



**CLARKSVILLE TRAILS**  
MASTER PLAN

# Acknowledgements

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SECTION



# Introduction

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- 03** About the Plan
- 05** The Process
- 07** Community Direction
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# About the Plan

## Project Background

The Clarksville Trails Plan seeks to expand the town's existing trail network to serve and connect people and neighborhoods across Clarksville. Today, Clarksville's trail system is concentrated south of Lewis and Clark Parkway, offering the South Clarksville community an 8.7-mile trail network that connects to local parks, businesses, and the greater regional trail system. In turn, this plan presents a strategy to extend this trail network into areas of town north of Lewis & Clark Parkway and, ultimately, provide a trail network that connects all Clarksville neighborhoods. While trail systems are often designed to meet a community's recreational needs, this plan identifies routes that also safely connect pedestrians and cyclists to destinations for employment, retail, dining, and high-density residential.

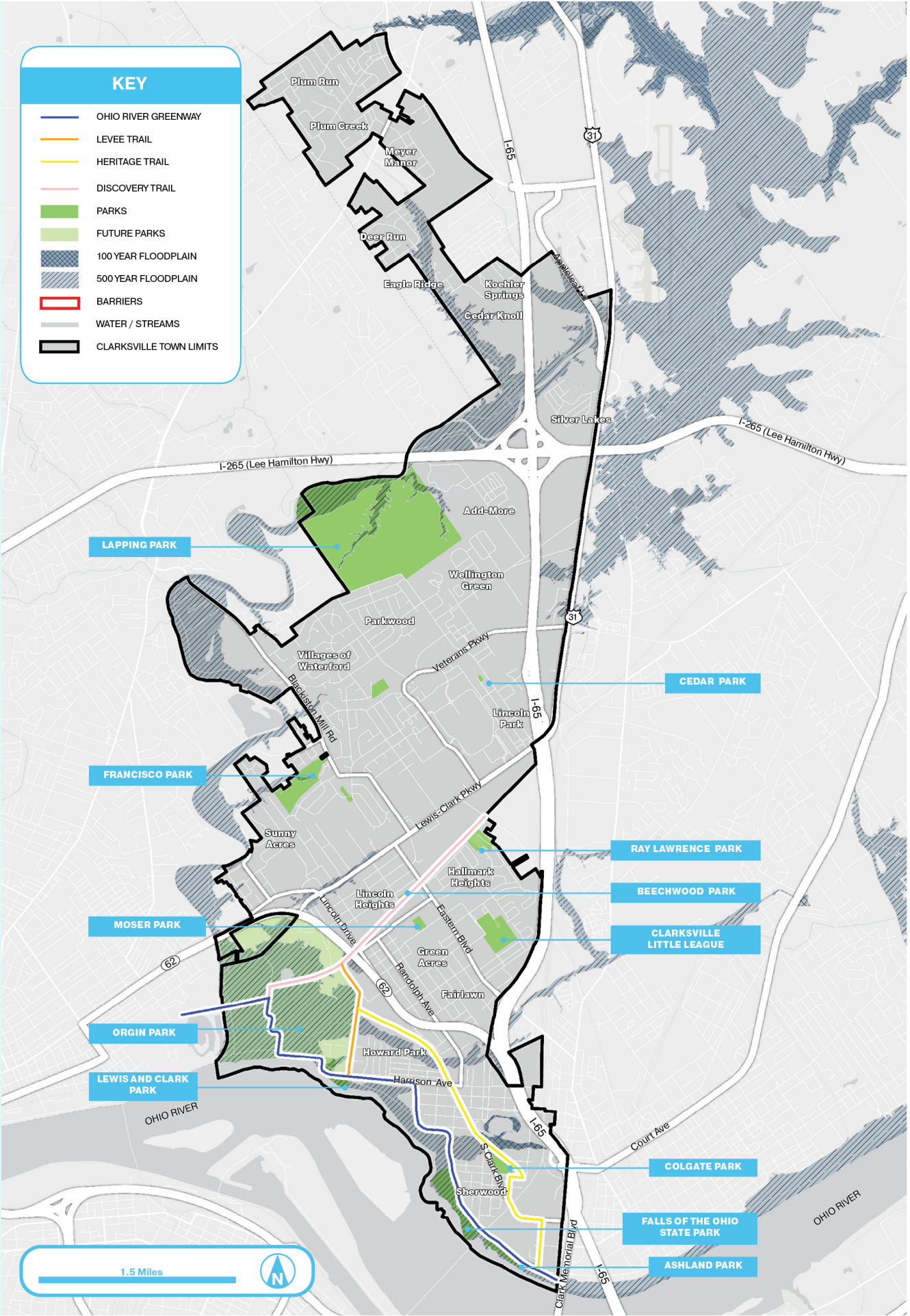
## Using this Document

The Clarksville Trails Plan includes two major components to guide future trail development. The first is "Trail Routes & Design", which starts on page 33. The Trail Routes & Design section includes the recommended corridors for on-street trails, routes through parks and natural areas for off-street trails, and four different trail design typologies (or cross sections) that are assigned to each segment of trail. These cross sections form the basis for the cost estimates and, ultimately, the phasing plan included in "Estimates & Implementation" starting on page 49. This section outlines the estimated cost for installing each trail segment, critical infrastructure like bridges and signaling crossings, and amenities that can be included at specific locations. A phasing plan, along with a summary on external funding opportunities, is included in Estimates & Implementation to provide a realistic and actionable timeline for installation.

# EXISTING TRAILS

**KEY**

-  OHIO RIVER GREENWAY
-  LEVEE TRAIL
-  HERITAGE TRAIL
-  DISCOVERY TRAIL
-  PARKS
-  FUTURE PARKS
-  100 YEAR FLOODPLAIN
-  500 YEAR FLOODPLAIN
-  BARRIERS
-  WATER / STREAMS
-  CLARKSVILLE TOWN LIMITS



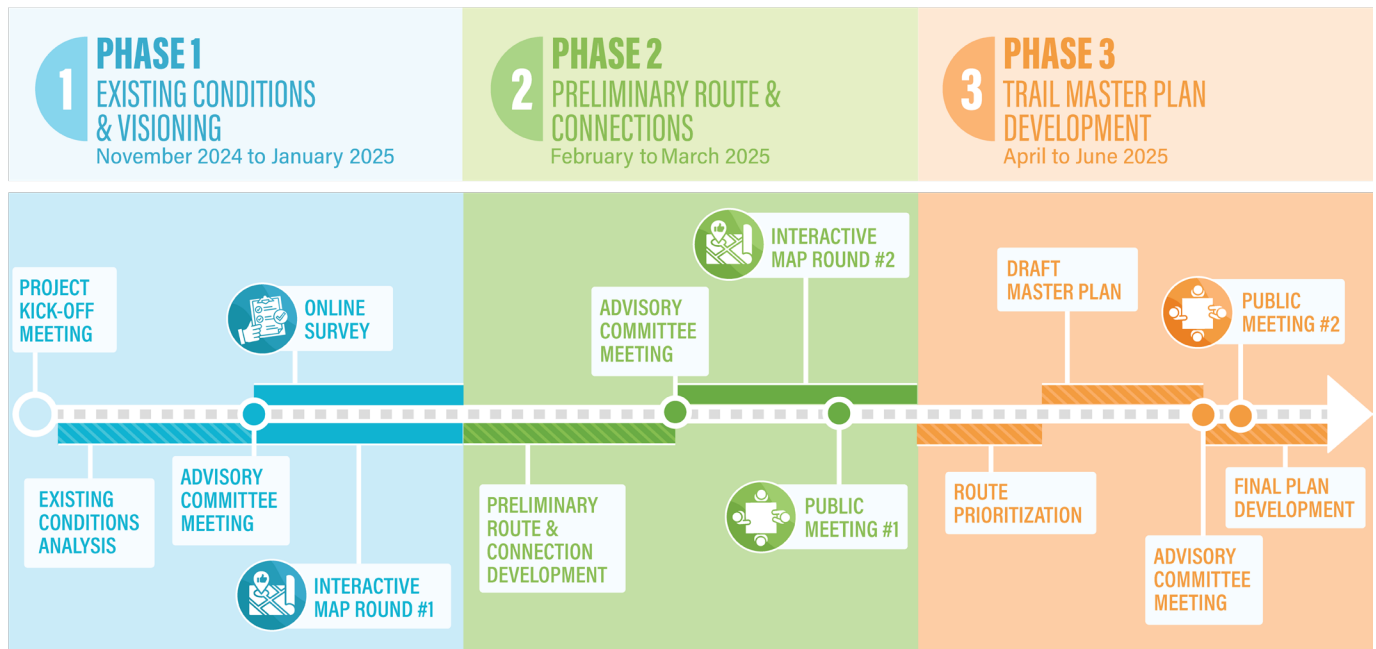
1.5 Miles 

# The Process

## Overview

The Clarksville Trails Plan was developed during an eight-month planning and design process, which spanned from November 2024 to June 2025 and included three major project phases: Existing Conditions & Visioning, Preliminary Route & Connections, and Trail Master Plan Development. Throughout this process, the project team's work was guided by an Advisory Committee composed of Town Staff and public input. An outline of this process is included below, and the following pages provide a high-level overview of the input shared by community members.

## Process Timeline



# Community Involvement

The Clarksville community was consulted throughout the planning process to ensure the design and location of future trails reflected the needs and priorities of the public. Online engagement was facilitated by a project website that provided updates on the projects and information and ways people could provide their input on the process.

During the first phase of the project, a public survey and interactive map were shared online. Digital flyers were distributed to encourage residents to participate in the survey and share their comments about specific locations with the online map. Data received from the map and survey were used to understand the community’s wants and needs.

In the second phase of the project, an in-person public meeting provided community members with an opportunity to review preliminary trail routes and design, along with public input already gained through the survey and interactive map. The feedback from the survey as well as draft routes and sections for the future trails were shared.

In the third phase, the draft plan was developed and the project team met once again for a second public meeting to present the public with the plan before its completion.



## Advisory Committee

To ensure that the Clarksville Trails Plan aligns with town-wide initiatives and the aspirations of the broader Clarksville community, the planning process was led by an advisory committee composed of Town Staff and elected officials. This committee served as a guiding body throughout the project, offering valuable perspective and direction. The project team maintained regular communication with the advisory committee, providing updates, seeking feedback, and facilitating discussions to shape the plan’s evolution. Through these ongoing check-ins, the committee played an active role in identifying the town’s unique challenges, while also highlighting the key assets and opportunities.

The advisory committee included representation from the Parks and Recreation Department, Public Works Department, Planning and Zoning Department, Economic Development Department, Clarksville Redevelopment Commission, Clarksville Town Council, Indiana Department of Natural Resources.

# Community Direction



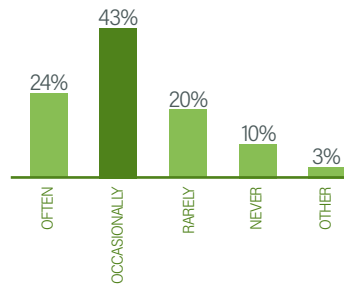
## ONLINE SURVEY

### About the Survey

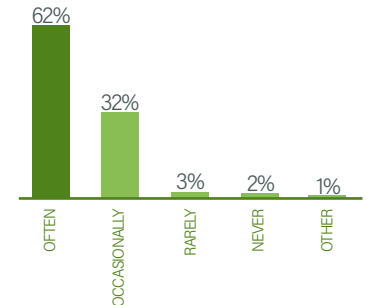
An online survey was publicly available during February and March of 2025, receiving a total of 180 responses during this period. Highlights from the survey are included on the following two pages and a full inventory is included in Appendix A.

### Future Trail Use

How often do you use trails in Clarksville?



How often would you use trails in Clarksville?



**180**   
**Participants**

### Connect Trails to Parks and Public Facilities



The survey showed that parks and public facilities are most important for trails to connect to/with.

## How would you like to use trails?



**88%**  
Want to  
Walk / Run



**55%**  
Want to  
Bike



**11%**  
Want to Roller  
Skate or Skate  
Board

### Top 3 Amenities



**56%**  
Lighting



**14%**  
Shading

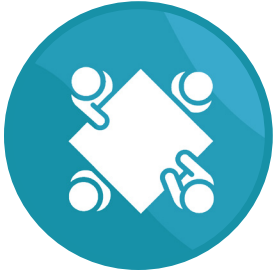


**14%**  
Signage

### Comments

- “Cameras, **police presence**, blue emergency lights/phones, **safe pedestrian crossings** are all necessary”
- “**Dog poop bins** with dog poop bags. Also access to **public restrooms**”
- “Maybe have some **interactive** tag for young kids to engage in while touring the trails.”
- “It would be nice to see some **extra greenery.**”
- “Having somewhere to take a break with a **playground** or **splash pad** would be great.”
- “We need **more trails** in North Clarksville! We have NONE!”

# Community Direction



## PUBLIC MEETINGS

### About the Public Meetings

Public meetings were held at two different points during the planning process to ensure community members had in-person opportunities to provide their input and learn more about the proposed trail routes and design.

#### Meeting 1: Draft Concept Review

The first public meeting was held at Clark County REMC on March 19th, 2025. At this meeting, community members were shown preliminary trail concepts and, in turn, shared their own ideas and reactions. About 15 people attended this meeting.

#### Meeting 2: Final Concept Review

A second public meeting was held at the Clarksville Community Center on June 11th, 2025. Community members were invited to provide input on the draft plan before the adoption process. Fewer than 10 community members attended this meeting.



"Visibility issue when turning onto the Discovery Trail at Ray Lawrence Park."



"Want to see trailhead locations, restrooms, and other amenities."

"Since North Clarksville lacks parks, prioritize connection from North Clarksville to Lapping Park."

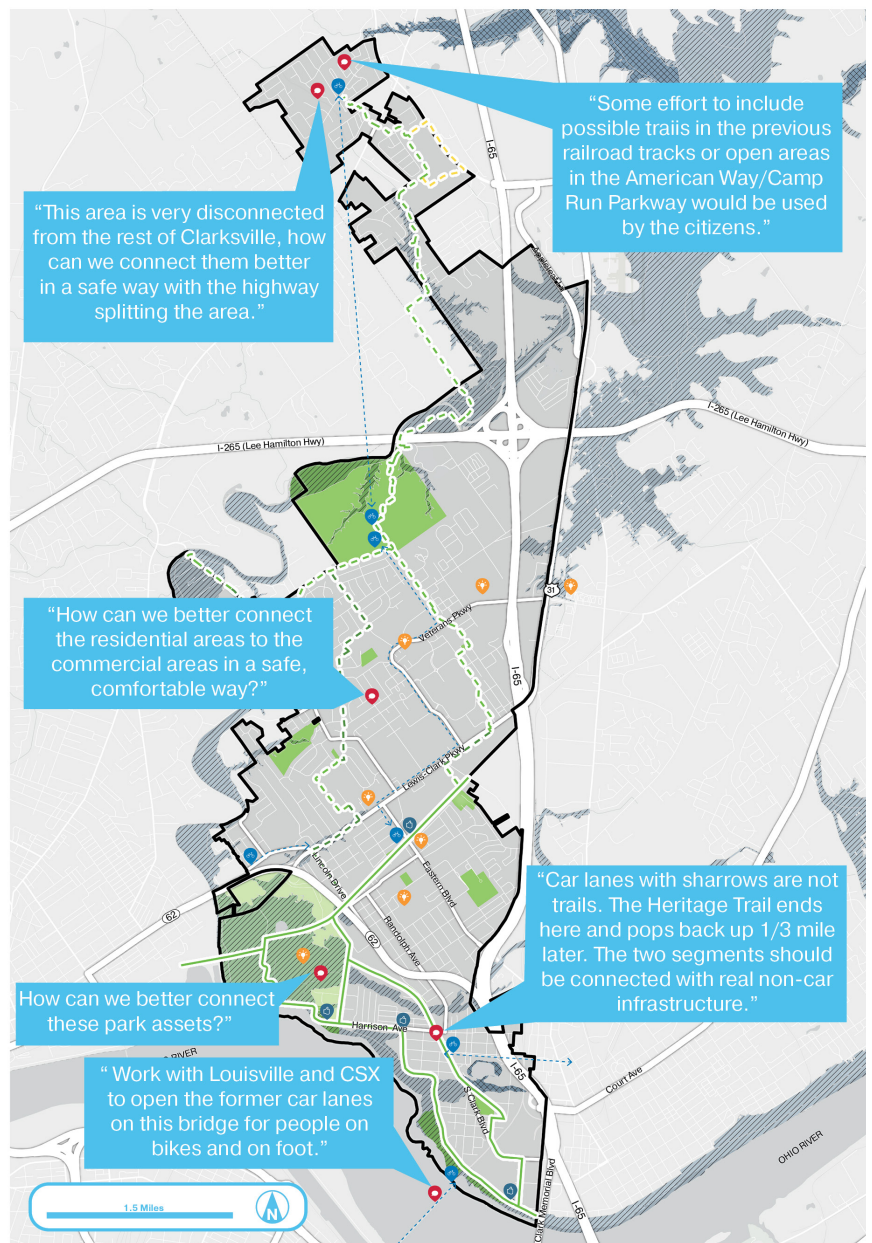
"Dog waste stations."



# INTERACTIVE MAPPING

## About the Interactive Map

Community members were invited to share their ideas and comments about trail improvements using an interactive map on the plan website. In Phase 1 of the project, the map only showed existing trails and participants were asked to share ideas for future routes and destinations. During Phase 2, preliminary routes were added to the map for community members to review. In total, the interactive map received 29 comments. The locations of each comment are shown on the adjacent map, along with six highlighted comments.



# Existing Plans

## Overview

The Clarksville Trails Plan is one of many plans that helps shape public and private development in the town. In addition to the broader goals established in the Connect Clarksville Thoroughfare Plan and the Comprehensive Plan, there are three recent planning efforts that directly shape the recommendations in the Clarksville Trails Plan, including the Parks and Recreation Master Plan, Catapult Central Clarksville, and the master plan for Origin Park. By ensuring the trails plan aligns with the ideas and projects outlined in these three plans, Clarksville will have a united and focused approach towards expanding its trail system.



## Parks & Recreation Master Plan

Clarksville's Parks and Recreation Master Plan details planned improvements to the Town's park system. Along with specific projects that are targeted for completion before 2029, the plan also communicates the vision to "extend the trail system up to the north portion of Town, eventually joining other Southern Indiana trail systems,...(and) create a linear park to service those residents that are currently underserved and provide pedestrian access for them to other Clarksville parks, trails, and facilities." Specific trails projects identified in the plan include a trail extension to North Clarksville and Lapping Park, a trail connection to Francisco Nature Preserve, a connection to the Heritage Trail from Moore Park, and a pathway connecting Lapping Park to local neighborhoods and existing trail facilities.



## Catapult Central Clarksville

Completed in 2021, Catapult Central Clarksville (commonly known as the 3C Master Plan) establishes a vision and strategy for transforming Lewis & Clark Parkway and surrounding areas into a mixed-use corridor that includes businesses, residences, recreational amenities, and multi-modal transportation options. Included in this 30-year vision for Central Clarksville, is a proposed right-of-way expansion along Lewis & Clark Parkway, which includes a 10' sidewalk on one side and an 11ft cycle track/8ft sidewalk on the other. As a preliminary step towards fulfilling this element of the 3C Master Plan, the Clarksville Trails Plan explores ways to include existing sidewalks along Lewis & Clark Parkway as pedestrian connections between recreational trails.



