FISHERS
TRAILS & GREENWAYS
REPORT

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Project Funding

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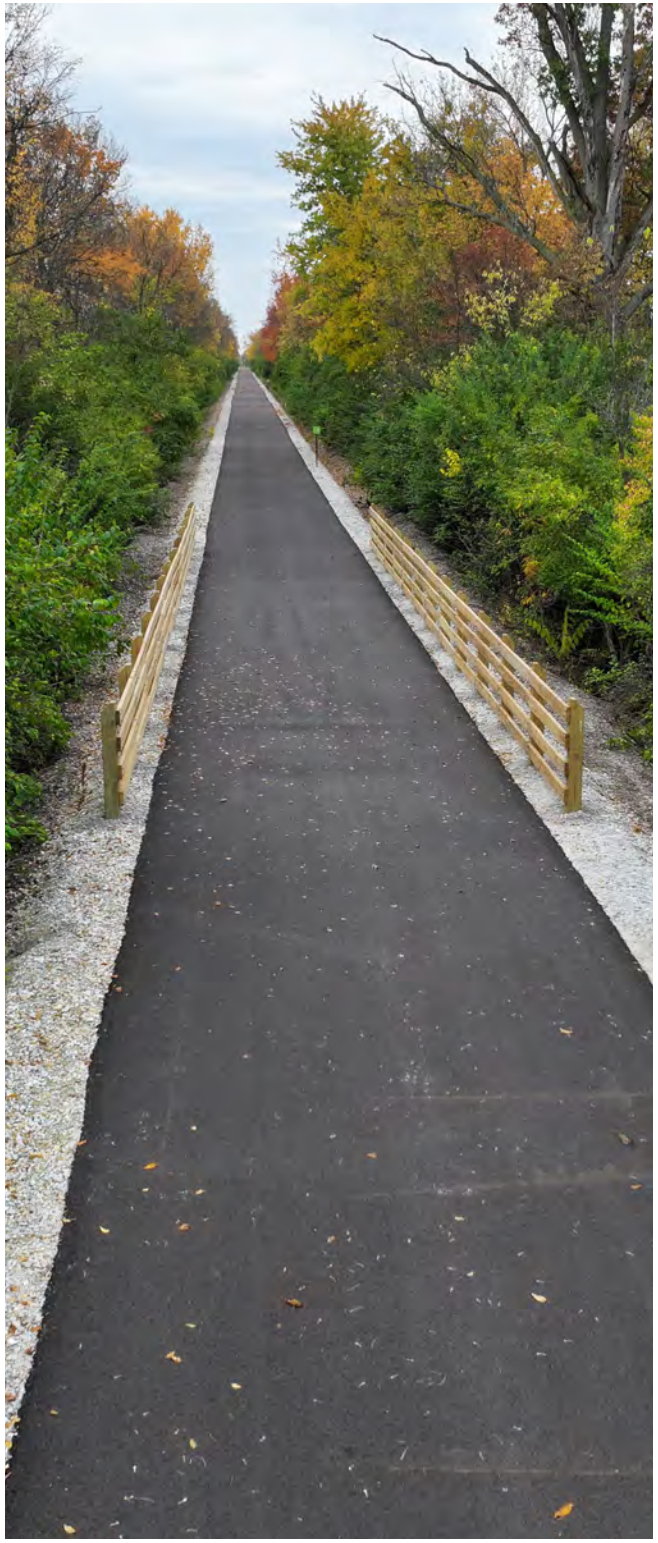

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Chapter 1 - Introduction

Plan Purpose

The Fishers Trails & Greenways Report represents a visionary roadmap for the development and enhancement of bicycle and pedestrian infrastructure. This plan is centered on the creation of safe, accessible, and comfortable facilities for cyclists and pedestrians with a focus on developing the network over the next five to ten years. The proposed recommendations aim to address the evolving needs of the community while fostering active transportation alternatives, promoting healthier lifestyles, and creating more connected living spaces.

In order to emphasize a safe, walkable, and bike-friendly community, the City of Fishers has developed this plan to prioritize a connected network of facilities that meet the needs of the most vulnerable users or those who are less comfortable with their own skills on a bicycle. Creating a network of bicycle and pedestrian facilities that prioritize the needs of the most vulnerable users is crucial for encouraging more bicycle and pedestrian use and will result in a network of bicycle and pedestrian facilities that are safe, comfortable, accessible, and inclusive for everyone in the community. This approach is different from a network that is focused on creating connections that aren't specific to these users and includes more of a focus on off-road facilities.

As a growing community within the Indianapolis Metropolitan Area, many people are relocating to Fishers because of the amenities like the city's trails and greenways. Proof of the city's recognition of the importance of continuing the development of the trails network can be seen with the city's recent development of the Nickel Plate Trail and Geist Greenway.

The Fishers Trails & Greenways Report recommendations focus on trail routes that create continuous connections across the city, complete gaps in the existing network, and incorporate safety features along the routes. This plan is to be used as a guide for city officials to best prioritize investments in trails.

Cyclists on Nickel Plate Trail

Trail Adjacent to Allisonville Road

Benefits of A Connected Network

Transportation

Active transportation options like biking and walking promote physical activity, leading to improve public health. More cyclistss and pedestrians using these networks for transportation can mean fewer cars on the road leading to a reduction in air pollution. Fewer cars on the road can also mean less wear and tear on roadways leading to cost savings. Well-designed bike and pedestrian infrastructure can enhance safety for all road users.

Health

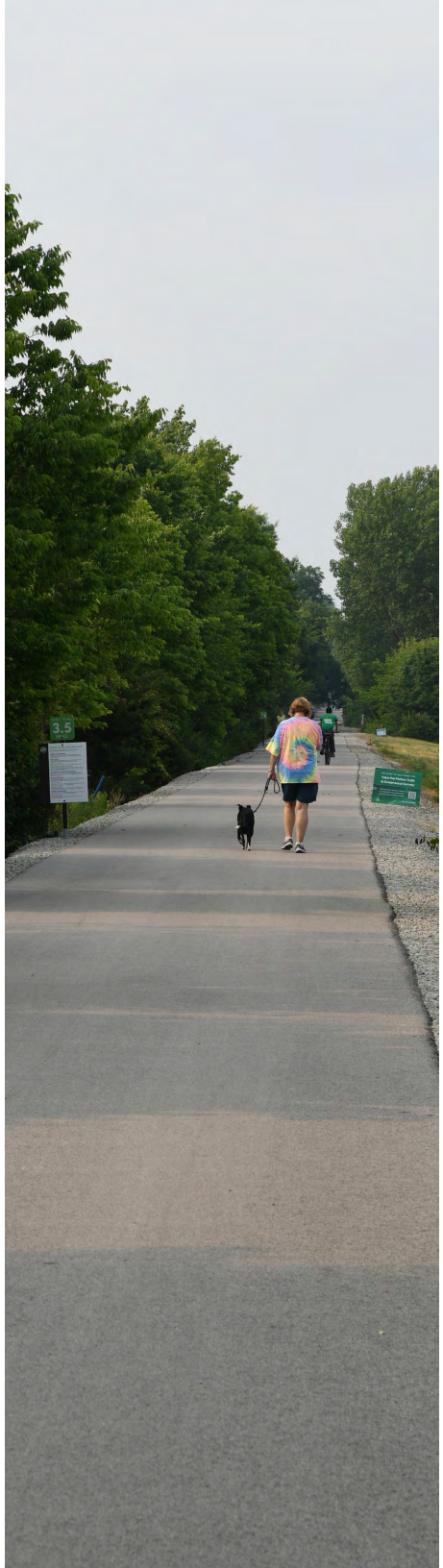
Improving the health of residents is vital to the vibrancy of a community. According to Altarum Health, a nonprofit that helps federal and state agencies improve health equity, one in three adults in Indiana are obese. Biking and walking can be convenient and easy ways to increase physical activity which can lead to less obesity in a community.

Social Equity

Providing connected and convenient bike and pedestrian facilities can create a viable alternative to car travel and reduce dependence on personal vehicles which can be a financial burden for many. Connected networks can also create equitable access to educational institutions, job opportunities, and community services. Providing these connections can be especially important for those who may face challenges in accessing traditional transportation systems.

Safety

Traffic fatality rates are significantly lower In areas that are more bikeable and walkable. In recent years, many cities and towns have increased their focus on developing more, and higher quality, bike and pedestrian facilities when improving roadways. This shift in focus from solely examining vehicular traffic to a more holistic and people-centered approach can create safer spaces for everyone in and out of vehicles.



Community

A high quality of life standard is integral to community well-being as well as vital for attracting new businesses. Trails and greenways allow people to safely walk and bike around their community, encouraging the habit, creating stronger interpersonal relationships, strengthening community loyalty, and increasing livability. When walking and biking, individuals are more likely to engage with their neighbors and local businesses which can strengthen community bonds.

Economic

Multi-modal transportation systems, or just generally walkable communities, lead to higher property values, increased community aesthetics, and create incentives for businesses to locate there. According to a 2019 report on the impacts of walkability on economics, metro areas that are pedestrian friendly have a 52% higher GDP than the lower ranked metro areas. In addition, businesses located in communities with connected networks may see increased foot-traffic, leading to economic growth.

Environmental

The development and promotion of bike and pedestrian networks offer several environmental benefits which contribute to sustainability and a reduction in the environmental impact of transportation. Benefits can include reduced greenhouse gas emissions, air quality improvement, reduced traffic congestion, and preservation of green spaces. Promoting biking and walking as viable transportation options encourages a shift towards more sustainable and environmentally friendly lifestyles.

Existing Fishers Plans

The Fishers Trails & Greenways Report incorporated recommendations from the city's existing plans and reports. A select example of these plans, and the applicable recommendations are summarized below.

Fishers 2040 Comprehensive Plan Goals

The Bicycle and Pedestrian Master Plan is a standalone document but is adopted as a part of the Comprehensive Plan. One of the goals of the Bicycle and Pedestrian Master Plan and the Thoroughfare Plan was to incorporate a multi-modal approach for developing roadways. This means including bicycle and pedestrian facilities along with any roadway improvement projects. Creating a multi-modal network will create a balanced transportation network.

Another goal of these standalone plans was to focus on creating key east/west and north/south primary corridors for pedestrian travel. The Bicycle and Pedestrian Master Plan includes a focus on key areas to create a sense of place and encourage bicycle and pedestrian use.

Allisonville Road Corridor Study

The Allisonville Road Corridor study includes a few key goals aimed at improving connectivity along the corridor. Goals include:

- Improve pedestrian and bicycle connectivity between the Allisonville Road corridor, nearby neighborhoods, and destinations.
- Enhance corridor aesthetics both within the public right-of-way and on adjacent development sites.
- Ensure surrounding neighborhoods remain attractive and desirable locations for both long-term and new residents of Fishers.
- The corridor study includes potential routes for bike and pedestrian travel in and around the Allisonville Corridor for those visiting establishments within the corridor.

Existing and In-Progress Trail Plans

- Geist Greenway Trail - The Geist Greenway Trail is on the east side of the city and will follow the Duke Energy transmission line easement from 96th Street to 131st Street. The greenway will measure approximately five miles.
- White River Greenway North Extension - The City of Carmel will extend the White River Greenway, including a bridge over the White River, which will connect Carmel and Fishers. The project is expected to be complete by the end of 2024.
- Nickel Plate Trail South Extension - The Nickel Plate Trail was being constructed from 106th Street to 96th Street during this planning process. The trail was opened to the public in the fall of 2023.

Nickel Plate District Code

The Nickel Plate District Code serves as the downtown master plan for the City of Fishers. The plan includes redevelopment, thoroughfare, and bicycle and pedestrian recommendations for the district. The downtown plan was developed to create a walkable, connected, and vibrant city center where people will want to live and work. Facilities for cyclists and pedestrians were developed along with facilities for automobiles creating a unique city center for Fishers. In addition, the land use and development within the district has led to an area of the city that is dominated by pedestrians and less so by personal vehicles.

White River Vision Plan

The White River Vision Plan was completed in the Summer of 2019. The plan includes Hamilton and Marion Counties. The plan was developed as a framework for the vision of what the White River Corridor could be and was not prepared as a master plan. Key outcomes of the plan that pertain to biking and walking include:

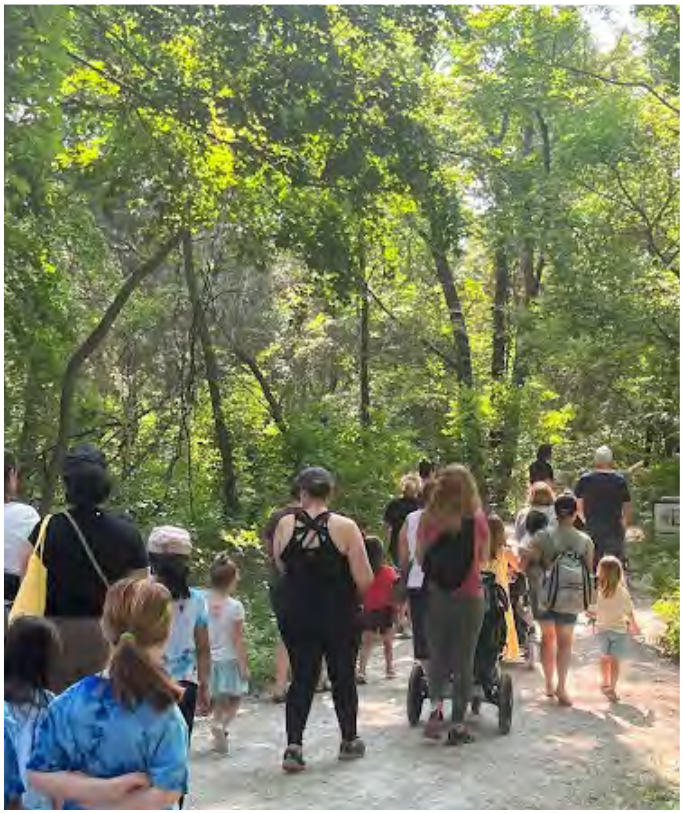
- Ensure the river, public spaces along it, and connections to it are safe and welcoming for everyone.
- Maximize multimodal connections, on the river and along streets, trails, and greenways – both locally and regionally.
- Increase and ensure that all residents have the means to access the river and its destinations.
- Preserve access to affordable, safe, and diverse neighborhoods.

Planning Process

The planning process for the Fishers Trails & Greenways Report included a four-phase process including involvement of the Steering Committee at key points throughout the process. The planning process began in May of 2023 and was complete by the end of 2023.

In addition to the steering committee there was a variety of public input opportunities including in-person and digital meetings. Public engagement is detailed in Chapter 4.

Public Open House



The first phase of the project included gathering existing conditions and perceptions of the trails and greenways network in Fishers. This included gathering of data, existing conditions survey and analysis, risk assessment/ crash data analysis, and needs analysis.

The second phase for the report centered around public engagement and continued throughout the project. Many strategies were used to gather input throughout the process and to give residents multiple opportunities to share their thoughts and ideas. The project website was updated throughout the project and served as the host site for project updates and input opportunities.

The third phase in the process included development of draft recommendations for potential priority projects for the report. The steering committee and public were asked to provide input on the recommendations which led to revisions for the draft plan.

The final phase in the process included development of this report and includes a summary of the process, discovery phase, public engagement and input, and draft recommendations including a priority action plan.


FISHERS

Plan Organization

The Fishers Trails & Greenways Report is organized around key phases of the planning process and includes key takeaways from each phase. The report illustrates the steps of the planning process that led to the proposed recommendations and priority projects.

Chapter One
INTRODUCTION

Chapter one introduces the purpose of the plan and plan organization.

Chapter Two
VISION & GOALS

Chapter two outlines the vision and goals for improving the existing network of bike and pedestrian facilities.

Chapter Three
BIKING & WALKING TODAY

Chapter three includes an inventory of existing conditions and analysis of community needs.

Chapter Four
WHAT WE HEARD

Chapter four summarizes public engagement and the input gathered from community input events, surveys, and open houses.

Chapter Five
NETWORK FRAMEWORK

Chapter five illustrates the framework for the network and includes identification of primary and secondary corridors for bicycle and pedestrian facilities.

Chapter Six
RECOMMENDATIONS

Chapter six includes the proposed recommendations for the trails network. Recommendations include projects, programs, and policy changes.

Chapter Seven
IMPLEMENTATION

Chapter seven provides the implementation strategy including potential project costs and prioritization.

Chapter 2 -
Vision and Goals

Introduction

The Fishers Trails & Greenways Report will build upon and continue the vision created as a part of the Fishers Bicycle and Pedestrian Master Plan. As the most current document guiding the city's decisions regarding bicycle and pedestrian facilities, the Trails & Greenways Report serves as a more focused guide for trail and pathway projects for the city over the next five to ten years. Goals and objectives were developed for the Fishers Trails & Greenways Report that are unique for this planning process while complimenting the vision and goals from the previous master plan.

The goals and objectives for the Fishers Trails & Greenways Report are shown on the following pages. The goals and objectives for the study provide a framework for measuring progress and help guide the prioritization of projects to achieve the vision for biking and walking in Fishers.

Vision

Fishers will sustain and enhance its bicycle and pedestrian network to accommodate users of all ages and abilities. The system will build upon the existing network of paths, sidewalks, and bike lanes to connect citizens to key destinations, such as schools, parks, commercial and employment centers, and regional destinations with an emphasis on facilities that meet the needs of the most vulnerable users. The City will support bicycle and pedestrian infrastructure improvements that are based on national best practices, and will support education initiatives that promote safe practices for cyclists, pedestrians, and drivers alike. Fishers will also promote active transportation by partnering with community and neighborhood organizations to foster a culture that welcomes bicycling and walking for both recreation and transportation options.

Nickel Plate Trail at 106th Street

Goals & Objectives

Goal 1 - Create primary pedestrian thoroughfares to connect the city.

1.1 - Create connected and convenient corridors for walking and biking throughout the city to encourage more trips by bicycle or by walking and fewer trips by automobile.

1.2 - Establish pedestrian corridors that connect key districts, such as residential areas, commercial centers, recreational spaces, and event centers.

1.3 - Develop corridors with safety in mind, including proper lighting and visibility, to create a safe environment for pedestrians.

1.4 - Incorporate public spaces along pedestrian corridors such as plazas, seating, and natural areas.

1.5 - Ensure that pedestrian facilities along these corridors are accessible to people of all ages and abilities.

1.6 - Provide wayfinding and signage to direct out-of-town visitors to the primary corridors and key destinations.

Goal 2 - Complete gaps in the existing network.

2.1 - Connect gaps in the existing bicycle and pedestrian network to reduce frustration of residents who can't reach destinations without rerouting or utilizing the adjacent roadways.

2.2 - Actively work with the county in unincorporated areas of the city to complete gaps in the network.

2.3 - Coordinate with developers when new developments occur to create trails and pathways which connect with the existing network.

2.4 - Focus on closing gaps in areas with safety concerns or limited accessibility.

2.5 - Use the latest analysis and evaluation techniques to identify gaps that will have the biggest effect on creating connections for the community.

Goal 3 - Connect existing greenways with residential areas, employment centers, parks, and public spaces.

3.1 - Create connected networks of trails and paths to ensure that people can easily and safely navigate the city without relying solely on motorized vehicles.

3.2 - Improve accessibility for residents and workers by establishing direct and convenient connections between greenways and residential areas, employment centers, and key destinations.

3.3 - Develop a network of interconnected green spaces, including parks and public areas, linked by greenways to enhance recreational opportunities.

3.4 - Enhance economic development by linking commercial areas, promoting local businesses, and creating pedestrian-friendly districts.

3.5 - Protect and preserve natural habitats along greenway corridors by incorporating sustainable design principles.

Goal 4 - Develop safe roadway crossings to create a more inviting and comfortable network of facilities.

4.1 - Utilize lighting, signals, crosswalks, and traffic calming measures to reduce the risk of accidents and injuries at intersections.

4.2 - Identify and eliminate physical barriers such as busy roads or unsafe crossings that impede the continuity of the bike and pedestrian network.

4.3 - Implement pedestrian hybrid beacons at key crossings to provide a controlled signal for pedestrians and cyclists.

4.4 - Construct raised crosswalks at key crossings to create traffic calming and increase the visibility of pedestrians and cyclists as they cross.

4.5 - Implement educational campaigns to inform pedestrians, cyclists, and motorists about safe crossing practices.

4.6 - Provide adequate signage and marking to indicate the presence of pedestrian and cyclists crossings.

Goal 5 - Create a network of facilities that meets the needs of the city's most cautious and vulnerable users.

5.1 - Develop a network of facilities that will be utilized by families and beginner cyclists to create a comfortable and connected system of trails.

5.2 - Identify and prioritize areas of the city that have limited access to trails and pathways and a higher dependence on alternative modes of travel to create an equitable network.

5.3 - Integrate landscape buffers between bike and pedestrian facilities and adjacent roadways to increase comfort of these facilities.

5.4 - Integrate traffic calming measures, such as speed humps or chicanes, leading to and within crossing zones to slow down vehicle speeds.

Goal 6 - Identify priority projects for the next 5-10 years to create the best connections for the city.

6.1 -Close gaps that facilitate connectivity between users and destinations and connect users to public transportation options.

6.2 - Engage with the community to ensure that the decision-making process aligns with the needs and preferences of residents.

6.3 - Develop a system for regular evaluation and monitoring of completed projects to assess their effectiveness and evaluate new challenges.

6.4 - Create flexible guidelines for unforeseen opportunities to develop the bike and pedestrian network such as grants or donations.

Chapter 3 - Biking & Walking Today

Fishers Today

With the opening of the Nickel Plate Trail in the spring of 2022, Fishers has shown its commitment to high quality bicycle and pedestrian facilities. The opening of this trail has spurred development as well as increased the number of cyclists and pedestrians in the city.

Fishers has several trails and shared use pathways throughout the city to help connect its residents with parks and amenities. However, there are still gaps in the network creating barriers for residents traveling by bike or foot. There are also areas of the city, specifically the east side, which do not have as many pathway connections. Other challenges that the city has been actively working to improve include stressful roadway intersections and crossings for cyclists and pedestrians.

Fishers leads many communities in the amount and quality of trails and greenways that have already been built in the community. But, the city understands residents are still asking for more bicycle and pedestrian facilities. This chapter provides a snapshot in time of the current conditions of biking and walking in Fishers so the city can identify where improvements are needed and what projects should be considered priorities over the next five to ten years.

Fishers Farmers Market at Nickel Plate Amphitheater

Concert at Nickel Plate Amphitheater


MANCHESTER
ORCHESTRA

Demographic Analysis

Fishers has experienced significant growth over the past few decades and has a diverse age distribution, with a mix of young families, professionals, and retirees. The city's schools, parks, and recreational facilities contribute to the attractiveness of the city for families.

Fishers is often recognized for its high quality of life, including well-maintained parks, recreational facilities, and a sense of community. The city's commitment to the development of trails and pathways has contributed to its positive reputation.

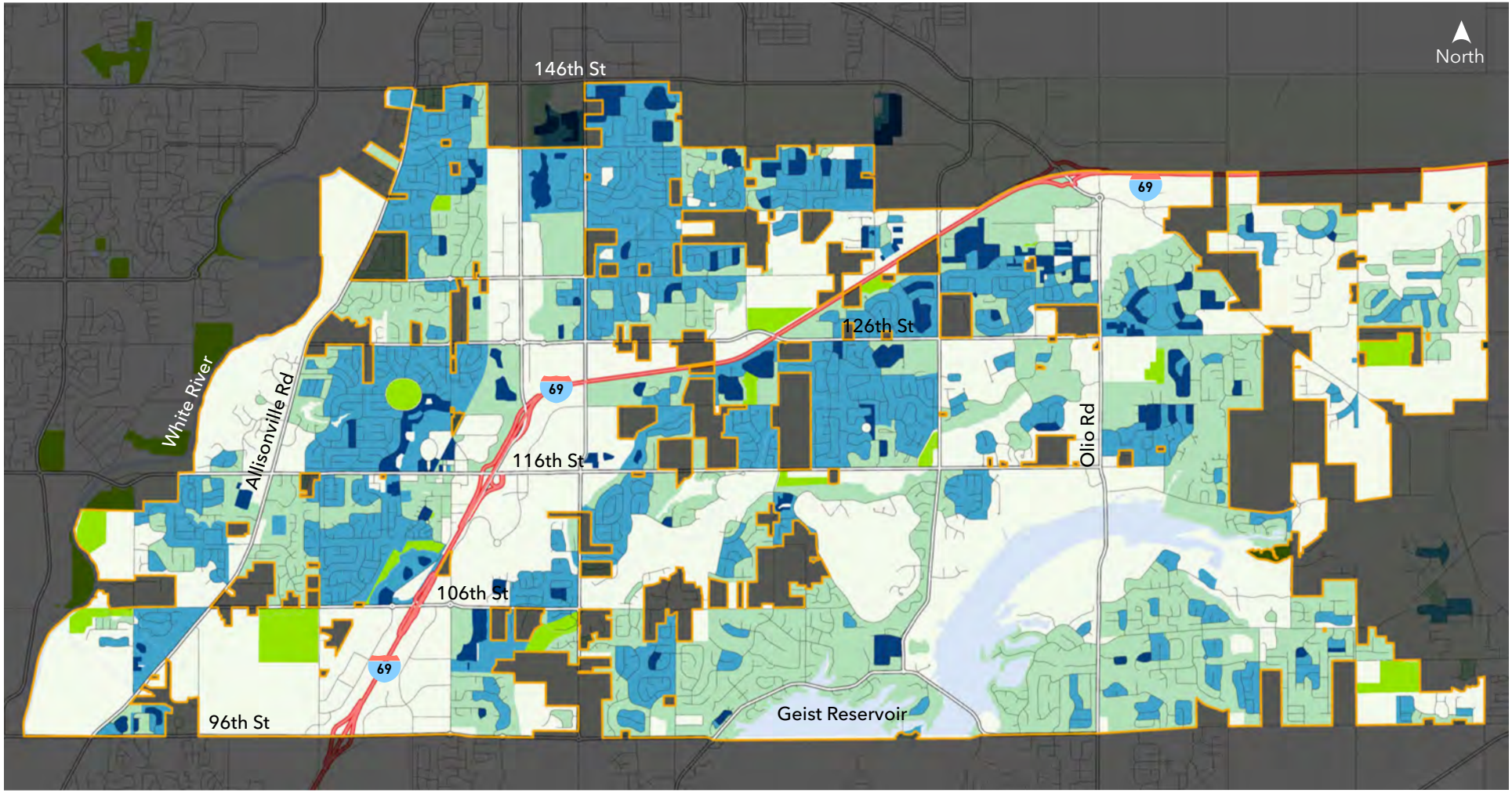
Nickel Plate Amphitheater

Fishers Population & Density

The city of Fishers grew 5.28% from 2020 to 2023 to a current population of over 102,000 residents, according to the U.S. Census Bureau. The city is known for having a relatively affluent community with household incomes often above the national averages. The city attracts professionals working in a variety of industries. The city has a well-educated population, with a higher percentage of residents holding college degrees compared to national averages. Fishers has a strong local economy with employment opportunities in various sectors. The city has seen growth in technology, healthcare, and other industries, contributing to its economic vibrancy.

The city's population density is shown on the adjacent page with the densest areas indicated with a darker blue color. The city has seen increased development and growth over the last ten years and has pockets of high density spread across the city. The east side of the city is less dense but has seen a rapid increase in development of single-family neighborhoods.

Population Density Map



Legend

- Municipal Boundaries
- Interstate
- Major Streets
- Local Streets
- Water Bodies
- Parks

Population Density - Person per Acre

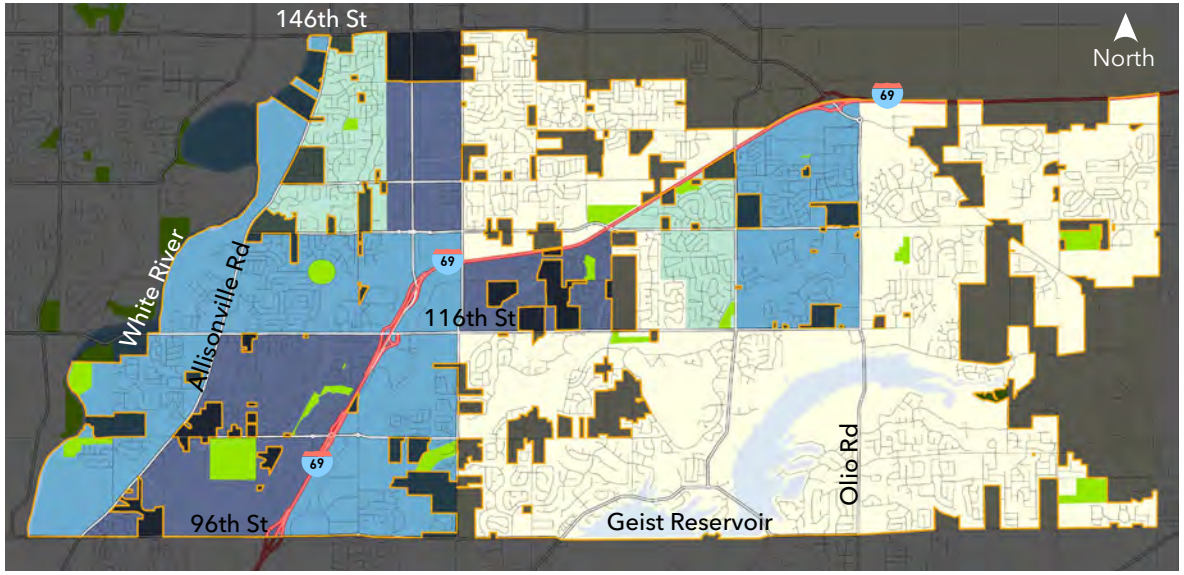
- Less Than 3
- 3-6
- 6-12
- More than 12

Vehicular Dependency & Population Age

Like many cities and towns in the state of Indiana, the City of Fishers is largely car dependent and dominated by infrastructure for the automobile. The adjacent maps show the density of households without any vehicles or with just a single vehicle. Households in the darkest blue include 40-50% of households with a single vehicle. The average household size for Fishers in July 2022 is 2.79 people, according to the U.S. Census Bureau's 2022 estimate. The number of households who don't own a car drops significantly as shown in the bottom figure to the right. The darker colors on this map indicate that 3-6% of households in these areas do not own a car.

Many of the areas with the highest occurrence of households without a car are located closer to retail, medical, and recreational areas. These areas are also better connected with trails and pathways. Gaps in the existing network of bicycle and pedestrian facilities may need to be prioritized to create connections for those traveling by means other than a personal vehicle.

