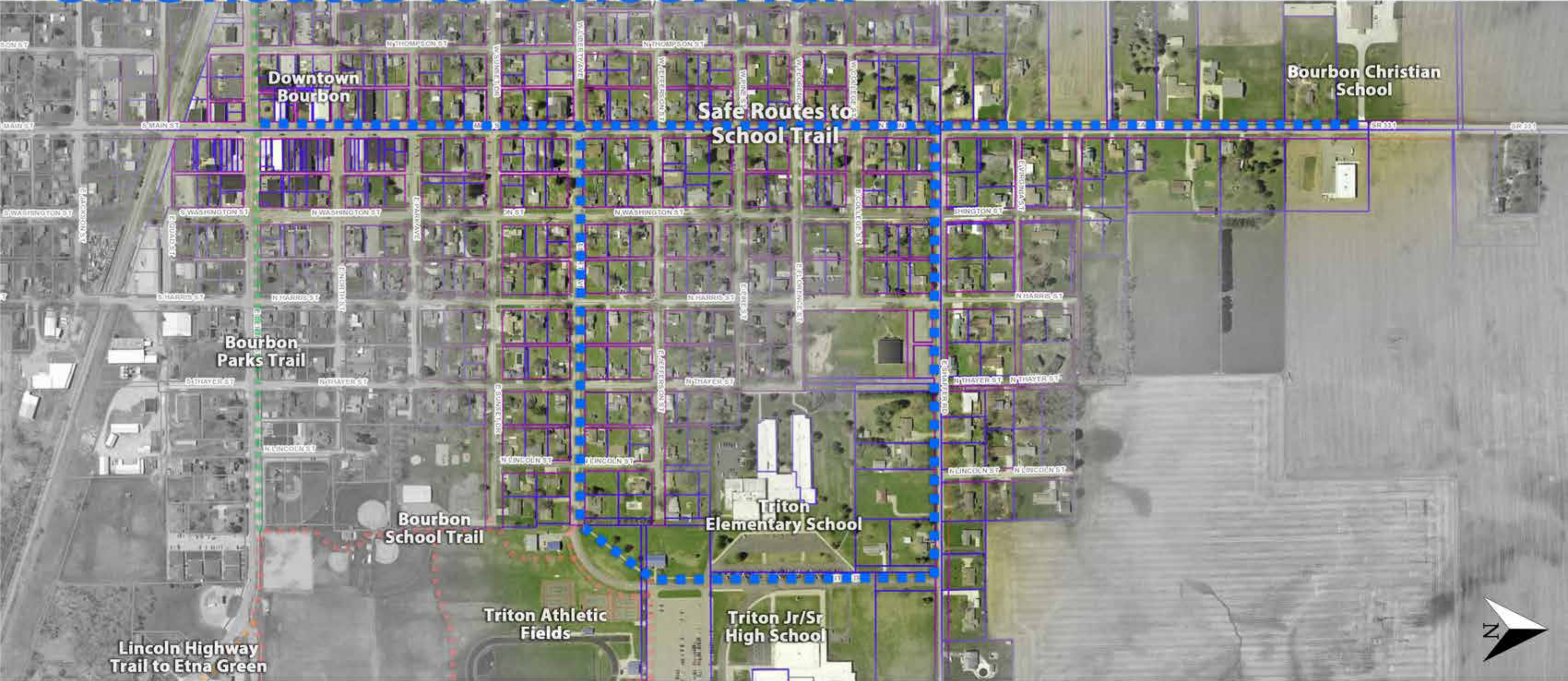


- Bourbon School Trail
- Road Right of Way
- Parcel Lines

CREATING AN ACCESSIBLE TRAIL NETWORK THROUGHOUT TRITON ATHLETIC FIELDS TO ENHANCE THE RECREATIONAL AND INCLUSIVE EXPERIENCE OF SCHOOL ATHLETICS



# Safe Routes to School Trail



- Safe Routes to School Trail
- Road Right of Way
- Parcel Lines

BUILDING OFF A PREVIOUS SAFE ROUTES TO SCHOOL PROJECT TO PROMOTE SAFE TRAVEL TO THE SCHOOL FOR STUDENTS THROUGHOUT RESIDENTIAL AREAS IN BOURBON



# Tippecanoe Potawatomi Trail



- ..... Tippecanoe Potawatomi Trail
- Road Right of Way
- Parcel Lines

REGIONAL TRAIL CONNECTING BOURBON WITH TIPPECANOE, POTAWATOMI WILDLIFE PARK, AND THE TIPPECANOE RIVER



# Lincoln Highway Regional Trail to Etna Green



- Lincoln Highway Regional Trail to Etna Green
- Road Right of Way
- Parcel Lines



REGIONAL TRAIL CONNECTING BOURBON WITH ETNA GREEN,  
A COMMUNITY A PART OF THE TRITON SCHOOL SYSTEM



# Lincoln Highway Regional Trail to Plymouth



- ..... Lincoln Highway Regional Trail to Plymouth
- Road Right of Way
- Parcel Lines

REGIONAL TRAIL CONNECTING BOURBON WITH PLYMOUTH AND TOWN OF INWOOD





# TOWN OF BREMEN

PROPOSED TRAILS



## GOALS FOR BREMEN TRAILS

With strong green spaces throughout the town, the proposed trails for Bremen would connect these parks with a looping trail system, with the goal of creating one of the most unique recreational experiences in the county. To accomplish this, the Mint City Trail would be split into several phases, each length of the trail connecting existing green spaces with other parks or major city assets including the school. In full, this trail loop would feature over 5 miles of trail around the town of Bremen.

Other supporting proposed trails would build off of this main looping Mint City Trail by connecting residents from the interior of the town onto the main loop that primarily exists towards the town exterior. It works inversely as well by bringing people off the Mint City Trail towards the interior of town and to Bremen’s downtown, promoting the use of local businesses and boosting economic activity. Other supplementary projects like the Bremen Streetscapes project would work in conjunction to the proposed trails and boost this effect as well.

## BREMEN DOWNTOWN STREETScape

Due to long standing needs for reconstruction, INDOT is funding the IN-331 (Plymouth Street) pavement project. With this opportunity, the Town of Bremen decided to redevelop the streetscape to make it more functional for all users and increase the walkability/bikeability of the downtown area. The IN-331 project includes full depth reconstruction within the downtown district from Montgomery Street intersection to the Washington Street intersection. Beyond the downtown district, the project will include resurfacing and re-striping.

The goals for the redevelopment are to increase usage of the downtown area, create an inviting environment for residents and visitors, increase streetscape safety, draw attention to the downtown business district, and create a more walkable/bikeable downtown. All of these changes must be made with great consideration all while maintaining the historic character of the Town.



EXISTING STREETScape



RENDERING OF PROPOSED STREETScape



# Town of Bremen



## Existing Community Facilities

- 1 City Hall Building
- 2 Bremen Downtown
- 3 Bremen History Center
- 4 Bremen Historic Standpipe
- 5 Bremen United Methodist Church
- 6 Bremen High School
- 7 Bremen Elementary/Middle School
- 8 Sunnyside Park
- 9 Bremen Community Pool
- 10 Bremen Youth Baseball Fields
- 11 Jane's Park Playground
- 12 Bremen Hospital
- 13 Bremen Cemetery
- 14 Shumaker Westside Park
- 15 Shadyside Park

## Legend

### Existing Trail Networks

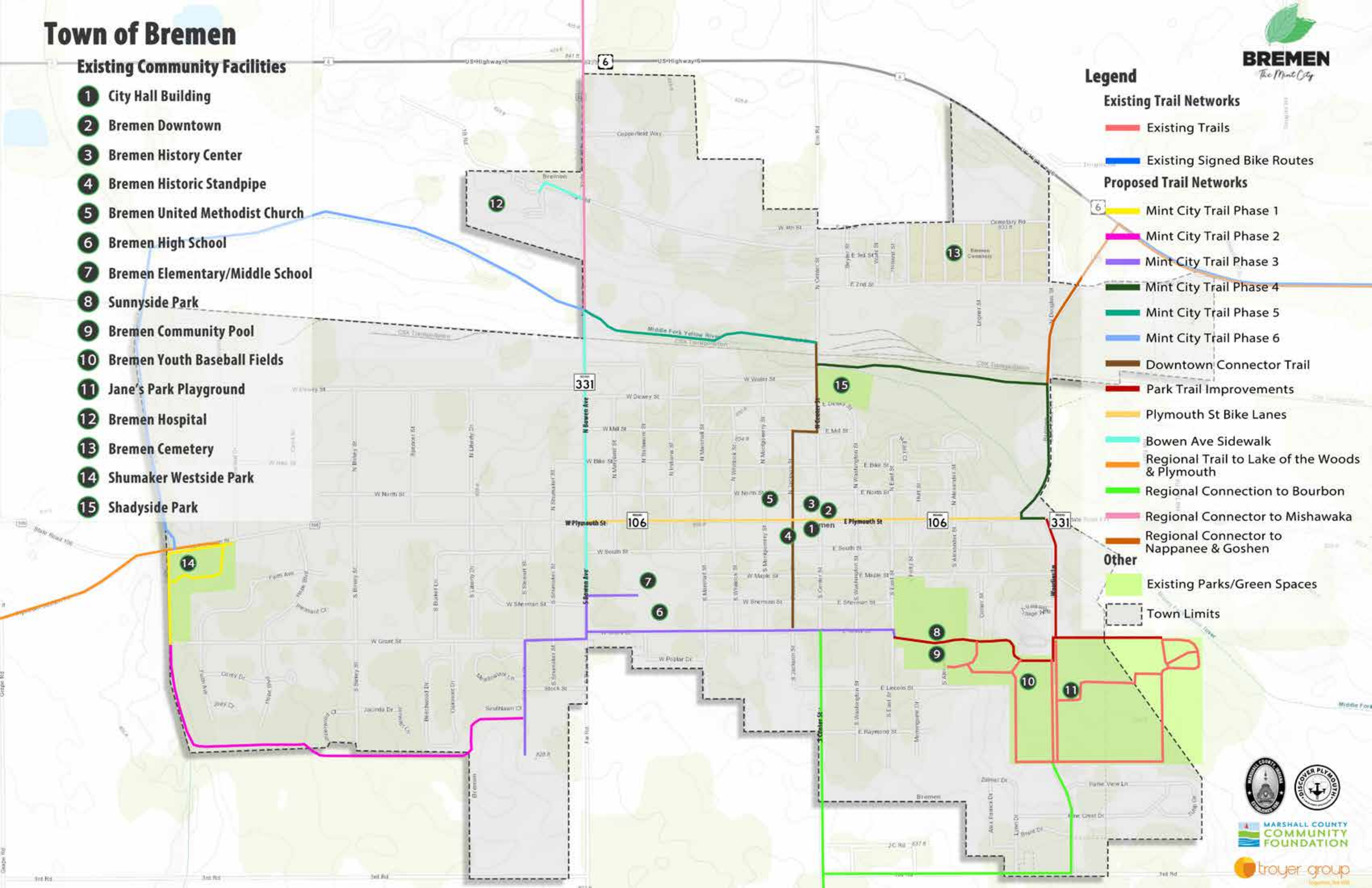
- Existing Trails
- Existing Signed Bike Routes

### Proposed Trail Networks

- Mint City Trail Phase 1
- Mint City Trail Phase 2
- Mint City Trail Phase 3
- Mint City Trail Phase 4
- Mint City Trail Phase 5
- Mint City Trail Phase 6
- Downtown Connector Trail
- Park Trail Improvements
- Plymouth St Bike Lanes
- Bowen Ave Sidewalk
- Regional Trail to Lake of the Woods & Plymouth
- Regional Connection to Bourbon
- Regional Connector to Mishawaka
- Regional Connector to Nappanee & Goshen

### Other

- Existing Parks/Green Spaces
- Town Limits





# Mint City Trail Phase 1



- Mint City Trail Phase 1
- Road Right of Way
- Parcel Lines



PHASE 1 IS A GOOD STARTING POINT FOR THE MINT CITY TRAIL SINCE IT UTILIZES WESTSIDE PARK AND LAND CURRENTLY OWNED BY THE TOWN