## Origin Park

Origin Park is a planned 430-acre park in Clarksville that will transform former industrial land into recreational and ecological landmark in Southern Indiana. Already, the Ohio River Greenway trail extends across the future parkland to connect Clarksville and New Albany with the Discovery Trail, Levee Trail, and Heritage Trail.



SECTION

02

# Existing Conditions

## IN THIS SECTION




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- 17 Sub-Area Analysis Overview
- 19 Sub-Area Details

# TOWN-WIDE TRAIL ACCESS

## Overview

There are four existing trails within Clarksville, including the Ohio River Greenway, Levee Trail, Heritage Trail, and Discovery Trail. This existing system of trails covers 8.7 miles, connecting users to both local parks and, beyond Clarksville, to regional trail networks and destinations. Because this trail system is largely concentrated in South Clarksville, Central and North Clarksville are disconnected from these recreational assets. However, Central Clarksville is home to 74% of the town’s park area. Connecting South Clarksville and North Clarksville, which currently has no parks, with an extensive trail network, residents across the town will have greater access to recreational amenities. The below table further details the distribution of parks, trails, and sidewalks across these three areas of Clarksville.

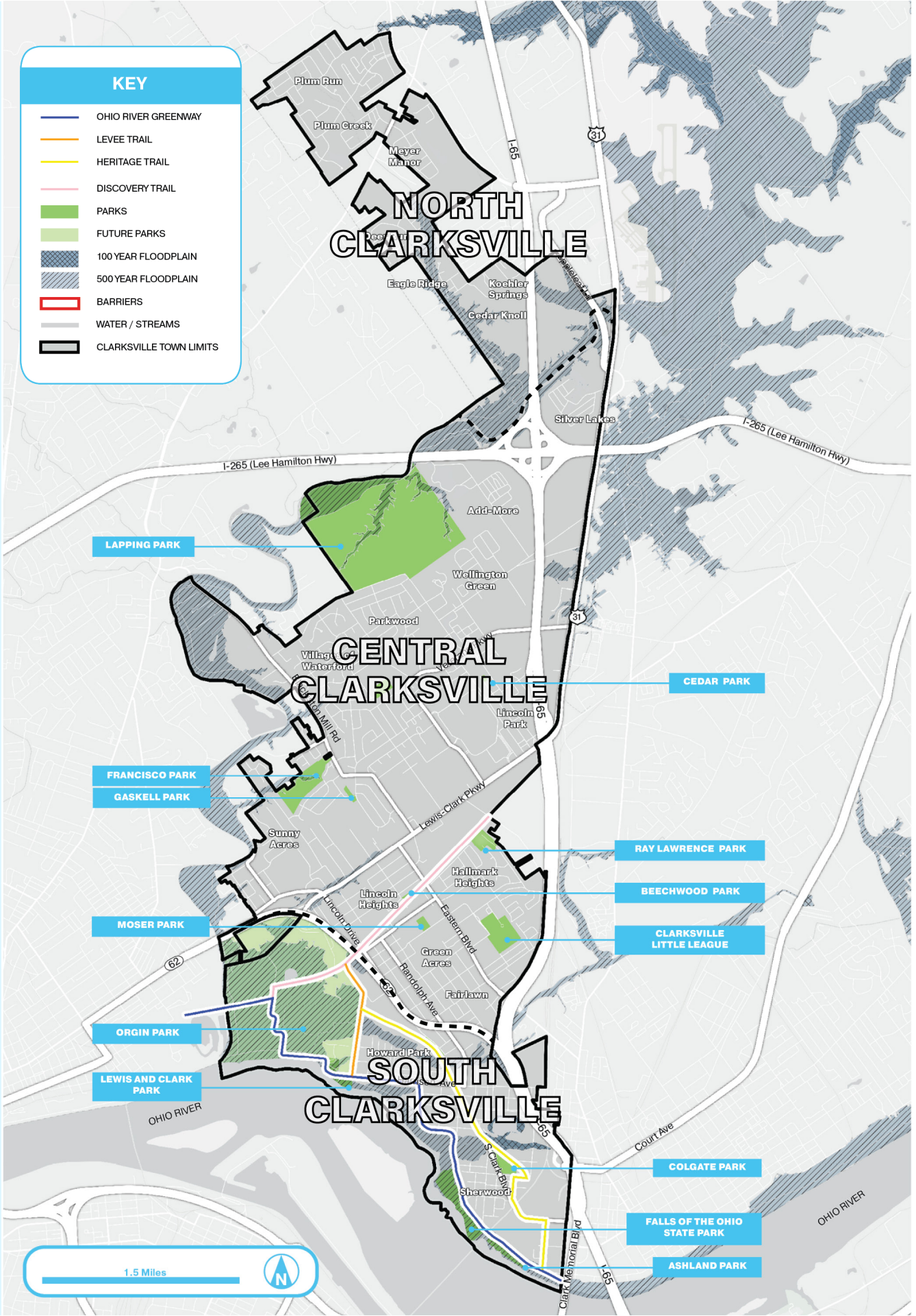
**Table: Distribution of Recreational Amenities**

		North Clarksville	Central Clarksville	South Clarksville
	Existing Trails (Miles)	0	1.2	7.5
	Percent of Existing Trails	0%	14%	86%
	Existing Parks (Acres)	0	414	142
	Percent of Existing Parks	0%	74%	26%
	Existing Sidewalk (Miles)	15.9	51.3	8.0
	Percent of Existing Sidewalks	21%	68%	11%
	Total Area (Square Miles)	1.61	6.33	2.24

# EXISTING TRAILS

**KEY**

-  OHIO RIVER GREENWAY
-  LEVEE TRAIL
-  HERITAGE TRAIL
-  DISCOVERY TRAIL
-  PARKS
-  FUTURE PARKS
-  100 YEAR FLOODPLAIN
-  500 YEAR FLOODPLAIN
-  BARRIERS
-  WATER / STREAMS
-  CLARKSVILLE TOWN LIMITS



LAPPING PARK

FRANCISCO PARK  
GASKELL PARK

MOSER PARK

ORGIN PARK

LEWIS AND CLARK PARK

**NORTH CLARKSVILLE**

**CENTRAL CLARKSVILLE**

**SOUTH CLARKSVILLE**

CEDAR PARK

RAY LAWRENCE PARK

BEECHWOOD PARK

CLARKSVILLE LITTLE LEAGUE

COLGATE PARK

FALLS OF THE OHIO STATE PARK

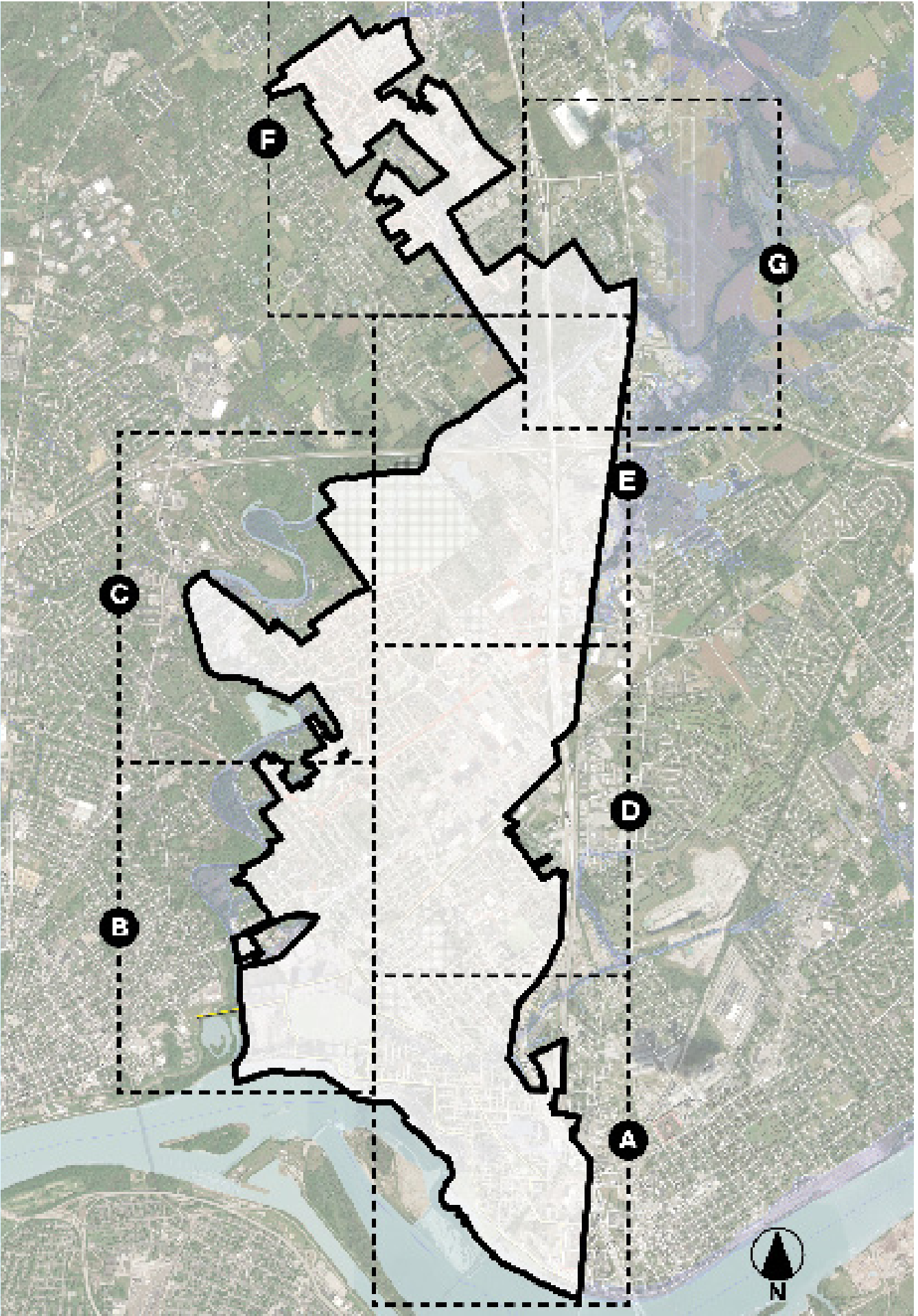
ASHLAND PARK

# SUB-AREA ANALYSIS OVERVIEW

## Overview

The planning of feasible and realistic trail options in Clarksville relied heavily on an analysis of the existing challenges and opportunities present in each area of town. Factors that shape trail viability, such as land ownership or topography, were assessed in order to identify route options that meet the community's needs and respect the logistical, economic, and environmental constraints of each location. This assessment was performed by separating Clarksville into seven different "sub-areas" for which a list of trail assets and challenges were identified. Additionally, the sub-area analysis includes a list of trail opportunities for each area, identifying the potential benefits of expanding the trail network. The findings from these sub-area analyses were used to guide the future trail routes proposed in Section 3. The section also includes detailed views of these trail routes, which are shown using the same sub-areas in Section 2.

**EXISTING CONDITIONS SUB-AREA KEY MAP**



# A

## SUB-AREA ANALYSIS

### Area Assets:



Bike and pedestrian networks include Ohio River Greenway, Heritage Trail, shared-use path (S. Clark Blvd).



Proximity to the Ohio River, Downtown Clarksville, & investment initiatives.



The street grid offers multiple access points and alignment flexibility.



Parks and greenspace include Ashland Park, Falls of the Ohio State Park, Colgate Park.

### Area Challenges:



Needs for improved ramps, crossings, and pedestrian spurs to trails.



Physical barriers like the levee and railroad infrastructure limit connectivity.



Limited green space within built areas may restrict routing.



Less extensive sidewalk network than other residential areas in Clarksville.

### Opportunities:



Potential for enhanced sidewalk connectivity between neighborhoods and downtown to existing trail networks.



Potential for riverfront connectivity, including tie-ins to the Ohio River Greenway.

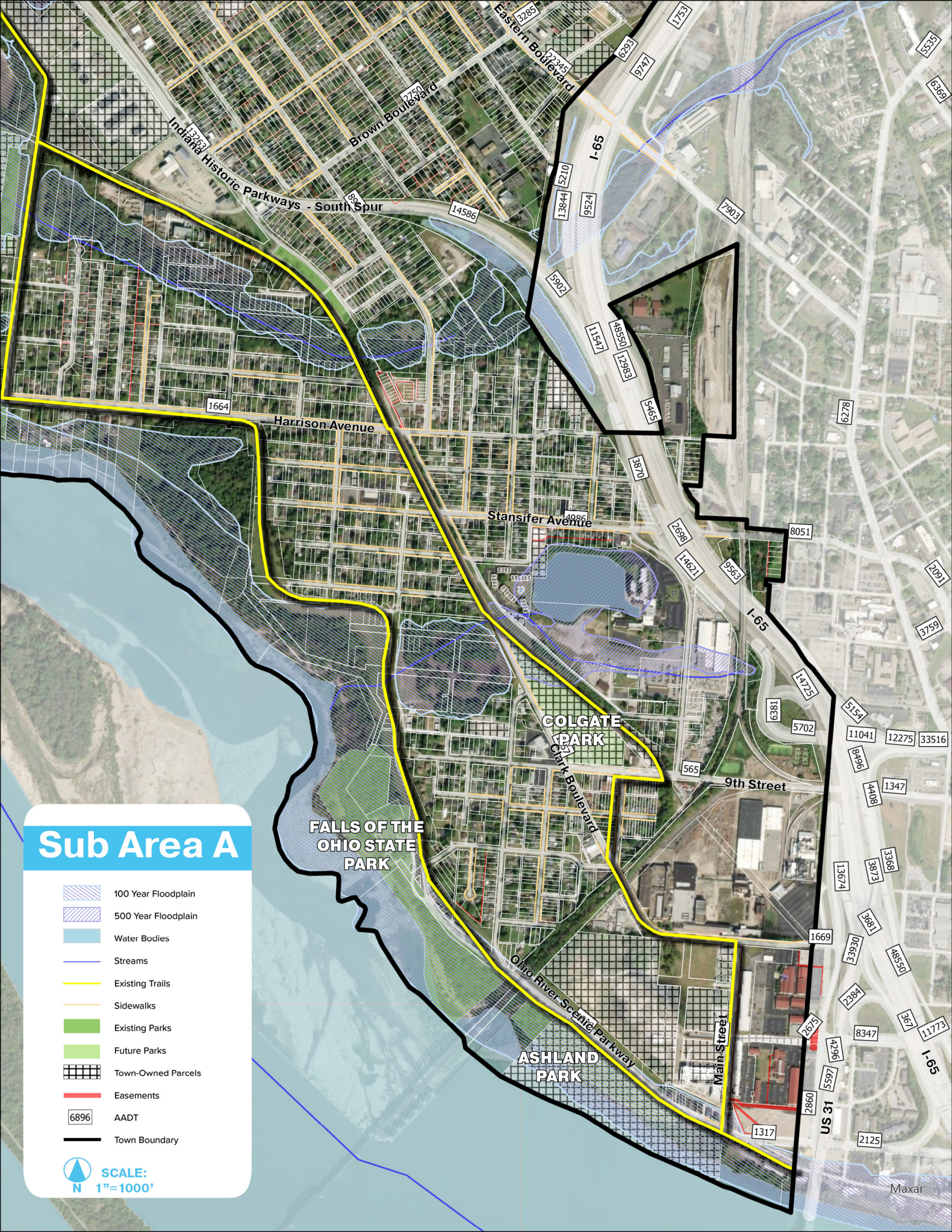


Potential for enhanced sidewalk connectivity east to Jeffersonville: Riverside Drive, 9th Street, Stansifer Ave.

# Sub Area A

-  100 Year Floodplain
-  500 Year Floodplain
-  Water Bodies
-  Streams
-  Existing Trails
-  Sidewalks
-  Existing Parks
-  Future Parks
-  Town-Owned Parcels
-  Easements
-  AADT
-  Town Boundary

 **SCALE:**  
1" = 1000'



# B

## SUB-AREA ANALYSIS

### Area Assets:



Bike and pedestrian networks include Ohio River Greenway and Discovery Trail.



Proximity to the Ohio River, Silver Creek, and Origin Park.



Future plans for Origin Park will activate the waterfront and provide connections between Clarksville and New Albany.



Parks and greenspace include Gaskell Park, Lewis and Clark Bicentennial Park & George Rogers Clark Homesite.

### Area Challenges:



Trail crossing at Brown Station Way; crossing Lewis & Clark Parkway.



Potential ROW limitations in built up neighborhoods.



Limited existing sidewalks and trail connectivity for residential neighborhoods north of Brown Station Way.



Full activation depends on Origin Park implementation schedule.



Commercial areas may lack safe pedestrian infrastructure.

### Opportunities:



Improved trail connectivity to Origin Park (under development).



Potential for connections to Colgate Park, Ashland Park, and downtown trail systems.

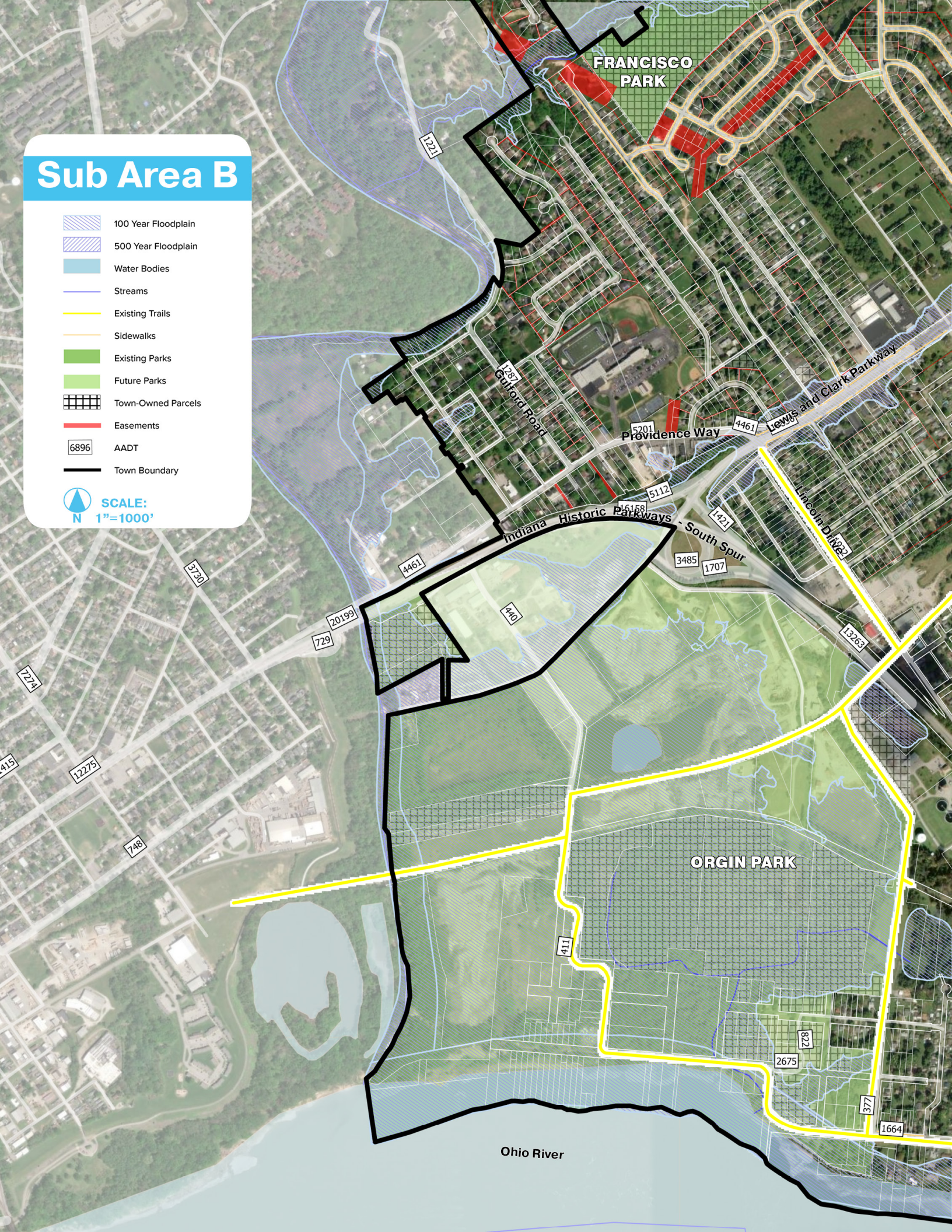


Leverage existing sidewalks to create neighborhood loops.

