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West 30th Street Corridor Plan Area

![Map of West 30th Street Corridor Plan Area](image-url)
Introduction

The West 30th Street Corridor Plan amends sections of three segments of the Comprehensive Plan for Indianapolis / Marion County: Lafayette Road/ Coffin Park Plan; Eagledale Neighborhood Plan; and the Wayne Township portion of the Indianapolis Insight Comprehensive Plan. A comprehensive plan is required by state statute (Indiana Code 36-7-4-501 through 512) as a basis for zoning and must include objectives and policies for future land use development and development of public ways, places, land, structures and utilities. The Corridor Plan is a guide for anyone making a decision about the use of a property. It is useful for property owners, developers, neighbors and neighborhood organizations, City staff, and City boards and commissions. The Corridor Plan will be used to evaluate rezoning applications, to project future population and employment concentrations, and to prioritize capital improvements.

Corridor Plan Area
The focus of this plan is on a portion of West 30th Street on the near northwest side of Indianapolis. The plan area centers on West 30th Street between White River and Lafayette Road and the CSX Railroad. Part of Lafayette Road between West 30th Street to the railroad overpass is also included.

The Role of Corridor Plans
Corridors serve to move people and goods. They provide ways to reach destinations. Corridors also define the community’s identity and help to shape the overall quality of life. Land use policies, transportation needs and market forces must work harmoniously together to ensure that land use and infrastructure meet the long-term needs of the community.

Corridor plans do not focus strictly on engineering plans for the purpose of added roadway capacity. This corridor plan attempts to provide a more comprehensive view of the two roads and their context. All travel modes must now be considered where automobiles dominated in previous plans. It is essential to integrate transit, bicycle and pedestrian modes while maintaining automobile traffic capacity. The public investment in the road infrastructure and related utility infrastructure must be protected as a fully balanced multimodal approach becomes the standard.

Corridor plans promote the connection between the street and the businesses, homes and institutions that line it. An effective corridor plan will guide land use choices to create a streetscape where all the parts work together to make a greater whole.

All of these aspects of corridor planning were applied in the preparation of this Corridor Plan.
History

Development History
The West 30th Street corridor remained largely rural through the 19th century. "An early settlement was an unincorporated rural village at the junction of Lafayette Road and West 30th Street known as Flackville. Named after Joseph Flack, a prominent landowner, farmer and grocer in the area, Flackville had its own post office, church, school, and cemetery but was swallowed up by development after World War II and annexed into the City of Indianapolis in 1961."1

"In 1888 the Olive Branch Methodist Church was organized. This community of faith was located in the Flackville community on the West side of Indianapolis at Thirtieth Street and Lafayette Road. Some records refer to this church as the Flackville Methodist Church, located at Thirty and Guion Road. Both descriptions are accurate. The church was in the “heart of Flackville” and Lafayette Road ran on the west side of the church while Guion Road ran on the east side of the church. Prior to this time, the people of the vicinity attended church at New Augusta or Haughville, or in open air services when weather permitted. This church was built on land originally owned by Mrs. Mary Landry, but was sold to Mr. Joseph Flack for a small sum of money with the intent that it be used for a church site.2"

A riding and boarding stable was located on the northwest corner of 30th Street and Kessler Boulevard and was still in existence in the 1930s. Much of the other land around this intersection was still being used for farming through World War Two.

A dramatic building boom occurred in the 1950s with rapid conversion of farmland to suburban residential development both north and south of West 30th Street. The development of the Westerleigh Park, Wides 30th & Kessler and Bonham Place subdivisions alone added more than six hundred residential lots to the area.

Commercial development was focused on Lafayette Road partly due to its greater accessibility and visibility. The Lafayette Road corridor also offered larger building sites than could be found on West 30th Street in the post-war era. Development patterns reflected the automobile-oriented culture of their times. Lacking local government mandates and with weak consumer demand, much of the corridor was built without an integrated network of sidewalks.

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1 Lafayette Road / Coffin Park Neighborhood Plan, p.6,
2 Wesley United Methodist Church: A Local History, p.1
A site that currently houses a Walgreen Drug Store at the northeast corner of West 30th Street and Kessler Boulevard formerly contained the studios of WXLW Radio. The station was built in 1948 and owned by Frederick M. Ayers, Jr. and Conrad Ruckelshaus. Music, news, sports events and important public interest features were broadcast by the station. WXLW reputedly was the first local station to broadcast remote from “news cars” around the city.  

Marian College was established on the site of the former Allison estate in 1937. The institution came to Indianapolis from its original location in Oldenburg, Indiana. Marian became the state’s first Catholic co-educational college in 1954. The college became Marian University in July 2009.

Saint Michael the Archangel School was built in 1948 and the church building was completed in 1956. Seventh Christian Church was built in 1951 at the northeast corner of 30th Street and Medford Avenue. In 1974 the church merged with Eighth Christian Church to become 7th & 8th United Christian Church. The Wesley United Methodist Church moved to its current location at the southwest corner of West 30th Street and Tibbs Avenue in 1956. In 1964 Cardinal Ritter High School opened on a site north of the St. Michael the Archangel Church and School.

This 1937 aerial photograph of the intersection of Kessler Boulevard North Drive with West 30th Street indicates how much land was then in agricultural use. The second aerial photograph indicates the changes that had occurred by 1956 as residential subdivisions became the dominant land use.

3 Encyclopedia of Indianapolis p. 1405
Transportation History

Urban development is highly interrelated with transportation systems. The West 30th Street study area was primarily shaped by three north-south roads that intersected a single east-west road now known as West 30th Street.

Commissioned as a toll road by the State of Indiana in 1837, Lafayette Road soon became an important transportation link for the new state capital to the cities and counties in the northwestern part of the state. Other than continuing in its same general alignment, there are no physical clues today that this road once served horseback and stagecoach riders during Indiana’s pioneer era.

In 1926 the road was designated as US52, a federal route that ran 2,123 miles from Charleston, South Carolina to Portal, North Dakota at the border with Canada. Within the City of Indianapolis US52 also followed Brookville Road, English Avenue, Southeastern Avenue, Washington Street, West Street and 16th Street from the southeast side of the city through the downtown and on to the northwest side. The US52 designation was shifted from most of these streets to I-465 after the interstate highway system was completed within Marion County.

With one of the city’s few bridges over White River for many years, 30th Street was a key east-west road that served to connect Lafayette Road with the north side of the city. The earliest bridge was of wood construction and was later replaced by a metal truss bridge. The current bridge is closed.
spandrel concrete arch bridge which was built in 1907. By contrast, 38th Street did not cross White River until a bridge was constructed in 1962.