Households with One or no Vehicles



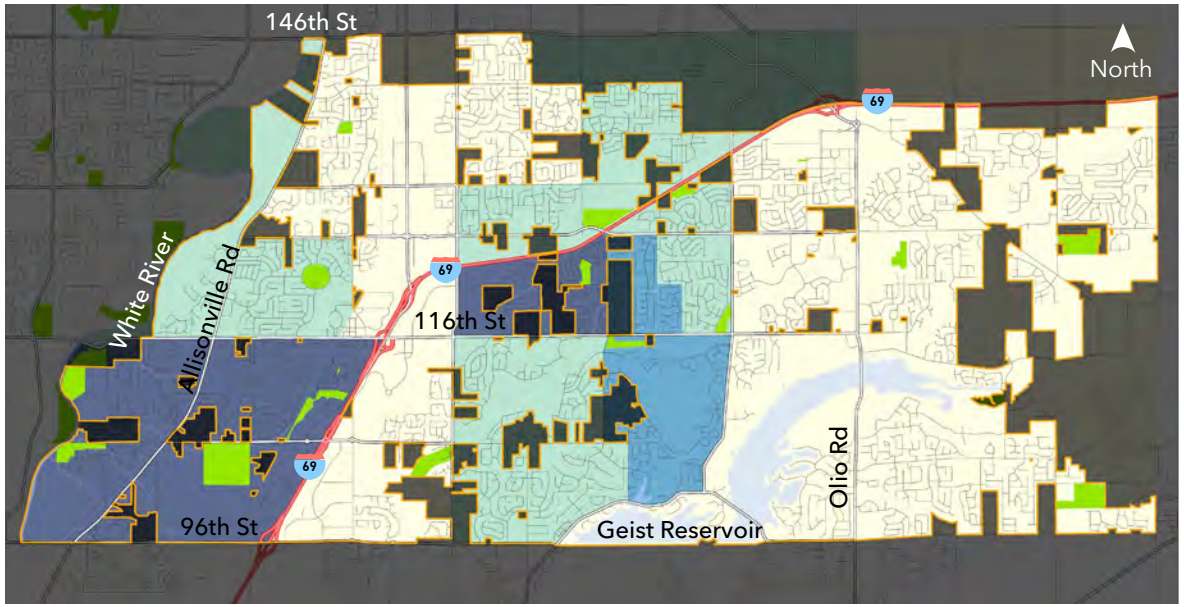
Legend

Municipal Boundaries
Interstate
Major Streets
Local Streets
Water Bodies
Parks

Households with One or no Vehicles

Less Than 20%
20-30%
30-40%
40 up to 50%

Households with No Vehicles



Legend

Municipal Boundaries
Interstate
Major Streets
Local Streets
Water Bodies
Parks

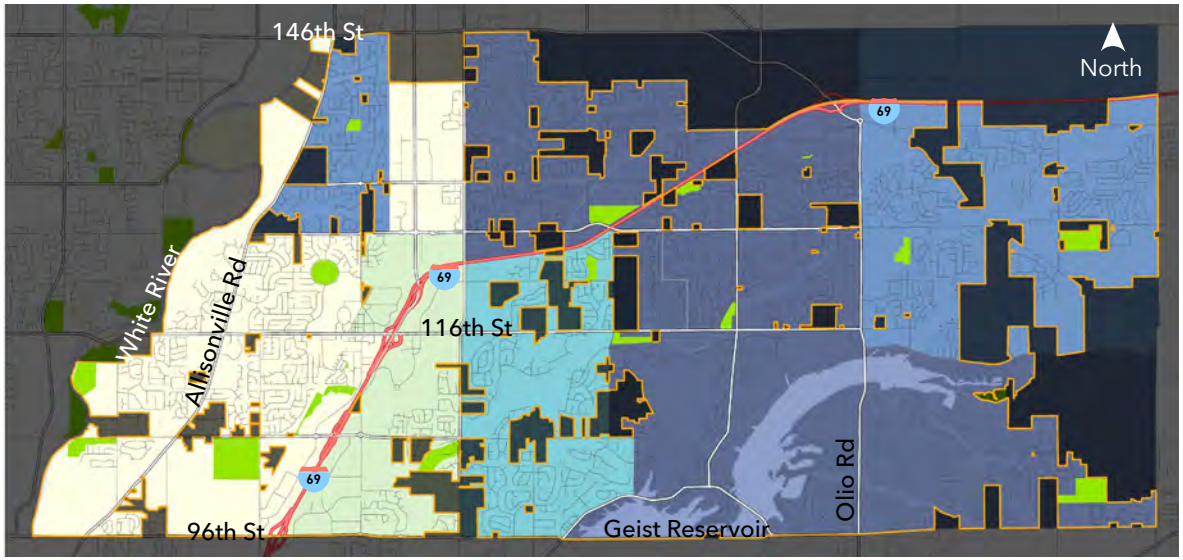
Households with No Vehicles

Less Than 1%
1-2%
2-3%
3 up to 6%

The highest percentage of households with children under the age of 18 are located towards the middle and east side of the city. Approximately 48-57% of households shown in the darker blue have children under the age of 18. This reflects the number of families with children located in the city and emphasizes the importance of providing bicycle and pedestrian facilities that are comfortable and safe for families. When facilities are created that are comfortable for parents to ride bikes with their children, communities will see drastic increases in the number of cyclists.

The lower map to the right illustrates the population over 65 years old. The highest densities of people over 65 are located on the far west side and the far east side of the city. The percentage of residents who are over 65 in these areas is 14-21%. More retirees fall into this demographic and may represent adults with more leisure time. This information may impact prioritization of certain facilities if there is a higher number of users on trails and pathways. Recreational facilities or bike and pedestrian facilities that connect with recreational areas may also be prioritized in these areas of the city.

Households with Children Under 18 Years Old



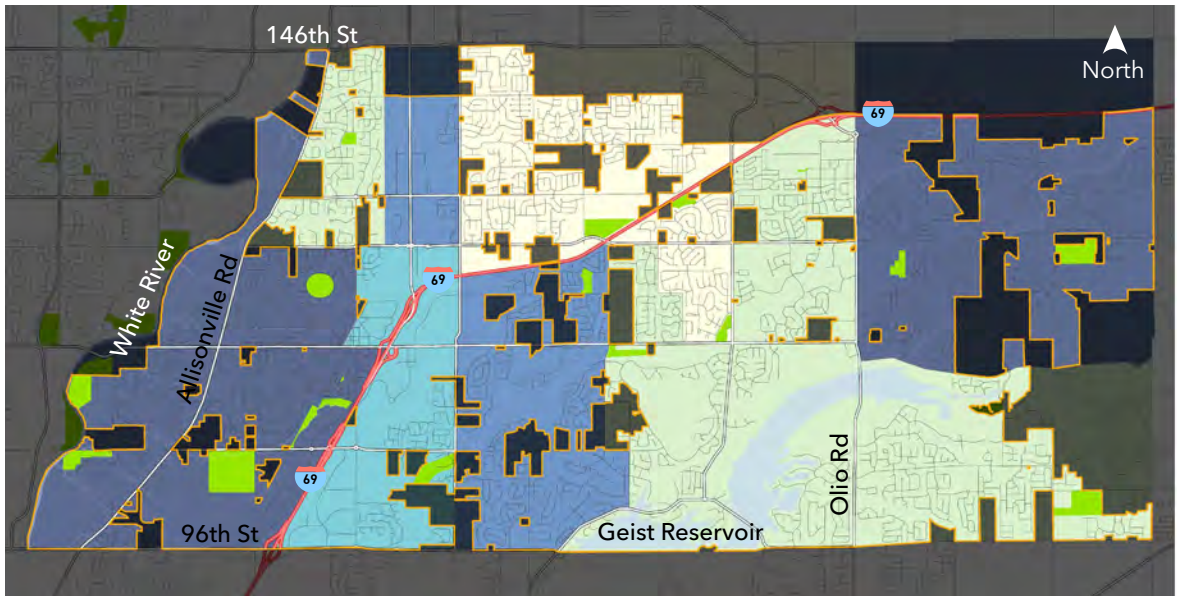
Legend

- Municipal Boundaries
- Interstate
- Major Streets
- Local Streets
- Water Bodies
- Parks

Households with Children under 18 Years Old

- Less Than 30%
- 30-36%
- 42-48%
- 48 up to 57%

Population Over 65 Years Old



Legend

- Municipal Boundaries
- Interstate
- Major Streets
- Local Streets
- Water Bodies
- Parks

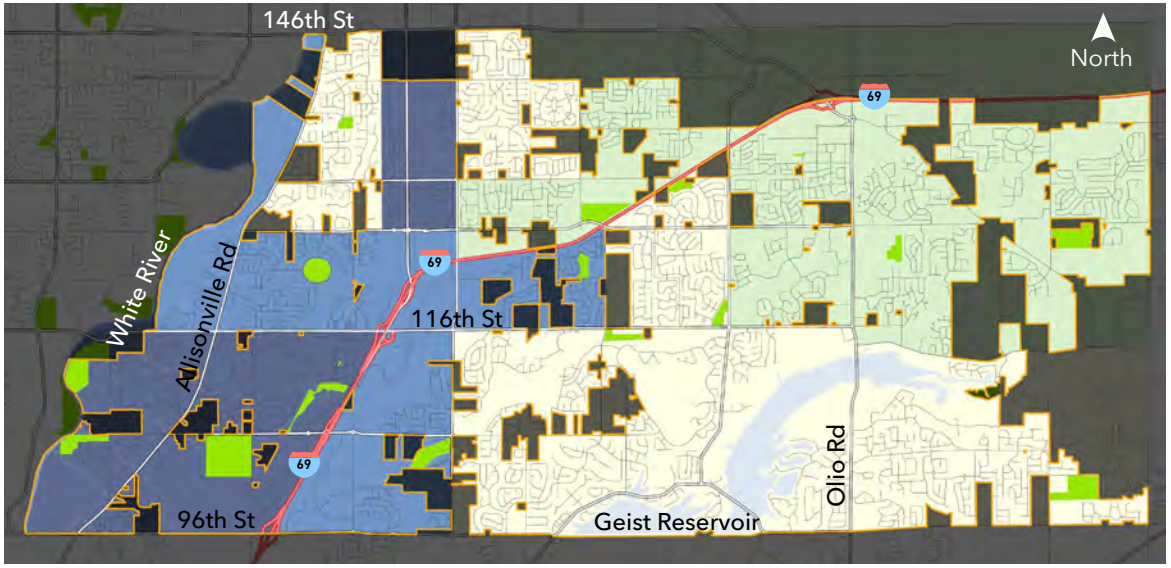
Population Over 65 Years Old

- Less Than 8%
- 8-10%
- 10-12%
- 12-14%
- 14 up to 21%

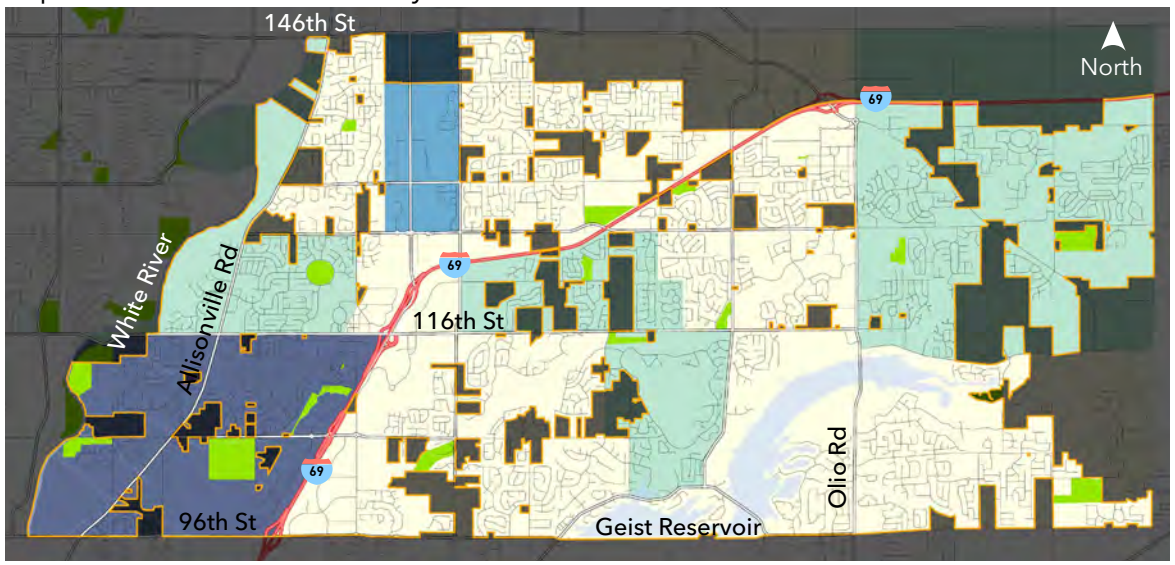
Households living alone are approximately 34-41% of households shown in the darker blue color. The area south of 116th Street and west of Interstate 69 corresponds with a higher percentage of residents who do not own a vehicle. Anecdotally, several residents stated that they have intentionally chosen to live without a vehicle and the number of connected trails and pathways in Fishers led to them either making this decision or deciding to move to the area.

According to the U.S. Census, the City of Fishers has a poverty rate of 2.8% which is significantly lower than the State's poverty rate of 12.6%. The highest number of households living in poverty are located in the same area as the area with the highest number of households without cars, the highest percentage of households with residents over 65 years old and the highest percentage of single-family households. Considering all of these factors may place a heavier emphasis on ensuring that the bicycle and pedestrian facilities within this area are connected, comfortable, efficient, and safe.

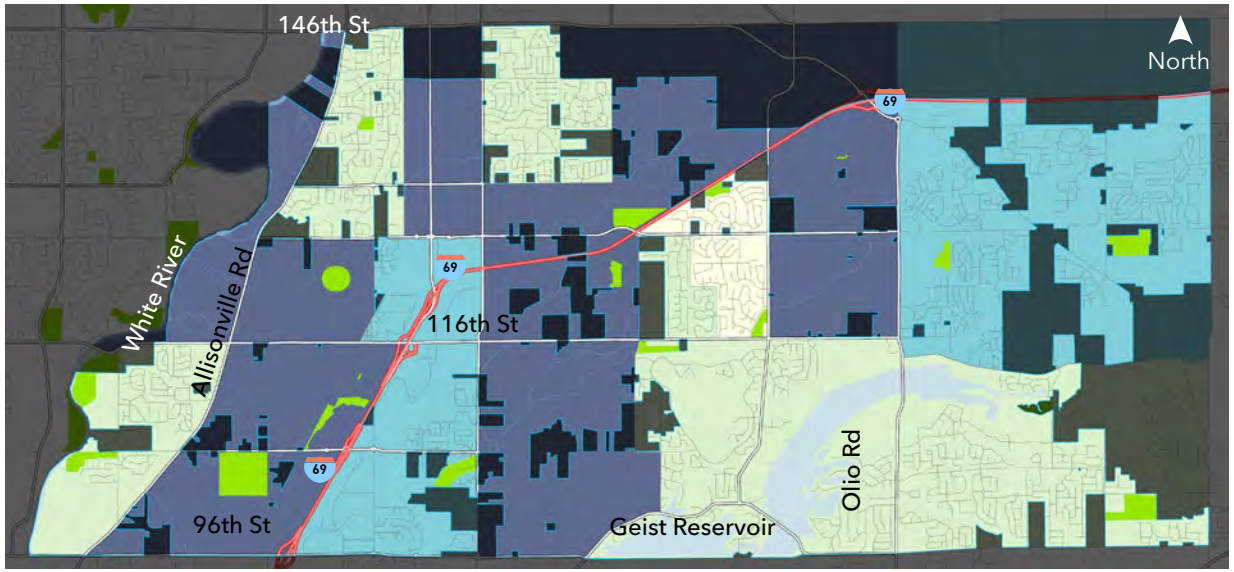
Households with Single Occupant



Population Below the Poverty Level



Population with a Disability



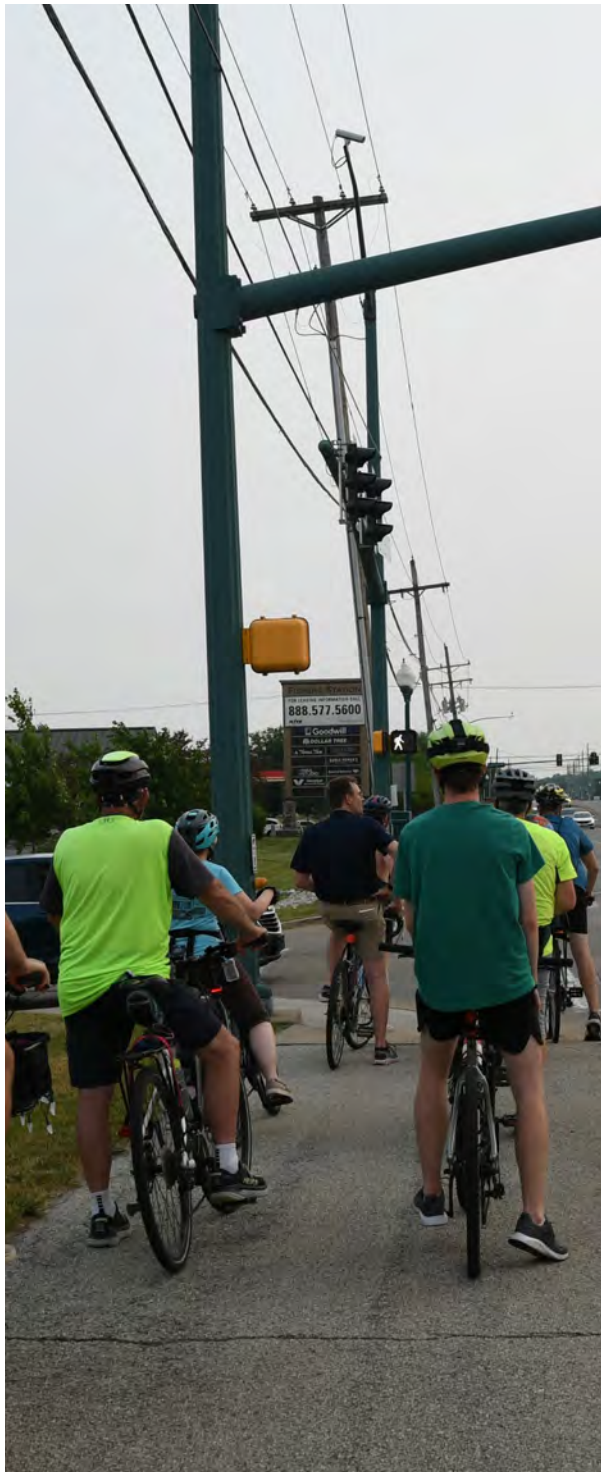
Legend

Municipal Boundaries
Interstate
Major Streets
Local Streets
Water Bodies
Parks

Fishers Population with a Disability

Less Than 5%
5-6%
6-7%
7-8%
8 up to 10%

Areas shown on the above map with the darker blue color include 8-10% of the population who have a disability according to the U.S. Census Bureau. A large portion of the city is covered with the darker blue. Providing facilities that include measures to accommodate residents with disabilities is important in all areas of the city but especially in areas where residents with disabilities have been identified. Providing connected and continuous accessible routes from neighborhoods to parks and destinations is especially important for these areas.



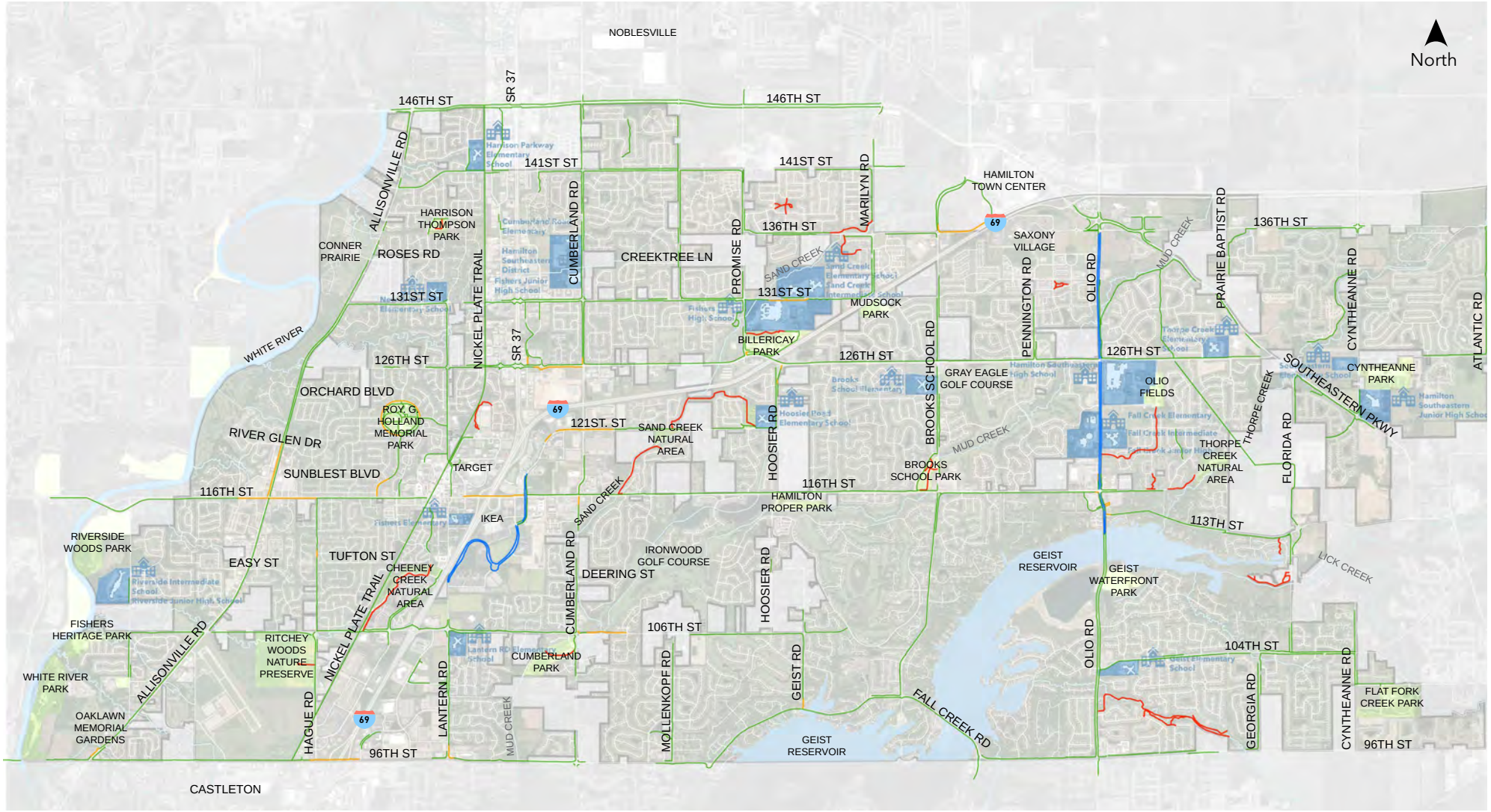
Existing Facilities

The Geist Greenway, shown in the adjacent picture, is one of the City's most recent trail projects and provides a major north/south connection for the City's eastern areas. The recent completion of the Nickel Plate Trail from 96th Street to 146th Street is another primary north/south corridor. With these corridors complete, the focus has been placed on completing primary east/west corridors.

The following pages illustrate the progress that has been made by the city with bicycle and pedestrian facilities and the city's commitment to expanding the network. Existing bicycle and pedestrian facilities for the city include an extensive sidewalk network, bike lanes, shared-use paths, greenways, and trails through parks.

While the city has made great strides towards providing primary corridors for cyclists and pedestrians to reach destinations, one of the biggest challenges for the city remains the small gaps in these corridors. Existing trail gaps are often found along properties in unincorporated areas of the city. While these parcels are more challenging to approach for construction of trails, gaps have become one of the most important challenges for the city to solve to be able to provide a connected and complete network.

Existing Facilities



Legend

- SCHOOLS
- PARKS
- EXISTING SHARED USE PATH
- EXISTING BIKE LANE
- EXISTING TRAIL/PATH
- EXISTING SIDEWALK

Existing bicycle and pedestrian facilities were mapped and evaluated as a part of the planning process. Existing facilities were assessed for location, type of facility, condition, safety, accessibility, connectivity, and infrastructure design related to current standards for each facility type. The majority of facilities for cyclists and pedestrians in Fishers are off-road facilities. These facilities typically accommodate a wide range of user types from cyclists who ride with cars to those who will only ride when separate from cars.

Off-road facilities include a combination of shared use paths adjacent to the roadway, shared-use paths with a buffer (lawn or vertical barrier), greenways, trails in parks, and sidewalks. The width of these facilities varies from 4' wide to 12' wide.

There are few on-road facilities in Fishers. The on-road facilities that are found are a mix of bike lane and shared lane roadways (bikes and cars share the lane). Shared lane roadways are comfortable for most riders when located on lightly traveled, and lower speed limit roadways. Bike lanes, like those found on Olio Road, tend to only accommodate a rider who is more comfortable with being in the road with vehicles.

The map on page 36 shows the number of facilities and the different types found in the city. While there are over 125 miles of shared-use paths and trails in the City of Fishers, the map shows that there are still areas of the city that lack facilities. Some of the areas, like those that are covered by local neighborhood roads, might not need a separate facility from the road. The overall network needs to be evaluated to ensure projects are leading to a complete network.

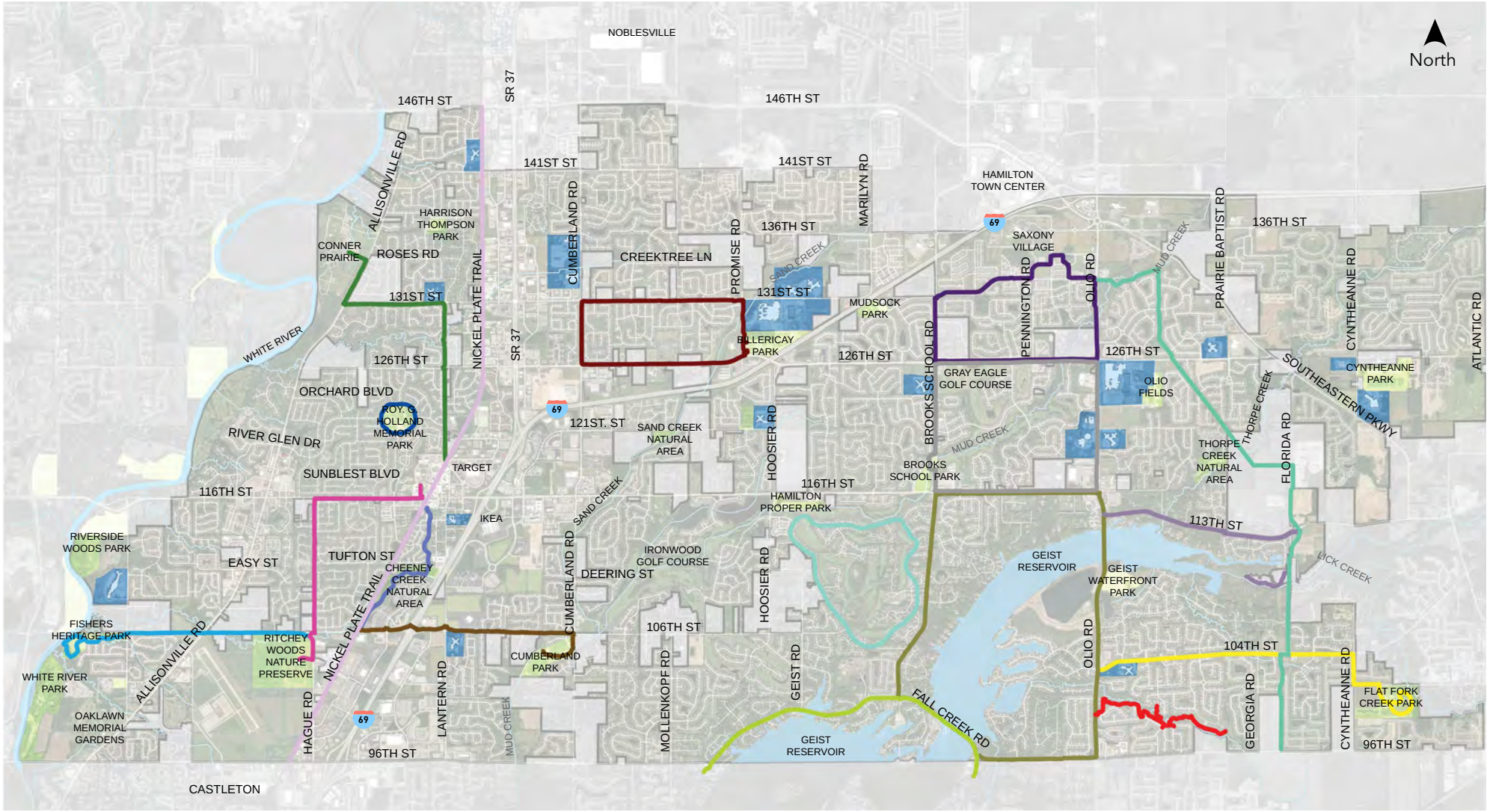
Greenways and trails in parks have a different character and attraction for cyclists and pedestrians, especially for recreational needs. The greenway network in Fishers is more developed than most communities but also has great potential to provide many miles through natural areas. With Sand Creek, Mud Creek, and Mill Creek corridors traversing through the city, these corridors can not only provide unique trail corridors but can also provide connections from neighborhoods to parks and other destinations.

Existing Bike Path Without Buffers - Allisonville Road

Existing Bike Path with Lawn Buffer Along Olio Road

Existing Protected Bike Path on Brooks School Road

Existing Named Trail Routes



Legend

- SCHOOLS
- PARKS

Trail Routes

- SAXONY LOOP
- GEIST GREENWAY
- BROOKS SCHOOL LOOP
- GEIST LOOP
- AGRIPARK LOOP
- FLAT FORK CREEK LOOP
- BEE CAMP CREEK TRAIL
- FALL CREEK TRAIL
- BILLERICAY LOOP
- NICKEL PLATE TRAIL
- CONNER TRAIL
- HOLLAND PARK LOOP
- RITCHEY WOODS LOOP
- HERITAGE PARK LOOP
- CHEENEY CREEK TRAIL
- CUMBERLAND PARK LOOP
- CYNTHEANNE PARK LOOP
- HAMILTON PROPER LOOP

Cheeney Creek Trail

Holland Park

Saxony Loop

There are 18 existing scenic trail routes found in Fishers. Each of the trails has a unique character and connects with parks and destinations in the city. The trails range in length from 1 mile to 8.5 miles and total 53.3 miles. The routes were developed for residents and visitors to have designated loop trails to explore.

Named trail routes include the following:

- AgriPark Loop - 5-mile paved trail connecting with Fishers AgriPark and Geist Loop
- Bee Camp Creek Trail - Over 1-mile paved trail
- Billericay Loop - 3.5-mile shared-use path connecting Billericay Park and Fishers High School
- Brooks School Loop - 4.5-mile loop around Brooks School Park
- Cheeney Creek Trail - 2.75-mile trail connecting with Cheeney Creek Natural Area
- Conner Trail - 5-mile loop connecting Conner Prairie with the Nickel Plate Trail
- Cumberland Park Loop - 4.2-mile trail connecting Cumberland Park and Cheeney Creek
- Cyntheanne Park Loop - 1-mile paved trail around Cyntheanne Park
- Fall Creek Trail - 5-mile paved and rustic trail along Fall Creek from 96th Street to Geist Reservoir
- Flat Fork Creek Loop - 6-mile paved loop around Flat Fork Creek Park
- Nickel Plate Trail - 5.5-mile paved trail from 96th Street to 146th Street
- Geist Loop - 6.74-mile trail running parallel to Fall Creek Trail
- Hamilton Proper Loop - 3.5-mile loop surrounding Hawthorne Gold and County Club
- Heritage Park Loop - 4-mile loop connecting Heritage Park with Ritchey Woods Nature Preserve
- Holland Park Loop - 1-mile paved loop around Holland Park and connecting with the Conner Loop and Nickel Plate Trail
- Ritchey Woods Nature Preserve Loop - 5-mile paved loop from Fishers City Hall to Ritchey Woods Nature Preserve and the Heritage Park Loop
- Geist Greenway - 5-mile paved trail serving as a linear park from 96th Street to 131st Street
- Saxony Loop - 4-mile paved loop surrounding Saxony Loop

Nickel Plate Trail

The Nickel Plate Trail is a shared use trail following the former Nickel Plate Railroad corridor. The Trail extends beyond Fishers' city boundaries north into Noblesville and includes plans to extend the trail to the south in Indianapolis.