# Sub Area B

-  100 Year Floodplain
-  500 Year Floodplain
-  Water Bodies
-  Streams
-  Existing Trails
-  Sidewalks
-  Existing Parks
-  Future Parks
-  Town-Owned Parcels
-  Easements
-  AADT
-  Town Boundary

 **SCALE:**  
N 1"=1000'



# C

## SUB-AREA ANALYSIS

### Area Assets:



Bike and pedestrian networks include a shared-use path down portion of Potters Lane.



Adjoins Parkwood Subdivision with significant sidewalk infrastructure.



Majority of properties along Blackiston have moderate setbacks.

### Area Challenges:



Minimal Town ownership and easements for some sections of trail and new sidewalk.



Trail Infrastructure west of Silver Creek is dependent on other municipalities.

### Opportunities:



Extend shared-use path along Potters Lane to connect Lapping Park to more neighborhoods.



Potential for a small trailhead and viewing area near Blackiston Mill Bridge and Silver Creek.

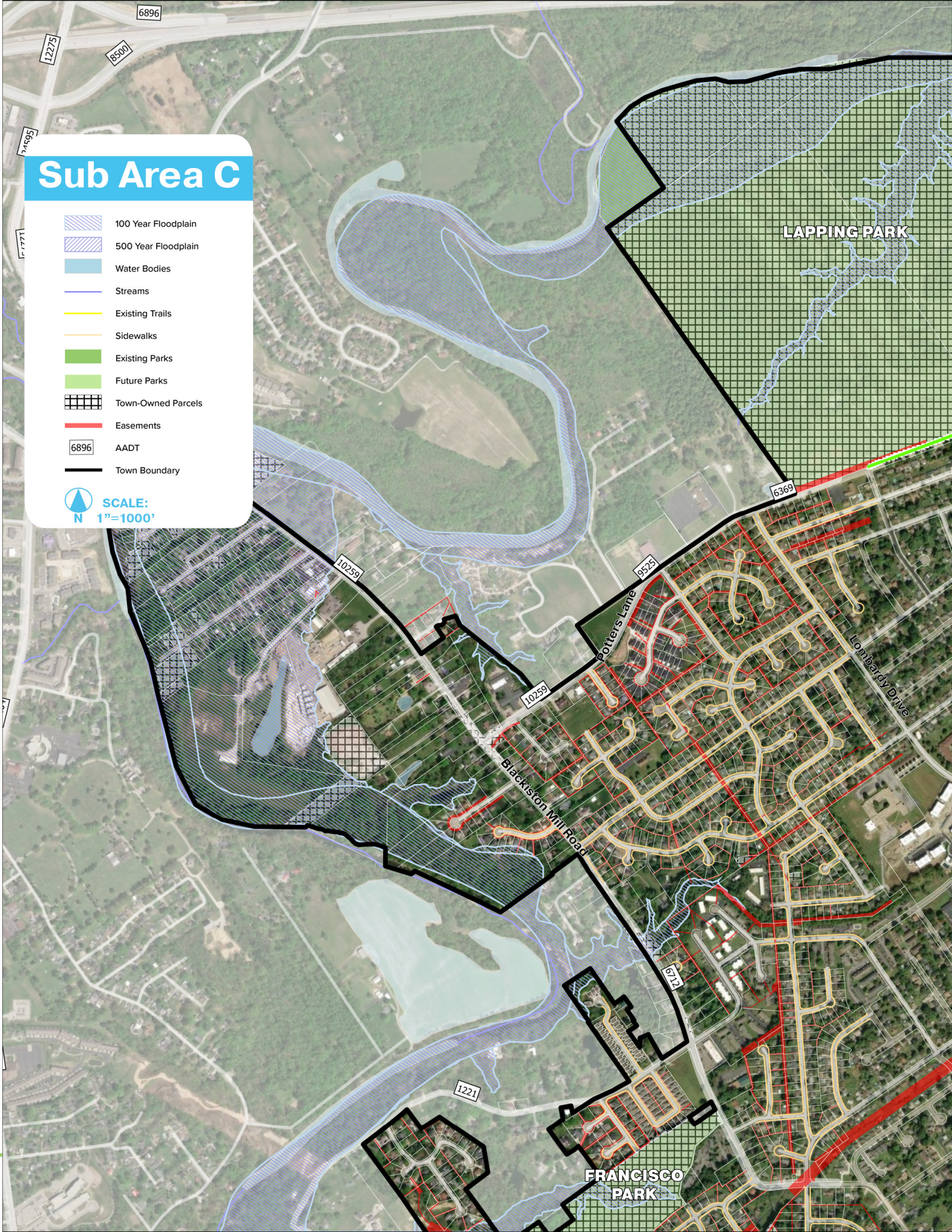
# Sub Area C

- 100 Year Floodplain
- 500 Year Floodplain
- Water Bodies
- Streams
- Existing Trails
- Sidewalks
- Existing Parks
- Future Parks
- Town-Owned Parcels
- Easements
- AADT
- Town Boundary

SCALE:  
N 1"=1000'

LAPPING PARK

FRANCISCO PARK



# D

## SUB-AREA ANALYSIS

### Area Assets:



Bike and pedestrian networks include the Discovery Trail.



This area is already a destination for shopping and restaurants.



Proximity to regional roads (Lewis & Clark Pkwy) and services.



Parks and greenspace include Moser Park, Ray Lawrence Park, Little League Park, Gateway Park



Town-owned properties and easements can provide options for routes with fewer conflicts.

### Area Challenges:



Limited existing sidewalks and trail connectivity for some residential neighborhoods.



Heavy vehicle traffic corridors and choke points for trail.



Existing conditions are not welcoming for pedestrians and cyclists.



Substantial private redevelopment needed to reimagine region.

### Opportunities:



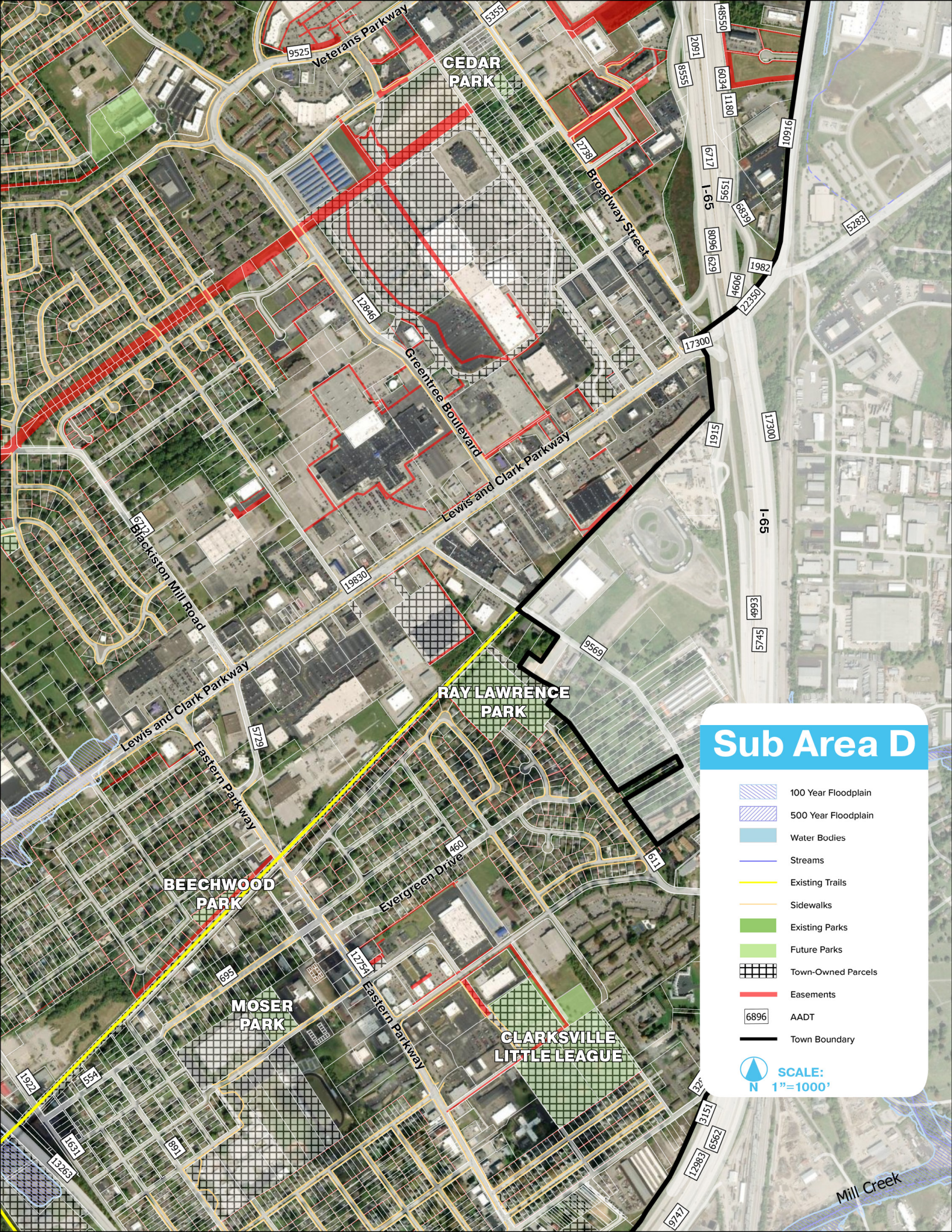
Catapult Central Clarksville Plan initiatives to reimagine/redevelop the area with multi-use paths along Lewis & Clark Parkway.



Develop safe, welcoming trail corridor through the commercial area with trail spurs to restaurants, shopping, activities, and destinations.



Partner with commercial areas to incorporate pedestrian improvements.



# Sub Area D

- 100 Year Floodplain
- 500 Year Floodplain
- Water Bodies
- Streams
- Existing Trails
- Sidewalks
- Existing Parks
- Future Parks
- Town-Owned Parcels
- Easements
- AADT
- Town Boundary

SCALE:  
N 1"=1000'

CEDAR PARK

BEECHWOOD PARK

MOSER PARK

RAY LAWRENCE PARK

CLARKSVILLE LITTLE LEAGUE

Veterans Parkway

Broadway Street

Greentree Boulevard

Lewis and Clark Parkway

Blackiston Mill Road

Lewis and Clark Parkway

Eastern Parkway

Evergreen Drive

Mill Creek

# E

## SUB-AREA ANALYSIS

### Area Assets:



Bike and pedestrian networks include a gravel trail in Lapping Park and sidewalk/trail connections to the park.



Town-owned properties and easements can provide options for routes with fewer conflicts.



Large open space and habitat area (mitigation bank) immediately north of I-265 – ideal for nature-based trails.



Parks and greenspace include Lapping Park, Endris Lodge, Wooded View Golf Course and clubhouse, soccer fields, Kopp's Lakes.



Limited development potential due to site access and regulatory floodplain.



Silver Creek and natural buffer from surrounding development makes it a peaceful trail setting.

### Area Challenges:



I-265 crossing: underpass along Silver Creek.



At least two pedestrian bridges will be needed to facilitate crossings over Silver Creek and/or tributaries.



Property owner coordination and easements needed in some portions.



404/401 and floodplain/floodway permitting required.

### Opportunities:



Establish a high-quality, scenic nature trail through the heart of Clarksville's greenest assets

# Sub Area E

-  100 Year Floodplain
-  500 Year Floodplain
-  Water Bodies
-  Streams
-  Existing Trails
-  Sidewalks
-  Existing Parks
-  Future Parks
-  Town-Owned Parcels
-  Easements
-  AADT
-  Town Boundary

SCALE:  
N 1"=1000'

LAPPING PARK

Potters Lane  
6369

Broadway Street  
5479

Progress Way  
6400

Veterans Parkway  
9525

Progress Way  
8232

Maxar

2429

1-65

48550

7579

9071

12688

8232

24965

I-265

48550

I-265

6361

7458

7642

15086

8801

3901

1-65

11326

Progress Way

Potters Lane  
6369

1705

6400

14511

9156

Broadway Street  
5479

Progress Way  
6400

Veterans Parkway  
9525

Progress Way  
8232

17684

9525

5479

16019

3335

2091

8555

10916

8854

6034

0811

5631

1634

2111

10916

# F

## SUB-AREA ANALYSIS

### Area Assets:



Well-connected sidewalks in subdivisions and residential complexes.



Some green corridors near Eagle Creek and Deer Run that could support trail routing.



Quiet residential streets may serve as low-stress connectors.

### Area Challenges:



Charlestown Road/ SR 311 corridor crossing.



Cemetery location limits sidewalk potential on the southside of Charlestown Road.



Close proximity and routing through some existing developments.



No sizeable greenspace or Town parks.

### Opportunities:



Connecting numerous residential developments to trail networks for local and regional recreation and alternative access.

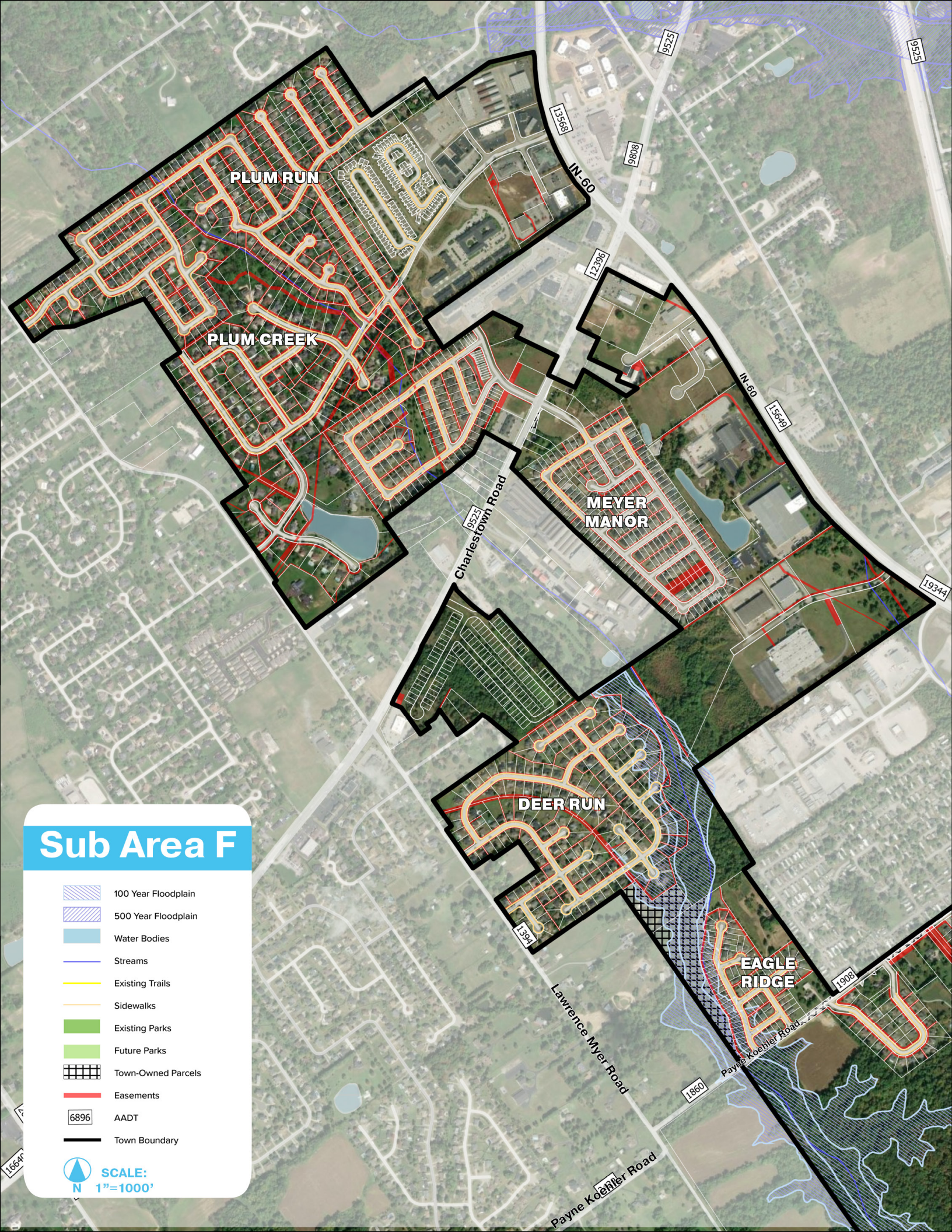


Trail routes can be located to connect with the extensive sidewalk networks in residential subdivisions.

# Sub Area F

-  100 Year Floodplain
-  500 Year Floodplain
-  Water Bodies
-  Streams
-  Existing Trails
-  Sidewalks
-  Existing Parks
-  Future Parks
-  Town-Owned Parcels
-  Easements
-  AADT
-  Town Boundary

 **SCALE:**  
N 1"=1000'



# G

## SUB-AREA ANALYSIS

### Area Assets:



New industrial development expected to include onsite walking paths and signage.



Area is relatively open and undeveloped, allowing for flexible planning.



Current Town planning suggests support for active transportation in the area.



Potential to include green infrastructure and trail amenities from the start.

### Area Challenges:



Geographically isolated from the rest of the Town by I-65 and I-265.



Lacks residential density or destinations to support daily trail use.



Likely dependent on long-term development to justify trail investment.

### Opportunities:



Access to surrounding areas and walking paths to support new industrial development.








Use trails as workplace amenities to attract and retain employment in the area.