Road names changed over the years. People alive in 1885 would be familiar with roads known as White River and Big Eagle Creek Road, Cooper Road, Myers Free Gravel Road and Flack Free Gravel Road. Now these roads are known respectively as Lafayette Road, Kessler Boulevard, Cold Spring Road and West 30th Street. The major street framework was in place by the late 1800s, as shown in the 1885 road map of Marion County. These arterial and collector streets remain as the transportation framework. Local streets that only served residential subdivisions were constructed in later years. West 30th Street remains as the only east-west street that connects travelers to destinations beyond the study area.

*Detail of 1885 county road map*
Railroads and street cars did not significantly shape the West 30th Street Corridor as they had done in other Indianapolis neighborhoods, including the Riverside neighborhood nearby. A settled area called Brooklyn Heights existed in the location of the current Cold Spring Academy along an early steam railroad. The Cleveland, Chicago, Cincinnati & Saint Louis Railroad, also known as the Big Four Railroad, originally crossed White River north of 30th Street. The 1913 flood destroyed the railroad bridge and it was not replaced at that location.

The original railroad route was abandoned and was rebuilt with a White River crossing west of downtown Indianapolis. The new route ran west through an alignment in the location of the current CSX Railroad west of Lafayette Road. This line continued northward to stations at Augusta and Zionsville. Street car lines did not extend beyond Riverside Park on the east side of the White River. Interurban railroad lines did not pass through the West 30th Street corridor.

Historic Sites and Structures

There are many historic and architecturally significant buildings in the West 30th Street corridor study area. The Historic Sites and Community Facilities Map shows the locations of buildings listed in the Indiana Historic Sites and Structures Inventory for Wayne Township, Marion County Interim Report-1993.

Cold Spring Road

House, 3016 Cold Spring Road; American four-square, c.1919; Architecture
House, 3012 Cold Spring Road; American four-square, c. 1920; Architecture
House, 3006-3008 Cold Spring Road; American four-square, c. 1920; Architecture

Lafayette Road

2930 Lafayette Road; Flackville School No. 100/ Wayne Township School 1 (See description on page 13)
House, 2977 Lafayette Road; Bungalow, c.1920; Architecture, (This building has since been demolished.)
House, 3044 Lafayette Road; Central-passage, c. 1920; Architecture

West 30th Street

Wacker House, 2489 West 30th Street (see description on page 12)
House, 2610 West 30th Street; Queen Anne Cottage, c.1890; Architecture
House, 2640 West 30th Street; English Cottage, c.1930; Architecture
House, 2714 West 30th Street; Bungalow, c. 1900; Architecture (This building has since been demolished.)
House, 2849 West 30th Street; English Cottage, c. 1953; Architecture
House, 3433 West 30th Street 30th; Gable-front, c. 1930; Architecture
House, 3508 West 30th Street; Bungalow, 1925; Architecture
House, 3680 West 30th Street; English Cottage, c. 1925; Architecture
House, 3720 West 30th Street; Craftsman, c. 1910; Architecture
Electric substation, 3740 West 30th Street; Art Deco, c. 1920; Architecture

**Tyrone Drive**
House, 2539 Tyrone Drive; Dutch Colonial Revival, c. 1920; Architecture
House, 2545 Tyrone Drive; English Cottage, c. 1930; Architecture
House, 2549 Tyrone Drive; English Cottage, c. 1930; Architecture (This building has since been demolished.)

The Italianate August Wacker farmhouse at 2489 West 30th Street, now the Iron Skillet Restaurant, is one of the area’s oldest existing buildings. It was built in the 1870s and is a reminder of the area’s agrarian past. The house once served as the Coffin Golf Course superintendent’s home.

![Iron Skillet Restaurant](Image)

The Larue D. Carter Memorial Hospital is located at 2601 Cold Spring Road. Built in 1931 as the Veterans Administration Hospital, its classical Georgian façade and grand axial shape reflect its institutional character.

A large Georgian revival house at 2550 Cold Spring Road is one of the first in a string of mansions extending northward on that street. The Bishop Simon Brute’ College Seminary is located in a stone castle-like compound at 2500 Cold Spring Road. Built in 1932, the facility served for many years as the Carmelite Monastery.
Another landmark in the area is the former Flackville School. Originally named Wayne Township School #1, it was designed by W. H. Albersmeier and built in 1912. It became Indianapolis Public School #100 and has since closed. It is one of the few remnants of the village of Flackville.

MARIAN UNIVERSITY CAMPUS
Much of the current 112 acre campus of Marian University was assembled from three estates formerly owned by automotive industry pioneers James Allison, Carl Fisher and Frank Wheeler. The estates were built in the 1910s.

Riverdale: The James A. Allison Estate
The residence, designed by Indianapolis architect Herbert Bass, began construction in 1911 and took three years to complete at a reported cost of $2 million. The exterior of the house is an eclectic blend of early Prairie School and Lombardy Villa architecture. The interior is lavishly designed in traditional European designs.

James Allison chose master landscape architect Jens Jensen to design the grounds for his 64-acre estate, including the location of his residence sited prominently at the top of the bluff along Crooked Creek. Jensen’s design for Riverdale’s grounds included constructing other structures on the property including a palm house, greenhouses, arbors, and a series of spring-fed lakes encircling a central clover meadow at the base of the bluff upon which the house stood. A picturesque stone colonnade was the focal point of the formal gardens. According to the original plans, which still exist, there was an abundance of plant species incorporated with various greenhouses and outbuildings. Closely associated with Prairie School architects, Jensen stressed the horizontal nature of the prairie and its ability to direct views toward the distant sky.

The Allison family retained the estate until 1936, when it was sold to the Sisters of St. Francis of Oldenburg, Indiana. In 1970, the mansion was listed on the National Register of Historic Places. A large part of the former Allison estate and grounds now comprise the Marian University Eco Lab. 

4 Marian University
Blossom Heath: Carl Fisher Estate
Located between the Allison and Wheeler estates was Blossom Heath, the 20 acre estate of Carl Fisher. Fisher’s estate was completed in 1913. The Park School for Boys occupied the estate in 1928. Marian College acquired the property in the 1960s.