The Nickel Plate Trail in Fishers extends from 96th Street to 146th Street and provides a scenic trail for users to connect to different areas of the city. The trail has quickly become a well-used amenity for recreation and for commuting. The trail connects with the Nickel Plate District and many neighborhoods on the west side of the city. As more sections of the Nickel Plate Trail have been completed, residents have been demanding more connections to the trail to allow for better access.

One key feature of the Nickel Plate Trail is a plaza located just north of 116th Street. This plaza includes benches, adult swings, an amphitheater, and other community gathering areas. The plaza also includes trail frontage for businesses located along the trail.

As an old railroad corridor, the Nickel Plate Trail crosses several roads in Fishers. The city has implemented trail crossings which include overhead signals activated via a push-button by trail users. The design intent is for the trail user to stop and look for a clearing in traffic to cross safely. The city is currently installing rapid flashing beacon signs on the sides of the intersections at vehicular eye level for drivers to see. In addition to signage, each crossing has a raised crosswalk to increase visibility of trail users. People in cars are still adjusting to the trail and frequent crossing of bikes and pedestrians.

As a key amenity for the community, additional connections to the Nickel Plate Trail will be an important design consideration of this plan's recommendations.

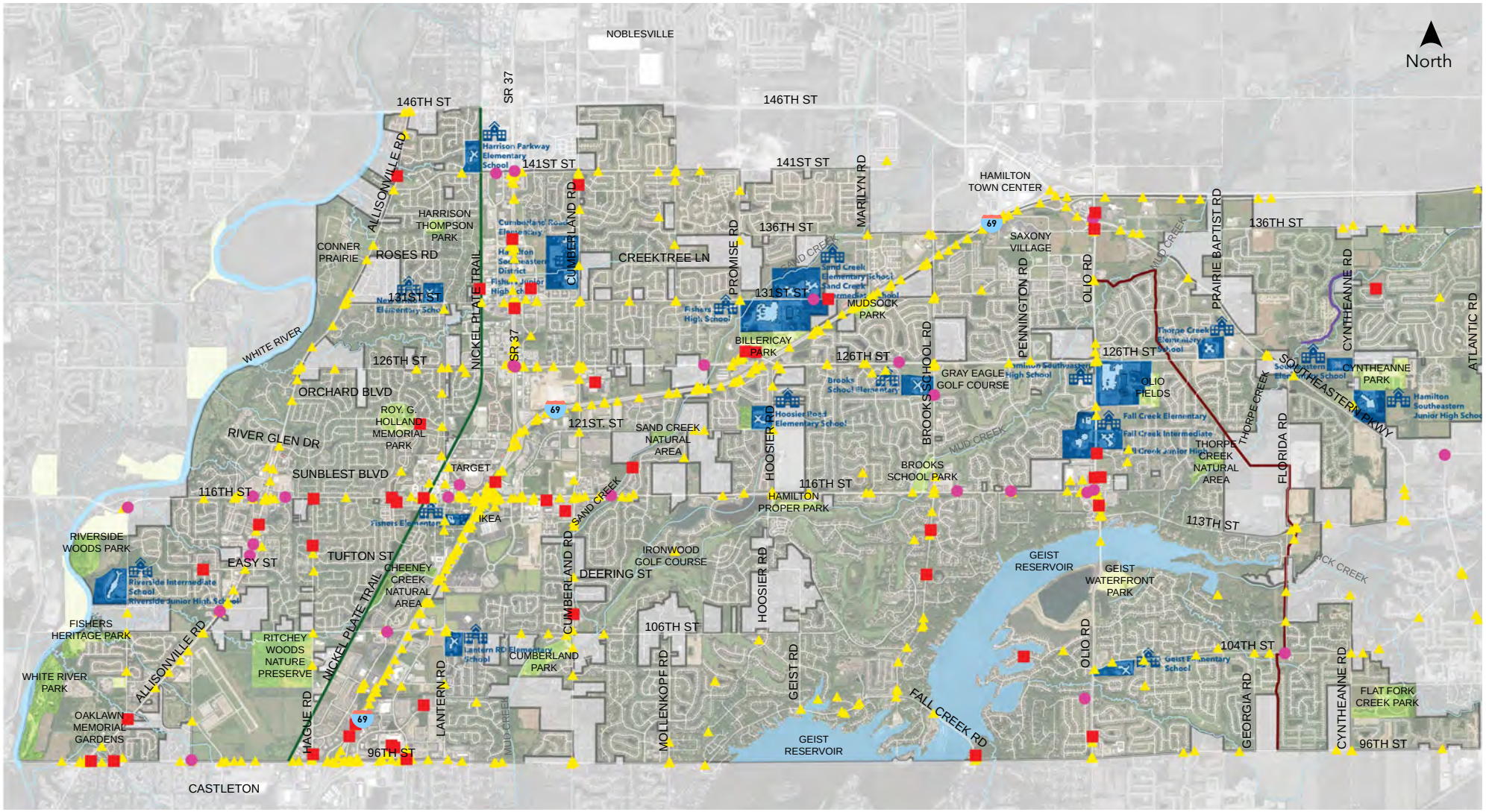
Nickel Plate Trail at 106th Street

Nickel Plate Trail

Nickel Plate Trail at 116th Street

Nickel Plate Trail Amphitheater at 116th Street

Crash Data



Legend

- SCHOOLS
- PARKS
- PEDESTRIANS CRASHES
- PEDAL CYCLIST CRASHES
- VEHICLE CRASHES

CRASH DATA

Vehicle Crash: 764
- Fatal - 21
- Incapacitated - 743

Pedal cyclist: 29
- Fatal - 2
- Incapacitated - 27

Pedestrian Crash: 45
- Fatal - 7
- Incapacitated - 38

Intersection at 116th St. and Allisonville Rd.

The Crash Data map on page 42 shows intersections or road locations with crash data according to a 2019 safety study done by the Indianapolis Metropolitan Planning Organization which includes crashes from 2015 to April of 2023. Most of the bicycle and pedestrian crashes are along the busiest roadways for vehicles. Many of these conflicts occurred along 116th Street, 96th Street, and Olio Road.

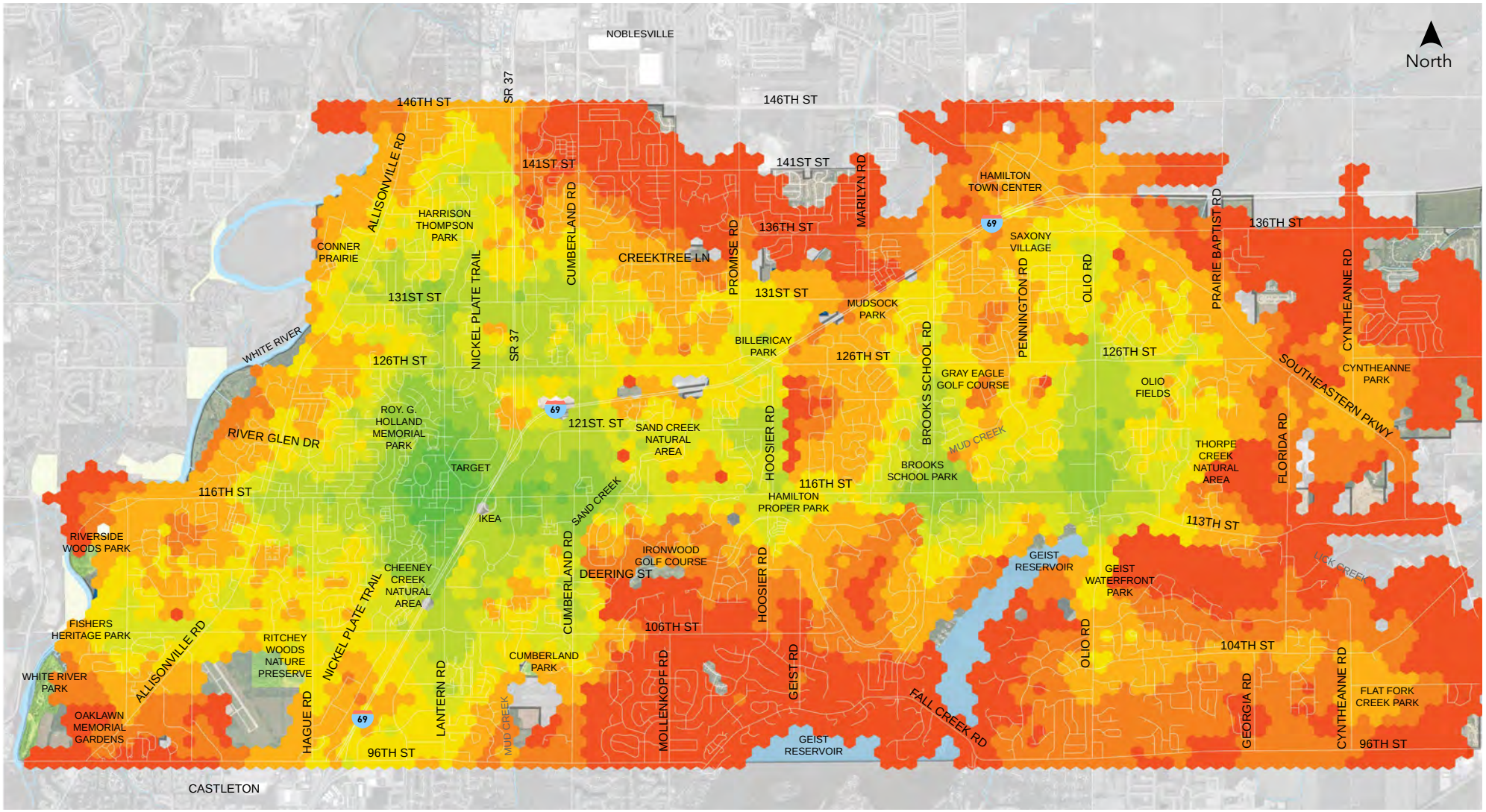
One of the fatal bicycle accidents and a couple of the fatal pedestrian accidents occurred on State Road 37 but all three were prior to the overpass improvements along State Road 37.

Many of the intersections listed along 96th Street were also identified by the public as dangerous intersections. Other intersections identified by the public as being unsafe for cyclists and pedestrians include:

- 116th Street at I-69
- 106th Street at Nickel Plate Trail
- Nickel Plate Trail crossing at 146th Street
- 116th Street and Allisonville Road
- Hague Road at 116th Street

Heavily trafficked roads such as Allisonville Road, 96th Street, and 116th Street can be intimidating for cyclists and pedestrians and often act as barriers to these users. In addition to filling the gaps in existing trails, intersections will need to be evaluated and potentially upgraded to remove these barriers and increase the safety of users.

Walkability Heat Map



Legend

HIGH WALKABILITY

LOW WALKABILITY

Sidewalk North of the Fishers District Shopping Area at 116th Street and Ikea Way

The Walkability Heat Map on page 44 was developed to identify areas of Fishers which are walkable. The analysis considered amenities and key destinations including schools, parks, retail areas, medical offices, and event centers. A five-minute walk, or 1-mile radius, utilizing existing paths, trails and sidewalks was mapped from these existing destinations. The more amenities that were available within an area and the more connections being provided by trails and sidewalks resulted in a higher ranking for walkability.

The areas shown in green on the map are considered the most walkable. Areas in orange and red are considered less walkable. This analysis shows where walkability could be improved with the addition of more trail and sidewalk connections.

Areas like the Nickel Plate District and Fishers District are very walkable and include many of the destinations that people are looking for in a compact area. These areas are also connected by the Nickel Plate Trail and an extensive path and trail network along roadways. The Walkability Heat Map also illustrates the importance of 116th Street as an east/west corridor which connects a large number of residents in the city along a thoroughfare that is already very walkable in most areas.

User Types - Pedestrians

The user typology of "Pedestrians" includes anyone traveling on foot and/or with the assistance of mobility devices (i.e. guide dogs, wheelchairs, guide canes, etc.) to get between places. Although pedestrian facilities are not designed for a specific user group it is important to understand the characteristics of each group to ensure that facilities meet the needs of each.

General Needs

When facilities are constructed and/or renovated, design standards should be used to meet the needs of the 'average' population. Accessibility standards including Americans Disabilities Act (ADA) Standards and Architectural Barriers Act (ABA) Standards are required for projects in the public right-of-way.

Within the network there may be areas where increased accessibility along certain corridors is needed. For instance, longer crossing times are required for pedestrians that move at slower speeds, such as older adults and children. Having signals with longer crossing times at intersections close to school crossings can provide additional accommodation for younger pedestrians.

Younger Pedestrians

Young pedestrians often rely on safe walking routes to school, transit stops, and recreation facilities. Very young pedestrians get distracted easily and may dart out into traffic.

People with Disabilities

People with disabilities require level, clearly defined easy access with carefully designed facilities. These facilities need to eliminate barriers and address mobility needs based on the disability.

Older Adults

Access to transit and safe routes to destinations become more important as populations age. Research shows that people over 65 walk more than any other age group.

Others

Pedestrian users include walkers, runners, roller bladers, people with strollers and people walking their dogs, to name a few. This user group includes people traveling at various speeds.

User Types - Bicyclists

The user typology of "Bicyclists" includes anyone traveling using a bicycle to get between places. Not all users are going to feel comfortable riding on the same facility. It is important to understand the characteristics of each bicyclist typology to know which type of facility is needed to best accommodate them. Identifying where most residents fall within the different typologies can also be helpful in determining priorities for new project development. If most trail users fall within the "interested but concerned" categories, facilities which meet their needs may be considered more of a priority.

General Needs

On the right are the four bicyclist typologies ranging from different levels of skill and comfort level on varying facilities. Most users are comfortable on facilities that are separated from vehicular traffic such as shared-use paths, greenways, cycle tracks, and separated bike lanes.

The different user types can be applied to existing facilities to identify where gaps occur in the network for each user type. The strong and fearless rider will be comfortable riding anywhere. But the interested but concerned riders won't travel on corridors without facilities that they feel comfortable traveling on.

Children & Families

Most comfortable with separate spaces for bicycles, pedestrians, and cars but will ride/walk on shared-use path, greenway, cycle track and as a cyclist on separated bike lane and low traffic conditions.

Typical Adult

Comfortable in the above conditions but as a cyclist can also enjoy buffered bike lanes and moderate volume streets. Pedestrians can tolerate sidewalks and trails directly adjacent to the roadway.

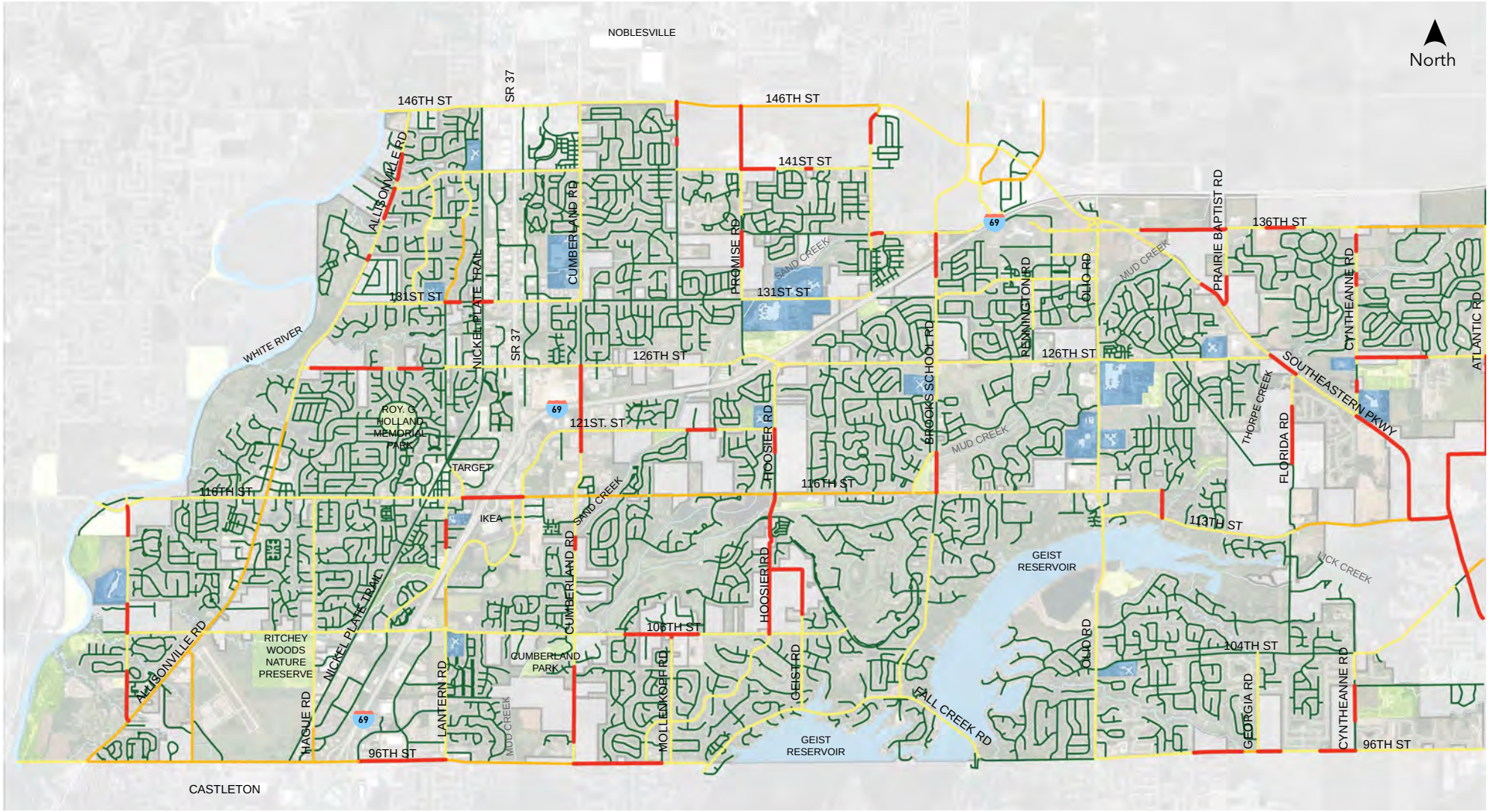
Confident Adult

Comfortable in the above conditions but as a cyclist can also enjoy bike lanes and high-volume streets and as a pedestrian can tolerate walking on the road, facing traffic for short periods of time.

Fearless Adult

Comfortable in all previous conditions but as a cyclist can also enjoy high volume streets and riding with traffic and as a pedestrian can tolerate walking on the road, facing traffic, on low/moderate volume streets.

Existing Facility Comfort Level Analysis



Legend

- COMFORT LEVEL 1
- COMFORT LEVEL 2
- COMFORT LEVEL 3
- COMFORT LEVEL 4

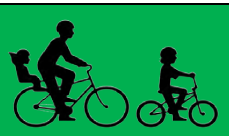
Existing Facility Comfort Level Analysis

The comfort level of existing trails and pathways is another useful tool to evaluate the existing trail network and is directly tied to cyclist and pedestrian typologies. This analysis tool evaluates existing facilities for their anticipated comfort level depending on the skill and confidence level of the users. Criteria utilized in this analysis includes:

- Road Width
- Road Speed Limit
- Facility Location
- Facility Operating Width
- Buffer Width
- Buffer Type
- Grade of Path

The Existing Trail/Path User Comfort Level Map on page 48 illustrates the comfort level associated with each facility. The green corridors correspond with the "interested but concerned" typology, the yellow corridors correspond with the second "interested but concerned" typology who are slightly more confident than the first group, the orange corridors correspond with the "enthused and confident" typology, and the red corridors represent the "strong and fearless" typology. It should also be noted that gaps in the existing facility network are shown with a red line. These areas usually require cyclists to move to the adjacent roadway to cover the gap. Most of these conditions are only comfortable for the "strong and fearless" users.

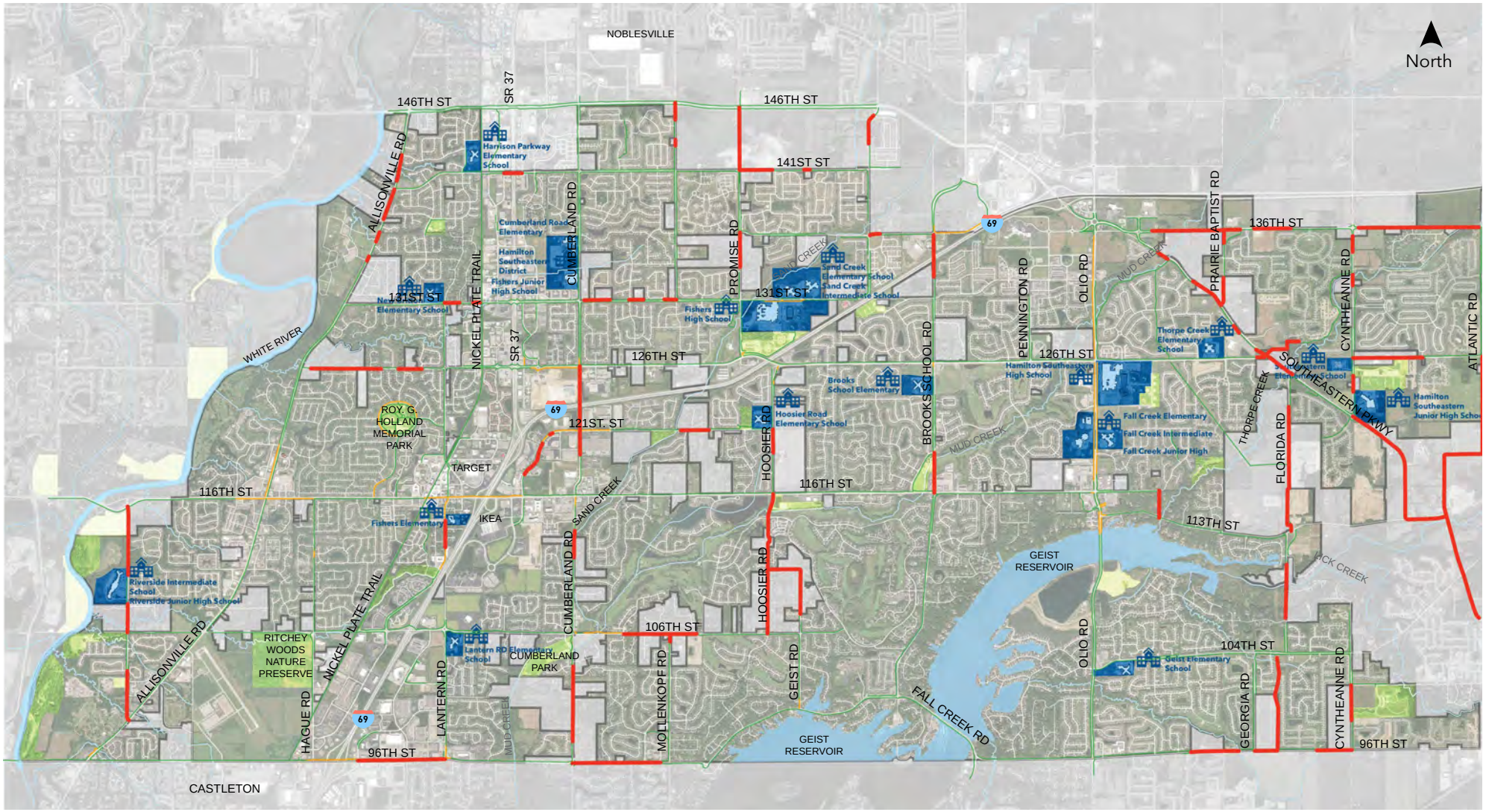
The more comfortable a user feels, the more likely they will be to walk or bike to their destination instead of using a vehicle. The highest priority for this plan is to create a connected and complete network of low stress facilities that meet the needs of the least confident user. Identifying gaps in the network for the "interested but concerned" and then filling those gaps will create this connected network.

	 COMFORT LEVEL 1	 COMFORT LEVEL 2	 COMFORT LEVEL 3	 COMFORT LEVEL 4
Corridor Points	7 to 13	14 to 19	20-24	25-28

FISHERS USER COMFORT LEVEL CRITERIA				
Criteria	1 Point	2 Points	3 Points	4 Points
Road width	24' or less	24'-34'	35'-48'	49' or more
Speed Limit	25 mph or less	25-30 mph	35-40 mph	45 mph or more
Bicycle Facility Location	SUP on both sides	SUP one side, Sidewalk one side	SUP on one side, bike lane both sides, sidewalk both sides	Sidewalk one side, no facility
Bicycle Facility Operating Width	10' or more	8-9'	6-7'	5' or less
Buffer Width	10' or more	5'-10'	4' or less	no buffer
Buffer Type	Trees or landscaping	Railing/fence/guardrail	Lawn	no buffer
Travel Grade of Facility	1-2%	2-5%	5-8%	8% or greater

Criteria Chart for User Comfort Level Analysis

Gap Analysis



Legend

- EXISTING TRAIL/PATH
- EXISTING SIDEWALK
- GAP IN NETWORK

Network Gap Analysis

The red lines on the map on page 50 indicate the gaps in the existing network of bicycle and pedestrian facilities. These are areas where existing facilities do not connect and include small gaps and larger gaps between trail or sidewalk ends. Gaps, or missing links, are one of the biggest challenges for the City of Fishers to be able to create a network of low-stress facilities.

Most gaps are in unincorporated areas of the city where the city doesn't have right-of-way or regulations to require a path or sidewalk to be built. The highest percentage of gaps are located on the east end of the city but, gaps are spread throughout the city.

Even small gaps in existing trails and pathways can contribute to people's decision to ride their bikes, or walk, to destinations. Because of these gaps, residents don't have confidence that they will be able to reach their destinations by bike or on foot without significant detours, or without having to navigate on a busy road or through a private property. Creating a strategy to prioritize and address gaps in the network will be vital to the success of the Trails and Greenways Report.

Gap in Trail

Equitable Network

Creating an equitable trails and greenways network involves designing infrastructure, policies, and programs that ensure fair access and safety for all using those facilities. Sidewalks, paths, trails, and crosswalks should all comply with accessibility standards and should accommodate mobility devices. This includes prioritizing safety and implementing measures such as well-marked crosswalks, proper lighting, and traffic calming measures.

Developing an equitable network includes design of facilities to meet the needs of different demographic groups including children, elderly, and people with disabilities.

This also means equitable distribution of facilities across the city. Analysis of the City of Fishers has identified areas of the city with a higher occurrence of residents living in poverty.

Recommendations from this planning process will ensure that these areas have equitable access to trails and pathways and will prioritize corridors that allow these areas of the city to be connected by alternative modes of travel.

Additional efforts to create an equitable network can include making cycling and walking more affordable by providing low-cost options for bicycle rentals and ensuring that pedestrian infrastructure is well-maintained and easily accessible.

The City of Fishers has been deliberate with roadway design and typically includes complete street policies that consider the needs of all users, including pedestrians and cyclists. This commonly includes shared-use paths, wide sidewalks, and improved crosswalks. The city is also diligent about including bicycle and pedestrian facilities in new developments and neighborhoods.

Creating an equitable bicycle and pedestrian network requires an approach that considers the needs of all users, regardless of their age, ability, or socioeconomic status. By incorporating strategies that meet these needs, Fishers will have a transportation network that is accessible, safe, and inclusive for everyone.


INDIANA

Analysis Summary

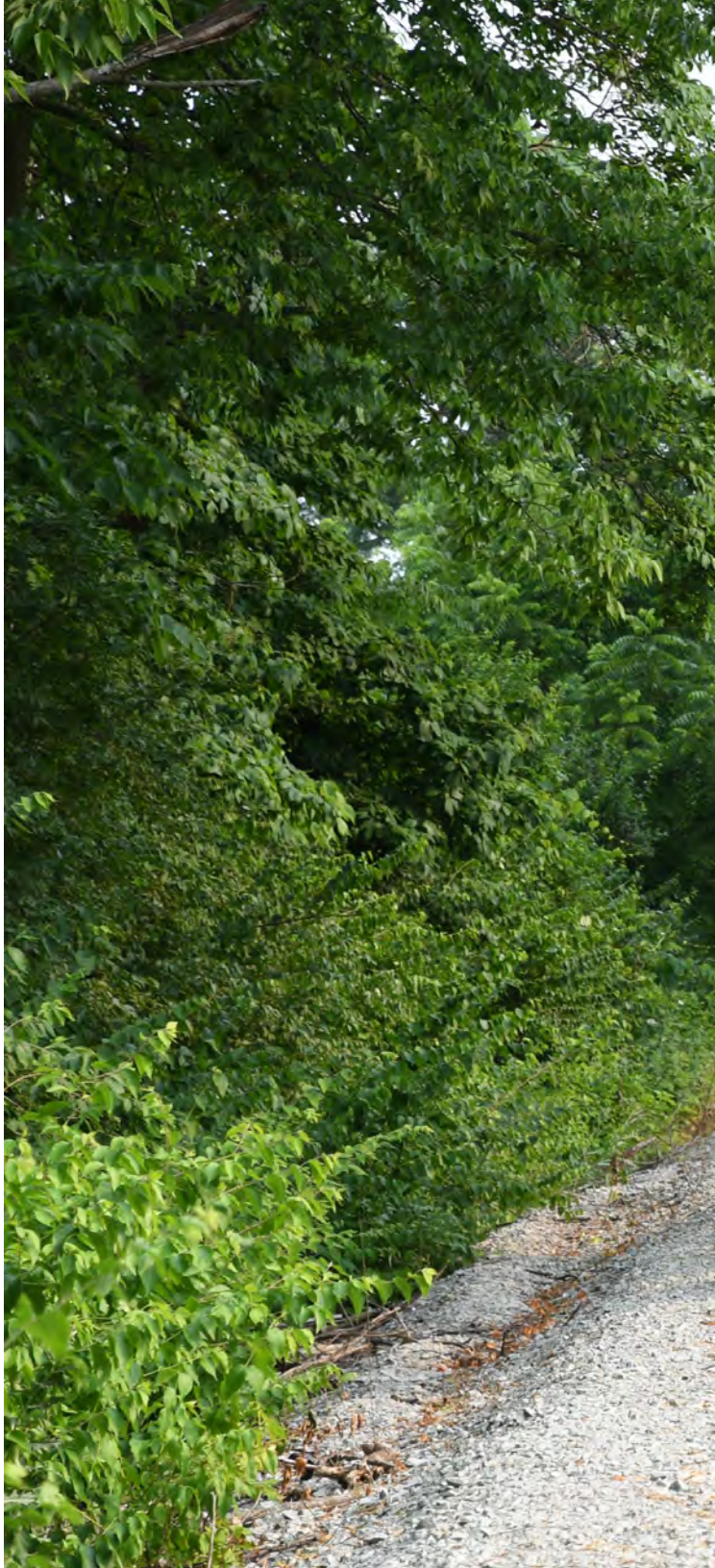
The City of Fishers is known for being walkable and bikeable, with this characteristic often cited as one of the main reasons that people move to the city and why existing residents stay in Fishers. Residents applaud the new trails and greenways that are added to the city on a yearly basis but are still hungry for more connections and amenities. Residents anticipate a time when they can travel virtually anywhere across the city using safe, comfortable, and convenient trails, pathways, and greenways.