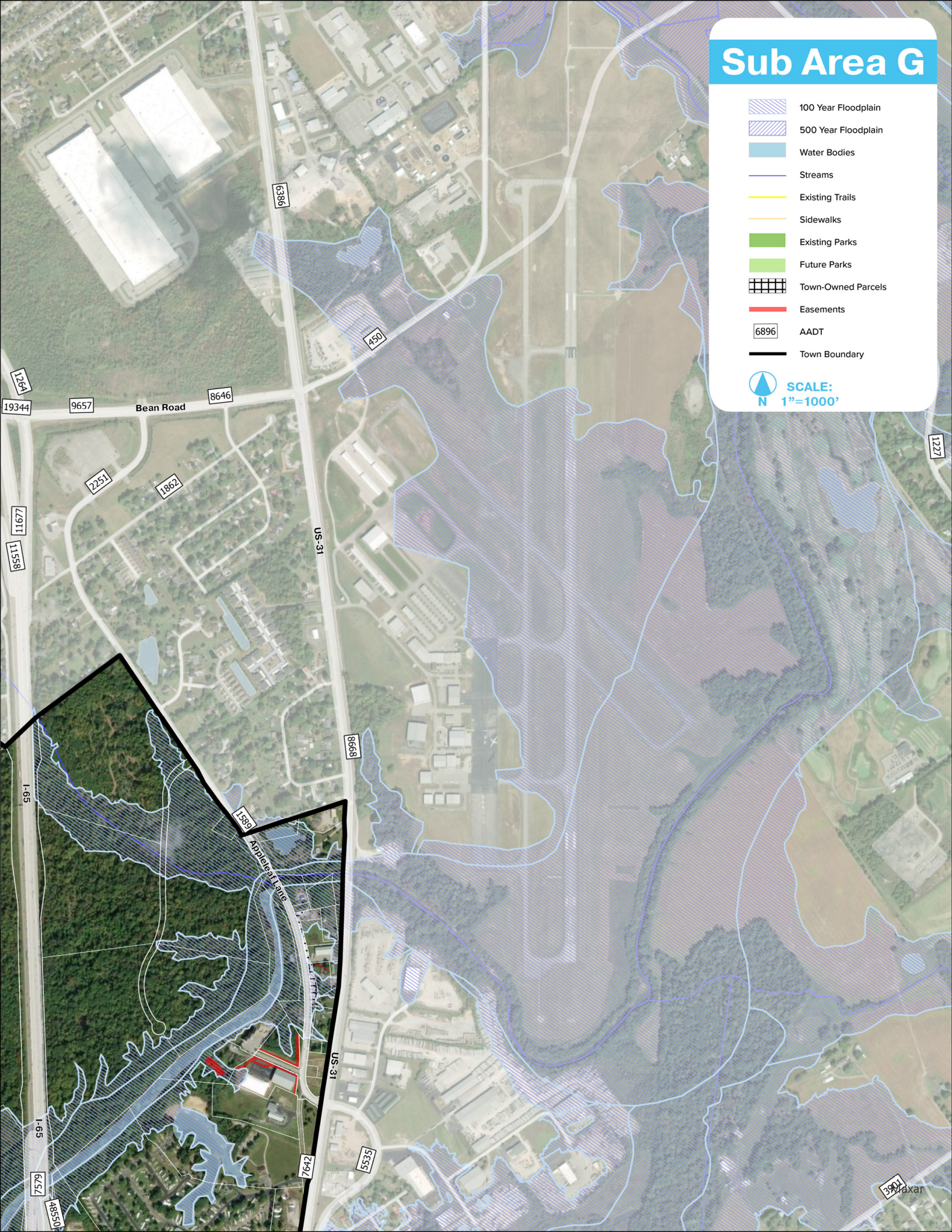


Create a well-branded trail loop in the business park for recreation.

# Sub Area G

-  100 Year Floodplain
-  500 Year Floodplain
-  Water Bodies
-  Streams
-  Existing Trails
-  Sidewalks
-  Existing Parks
-  Future Parks
-  Town-Owned Parcels
-  Easements
-  6896 AADT
-  Town Boundary

 **SCALE:**  
N 1"=1000'





SECTION

03

# Trail Routes & Design

## IN THIS SECTION

35 Future Trail Routes

37 Trail Design

41 Sub-Area Details

# FUTURE TRAIL ROUTES

## Overview

Based on community guidance and the analysis provided in Chapter Two, this section presents a recommended future trail system that connects major recreational and commercial destinations to neighborhoods throughout Clarksville. A map of the overall trail system is included on the following page and four different trail types are introduced on page 37. A more detailed view of every trail segment and their corresponding design are provided from pages 41 to 47. The trail plan also includes additional trailheads, pedestrian bridges, sidewalk enhancements, and signalized intersections, which are also identified on these detail maps.

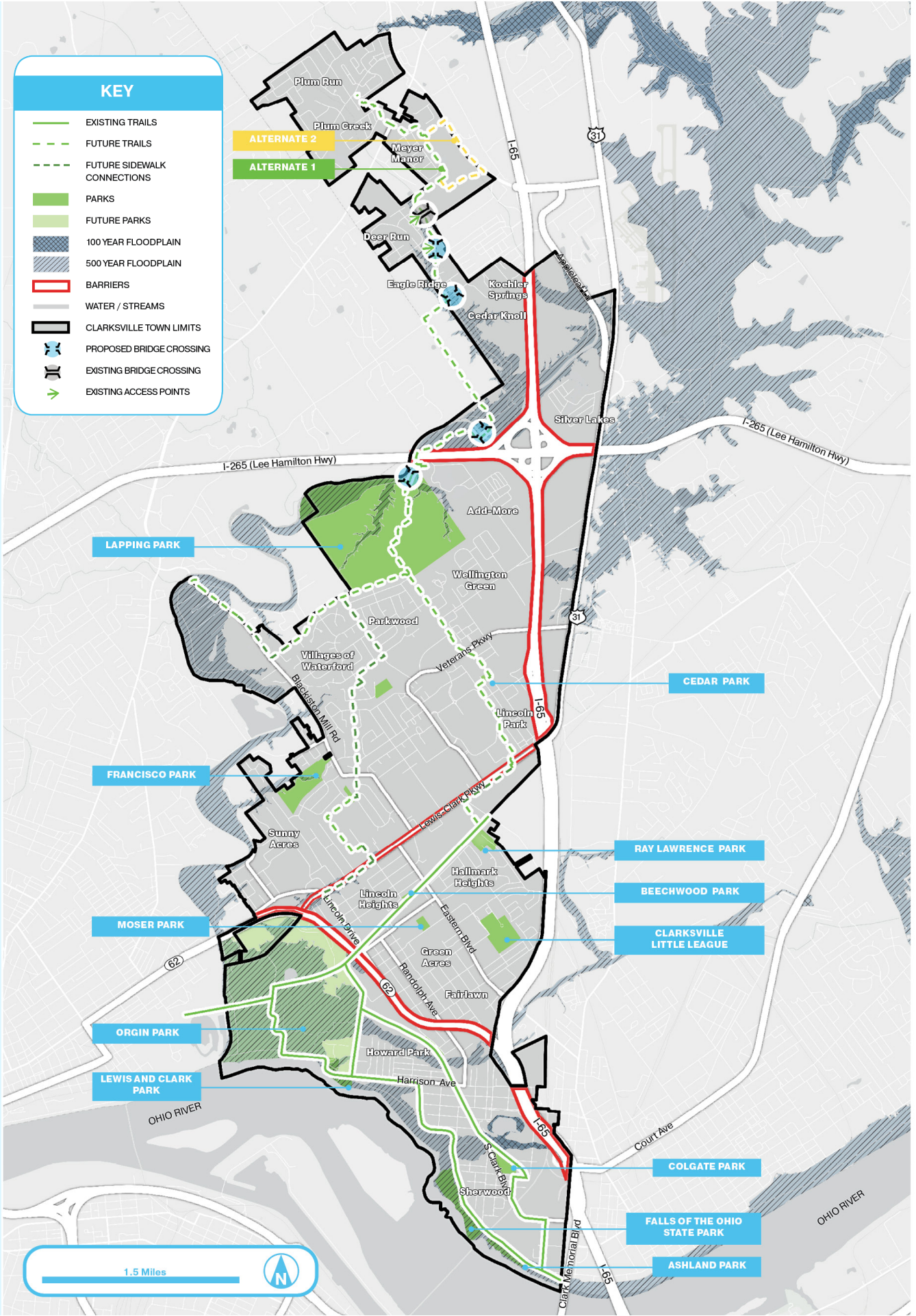
## Alternate Route in North Clarksville

Much of North Clarksville is already developed. Because of this, public rights-of-way and Town-owned property were examined as potential routes through North Clarksville, which included evaluating multiple routes between the Deer Run neighborhood and Plum Run neighborhood. Two routes were determined to be potentially viable and are included in this plan. The preferred route, Alternate 1, is located south of the Meyer Manor and Nova's Landing developments and through the back portion of Metal Sales Manufacturing's and REMC's properties. The second option, Alternate 2, would follow Future Drive and IN-60 instead of going through commercial properties and REMC (see page 36). Both options will require coordination with property owners to successfully reach Charlestown Road. The detailed map on page 47 provides a closer look at these two routes.

# FUTURE TRAIL ROUTES MAP

**KEY**

- EXISTING TRAILS
- - - FUTURE TRAILS
- · - · - FUTURE SIDEWALK CONNECTIONS
- PARKS
- FUTURE PARKS
- 100 YEAR FLOODPLAIN
- 500 YEAR FLOODPLAIN
- BARRIERS
- WATER / STREAMS
- CLARKSVILLE TOWN LIMITS
- ✂ PROPOSED BRIDGE CROSSING
- ✂ EXISTING BRIDGE CROSSING
- EXISTING ACCESS POINTS



1.5 Miles N

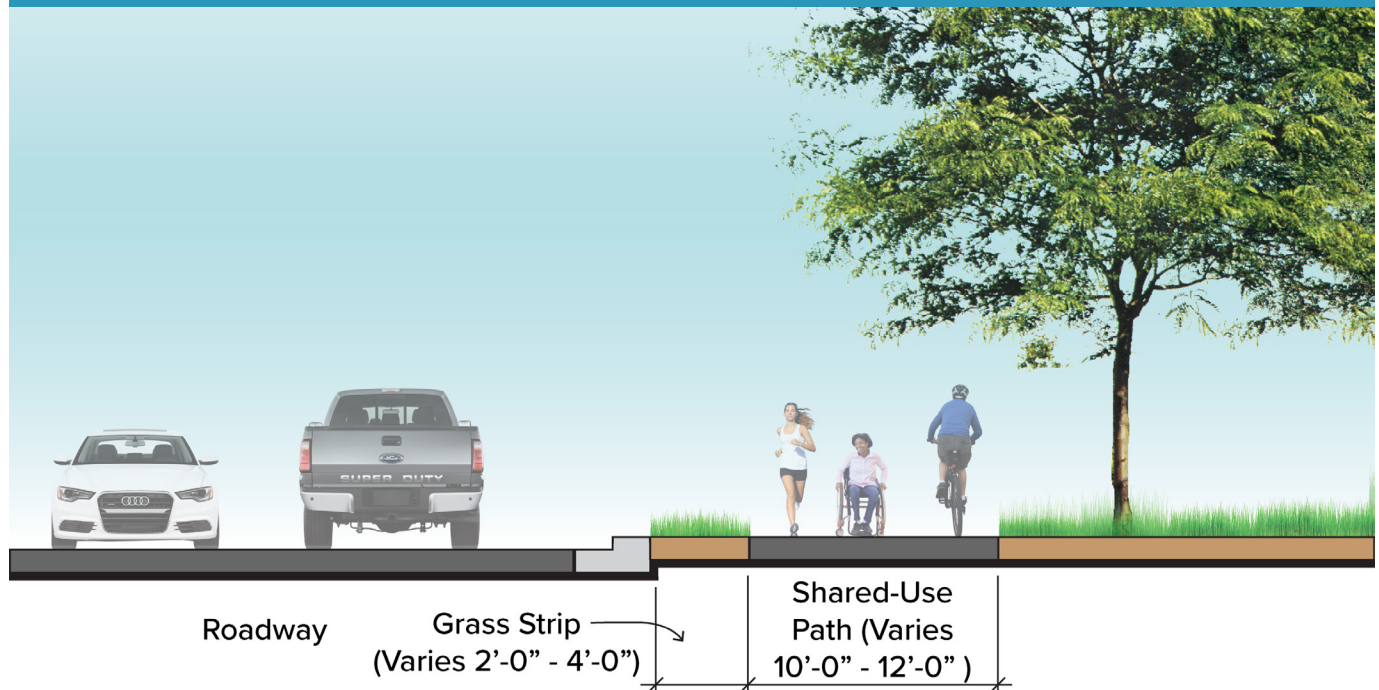
# TRAIL DESIGN

## Overview

Clarksville's trail system will traverse a variety of landscapes, from urban streets and rural roads to parks and neighborhoods. To ensure the design of these trails are compatible within these different contexts, each trail segment is assigned to one of four types of trails (or cross sections): an on-street trail with a curb, an on-street trail with a drainage swale, an off-street trail through woods or open space, and an off-street trail with fencing to separate trails from adjacent residential properties. All four trail typologies feature an asphalt trail, but concrete can be substituted along urban streets as needed. Some routes in residential neighborhoods are also identified as "sidewalk connections," which should be a minimum of five feet in width and feature directional signage to the trails at key location. These base trail types can also be enhanced with a variety of amenities, which are included on page 53.

### Trail Type One

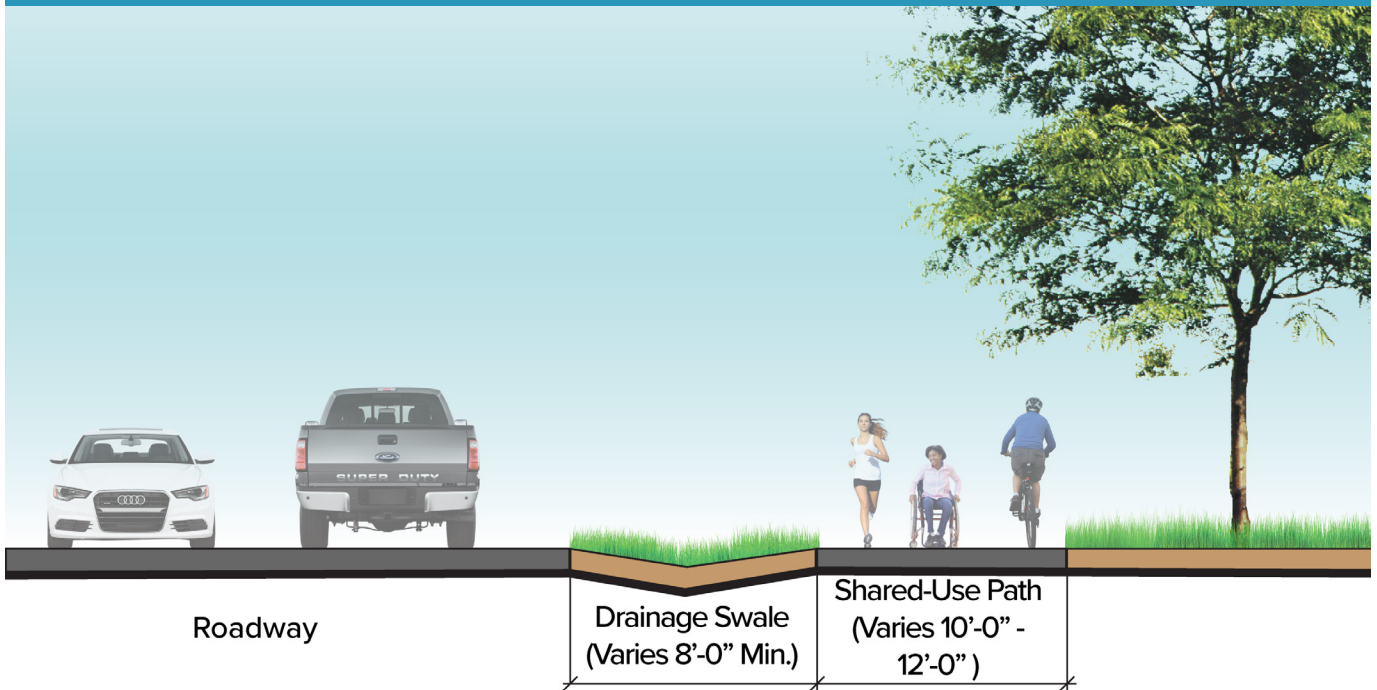
### On-Street Trail with Curb



*The "On-Street Trail with Curb" should be used on roads with a curb and gutter to provide connections from off-street trails to neighborhoods, employment, and commercial areas. On-street trails should feature a 10-to-12-foot paved asphalt path that can be reduced to eight feet where needed. As discussed in the Connect Clarksville Thoroughfare Plan, the construction of on-street trails located on roads with adequate room for tree plantings should be coordinated with utilities to reduce future street tree removal.*

## Trail Type Two

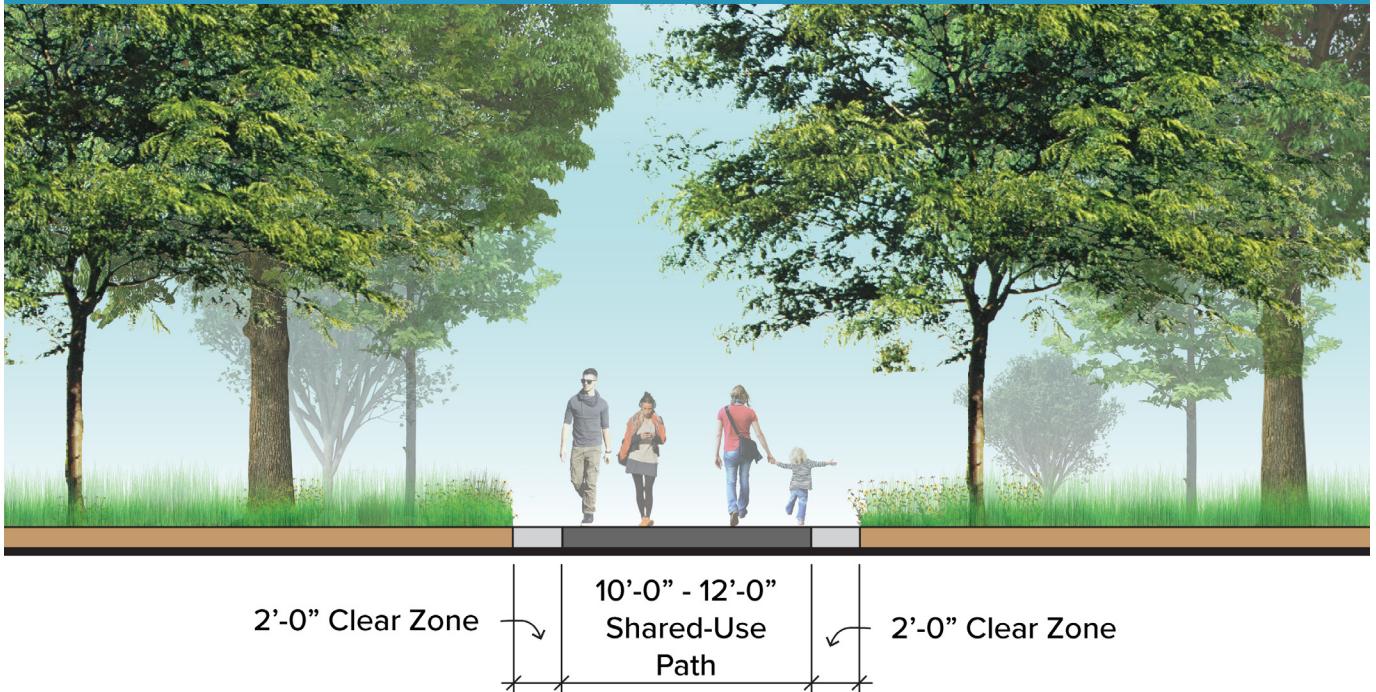
## On-Street Trail with Swale



*The "On-Street Trail with Swale" should be used along roads without a curb and gutter to provide connections from off-street trails to neighborhoods, employment, and commercial areas. Drainage swales should be a minimum width of eight feet. On-street trails should feature a paved asphalt path that is 10 to 12 feet wide and can be reduced to eight feet where necessary. As discussed in the Connect Clarksville Thoroughfare Plan, the construction of on-street trails located on roads with adequate room for tree plantings should be coordinated with utilities to reduce future street tree removal.*