Hawkeye: Wheeler Stokely Mansion
The Wheeler—Stokely Mansion was constructed during what is known
as the Country House Era, a time when the wealthy built homes for their families outside the city. This trend is reflected in the string of mansions the wealthy built in the early 1900s along Cold Spring Road, which was known as “Millionaires Row.” The house, designed by a master architect, is among the city’s best examples of Arts & Crafts architecture. The mansion had extensively landscaped grounds that included a Japanese garden and tea house.\(^5\)

\(^5\) Marian University

*Hawkeye, south façade*

*Japanese Garden and Teahouse*
Historic Indianapolis Park and Boulevard System

The extensive public park lands along Cold Spring Road and White River are part of an extensive park and boulevard system that was developed over a 70-year period. Successive planning efforts resulted in the Indianapolis Park and Boulevard Plan which unites individual parks and curvilinear watercourse-based parkways with an array of east-west and north-south boulevards to create a countywide network of transportation and recreation corridors. These corridors were established to “guide the city’s growth, conserve the natural environment, limit water pollution, and provide flood control.”

In 2003 the components of the Indianapolis Park and Boulevard System Plan were listed on the National Register of Historic Places as a historic district. The district’s historic significance was a result of the combination of three periods in the city’s planning history:

1. 1870 to 1907. Early park planning efforts included the first donated and the first purchased park land, the Fall Creek Plan developed by John Charles Olmstead, and the far-sighted purchase of Riverside Park by Mayor Thomas Taggart.

2. 1908-1923. The development and implementation of what is now known as the Kessler Plan, the work of visionary planner and landscape architect George Kessler.

3. 1923-1950. City planners and landscape architects, among them Lawrence Sheridan, built on Kessler’s legacy with continuing implementation and informed expansion of Kessler’s plan to the Marion County limits.

The National Register status is intended to keep alive the vision of the Park and Boulevard Plan. Through the National Register states the system achieves enhanced identity, some protection from incremental degradation, and eligibility for preservation grant funds to rehabilitate and restore its features.

The portion of the West 30th Street Corridor Plan study area that is east of the west right-of-way line of Cold Spring Road is within the Indianapolis Park and Boulevard System Historic District and includes the roads, bridges, park land, golf course, riverbanks and river.

As a guide to development within the historic district itself and in the area within view of the historic district, it is recommended that:

1. Site details, materials, landscaping and other enhancements are compatible with the historic character associated with the Kessler Plan.

2. The integrity of the nationally significant historic district is not diminished, or destroyed by current or future development practices.

These recommendations can be achieved through the use of the Secretary of the Interior’s “Standards for the Treatment of Historic Properties” and “Guidelines for the Treatment of Cultural Landscapes” in the evaluation of proposed projects. Planners skilled in historic designed landscapes can provide the needed expertise.
Adopted Plans and Studies

The West 30th Street area is contained within the study areas of a number of other planning documents. The other adopted plans and studies that were prepared on larger planning areas must be acknowledged and their recommendations integrated within the corridor plan.

Indianapolis Insight Comprehensive Plan - Community Values Component

A process of broad-based and balanced citizen participation was employed in the preparation of the first phase of the Indianapolis Insight Comprehensive Plan. The Community Values Component (CVC) was adopted in 2002. Consistent with national trends in comprehensive planning, this plan improved upon previous plans by:

- Placing more emphasis on policies rooted in common community values,
- Focusing more attention on ways to positively position Indianapolis within the context of total metropolitan growth, and
- Tackling issues on a comprehensive, countywide basis.

In order to provide a philosophical structure to the plan, a series of value statements was adopted. The actions and policies recommended by this plan are expected to both reflect and respect these values. Of the nine value statements, one was specifically related to transportation:

*We should continue to improve our transportation system so that it is well-connected, convenient, and safe. We should provide a variety of transportation choices so that all people regardless of age or ability can travel throughout the region. Both the transportation system and the infrastructure system should anticipate and guide growth of the metropolitan area.*

The Community Values Component has guided changes in development methods and regulations of the City of Indianapolis since it was adopted. The Community Values Component also continues to guide segmental updates of the Comprehensive Plan. Of particular interest in the West 30th Street Corridor are recommendations that deal with the interrelationship of local plans for land use and transportation. Among the Community Values Component’s recommendations are these:

- Closely coordinate future land use planning with transportation systems plans. Work toward greater transportation options over time.
- Within the Thoroughfare Plan, establish standards for the visual appearance of thoroughfares.
This map does not represent a legal document. It is intended to serve as an aid in graphic representation only. Information shown on this map is not warranted for accuracy or merchantibility.
• Provide for connectivity between various modes of public transportation.
• Provide for sidewalk, multi-purpose paths and other pedestrian mobility infrastructure to improve access to all public transportation.
• Retrofit existing neighborhoods with sidewalks or multi-purpose paths where appropriate and wanted.
• Implement traffic calming standards for new neighborhoods and, where feasible, for existing neighborhoods.

Wayne Township portion of the Indianapolis Insight Comprehensive Plan
The Wayne Township Comprehensive Plan was adopted in May 2006. The plan amendment covered the corridor plan area north of 30th Street and east of Lafayette Road. The plan recommended minor adjustments to commercial land uses in the area of Guion Road and West 30th Street. The plan also reflected small expansions of the Marian University campus west of Tyrone Drive. The 2006 plan update included Environmentally Sensitive Areas secondary land uses for the entire West 30th Street Corridor.

Eagledale Neighborhood Plan
The Eagledale Neighborhood Plan was adopted in 2001. The coverage of the plan includes all of the neighborhoods developed as Eagledale, their adjoining commercial districts, schools, parks and special uses such as churches. The plan also covers a portion of the West 30th Street study area located west of Lafayette Road and east of the CSX Railroad. The plan had an emphasis on issues and concerns felt on a neighborhood level, including education, human and public services, reducing crime and improving communications in the community. Land use and physical development recommendations included the establishment of a community center, adding streetlights and maintaining public infrastructure.

Lafayette Road /Coffin Park Neighborhood Plan
The Lafayette Road/Coffin Park Neighborhood Plan was adopted in July 1990. The plan included all of the south side of West 30th Street from White River to Georgetown Road. The Lafayette Road corridor from 30th Street to 16th Street was included in the plan as well. Specific recommendations about the West 30th Street study area were limited in the plan. The plan addressed neighborhood concerns about the visual image of Lafayette Road, the lack of sidewalks and curbs on Lafayette Road, declining retail attractiveness and the conversion of residences to commercial uses. Design standards were recommended on Lafayette Road and 16th Street but were not included for 30th Street.