Analysis of the existing conditions identified several key challenges and opportunities the city needs to address to expand its network of trails and greenways. Key challenges include:

- Completing gaps along existing trails and pathways which are often in unincorporated areas of the city or with projects that may require higher construction costs.
- Providing safe and comfortable facilities to cross barriers such as I-69, S.R. 37, and Allisonville Road.
- Improving intersection crossing safety and comfort, especially when crossing the above barriers.

Opportunities for the city to expand the trails and greenways network include:

- 116th Street provides important east/west connections for the city. This connection can be strengthened by creating safer and more comfortable crossings or by expanding existing facilities along the corridor.
- 126th Street acts as an east/west corridor and has facilities along most of its length. This corridor can be improved by completing the gaps in pathways and creating more comfortable facilities by enhancing these facilities with additional buffers.
- The Thorpe Creek Greenway has significant sections of the greenway completed. Adding more sections of this greenway will create a natural amenity along this corridor.
- Many of the facilities in Fishers meet the needs of the "interested but concerned" cyclists who have been identified as the most common in Fishers. Providing a connected network of these types of facilities will encourage more use of these users and may encourage new users to explore biking or walking.




4.2

Chapter 4 -
What We Heard

Introduction

The public input process for the Trails and Greenways Report was not just an opportunity for the project team to gather information but was a collaborative endeavor that encouraged active engagement and dialogue. The community's input serves as the foundation for creating a plan that promotes active transportation, prioritizes safety, and encourages more use of trails and greenways.

Throughout the planning process, the community was asked to share their thoughts at community workshops, participate in online surveys, attend focus group meetings, and join the conversation on the project website through interactive maps and exercises. Gathering the community's input was crucial in identifying key priorities, addressing challenges, and envisioning a future where biking and walking are not just modes of recreation but are integral components of a livable and sustainable community.

The different engagement opportunities were communicated through a variety of outreach strategies including email blasts, yard signs, distribution of postcards at community events, and signs posted throughout parks and along trails.

The main goal of public engagement is to gather input from the community to better understand perceptions of bicycle and pedestrian facilities in Fishers. Community members can highlight locations with potential hazards, suggest improvements, and share their experiences, contributing to a plan that prioritizes safety and accessibility.

Community engagement also provides the city with the opportunity to share their vision and goals for the community. For Fishers, this includes the promotion of active and healthy lifestyles. By understanding the preferences and needs of residents, the city can implement infrastructure improvements that encourage physical activity and improve overall well-being.

Involving the public in the planning process empowers community members to actively participate in decisions that affect their daily lives. It fosters a sense of civic engagement and strengthens public support for the recommended improvements.

A summary for each engagement method and the results are provided in the following chapter. Full survey results and meeting notes can be seen in the appendix.

Farmers Market Public Engagement


PARKS
Açaí Bowls
designers
of possibility

Community Survey

The Community Survey was developed to reach a broader audience and to supplement other engagement strategies. Surveys can reach many people, including those who might not otherwise participate in traditional forms of feedback such as community meetings or focus groups.

The first Community Survey was developed to gather input from the public on existing conditions of trails and greenways in the city. The survey was developed with the steering committee and city staff and was kept brief to encourage more responses. The survey was available online, through the project website, and in hard copy at City Hall and public meetings.

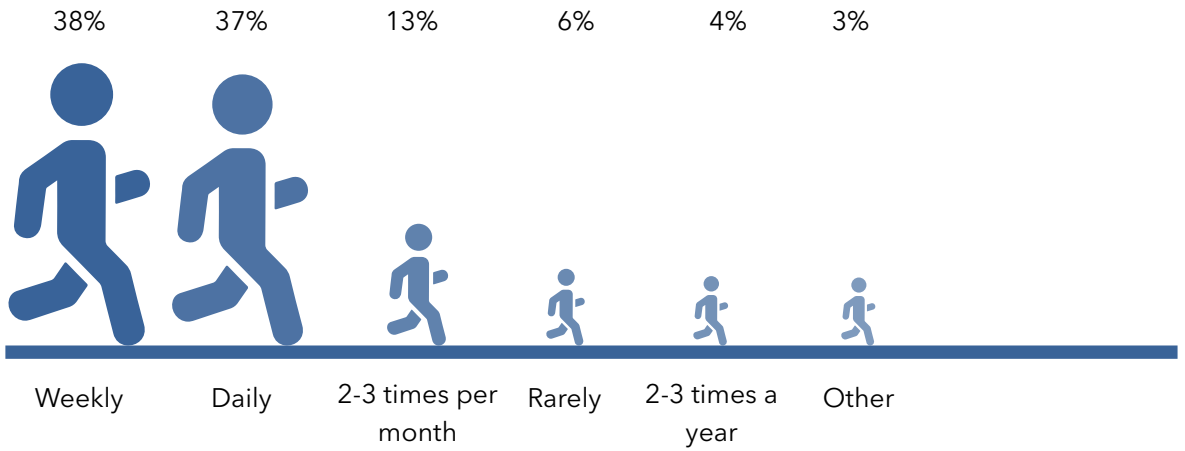
The community survey focused on why people are using trails and pathways and to better understand people's destinations when they are using the trails. The following insights were heard from respondents:

- Over 90% of respondents live or work in Fishers and 76% live within walking distance of a trail.
- People are most commonly traveling to parks and recreation, shopping areas, and community events. See question 5 chart on page 62. Restaurants were a common write-in answer for the "other" category.
- Exercise, recreation/connecting with nature, and travel were the top choices for reasons to use trails. 97% of respondents selected exercise and health as their first reason for using trails.
- Over 34% of respondents said that there is nothing preventing them from using trails as much as they like. The main challenge for people who would like to use the trails more includes not having pathways or trails located close to their home or to the places they need to go. Many people also identified the path location as a challenge especially when located directly adjacent to busy roadways.
- 444 respondents wrote-in responses for reasons they don't use trails as much as they would like. The most common comments were desires to have trail gaps filled in, followed by comments about unsafe crossings including roundabouts.

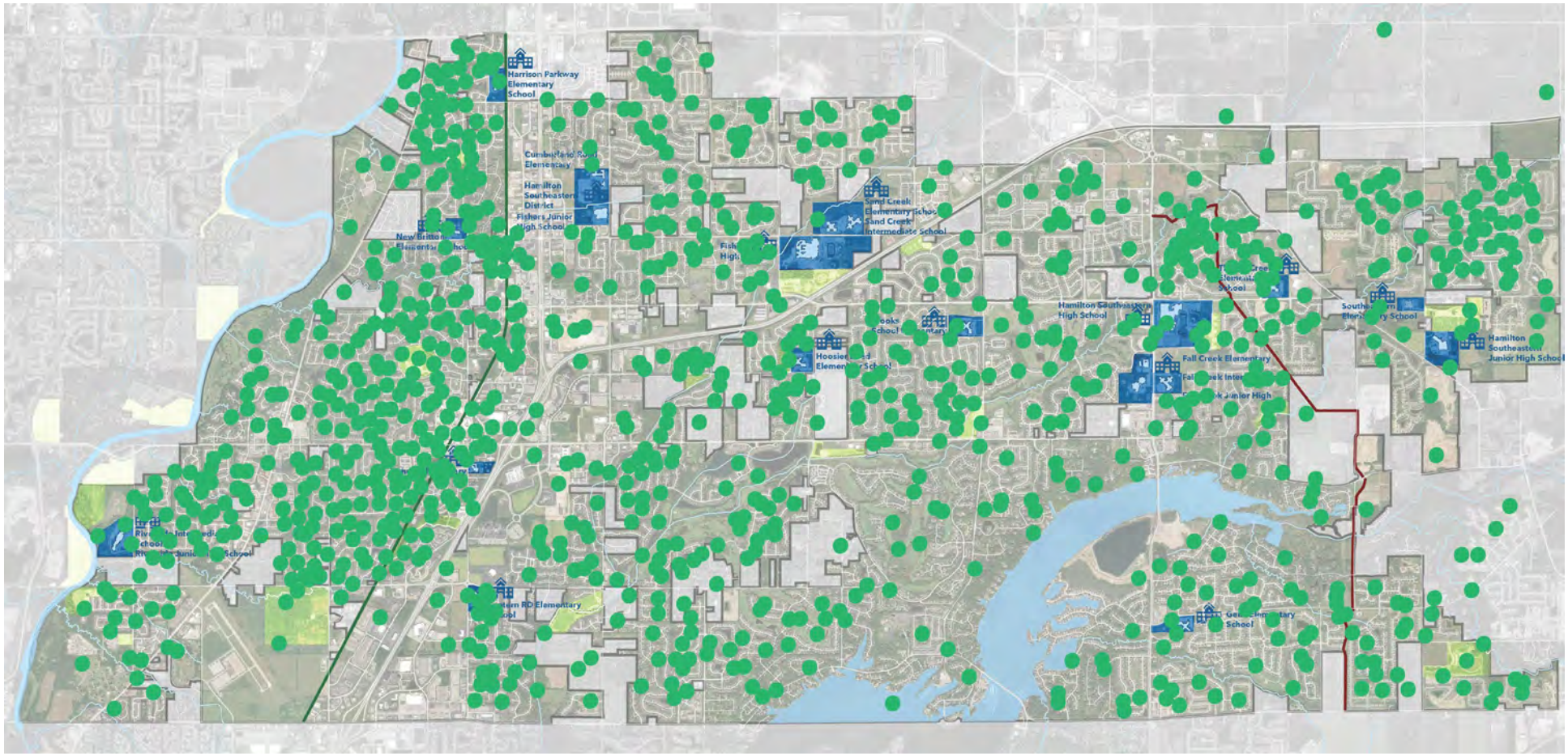
Participation

- 1,661 Responses
- 74% Completion Rate
- 90% Live in Fishers

How often do you use Fishers sidewalks and trails?



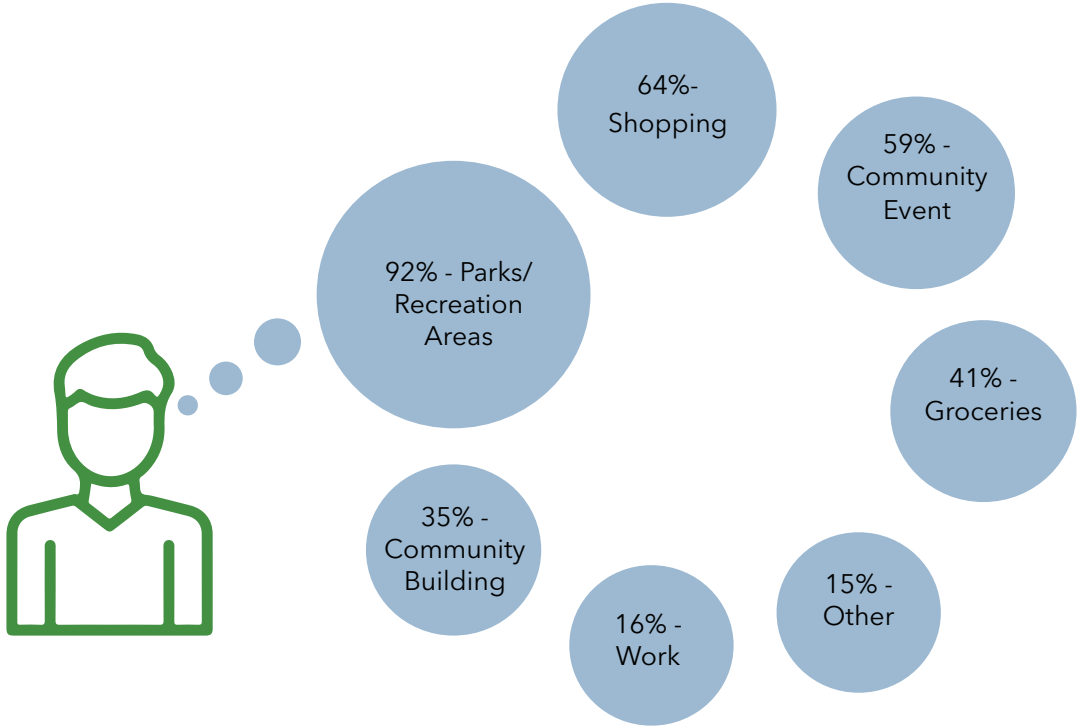
Q2 Where in Fishers do you live?



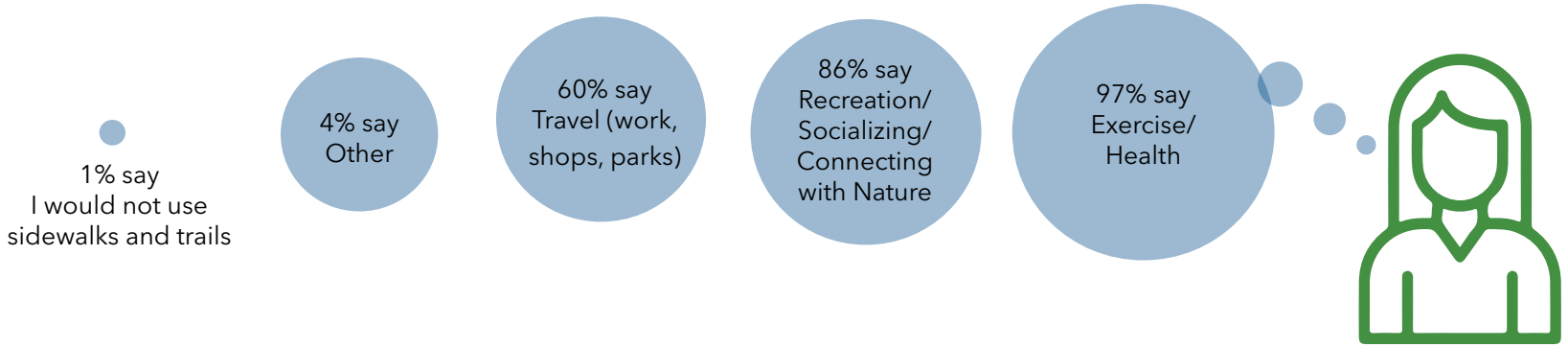
Community Survey - Where Respondents Live and Work

Community Survey *continued*

Which of the following destinations do you have an interest in walking or biking to?



Select all the reasons why YOU would use sidewalks and trails?



Project Website

The official City of Fishers website hosted the project website which was used to provide residents with project updates as well as gather input. The website was located at www.Fishers.in.us/trails.

Virtual meetings were held in concert with more traditional in-person open house meetings. Both the traditional and virtual meetings had similar exercises to gather input from the public and engage in conversations about trails, biking, and walking in Fishers.

Interactive elements on the website included an idea wall for users to leave their ideas and opinions as well as an interactive map that allowed users to leave comments for specific roadways or corridors in the city of Fishers.

A summary of the digital input is included in the following pages along with the other engagement events.

Participation

- 634 Site Visits
- 268 Unique Users
- 171 Comments

Farmers Market

The consultant team attended the Fishers Farmers Market to gain firsthand insight into biking and walking in the city. The Fishers Farmers Market typically sees 1,000 - 2,500 people on any given Saturday morning, allowing the consultant team access to a large number of people. The Fishers Parks and Recreation Department provided a booth for interactive exercises to gather input from the public on current perceptions and ideas for trails and pathways.

Information shared at the Farmers Market included dates for public engagement opportunities, the website address for the project website, and direct access to the community survey through a QR code.

The following insights were gathered at the Fishers Farmers Market.

Participation

- May 20, 2023
- 8:00 am - 12:00 pm
- 30-40 Visitors

Farmers Market Public Engagement

- People would like to see gaps in existing trails completed. This was often noted as one of the most frustrating things about riding a bicycle in the city.
- People would like to see more connections to the Nickel Plate Trail to be able to use this trail as one of their primary corridors.
- People are often riding for recreation and would like to have more connections to parks and recreational areas.
- Many dangerous intersections were noted and included:
  - 116th Street at multiple intersections
  - 116th Street over I-69
  - Intersections along Allisonville Road
  - S.R. 37 Intersections/ Roundabouts
- People prefer bike and pedestrian facilities that are separated from cars including:
  - Buffered Bike Lane
  - Trail/path Buffered from Road
  - Urban Trail - Separate space for cars, bikes, and pedestrians


Our Garden Soap
Handmade Soap and Bodycare Products
Açaí Bowls
designers of possibility

Focus Group & Steering Committee Meetings

Focus Group Meetings

Focus group meetings were held over the course of one day on June 14, 2023, in 1-hour intervals and were intended as small group discussions. Meetings went from 10:00 a.m. to 3:30 p.m. Meeting times included in-person or virtual options. Questions were sent to focus group invitees ahead of the meetings to encourage discussion, but the conversations were kept informal. A variety of community members were invited to participate. In total, 15 attended the 6 focus group meetings and included a variety of residents, business owners, and city staff.

The conversations were varied but key overarching themes appeared throughout each of the meetings. These included:

- Connecting key gaps in the existing trail network was the top comment from all focus group meetings.
- Many people would like to see large neighborhoods connected with Nickel Plate District and Fishers District and other key destinations.
- Some suggested a path on 131st Street from Lantern Road to Nickel Plate Trail.
- Many people are driving to parking locations to ride their bikes or walk.
- There was a consensus that more people will ride if there is an assured complete route.
- Facilities for serious riders/ commuters as well as families with children are desired.
- Most people prefer separation of facilities when possible and mentioned riding bikes with young children.
- The existing crossing over I-69 connecting the Fishers District with the Nickel Plate District needs improvement to be an effective connection. The existing sidewalk feels narrow and not safe directly adjacent to cars.
- Intersections, busy roads, and sight lines are a large problem.
- People are generally uncomfortable crossing roundabouts either on foot or bike.

Participation

- 6 meetings
- 15 attendees
- small group discussions

Steering Committee

The Steering Committee played a crucial role in providing oversight and strategic guidance for the Greenways and Trails Report. The Steering Committee included a diverse group of city employees including staff from planning, engineering, public works, healthcare, and parks and recreation.

In addition to input for the report, the Steering Committee was tasked with letting family and neighbors know about the project and asking for their input.

Meetings were held at Fishers Pavilion Conference Room at various times during the day with a virtual connection available for those not able to attend in person. Meeting dates included:

Meeting #1 - March 23, 2023
Meeting #2 - April 26, 2023
Meeting #3 - June 6, 2023
Meeting #4 - July 21, 2023
Meeting #5 - September 7, 2023
Meeting #6 - November 7, 2023

The Steering Committee will continue to serve the project after the report is completed by advocating for recommendations that were a result of this planning process.

Open House #1

Open House #1 and Community Bike Ride/Walk

The Community Open House and Bike Ride/Walk was hosted by the City of Fishers at Spark Fishers on June 15, 2023. The open house meeting was open from 4:00 p.m. to 6:00 p.m. with the community bike ride and walk starting at 6:15 p.m. The open house included several interactive exercises for the project team and city staff to engage with residents. A presentation was given to introduce the project and to let residents know about the many opportunities for them to provide feedback during the process.

After the open house, a community bike ride and community walk were led by the consultant team. The bike ride followed an 8-mile loop through different neighborhoods, business districts, and ending along the Nickel Plate Trail. The community walk followed the Nickel Plate Trail to 126th Street and over to the roundabouts over S.R. 37. Both groups stopped at various locations to talk about the existing conditions and people's experiences traveling around the city.

Common themes from the input at the Community Open House included:

- Fill in the gaps along existing trails. People most frustrated by "dead end" pathways.
- Pedestrians and cyclists are intimidated by traffic in roundabouts.
- Connect the gap between existing trail along 131st Street and Nickel Plate Trail.
- People love the trails but are most intimidated by crossing busy roads and roundabouts.
- The top choices for where to direct funds include:
    - Fill in the gaps in existing trails.
    - Create greenways along natural corridors.
    - Create buffers between existing trails and roads.
    - Complete Nickel Plate Trail to city limits.
    - Improve the crossing over I-69.

Participation

- June 15, 2023
- Location: Spark Fishers
- 20-30 attendees

A summary of input from the community bike ride and walk included:

- Pedestrians and cyclists are intimidated by traffic in roundabouts.
- Consider lowering flashing beacons at Nickel Plate Trail and roadway crossings.
- Most prefer paths that are separated from the roadway.
- Locate crossing push button farther away from the street. Too close for cyclists to use.
- Would like to see wider refuge islands at roundabouts for when people are not able to cross both directions of travel at once.
- Need crossing over I-69 closer to Nickel Plate District and Fishers District.


MADDEN
HOLLAND
STOP


Main Space
Coffee Shop
e want YOUR Input!

Virtual Input #1

Existing Conditions and Wishes

The first virtual meeting mirrored the first open house and included exercises focused on gathering the community's perceptions of walking and biking in Fishers today. The virtual meeting included an interactive map and an idea wall along with links to the community survey and a contact page with contact information for the project team.

The interactive map included a Google map on which residents could zoom in and out of the city map. Users were asked to drop a pin on the map and add comments. Topics included barriers to biking and walking, destinations, general comments, and biking routes and/or walking routes. The interactive map allowed visitors to add general comments or very specific comments for locations. Other users can then react to the pins or comments with their own comment or a positive thumbs up or negative thumbs down.

The idea wall was an interactive exercise where users could add posts and pictures for ideas or issues that they saw within the city. Other users could then react to the posts with a positive thumbs up or a negative thumbs down.

Participation

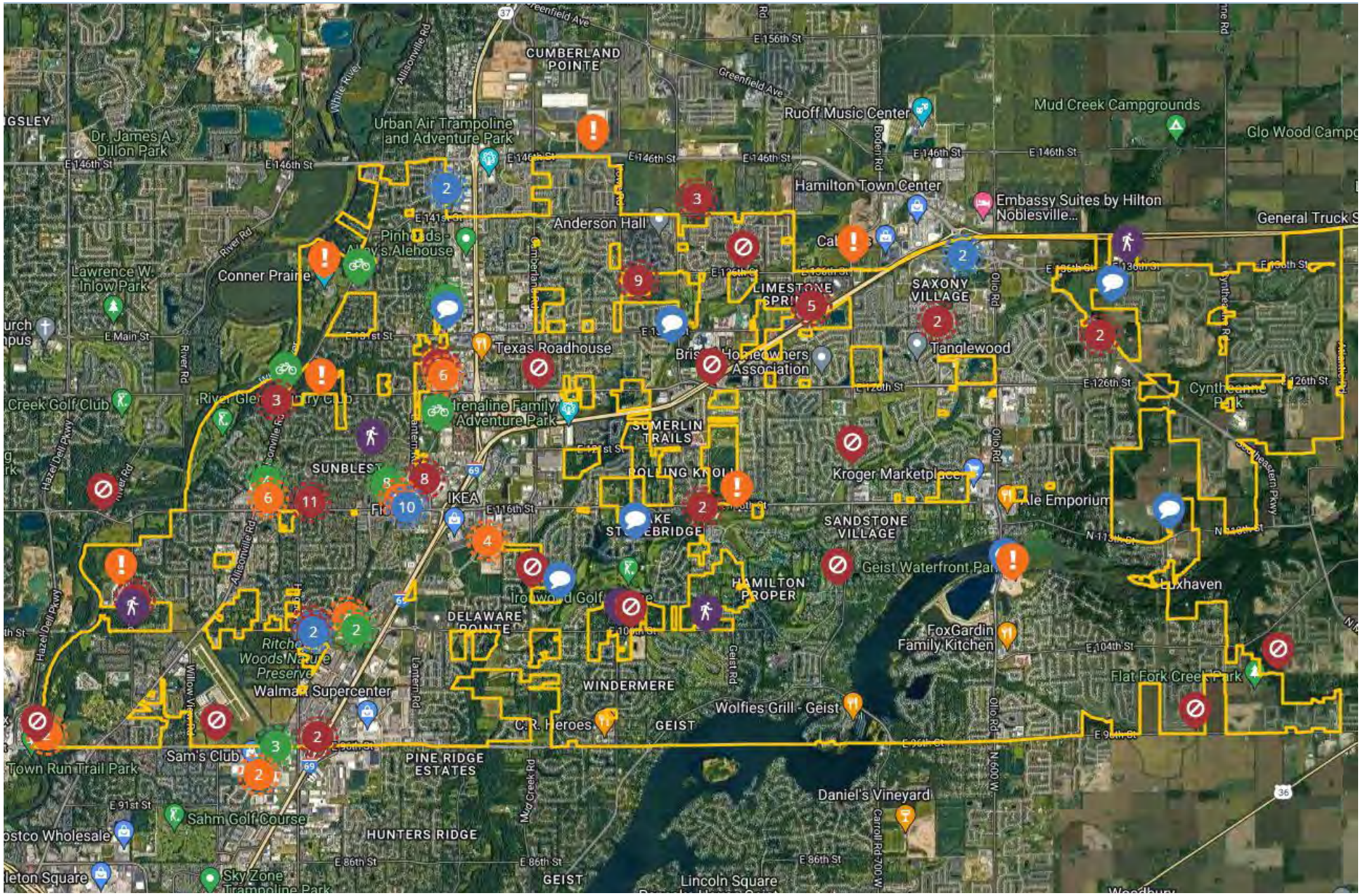
- 354 site visits
- 128 unique users
- 36 comments

Input received from the Interactive Map included:

- Suggested areas to connect gaps in existing trail/path network.
- 116th Street from Nickel Plate District to The Yard is intimidating for cyclists and pedestrians.
- Many expressed confusion regarding proper responses for flashing yellow lights at Nickel Plate Trail road crossings. Both for motorists and cylists/pedestrians.
- Pins identified several intersections that need safety improvements to make cyclists and pedestrians feel safer.
- Noted several neighborhoods that could be better connected to destinations.

Ideas submitted on the Idea Wall included:

- Suggested making cars stop more often, making cyclists and pedestrians more important than cars.
- Would like to see a greenway trail along Sand Creek, Mud Creek, and Thorpe Creek.
- Suggested adding signage at Nickel Plate Trail crossings and roadways to explain how cars/ pedestrians/cyclists should act.



BARRIERS DESTINATION MAKE A COMMENT BIKING WALKING

Open House #2

The second Community Open House was held on August 24, 2023, from 4:00-7:00 p.m. at The Hub & Spoke. The focus of this meeting was to present proposed recommendations for the trails and greenways network and to ask the public to help prioritize these potential projects. Interactive exercises were included in the open house and included a large size map with proposed recommendations and an analysis of the proposed network user comfort level if proposed improvements were implemented.

Recommendations were shown on a large-sized map and with larger scaled, detailed map views and perspectives. Recommendations included identification of facility type and location. Along with presenting the proposed recommendations, the project team asked the public for input on projects they would like to see that were not currently included in the recommendations.

Attendees were asked to review the proposed recommendations and using a budget of coins, vote on which potential projects they would like to see prioritized. Results of this exercise are shown in the Project Priority Exercise Results on page 71.

Participation

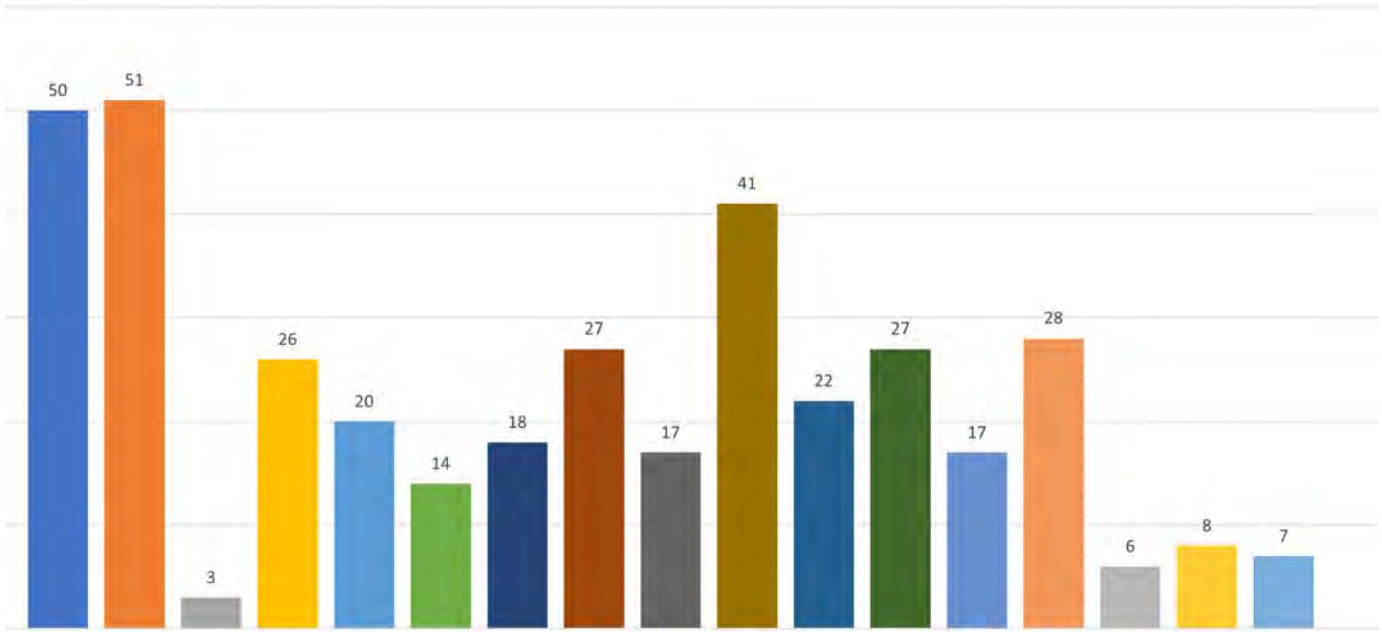
- August 24, 2023
- 4:00-7:00 p.m.
- 73 attendees

The project team also received several comments that were more general in nature, including:

- Add restrooms along trails and specifically the Nickel Plate Trail.
- Additional amenities like water bottle stations, drinking fountains, and seating along the trails.
- Improve cyclist and pedestrian safety with enhanced crossings and flashing beacons.
- Repair and protect existing facilities. Some trails are beginning to age and will need repair to keep them accessible.
- Addition of streetlights to increase safety.
- Increase community communication about costs of projects for better transparency.
- Create safe ways to cross I-69 and better connect the different areas of the city.