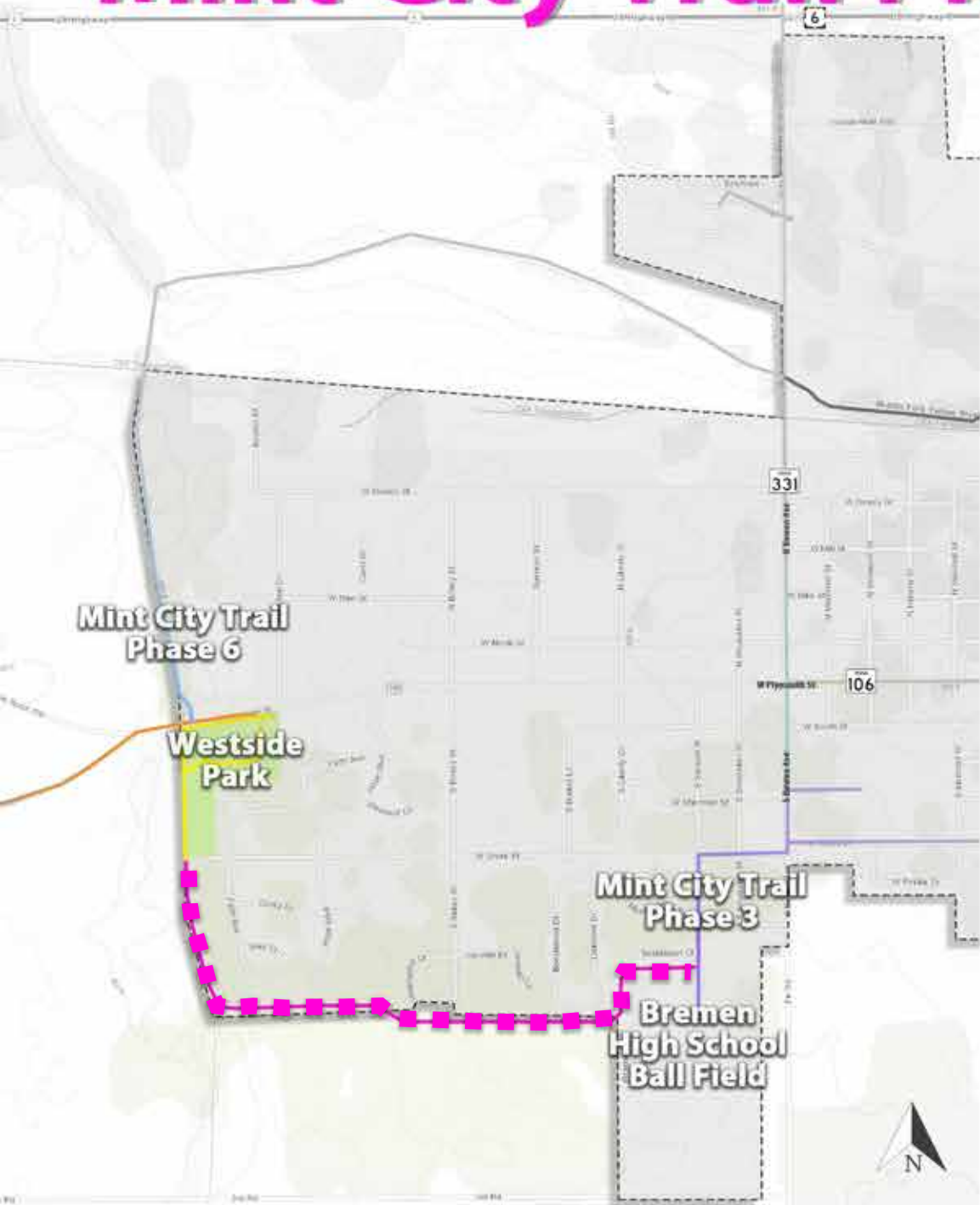
Existing



Proposed



# Mint City Trail Phase 2

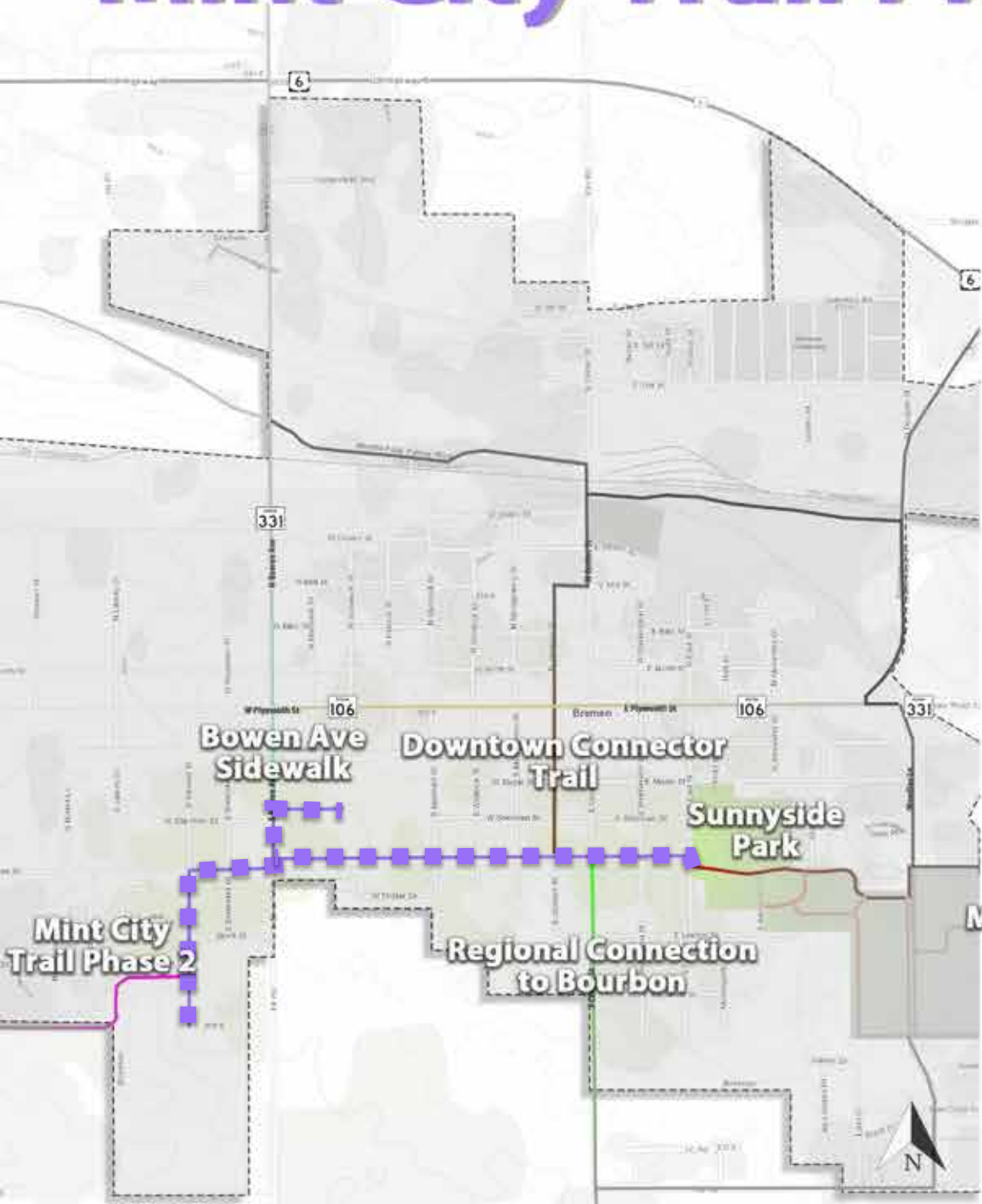


- ..... Mint City Trail Phase 2
- Road Right of Way
- Parcel Lines

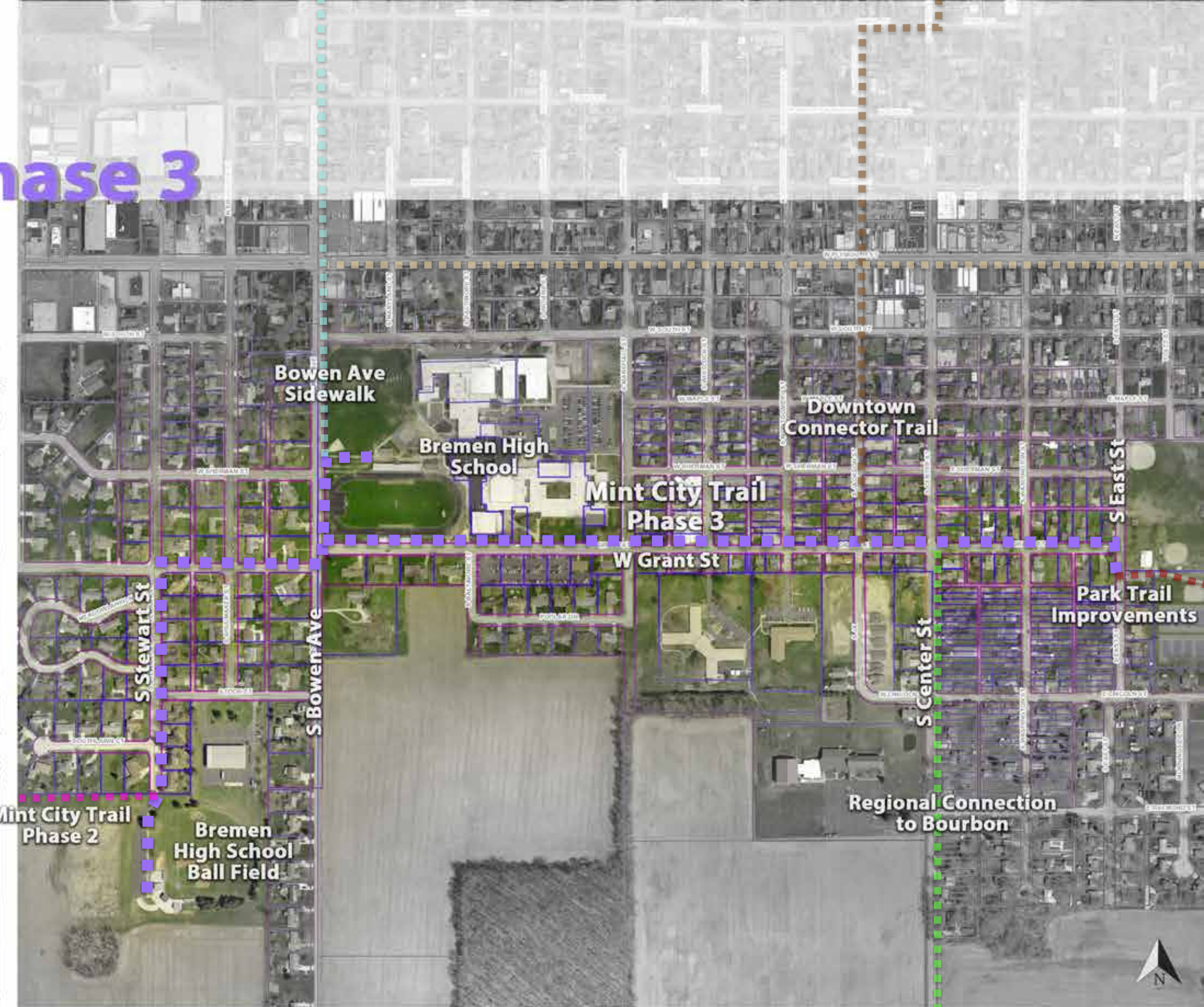
PHASE 2 OF MINT CITY TRAIL, CONNECTING WESTSIDE PARK WITH BREMEN HIGH SCHOOL BALL FIELDS, RUNNING SOUTH OF RESIDENTIAL AREAS



# Mint City Trail Phase 3



- ..... Mint City Trail Phase 2
- Road Right of Way
- Parcel Lines



PHASE 3 OF THE MINT CITY TRAIL WILL ALSO SERVE AS A MAJOR CONNECTOR TRAIL BETWEEN THE SCHOOL AND RESIDENTIAL AREAS ON THE SOUTH SIDE OF TOWN.



# Mint City Trail Phase 4



- ■ ■ ■ Mint City Trail Phase 4
- Road Right of Way
- Parcel Lines

PHASE 4 RUNS ALONG THE EAST SIDE OF TOWN ON SR 106 BEFORE HEADING WEST THROUGH A NATURAL AREA ALONG THE YELLOW RIVER AND CONNECTING TO SHADYSIDE PARK.