## Trail Type Three

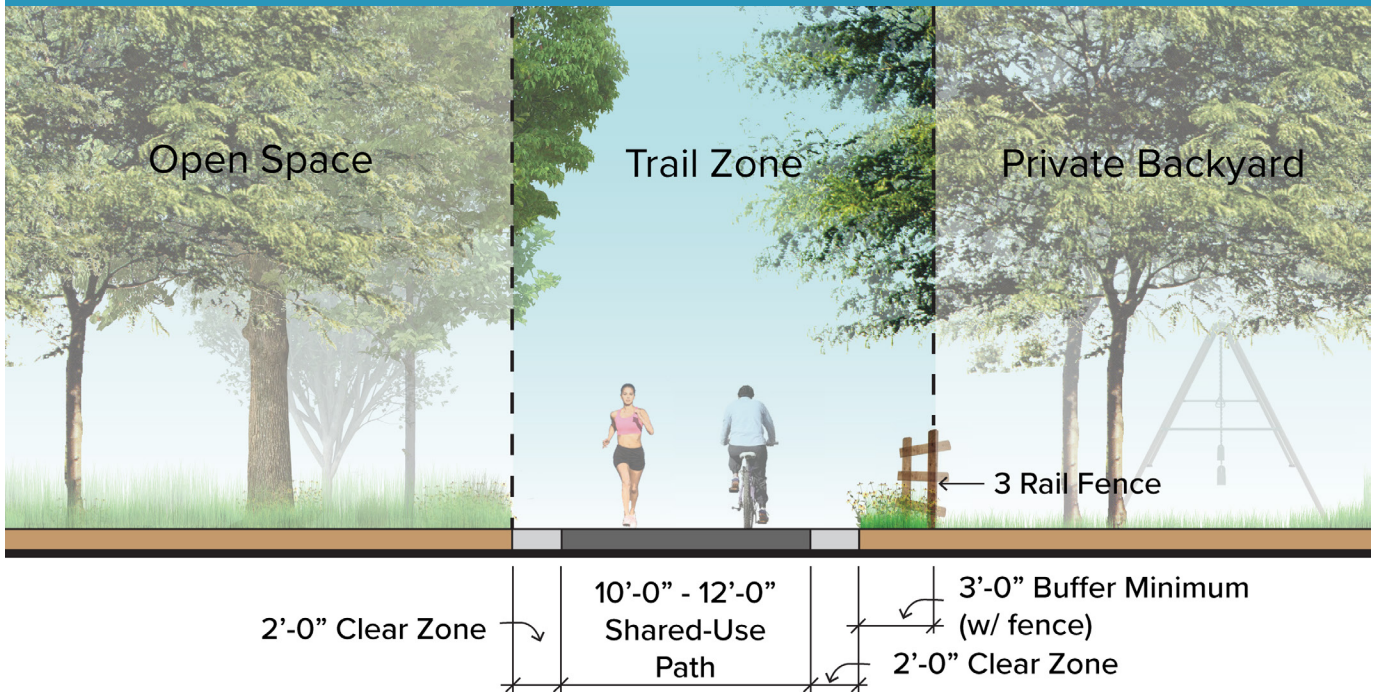
## Off-Street Trail



*The "Off-Street Trail" should be used where trails are not adjacent to a road, such as in parks or natural areas. This trail type uses an asphalt path that is 10 to 12 feet in width, along with a two-foot clear zone on either side.*

## Trail Type Four

## Off-Street Trail with Fence



*The "Off-Street Trail with Fence" should be used where trails are not adjacent to a road and abut residential properties. In these areas, a fence should be used to delineate the trail and public space from abutting properties. This trail type uses an asphalt path that is 10 to 12 feet in width, along with three-foot buffer between the trail and fence.*

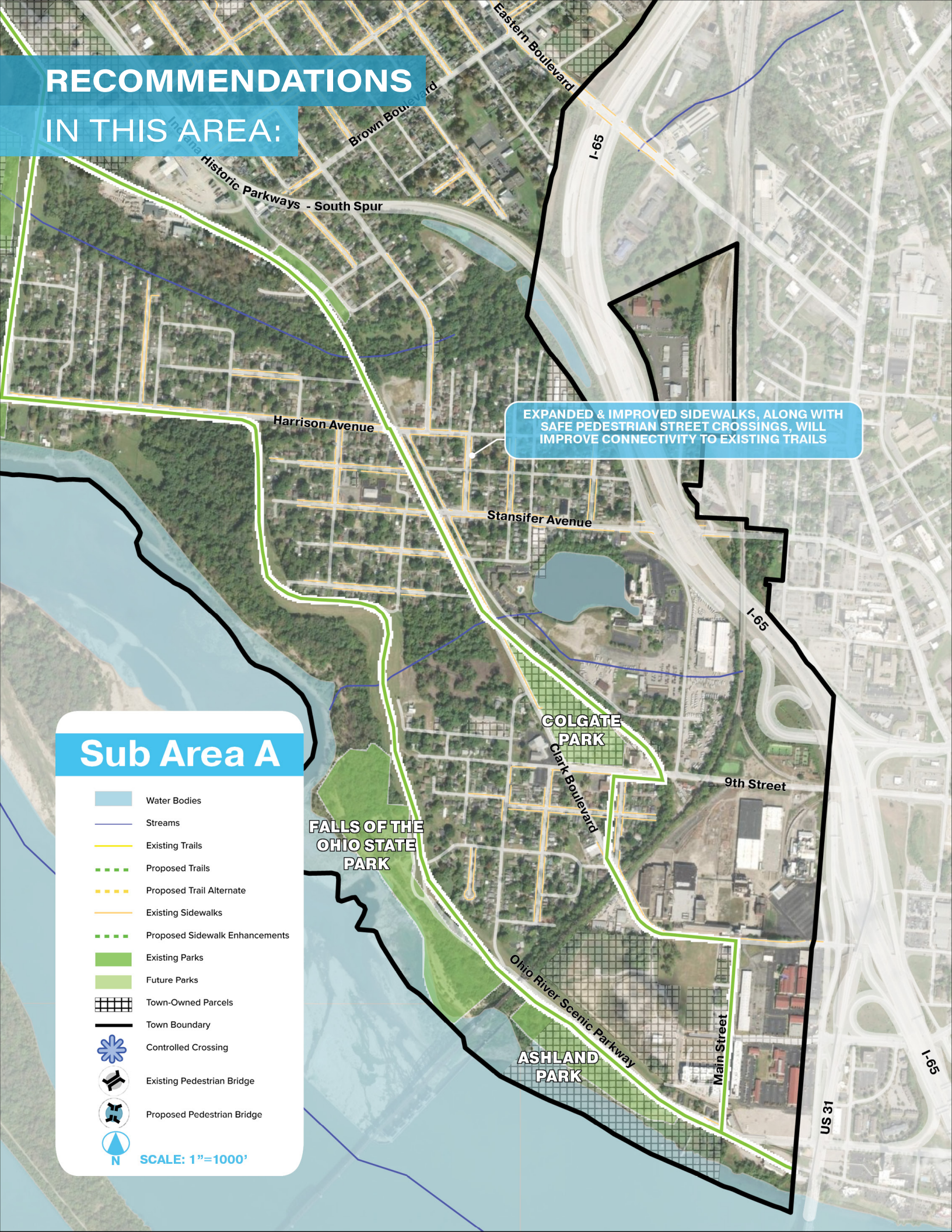
# RECOMMENDATIONS IN THIS AREA:

EXPANDED & IMPROVED SIDEWALKS, ALONG WITH SAFE PEDESTRIAN STREET CROSSINGS, WILL IMPROVE CONNECTIVITY TO EXISTING TRAILS

## Sub Area A

-  Water Bodies
-  Streams
-  Existing Trails
-  Proposed Trails
-  Proposed Trail Alternate
-  Existing Sidewalks
-  Proposed Sidewalk Enhancements
-  Existing Parks
-  Future Parks
-  Town-Owned Parcels
-  Town Boundary
-  Controlled Crossing
-  Existing Pedestrian Bridge
-  Proposed Pedestrian Bridge
-  N

SCALE: 1"=1000'



FALLS OF THE OHIO STATE PARK

COLGATE PARK

ASHLAND PARK

Brown Boulevard

Eastern Boulevard

Historic Parkways - South Spur

I-65

Harrison Avenue

Stansifer Avenue

I-65

CLARK BOULEVARD

9th Street

OHIO RIVER SCENIC PARKWAY

Main Street

US 31

I-65

# RECOMMENDATIONS

## IN THIS AREA:

FRANCISCO PARK

SIDEWALK CONNECTION

GASKELL PARK

OFF-STREET TRAIL, (TYPE 3)  
New trail between Ryan Lane and Gaskell Park.

ON-STREET TRAIL W/ CURB, (TYPE 1)

Upgraded pedestrian crossing at Lewis & Clark Parkway and Lincoln Drive to connect with existing sidewalks on Lincoln Drive and the Discovery Trail

SIDEWALK CONNECTION  
Upgrade the sidewalk along the north side of Lewis & Clark Parkway from Lincoln Drive to Ryan Lane.

### Sub Area B

- Water Bodies
- Streams
- Existing Trails
- Proposed Trails
- Proposed Trail Alternate
- Existing Sidewalks
- Proposed Sidewalk Enhancements
- Existing Parks
- Future Parks
- Town-Owned Parcels
- Town Boundary
- Controlled Crossing
- Existing Pedestrian Bridge
- Proposed Pedestrian Bridge
- N

SCALE: 1"=1000'

Ohio River

ORIGIN PARK

Indiana Historic Parkways - South Spur

Guilford Road

Providence Way

Lewis and Clark Parkway

Lincoln Drive

# RECOMMENDATIONS

## IN THIS AREA:

LAPPING PARK

### ON-STREET TRAIL W/ SWALE, (TYPE 2)

New trail along east side of Blackiston Mill Road between Potters Lane and Silver Creek with a trail extending under the new bridge across Silver Creek.

New trail along north side of Potters Lane between Raintree Drive and Blackiston Mill Road

### SIDEWALK CONNECTION

Upgraded sidewalks along Altwood Drive, Longfellow Drive, Tennyson Drive, Shelley Drive, Spicewood Drive, and Lombardy Drive.

## Sub Area C

-  Water Bodies
-  Streams
-  Existing Trails
-  Proposed Trails
-  Proposed Trail Alternate
-  Existing Sidewalks
-  Proposed Sidewalk Enhancements
-  Existing Parks
-  Future Parks
-  Town-Owned Parcels
-  Town Boundary
-  Controlled Crossing
-  Existing Pedestrian Bridge
-  Proposed Pedestrian Bridge
-  N

SCALE: 1"=1000'

FRANCISCO PARK

# RECOMMENDATIONS

## IN THIS AREA:

CEDAR PARK

**ON-STREET TRAIL W/ CURB, (TYPE 1)**

New trail to connect River Falls Mall to Cedar Park and Broadway Street.

**OFF-STREET TRAIL, (TYPE 3)**

New trail to connect River Falls Mall to Cedar Park and Broadway Street.

**ON-STREET TRAIL W/ CURB, (TYPE 1)**

New trail along the east side of River Falls Mall between Lewis & Clark Parkway and Cedar Street.

**ON-STREET TRAIL W/ CURB, (TYPE 1)**

New trail through the former Hobby Lobby development to connect the Discovery Trail to Lewis & Clark Parkway.

**ON-STREET TRAIL W/ CURB, (TYPE 1)**

New trail along Lewis & Clark Parkway between the former Hobby Lobby development and an upgraded pedestrian crossing at River Falls Entrance Road. Concrete could be used in this section instead of asphalt.

RAY LAWRENCE PARK

BEECHWOOD PARK

MOSER PARK

CLARKSVILLE LITTLE LEAGUE

### Sub Area D

-  Water Bodies
-  Streams
-  Existing Trails
-  Proposed Trails
-  Proposed Trail Alternate
-  Existing Sidewalks
-  Proposed Sidewalk Enhancements
-  Existing Parks
-  Future Parks
-  Town-Owned Parcels
-  Town Boundary
-  Controlled Crossing
-  Existing Pedestrian Bridge
-  Proposed Pedestrian Bridge
-  N

SCALE: 1"=1000'

# RECOMMENDATIONS IN THIS AREA:

**ON-STREET TRAIL  
W/ SWALE, (TYPE 2)**

**OFF-STREET  
TRAIL, (TYPE 3)**

**OFF-STREET TRAIL,  
(TYPE 3)**

New trail along north side of Potters Lane between Raintree Drive and Blackiston Mill Road

I-265

I-265

**OFF-STREET  
TRAIL, (TYPE 3)**

New trail along east side of Miller Drive from Potters Lane to the Endris Lodge parking lot.

**LAPPING PARK**

Miller Way

Potters Lane

**ON-STREET TRAIL  
W/ CURB, (TYPE 1)**

New trail along east side of Broadway Street from Cedar Park to Lapping Park with an upgraded pedestrian crossing at Veterans Parkway.

Broadway Street

Progress Way

Veterans Parkway

## Sub Area E

-  Water Bodies
  -  Streams
  -  Existing Trails
  -  Proposed Trails
  -  Proposed Trail Alternate
  -  Existing Sidewalks
  -  Proposed Sidewalk Enhancements
  -  Existing Parks
  -  Future Parks
  -  Town-Owned Parcels
  -  Town Boundary
  -  Controlled Crossing
  -  Existing Pedestrian Bridge
  -  Proposed Pedestrian Bridge
  -  N
- SCALE: 1"=1000'**

# A CLOSER LOOK: LAPPING PARK TRAIL & I-265 CONNECTION



# RECOMMENDATIONS

## IN THIS AREA:

### PLUM RUN

#### OFF-STREET TRAIL, (TYPE 3)

New trail connects Westmont Drive and Hunter Station Road through green space on multi-family residential properties.

### PLUM CREEK

#### ON-STREET TRAIL W/ CURB, (TYPE 1)

New trail runs along Westmont Drive with a controlled crossing point at Charlestown Road.

#### OFF-STREET TRAIL W/ FENCE, (TYPE 4)

New trail runs along the northern edge of Meyer Manor to connect with REMC and Charlestown Road.

#### ON-STREET TRAIL W/ SWALE, (TYPE 2)

Alternate B includes a new trail along Future Drive and IN-60 instead of going through the commercial properties and REMC.

#### OFF-STREET TRAIL, (TYPE 3)

New trail between Meyer Manor homes and commercial properties that utilizes the levee at REMC to connect with Charlestown Road. If this route is not feasible, "Alternate B" provides a less direct trail route.

## Sub Area F

-  Water Bodies
-  Streams
-  Existing Trails
-  Proposed Trails
-  Proposed Trail Alternate
-  Existing Sidewalks
-  Proposed Sidewalk Enhancements
-  Existing Parks
-  Future Parks
-  Town-Owned Parcels
-  Town Boundary
-  Controlled Crossing
-  Existing Pedestrian Bridge
-  Proposed Pedestrian Bridge
-  N

SCALE: 1"=1000'

### DEER RUN

#### OFF-STREET TRAIL, (TYPE 3)

Existing trail will be improved and extended in wooded areas east of Deer Run and behind Nova's Landing and Meyer Manor.

#### OFF-STREET TRAIL W/ FENCE, (TYPE 4)

A new trail will run between a stream and Eagle Ridge, with a horse fence to separate the trail from residential yards.

#### ON-STREET TRAIL W/ SWALE, (TYPE 2)

New trail on Lawrence Meyers Road will continue onto Payne Koehler Road and connect to the Eagle Ridge neighborhood with a small pedestrian bridge with a signaled mid-block crossing.

### EAGLE RIDGE

Payne Koehler Road

Payne Koehler Road

Charlestown Road

IN-60

MEYER MANOR





SECTION

04

# Budget & Implementation

## IN THIS SECTION

- 51 Cost Estimates
- 53 Trail Amenities
- 55 Phasing Plan
- 61 Funding Strategies

# COST ESTIMATES

## About the Cost Estimates

### Overview

The expansion of Clarksville's trail system is anticipated to be a 20-year and \$35.8 million dollar project. However, a phasing plan (see page 55) and external funding opportunities (see page 61) can help the Town approach these investments strategically. This section includes a high-level base cost summary for the trail project for budgeting purposes, a lists and costs of additional amenities that can be added to the trails, a phasing plan that includes budget-level cost estimates per phase, and a discussion on nine different funding strategies that can be utilized to fulfill the community's vision for a town-wide recreational trail system.

### Cost Summary

The four trail types presented in Section 3 serve as the base layer for the cost estimates. For this planning-level estimate, these trail sections assume trails will be asphalt except along Lewis & Clark Parkway, where a widened concrete path should be used to maintain design consistency with the streetscape, and within the floodplain, where a concrete path should be used to reduce maintenance needs. As the trail continues northward past Lapping Park, the two major bridges that will cross Silver Creek are both necessary and expensive investments, together representing 14% of the overall project cost. However, bridge construction in this area is fundamental to creating the trail connection between North Clarksville and Central Clarksville. Street crossings, access points, directional signage, and a budget for utility relocation are also factored into the cost estimates. Soft costs and contingencies are included in the overall estimates. While these costs might be less than budgeted once the project moves into design and construction, the budget cost estimates are expected to help the town identify and secure the necessary funding to implement each section.

### Trail Amenities

The base trail costs included in the Cost Summary do not include non-essential amenities. However, there are several areas throughout the trail system that can be improved with lighting, seating, water stations, security measures, and other features. Some amenities, such as lighting, would be placed at consistent intervals along the trail, whereas others, such as water stations, may only be needed at trailheads or other specific locations. Pages 53 and 54 include a list of six different amenities, along with their estimated costs and locations.

## Cost Summary for Regional Connectivity & Network Enhancements

#	Item	Units	Unit Cost	Total Cost
1	Trail Type 1: On-Street Trail with Curb	LFT	\$290	\$606,100
1A	Trail Type 1 Modified: On-Street Trail without Curb Replacement*	LFT	\$225	\$2,921,700
2	Trail Type 2: On-Street Trail with Swale	LFT	\$245	\$3,050,300
3	Trail Type 3: Off-Street Trail	LFT	\$255	\$4,580,000
4	Trail Type 4: Off-Street Trail with Fence	LFT	\$315	\$447,300
	On-street sidewalk connection w/o curb (6-ft, 5-in thick)**	LFT	\$85	\$697,000
	Major Bridge (120-200-ft span)	EACH	\$2,500,000	\$5,000,000
	Minor Bridge (50-ft span; Payne-Kohler)	EACH	\$400,000	\$400,000
	Neighborhood Access Point	EACH	\$50,000	\$160,000
	Regional Access Point	EACH	\$20,000	\$240,000
	Pedestrian Crossing - Signal Modification	EACH	\$250,000	\$1,000,000
	Pedestrian Crossing - Non-Signal Modification	EACH	\$75,000	\$600,000
	Signage	MILE	\$2,000	\$21,500
	Utility Conflicts/Relocation	MILE	\$100,000	\$2,088,600
	Soft Costs (Survey, Design, Permits, CA)	30%		\$6,979,900
	Contingency	30%		\$6,979,900
			<b>Total:</b>	<b>\$35,772,300</b>

\* Costs for "Trail Type 1 Modified" is consistent with "Trail Type 1" but does not include estimates for new curb as it applies to roads where curbs are already present.

\*\* "On-Street Sidewalk Connections" apply to areas where new sidewalks or sidewalk expansions are recommended. This cost does not align with one of the four trail types.

# TRAIL AMENITIES



## On-Trail Mile Markers

Cost: \$2,000 per mile

Details: 10 signs per mile



## Lighting

Cost: \$75 per linear foot



## Trail Access Parking

Cost: \$100,000 each

Details: a small parking lot, located at major trailheads



## Water Stations

Cost: \$15,000 each

Details: located at trailheads and rest stations, estimate includes water line



## Rest Station

Cost: \$20,000 each

Details: located at trail heads or select locations



## Security Cameras

Cost: \$75 per linear foot

Details: located at regular intervals along trails

# PHASING PLAN

## About the Phasing Plan

Creating a full and connected trail system in Clarksville will require multiple years of investment and construction. This plan offers a 20-year timeline for completion, which separates the future trail routes into four major phases (see the Phasing Plan Map on page 56). The first two phases focus on extending connections from the Discovery Trail into Central Clarksville in order to directly serve this community and begin extending the trail connection to North Clarksville and Blackiston Mill Road. The table below provides an overview of each phase, along with notes for implementation. Cost estimates by phase are also provided on pages 57 to 60.