Public Open House Engagement

Open House # 2 - Priority Project Exercise Results



- 116th St - Connect Nickel Plate District and Fishers District
- 106th St - Hamilton Pass to Fall Road
- 126th St - Widen Ex. Path & Vegetated Buffer
- Cumberland Road - 96th Street to 126th Street
- Hoosier Rd - 106th Street to 126th Street
- Brooks School Rd - 116th Street to 131st Street
- 116th St - Widen Ex. Path & Add Vegetated Buffer/Fence
- Enhanced Buffers - Increasing Vegetated Buffers
- Enhanced Intersections
- Nickel Plate Trail - Add Neighborhood Connections
- Allisonville Rd - Providence Drive to Moll Drive
- Eller Road - 116th Street to Allisonville Road
- Lantern Road - Morgan Drive to Moll Drive
- 126th St - Allisonville Road to Lantern Road
- Thorpe Creek Greenway
- 126th Street - Cyntheanne Road to Atlantic Road
- 126th Street - Southeastern Pkwy. to Atlantic Road

Virtual Meeting #2

Recommendations Input

The second virtual meeting included a survey with questions that mirrored exercises from the second public meeting. A map with proposed recommendations was included with the survey, followed by questions asking respondents to rank projects in terms of priority.

Similarly, to previous input heard from the public, survey respondents identified themselves most commonly with a cyclist typology of "interested but concerned" (or Comfort Level 1 and 2). Designing bicycle facilities for "interested but concerned" riders involves creating infrastructure that addresses the specific needs and concerns of people who are interested in cycling but may be hesitant due to safety, comfort, or convenience issues. Identifying these user groups as the predominant riders in the city allows Fishers to prioritize projects that will meet the needs of the majority of users and also have the largest potential to encourage new riders.

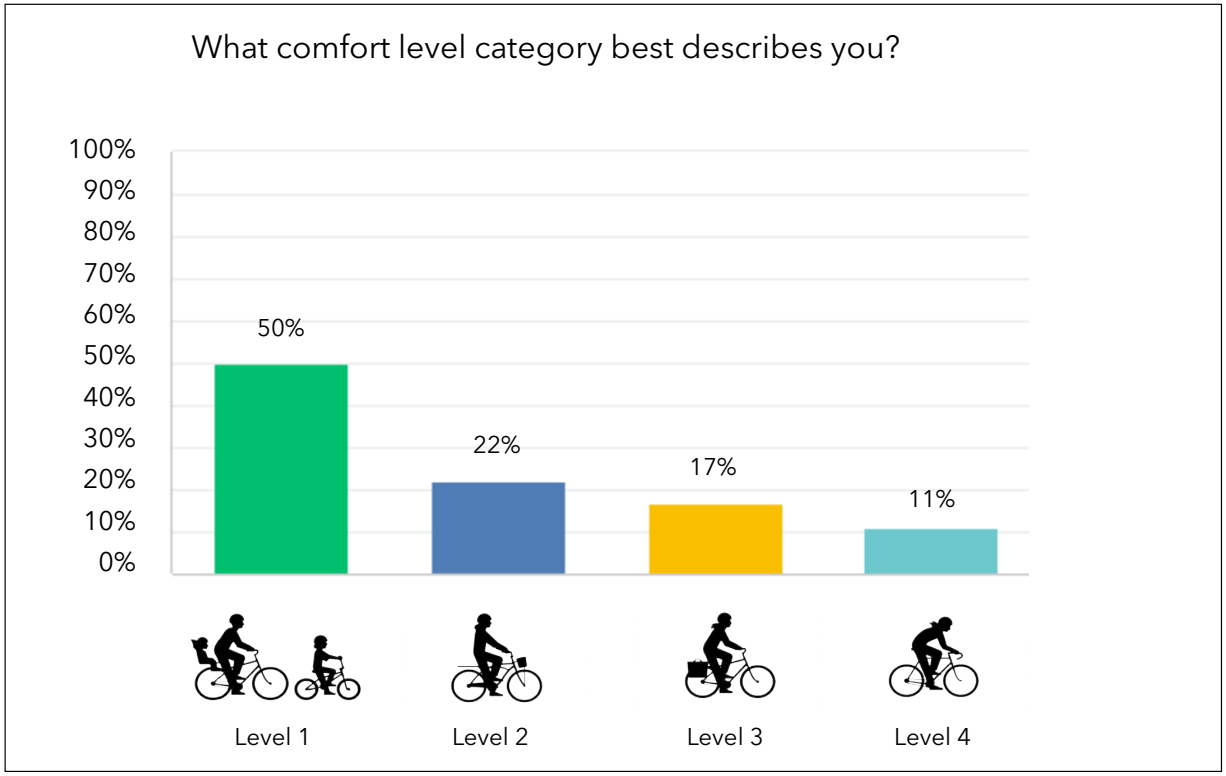
Like in the open house meeting, respondents for the virtual meeting ranked the improved crossing over I-69 as the highest priority project. The 106th Street connection between Hamilton Pass and Fall Road and the Cumberland Road gap between 96th Street and 126th Street recommended projects were also ranked as high priorities.

Many respondents selected two gaps in the current facilities to fill on secondary routes. These recommended projects included the gap on Eller Road from Allisonville Road to 10th Street, and the gap on Lantern Road from Morgan Drive to Apple Drive.

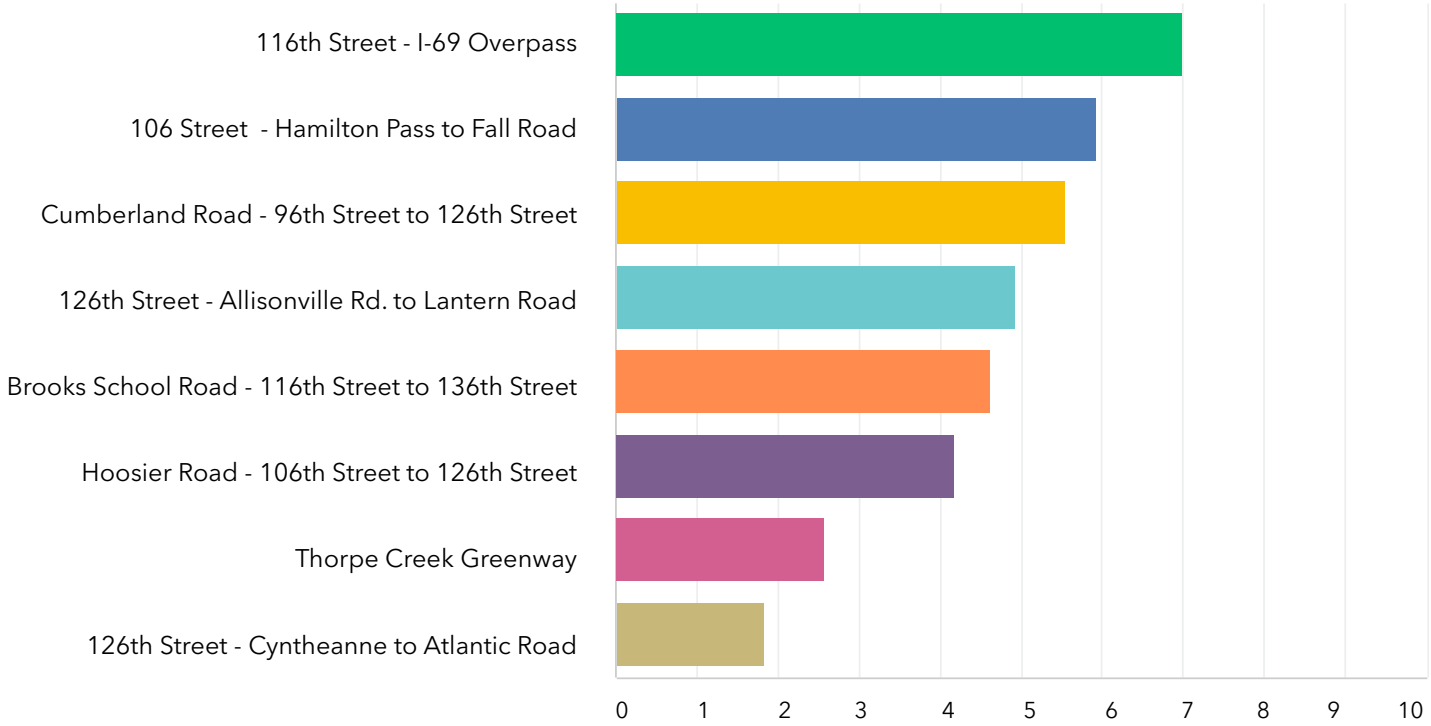
Additionally,most respondents requested more neighborhood and business connections to the Nickel Plate Trail. Increased connections to the trail will improve walkability throughout Fishers, as the Nickel Plate Trail acts as a spine in western Fishers.

Participation

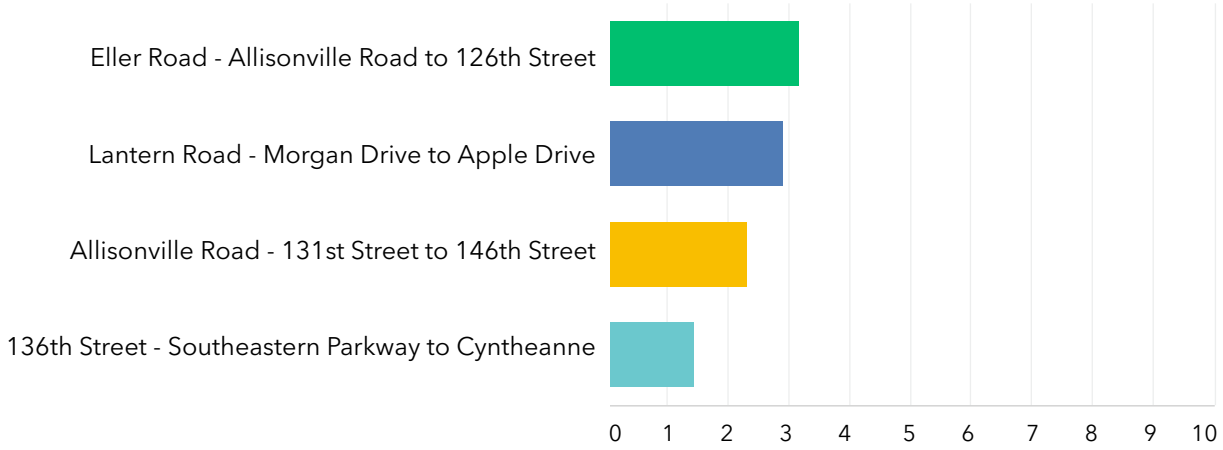
- 18 responses
- 67% completion rate
- 7 minutes to complete



The following recommended projects include filling in gaps in existing trails along PRIMARY pedestrian and bicycle corridors. Rank the following recommended project in order of importance to you, with 1 being most important and 8 being least important.



The following recommended projects include filling in gaps in existing trails along SECONDARY pedestrian and bicycle corridors. Rank the following recommended project in order of importance to you, with 1 being most important and 8 being least important.



Key Takeaways

The compilation of public input resulted in key takeaways for the Fishers Greenways and Trails Report. These key takeaways were utilized to develop, refine, and then prioritize plan recommendations.

The following summary list of takeaways from the community input can be grouped into four overarching categories or themes:

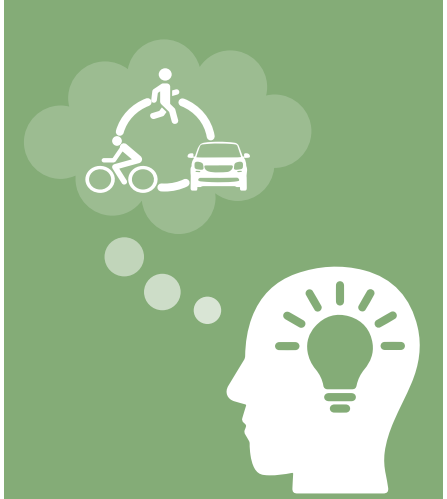
- Connect
- Protect
- Educate
- Enhance

CONNECT

- Complete gaps in existing pathway network.
- Provide more connections between neighborhoods and Nickel Plate Trail.
- Prioritize path connections between larger neighborhoods and key destinations (Nickel Plate District, Fishers District, Nickel Plate Trail, Prop. Community Center, Prop. Event Center)

PROTECT

- Increase safety and comfort for cyclists and pedestrians at roundabouts.
- Create more comfortable crossings for pedestrians and cyclists to connect Nickel Plate District and Fishers District.
- Provide longer crossing times and refuge islands for shorter crossing distances of major roadways like 116th Street and Allisonville Road.



EDUCATE

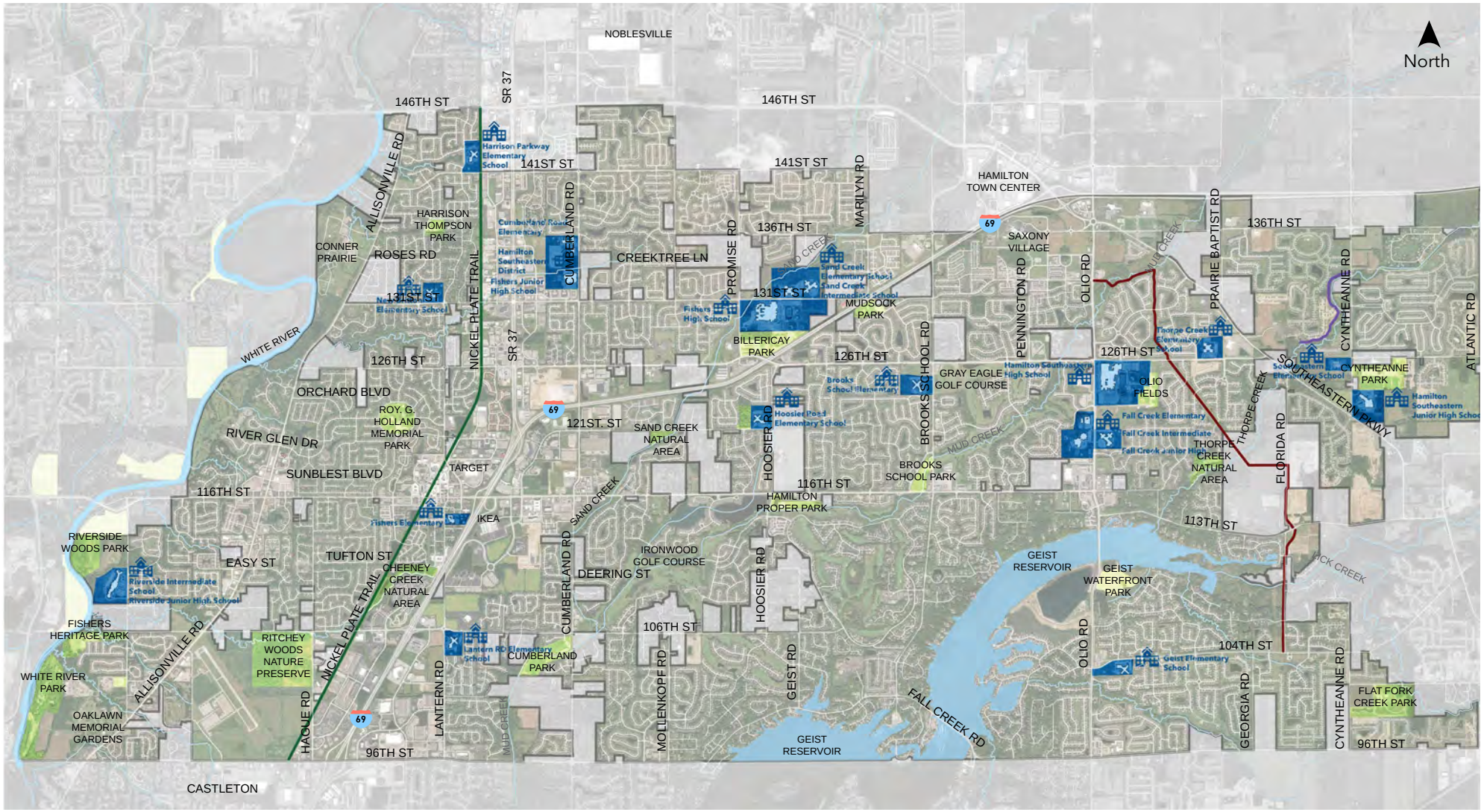
- Continue to educate motorists, cyclists, and pedestrians to create better understanding for rules-of-the-road and etiquette.
- Post and share about new projects and facilities as well as where existing facilities are located to encourage more use of bikes and walking.

ENHANCE

- Add amenities along trails such as benches, drinking fountains, water bottle fillers, and bike repair stations.
- Increase wayfinding, including pavement markings and signage to direct residents and visitors to destinations.
- Provide landscaping and trees to buffer trails and pathways from roadway traffic.

Chapter 5 -
Network Framework

Project Area



Legend

- SCHOOLS
- PARKS
- ROADS
- NICKEL PLATE TRAIL
- GEIST GREENWAY
- THORPE CREEK GREENWAY

Framework Plan

The framework plan is a high-level strategic plan developed to ensure that the vision and goals for the Fishers Trails and Greenways Report are reached. This plan sets a framework for plan recommendations by first establishing the primary and secondary corridors before analyzing the network on a project basis. Along with public input, the city was assessed for common destination points, neighborhood access points, and corridors which would reach the highest number of residents. From this assessment the primary and secondary corridors were identified. These corridors make up the framework plan for Fishers trails and greenways.

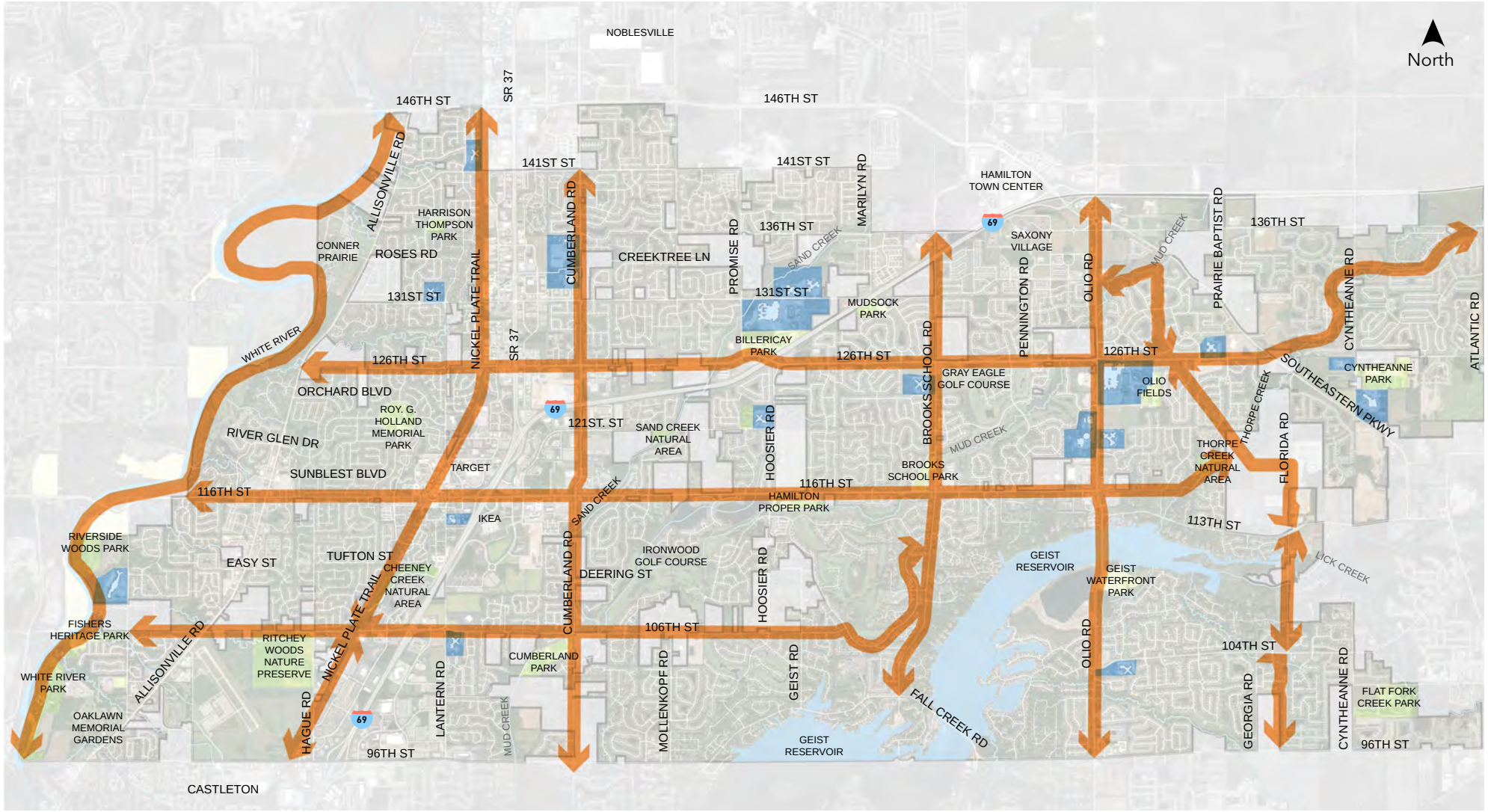
The plan is designed to serve as a guiding framework, informing future decision-making processes and investments in the development, maintenance, and improvement of the trail and greenway network.

While the primary and secondary corridors were developed to focus on creating connections across the city, it is important to remember the many other benefits of trails and greenways. For instance, smaller loops are very important for recreation and socialization and therefore, important components of a trails and greenways plan.

This chapter ends with a toolbox or kit of facility treatments and amenities that will contribute to the overall characteristic and comfort of bike and pedestrian facilities within Fishers. The toolbox includes criteria to consider for the application of each treatment for specific projects and includes the user typology associated with each facility type.

Nickel Plate Trail Crossing at E 131st Street

Primary Corridors



Legend

- SCHOOLS
- PARKS
- PRIMARY CORRIDORS

Primary Corridors

Primary Corridors were developed to create connections across the City of Fishers while reaching the greatest number of residents. These corridors are intended as the major thoroughfares for cyclists and pedestrians. Many of the primary corridors are the same as primary corridors for vehicular traffic, making them familiar routes for residents. The primary corridors also have the greatest number of connections to neighborhood trails and greenways and to the city's parks.

In general, existing facilities have been developed within these major corridors. Development has been organic with these corridors having wider right-of-way in addition to having direct connections either north/south or east/west across the city. Leveraging the existing facilities within these corridors will allow the city to make the most of limited resources by closing gaps in the corridors and creating a facility that allows access from one side of the city to the other without interruption.

Primary corridors are identified on the map to the left and include:

- 126th Street
- 116th Street
- 106th Street
- Cumberland Road
- Brooks School Road
- Olio Road
- White River Greenway

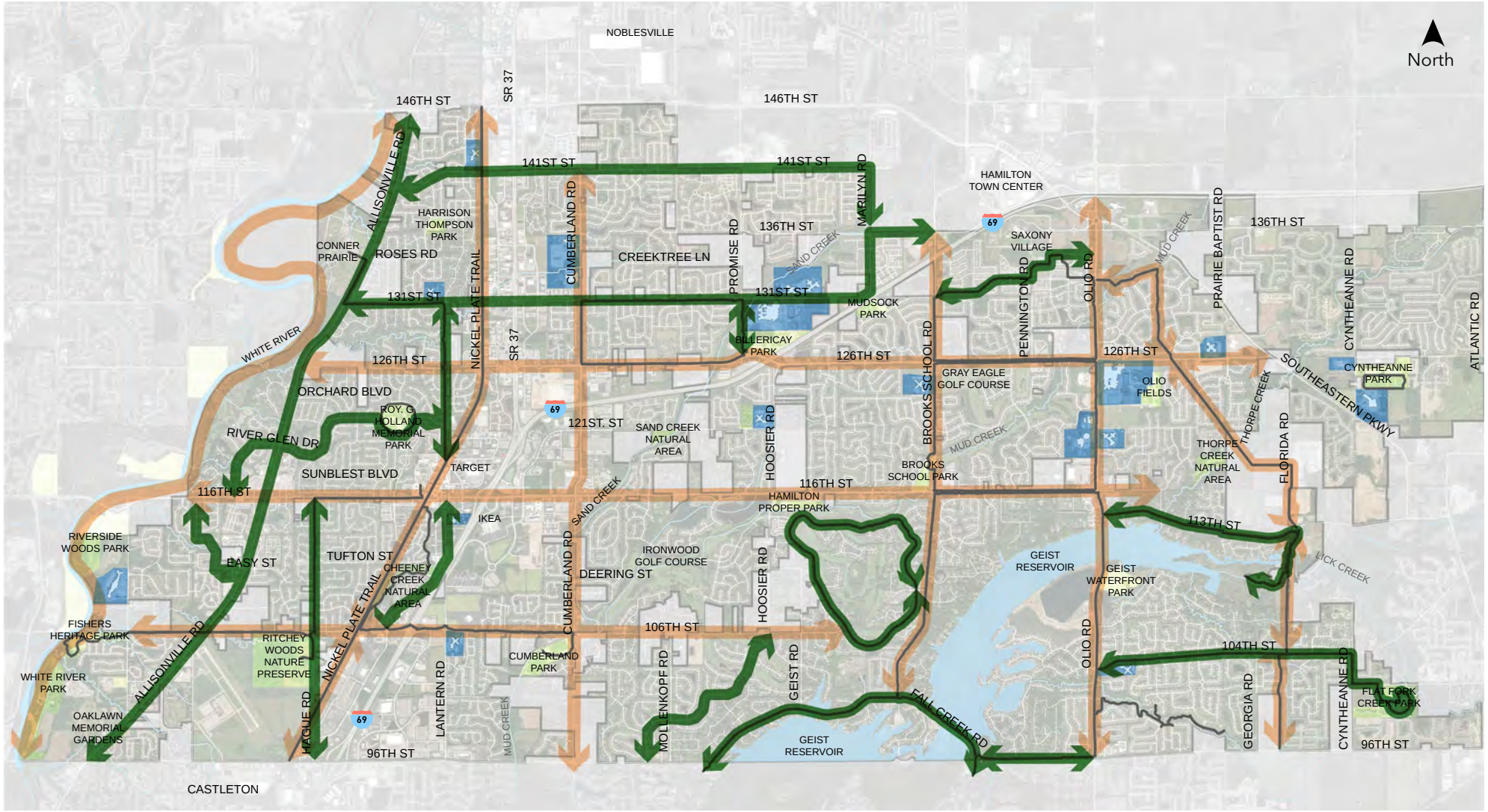
Fishers District Entry Sign

- Nickel Plate Trail
- Geist Greenway
- Thorpe Creek Greenway

As primary corridors, projects that help to complete these routes may be raised to a higher priority than other routes. Neighborhood connections which provide direct connections between neighborhoods and the primary corridors will also need to be prioritized.

Trail with Lawn Buffer

Secondary Corridors



Legend

- SCHOOLS
- PARKS
- PRIMARY CORRIDORS
- NAMED TRAIL ROUTES
- SECONDARY ROUTES

Secondary Corridors

Secondary corridors were developed to serve as the secondary level of connections and are complimentary to primary corridors. Some secondary corridors create important north/south and east/west connections, but they are either shorter connections or are located along corridors that are more commercial in character, making them less ideal for the more concerned cyclists or pedestrians. Greenway connections along natural corridors are also included as secondary corridors.

Secondary corridors identified on the map to the left include the following:

- 141st Street
- 131st Street
- 113th Street
- 104th Street
- Fall Creek Road
- Windemere Blvd.
- Allisonville Road
- Hague Road
- River Glen Dr.
- Lantern Road
- Thorpe Creek Greenway
- Sand Creek Greenway

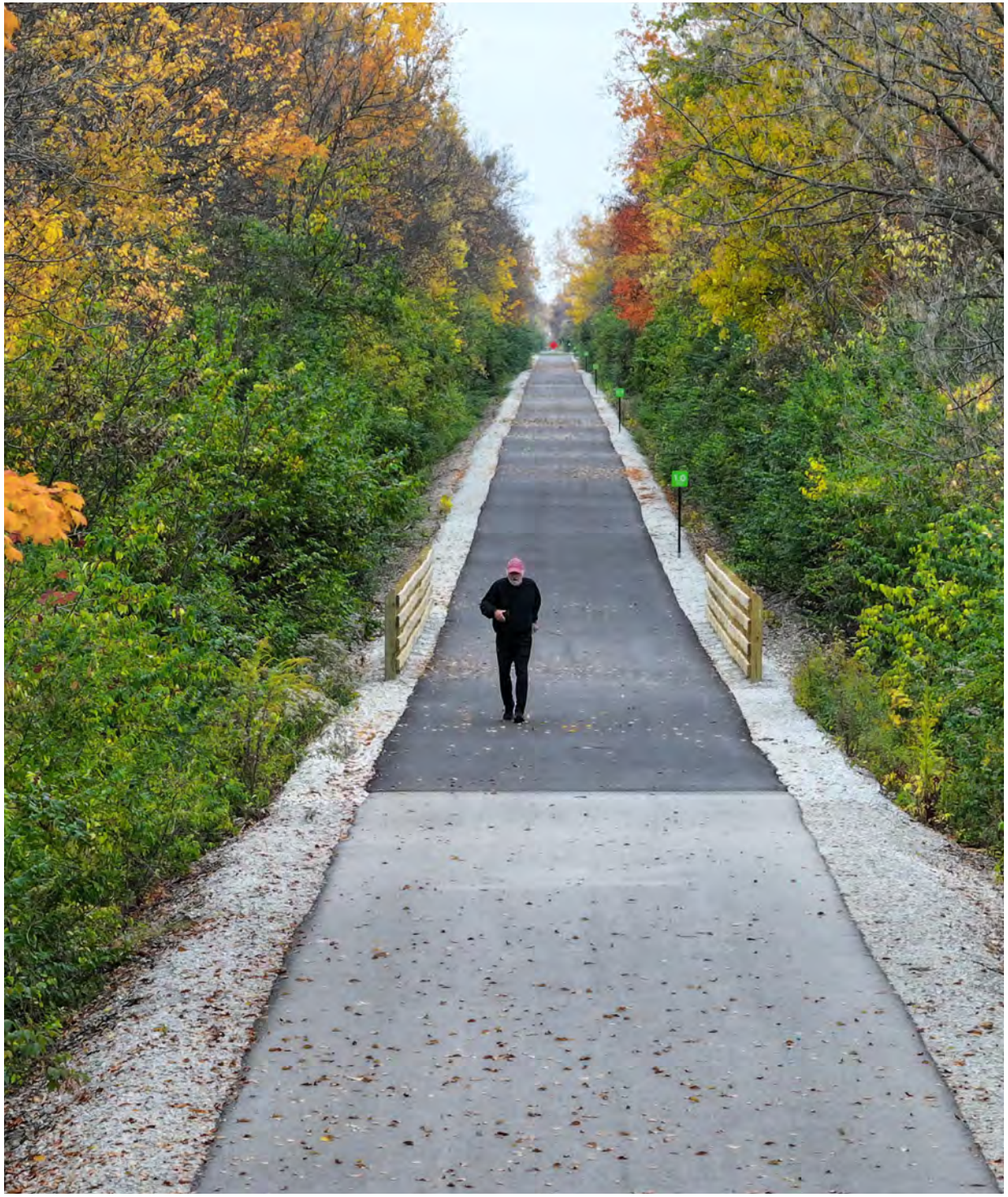
The secondary corridors build on the connections provided by primary corridors. These connections will create more opportunities for neighborhoods within Fishers to easily access the primary corridors. Completing the primary and secondary corridors is an ambitious goal but with strategic planning and development these connections will encourage more people to bike and walk when traveling around the city.