# Mint City Trail Phase 5

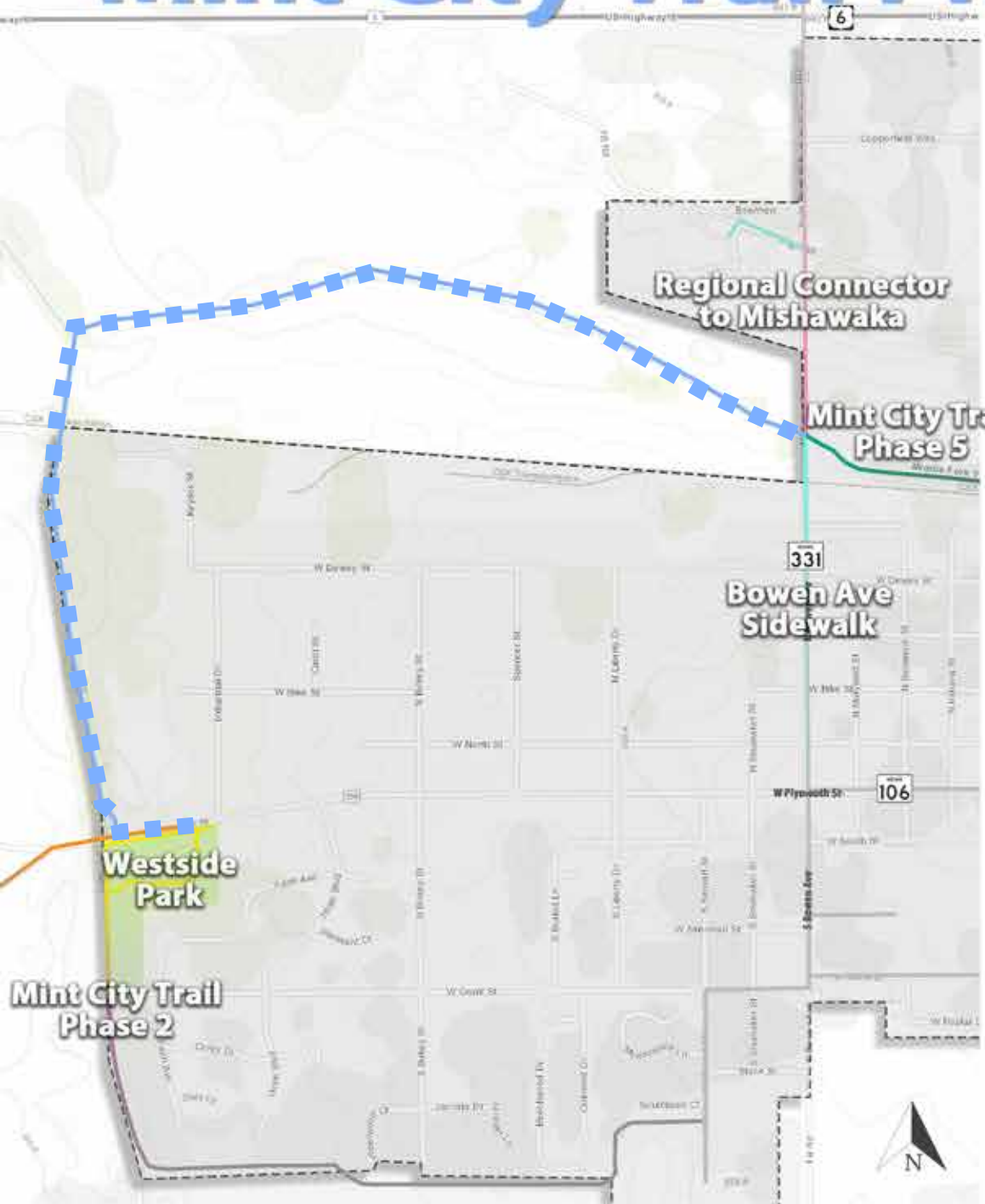


PHASE 5 IS BETWEEN CENTER ST AND BOWEN AVE/331, RUNNING ALONG THE NORTH BANK OF THE MIDDLE FORK YELLOW RIVER

- ■ ■ ■ ■ Mint City Trail Phase 5
- Road Right of Way
- Parcel Lines



# Mint City Trail Phase 6



- ..... Mint City Trail Phase 6
- Road Right of Way
- Parcel Lines



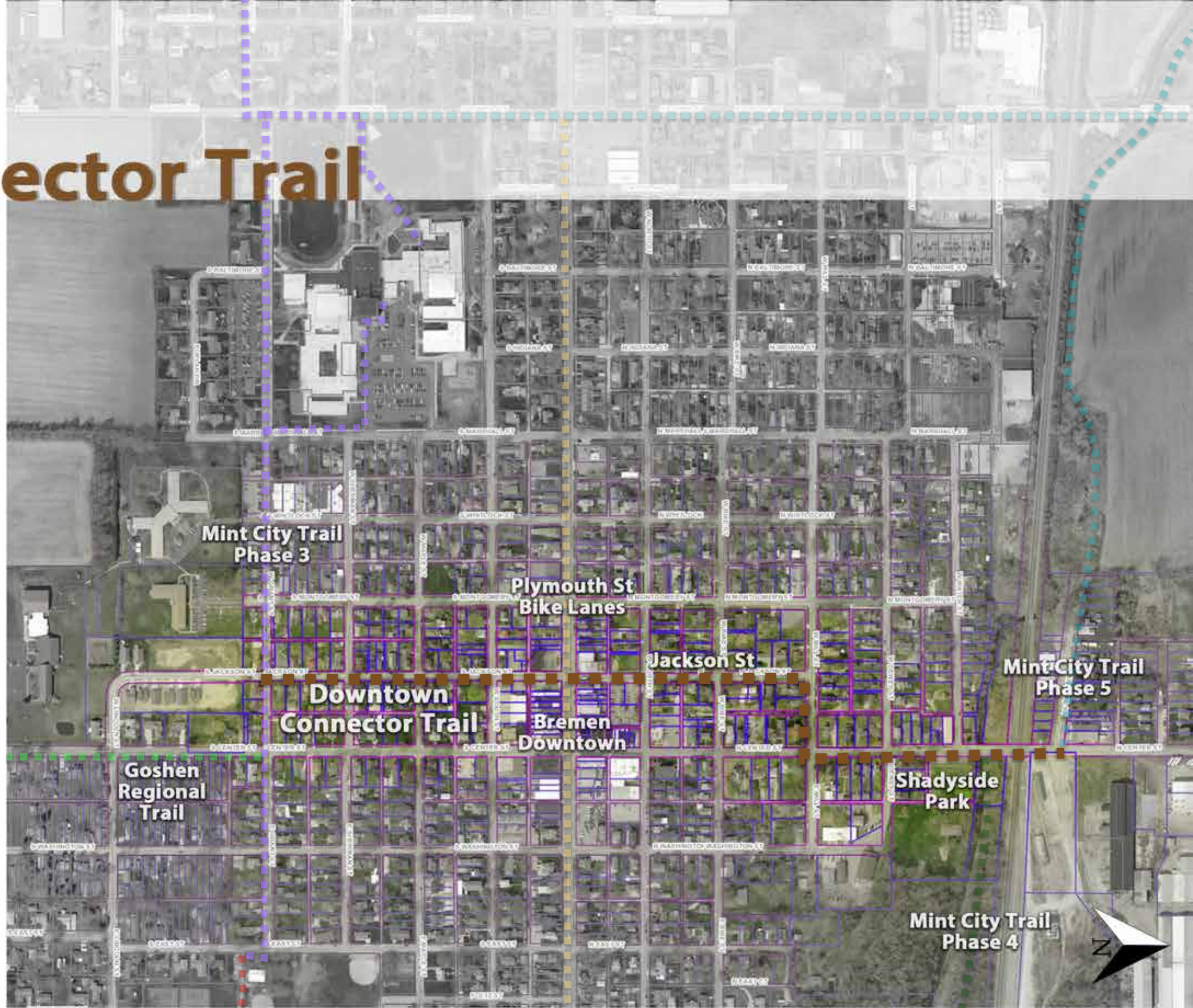
PHASE 6 OF THE MINT CITY TRAIL RUNS ALONG THE YELLOW RIVER, CREATING A SCENIC RECREATIONAL EXPERIENCE AND CONNECTING BACK TO WESTSIDE PARK TO COMPLETE THE TRAIL LOOP.



# Downtown Connector Trail



- ■ ■ ■ ■ Downtown Connector Trail
- Road Right of Way
- Parcel Lines



THIS TRAIL UTILIZES PUBLIC RIGHT OF WAY ALONG JACKSON ST AND CENTER ST CONNECTING DOWNTOWN AND THE PROPOSED JACKSON ST GATHERING SPACE WITH THE NORTH SIDE OF TOWN AND THE PROPOSED MINT CITY TRAIL.





# TOWN OF CULVER

PROPOSED TRAILS



## GOALS FOR CULVER TRAILS

Culver completed a bicycle and pedestrian master plan in 2016 that outlined potential trail routes around Lake Maxinkuckee, throughout the town, and future connections to regional trails. The plan helped spark the development of Lake Max Trail, which has the first phase completed, the second phase in engineering, and the third phase just beginning engineering. The second phase of the Lake Max Trail was one of the projects funded by Culver's 2017 Stellar Designation. Two of Culver's other Stellar projects was the Sandhill Farms housing development and the West

Jefferson Streetscape. These two projects will be connected to downtown and the elementary school with a proposed trail that is part of Marshall County's Stellar Communities projects.

The proposed trail network will greatly benefit the pedestrian and bicycle connectivity in Culver, providing safe routes to many important community assets and residential areas. It was also create one of the most unique recreational experiences throughout Marshall County with a trail that circles the entirety of Indiana's second largest natural inland lake.





# Town of Culver



## Existing Community Facilities

- 1 Culver & Union Township Park
- 2 Culver Beach Lodge
- 3 Downtown Culver
- 4 Culver Lions Club
- 5 Culver Academies
- 6 Culver Fire Department
- 7 Culver Elementary School
- 8 Culver Community Middle/High School
- 9 Cavalier Park
- 10 Maxinkuckee Country Club
- 11 Culver Masonic Cemetery
- 12 Lake Maxinkuckee Public Access
- 13 Culver Marina
- 14 Sandhill Farms

## Legend

### Existing Trails & Bike Routes

Existing Signed Bike Route

Lake Max Trail

### Proposed Trail Networks

West Gateway Connector Trails

Lake Max Trail Phase 2

Lake Max Trail Phase 3

Lake Max Trail Phase 4

Lake Max Trail Phase 5

Lake Max Trail Phase 6

Regional Trail to Plymouth

Proposed Signed Bike Route

### Other

Existing Parks/Green Spaces

Town Limits

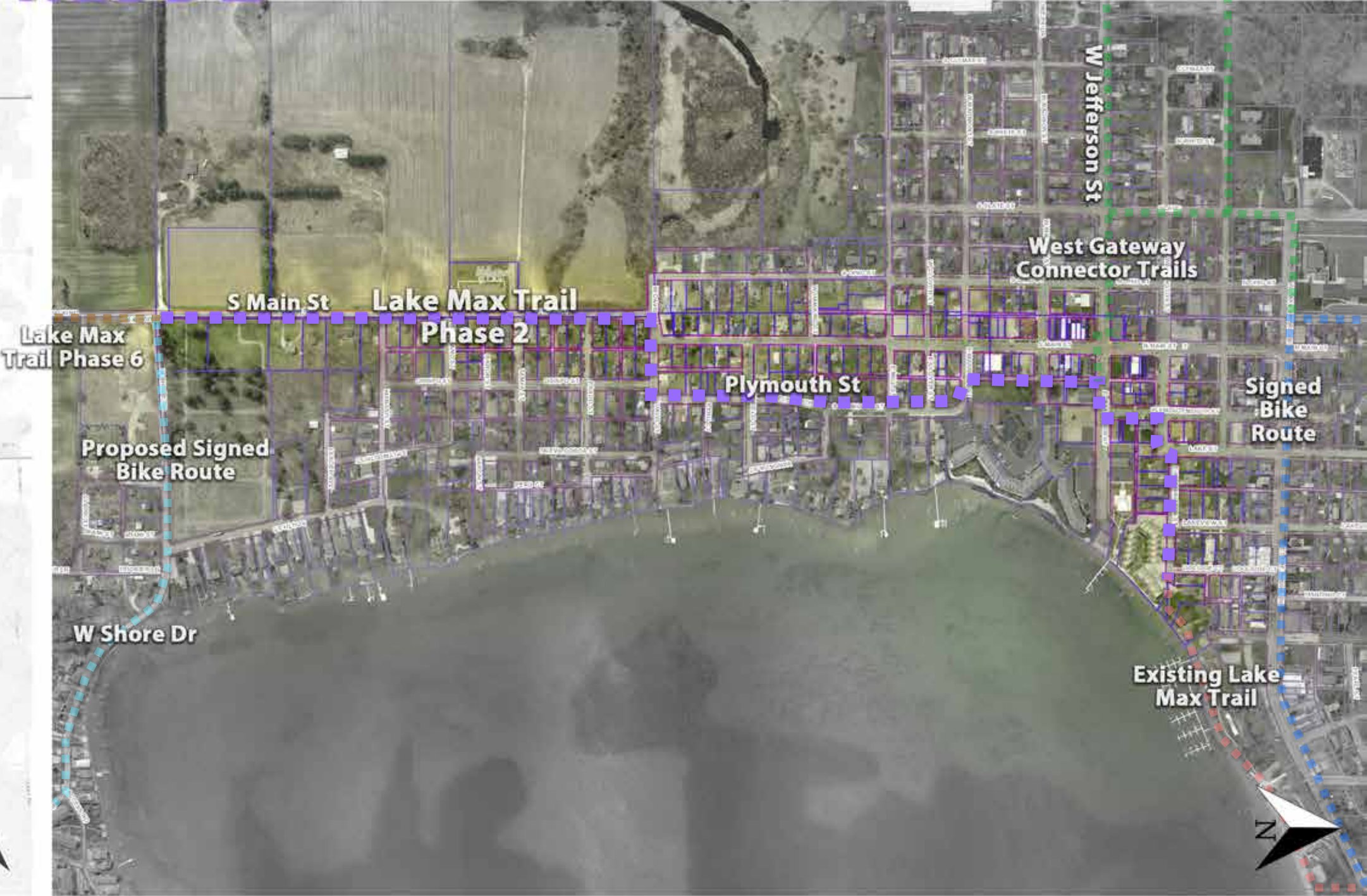
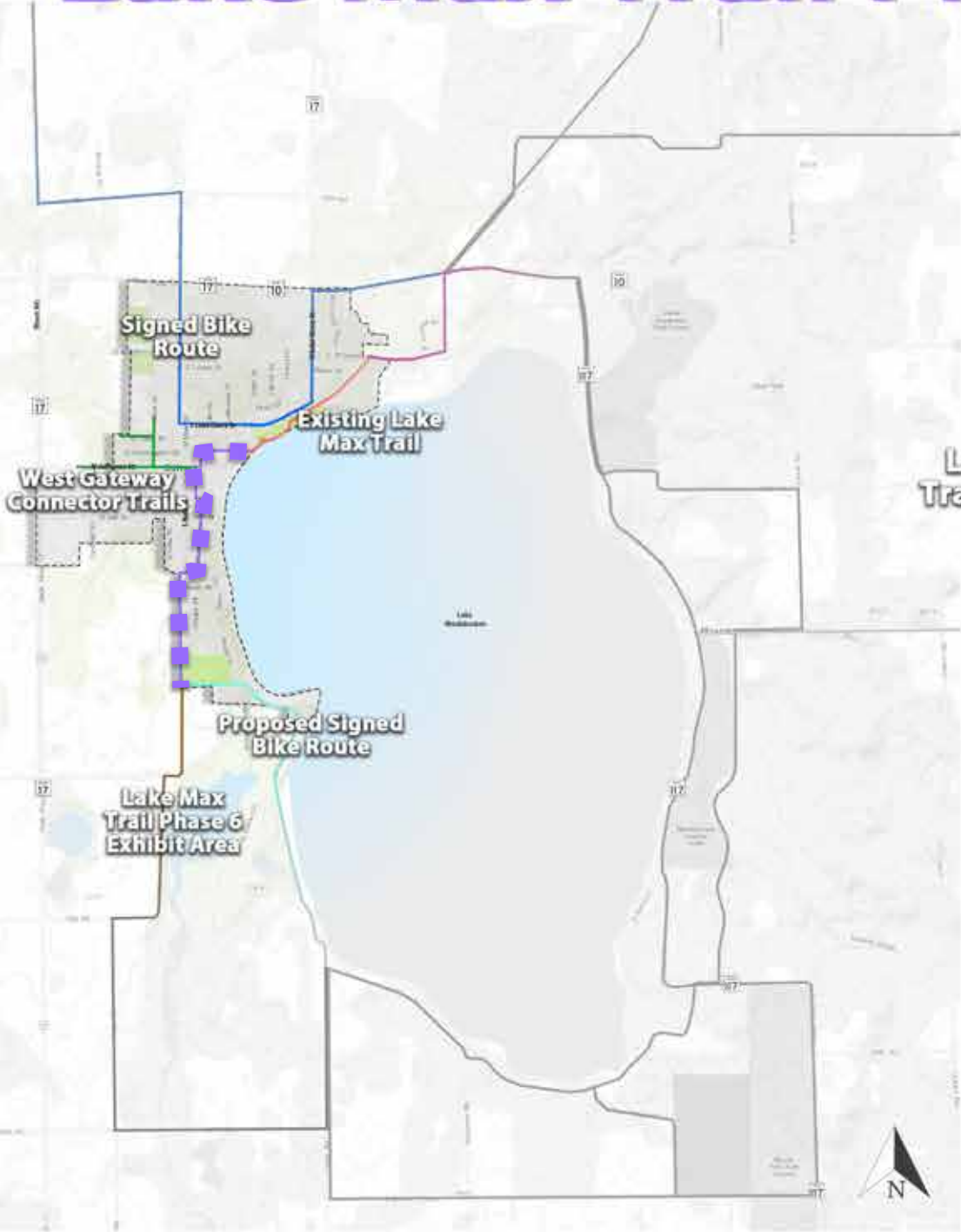


MARSHALL COUNTY  
COMMUNITY  
FOUNDATION

trayer group  
Sustaining the Vision



# Lake Max Trail Phase 2

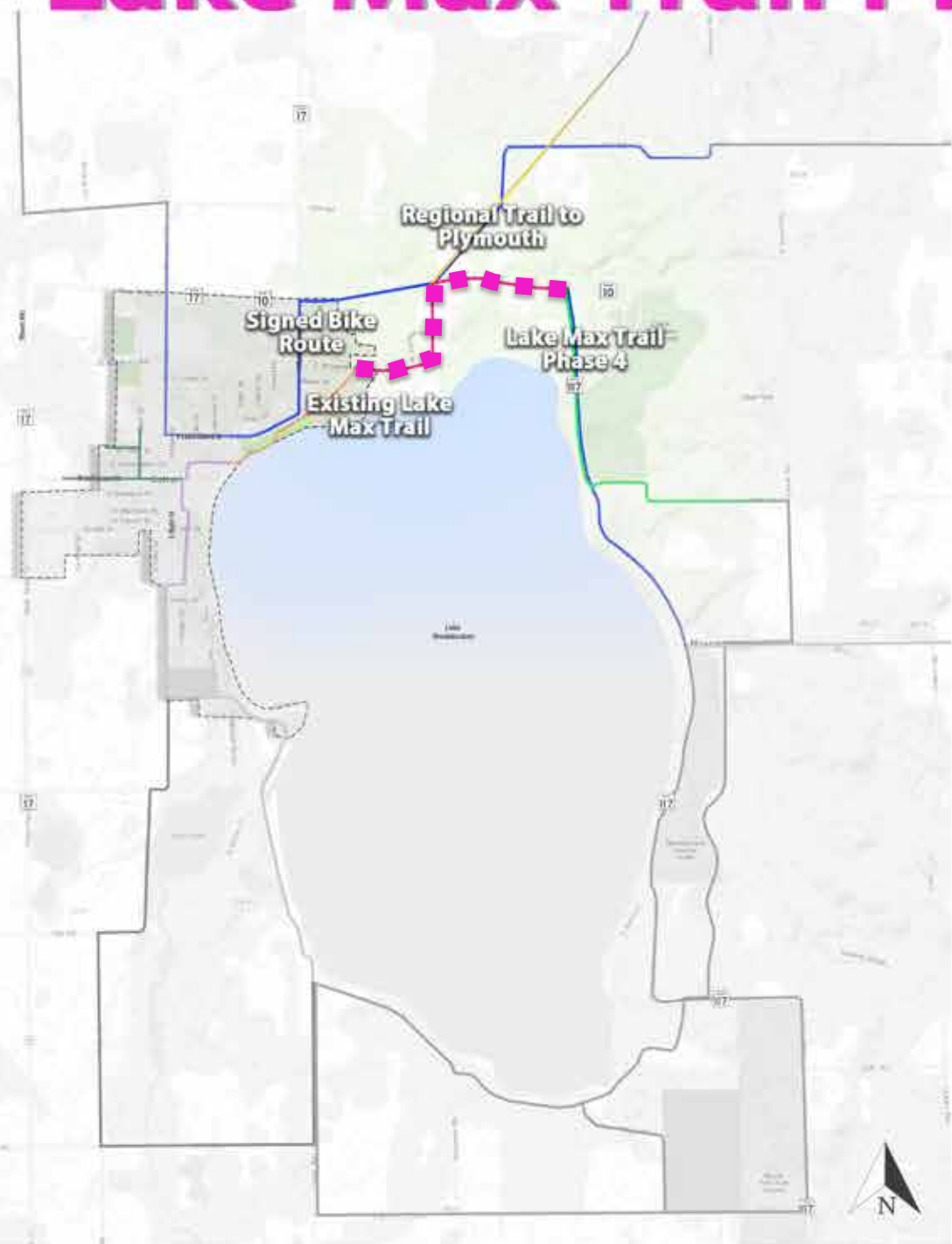


- ..... Lake Max Trail Phase 2
- Road Right of Way
- Parcel Lines

PHASE 2 OF THE LAKE MAX TRAIL IS IN THE ENGINEERING PHASE AND IS SCHEDULED FOR CONSTRUCTION IN THE SUMMER OF 2021. THIS TRAIL SEGMENT CONNECTS CULVER-UNION TOWNSHIP PARK WITH THE DOWNTOWN AREA AND CONTINUES TO WEST SHORE DRIVE.