Neighborhood Stabilization Program
After the West 30th Street corridor planning process began, the US Department of Housing and Urban Development established the
Neighborhood Stabilization Program to assist communities that had suffered from housing foreclosures and abandoned properties. The City of Indianapolis received federal funds that were targeted to four areas locally that evinced a high number of houses experiencing foreclosure and abandonment and high cost loans. One of the targeted areas was on the city’s near west side including the south side of the West 30th Street Corridor from Cold Spring Road to the CSX Railroad. The local program intended to help general housing conditions within the corridor and its nearby neighborhoods. The program was not structured to fund specific corridor infrastructure or non-residential projects.

Indianapolis Bicycle Plan
The Indianapolis Bike Plan and User Map project was initiated in 1999 by the Indianapolis Metropolitan Planning Organization (IMPO). The plan has been used by the Departments of Public Works and Parks and Recreation to develop a system of bike routes, bicycle lanes, off-street trails, and other types of facilities that connect residential areas with shopping, employment centers, and recreation. Three bike routes are included within the 30th Street plan area. Route #41 is located on Lafayette Road. Route #45 is located on Cold Spring Road and Route #56 is located on West 30th Street.

Multi-Modal Corridor and Public Space Guidelines
This document of the IMPO makes recommendations for the development of multi-modal facilities in order to realize the vision of a balanced transportation system. The guidelines were adopted by the City of Indianapolis in May 2009. A multi-modal transportation system is defined as a network of facilities designed for joint use with connections between two or more modes of transportation. The recommendations of this document were developed with the intent of implementation over time, as new streets are constructed, as existing streets are reconstructed, and as land is developed or redeveloped.

Regional Transit Supportive Land Use Report
As part of the DIRECTIONS Rapid Transit Study a report was completed in 2008 titled “Indy MPO Regional Land Use ‘Smart Growth': Study Transit Supportive Land Use Strategies Final Report.” The strategies recommended in the report are intended to help the Central Indiana region realize many of the quality of life benefits that a major investment in regional rapid transit can encourage. The report uses land use planning criteria of the Federal Transit Administration’s (FTA) New Starts program funding. This report also identifies Pedestrian District Types. The “Campus District” type applies to the campus district shown around Marian University.

Indianapolis Regional Pedestrian Plan
The IMPO prepared the Regional Pedestrian Plan which documents pedestrian demand for transportation and recreational purposes.
The City of Indianapolis adopted the city’s portion of the regional plan in May 2009. The IMPO’s purpose in developing a regional plan for pedestrian connectivity is to meet its regional transportation goals, which include:

- Reducing reliance on the automobile;
- Developing a balanced and intermodal transportation system;
- Emphasizing accessible multi-modal opportunities; and
- Improving the quality of life for citizens in the region.

The regional plan serves as a guide as local governments prepare comprehensive plan updates and neighborhood and corridor focused plans. The following IMPO Vision Statement from the Regional Pedestrian Plan addresses the same range of connectivity issues present in the West 30th Street plan area. The vision statement should be applicable to the corridor level vision as well.

The Indianapolis Metropolitan Planning Area will be a regional network of diverse, walkable, bikeable, and transit-friendly communities linked by a comprehensive multimodal system that provides access to home, work, education, commerce, transit, and recreation. This vision recognizes the importance of balance among all transportation modes, connects transportation and land use, and understands that economic and community development is sustained by the region’s quality of life and environmental health.

Within the corridor plan area, the plan recommends Lafayette Road as a pedestrian corridor from 16th Street to 38th Street. The plan defines a pedestrian corridor as follows:

A pedestrian corridor is a street segment characterized by a linear distribution of dense mixed uses supported by adjacent residential land use and served by co-linear transit routes. It is a quarter-mile in width, or an eighth mile from the street center, and a five-minute walk from one side to the other.

Collector sidewalks are recommended on Lafayette Road, West 30th Street, Kessler Boulevard and on Cold Spring Road south of 30th Street. The existing multi-use paths provided by the White River Greenway are also indicated on the Marion County component. Collector sidewalks are defined as:

A collector sidewalk is a hard surface walkway, for exclusive pedestrian use, along the side of a street, within the right-of-way. It forms the primary grid of pedestrian facilities that provides access to destinations. In comparison to the local sidewalk following local streets, a collector sidewalk follows primary and secondary streets, streets with transit, and streets that complete the pedestrian network.

A “campus pedestrian district” is recommended for the campus of Marian University. This type of district is defined in the plan as follows:
A campus pedestrian district is an area characterized by a concentration of similar or related non-retail, non-residential uses such as a cluster of education, corporate, governmental, or institutional uses. A growing trend within campus environments is the provision of closely linked day-care, restaurant, and convenience retail uses, as well as adjacent residential. Such inclusion becomes more viable along a contiguous accessible multi-modal corridor. This pedestrian district is typically located along or bounded by a multi-modal corridor and is organized around a central open space, plaza, or shared recreational/athletic resources. The environment is pedestrian in nature with the ability to circulate within the campus by alternative transportation modes that reduce the need for short automobile trips within the district, as well as provide mid-day recreational walking. The adjacent multi-modal corridor provides an external link to the regional alternative transportation network.

Planning for an Activity Friendly Community
Recent years have seen increasing interest among the public health, planning, transportation and design professions to increase the physical activity of citizens through modifications to the built environment. In the Indianapolis area much of this effort has been guided by the Health by Design Coalition. The Marion County Health Department has been a leader within the coalition. In 2007 the Marion County Health Department prepared a research document: Mapping the Intersection of Physical Activity & the Built Environment: A Baseline Profile of Indianapolis. This document points to compelling evidence about public health trends related to inactivity of citizens and how physical barriers contribute to these problems.

The report included findings about the decline in walking and biking among school children and the decline in persons who walked to work. During the same reporting periods the number of obese and overweight adults increased. The report highlighted the importance of regular physical activity in reducing the risks for heart attack, colon cancer, diabetes, and high blood pressure and possibly lower risk for stroke. The report also pointed to a growing movement to reverse these trends by promoting active living, which is based on increased physical activity in the daily routines of persons in their communities.