Bike and Pedestrian Trail along Fall Creek Road

Low-Stress Trails Network

Low-stress bicycle facilities reach the widest segment of people by connecting people to destinations through facilities that do not require cyclists to use links that exceed their tolerance for traffic stress and that do not require too many detours. By their nature, trails and pathways are usually low-stress facilities. However, when these pathways have gaps or when road crossings are higher stress, even trails can become higher stress facilities and may discourage people from traveling by bicycle.

The focus of the greenways and trails report is to create a connected network of low-stress facilities that will accommodate the largest number of people who typically fall into the "interested but concerned" cyclists typology. This means focusing on cyclists who are less comfortable riding in traffic but also addresses the facility type needed to attract new riders. The trail user comfort level analysis which looked at pathways, trails, and greenways and assessed the comfort level of each in relation to different types of cyclists is a key tool in understanding what improvements are needed to create this network. Areas where gaps occur or where the facility is determined to be "uncomfortable" for the target user group will need improvements to correct the missing piece in the network.



Nickel Plate Trail between 96th Street and 106th Street

Trail with Lawn Buffer along Fall Creek Road

Plan for the Future

As Fishers continues to grow, there will continue to be increased demand for trails and greenways in the city. While the city has an extensive network of facilities, previous strategies such as providing shared-use paths on one side of the road and sidewalks on the other side of the road may need to be revisited and altered. Once the gaps within existing networks are completed, the city will need to turn its attention to modifying or rebuilding some of the existing trails, especially within the primary corridors.

With the primary corridors that have been identified for bikes and pedestrians being the same corridors as those that carry vehicles, crossing these roads becomes the biggest barrier to a network of facilities that are considered low-stress routes. With more neighborhoods being completed on both sides of the primary corridors, having shared-use facilities on both sides will be needed in addition to improvements at intersections. For many of these corridors it will mean replacing existing sidewalks with shared use paths or adding a bicycle path adjacent to sidewalks. There will also be a point where users will exceed the capacity of existing facilities requiring either wider facilities or additional facilities within the same corridor.

Identifying primary corridors as a part of this plan should guide the city as new developments are proposed along the corridors. The city can work proactively with developers and private landowners to implement low-stress facilities as a part of new development. This might include replacing existing sidewalks or pathways with new facilities in the same location.

This plan is intended to provide direction for the city for development of trails and greenways over the next 5-10 years. As the city continues to develop the network of bicycle and pedestrian facilities and the city sees more cyclists and pedestrians there will be a need to reassess the network and ensure that user needs are being met. For instance, as shared use networks become more popular there can be an increase in conflicts between cyclists and pedestrians in addition to the more traditional conflict between motorists and these two user groups. Cyclists and pedestrians have a different speed differential which can create conflicts, especially on well-traveled corridors. The Nickel Plate Trail may be the one of the first facilities to see these types of conflicts. By reassessing the network, and getting an updated read on the user types, the city can modify future improvements and priorities to best meet the needs of the changing network.

Design Treatments

Introduction

Safe, convenient, and accessible facilities are essential to encourage walking or biking. The selection of a walking or cycling facility depends on several factors, including existing vehicular and pedestrian traffic characteristics, adjacent land use, and expected growth patterns.

Bicyclists have a wide range of abilities. Some are advanced and ride frequently while others may not ride their bikes often enough to feel comfortable in traffic. The most vulnerable group includes children who do not always understand traffic rules, are unable to gauge the speed of traffic, and often not as coordinated as adults. Understanding the range of abilities can affect the choice of facility type for different locations.

It is important for the Trails and Greenways Plan to include flexible design which can be modified to fit site and contextual conditions including available right-of-way, budgets, and construction complexity. The network should be designed to function as a complete transportation system for bicyclists and pedestrians while offering multiple design solutions, some of which are not ideal, but respond to the real-world context, constraints and opportunities that exist in the city at the time of project construction. The facility guidelines that are provided on the following pages should be utilized with engineering judgment, best practices, and design flexibility.

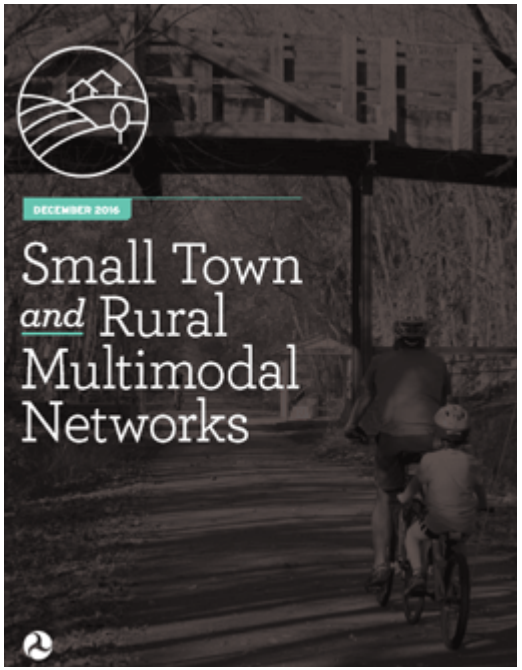
When future projects are being designed, each corridor should be analyzed for the appropriate facility starting with the preferred design, which is determined by the target user, and then downgraded if that preferred facility is not feasible. An important consideration in downgrading a preferred facility type is the need for a facility within a corridor. If the preferred facility will only be possible with additional funding or planning that will take years to accomplish (such as a high-cost project or the need to purchase right-of-way where established businesses exist) but the corridor provides a vital connection to the network, then the downgraded facility can become a short-term solution which provides an important, if not ideal, connection. Downgraded facilities can include a shared use path directly adjacent to the road rather than shared use path with a buffer or might include directing users to parallel paths in different corridors which are less direct but have more comfortable facilities.

National and State Guidance

The following pages include an introduction to facilities and amenities which are appropriate for trail and greenway development in Fishers. Each facility description includes general design considerations for trails and greenways and should be used alongside the latest National and State Guidelines. National and State Guidelines can change frequently and should be referenced with each project.

The following National and State Guidelines were utilized during the development of the design treatments:

- Indiana Design Manual (2013)
- AASHTO Guide for the Development of Bicycle Facilities (2012)
- AASHTO Guide for the Planning, Design, and Operation of Pedestrian Facilities (2004)
- FHWA Shared-Use Path Level of Service Calculator (2006)
- Manual on Uniform Traffic Control Devices (2009)
- NACTO Urban Bikeway Design Guide (2012)
- Minikel (2011). Cyclist safety on bicycle boulevards and parallel arterial routes in Berkeley, California. Department of Urban Studies and Planning, Massachusetts Institute of Technology.
- NACTO Designing for All Ages and Abilities (2017)
- NACTO Don't Give Up at the Intersection (2019)
- FHWA Separated Bike Lane Planning and Design Guide (2015)
- FHWA Bikeway Selection Guide (2019)
- Dutch CROW Design Manual for Bicycle Traffic
- FHWA Small Town and Rural Multimodal Networks Guide (2016)
- FHWA Memorandum on Bicycle and Pedestrian Facility Design Flexibility (2013)
- FHWA Accessible Shared Streets: Notable Practices and Considerations for Accommodating Pedestrians (2017)
- ITE Designing Urban Walkable Thoroughfares
- ITE Recommended Guidelines to Accommodate Pedestrians and Bicyclists at Interchanges (2014)
- PROWAG - FHWA Public Right-of-Way Accessibility Guidelines (2023)



Facility Overview

Separate Facilities

Separate Facilities include facilities which are separate for each user type. Separate facilities can include cycle tracks, shared use paths with separate spaces for cyclists and pedestrians, and protected bike lanes. Each user type has their own facility which reduces conflicts between the different users who are usually traveling at different speeds. These facilities are most appropriate where there are more users of all types such as downtown areas and urban areas. These facilities typically provide the most comfort for pedestrians and cyclists. Separate facilities provide a lower stress network but also require the most space especially when each facility is buffered from the other facilities.

Greenways

Greenways are shared use paths which follow a natural corridor such as a creek. Greenways can also be located in utility corridors. Many greenways are in floodplains and create a linear park along lands that can't be developed because of flooding or other restrictions. Greenways typically include design and maintenance considerations which account for occasional flooding.

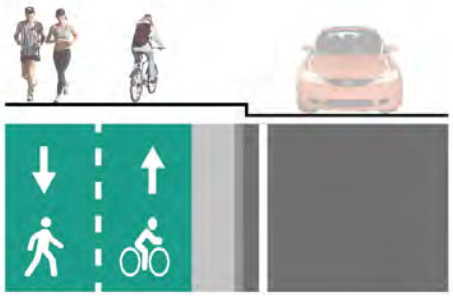
Greenways are separated from traffic and located in more natural corridors. These facilities are appropriate for families and children and persons with disabilities. Greenways can provide recreational opportunities in addition to transportation and create scenic routes within the bicycle and pedestrian network.

Trails

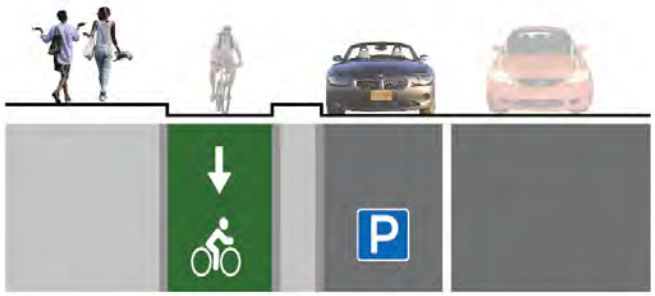
Trails are very similar to greenways but are typically located in parks and are not linear facilities. Trails are shared use paths and can include paved and natural surface trails. Trails are separated from traffic and often insulated from exposure to the sounds and sights associated with automobile traffic. Trails within parks often serve as loops and can be used for exercise and recreational purposes.

Trails provide another important facility for the bicycle and pedestrian network and are often a destination for cyclists and pedestrians. Trails may not always be accessible for those with disabilities, but each park or destination should strive to provide some trails that are accessible for those with disabilities.

Separate Facilities



Greenways



Trails

Shared Use Path

A shared use path is a two-way facility physically separated from vehicular traffic and is used by pedestrians, cyclists, and other non-motorized users. Shared use trails can also be more specifically classified as greenways or trails. Shared use paths should be designed with considerations for each specific location. For instance, a corridor which has high commuter traffic on bikes may have high conflicts if the same corridor is used by kids walking to school. Shared use paths are required to be designed to be accessible according to the Americans with Disabilities Act (ADA). Shared use paths are the most common facility seen in Fishers for cyclists and pedestrians.

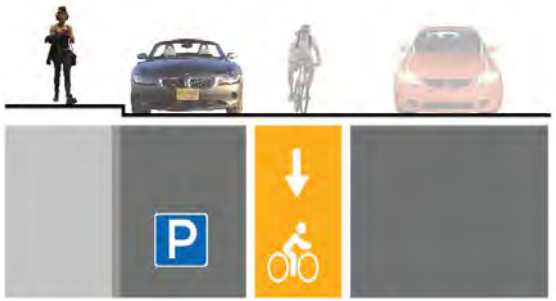
Sidewalk

Sidewalks are located throughout the City of Fishers and vary in width from 5' to 10' in the downtown area. Sidewalks are primarily intended for pedestrian and wheelchair use but can also be used by cyclists. Riding a bike on the sidewalk is legal in Indiana but some states have different laws. In areas where there isn't a high number of pedestrians or cyclists, sidewalks can function as a shared use path. However, as numbers of pedestrians and cyclists continue to increase, and more people are walking and biking for everyday trips, sidewalks will quickly reach their capacity and conflicts between the user groups will increase. Although sidewalks are facilities that are separated from automobile traffic, there are also conflicts between pedestrians, cyclists, and cars at intersections and driveways.

Shared Lane

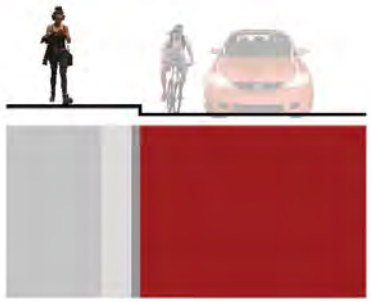
Shared lanes, or shared roadways are typically most appropriate on neighborhood streets or where traffic volumes and speeds are low. Shared lanes indicate that cyclists and vehicles are sharing the lane. Sharrows (road markings) are used to indicate the shared lane corridor and provide direction for out-of-town riders. Shared lanes are not appropriate for pedestrians and typically include sidewalks on one or both sides of the road. Shared lanes usually include signs, especially Bikes May Use Full Lane (R4-11) signs.

Shared Use Path



Sidewalk

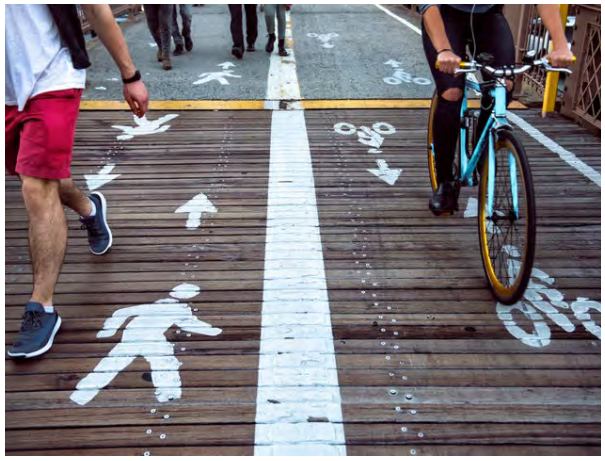
Shared Lane



Separate Facilities

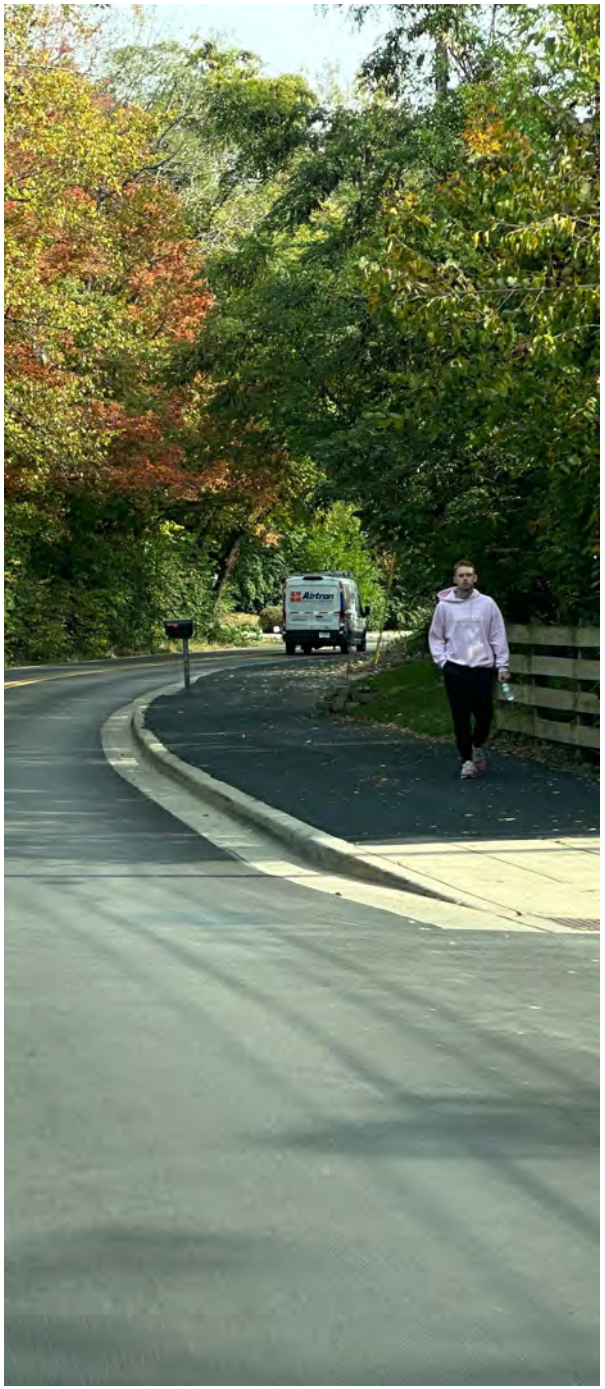
Cycle Track

Cycle tracks are also known as separated bike lanes or protected bike lanes and are exclusively for bicycle use. They are physically separated from motor vehicle traffic and distinct from the sidewalk. Cycle tracks can be at the grade of the adjacent roadway or at the grade of the adjacent sidewalk. Cycle tracks are more attractive to a wider range of bicyclists than striped bike lanes on higher volume and higher speed roads. They eliminate the risk of bicyclists being hit by an opening car door and prevent motor vehicles from driving, stopping, or waiting in the bikeway. They also create greater comfort for pedestrians by creating a facility that separates them from cyclists operating at higher speeds.



Shared Use Path - Separate Facility

Shared use paths with separate facilities for pedestrians and cyclists are simply shared use paths with adequate width to stripe separate lanes for each user type. These facilities allow separation of modes in areas with existing or anticipated higher levels of activity and should include a minimum 10’ width bikeway and minimum 5’ width walkway. These facilities require adequate width for side-by-side travel and passing. A minimum 2 feet graded area with clearance from lateral obstructions, such as railings, rocks, bridge piers, and poles is recommended. Striping must be maintained at regular intervals on these facilities for them to continue serving their purpose of accommodating multiple use types.



Buffered Bike Lane

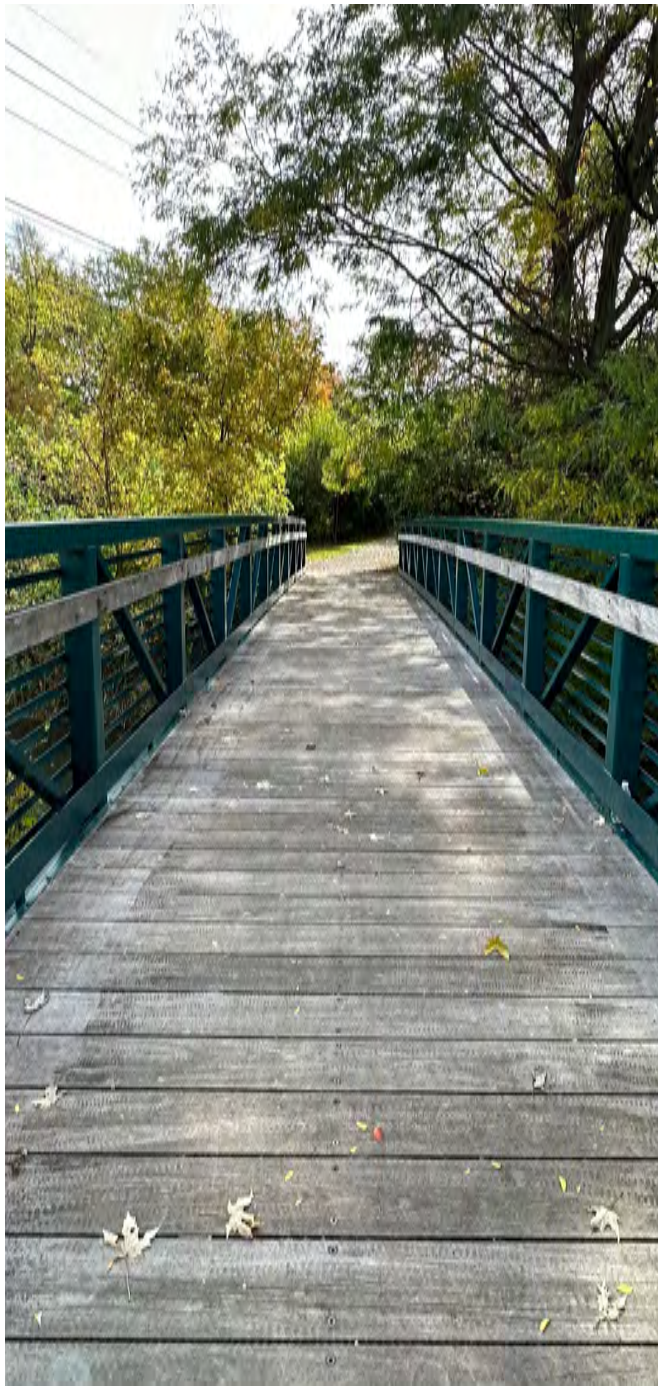
Buffered bike lanes are on-street facilities that offer a buffered, separated facility from cars. Separation treatments can include pavement striping, curbs, and curbed plant beds. These facilities may be one-way or two-way and are intended for exclusive use by bicycles.

Buffered bike lanes are typically well received by cyclists of all ability levels. The separation from traffic provides for safer cycling environments. The amount of comfort and perceived safety may be dependent on the buffer type. Curbs and curbed plant beds offer the most protection while pavement striping or breakaway bollards may feel less safe to some cyclists.

Bike Lane

Bicycle lanes provide an exclusive space for bicycles on roadways. Bike lanes are one-way facilities that parallel the direction of travel and are located on each side of a two-way roadway or on one side of a one-way roadway.

Cyclists with various experience levels usually feel comfortable using bike lanes. However, roads with a lot of traffic are not as comfortable and families do not usually feel safe riding with children in bike lanes. Bike lanes are most appropriate on streets with posted speed limits of 25 mph or greater. Bike lanes create separation between cyclists and automobiles and visually remind motorists of bicyclist's rights to use the street.



Greenways and Trails

Greenway - Natural Corridor

Greenways are separated from vehicular traffic and usually located in natural corridors such as along creeks. Fishers has a network of creeks which provide a unique opportunity to connect the city through these natural areas. These trails can be scenic in nature and create a unique environment for residents to bike or walk in. The design of greenways should be balanced between providing adequate facility with and the impacts that are made to the corridor. Greenways can vary in width from 8' wide to 12-15' wide. Greenway design must account for flooding and additional maintenance measures will be needed for these facilities. Greenways can be enhanced with amenities such as benches, rest areas, and scenic overlooks along the corridors.

Greenway - Utility Corridor

Large utility corridors can also be good environments for development of greenways. Utility corridors often connect large areas of the city but are limited in the type of use that can be located along with the utilities.

Greenways which serve a high percentage of pedestrians (30 percent or more) or are to be used by large maintenance vehicles should be wider than 10 feet. Greenways on steep grades should be wider to account for higher bicycle speed in the downhill direction and additional space for faster bicyclists to pass slower bicyclists and pedestrians in the uphill directions.

Trails - Paved

Paved trails within parks are typically shared use trails but may have more of a focus on pedestrians as users. Trails usually provide two-way travel and accommodate a wide variety of user ages and abilities.

Trails within parks are often located in environmentally sensitive areas and are designed to minimize impacts to sensitive natural resources such as floodplains, stream buffers, steep slopes, highly erodible soils, wetlands, and rate, threatened and endangered habitat.

Trails - Natural

Natural trails within parks include a variety of surface types including compacted dirt, compacted stone, and mulched pathways. These trails often follow the existing terrain and are not always ADA accessible. Natural trails create unique user experiences for cyclists and pedestrians interacting with natural areas. Many times, these trails are destinations in themselves with cyclists and pedestrians traveling to them for recreation.

Underpass/Overpass

Greenway trails that travel along creek and river corridors may include roadway underpasses. These underpasses often utilize existing infrastructure using existing road bridges to cross under roadways. With barriers such as Interstate 69 and S.R. 37, these underpasses can provide important connections for cyclists and pedestrians by creating facilities that are separate from vehicles.

Overpasses serve similar functions by creating connections over existing barriers. Although, these can be more extensive and costly in nature, they are often the best solution to connect areas on opposite sides of a barrier such as the interstate.

Boardwalk

Boardwalks and bridges are important components of greenways. These facilities can elevate greenways out of the floodplain to provide more continuous use while also providing a unique user experience during high water times. Boardwalks can also be used to provide access to sensitive areas such as wetlands or bog areas.

Shared Use Path

Shared Use Path - Buffer

Shared use paths provide a shared space for both bicyclists and pedestrians and are separate from vehicular traffic. Shared use paths should be used when pedestrian and cyclist volumes are low enough that conflicts rarely occur or in areas where physical space is too constrained to provide for separated facilities. The safest and most comfortable shared use path is buffered from the adjacent roadway with a turf or landscaped area. Shared use paths should be a minimum of 8' in width and may need to be increased to 12-15' in width in areas with heavy use. Shared use paths can have safety concerns when placed adjacent to a roadway with frequent driveway or intersection crossings.

Shared Use Path - Small Buffer

In areas where there is not enough right-of-way to provide a wider buffer between the road and the path, a smaller buffer area can be used. These buffers should be a minimum of 2-3' and should be at the same grade as the shared use path when possible. The smaller buffer provides a "recovery area" for when cyclists or pedestrians run off the path. Although not as comfortable as a shared use path with a wider buffer, shared use paths with a small buffer are still more comfortable than paths with no buffer.

Shared Use Path - Vertical Buffer

Shared use paths which are in limited right-of-ways which cannot accommodate a turf or landscape buffer, a vertical buffer can provide protection for cyclists and pedestrians within a smaller space. Vertical barriers can include fences, guardrails, or landscaped buffers. Landscaping provided in these narrow areas requires specific plant species selection and additional maintenance. Fences and guardrails can be installed with additional reinforcement to provide protection from vehicular traffic.

Shared Use Path - No Buffer

Shared use paths directly adjacent to roadways are the least comfortable, or most stressful, of the shared use path options. However, in high priority corridors with limited right-of-way, these facilities can provide important connections for the bike and pedestrian network. Typically, these facilities are located along roadways with curb separation between the roadway and the shared use path. Without the curb, facility limits for bikes and pedestrians can be confused with roadway facilities.

Shared Lane and Other On-Road Facilities

Shared Lane

Shared lane marking (or sharrows) are pavement markings that denote shared bicycle and motor vehicle travel lanes. The markings are two chevrons positioned above a bicycle symbol and are located where the bicyclists are anticipated to operate. These facilities are appropriate for local roads with low traffic speeds and volumes. Shared lanes are only intended for use on streets with posted speed limits of 25 mph or less and traffic volumes of 3,000 vehicles per day. Shared lanes may be used as a temporary solution on constrained streets with up to 10,000 vehicles per day until a more appropriate bikeway facility can be implemented. The sharrows should be a minimum of 4' from the curb (to centerline) and 11' from curb where parking is permitted.

Neighborhood Greenway

Neighborhood Greenways, also called Bicycle Boulevards, are community-focused facilities created to provide safe, inviting, and environmentally friendly corridors for pedestrians and cyclists within residential neighborhoods. Neighborhood greenways are designed to prioritize the needs of non-motorized users and use existing streets with low motorized vehicle traffic volumes and speeds. They use signs, pavement markings, and speed volume management measures to discourage through trips by motor vehicles and create safe, comfortable crossings of busy arterial streets. Neighborhood greenways typically use existing low-stress streets that parallel a major corridor.

Bicycle Route

Bicycle routes are a system of signs and pavement markings that guide bicyclists along preferred routes to destinations across the city and region. Signs may state the distance and destinations or include route numbers. Bike routing is used to establish a preferred route where bikeway infrastructure is not needed or is not feasible. Bike routes are most often used by experienced cyclists who are comfortable riding on roadways. These routes are often not used by less experienced riders or families. Wayfinding and signage can encourage the use of lower-stress bikeways.

Bicycle and Pedestrian Safety Features

Crosswalks

There are two types of crosswalks most commonly used in the United States. Most crosswalks are either a zebra crosswalk or a parallel crosswalk. Each type indicates to drivers and pedestrians different circumstances of use. The zebra or ladder crosswalk is designed to make it easier for drivers and pedestrians to identify and includes stripes used to make it resemble black and white stripes similar to a zebra or rungs on a ladder. The parallel crosswalk is made of two simple but essential parallel lines that indicate where the pedestrian should walk. Other crosswalk types can include decorative crosswalks, often used in special districts or downtown areas, and painted crosswalks. Painted crosswalks are used to increase crossing visibility but may require more maintenance.

Raised Crosswalks

Raised crosswalks are ramped speed tables spanning the entire length of the roadway. The crosswalk is marked with paint and/or special paving materials. These crosswalks act as traffic-calming measures that allow pedestrians to cross at grade, or at the same height as the sidewalk. Raised crosswalks increase the visibility of pedestrians and cyclists and act as traffic calming measures by making the vehicle slow to cross. Detectable warnings (truncated domes) and curb ramps are installed at the street edge for pedestrians with impaired vision. Raised crosswalks are often used with crosswalk visibility enhancements.

Median Refuge Islands

Median refuge islands are raised islands that provide pedestrians and bicyclists with refuge and allow multi-stage crossings of wide streets. They can be located mid-block or at intersections and along the centerline of a street, or as roundabout splitter islands. Refuge islands should be a minimum of 6 feet wide and are preferred to be wider. Cut-through openings should equal the width of the crosswalk. Cut throughs may also be wider in order to allow clearing of debris and snow but should not be wide enough to allow cars to use the space for U-turns. Curb ramps with truncated dome detectable warnings and 5’x5’ landing areas are required.

Intersection Treatments

Many designs used at intersections to improve motor vehicle capacity and driver safety can create significant challenges for bicyclists and pedestrians. On- and off-ramp configurations can be difficult for on-road cyclists to cross due to lack of visibility of approaching motorists, intersection roadway angles, undefined areas created by lane merges, and the significant speed differential between bicyclist and motorists. Designs at intersections need to substantially reduce motorists' speeds and maximize viability between roadway users.

Intersection treatments should include highly visible and coherent bicycling routes. Bicycle and pedestrian crossings should be in conspicuous locations where there are clear sight lines between motorists and bicyclists and pedestrians.

Roundabout Treatments

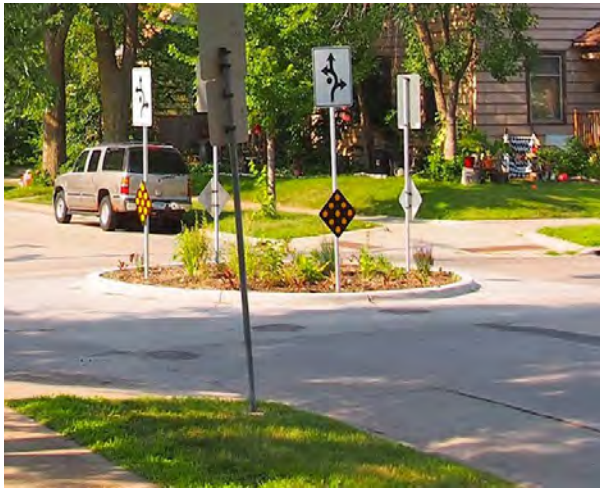
Roundabouts are a popular design solution for intersections because they allow almost continuous flow of traffic through an intersection while generally reducing travel speeds and the number of conflict points. However, many bicyclists are not comfortable navigating roundabouts with vehicular traffic, especially in multi-lane roundabouts, roundabout should be designed to facilitate travel outside of the circular roadway, whether a separated facility is provided on the approaches.

Bicycle ramps should be used to allow on-road cyclists to move from the roadway to the adjacent separate facility. When shared use paths or separated bike lanes are provided at roundabouts, they should be continuous around the roadway.