# Lake Max Trail Phase 3



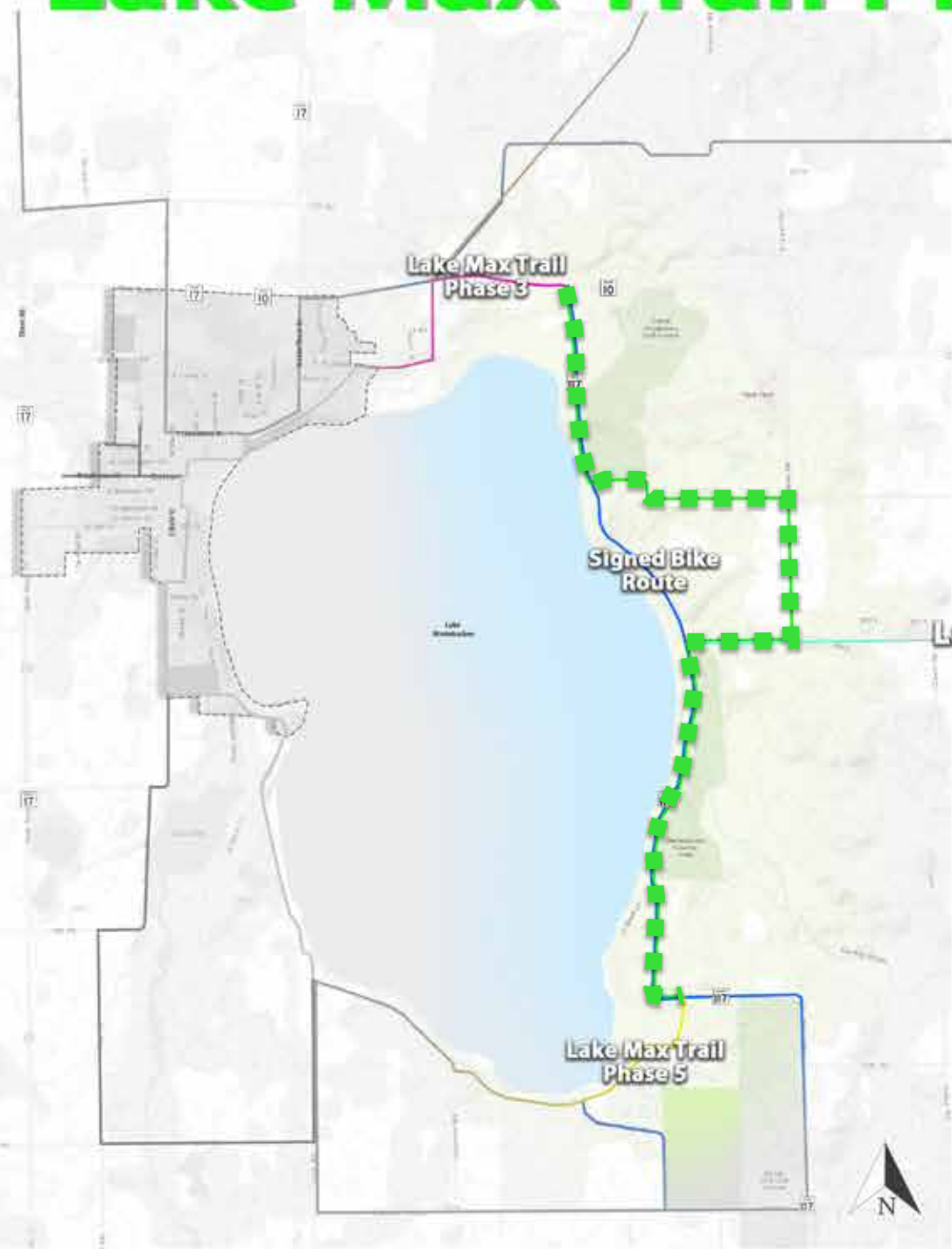
- Lake Max Trail Phase 3
- Road Right of Way
- Parcel Lines



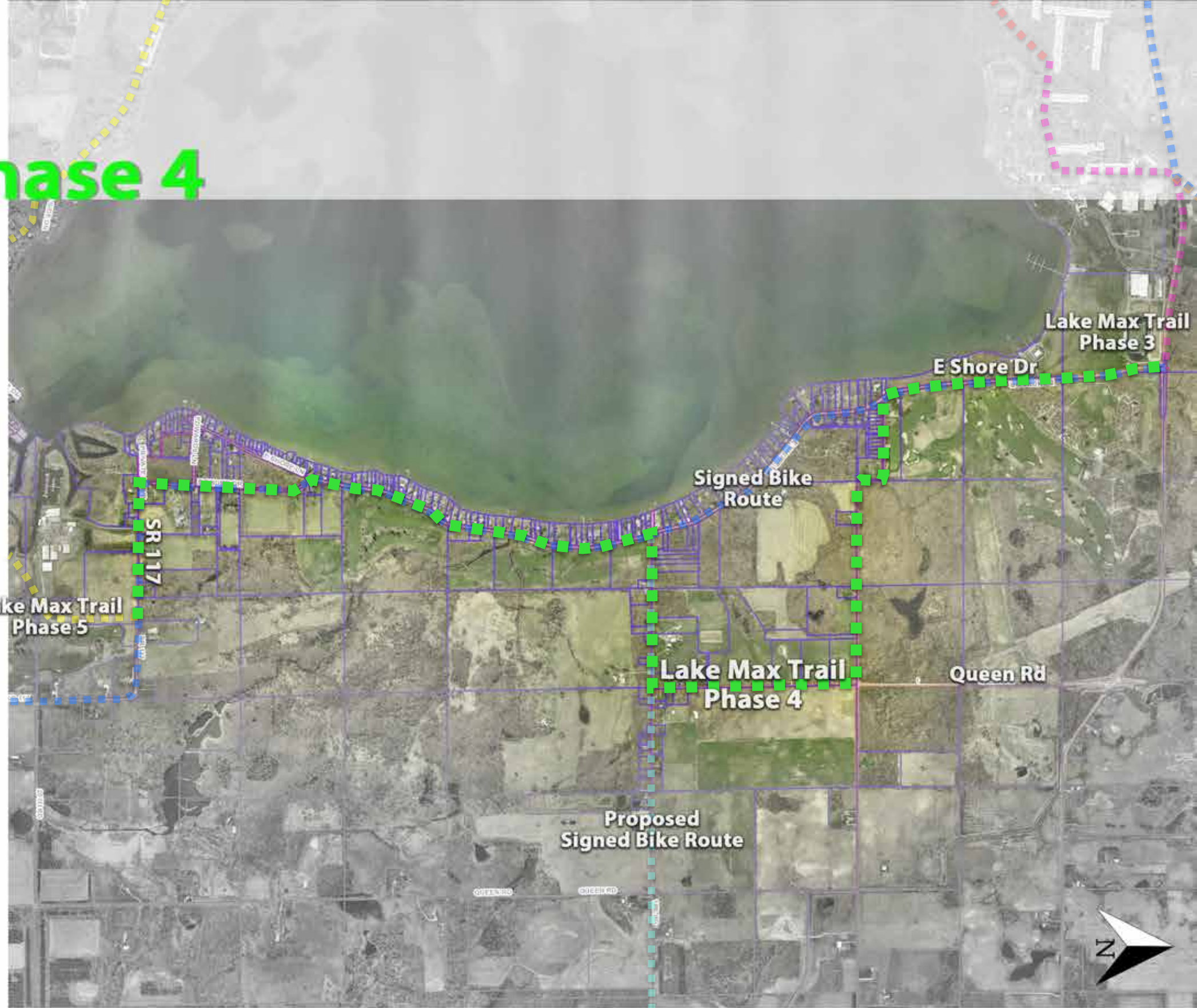
PHASE 3 OF THE LAKE MAX TRAIL IS ENTERING THE ENGINEERING PHASE AND IS SCHEDULED FOR CONSTRUCTION IN 2023. THIS PHASE PROVIDES A SAFE CONNECTION FROM THE ACADEMIES TO THE EXISTING LAKE MAX TRAIL SEGMENT INTO TOWN, AND CONNECTS TO SR 117.



# Lake Max Trail Phase 4



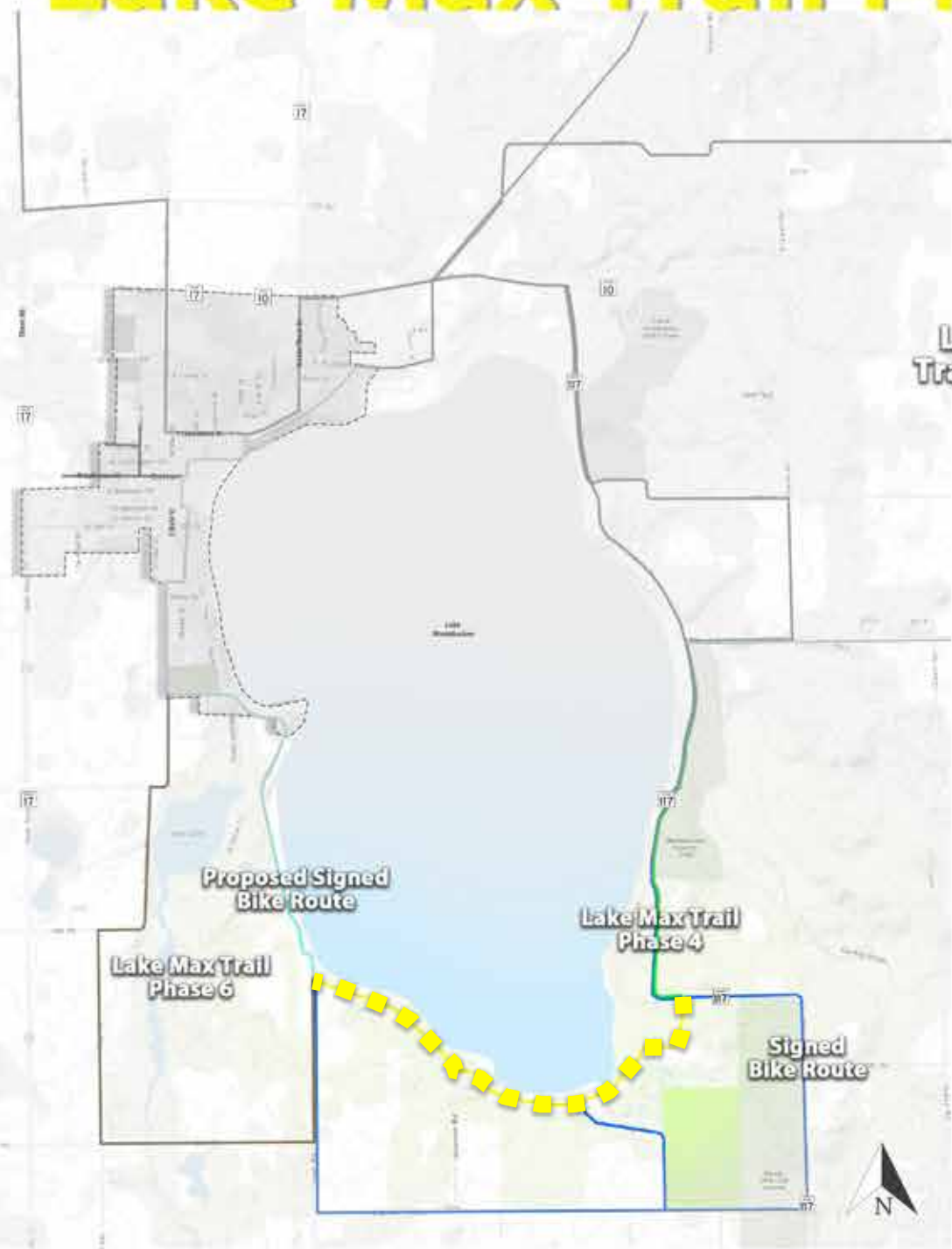
- ■ ■ ■ Lake Max Trail Phase 4
- Road Right of Way
- Parcel Lines



PHASE 4 OF THE LAKE MAX TRAIL RUNS ALONG EAST SHORE DRIVE EXCEPT FOR A PORTION THAT HEADS EAST TO QUEEN RD TO AVOID A SECTION OF EAST SHORE DRIVE WITH RIGHT-OF-WAY AND SAFETY CONCERNS.