The West 30th Street Corridor Plan contains recommendations about changes in the built environment that can encourage citizens to become more physically active. Indianapolis citizens can also enjoy greater well-being by taking advantage of various health education and promotion programs along with using the city’s parks and recreation facilities. Eliminating gaps and deficiencies in pedestrian and bicycle infrastructure can provide improved access to parks and other places where residents can exercise regularly.
Indianapolis Regional Pedestrian Plan

Legend

- Project Boundary
- Existing Sidewalk
- Parcels
- Recommended Collector Sidewalk
- Railroad
- Recommended Multi-Use Path (within off street right-of-way)
- Streams
- Recommended Pedestrian Corridor (existing or planned development area)
- Lakes
- Recommended Pedestrian District (existing or planned development area)
- Rivers
- Pedestrian Districts-IndyMPO-MPA-2006

*This map does not represent a legal document. It is intended to serve as an aid in graphic representation only. Information shown on this map is not warranted for accuracy or merchantibility.*
Indianapolis Parks, Recreation and Open Space Comprehensive Plan
The 2009-2014 Indianapolis-Marion County Park, Recreation and Open Space Plan describes the present state and future vision for recreation opportunities in Marion County, Indiana. Indy Parks operates 206 park properties and 8 Greenways throughout Marion County. Within the West 30th Street Corridor Plan the Riverside Regional Park of one of seven regional parks in Marion County. An update of the master plan for this park is anticipated in 2010. The other park near West 30th Street is Moreland Park. It is classified as a neighborhood park. These facilities are described in greater detail in the land use section of this document.

Greenways Master Plan
The 2002 Indianapolis Greenways Plan describes the community's vision for a regional network of linear open space that connects neighborhoods and promotes recreation, fitness, alternative transportation and conservation. This network, known as the Indianapolis Greenways System, benefits Marion County and helps connect the entire central region of Indiana. An update of the greenways plan is anticipated in 2011.

The Indianapolis Greenways Plan perpetuates the dream of park-lined rivers and streams envisioned in the early part of the 20th century while answering the need for reconnecting our communities together in the 21st century. The plan builds upon previous park plans and bicycle and pedestrian plans for the metropolitan area.

The existing elements of the Indianapolis Greenway System within the West 30th Street Corridor Plan are the White River Wapahani Trail and Central Canal Towpath. These facilities are described in greater detail in the land use section of this document. A proposed greenway/conservation corridor is shown along Crooked Creek from its confluence with White River upstream to the Marion County line at West 96th Street.
Planning Process

Planning Process and Public Participation
The Department of Metropolitan Development (DMD) determined that a corridor plan was warranted in order to help future growth and enhancement of the plan area. The plan area covers sections with active neighborhood level organizations and other areas that were not represented by active neighborhood organizations. Acknowledging this challenge, the public participation plan was carried out to include as many contributors as possible. All meetings were held within or very near to the plan area. A list of meeting dates and locations is found in the Appendix.

Stakeholder Interviews
From January to March 2009 the Division of Planning staff collected initial stakeholder concerns through a series of one-on-one interviews. Public officials, business owners, neighborhood residents, university staff and faculty provided their ideas and observations on needs and issues in the corridor. These interviews were very helpful in the identification of major planning themes and in refining the public participation and communication program.

Interviewees noted that this section of West 30th Street had not been the focus of previous planning documents. The corridor was not included in infrastructure plans for streets, curbs, sidewalks, drainage or utility upgrades. Interviewees noted that there is a concentration of historic, educational and cultural assets along Cold Spring Road. The extensive park and recreation facilities along Cold Spring Road and White River were felt to be somewhat underappreciated resources and deserved more attention as a corridor plan was prepared.

The corridor boundaries were not within official redevelopment plans of the City of Indianapolis nor was the study corridor served directly by a community development corporation. It was noted that there were significant redevelopment plans underway nearby in the Town of Speedway. The promotional efforts of the business community around the Lafayette Square shopping center were cited as a positive happening. Several people pointed out that the West 30th Street corridor did not have a single identity but its image was generally that of being well-maintained.

Data Collection and Analysis
Planning staff conducted multiple site visits to record and to understand the corridor’s land uses, physical condition and infrastructure. Staff researched land use changes and development activity, code enforcement and trends in the corridor. Staff met with Mayor's neighborhood liaisons, current and long range planning staff and planning staff from the Department of Public
Works, Department of Parks and Recreation, IndyGo and the Indianapolis Metropolitan Planning Organization.

Through the use of geographic information systems, base maps were prepared for public meetings. Other adopted public planning documents were reviewed for their relevance to the plan area. These documents included plans for land use, parks, transportation, transit and infrastructure.

**Communication Program**
A mailing list was prepared containing individual property owners, churches, organizations, schools and businesses. Neighborhood organizations, institutions and individual participants were enlisted to disseminate information about the public meeting opportunities. A project website was created to announce upcoming meetings and provide public access to written summaries of all project meetings. Over 900 website visits were recorded from February to October during the preparation of the plan. Staff also sent meeting summaries to meeting participants by mail and electronic mail throughout the course of the project. Staff provided meeting participants with pertinent articles, links to educational opportunities and announcements about related planning and community events.

**Public Meetings in Preparation of the Plan**
Seven public meetings were held at locations within the corridor. The meetings were well-attended and offered corridor stakeholders opportunities to learn more about existing conditions and relevant city plans for their neighborhood. The meetings also provided planning staff with occasions to learn more about community history, concerns and priorities. Meeting attendance totaled 205 persons for the public meeting series.

**Cold Spring Road Community Engagement Process**
A group of neighborhood leaders and stakeholders was already undertaking a community engagement process as the West 30th Street corridor planning process began. Known as the Cold Spring Road Community Engagement process, the group received an IMAGINE grant from the Great Indy Neighborhoods Initiative. The purpose of the grant was to identify and develop neighborhood leaders; connect neighbors to one another and other resources in and around their neighborhood; and communicate the strength of Indianapolis neighborhoods and the good work of the people that live, work and play in them.

The Cold Spring Road group’s target area, shown on page 30, is bounded by 38th Street, Cold Spring Road, 16th Street and Kessler Boulevard. Much of the eastern half of the West 30th Street corridor lies within this area. City planning staff assisted with database and mapping for a community survey conducted by the engagement team. Community concerns, assets and potential implementers that were identified through the engagement
Persons active in the community engagement process also actively participated in the preparation of the corridor plan. Some specific concerns and recommendations were named through citizen input to their community engagement process:

- This area needs to be promoted as a tourist designation. Riverside Park and its components comprise up to a third of the area. Promoting the park as a primary attraction would help increase the quality of life for all residents living around it.
- Promote pedestrian traffic in addition to facilitating vehicular traffic.
- Promote the 30th Street Corridor as the center of civic activity for the neighborhoods by developing an identity that connects all communities.
- Balance neighborhood, environment, green spaces, commercial activity and public spaces.
- Increase safety for drivers and pedestrians by slowing traffic on 30th Street.
- Add new street trees and landscaping.
- Add new traffic signals and wayfinding signs.