Shared Use Path Crossings

Shared use path crossings at mid-block, at roadway intersections, or at grade-separated intersections. Design solutions should maximize visibility and provide appropriate traffic control based on the character of the roadway. Designing a mid-block crossing involves a number of variables, including anticipated mix and volume of path users, the speed and volume of motor vehicle traffic, the roadway configuration, the sight distance that can be achieved at the crossing location, and other factors. High visibility crosswalks are recommended at uncontrolled path-roadway intersections. Crossing islands (or refuge islands) can be beneficial at path-roadway intersections with high motor vehicle volumes or speeds and long crossing distances.

Supporting Elements

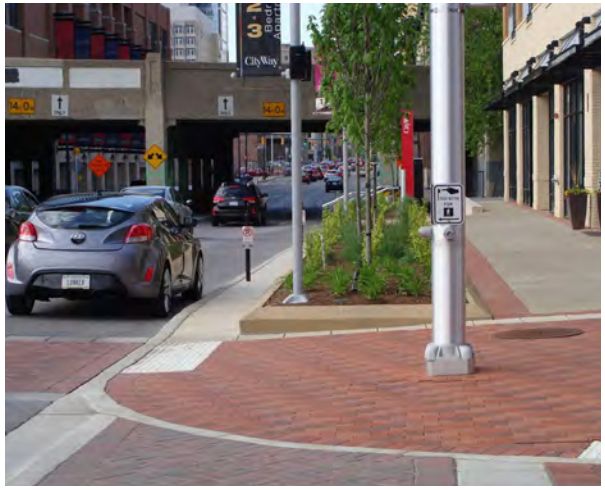


Traffic Calming

Traffic calming refers to design strategies implemented in roadways to slow down vehicle speeds. The goal of traffic calming is to create safer and more livable streets by making them more pedestrian-friendly and discouraging speeding. Some traffic calming strategies include:

- Speed humps/bumps
- Chicanes
- Raised Crosswalks
- Roundabouts
- Road Diets
- Traffic Circles

Traffic calming designs are intended to balance between different modes of transportation, enhance the overall safety of the road, and contribute to a more pleasant and walkable environment.



Reduced Curb Radius

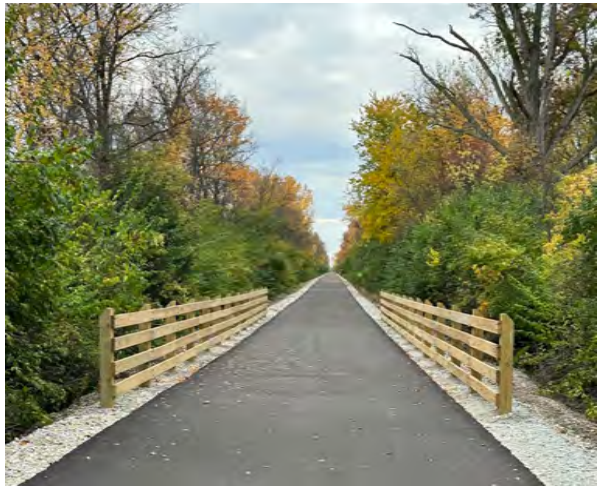
Reducing curb radii is a traffic calming strategy that involves decreasing the turning radius at intersections. By tightening the turning radius, this technique aims to slow down turning vehicles, enhance pedestrian safety, and discourage speeding. A smaller curb radius forces vehicles to make sharper turns, which inherently lowers turning speeds. A tighter curb radius often results in a larger area between the corner and the crosswalk providing a refuge for pedestrians while also reducing the crossing difference for pedestrians. Using reduced curb radius at intersections must be carefully designed considering the context of the area. Factors such as emergency vehicle access, transit routes, and the needs of all road users must be considered during the planning and implementation process.

Wayfinding

Wayfinding for bike and pedestrian facilities provides clear and easily understandable information to guide users, enhance their experience, and promote safety. Signage is designed to help cyclists and pedestrians navigate through a network of paths, trails, streets, and other transportation facilities. Effective wayfinding systems for cyclists and pedestrians typically include a combination of signage, maps, and other informational elements. Signage might include directional signs indicating the route to popular destinations, landmarks, key points of interest, and distance information. Wayfinding typically includes maps at strategic locations such as trailheads, intersections, and major access points. Maps should highlight the overall network, routes, and points of interest.

Speed Humps/Bumps

Speed humps are physical traffic calming devices designed to slow down vehicular travel. They are typically raised from the road 3-4" and can extend across the width of the road. The primary purpose of speed humps is to encourage drivers to reduce their speed, improving road safety for cyclists and pedestrians. Speed humps are usually marked with paint or reflective materials to enhance visibility. Markings help alert drivers to the presence of the hump and encourage them to slow down. Speed humps are strategically placed to ensure that drivers do not accelerate excessively between humps, maintaining a controlled speed throughout the designated area. Speed humps are designed to be traversable by emergency vehicles at controlled speeds.



Maintenance

Maintenance is crucial for ensuring the long-term functionality, safety, and attractiveness of bike and pedestrian systems. Regular upkeep helps address wear and tear, respond to safety concerns, and enhance the overall experience for users. Maintenance strategies might include:

- Regular inspection
- Pavement repair and resurfacing
- Signage and markings
- Vegetation management
- Lighting
- Safety features
- Snow and ice removal
- Bike parking facilities
- Trash and litter removal
- Accessibility upkeep
- Record keeping

Programs & Education

Implementing programs and education initiatives for bike and pedestrian networks is essential for promoting safety, awareness, and encouraging active transportation. These programs aim to educate users, enhance public awareness, and create a culture that supports walking and cycling. Some programs might include:

- Safety education programs
- School outreach
- Community workshops
- Public awareness campaigns
- Helmet and safety gear programs
- Adult education
- Skill-building events
- Cycling and walking tours
- Incentive programs
- Bike maintenance clinics
- Community events
- Online resources

Amenities

Bike Parking

Well-designed and accessible bike parking facilities encourage people to choose bikes for commuting, shopping, and leisure. Parking facilities should be easily accessible and close to destinations such as transit hubs, workplaces, shopping centers, and recreational areas. Bike parking should be accessible to people of all abilities, including those with disabilities. Bike parking facilities have sufficient capacity to meet demand, especially during peak hours or at popular destinations. Whenever possible, bike parking should be located in covered or sheltered areas to protect bicycles from the elements. Businesses and employers should be encouraged to support and promote bike commuting, including providing adequate bike parking.

Seating

Seating can be used to enhance the users' experience along trails and greenways. Providing seating can create comfortable and inviting public spaces. Seating encourages people to rest, socialize, contributing to a more vibrant and inclusive community. Seating should be placed in scenic areas or near interesting landmarks. Seating should be accessible to people of all abilities. Maintenance should be considered when choosing materials for seating. Seating should be placed to ensure that seating areas do not obstruct pedestrian and cyclist pathways.

Lighting

Lighting along trails and greenways can enhance safety, promote nighttime use, and create a welcoming environment. Lighting is also an essential component for safety at roadway crossings and intersections. Lighting can be used at trailheads to improve visibility and wayfinding, but design should consider the context of the trailhead for appropriate lighting levels. Regular inspection is needed for maintenance of lighting. Trail and greenway users can help to guide design and placement of lighting along trails. Careful planning of lighting is needed to create safer and more inviting environments for nighttime use while minimizing impacts to the surrounding areas.

Trailheads

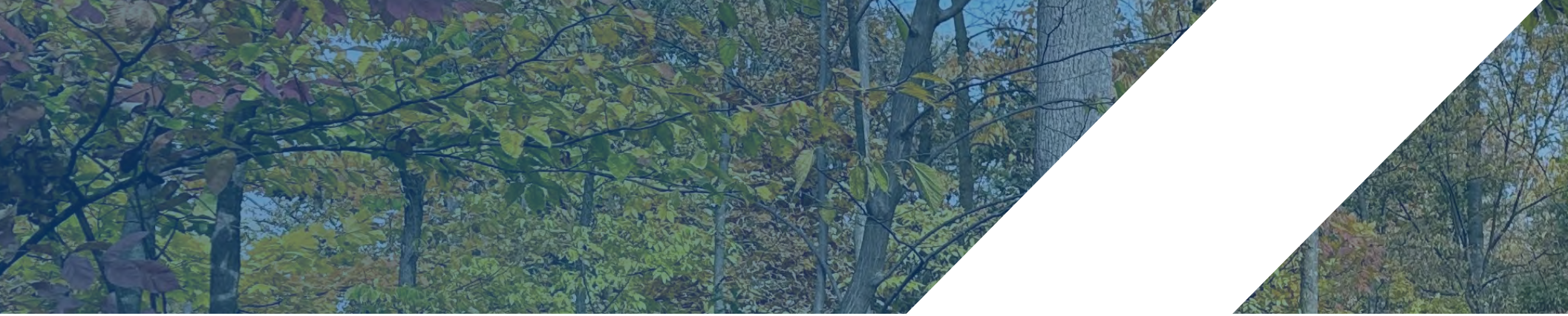
Trailheads are key access points of access to trails and can mark the beginning or end of a trail system. Trailheads serve as entry points for users and can include amenities and information. Trailheads should include adequate parking to accommodate trail users, especially during peak times. Both vehicular parking and bike parking should be considered. Trailheads can include information about the trail including maps and trail rules. Amenities might include restrooms, seating, wayfinding, drinking fountains, bike repair stations, information kiosks, and public art.

Shade

Shade can be an important contributor to the overall comfort of trails and greenways. Shade can be provided by trees or other canopy cover. Trails which have adequate shade will see more use during the warmer summer months and can contribute to more people using the trails and greenways network. Shaded areas along trails can serve as gathering spaces for social activities, or events, promoting community engagement. Shaded benches or seating areas provide users with comfortable rest spots, promoting additional social interactions among users. Shaded areas reduce the urban heat island effect and contribute to overall energy efficiency by providing cooling effects. Shaded areas also contribute to carbon sequestration leading to better air quality.

Community Engagement

Community engagement hubs can be added along trails and greenways to enhance the user's experience. Many times, these areas become destinations along the trails. Community engagement hubs might include a local restaurant with a patio, community gathering space, parks, play areas, and event spaces. The City of Fishers has recognized the value of community engagement hubs with several located along the Nickel Plate Trail including the Fishers Nickel Plate District, the Fishers Amphitheater, and the Hub & Spoke. Public art can be incorporated into the hubs.



Chapter 6 - Recommendations

Introduction

The recommendations in this plan have been developed to enhance the trail and greenway infrastructure within the City of Fishers. The proposed recommendations will create a safer, more accessible, and connected network for both cyclists and pedestrians, contributing to a healthier, more connected, and environmentally conscious community. The proposed recommendations are focused on creating a continuous network of low-stress facilities, connecting facilities that have existing gaps, and implementing safe and comfortable road crossings for cyclists and pedestrians.

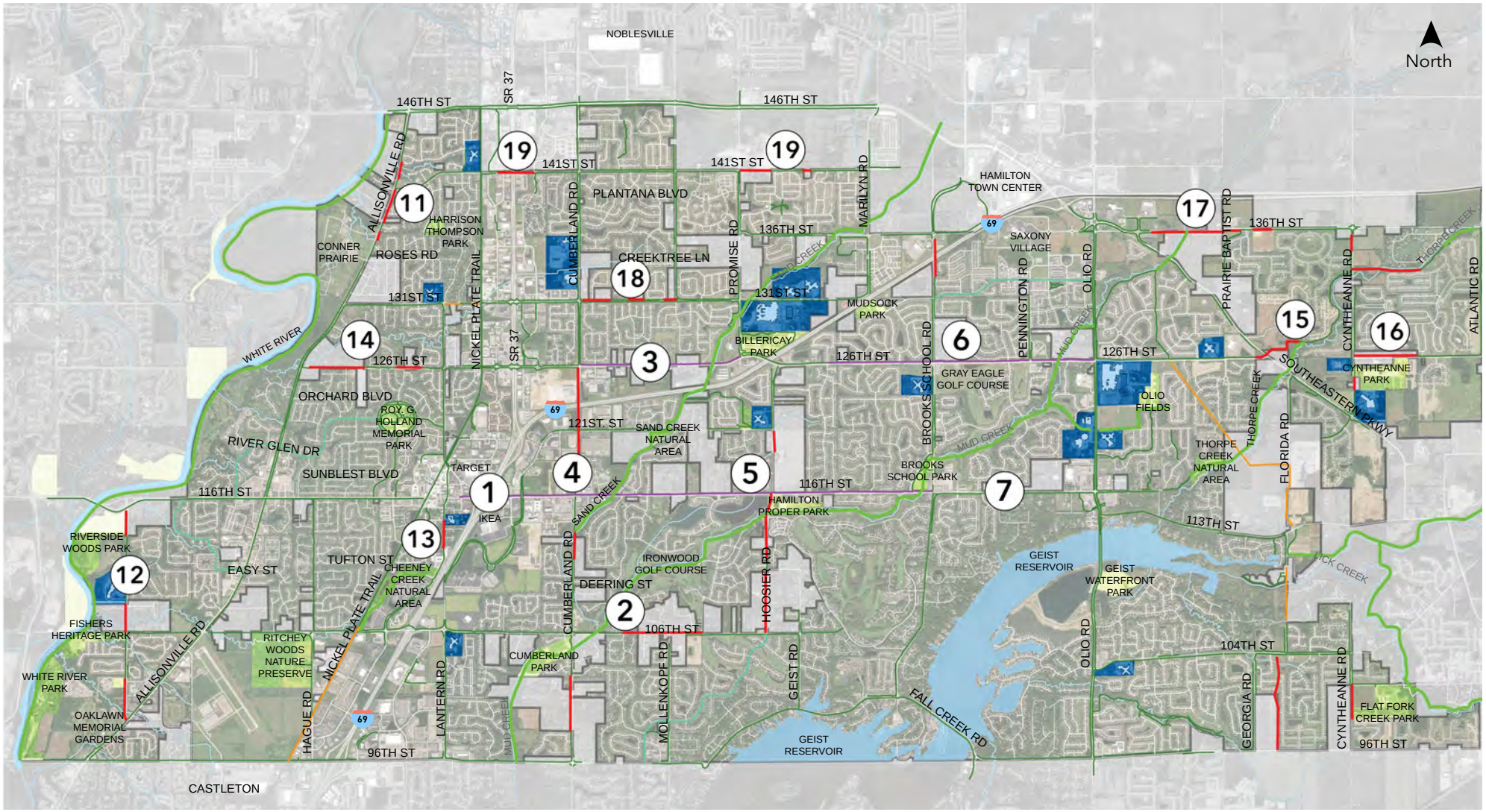
By implementing the proposed recommendations included on the following pages of this chapter, the City of Fishers will have a network of trails and greenways that encourages more bike and pedestrian travel around the city. Having a connected network will instill confidence in residents who want to explore the city, or reach their destinations, on bike or by foot. The city has the potential to realize all of the benefits of trails and greenways included in the previous Network Framework chapter.

Proposed recommendations in this chapter include project recommendations and policy and program recommendations. Implementation of the proposed recommendations is detailed in the following chapter through a priority action plan.

Path along Road

Nickel Plate District Signage

Proposed Facility Recommendations



Legend

- SCHOOLS
- PARKS
- EXISTING FACILITY
- RECOMMENDED FACILITY TO BE UPGRADED
- RECOMMENDED TRAIL TO FILL GAP
- NEW FACILITY IN PROGRESS
- RECOMMENDED SHARED LANE
- RECOMMENDED GREENWAY

Project Recommendations

Recommended projects are shown on the Facility Recommendations Map on the preceding page. Recommended projects include proposed trail connections to fill gaps in the existing network, recommendations for upgrades to existing facilities, and proposed shared lane roadways. New facilities that are currently being built are also illustrated on the adjacent map.

Recommended projects represented on the Facility Recommendations Map include:

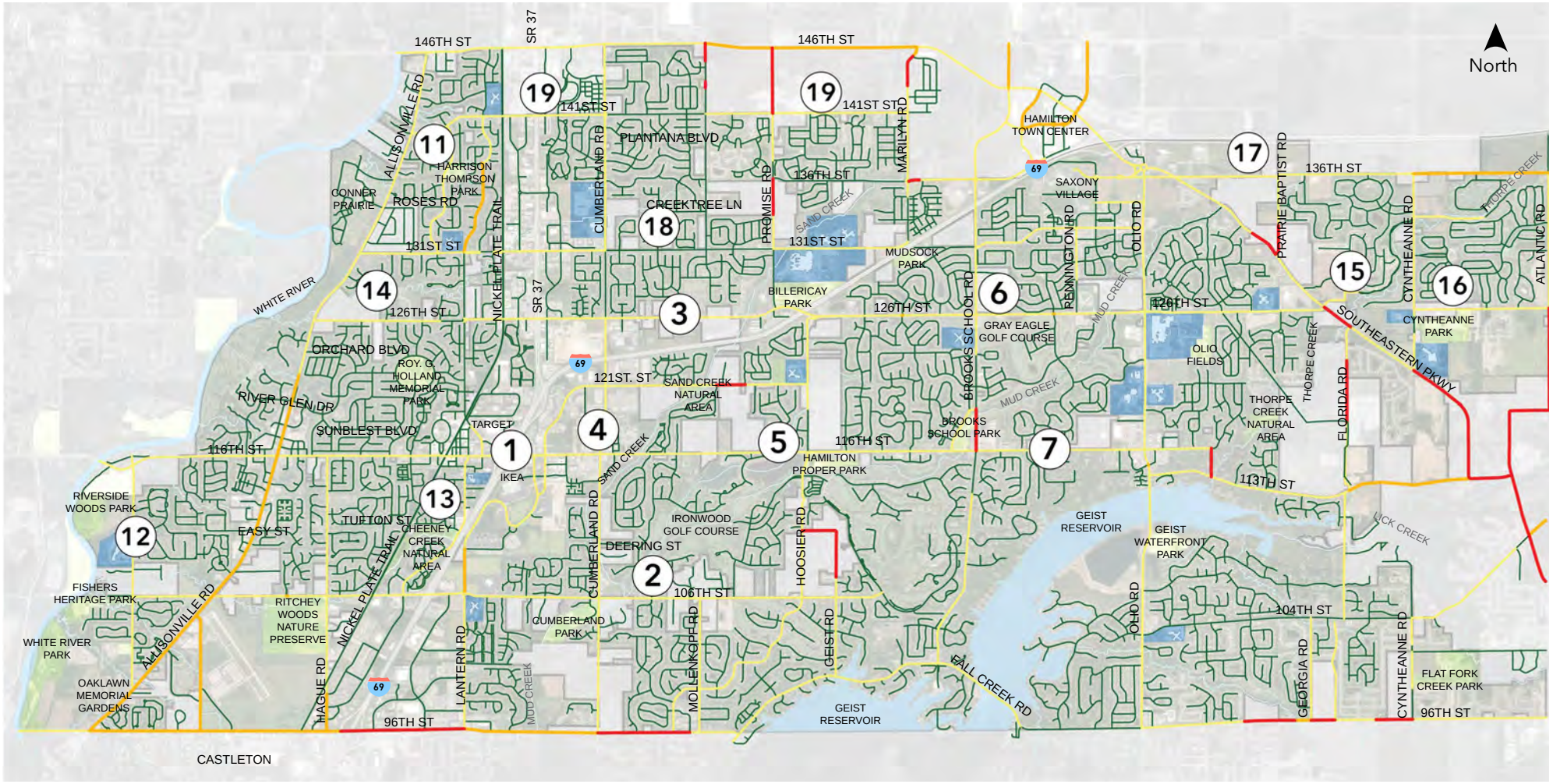
1. 116th Street
2. 106th Street
3. 126th Street
4. Cumberland Road
5. Hoosier Road
6. Brooks School Road
7. 116th Street
8. Enhanced Buffers
9. Improved Intersections
10. Nickel Plate Trail
11. Allisonville Road

Bird's-Eye View of Thorpe Creek Greenway

12. Eller Road
13. Lantern Road
14. 126th Street
15. Thorpe Creek Greenway Extension
16. East 126th Street
17. East 136th Street
18. 131st Street
19. 141st Street

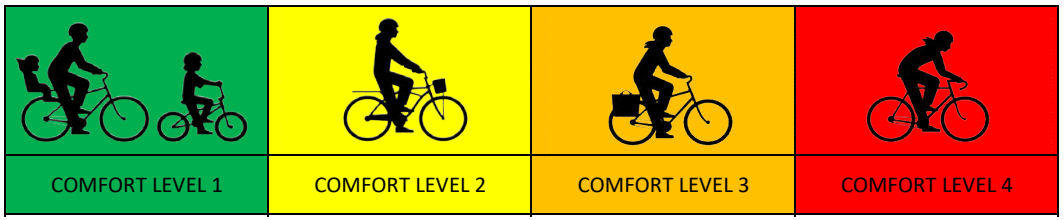
Each recommended project is shown in further detail on the following pages. It is important to note that the proposed recommended projects shown on the following pages have been designed at the master plan level and do not include an engineered design or land acquisition considerations.

User Comfort Level Map with Proposed Recommendations



Legend

- COMFORT LEVEL 1
- COMFORT LEVEL 2
- COMFORT LEVEL 3
- COMFORT LEVEL 4



Proposed User Comfort Level

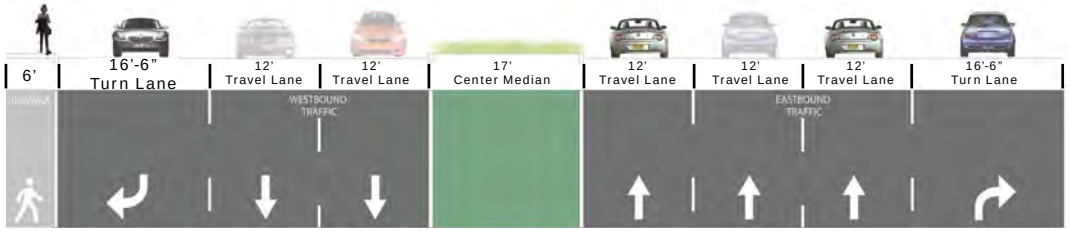
The User Comfort Level Map shown on page 114, illustrates the comfort level of facilities within the city of Fishers when the proposed recommendations included in the following pages are implemented. This is the same analysis done in Chapter 3 - Biking and Walking Today which analyzed the comfort level of existing facilities. The same criteria used in Chapter 3 were utilized for the proposed recommendations comfort level analysis.

This analysis tool is important to understand when designing a low-stress network that meets the needs of users of all ages and abilities. The city will know it has been successful in designing this type of network when the User Comfort Level Analysis shows bike and pedestrian corridors across the city which have a comfort level of 1 or 2 with no segments along the corridors resulting in comfort level 3 or 4.

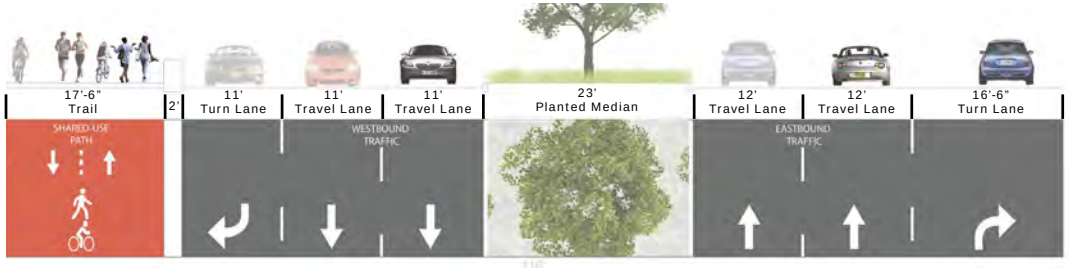
Bird's-eye View of Thorpe Creek Greenway

Nickel Plate District to Fishers District

Section A

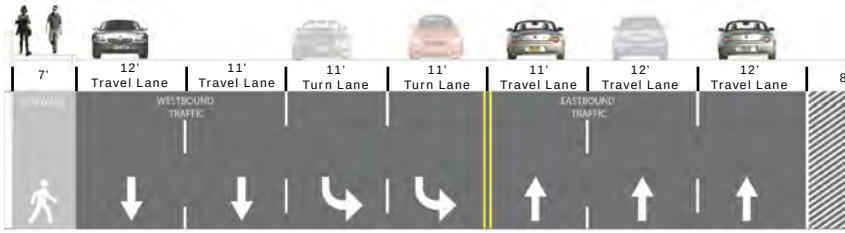


Existing Conditions



Recommended Improvements

Section B



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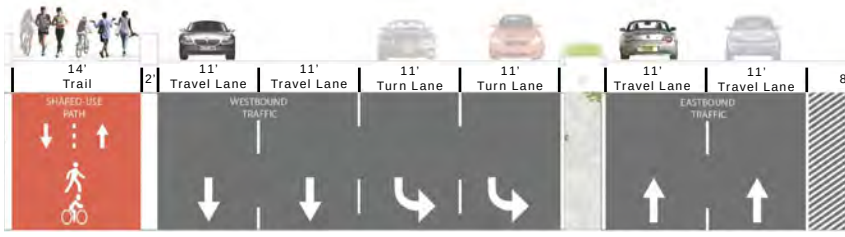
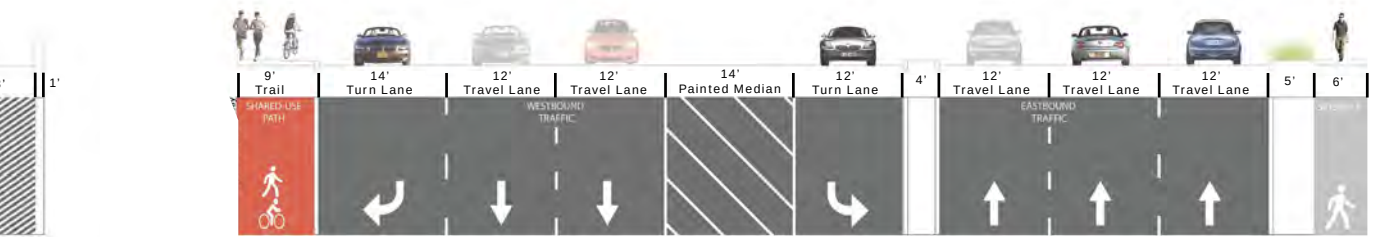


Recommended Improvements

Section C



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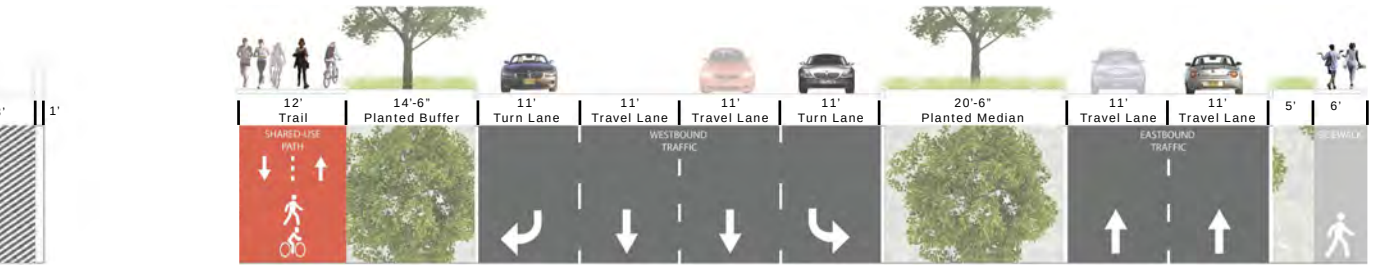


Recommended Improvements

116th Street - Nickel Plate District to Fishers District

116th Street is a primary corridor for the trails and greenways network in Fishers. In addition, 116th Street provides the primary vehicular connection between the Nickel Plate District and the Fishers District. However, many residents are uncomfortable using the sidewalk on the north side of 116th Street on the bridge over the interstate. With many lanes of traffic and the need to negotiate a busy off-ramp for the interstate, the environment created by cars is not hospitable for cyclists or pedestrians. Many options were discussed for improved ways to connect the two districts with one concept shown to the left. The first step in determining which concept will create the best connection for bikes and pedestrians is for the city to conduct a feasibility study. The feasibility study will analyze the potential options to connect the districts while also considering costs for the project and potential coordination challenges. The feasibility study should also considering any proposed short-term or long-term plans for improvements to the interstate and any of the on/off ramps.

106th Street - Hamilton Pass

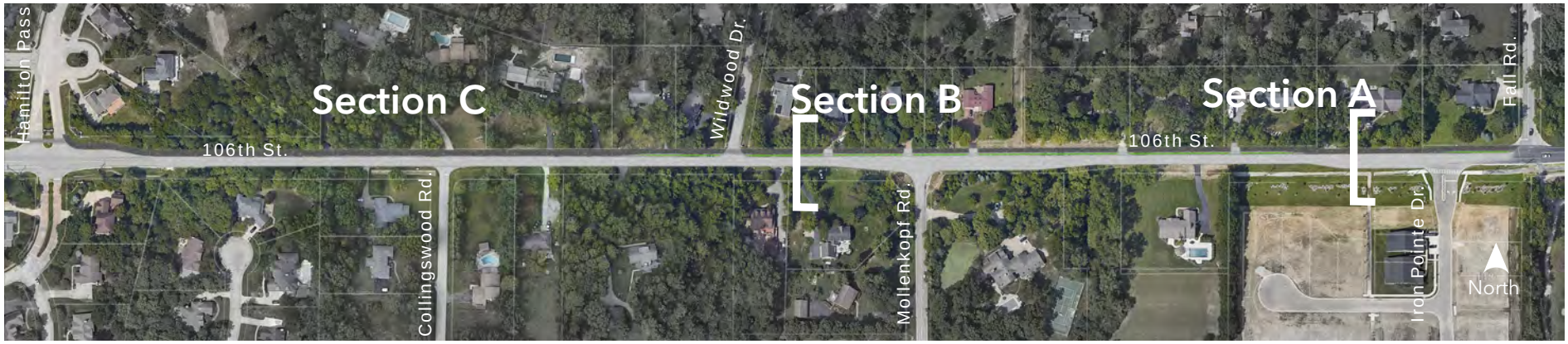
106th Street - Hamilton Pass to Fall Road

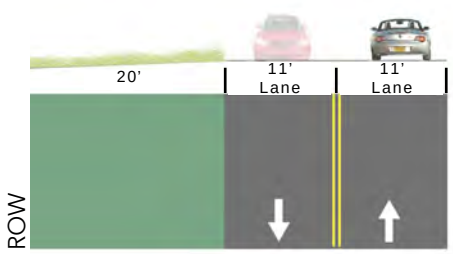
There is currently a gap in the trail along 106th Street between Hamilton Pass and Fall Road. The existing path is located along the north side of the road west of Hamilton Pass and on the south side of 106th Street just west of Fall Road near the Iron Pointe neighborhood.

Recommended improvements include placing a 12'-15' wide trail along the north side of 106th Street between Hamilton Pass and Fall Road to connect with the existing trail. New crosswalks will be needed at Hamilton Pass and Wildwood Drive. A mid-block crossing may be needed along this corridor to accommodate residents who live to the south of 106th Street. Portions of this proposed trail will be located directly adjacent to the roadway and will include a vertical barrier such as a fence or guardrail to separate trail users from the road. Landscape buffers are proposed where the right-of-way is wide enough to accommodate a buffer. Improvements are proposed to be implemented within the existing road right-of-way.