# Lake Max Trail Phase 5



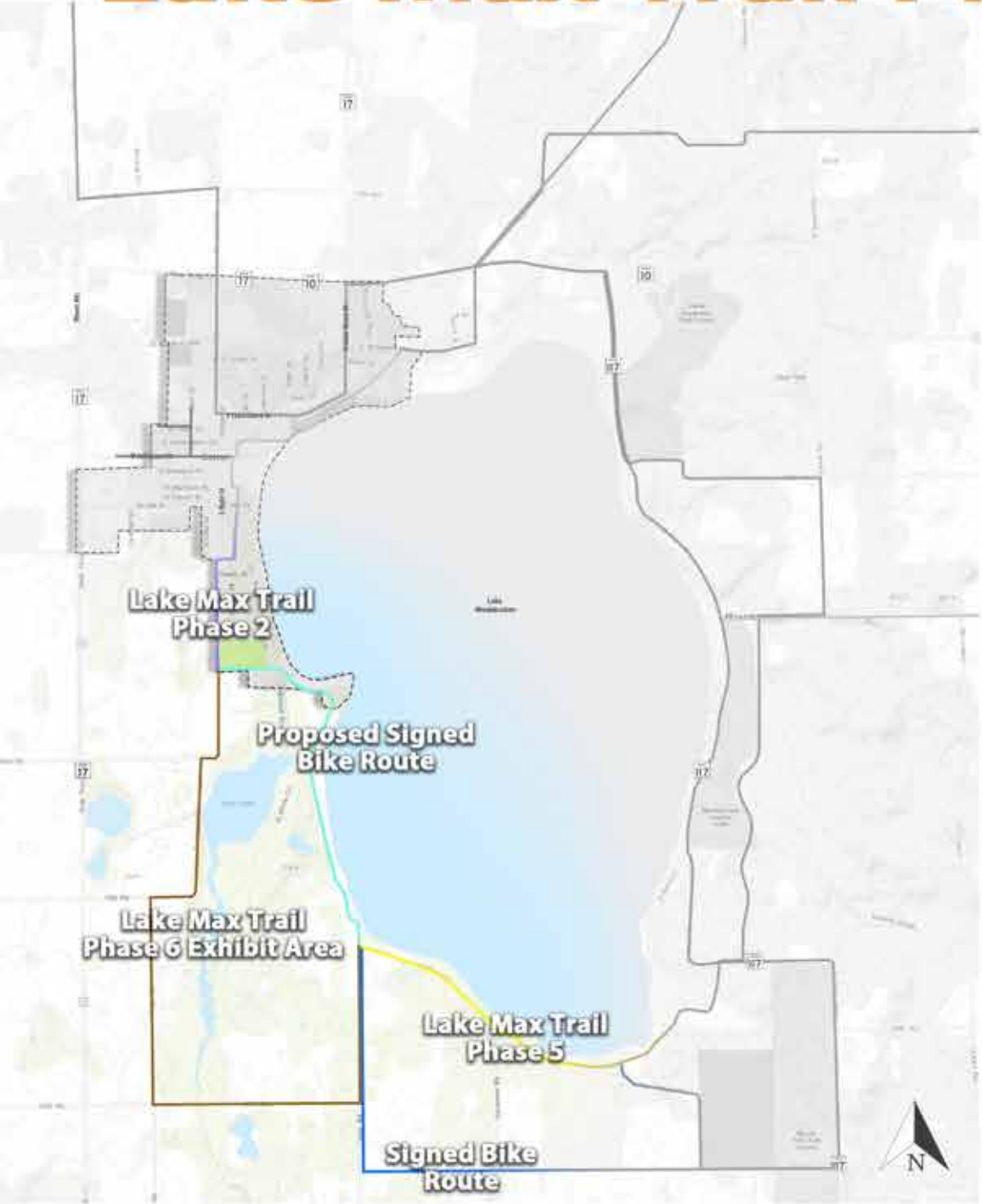
- Lake Max Trail Phase 5
- Road Right of Way
- Parcel Lines



PHASE 5 OF LAKE MAX TRAIL, FEATURES THE LAKE MAX WETLAND CONSERVATION AREA AND CONNECTS WITH RESIDENTS ON SOUTH SHORE OF LAKE MAX



# Lake Max Trail Phase 6



PHASE 6 OF LAKE MAX TRAIL, SEVERAL OPTIONS EXPLORE THE SOUTHWEST SIDE OF LAKE MAX AND COMPLETES THE LAKE MAX LOOP BACK TO PHASE 2

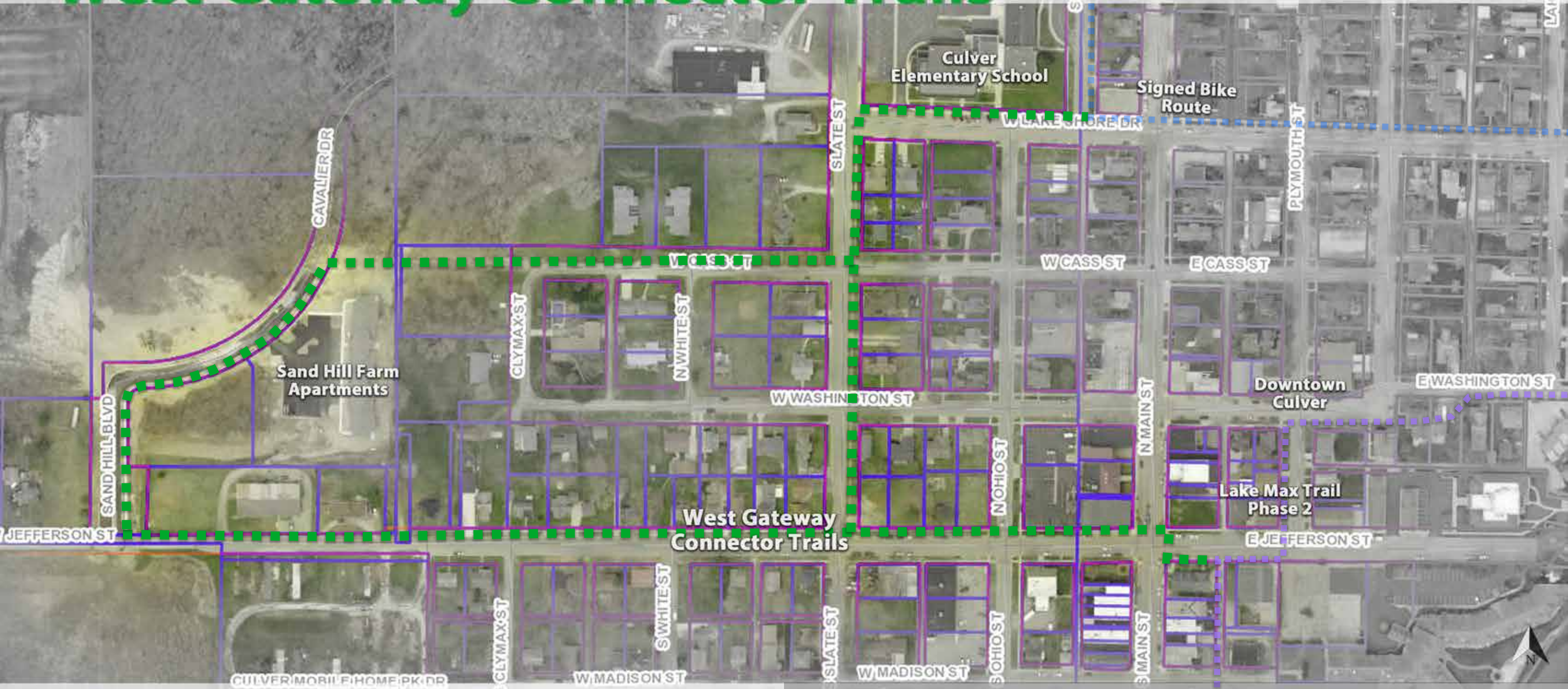
## Lake Max Trail Phase 6 Location Options




- Trail Continuation
- Option 1
- Option 2
- Option 3
- Option 4

- Road Right of Way
- Parcel Lines



# West Gateway Connector Trails

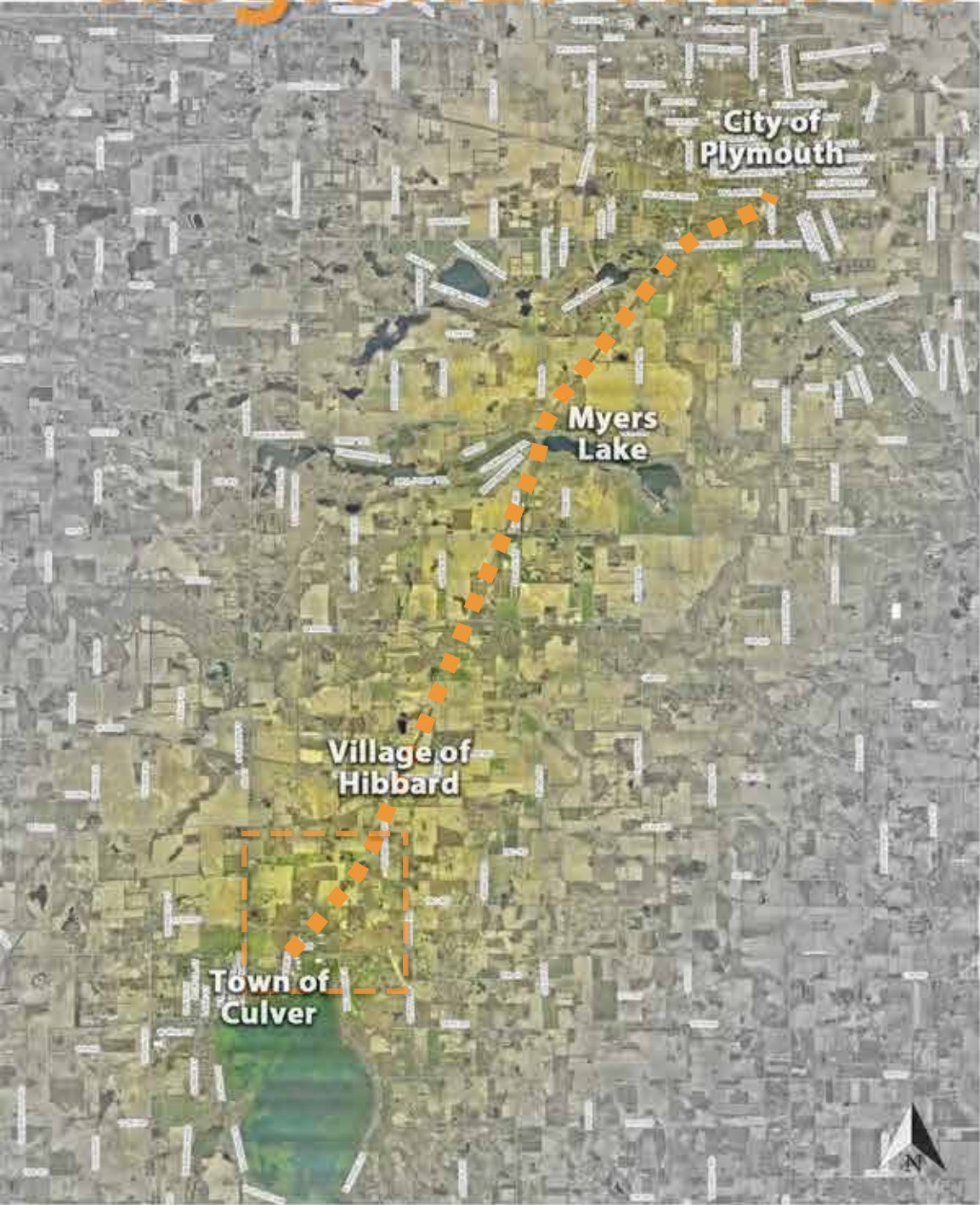


-  **West Gateway Connector Trails**  
 **Road Right of Way**  
 **Parcel Lines**

THE WEST GATEWAY TRAILS COMPRISE OF TWO IMPORTANT PROJECTS THAT WILL PROVIDE SAFE PEDESTRIAN CONNECTIVITY BETWEEN SAND HILL FARM, CULVER ELEMENTARY SCHOOL, AND DOWNTOWN. ONE IS THE WEST JEFFERSON STREETScape WHICH IS IN THE ENGINEERING PHASE AND WILL BE CONSTRUCTED IN 2021. THE TRAILS ON CASS, SLATE AND THE JEFFERSON EAST OF SLATE ST ARE PART OF THE MARSHALL COUNTY STELLAR COMMUNITIES DESIGNATION, AND WILL BEGIN ENGINEERING IN LATE 2020.



# Regional Trail to Plymouth



- Regional Trail to Plymouth
- Road Right of Way
- Parcel Lines

REGIONAL TRAIL EXTENDING TO PLYMOUTH AND CONNECTING CULVER TO THE REST OF MARSHALL COUNTY





# TOWN OF LA PAZ

PROPOSED TRAILS



## GOALS FOR LA PAZ TRAILS

La Paz presents a lot of opportunity in terms of proposed trails and their positive effect on walkability and bikeability. The main goal for the La Paz proposed trails is to improve the accessibility and availability of walkable streets in the downtown area and surrounding residential areas. By improving these conditions in and around the downtown, residents and visitors would be more encouraged to utilize the local businesses and provide an economic boost to the town. These improvements also make La Paz a walkable community, an attractive quality for developers and people searching for a new place to call home.

## COUNTY TRAIL SYSTEM PHASE 1: OLD US 31 TRAIL

MACOG's regional long term Active Transportation Plan looked at regional trail routes and connectivity. One of the major planned routes was along old US 31 heading south from South Bend through Lakeville and La Paz to Plymouth. When US 31 shifted east to bypass Lakeville and La Paz, a wide existing roadway and right of way were left behind that see much less vehicular traffic now. This would make an ideal location for a multi-use trail providing a north-south connection between South Bend and Plymouth that runs through the Town of La Paz.





# Town of La Paz

## Existing Community Facilities

- 1 La Paz Town Hall
- 2 Restaurants and Shops
- 3 Post Office
- 4 American Legion
- 5 CSX Railroad Bridge
- 6 Cargill Agriculture
- 7 Commercial Area
- 8 Local Churches
- 9 La Paz Fire Department
- 10 La Paz Park
- 11 Tillman Blueberry Farms

## Legend

### Proposed Trail Networks

— Old US 31 Trail through LaPaz

— LaPaz Park Trail

— LaPaz Neighborhood Sidewalks

— Old US 31 Trail to Plymouth & Lake of the Woods

— Old US 31 Trail - Lapaz to LaVille Schools

### Other

Existing Parks/Green Spaces

Town Limits



La Paz Junction

31

6

6



MARSHALL COUNTY  
COMMUNITY  
FOUNDATION

trayer group  
trayergroup.com



# Old US 31 Trail Through LaPaz



DOWNTOWN TRAIL IMPORTANT FOR IMPROVING WALKING CONDITIONS FOR RESIDENTS AND ENCOURAGING USE OF LOCAL BUSINESSES



# LaPaz Park Trail



- ..... LaPaz Park Trail
- Road Right of Way
- Parcel Lines

THE PROPOSED PARK TRAIL WILL IMPROVE ACCESSIBILITY TO LA PAZ PARK FROM LOCAL RESIDENTIAL AREAS ON THE EAST SIDE OF MICHIGAN ST AND ALSO PROMOTE PARK RECREATION



# LaPaz Neighborhood Sidewalks



- ..... LaPaz Neighborhood Sidewalks
- Road Right of Way
- Parcel Lines

THE PROPOSED NEIGHBORHOOD SIDEWALKS WILL IMPROVE WALKABILITY OF RESIDENTIAL AREAS AND WILL ALSO BE IMPORTANT FOR THE PROMOTION OF FUTURE DEVELOPMENT AND EXISTING REAL ESTATE



# Old US 31 Trail - LaPaz to LaVille Schools



- ..... Old US 31 Trail to LaVille Schools
- Road Right of Way
- Parcel Lines



THE PROPOSED SCHOOL TRAIL RUNS ALONG DIXIE HIGHWAY AND WOULD ALLOW STUDENTS FROM LA PAZ TO TRAVEL SAFELY TO LAVILLE SCHOOLS. THIS WAS IDENTIFIED AS A HIGH PRIORITY TRAIL WITH LA PAZ BEING THE ONLY COMMUNITY WITHOUT PEDESTRIAN CONNECTION TO LAVILLE SCHOOLS IN SURROUNDING AREA

LaPaz Neighborhood  
Sidewalks

Old US 31 Trail  
Through LaPaz





# CITY OF PLYMOUTH

PROPOSED TRAILS



## GOALS FOR PLYMOUTH TRAILS

In general, Plymouth has been proactive with improving the walkability of its community. The following proposed trails would build upon this success and create connections within the Greenways Trail system that branch out into surrounding communities. As a result, improving residential accessibility to green spaces associated with those trails including River Park Square, which is moving forward with the next phase of development.