Phasing Plan			
Phase	Timeframe	Name	Details
PHASE 1	2026 - 2030	Central Clarksville (E Lewis & Clark Parkway to Lapping Lodge)	The paving and extension of the existing gravel trail at Lapping Park is a top priority for constructing Phase 1 to ensure better trail accessibility for all ages and abilities.
PHASE 2	2031 - 2033	West Clarksville (Lincoln Drive to Potters Lane)	Coordination with property owners on Ryan Lane will be crucial to successful implementation of Phase 2.
PHASE 3	2034 - 2040	North Clarksville (Lapping Lodge to Hunter Station Road)	Two different cost estimates (3A and 3B) are provided depending on which route near REMC is used. Coordination with REMC and other property owners should begin prior to 2034 to begin assessing feasibility.
PHASE 4	2041 - 2045	Potters Lane and Blackiston Mill Road	Phase 4 will require coordination with property owners and an expanded right-of-way in some areas.

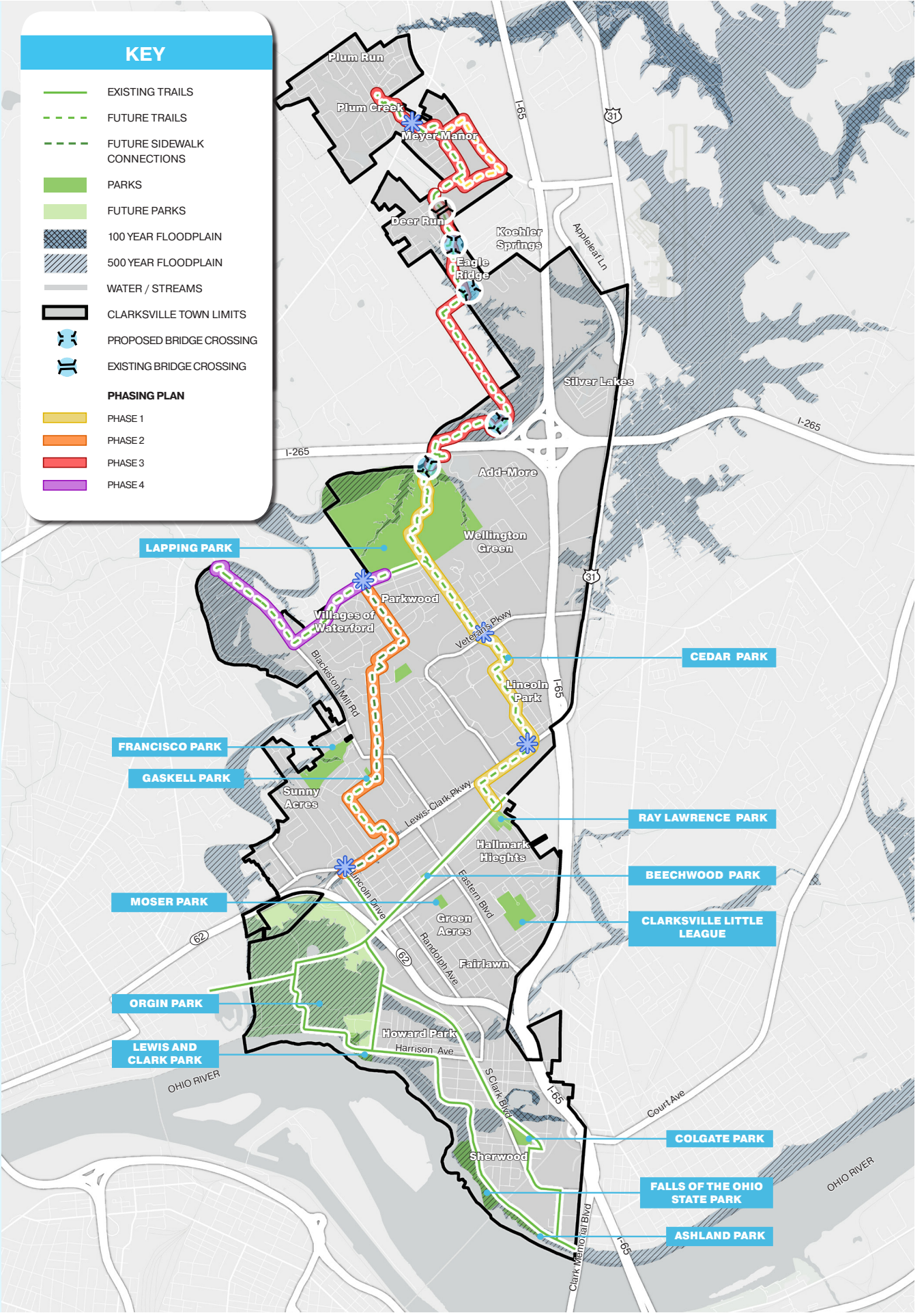
# PHASING PLAN MAP

**KEY**

- EXISTING TRAILS
- FUTURE TRAILS
- FUTURE SIDEWALK CONNECTIONS
- PARKS
- FUTURE PARKS
- 100 YEAR FLOODPLAIN
- 500 YEAR FLOODPLAIN
- WATER / STREAMS
- CLARKSVILLE TOWN LIMITS
- PROPOSED BRIDGE CROSSING
- EXISTING BRIDGE CROSSING

**PHASING PLAN**

- PHASE 1
- PHASE 2
- PHASE 3
- PHASE 4



- LAPPING PARK
- FRANCISCO PARK
- GASKELL PARK
- MOSER PARK
- ORGIN PARK
- LEWIS AND CLARK PARK
- CEDAR PARK
- RAY LAWRENCE PARK
- BEECHWOOD PARK
- CLARKSVILLE LITTLE LEAGUE
- COLGATE PARK
- FALLS OF THE OHIO STATE PARK
- ASHLAND PARK

## PHASE 1: Central Clarksville (E Lewis & Clark Parkway to Lapping Lodge)

Facility	Details	Cost
Trail Type 1	1030 LF x \$290/LF	\$298,700
Trail Type 1 (Modified to exclude curb)	9635 LF x \$225/LF	\$2,176,900
Trail Type 3	4540 LF x \$255/LF	\$1,157,700
Pedestrian Crossing - Signal Modification	1 @ River Falls Entrance, 1 @ Veterans	\$500,000
Pedestrian Crossing - Non-Signal Modification	2 @ Cedar Park, 2 @ Progress Way & Golf Entrance	\$300,000
Neighborhood Access Point	1 @ Discovery Trail	\$20,000
Regional Access Point	1 @ Endris Lodge, 1 @ Cedar Park/River Falls	\$120,000
Signage	2.9 mi x \$2000/mi	\$5,900
Utility Relocation & Right-of-Way	2.9 mi x \$200,000/mi	\$577,800
Soft Costs (Survey, Design, Permits, CA)	30%	\$1,649,300
Contingency	30%	\$1,649,300
<b>Total:</b>		<b>\$8,455,600</b>

## PHASE 2: West Clarksville (Lincoln Drive to Potters Lane)

Facility	Details	Cost
Trail Type 1	650 LF x \$290/LF	\$188,500
Trail Type 1 (Modified to exclude curb)	2000 LF x \$225/LF	\$450,000
Trail Type 3	2930 LF x \$255/LF	\$747,200
Sidewalk Improvements	8200 LF x \$85/LF	\$697,000
Pedestrian Crossing - Signal Modification	1 @ Lincoln Drive	\$250,000
Pedestrian Crossing - Non-Signal Modification	1 @ Potters Lane	\$75,000
Neighborhood Access Point	1 @ Gaskell Park	\$20,000
Signage	2.7 mi x \$2000/mi	\$5,400
Utility Relocation & Right-of-Way	2.7 mi x \$200,000/mi	\$522,400
Soft Costs (Survey, Design, Permits, CA)	30%	\$952,600
Contingency	30%	\$952,600
<b>Total:</b>		<b>\$4,860,700</b>

### PHASE 3A: North Clarksville Alternate 1 (Lapping Lodge to Hunter Station Road)

Facility	Details	Cost
Trail Type 1	410 LF x \$290/LF	\$118,900
Trail Type 1 (Modified to exclude curb)	1310 LF x \$225/LF	\$294,800
Trail Type 2	4250 LF x \$245/LF	\$1,041,300
Trail Type 3	10,460 LF x \$255/LF	\$2,675,100
Trail Type 4	1420 LF x \$315/LF	\$447,300
Major Bridge	2 @ Lodge and Silver Creek	\$5,000,000
Minor Bridge	1 @ Eagle Ridge	\$400,000
Neighborhood Access Point	1 @ Eagle Ridge; 2 @ Deer Run; 2 @ Meyer Manor & Plum Creek	\$120,000
Pedestrian Crossing - Non-Signal Modification	2 @ Payne-Kohler/County Line and Cedar Park Entrance	\$150,000
Pedestrian Crossing -Signal Modification	Westmont	\$250,000
Regional Access Point	1 @ REMC	\$60,000
Signage	3.4 mi x \$2000/mi	\$7,000
Utility Relocation & Right-of-Way	3.4 mi x \$200,000/mi	\$677,600
Soft Costs (Survey, Design, Permits, CA)	30%	\$3,640,600
Contingency	30%	\$3,640,600
<b>Total:</b>		<b>\$18,523,200</b>

### PHASE 3B: North Clarksville Alternate 2 (Lapping Lodge to Hunter Station Road)

Facility	Details	Cost
Trail Type 1	410 LF x \$290/LF	\$118,900
Trail Type 1 (Modified to exclude curb)	1310 LF x \$225/LF	\$294,800
Trail Type 2	4250 LF x \$245/LF	\$2,232,000
Trail Type 3	10,460 LF x \$255/LF	\$2,188,000
Trail Type 4	1420 LF x \$315/LF	\$447,300
Major Bridge	2 @ Lodge and Silver Creek	\$5,000,000
Minor Bridge	1 @ Eagle Ridge	\$400,000
Neighborhood Access Point	1 @ Eagle Ridge; 2 @ Deer Run; 2 @ Meyer Manor & Plum Creek	\$120,000
Pedestrian Crossing - Non-Signal Modification	2 @ Payne-Kohler/County Line and Cedar Park Entrance	\$150,000
Pedestrian Crossing -Signal Modification	Westmont	\$250,000
Regional Access Point	1 @ REMC	\$60,000
Signage	4 mi x \$2000/mi	\$8,100
Utility Relocation & Right-of-Way	4 mi x \$200,000/mi	\$789,400
Soft Costs (Survey, Design, Permits, CA)	30%	\$3,842,500
Contingency	30%	\$3,842,500
	<b>Total:</b>	<b>\$19,743,500</b>

## PHASE 4: Potters Lane and Blackiston Mill Road

Facility	Details	Cost
Trail Type 2	8200 LF x \$245/LF	\$2,009,000
Pedestrian Crossing - Non-Signal Modification	1 Under Silver Creek	\$75,000
Regional Access Point	1 @ Silver Creek	\$60,000
Signage	1.6 mi x \$2000/mi	\$3,200
Utility Relocation & Right-of-Way	1.6 mi x \$200,000/mi	\$310,800
Soft Costs (Survey, Design, Permits, CA)	30%	\$737,400
Contingency	30%	\$737,400
<b>Total:</b>		<b>\$3,932,800</b>

# FUNDING STRATEGIES

## Funding Strategies & Considerations

This ambitious, community-wide project comes with significant costs but there are opportunities to leverage state and federal funds for implementation. The most cost-effective and timely approach for implementation will be to leverage local funding to secure grants whenever feasible. Grant pursuits are an investment in both time and resources, but when targeted and strategic, the returns on the investment can be significant. Below is a list of potential funding sources:

**Local Sources:** Existing Town revenues and allocations must be considered for such extensive, impactful improvements, but the goal should be to mainly use local funds as a match for other funding sources. Though other infrastructure like streets and facilities often are the focus of tax dollars, investments in trail networks can compliment and reduce the burden on other infrastructure. Depending on the priorities for Town departments and elected officials, collaboration and contributions from the general fund, redevelopment, and/or parks department will be necessary in order to complete major installations of the proposed trail network.

**Transportation Alternatives Program (TAP):** TAP is funded through federal highway funds and administered through the Indiana Department of Transportation (INDOT). This program provides funding for non-motorized transportation infrastructure, historic transportation preservation, and other similar projects. This competitive grant has typically required a 20% local match.

**Indiana Trails Program (ITP):** The ITP is a grant program administered by the Indiana Department of Natural Resources (IDNR) to develop trails throughout the state. The focus is on non-motorized routes and connectivity to outdoor recreation and natural environments. Eligible projects include construction of trails, trailheads, bridges, and amenities (i.e. parking, water fountains, benches, etc.). Grant requests range from \$100,000 to \$400,000 and provide a maximum of 80% reimbursement for the project.

**Next Level Trails (NLT):** The NLT Program is administered by IDNR and is focused on both regionally and locally significant trails and connectivity. A minimum of a 20% local match is required, with additional consideration for local matches exceeding 20%. Some special consideration for trails include connecting users to nature, projects that accommodate multiple types of trail uses, projects on an accelerated timeline, projects that are part of a regional, local, or comprehensive plan, projects that provide access to a population not currently within a 5-mile radius of a trail, and other elements. The minimum request for locally significant projects is \$200,000 and the maximum is \$2M.

**Indiana Regional Economic Acceleration and Development Initiative (READI):** READI is a recent initiative and grant source for local projects that “enhance quality of life, foster a thriving environment, and create opportunities.” Past projects have been focused on a variety of initiatives including community growth infrastructure, housing, employment, education and talent supply, tourism, arts, trails and recreation, and other enterprises. To date, two rounds of funding have been announced totaling \$1B in grants.

**Indiana Housing & Community Development Authority (IHCDA):** IHCDA’s CreatINg Places program uses a donation and reward-based system for crowdfunding local programs. Projects can include streetscaping and walkability initiatives, playgrounds, public plazas, access to public amenities, farmer’s markets, park creation and enhancements, bike and pedestrian pathways, and other related projects.

**Southern Indiana Tourism Board (SoIN Tourism):** Project support is offered through funds obtained from the Tourism Capital Development Fund (TCDF) focused on supporting community projects and initiatives. Recent grants provided by SoIN Tourism range from \$100,000 to \$250,000, with a total annual contribution of \$1M.

**Community Foundation of Southern Indiana (CFSI):** CFSI awards grant in a variety of categories including Quality of Place Grants (\$150,000 maximum), Discretionary Grants and Community Catalyst Grants. Past municipal projects include enhanced accessibility at parks and public spaces for visitors of all ability levels and those with disabilities.

**Corporate Sponsor Program:** Widescale, multiphase public recreation efforts are often bolstered through corporate sponsors. Area examples include both Waterfront Park and the Botanical Gardens in Louisville, as well as Origin Park in southern Clarksville. Large benefactors may pledge matching contributions for smaller individual contributions, similar to other fundraising initiatives. Some organizations with a history of contributions have included The Ogle Foundation, Blue Sky Foundation (Shine Foundation), The Horseshoe Foundation, and Duke Energy.



# APPENDIX A COMMUNITY ENGAGEMENT

## IN THIS SECTION

**A2** Advisory Committee Meeting Summaries

**A12** Online Survey Responses



## **Clarksville Trails Masterplan**

Advisory Committee Meeting #1 Summary

January 2, 2025

## Meeting Attendees

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- Robert Huckaby – Clark Dietz
- Daniel Blondet – TSWDG
- Bronte Murrell – TSWDG
- Amy Williams – TSWDG

## Meeting Overview

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On Thursday, January 2 the project team facilitated the first committee meeting for Clarksville’s Trails Masterplan. This meeting was held at Clarksville Town Hall from 2:00 – 3:30 pm. Three team members from TSWDG attended the meeting with several community members present.

The project team started the meeting with a quick round of introductions while passing around a sign-in sheet.

The agenda included the following:

- Branding and Website
- Project Timeline and Public Engagement Strategy
- Existing Conditions Inventory
- Opportunities & Constraints Highlights
- Next Steps

## Summary

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### Branding and Website

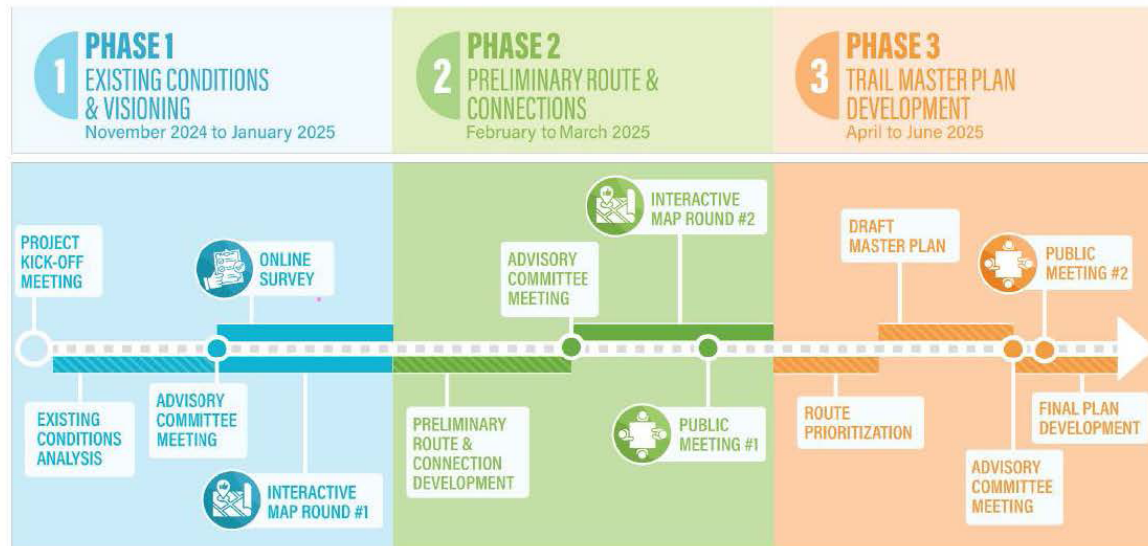
The project team shared the branding package and the project website. There was a general agreement on the branding style and color.



### Project Timeline and Public Engagement Strategy

The project team shared the project timeline and went over the phases of the project and what was involved in each phase. An image of the handout that was passed out can be seen below:

## PROJECT TIMELINE



## Existing Conditions Inventory

The TSWDG team shared a list of current plans that exist within the community. They are listed below:

- Catapult Central Clarksville Master Plan
- Complete Streets Toolbox
- Community Engagement Standard Operating Procedures
- A Plan to Promote and Preserve Clarksville's Tree Canopy
- 2015 Comprehensive Plan
- Connect Clarksville
- Beat the Heat Clarksville
- South Clarksville Mixed-Use Zoning Update

## Opportunities & Constraints Highlights

A large map of Clarksville was placed on the table for discussion. The map was a site analysis of Clarksville. Listed below are the opportunities and Constraints.

Opportunities:

- Easements
- Public ROW
- Existing Sidewalk Connections

Constraints:

- I-265 and I-65
- Lewis and Clark Parkway
- Brown Station Way
- Existing neighborhoods and Development
- Town limits and control of roads (north of I-65)
- Lack of ROW

Next Steps

The TSWDG team shared the next steps and encouraged the committee to review the draft survey and website.