The engagement process has produced greater community dialogue and involvement that will help with implementing the short term and long term recommendations of the West 30th Street Corridor Plan. One of the outcomes of the engagement process was the formation of the Kessler-Wides at 30th Neighborhood Association, whose selected boundaries approximately cover the eastern half of the West 30th Street corridor plan area.
Participants in public meetings on the corridor plan
ANALYSIS OF PLANNING ISSUES IN THE CORRIDOR

Environmental Conditions
The Environmentally Sensitive Areas Map on page 35 indicates areas where environmental characteristics of the land should have a modifying effect on the primary land use. The drainage patterns of the corridor are divided between the Upper White River watershed area and the Little Eagle Creek watershed area. The White River valley contains floodplains eastward of steeply sloped lands. The Hatchery Creek and Crooked Creek stream valleys lie north of the study corridor. The Environmentally Sensitive Areas map uses a federally compiled wetland inventory map. The map does not indicate that wetland areas are present within the corridor boundaries.

Much of the corridor lying near the White River is devoted to public lands in the form of golf courses and parks. The Little Eagle Creek stream valley also contains flood plain but has no public ownership or open space enhancements. The stream is not easily seen and its aesthetic and natural qualities are not widely appreciated. Immediately upstream from Lafayette Road, the stream has been channelized and a levee was constructed to reduce flooding impacts on nearby homes.

A large part of the study area east of Tibbs Avenue is located in a wellfield protection area for the Riverside Wellfield, as indicated on the Environmentally Sensitive Areas Map. A safe, efficient groundwater supply system requires monitoring, treatment and prevention of contamination. To protect the underground drinking water supply, the Wellfield Protection
Zoning Ordinance was adopted in 1997. This ordinance created Wellfield Protection Zoning Districts. Districts are delineated by the time a drop of water takes to travel from the earth’s surface through the ground to a well intake. The districts are divided into W-1 (one year time of travel) and W-5 (five year time of travel) zones. The ordinance provides for additional review of permits for businesses that wish to locate in wellfields and that use products that may contaminate the groundwater. These businesses are typically asked to make accommodations for potential spills of contaminants. Land uses that provide for safer recharge of groundwater are favored in wellfield areas.

Although many of the residential sections of the corridor now contain well established trees, there was little tree natural cover in the early 1950s before farm fields were converted to residential subdivisions. Kessler Boulevard and Cold Spring Road and most of the intersecting residential streets are lined with mature trees and prominent tree canopy. West 30th Street itself has limited sections of tree canopy. The intersections of 30th Street with Lafayette Road, Guion Road, Tibbs Avenue and Kessler Boulevard generally lack tree cover due to their commercial character and the lack of regulations that require trees beyond the street frontage.

Urban forests provide many environmental and aesthetic benefits. Both air pollution and the additional summer heat associated with paving and structures can be reduced by increasing urban tree cover. Stormwater runoff can be reduced and slowed by tree cover. Tree canopy along streets can help to reduce vehicular speeds and make walking safer and more pleasant. Indianapolis has seen a 37% loss in wooded lands from 1980 to 2000 and 5.5% loss of high quality woodland from 1999 to 2002. The US Department of Agriculture estimates the annual environmental and aesthetic benefit to the city is an average of $49 per tree.
The study corridor is served by central sewer and water utilities, not individual private septic systems and wells still found in many residential areas built in the 1950s. White River in the study area does not contain combined sewer overflow locations. White River is a central feature in the wider community’s long term plans to reduce sewer overflows and to mitigate pollution from failing septic systems upstream. Since most of the development in the corridor occurred before contemporary drainage standards, the study area does not contain stormwater detention or retention ponds.
Environmentally Sensitive Areas

Legend

- **Project Boundary**
- **Parcels**
- **Wetlands**
- **Rivers**
- **Lakes**
- **Slope Greater Than 10%**
- **Natural Woodland**
- **100 Flood Plain**
- **Wellfield 5 Year**
- **Wellfield 1 Year**

This map does not represent a legal document. It is intended to serve as an aid in graphic representation only. Information shown on this map is not warranted for accuracy or merchantability.
Little Eagle Creek above and below the 30th Street Bridge
Connectivity and Infrastructure

Introduction
The term “connectivity” is used in many contexts. Related to transportation, connectivity ideally means that multiple routes and multiple modes exist to reach the same destination. Applied to a largely established corridor and its adjoining neighborhoods, a realistic connectivity goal is to increase the number and desirability of transportation options for all ages, incomes and mobility. Connectivity also means that convenience and safety should be central principles with an increasing response to energy and environmental considerations.

Existing streets will remain as the essential framework upon which a more balanced transportation network will be built. Each transportation mode must be thoughtfully integrated over coming years as infrastructure improvement projects and private development and redevelopment projects occur.

The Traffic Counts map indicates average daily traffic for the major streets in the corridor plan area. The two highest traveled sections are Lafayette Road between 30th and 38th Streets and 30th Street east of Kessler Boulevard. Both street sections carry volumes in excess of 30,000 vehicles per day.

Traffic Counts Map
Access for Automobiles, Bicyclists and Pedestrians

Streets in the plan area that provide easy access to destinations outside the corridor can also act as major barriers to pedestrian and bicycle trips within the corridor. Within the study area West 30th Street carries between 15,033 to 33,704 vehicles per day, based on 2007 traffic data. Lafayette Road carries between as much as 34,121 vehicles per day between 30th and 38th Streets.

Modern pedestrian infrastructure is in place only at 30th Street’s intersection with Lafayette Road. Improvements installed with a 2006 intersection reconstruction project included ramps at the corners, pedestrian traffic signals and marked crosswalks. The project also included new sidewalks along parts of both sides of Lafayette Road and 30th Street. The most complete sidewalk infrastructure that exists along 30th Street is to the west of Lafayette Road. Sidewalks are in place for more than one mile on both sides of the street between Georgetown Road and Lafayette Road. All other road segments lack sidewalks or have major gaps and deficiencies.

30th Street is the only east-west arterial street between 38th and 16th Streets. The scarcity of east-west routes means that motorists, pedestrians and bicyclists must share the same corridor to reach many destinations. Parallel local streets are few and short in length. The current deficiency of pedestrian and bicycle infrastructure on 30th Street bears witness to how these travel modes were not valued during the 1950s. Adding pedestrian and bicycle supportive infrastructure later becomes more expensive and complicated.