## RIVER PARK SQUARE PHASE 2

The third phase of the Greenways Trail will connect River Park Square Phase 2 with the recently completed River Gate South housing development. The trail will wind through River Park Square connecting to amenities in the park, as well as the historic pedestrian bridge across the Yellow River that connects River Park Square to neighborhoods to the east. The added connections will link new developments with existing green spaces and trails.





# City of Plymouth



## Existing Community Facilities

- 1 City Hall Building
- 2 Plymouth Downtown
- 3 Major Commercial Areas
- 4 Major Industrial Areas
- 5 Bill Nixon Baseball Field
- 6 Mary Beth Tennis Complex
- 7 Young Amphitheater
- 8 Price Memorial Park
- 9 Centennial Park
- 10 Magnetic Park
- 11 Plymouth High School
- 12 Lincoln Junior High School
- 13 Oak Hill Cemetery
- 14 Washington Elementary
- 15 St Joseph Hospital
- 16 Freedom Park
- 17 River Park Square

## Legend

### Existing Trail Networks

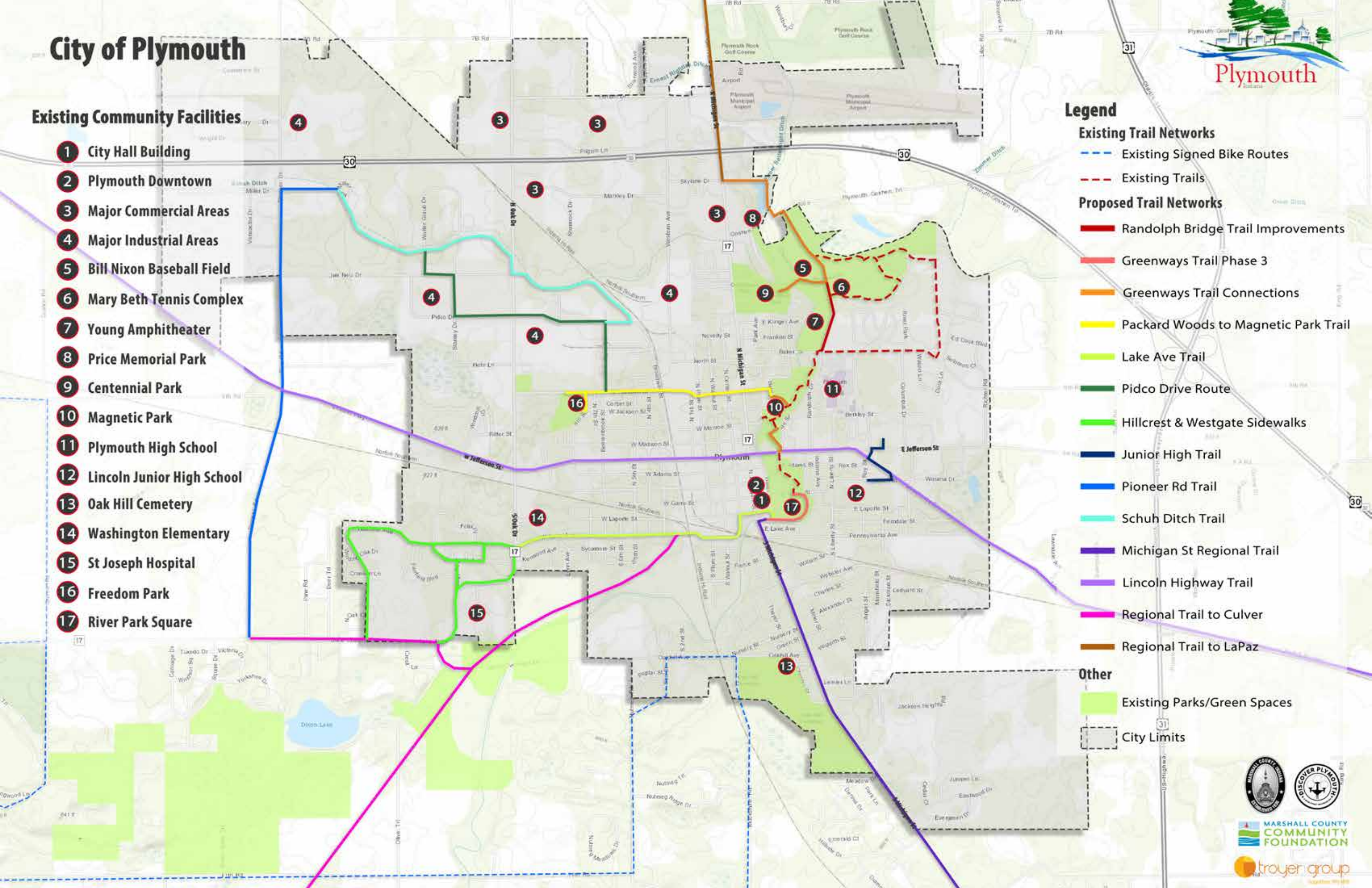
- Existing Signed Bike Routes
- Existing Trails

### Proposed Trail Networks

- Randolph Bridge Trail Improvements
- Greenways Trail Phase 3
- Greenways Trail Connections
- Packard Woods to Magnetic Park Trail
- Lake Ave Trail
- Pidco Drive Route
- Hillcrest & Westgate Sidewalks
- Junior High Trail
- Pioneer Rd Trail
- Schuh Ditch Trail
- Michigan St Regional Trail
- Lincoln Highway Trail
- Regional Trail to Culver
- Regional Trail to LaPaz

### Other

- Existing Parks/Green Spaces
- City Limits

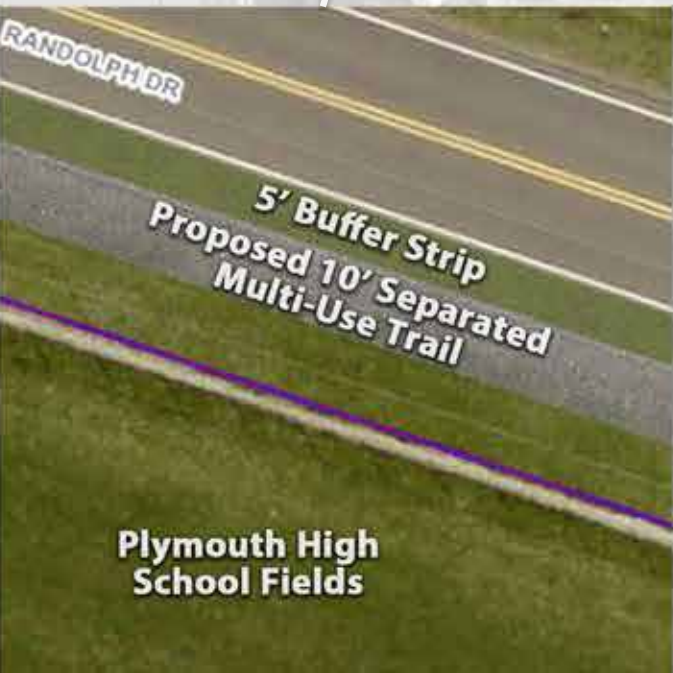




# Randolph Bridge Trail Improvements



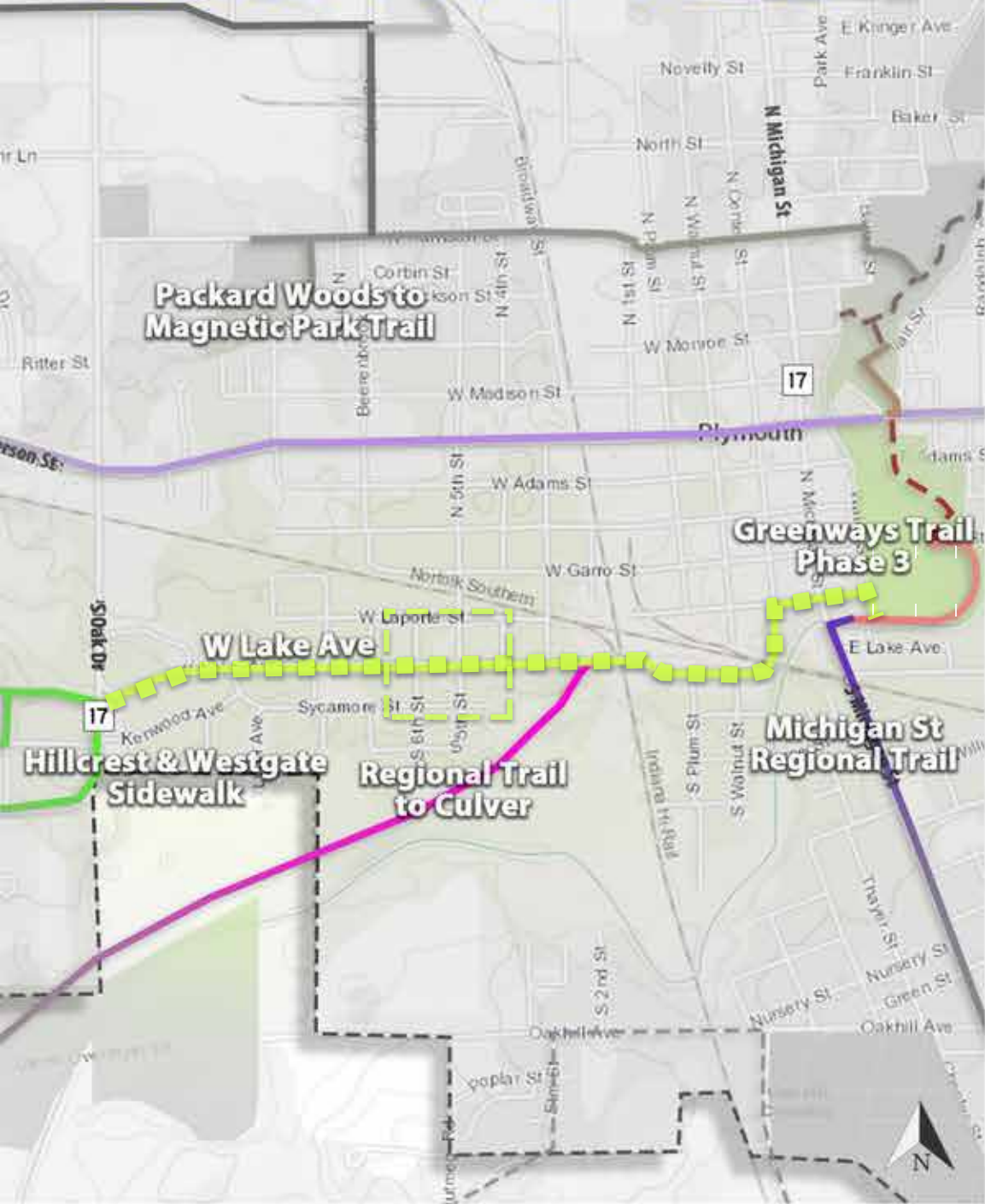
PROPOSED CONNECTOR TRAIL CREATING A SAFE CONNECTION BETWEEN EXISTING TRAILS ON EITHER SIDE OF RANDOLPH BRIDGE



- ■ ■ ■ ■ Randolph Bridge Trail Improvements
- Road Right of Way
- Parcel Lines



# Lake Ave Trail



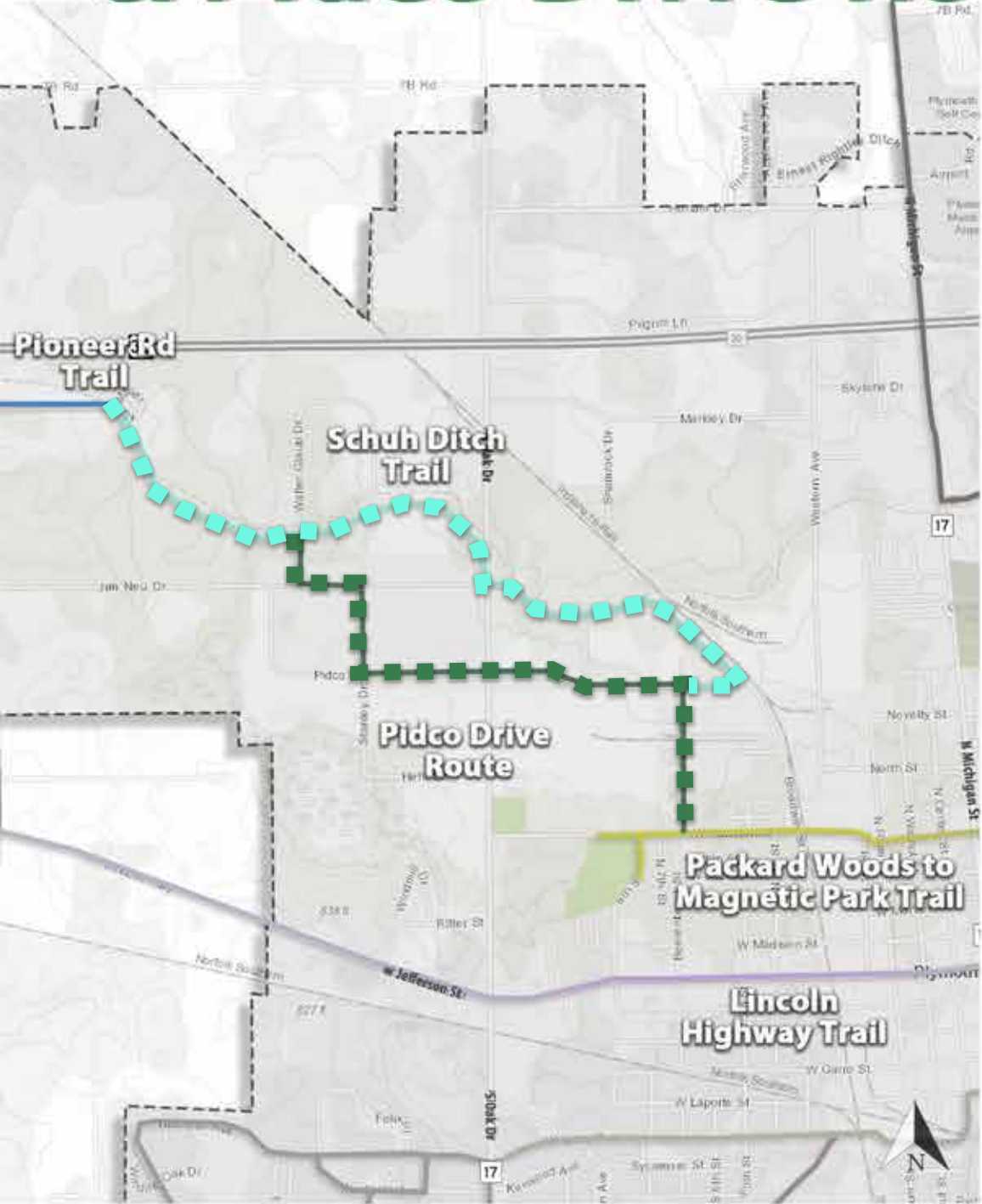
- Lake Ave Trail
- Road Right of Way
- Parcel Lines