## **Clarksville Trails Masterplan**

Advisory Committee Meeting #3 Summary

February 25, 2025

## Meeting Attendees

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- Robert Huckaby – Clark Dietz
- Daniel Blondet – TSWDG
- Bronte Murrell – TSWDG
- Amy Williams – TSWDG
- Town of Clarksville Staff:
  - Tammi Gibson
  - Neal Turpin
  - Kayla Tatgenhorst
  - Nathan Kane
  - BJ Nelson Lynton
  - Mike Huff
  - Kaylie Malloy
  - Kevin Baity

## Meeting Overview

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On Tuesday, February 25 the project team facilitated the third committee meeting for Clarksville’s Trails Masterplan. This meeting was held at Clarksville Town Hall from 2:00 – 4:00 pm. Three team members from TSWDG attended the meeting with eight Clarksville staff present.

The project team started the meeting with a quick round of introductions while passing around a sign-in sheet. A handout of the revised trails map from last meetings comments



was passed around also. The TSWDG team shared a power point and the meeting agenda was shared. The key points from the meeting agenda were as followed:

- Process / Community Engagement Updates
- Proposed Route and Alternatives
- Cross Sections
- Next Steps

## Summary

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### Process / Community Engagement Updates

The project team shared the results from the online map and survey with the committee. The interactive map had 14 comments from community members. The online survey had 165 participants so far. Most of the participants were from Central Clarksville. Participants noted occasional or monthly use of trails, but desired to use them daily or weekly. Most would like to use the trails for walking or running. Lighting, shade and directional signage were the most important amenities that were noted.

### Proposed Route and Alternatives

The TSWDG and Clark Dietz team shared the results from their field visit. They noted key areas where bridges would be needed for crossing and shared photos of the existing conditions. The project team and committee members discussed the potential of purchasing the property just northeast of Lapping Park, 6412 County Line Road Clarksville IN 47129. The park could potentially act as a trailhead with passive uses and allow for the trail to be pulled off from along the interstate, where the current sanitary easement is.

The team discussed two locations along the proposed trail corridor where different alternate paths had been proposed. See below:



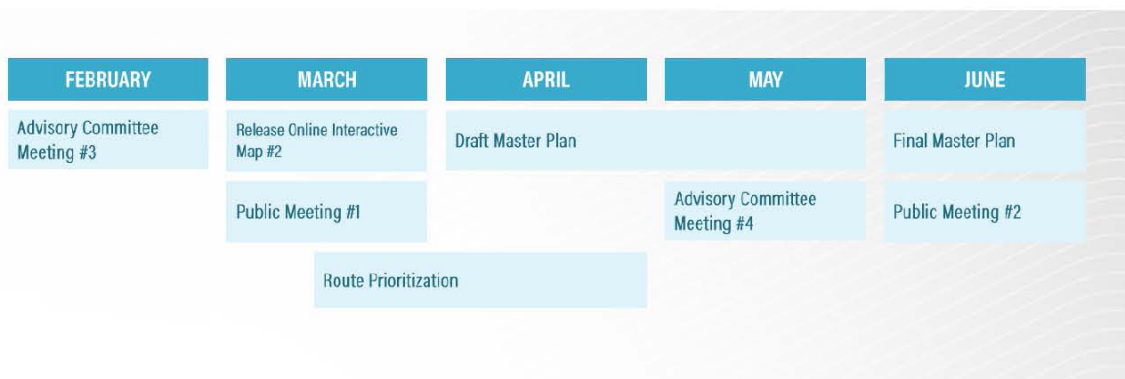
# CLARKSVILLE TRAILS MASTER PLAN

- Crossing Hwy 311 in north Clarksville - The recommended route was alternate 3 that crossed behind REMC. This was ideal because there is the least conflict and it avoids disturbing a cemetery or being along busy SR 60.
- Crossing Lewis-Clark Pkwy in Central Clarksville – The preferred route was Alternate 2 through the former Hobby Lobby. This path avoids the dangerous conflict points in the Home Depot parking lot. There is also more flexibility to work with the future developer to make sure the route is aligned safely.

## Cross Sections

The team also provided a few typical cross sections for the trail. One “On-Street” and another “Off-Street”. The committee recommended that a third section be created that shows a scenario along the backs of properties with screening buffer or fencing. It was also recommended that there be a maximum of 4% or 5% slopes on all trails in order to comply with ADA accessibility.

## Next Steps





## **Clarksville Trails Masterplan**

Advisory Committee Meeting #2 Summary

May 14, 2025

## Meeting Attendees

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- Tammi Gibson – Town of Clarksville
- Robert Huckaby – Clark Dietz
- Mike Huff – Public Works
- BJ Nelson Lynton – Parks and Rec
- Kaylie Mallory – Town of Clarksville
- Neal Turpin – Town of Clarksville
- Daniel Blondet – TSWDG
- Bronte Murrell – TSWDG
- Amy Williams – TSWDG

## Meeting Overview

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On Wednesday, May 14 the project team facilitated the fourth committee meeting for Clarksville’s Trails Masterplan. This meeting was held at Clarksville Town Hall from 10:30 – 12:00 pm. Three team members from TSWDG attended the meeting with several community members present.

The project team started the meeting with a quick round of introductions while passing around a sign-in sheet. A handout of proposed trail route and segments was passed out as well as a draft budget. The TSWDG team shared a power point and the meeting agenda was shared. The key points from the meeting agenda were as followed:

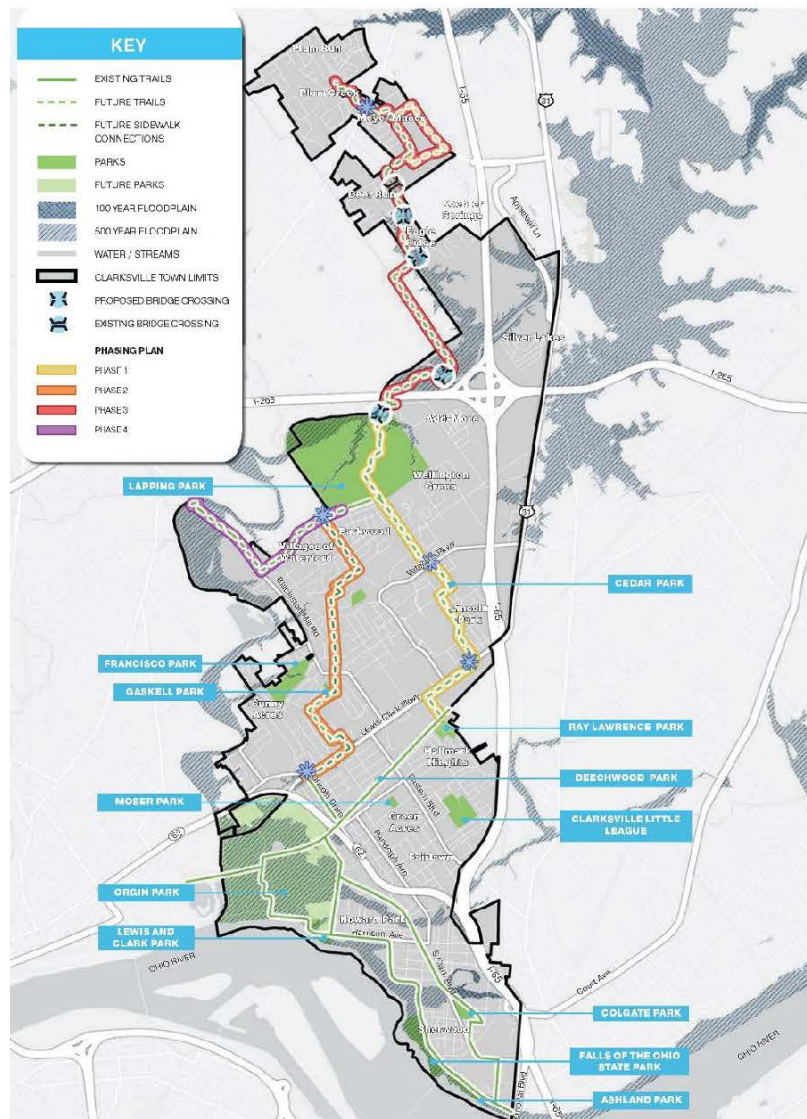
- Review: Trail Routes and Design

- Budget and Implementation
- Next Steps

## Summary

### Review: Trail Routes and Design

The project team shared the proposed trail map with the trails segmented and labeled. The committee was then asked to prioritize the phasing of the trail segments. The committee decisions for phasing can be seen on the map below:



Comments:

- Split segment G at Lapping Park
- The top priority is paving Lapping Park

## Budget and Implementation

The TSWDG and Clark Dietz team shared the draft budget and asked the committee if there was anything they would add or change.

Comments are below:

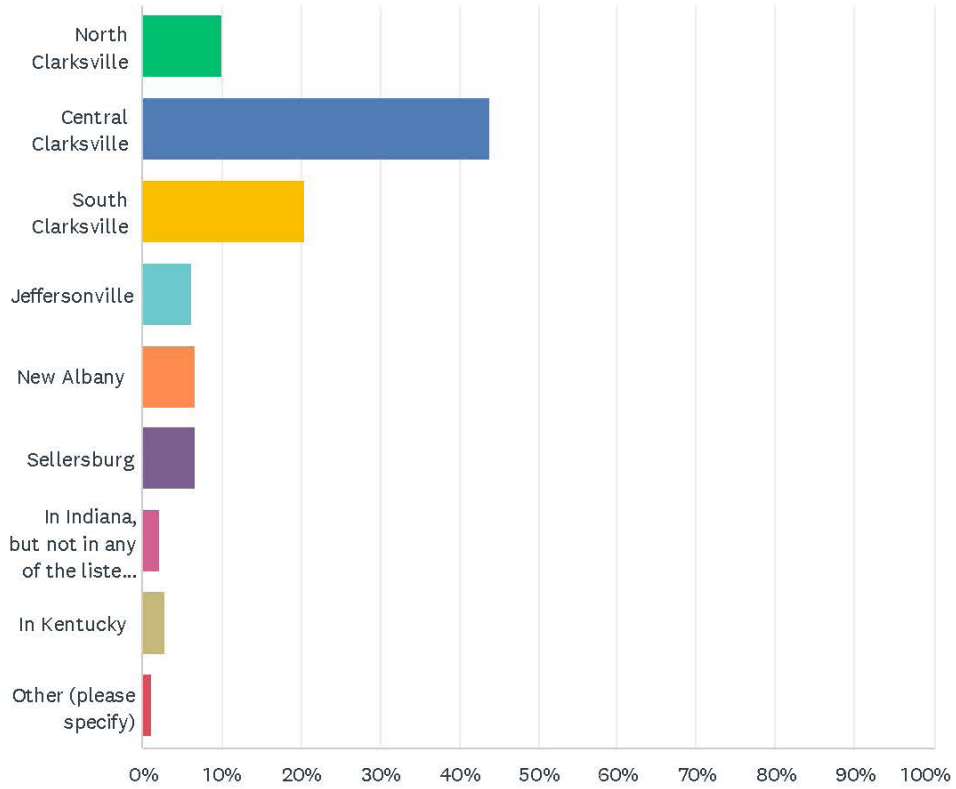
- Price Adding Cameras from Lapping Park to County Line Rd at strategic locations
  - There are 38 Cameras on the existing Discovery Trail
- The committee is unsure about the need for lighting, since the parks close at dusk
  - Add lighting as an extra cost / base from Lapping Park to County Line Rd
  - Exact locations to be determined for cameras
- Gates on trails needed to prevent vehicles from going on trails

## Next Steps

- **Public Meeting #2**
  - Wednesday, June 11<sup>th</sup> 4pm to 6pm at the Community Center
- **Final Plan Development**

### Q1 Where do you live?

Answered: 180 Skipped: 0



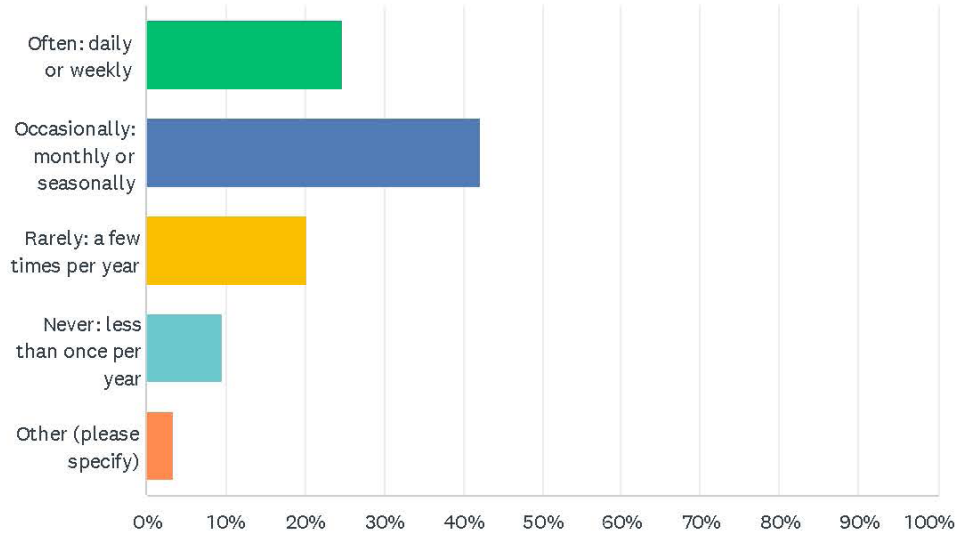
ANSWER CHOICES	RESPONSES	
North Clarksville	10.00%	18
Central Clarksville	43.89%	79
South Clarksville	20.56%	37
Jeffersonville	6.11%	11
New Albany	6.67%	12
Sellersburg	6.67%	12
In Indiana, but not in any of the listed places	2.22%	4
In Kentucky	2.78%	5
Other (please specify)	1.11%	2
<b>TOTAL</b>		<b>180</b>

#	OTHER (PLEASE SPECIFY)	DATE
1	Georgetown, IN	1/21/2025 7:35 PM



## Q2 How often do you use trails in Clarksville?

Answered: 178 Skipped: 2

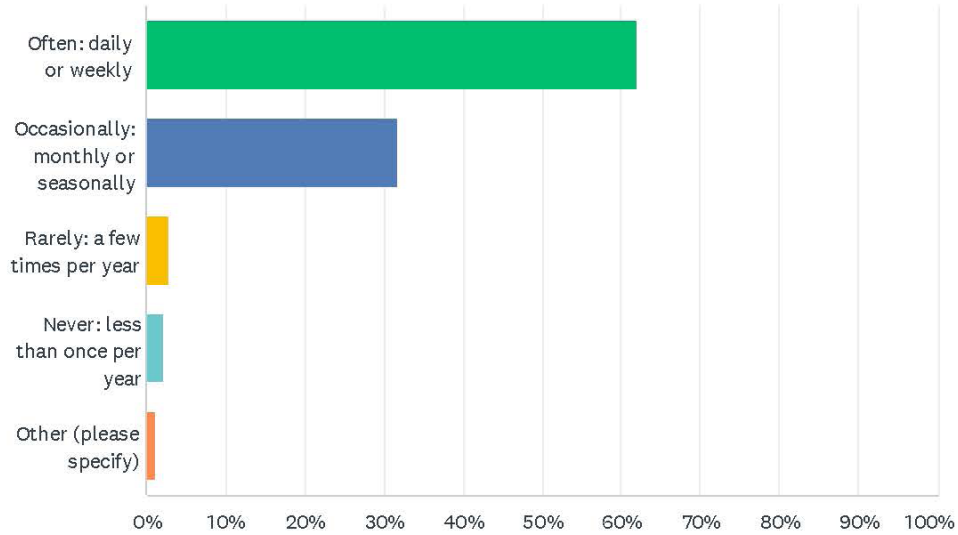


ANSWER CHOICES	RESPONSES
Often: daily or weekly	24.72% 44
Occasionally: monthly or seasonally	42.13% 75
Rarely: a few times per year	20.22% 36
Never: less than once per year	9.55% 17
Other (please specify)	3.37% 6
<b>TOTAL</b>	<b>178</b>

#	OTHER (PLEASE SPECIFY)	DATE
1	I'm summer I frequently use the greenbelt	2/3/2025 8:20 AM
2	Once	2/1/2025 7:12 PM
3	We will now	1/31/2025 4:47 PM
4	Frequently in warm weather. Rarely in cold	1/21/2025 1:50 PM
5	Use to daily until my knee injury	1/21/2025 1:35 PM
6	clara.matthews4@gmail.com	1/21/2025 1:21 PM

### Q3 How often would you like to use trails in Clarksville?

Answered: 179 Skipped: 1

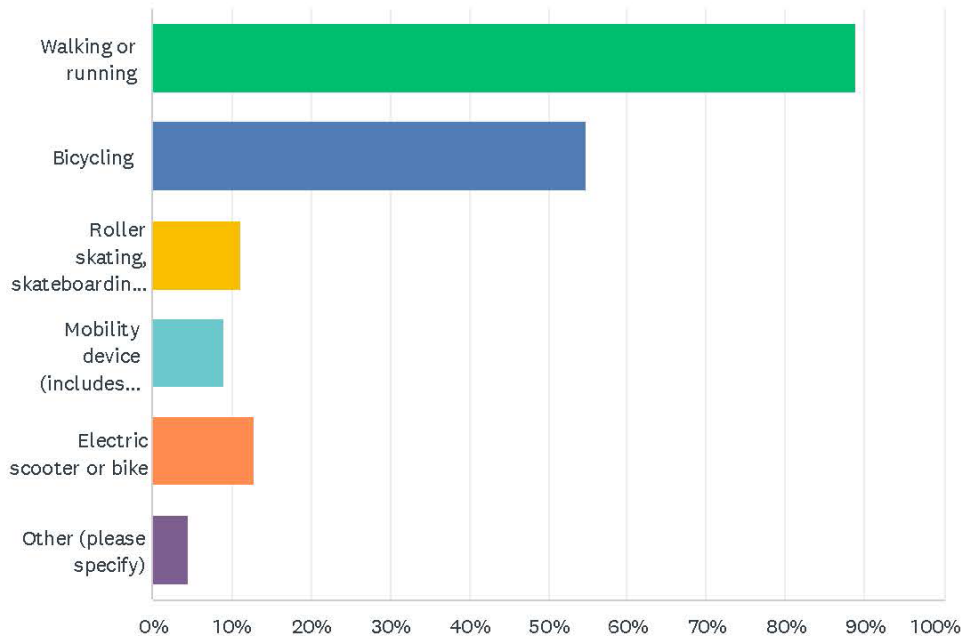


ANSWER CHOICES	RESPONSES
Often: daily or weekly	62.01% 111
Occasionally: monthly or seasonally	31.84% 57
Rarely: a few times per year	2.79% 5
Never: less than once per year	2.23% 4
Other (please specify)	1.12% 2
<b>TOTAL</b>	<b>179</b>

#	OTHER (PLEASE SPECIFY)	DATE
1	Weather and time permitting, as often as I can.	1/21/2025 4:57 PM
2	Am disabled	1/21/2025 3:44 PM

### Q4 How would you like to use trails in Clarksville? Please select all that apply.

Answered: 179 Skipped: 1



ANSWER CHOICES	RESPONSES
Walking or running	88.83% 159
Bicycling	54.75% 98
Roller skating, skateboarding, etc.	11.17% 20
Mobility device (includes motorized wheelchairs)	8.94% 16
Electric scooter or bike	12.85% 23
Other (please specify)	4.47% 8
Total Respondents: 179	