Pedestrians were observed walking along the major streets both where sidewalks exist and where the roadside does not provide a safe or comfortable pathway. A common name for a well worn strip next to a street is a “cow path”. These paths provide evidence of frequent use by pedestrians. Both 30th Street and Lafayette Road have sections with evidence of high pedestrian use despite not having sidewalks in these locations.
Off Road Multi-use Path on Cold Spring Road and West 30th Street

A spur of the White River Greenway will exist with the completion of a multi-use path that will be constructed as part of the Crooked Creek Sewer Area Interceptor project. The sewer project will not make changes to utility services in the West 30th Street corridor but will result in a highly beneficial pedestrian and bicycle linkage to existing greenways and parks east of Cold Spring Road. The project is scheduled for completion in 2011. A general indication of the planned path is shown on the Recommended Sidewalks Map. The sewer project will also result in a resurfacing of Cold Spring Road south of 30th Street with added bicycle lanes on each side.

Mass Transit Services

The West 30th Street corridor is currently served by three local IndyGo bus routes. The three existing routes and active bus stops in 2009 are shown on page 39. The neighborhood is also served by IndyGo’s Open Door reservation-based para-transit service. All IndyGo fixed route buses are equipped with bicycle racks mounted on the front of each bus.

Route 15 - Riverside

This route connects riders and destinations within the 30th Street corridor with downtown Indianapolis, Dr. M.L. King Jr. Street, Northwest High School and apartments and commercial sites near 46th and High School Road in Pike Township. Route 15 runs along the entire length of 30th Street within the study corridor. The only existing bus shelter within the study area serves eastbound Route 15 on the south side of 30th Street in front of the Wesley United Methodist Church.
Route 30 – 30th Street Crosstown
This route travels on Cold Spring Road and 30th Street between LaRue Carter Hospital and destinations to the east such as the Children’s Museum, Naval Air Warfare Center and Eastgate Mall. This route is one of the few IndyGo routes that do not follow the "hub-spoke" pattern with one of its end points located in downtown Indianapolis.

Route 37 – Park 100
This route travels on Lafayette Road between downtown Indianapolis and destinations to the northwest such as Eagledale Plaza and Lafayette Square Mall. A large number of apartment complexes are present along this route in Pike Township as well as employment sites in Park 100 and Intech Park. The Traders Point shopping center at 86th Street and Zionsville Road is also served by this route.

IndyGo Comprehensive Operational Analysis
In 2005, IndyGo and the Indianapolis Metropolitan Planning Organization (IMPO) prepared a long range planning document known as the Comprehensive Operational Analysis (COA). This project was conducted as part of the Regional Rapid Transit Study known as DIRECTIONS. The objective of the effort was to perform a complete analysis of IndyGo’s existing services provided in the Indianapolis region and provide a basis for the development of improved bus services. The plan addresses current demand and services needed for the region as the economy continues to expand. The objectives of the study were to:

- Provide a reliable database and a statistical picture of the overall ridership by stop, route productivity and performance (by segment)
IndyGo Bus Stops and Routes

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Legend
- Project Boundary
- Parcels
- Rivers
- Lakes
- Streams
- Railroad

Bus Stops
- Bus Shelters

Bus ROUTE NAME
- 30TH STREET CROSSSTOWN
- E 25TH ST/NORTH HARDING
- PARK 100
- RIVERSIDE

Feet

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upon which existing transit service can be evaluated with respect to measures of efficiency and effectiveness.

- Evaluate existing IndyGo fixed route bus service to determine changes to route alignments, schedules and service frequencies that will improve individual route and system wide service efficiency, effectiveness and productivity.
- Reduce operating costs initially, and provide for an opportunity from which to build future efficient and effective service initiatives.

In 2001 an on-board survey of IndyGo riders was conducted as part of the COA. All existing IndyGo routes were surveyed. Results are shown for riders on the entire route, not just for riders boarding in or destined to the West 30th Street corridor on Table 1 and 2 in the Appendix. Many bus riders do not have a private car option for their trips. Riders on Route 30 had a higher than average dependence on the bus for their regular transportation needs. Riders on all three routes stated their preference for a later end to evening services. Riders on Routes 15 and 37 reported a higher than average desire for increased service frequencies.

**Rail Corridor**

The presence of an active railroad is an important planning consideration in this corridor plan. A single track railroad grade crossing exists on the western edge of the corridor where 30th Street meets the CSX Railroad. This rail corridor was evaluated in the Indianapolis Comprehensive Railroad Study 1995 prepared by the Division of Planning. The Zionsville Industrial Track, as it is known, was then owned by Conrail. The physical condition of the track was “fair” and was rated for 15 mph. It was rated as high for preservation priority due to good transit or recreational corridor potentials, although access to downtown is dependent upon the Speedway Running Track. It was rated as low to medium for abandonment with a fair and diverse traffic base. This rail line serves industrial customers in the Park 100 industrial complex in Pike Township and ends near the Marion County line. Rail access to other CSX routes in Marion County and beyond is made through connections to tracks on the near west side of Indianapolis. The photographs on page 43 show the existing grade crossing. The existing railroad crossing has four vehicular travel lanes and asphalt pedestrian paths on both sides. The crossing is marked with flashing lights but does not have traffic control gates.

Pedestrian, bicycle and vehicular traffic plans must consider the inherent conflicts and potential hazards when crossing an active railroad. A broader community awareness of the railroad is advised. Safety education programs such as Operation Lifesaver are advised as multimodal transportation and land redevelopment are anticipated in the corridor. It is also recommended that both pedestrian paths over the tracks be upgraded to have full compliance with the Americans with Disabilities Act standards.
The region’s long range rapid transit studies have identified a potential corridor to serve residents and employees in the northwest part of Marion County. That transit corridor could utilize the existing CSX railroad. Initial studies have suggested that a transit center would be beneficial in the area of the Lafayette Square Shopping Center. A successful rapid transit system must be integrated with fixed route bus routes to convey bus riders to and from a limited number of rapid transit stations. Current transportation plans do not recommend a transit center within the West 30th Street corridor area. The presence of a large and relatively undeveloped tract of land adjoining the railroad on the southside of 30th Street may offer potentials for transit supportive facilities that could complement a transit center located elsewhere on Lafayette Road or the railroad corridor.

**Future Mass Transit**

The Comprehensive Operational Analysis contains recommendations for service adjustments and enhancements. Planned changes have been implemented on Route 37 that connected the route to the Traders Point shopping center and extended the route to the Intech Park. Near term (1-3 year) alignment changes were recommended on Route 30 that would extend service to Speedway Shopping Center. A new transit center was proposed at the shopping center. Those changes have not been implemented. An update of this document is scheduled for 2010.