PROPOSED LAKE AVE TRAIL WOULD CONNECT MULTIPLE TRAILS FROM THE EAST TO WEST SIDE OF PLYMOUTH, INCLUDING GREENWAYS TRAIL, AND PROVIDE SAFER PEDESTRIAN CROSSINGS ALONG LAKE AVE



# Schuh Ditch Trail & Pidco Drive Route

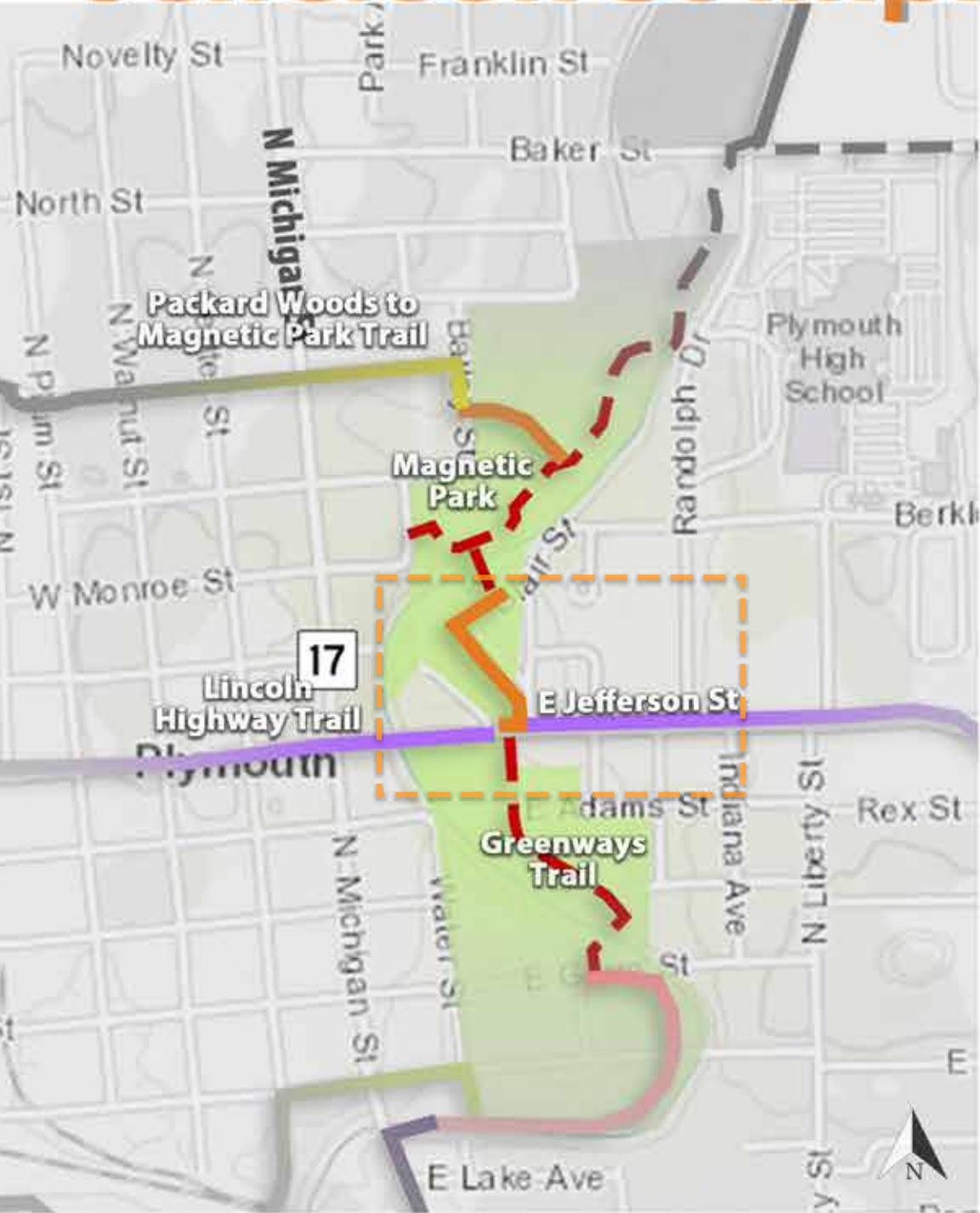


- ..... Schuh Ditch Trail
- ..... Pidco Drive Route
- Road Right of Way
- Parcel Lines

SCHUH DITCH AND PIDCO DRIVE TRAIL PROVIDE CONNECTION TO INDUSTRIAL AREAS LIFEPLEX FACILITY. THE TWO TRAILS ALSO FEED INTO RESIDENTIAL AREAS IN WEST PLYMOUTH



# Jefferson St Improvements

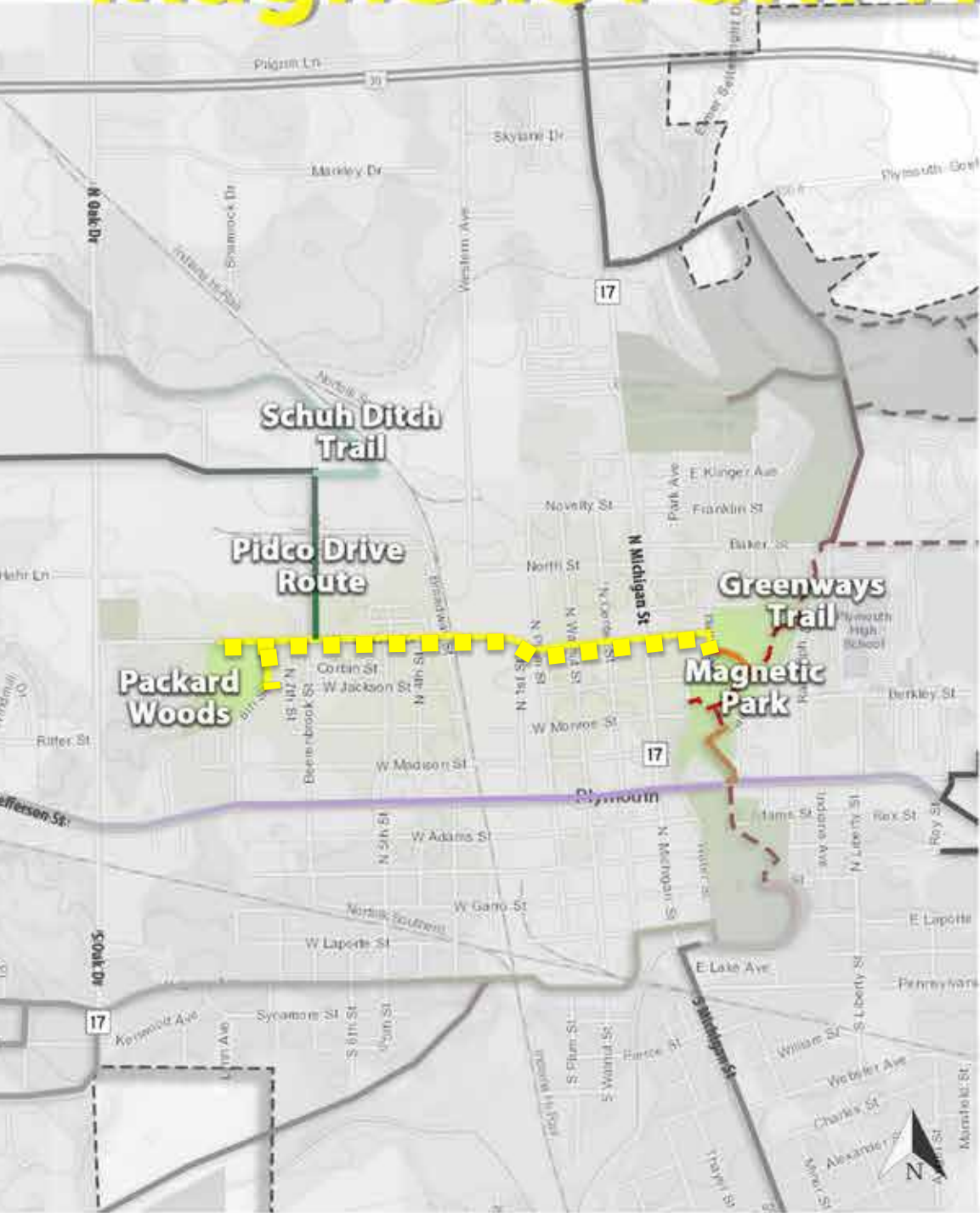


- Greenways Trail Connections
- Lincoln Highway Trail
- Existing Trails
- Road Right of Way
- Parcel Lines





# Packard Woods to Magnetic Park Trail



- Packard Woods to Magnetic Park Trail
- Road Right of Way
- Parcel Lines

THE PROPOSED CONNECTOR TRAIL WOULD IMPROVE ACCESSIBILITY TO GREENWAYS TRAILS FROM THE WEST SIDE OF THE CITY AND ALSO LINK EXISTING GREEN SPACES FOR FURTHER CONNECTIVITY





# MARSHALL COUNTY

PROPOSED TRAILS



## GOALS FOR MARSHALL COUNTY REGIONAL TRAILS

Marshall County has been involved in the development of a regional trail system within the county that would be a part of a state-wide trail network. These preliminary plans highlighted the benefits of a regionally connected trail system and laid out a general plan for trail locations. The goal of the proposed trails for Marshall County was to more specifically define where these trail locations would be within Marshall County, as well as identifying other regional trails that would benefit communities in terms of connectivity to schools, neighboring towns, and regional parks.

## MACOG ACTIVE TRANSPORTATION PLAN

In 2018, members of the Special Projects team on the Marshall County Crossroads team applied for a grant to attend the Walkability Institute. MACOG (Michiana Area Council of Governments), a Marshall County Crossroads partner, served as the required Transportation organization. Michiana Area Council of Governments worked closely with community leaders and stakeholders to develop an active transportation plan that identified needs, resources, and strategies to encourage and enhance bicycle, pedestrian, and transit travel within the Michiana region. MACOG has partnered with us for the RDP and they are actively working with us on the planning for our regional trail system.



## ACTIVE TRANSPORTATION PLAN





**Marshall County**

**Legend**

- County Limits
- Existing Trails
- Proposed Community Trails
- Existing Bike Routes to be Removed
- Existing Bike Routes to Remain
- Proposed Bike Routes

**Proposed Regional Trail Networks**

- Argos-Culver Connector
- Michigan St Trail to Nickel Plate Trail
- Michigan St Trail
- Lincoln Highway Regional Trail
- Tippecanoe Potawatomi Trail
- County Trail to Lake of the Woods
- Regional Connector to Mishawaka
- Old US 31 Trail
- Old US 31 Trail Phase 1
- Plymouth-Culver Regional Trail
- Regional Connector to Nappanee & Goshen
- Lincoln Highway Regional Trail to Plymouth & Walkerton

The map displays Marshall County, Indiana, with its county limits outlined in black. Major towns and cities shown include Walkerton, LaPaz, Bremen, Plymouth, Argos, Culver, Bourbon, Etna Green, Tippecanoe, and Potawatomi Park. Key landmarks include Lake of the Woods and Lake Michigan. The map illustrates various proposed regional trail networks, color-coded according to the legend. These networks include connectors between major roads and towns, regional trails along highways, and specific trails connecting to neighboring counties like Nappanee and Goshen. The map also shows existing trails and bike routes, with some marked for removal and others to remain.

**Marshall County**

**Legend**

- County Limits
- Existing Trails
- Proposed Community Trails
- Existing Bike Routes to be Removed
- Existing Bike Routes to Remain
- Proposed Bike Routes

**Proposed Regional Trail Networks**

- Argos-Culver Connector
- Michigan St Trail to Nickel Plate Trail
- Michigan St Trail
- Lincoln Highway Regional Trail
- Tippecanoe Potawatomi Trail
- County Trail to Lake of the Woods
- Regional Connector to Mishawaka
- Old US 31 Trail
- Old US 31 Trail Phase 1
- Plymouth-Culver Regional Trail
- Regional Connector to Nappanee & Goshen
- Lincoln Highway Regional Trail to Plymouth & Walkerton

The map displays Marshall County, Indiana, with its county limits outlined in black. Major roads are shown in grey, and water bodies are in blue. The map highlights various proposed regional trail networks, including the Argos-Culver Connector (orange), Michigan St Trail (yellow), Lincoln Highway Regional Trail (green), Tippecanoe Potawatomi Trail (blue), and others. The map also shows existing trails (dashed lines) and proposed bike routes (solid lines). Key locations labeled include Walkerton, LaPaz, Lake of the Woods, Bremen, Plymouth, Argos, Culver, Tippecanoe, and Bourbon. The map includes a legend and a title.

- Marshall County**

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The map displays Marshall County, Indiana, with its county limits indicated by a dashed black line. Major roads are shown as grey lines with route numbers in circles (e.g., 19, 23, 35, 8, 10, 6). Neighboring counties are labeled: Nappanee, Nappanee, Tippecanoe, and Elkhart. Towns and cities within Marshall County include Walkerton, LaPaz, Bremen, Koontz Lake, Grovertown, Plymouth, Argos, Culver, Bourbon, Etna Green, Atwood, Potawatomi Park, Tippecanoe, Mentone, Richland, Monterey, Ora, Bass Station, and Bass Lake. The map highlights several proposed regional trail networks, each represented by a different color and line style. These include the Argos-Culver Connector (orange), Michigan St Trail to Nickel Plate Trail (yellow), Michigan St Trail (yellow), Lincoln Highway Regional Trail (green), Tippecanoe Potawatomi Trail (blue), County Trail to Lake of the Woods (cyan), Regional Connector to Mishawaka (light blue), Old US 31 Trail (purple), Old US 31 Trail Phase 1 (red), Plymouth-Culver Regional Trail (pink), Regional Connector to Nappanee & Goshen (purple), and Lincoln Highway Regional Trail to Plymouth & Walkerton (brown). Existing trails are shown as red dashed lines, existing bike routes to be removed as pink dashed lines, and existing bike routes to remain as blue dashed lines. Proposed bike routes are shown as solid blue lines.

[illegible]

- Marshall County**

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The map displays Marshall County, Indiana, with various towns labeled: Walkerton, LaPaz, Bremen, Koontz Lake, Grovertown, Plymouth, Argos, Culver, Bourbon, Etna Green, Tippecanoe, Potawatomi Park, Bass Lake, Bass Station, Ora, Monterey, Richland, Mentone, Locke, Nappanee, Atwood, and Burk.

Major roads shown include US Highways 6, 8, 10, 19, 23, 30, 35, and 104.

The map illustrates several proposed trail networks:

  - Argos-Culver Connector:** A brown line connecting Argos and Culver.
  - Michigan St Trail to Nickel Plate Trail:** An orange line connecting Michigan St and Nickel Plate Trail.
  - Michigan St Trail:** A yellow line along Michigan St.
  - Lincoln Highway Regional Trail:** A green line following Lincoln Highway.
  - Tippecanoe Potawatomi Trail:** A blue line connecting Tippecanoe and Potawatomi Park.
  - County Trail to Lake of the Woods:** A cyan line connecting the county center to Lake of the Woods.
  - Regional Connector to Mishawaka:** A light blue line connecting to Mishawaka.
  - Old US 31 Trail:** A purple line following Old US 31.
  - Old US 31 Trail Phase 1:** A red line following Old US 31 Phase 1.
  - Plymouth-Culver Regional Trail:** A magenta line connecting Plymouth and Culver.
  - Regional Connector to Nappanee & Goshen:** A light purple line connecting to Nappanee and Goshen.
  - Lincoln Highway Regional Trail to Plymouth & Walkerton:** A dark brown line connecting Plymouth and Walkerton.