#	OTHER (PLEASE SPECIFY)	DATE
1	Utv and atv trails would be nice to have	1/31/2025 3:41 PM
2	Exercising pets	1/23/2025 7:31 AM
3	Dog walking	1/21/2025 9:02 PM
4	Mountain Biking	1/21/2025 8:42 PM
5	All of the above	1/21/2025 3:38 PM
6	Open Harrison ave to n	1/21/2025 3:08 PM
7	Don't care	1/21/2025 2:02 PM

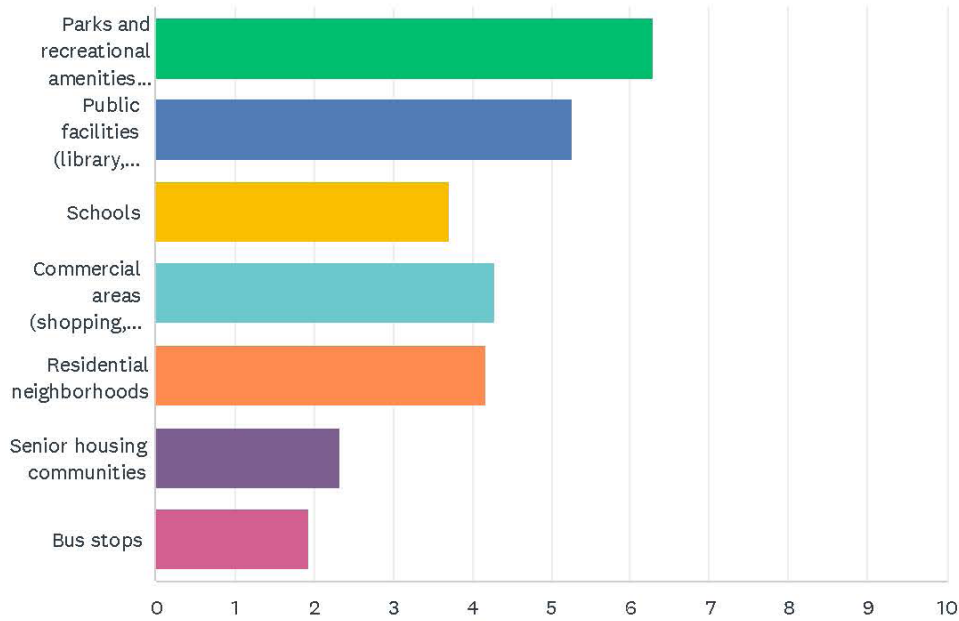
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8	safe for strollers	1/21/2025 1:36 PM
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**Q5 What types of destinations are most important for trails to connect to?  
Please rank the below options, with “1” being your most important destination and “7” being your least important destination.**

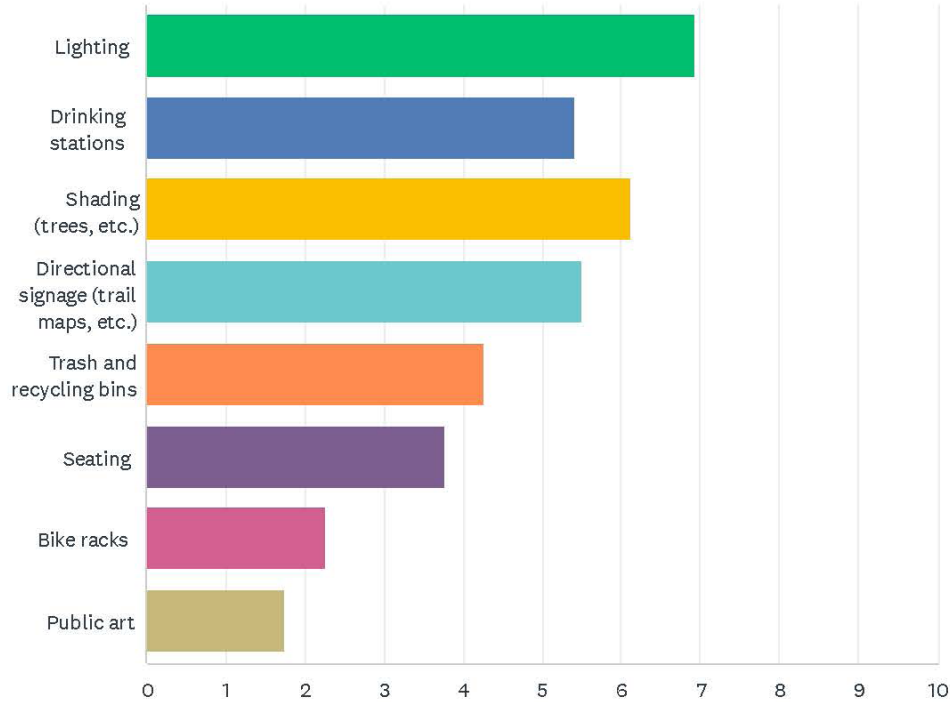
Answered: 178 Skipped: 2



	1	2	3	4	5	6	7	TOTAL	SCORE
Parks and recreational amenities (public pool, playgrounds, etc.)	63.48% 113	20.79% 37	6.18% 11	4.49% 8	2.81% 5	1.69% 3	0.56% 1	178	6.30
Public facilities (library, community center, town hall, etc.)	10.67% 19	41.01% 73	26.97% 48	11.24% 20	6.18% 11	3.37% 6	0.56% 1	178	5.26
Schools	1.69% 3	4.49% 8	25.28% 45	30.90% 55	16.29% 29	12.92% 23	8.43% 15	178	3.72
Commercial areas (shopping, dining, employment, etc.)	7.87% 14	17.98% 32	24.16% 43	20.22% 36	12.36% 22	8.43% 15	8.99% 16	178	4.28
Residential neighborhoods	13.48% 24	11.80% 21	10.11% 18	23.60% 42	30.90% 55	3.93% 7	6.18% 11	178	4.17
Senior housing communities	2.25% 4	2.25% 4	3.93% 7	5.06% 9	14.04% 25	48.88% 87	23.60% 42	178	2.33
Bus stops	0.56% 1	1.69% 3	3.37% 6	4.49% 8	17.42% 31	20.79% 37	51.69% 92	178	1.94

**Q6 What types of amenities are most important for trails in Clarksville?**  
 Please rank the below options, with “1” being your most important amenity and “8” being your least important amenity.

Answered: 174 Skipped: 6



	1	2	3	4	5	6	7	8	TOTAL	SCORE
Lighting	56.90% 99	16.09% 28	10.34% 18	6.32% 11	5.17% 9	1.72% 3	1.72% 3	1.72% 3	174	6.93
Drinking stations	7.47% 13	28.16% 49	18.39% 32	17.82% 31	10.92% 19	8.05% 14	7.47% 13	1.72% 3	174	5.41
Shading (trees, etc.)	14.37% 25	29.31% 51	27.01% 47	17.24% 30	7.47% 13	4.02% 7	0.00% 0	0.57% 1	174	6.11
Directional signage (trail maps, etc.)	14.37% 25	14.94% 26	21.26% 37	21.26% 37	16.09% 28	9.77% 17	1.72% 3	0.57% 1	174	5.51
Trash and recycling bins	2.87% 5	4.60% 8	9.77% 17	19.54% 34	36.21% 63	18.39% 32	5.75% 10	2.87% 5	174	4.26
Seating	2.30% 4	4.02% 7	8.62% 15	12.07% 21	14.94% 26	44.83% 78	11.49% 20	1.72% 3	174	3.78
Bike racks	1.72% 3	2.30% 4	1.15% 2	1.72% 3	5.75% 10	6.32% 11	57.47% 100	23.56% 41	174	2.26
Public art	0.00% 0	0.57% 1	3.45% 6	4.02% 7	3.45% 6	6.90% 12	14.37% 25	67.24% 117	174	1.75

## Q7 Is there anything else that you'd like to share?

Answered: 84 Skipped: 96

#	RESPONSES	DATE
1	Make sure to hire staff to take care of trail regularly.	3/10/2025 1:57 PM
2	Would love having access to trails in my community rather than having to drive to Nashville to participate in races, runs, etc.	2/28/2025 10:20 PM
3	Would be nice to have bathrooms along the trails. There are no bathrooms at the kayak launches. Bathrooms are a big plus before you launch.	2/25/2025 2:35 PM
4	We really enjoy jumping on the Discovery trail right from our neighborhood and being able to take a bicycle ride all along the river. Love the idea of connecting more areas and expanding range!	2/23/2025 3:52 PM
5	It would be nice to have a paved trail around the road back in Lapping Park. There is a gravel Trail around the circle which is around the road, but it's hard to walk on the rocks for people and dogs. Also some more benches along some trails.	2/22/2025 5:35 PM
6	It would be great to have more areas that are accessible for the elderly and disabled.	2/20/2025 2:03 PM
7	Restrooms are imported too and more biking options through trails and nature	2/16/2025 11:32 PM
8	I am consistently impressed with (and jealous of) Clarksville's proactive approach to active transportation and zoning reform. If I were to move, it would probably be to Clarksville.	2/16/2025 1:46 PM
9	looking forward to greater things for Clarksville	2/15/2025 9:35 AM
10	One thing not mentioned in your surveys are restrooms. That would be helpful to have in certain areas.	2/10/2025 4:07 PM
11	We appreciate what Clarksville is doing, and we support it!	2/8/2025 7:42 PM
12	Safety is my top priority for any trail. The riverwalk trail from NA to Clarksville is nice, but it's not a trail I'd be comfortable using alone, because I've seen some homeless camps nearby and a few shady characters hanging around.	2/5/2025 5:27 PM
13	Could not figure out how to work the numbers above!	2/5/2025 12:51 PM
14	A park in North Clark like and a walking trail to Lapping park would be amazing	2/3/2025 10:23 PM
15	I would rather see our money spent fixing our roads in Clarksville! Many, many more people commute daily on roads that need improvement!! Please post and send out a mailer explaining which roads you intend to improve. We have a need to improve congestion on Charlestown Road and Veterans Parkway, to mention a few! And now we are having a large gas station food store directly across from Walmart at this horribly unworkable Road intersection!! Blackstone Mill Road is horrible from Potters Lane to The bridge taking us to Charlestown Road. I realize that the bridge is the responsibility of New Albany. But, Blackstone Mill Road needs attention now! I live on Dave Pullium Drive and I pay a very high property tax. I have been here a lot longer than the apartments that are going up everywhere. I believe that my opinion matters at least as much as those who want to get exercise in their off time!! Driving is still the primary way of traveling in Clarksville. Those who drive should have the highest value of opinion because without people getting to and from work and places to eat, the city would die. Thank you for taking my response.	2/3/2025 2:21 PM
16	Yes, some highways and side roads need more lights, it's way too dark. Especially going towards new Albany.	2/3/2025 12:35 PM
17	Would love a trail from north Clarksville to central and even south! Would love to not even have to leave my town!	2/3/2025 9:31 AM
18	I would love to see a new park in the Plum Creek area. I feel like we are forgotten by Clarksville because we are farther north. We pay taxes just like the rest of Clarksville but we	2/3/2025 8:47 AM

	literally have nothing out here.	
19	I think it would be heavily used if brought to the Clarksville-Sellersburg area and would promote healthier habits such as walking and bicycling	2/3/2025 8:20 AM
20	Na	2/3/2025 8:14 AM
21	North Clarksville is lacking more than any area of the Town in parks, that needs correction	2/3/2025 7:48 AM
22	I like the way Clarksville trails connect to New Albany - Jeff Greenway trails. A trail from Endris Lodge in Lapping Park along Silver Creek to Origin Park would be very nice, but I'm sure there are many property right-of-way issues.	2/2/2025 9:43 PM
23	In both Moore & Colgate parks there are trash cans by the playground & picnic area but not along the bike trail. There's always some amount of litter (that my mom & I enjoy picking up.) I believe if there was just one trash can along the bike trail in each park litter would be significantly reduced.	2/2/2025 4:23 PM
24	I'm not sure where the trails are and where they connect. I'm also worried about the homeless population. I've seen them walk through my neighborhood coming from the river front. Another concern is cruising. Loud and fast cars fly through the area and I'd like to see that impeded somehow	2/1/2025 7:12 PM
25	Exercise stations along walking or running trails are also of interest. Another major amenity would be restrooms, that weren't listed above in question #6.	2/1/2025 7:07 PM
26	Create trails to get more residential areas to Origin Park.	2/1/2025 6:15 PM
27	For Safety, I think cameras along the trails are important too.	2/1/2025 12:29 PM
28	I would like trails or sidewalks connecting residential areas to parks.	1/31/2025 5:35 PM
29	thank you, I look forward to using these trails.	1/31/2025 4:47 PM
30	Utv and atv trails would be great to have in town	1/31/2025 3:41 PM
31	I hope there can be better connections for pedestrians and bicyclists so that people can feel comfortable using non-car modes of transportation and promote a more sustainable community.	1/31/2025 10:21 AM
32	As a resident of 'North Clarksville' I feel very disconnected from Clarksville. The community resources are not close to me, some library services are not available to me because I have a Sellersburg address. Veterans Pkwy has become too busy, I now do the majority of my shopping In Jeff or New Albany.	1/25/2025 12:58 AM
33	Mountain bike trail systems. Wooded off pavement trails.	1/23/2025 6:14 PM
34	I would like to see signs that say no retractable leashes for dogs. I'm fine with dogs being on the trails, but people will let their leash lines go long and that could be a hazard for cyclist.	1/23/2025 11:04 AM
35	My son and I love the trails because they are safe with no cars driving next to them. I hope this plan is used unlike the 20 year central plan that the city threw out because they decided against apartments and mix use.	1/23/2025 9:43 AM
36	No	1/22/2025 10:22 PM
37	No	1/22/2025 1:15 PM
38	The trails so far are great. Its when you exit the trails. That is the bad part. Some exits of the trails are just allys that arent maintained. If that could be fixed that would be great.	1/22/2025 10:50 AM
39	No	1/22/2025 12:36 AM
40	Clarksville has a great trail network in the southern part of Town. Keep up the good work, but need to start expanding the trail network further north.	1/21/2025 10:20 PM
41	Restrooms needed along the trails	1/21/2025 9:58 PM
42	Safety alarm buttons	1/21/2025 9:30 PM
43	Adding a skills bike park, water bottle refill stations, and bike maintenance stations would be great!	1/21/2025 8:42 PM

44	It would be nice to have small station activities like a small balance beam, stretching area, etc through the walking trails.	1/21/2025 8:11 PM
45	Cameras, police presence, blue emergency lights/phones, safe pedestrian crossings are all necessary	1/21/2025 7:48 PM
46	Safety...need police patrols or emergency sirens, more cameras etc.	1/21/2025 7:24 PM
47	I run 8 miles on the trails. I would love to see less trash but I do love the fact the you see the police patrolling the pathes.	1/21/2025 6:48 PM
48	No.	1/21/2025 6:12 PM
49	Love the Blackiston Heights neighborhood walking path.	1/21/2025 5:41 PM
50	Restrooms or port-a-potties would be nice.	1/21/2025 5:38 PM
51	There should be more trails and public exercise tools. Like in East Asian countries how they have public gyms in the park. I would love to see that.	1/21/2025 5:08 PM
52	If possible, it would be nice if there safety stations(phone number to report accidents or things that need attention, air pump, simple tools) placed a trail heads or certain points throughout the trail. Numbered light posts would be helpful for reporting accidents or outages. Thanks.	1/21/2025 4:57 PM
53	Tell whichever department is responsible to repair the damaged Clarksville boat ramp and build it similar to the new New Albany boat ramp, but with a breakwater.	1/21/2025 3:50 PM
54	Trails should be all inclusive for individuals with different mobility issues as well as people with no mobility issues.	1/21/2025 3:38 PM
55	No	1/21/2025 3:16 PM
56	Open Harrison ave to New Albany	1/21/2025 3:08 PM
57	There should be an overpass or other means to cross busy streets as much as possible.	1/21/2025 3:03 PM
58	There definitely needs to be more trash cans and access to water. The Lewis Clark park has grills, but no water or trash cans! I often see bags of trash just left on the ground. Lighting would be a plus, so that I can walk at night. However, it's still dangerous with all the people that live in tents in the woods.	1/21/2025 2:29 PM
59	I love our parks I use the Ohio river greenway a lot but I would like too see less bike traffic and less motorized bicycles. I feel they are very dangerous as they pass me and my family going at a high rates of speed it's very trouble some for a father who wants to walk with his young children, thank you for taking the time too read my comments.	1/21/2025 2:23 PM
60	Clarksville is doing such a great job. Very proud of where my community is going.	1/21/2025 2:16 PM
61	I would feel much safer if there was a police patrol on these trails.	1/21/2025 2:15 PM
62	Trails need to be easily accessible. I would LOVE for the trails to be safe so I can easily go from Old Clarksville into new Clarksville. Going across Brown Stations is DANGEROUS!!!!!! I have to drive to get to anything because of it. People run that red light all the time and they speed. I used to take the pedestrian bridge when it was there and would love to see something safer. Thank you for your time! I love the greenway!	1/21/2025 2:14 PM
63	Would love to see more student art from all local schools, look up interactive streets for fun ideas on trails	1/21/2025 2:05 PM
64	Police on bikes is helpful for safety	1/21/2025 2:01 PM
65	Nope	1/21/2025 2:00 PM
66	Need bike lanes.	1/21/2025 1:55 PM
67	Better signage is absolutely necessary. My Girl Scout is wanting to help with that for her silver award if possible	1/21/2025 1:50 PM
68	I believe it would be beneficial to have some form of security cameras for public safety.	1/21/2025 1:47 PM
69	Drinking stations for dogs would be nice.	1/21/2025 1:42 PM

70	I have a 2 year move to FL at the Pinellas Trail and ebikes were very common on this trail. There were daily accidents and even fatalities. I would be against any type of motorized bikes	1/21/2025 1:36 PM
71	Need police substation or hotline or place to report issues. There are people riding 4 wheeler,golf carts and iv seen unauthorized vehicles up there. There needs to be way to protect people who use this daily and either hotline or online place to report	1/21/2025 1:33 PM
72	Stop signs, take bike trail off S Clark. They ride in the middle of the lanes and don't stop.	1/21/2025 1:33 PM
73	We are avid hikers and would love more trails in our area. I'm not sure I would enjoy trails mixing in our neighborhood or other residential areas but I would enjoy them leading to shopping and other recreational activities.	1/21/2025 1:32 PM
74	You get to see parts of the Town that are normally seen.	1/21/2025 1:32 PM
75	Maybe have some interactive tag for young kids to engage in while touring the trails.	1/21/2025 1:31 PM
76	Will the town street department be responsible for the upkeep of the trails? If not, Who? Will the town work in conjunction with neighboring areas to keep the trails clean and safe?	1/21/2025 1:27 PM
77	Dog poop bins with dog poop bags. Also access to public restrooms	1/21/2025 1:26 PM
78	Would like to have some sort of police or security when walking trails especially secluded ones.	1/21/2025 1:25 PM
79	I am excited to see how this progresses. Being able to get my son, who uses a walker or wheelchair, out in nature as much as possible is very important to us. Thank you!	1/21/2025 1:25 PM
80	It would be nice to see some extra greenery	1/21/2025 1:24 PM
81	Love what the city of Clarksville has done for trails/walking paths/bike paths and can't wait to see what's in store for the future.	1/21/2025 1:22 PM
82	Having somewhere to take a break with a playground or splash pad would be great.	1/21/2025 1:21 PM
83	No	1/21/2025 1:20 PM
84	We need more trails in North Clarksville! We have NONE!	1/17/2025 9:29 AM