The DIRECTIONS Rapid Transit Study of the Indianapolis Metropolitan Planning Organization identified a total of seven potential rapid transit...
corridors. (See map below) The preferred “starter corridor” was the Northeast Corridor from downtown Indianapolis to Noblesville.

A Northwest Corridor was identified generally along with several potential transit technology options. Potential transit centers were shown in the planning study. A transit center was not shown within the West 30th Street corridor. The nearest potential transit center was suggested in the area of the Lafayette Square Mall, where several bus routes could meet a rapid transit line. Fixed route bus lines would continue to provide the bulk of transit rider trips even with the advent of a rapid transit system.
Successful mass transit systems depend upon the careful integration of bicycle and pedestrian networks with transit stops. Transit trips generally involve a walking trip or bicycle trip to or from the transit rider’s home and her place of work or school.

Pedestrians in the West 30th Street corridor seeking to walk from residential areas to transit stops currently must cope with considerable gaps in public sidewalk networks. Such sidewalk gaps also act as barriers for residents who want to walk to many other destinations within their neighborhoods including retail stores, churches and schools.

**Town of Speedway Transportation Plans**

The nearby Town of Speedway prepared a redevelopment plan known as the Speed Zone Master Plan. The redevelopment plan was adopted as a segment of the Indianapolis-Marion County Comprehensive Plan in November 2008. The focus of the plan is a redevelopment district south of the Indianapolis Motor Speedway and generally bounded by 16th Street, Main Street, 10th Street and Holt Road and the CSX Railroad. The plan’s redevelopment projects are all within the Town of Speedway.

The redevelopment plan contains proposed changes to the transportation network within the town. Changes are proposed to Holt Road south of 16th Street, 16th Street, Georgetown Road and Main Street. A traffic impact study associated with the redevelopment plan evaluated various scenarios based on changes to these streets. The intersection of Tibbs Avenue and Lafayette Road was among the intersections evaluated for changes in traffic volumes and turning movement. None of the intersections within the West 30th Street Corridor Plan were evaluated for such changes.

A long-planned street connection of Lynhurst Drive and Moller Road between 26th Street and 30th Street was reaffirmed within the Speed Zone redevelopment plan. This proposed project is part of the Official Thoroughfare Plan for Marion County, which is a segment of the Comprehensive Plan for Indianapolis-Marion County.

Background transportation studies completed before the adoption of the Speed Zone Master Plan included evaluations of a possible extension of Holt Road north of 16th Street to have new intersections with West 30th Street and Lafayette Road. One of these studies also evaluated an option of a further extension of Holt Road to 38th Street/I-65 via the Guion Road corridor. Presently an extension of Holt Road north of 16th is not an element of the 2030 Indianapolis Regional Transportation Plan, a requirement to qualify for federal funding. The Holt Road extension is not an element of the current Marion County Thoroughfare Plan but is a long term goal of the Speed Zone Master Plan.
A similar Holt Road extension concept was removed from the Marion County Thoroughfare Plan in 1996. A number of transportation plan “missing links” were removed from the plan at that time following a review of funding, feasibility, engineering and environmental considerations. The Lynhurst-Moller connection was retained in the plan following that review.

As the West 30th Street Plan was being prepared, the extension of Holt Road north of 16th Street had not been refined into a detailed and adopted transportation project. Including a Holt Road extension as a consideration for land use and transportation in the West 30th Street corridor plan would be speculative and premature at this time given the lack of detailed study of the proposed extension.

If planning for a Holt Road extension north of 16th Street progresses to a greater level of certainty, it is recommended that a similar corridor plan be undertaken to evaluate land use, connectivity and neighborhood impacts for the entirety of the proposed corridor. It is further recommended that this corridor plan be adopted before any proposed extension of Holt Road is adopted into the Regional Transportation Plan or the Official Thoroughfare Plan for Marion County, Indiana.

Several observations and recommendations are provided here that should be considered should a corridor plan be prepared for the extension of Holt Road in the future. These points are included to highlight some of the potential benefits and impacts of a new road.

- A new road corridor offers the potential for multi-modal access from 30th Street to 16th Street. There presently is no continuous sidewalk network that provides pedestrian linkages from 30th Street to the 16th Street corridor and its surrounding neighborhoods. Multi-use trails are planned within the Speed Zone redevelopment area which will greatly increase pedestrian infrastructure within that project area.
- Existing and future retail, entertainment and employment in the Speed Zone area could be more accessible to residents in the West 30th Street corridor with a Holt Road extension.
- Visitors to the Speed Zone district would have another travel option to reach destinations in the West 30th Street corridor.
- Better vehicular access could be gained from the West 30th Street Neighborhood to I-70 and West Washington Street through a new connection to the existing Holt Road south of 10th Street.
- Transportation studies completed to date generally locate a potential Holt Road extension west of Little Eagle Creek and east of the CSX Railroad. This is a largely undeveloped section in the West 30th Street corridor. Placing a new north-south road there would have less impact on established land uses and community character than alternatives that may cause more displacement impacts.
Extending Holt Road north of Lafayette Road would produce more complicated planning concerns. A new bridge would be required over Little Eagle Creek. Much of the Guion Road corridor between 38th and 30th Street contains single family homes and apartment complexes. Guion Road has a very challenging intersection with 30th Street with current traffic volumes. This intersection could become still more congested if Guion Road were to have increased traffic from a connection to Holt Road and modifications of access at I-65 and 38th Street.

A thorough evaluation of environmental issues should be a part of a Holt Road corridor plan. This should include components such as impacts to historic properties, air quality, water quality and flooding around Little Eagle Creek.

Environmental justice issues should also be evaluated such as the displacement of and impact to target populations and benefits and costs of the road extension to those populations within the corridor.

**Sidewalk Recommendations**

Participants in the planning process were asked to suggest priority rankings for completing a network of sidewalks within the corridor plan boundaries. These ranking should be of benefit to city agencies if sidewalks must be constructed incrementally and not part of a larger, single infrastructure project. The citizen input was based on their frequent and desired walking destinations and their observations of other pedestrians. The following Sidewalk Recommendations Map indicates priorities for the location and priorities for construction of new sidewalks and pedestrian crossings. Additional goals and recommendation for connectivity and infrastructure appear within each Critical Area and in the tables on pages 77 - 79.
Sidewalk Recommendations

Legend

- Project Boundary
- Pedestrian Crossings
- Streams
- Parcels
- Lakes
- River
- Parks
- Possible Path/Trail
- Greenway

This map is intended to serve as a graphic representation only. It is not intended to serve as a legal document. The map does not represent actual land ownership or legal boundaries. This information is provided for planning purposes.