# Regional Trails

## Legend



County Limits

### Proposed/Existing Regional Trail Networks Within Marshall County

— Bike Routes & Trails

### Other Existing Regional Trails

— North-Judson Erie Trail

— Monterey Erie Trail

— Panhandle Pathway

— Nickel Plate Trail

— American Discovery Trail

— Proposed Bass Lake Trail

— Potato Creek Park Trails

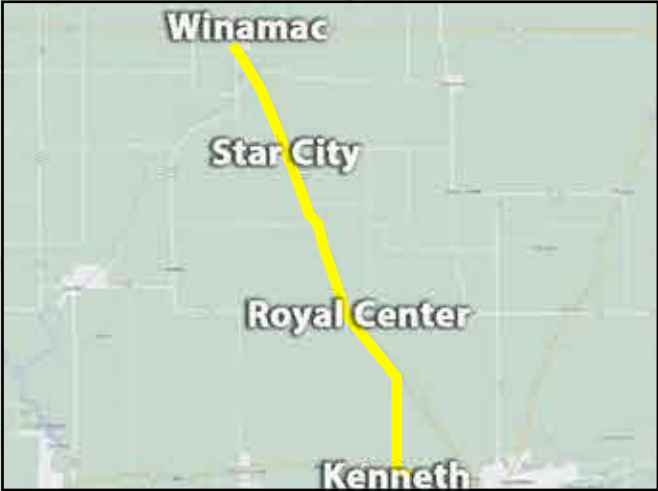
— Proposed North Liberty Trail

— Maple City Greenway

— Napanee Trail

— Proposed Trails From MACOG Active Transportation Plan

### Panhandle Pathway



### Nickel Plate Trail







# PROPOSED TRAIL ESTIMATES

The estimated costs for the trail projects provide a range of potential costs since implementation of these projects could take various forms. There are many factors that could cause fluctuations in costs such as the funding source, right of way acquisition, paving materials, bridges and roadway crossings, driveway approaches, drainage, etc. The project implementation matrix provides a low end and high end cost range that reflects the factors contributing to project cost. It is important to note that the higher total project costs are typically due to utilization of federal funding, yet the local entity is only responsible for a portion of those total dollars (Typically 20% for many INDOT funded projects). Federally funded projects require much higher project costs such as engineering, survey, right-of-way engineering/acquisition process, environmental and cultural resources approvals, and construction inspection. Some of the characteristics that would create the project costs to be towards the high or low end include:

Factors Contributing to Lower Overall Costs:

- Local funding or certain state funding programs
- Minimal or no right-of-way acquisition necessary
- Rural areas with less driveways, drainage/storm sewer work, utility relocation
- Asphalt paving
- Construction does not impact environmental, historical, or archaeological resources

Factors Contributing to Higher Overall Costs:

- Federally funded projects which have much greater engineering requirements
- Right of way acquisition or easements
- Developed or urban areas where the trail impacts driveways, crossings, and storm sewer
- Concrete paving
- Potential environmental, historical, or archaeological impacts

PROJECT	TRAIL TYPE	LENGTH (MILES)	PROPERTY ACQUISITION	ESTIMATED COST	
				LOW	HIGH
TOWN OF ARGOS - PROPOSED TRAILS					
Pond Park Trail	10' Asphalt Trail	0.75	None - Within Pond Park	\$ 125,000	\$ 200,000
Pond Park to Fairgrounds Trail	Option 1 - 10' Concrete Trail	0.58	Minimal Acquisition - Mostly Within R.O.W.	\$ 275,000	\$ 425,000
	Option 2 - 10' Asphalt Trail	0.41	Easement - Within County Fairgrounds	\$ 200,000	\$ 325,000
Fairgrounds to Memorial Park Trail	10' Concrete Trail	0.31	Minimal Acquisition - Mostly Within R.O.W.	\$ 150,000	\$ 225,000
East Loop Trail	10' Concrete & Asphalt Trail	1.10	Acquisition - Wider R.O.W. Needed	\$ 600,000	\$ 900,000
Dragons Trail	10' Asphalt Trail	0.50	Acquisition/Easement at Church Property	\$ 150,000	\$ 250,000
Indiana & Walnut Sidewalks	6' Concrete Sidewalk	0.65	Minimal Acquisition - Mostly Within R.O.W.	\$ 150,000	\$ 300,000
Town Park to Pond Park/Fairgrounds	10' Asphalt Trail	0.25 Ex, 0.15 New	Minimal Acquisition - Mostly Within R.O.W.	\$ 75,000	\$ 150,000
Marshall St Sidewalk	6' Concrete Sidewalk	0.35	Acquisition - Wider R.O.W. Needed on West End	\$ 125,000	\$ 250,000
Michigan St Trail to Plymouth (Town Limits)	10' Concrete Trail	0.75	None - Within R.O.W	\$ 250,000	\$ 350,000
Michigan St Trail to Nickel Plate Trail (Town Limits)	10' Concrete Trail	0.35	None - Within R.O.W	\$ 150,000	\$ 225,000
TOWN OF BOURBON - PROPOSED TRAILS					
Bourbon Parks Trail	10' Concrete Trail	0.95	Minimal Acquisition - Mostly Within R.O.W.	\$ 350,000	\$ 550,000
Bourbon School Trail	10' Asphalt Trail	1.15	None - Within School Property or R.O.W.	\$ 250,000	\$ 350,000
Safe Routes to School Trail	8' Concrete Trail	1.70	Minimal Acquisition - Mostly Within R.O.W.	\$ 550,000	\$ 850,000
Tippecanoe Potawatomi Trail (Town Limits)	10' Concrete Trail	0.55	Minimal Acquisition - Mostly Within R.O.W.	\$ 225,000	\$ 350,000
Lincoln Hwy Trail to Etna Green (Town Limits)	10' Asphalt Trail	0.30	None - Within R.O.W.	\$ 125,000	\$ 225,000
Lincoln Hwy Trail to Plymouth (Town Limits)	10' Asphalt Trail	0.65	None - Within R.O.W.	\$ 250,000	\$ 400,000

PROJECT	TRAIL TYPE	LENGTH (MILES)	PROPERTY ACQUISITION	ESTIMATED COST	
				Low	High
TOWN OF BREMEN - PROPOSED TRAILS					
Mint City Trail Phase 1	10' Asphalt Trail	0.50	None - Within Town Property	\$ 125,000	\$ 175,000
Mint City Trail Phase 2	10' Asphalt Trail	1.05	Acquisition Required for Most of Trail Segment	\$ 500,000	\$ 750,000
Mint City Trail Phase 3	10' Concrete/Asphalt Trail	1.20	Some Acquisition - Areas of Widened R.O.W. Needed	\$ 700,000	\$ 1,100,000
Mint City Trail Phase 4	10' Concrete/Asphalt Trail	0.85	Acquisition or Easement Required for Most of Trail	\$ 500,000	\$ 750,000
Mint City Trail Phase 5	10' Asphalt Trail	0.55	Acquisition or Easement Required for Most of Trail	\$ 250,000	\$ 400,000
Mint City Trail Phase 6	10' Asphalt Trail, Bridge	1.60	Acquisition or Easement Required for Most of Trail	\$ 850,000	\$ 1,300,000
Downtown Connector Trail	8' Concrete Trail	0.60	Minimal Acquisition - Mostly Within R.O.W.	\$ 350,000	\$ 550,000
Park Trail Improvements	10' Asphalt/Concrete Trail	0.90	None - Within Town Park and R.O.W.	\$ 300,000	\$ 425,000
Bowen Ave Sidewalk	6' Sidewalk	0.75	Minimal Acquisition - Mostly Within R.O.W.	\$ 200,000	\$ 325,000
Trail Connector to Bourbon (City Limits)	10' Concrete/Asphalt Trail	0.42	Some Acquisition - Areas of Widened R.O.W. Needed	\$ 250,000	\$ 350,000
Trail Connector to Mishawaka (City Limits)	10' Asphalt Trail	0.45	Some Acquisition - Areas of Widened R.O.W. Needed	\$ 250,000	\$ 350,000
Trail Connector to Nappanee & Goshen (City Limits)	10' Asphalt Trail	0.25	Minimal Acquisition - Mostly Within R.O.W.	\$ 125,000	\$ 200,000

TOWN OF CULVER - PROPOSED TRAILS					
Lake Max Trail Phase 2	10' Concrete Trail	1.05	Minimal Acquisition - Mostly Within R.O.W.	\$ 1,100,000	\$ 1,400,000
Lake Max Trail Phase 3	10' Asphalt Trail	1.00	Some Acquisition for Wider R.O.W. or Easement	\$ 650,000	\$ 1,000,000
Lake Max Trail Phase 4	10' Asphalt Trail	3.95	Some Acquisition for Wider R.O.W. or Easement	\$ 2,000,000	\$ 3,000,000
Lake Max Trail Phase 5	10' Asphalt Trail	2.1	Some Acquisition for Wider R.O.W. or Easement	\$ 1,200,000	\$ 1,600,000
Lake Max Trail Phase 6	10' Asphalt Trail	1.61 - 3.1	Acquisition or Easement Required for Most of Trail	\$ 750,000	\$ 2,000,000
West Gateway Connector Trails	10' Concrete Trail	0.95	Minimal Acquisition - Mostly Within R.O.W.	\$ 500,000	\$ 750,000

TOWN OF LA PAZ - PROPOSED TRAILS					
Old us 31 Trail Through La Paz	8' Concrete Trail	0.70	Minimal Acquisition - Mostly Within R.O.W.	\$ 350,000	\$ 550,000
LaPaz Park Trail	8' Concrete & Asphalt Trail	0.60	Minimal Acquisition - Mostly Within R.O.W.	\$ 250,000	\$ 350,000
LaPaz Neighborhood Sidewalks	6' Concrete Sidewalk	0.80	Minimal Acquisition - Mostly Within R.O.W.	\$ 200,000	\$ 325,000
Old US 31 Trail to LaVille Schools (Within Town Limits)	8' Concrete Trail	0.25	Minimal Acquisition - Mostly Within R.O.W.	\$ 75,000	\$ 300,000
Old US 31 Trail to Plymouth (Within Town Limits)	10' Asphalt Trail	0.15	Minimal Acquisition - Mostly Within R.O.W.	\$ 50,000	\$ 150,000

CITY OF PLYMOUTH - PROPOSED TRAILS					
Randolph Bridge Trail Improvements	10' Concrete Trail	0.25	Minimal Acquisition - Mostly Within R.O.W.	\$ 400,000	\$ 600,000
Greenways Trails Phase 3	10' Asphalt Trail	0.35	Minimal Acquisition - Mostly Within R.O.W.	\$ 175,000	\$ 300,000
Greenways Trail Connections	10' Asphalt Trail	0.95	Minimal Acquisition - Mostly in Park Property	\$ 550,000	\$ 750,000
Packard Woods to Magnetic Park Trail	8' Concrete Trail	1.00	Minimal Acquisition - Mostly Within R.O.W.	\$ 600,000	\$ 800,000
Pidco Drive Route	10' Asphalt Trail	1.30	Minimal Acquisition - Mostly Within R.O.W.	\$ 650,000	\$ 850,000
Hillcrest & Westgate Sidewalks	5' & 6' Concrete Sidewalk	2.40	No Acquisition Anticipated	\$ 650,000	\$ 800,000
Junior High Trail	10' Concrete Trail	0.55	Some Acquisition or Easement Necessary	\$ 300,000	\$ 400,000
Pioneer Rd Trail	10' Asphalt Trail	2.15	No Acquisition Anticipated - Within R.O.W.	\$ 950,000	\$ 1,200,000
Schuh Ditch Trail	10' Asphalt Trail	1.80	Acquisition Required for Most of Trail Segment	\$ 1,000,000	\$ 1,300,000
Michigan St Regional Trail (City Limits)	10' Concrete Trail	1.45	No Acquisition Anticipated - Within R.O.W.	\$ 900,000	\$ 1,200,000
Lincoln Highway Trail (City Limits)	10' Concrete & Asphalt Trail	2.60	Minimal Acquisition - Mostly Within R.O.W.	\$ 1,700,000	\$ 2,500,000
Regional Trail to Culver (City Limits)	10' Concrete & Asphalt Trail	1.40	Some Acquisition or Easement Necessary	\$ 1,000,000	\$ 1,200,000
Regional Trail to La Paz (City Limits)	10' Concrete Trail	0.50	Minimal Acquisition - Mostly Within R.O.W.	\$ 400,000	\$ 550,000

MARSHALL COUNTY - PROPOSED TRAILS					
Argos-Culver Connector	10' Asphalt Trail	8.40	Some Acquisition - Areas of Widened R.O.W. Needed	\$ 4,000,000	\$ 5,000,000
Michigan St Trail to Nickel Plate Trail	10' Asphalt Trail	4.60	RR Corridor Acquisition for Most of Trail	\$ 2,000,000	\$ 2,500,000
Michigan St Trail Plymouth-Argos	10' Asphalt Trail	6.25	Minimal Acquisition - Mostly Within R.O.W.	\$ 3,000,000	\$ 3,500,000
Lincoln Highway Regional Trail Plymouth-Bourbon	10' Asphalt Trail	8.55	Minimal Acquisition - Mostly Within R.O.W.	\$ 3,500,000	\$ 5,000,000
Tippecanoe Potawatomi Trail	10' Asphalt Trail	5.95	Some Acquisition - Areas of Widened R.O.W. Needed	\$ 2,500,000	\$ 3,500,000
County Trail to Lake of the Woods	10' Asphalt Trail	12.00	Widened R.O.W. Needed for Most of Trail	\$ 6,000,000	\$ 7,500,000
Regional Connector to Mishawaka	10' Asphalt Trail	1.25	Minimal Acquisition - Mostly Within R.O.W.	\$ 750,000	\$ 1,000,000
Old US 31 Trail LaPaz to Plymouth	10' Asphalt Trail	5.65	Minimal Acquisition - Mostly Within R.O.W.	\$ 3,000,000	\$ 4,000,000
Old US 31 Trail Phase 1	10' Asphalt Trail	1.05	Minimal Acquisition - Mostly Within R.O.W.	\$ 750,000	\$ 1,100,000
Plymouth-Culver Regional Trail	10' Asphalt Trail	9.15	Acquisition Required for Most of Trail Segment	\$ 5,000,000	\$ 6,500,000
Regional Connector to Nappanee & Goshen	10' Asphalt Trail	4.15	Some Acquisition - Areas of Widened R.O.W. Needed	\$ 2,250,000	\$ 3,500,000
Lincoln Highway Regional Trail to Plymouth & Walkerton	10' Asphalt Trail	11.80	Some Acquisition for Wider R.O.W. or Easement	\$ 6,500,000	\$ 8,000,000