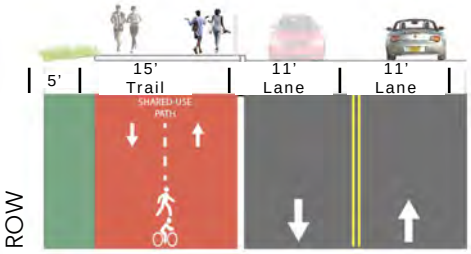
Gap in the trail along 106th Street

Proposed 106th Street - Plan View & Sections

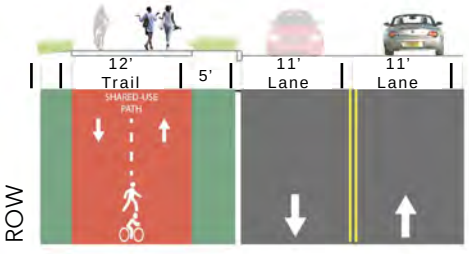




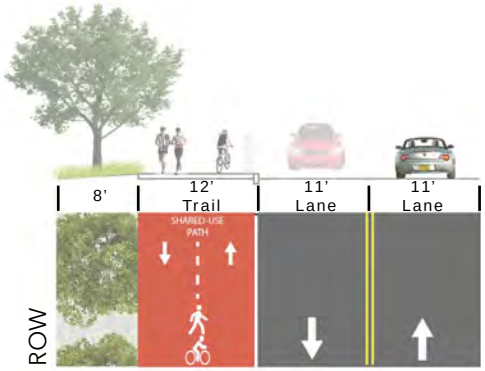
Existing Conditions



Recommended - Section "A"



Recommended - Section "B"



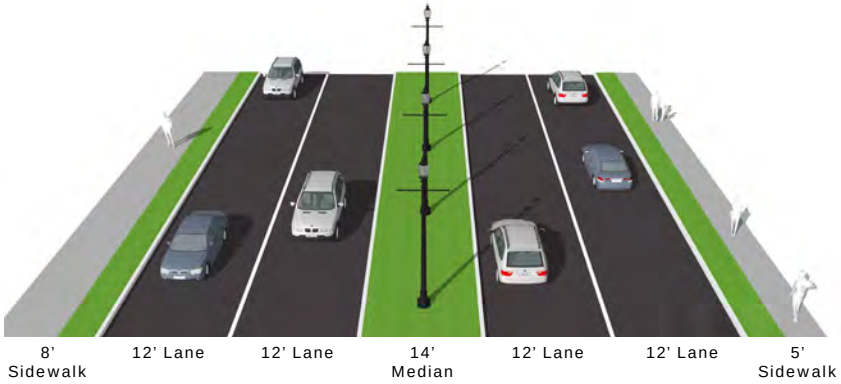
Recommended - Section "C"

126th Street - Existing Trail Improvements

126th Street - Cumberland Road to Granite Ridge Circle

There is an existing path along 126th Street which is 8’ wide. In most areas there is a 5-6’ sidewalk on one side of the road with an 8’ wide asphalt path on the opposite side of the road. In some areas, there is an 8’ wide path on both sides of the road. The trail is located directly adjacent to126th Street in some sections and has a small buffer in other sections. The proposed recommendations for 126th Street include widening the existing path on one side of the road to a 12’ width and moving the trail in locations where the existing right-of-way will allow a larger landscape buffer. In areas where the right-of-way is not adequate to widen the trail and provide a landscape buffer, the trail is proposed to be widened with a vertical buffer between the road and path.

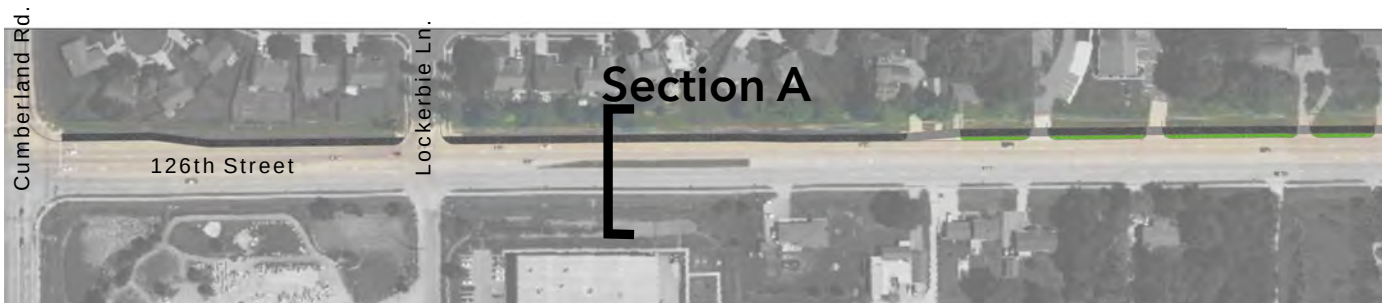
The proposed improvements for 126th Street are recommended to be considered as the existing pathway begins to show wear and tear and is in need of replacement or when new developments occur along the right-of-way and those projects can incorporate the improved pathways into their projects.

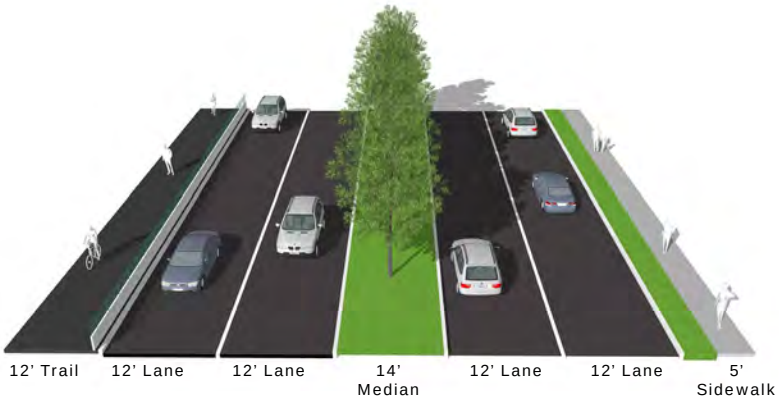


Existing Conditions

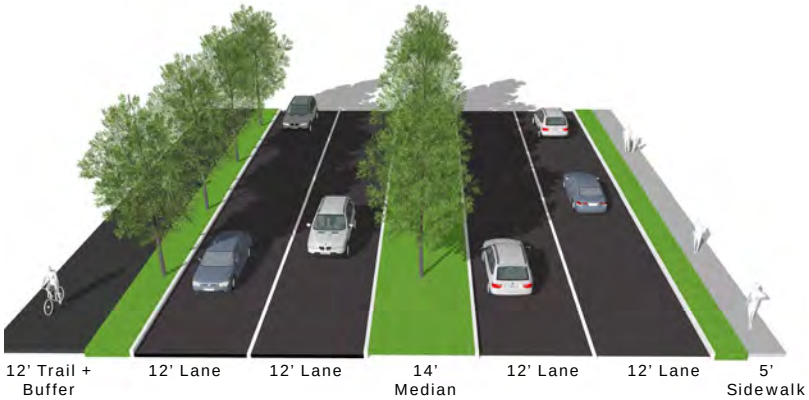
126th Street Existing Conditions

126th Street Existing Conditions

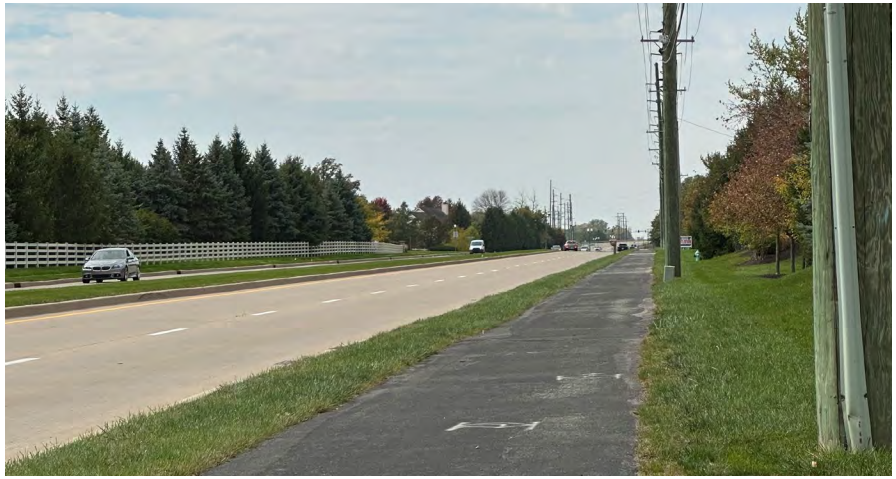




Recommended - Section"A"

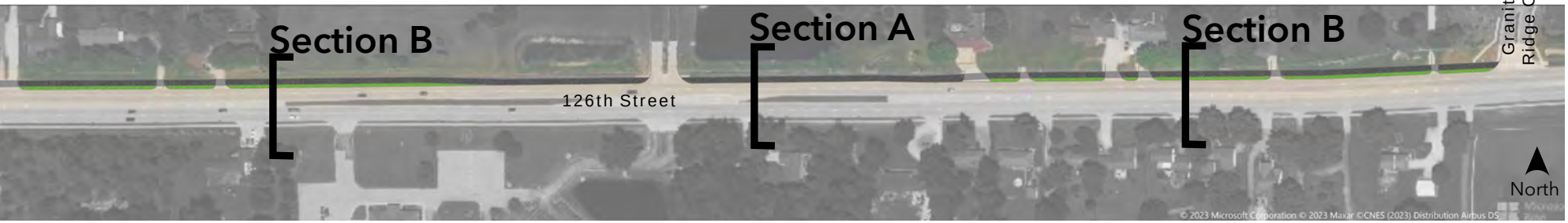


Recommended - Section "B"



126th Street Existing Conditions

126th Street Existing Conditions



Cumberland Road - Trail Gaps

Cumberland Road - 96th Street to 126th Street

Cumberland Road is identified as a primary pedestrian and bicycle corridor for the trails and greenways network in Fishers. This corridor provides important north/south connections for Fishers residents and connects with Noblesville to the north and cities south of Fishers. There are existing pathways along Cumberland Road with the exception of three gaps between 96th Street and 126th Street. The improvements proposed for 126th Street would close these gaps with an 8' path. Cumberland Road is one of seven crossings over Interstate 69 for the city. Creating a pathway connection along Cumberland Road over I-69 will connect north and south communities in roughly the center of the city. Filling the gaps in trails along Cumberland Road will connect many neighborhoods along the roadway and creates an important north/south corridor to compliment the east/west primary corridors.

Plan View

Legend

EXISTING TRAIL/PATH

RECOMMENDED TRAIL/PATH

Existing Conditions

Recommended Improvements

Hoosier Road - Trail Gaps

Hoosier Road - 106th Street to 126th Street

In the summer of 2023, the City of Fishers announced plans to build a community center on Hoosier Road just southeast of the intersection with 121st Street. The community center is proposed to include an indoor playground, aquatics center, and gymnasium. The community center will host many recreational programs and will be a key destination for residents once complete. The property where the community center will be located was just annexed into the city. This project will include development of a pathway along Hoosier Road to connect with existing pathways to the north and south of the proposed property.

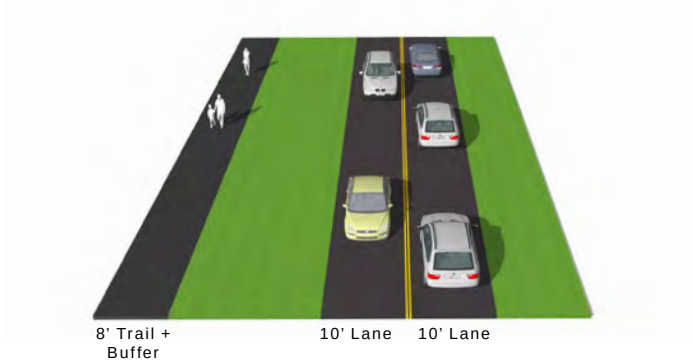
With completion of the trail as a part of the community center development along Hoosier Road, there will be one additional gap in the pathways along Hoosier Road between 116th Street and 106th Street. The proposed recommendations to the right show a 12' wide trail along the west side of Hoosier Road and will include replacing a small section of existing 8' wide trail.

Plan View

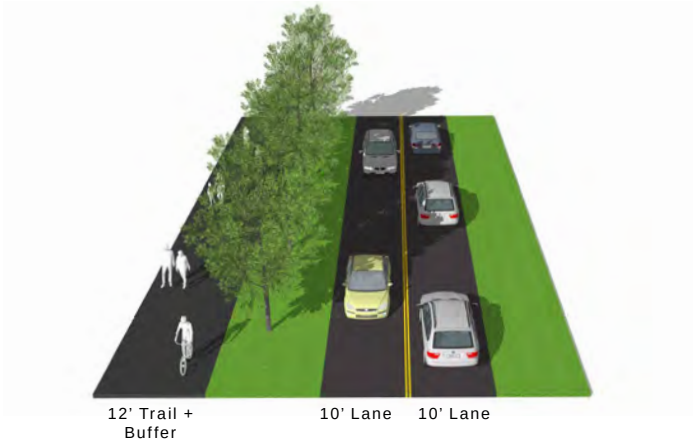
Legend

EXISTING TRAIL/PATH

RECOMMENDED TRAIL/PATH



Existing Conditions



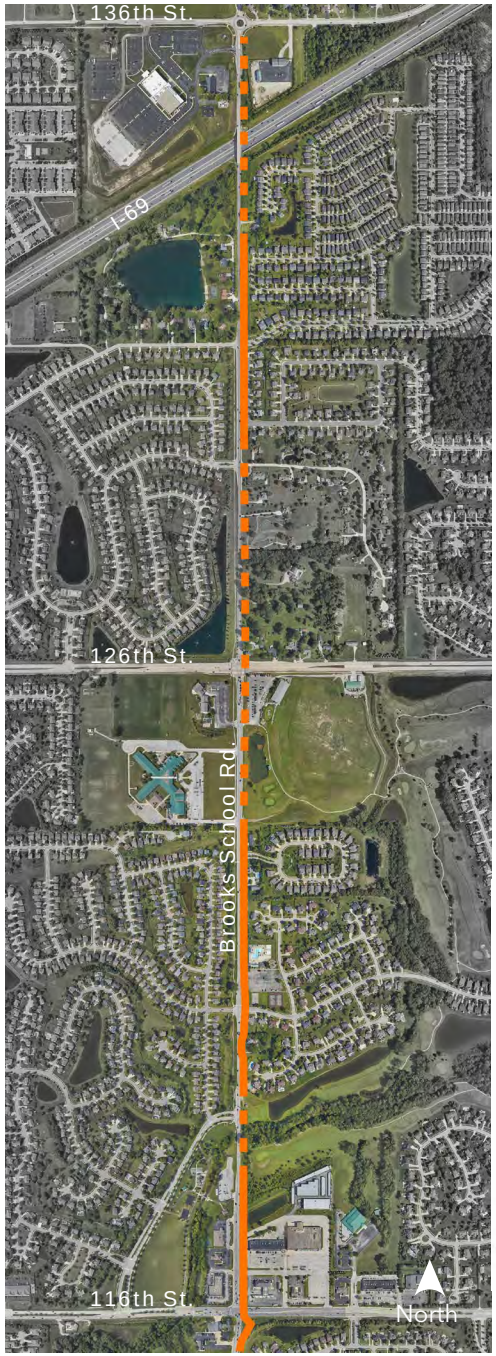
Recommended Improvements

Brooks School Road - Trail Gaps

Brooks School Road - 116th Street to 136th Street

Brooks School Road provides another important north/south connection and is designated as a primary corridor for trails and greenways in Fishers. There are existing pathways along the corridor, with some sections along neighborhoods having a path on both sides of the road. However, there are a few gaps in the trails creating disconnected paths. The most challenging pathway gap in this corridor is the bridge over I-69. The existing bridge is only sized for vehicular traffic and does not include a shoulder.

The recommended improvements along Brooks School Road include connecting the existing trails by adding a 12′ wide path with a landscape buffer to match existing buffers. As the trails in this corridor need to be replaced, it is recommended that the trails be widened to 12′ in width. As one of the primary corridors for bikes and pedestrians in Fishers, and with this corridor providing important connections to neighborhoods outside of city limits, this corridor has the potential to see increased use necessitating a wider path. Recommendations also include adding a pedestrian bridge adjacent to the road bridge over I-69.



Plan View

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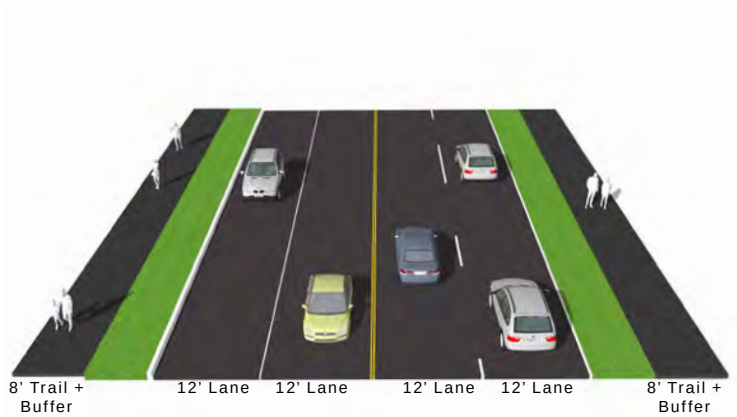
EXISTING TRAIL/PATH

RECOMMENDED TRAIL/PATH



Existing Conditions

Recommended Improvements

116th Street - Existing Trail Improvements

116th Street - Brooks School Road to Olio Road

There are currently facilities on both sides of 116th Street between Brooks School Road and Olio Road. Facilities include a 5′ sidewalk on the north side of the road and an 8′ path on the south side of 116th Street. Both the sidewalk and the pathway are sometimes located directly adjacent to 116th Street and occasionally have a small to large buffer between the facilities and the road. The width of 116th Street and the traffic volume along this section of road have a direct impact on the comfort level of cyclists and pedestrians.

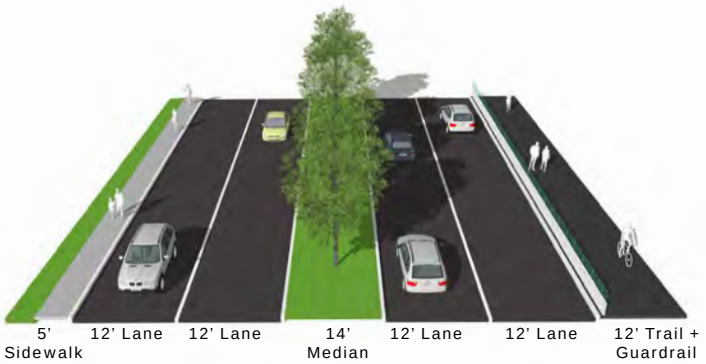
Proposed improvements include widening the path on the southern side of the road from 8′ wide to 12′ wide in areas with the majority of the trail in this section recommended to be 15′ wide. Other recommended improvements include adding a vertical barrier such as a fence between the edge of the road and the pathway to increase the perceived comfort and safety of the path. Where there is adequate right-of-way, a landscape buffer will be included in the proposed improvements.

Legend

EXISTING TRAIL/PATH

RECOMMENDED TRAIL/PATH

Existing Conditions



Recommended Improvements

Trail Gaps

Legend

EXISTING TRAIL/PATH

RECOMMENDED TRAIL/PATH

Allisonville Road

The majority of the Allisonville Road corridor from 96th Street to 146th Street has sidewalks or shared use path. Many areas have facilities on both sides of the road. Proposed improvements will close the gap in existing facilities with an 8-10 foot wide shared use path.

Eller Road

Eller Road from Allisonville Road to 116th Street has a patchwork of shared use paths with several gaps. Proposed recommendations to complete trails in the existing gaps between pathways will connect trail users to schools, parks and neighborhoods.

126th Street

126th Street is identified as a primary corridor for the trials and greenways network. Recommended improvements along 126th Street will close the gaps with a 10 foot wide shared use path.

Trail Gaps

Legend

EXISTING TRAIL/PATH

RECOMMENDED TRAIL/PATH

Lantern Road

Lantern Road corridor is designated as a secondary corridor. Recommended improvements include providing a trail connection for the gap from Morgan Drive to Apple Drive.

Thorpe Creek Greenway Extension

There are existing sections of the Thorpe Creek Greenway behind Hunters Run Neighborhood. There is a gap between the existing greenway and Southeastern Parkway. Proposed improvements would extend the greenway to Southeastern Parkway and connect with trails along East 126th Street.

Trail Gaps

Legend

EXISTING TRAIL/PATH

RECOMMENDED TRAIL/PATH

126th Street

Proposed improvements shown to the right include implementing a new shared use path to connect with an existing shared use path from Cyntheanne Road to the city's east boundary. This will connect to the trails at Southeastern Elementary school to the south and the Thorpe Creek Greenway to the north.

136th Street

136th Street provides an important connection to communities on the eastern side of the city. There are a few existing stretches of shared use path which have been built as new communities are developed. Proposed improvements would fill the gaps in existing facilities creating a strong east/west connection for eastern areas of the city.

Trail Gaps

Legend

EXISTING TRAIL/PATH

RECOMMENDED TRAIL/PATH

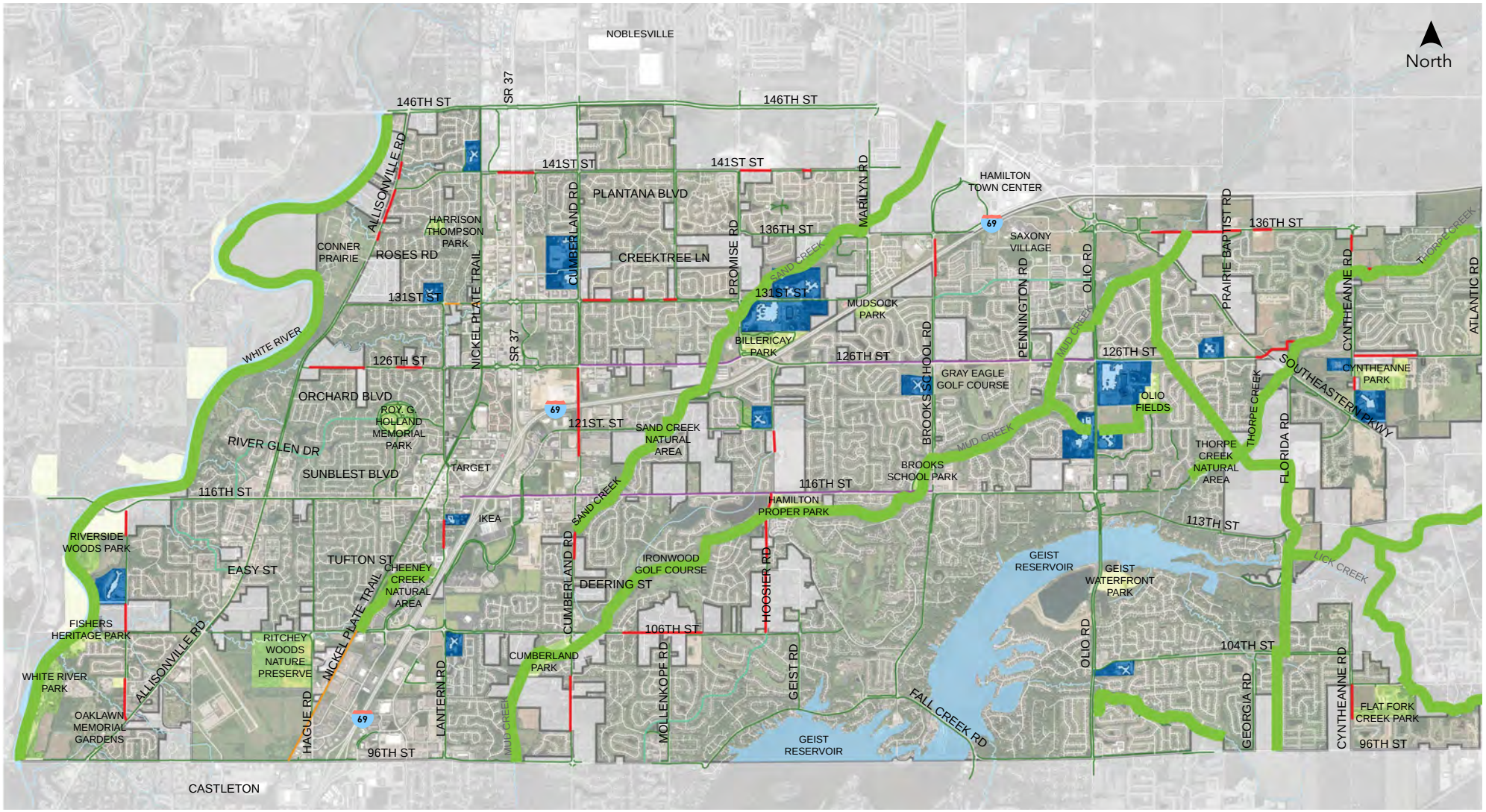
131st Street

131st Street is a secondary corridor within the bicycle and pedestrian network. 131st Street has pathways along most of the corridor from Allisonville Road and Marilyn Road with the exception of a few gaps. The proposed recommended path shown for this project would fill tow of these gaps.

141st Street

Another secondary corridor for the city is along 141st Street. The missing pieces of pathway along 141st Street are located along parcels which are not a part of the incorporated city. However, providing pathways in these gaps will create another east/west connection between Allisonville Road and Marilyn Road.

Proposed Greenway Recommendations



Legend

- SCHOOLS
- PARKS
- EXISTING FACILITY
- RECOMMENDED FACILITY TO BE UPGRADED
- RECOMMENDED TRAIL TO FILL GAP
- NEW FACILITY IN PROGRESS
- RECOMMENDED SHARED LANE
- RECOMMENDED GREENWAY

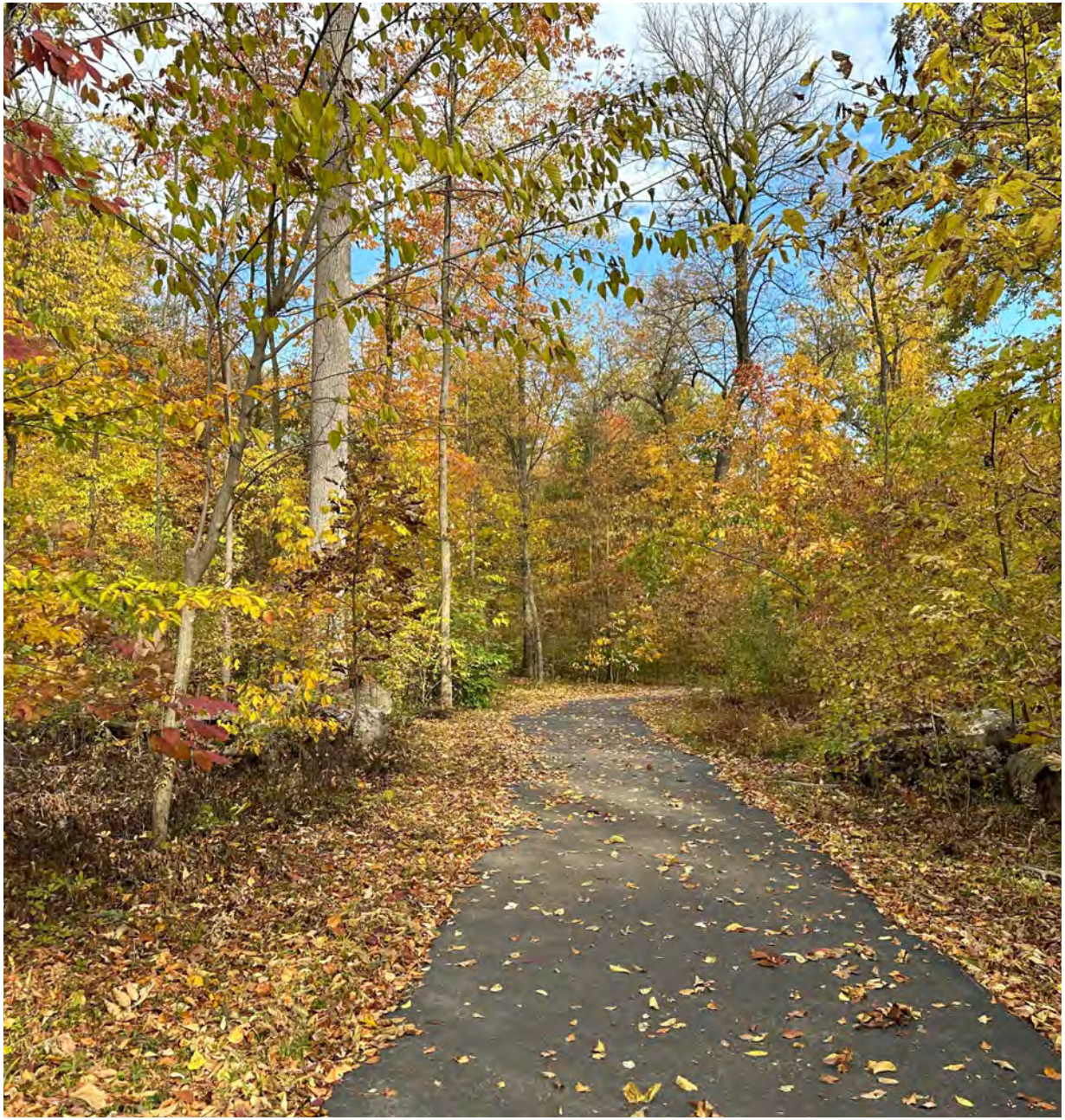
Proposed Greenways

The creeks and rivers in Fishers are some of the city's greatest assets and are considered a defining feature for the city. The city has begun construction of greenways along many of the creeks including the Thorpe Creek Greenway, Geist Greenway, and Mud Creek Greenway. The map illustrated on page 128 shows the potential impact that greenways can have on the city both through connecting neighborhoods with destinations but also as linear parks following some of the city's most beautiful corridors. Although considered long-term projects, opportunities to expand the greenway network should continue to be evaluated by the city and prioritized when available.

Proposed Greenways include:

- Thorpe Creek Greenway
- Mud Creek Greenway
- Sand Creek Greenway
- White River Greenway
- Lick Creek Greenway
- Flatfork Creek Greenway
- Completion of Geist Greenway

As the greenways are developed, the city has the opportunity to incorporate the addition of natural areas to the parks network and the potential to restore and preserve habitat along the natural corridors.



Existing Trail in Silverton Neighborhood

Enhanced Buffers - Various Locations

Enhanced Buffers

Landscape and vertical buffers can have a big impact on the comfort level and perceived safety of a trail or pathway. Trail users will select routes with facilities that are separated from the road over those that are directly adjacent to the roadway. Many families will avoid corridors with facilities located directly adjacent to the roadway because of safety concerns, especially those with young children. Families that use these same facilities will often hug the side of the trail furthest from traffic or will have their kids walk their bikes. In addition, landscape buffers can accommodate street trees which create a more pleasant experience for trail users.

The proposed recommendations to the right illustrate the effect that different buffer types can make for facility comfort. The improvements shown for each of the corridors could increase the comfort level of existing facilities and create lower stress environments for trail users potentially increasing the use of the existing facilities. Each of the corridors shown provide important connections across the city.

96th Street

Olio Road

121st Street

Trail and Pathway Crossings

Existing Intersection with Pedestrian Crossing at Cyntheanne Park entrance

Existing trail dead ends on to E 136th Street

Enhanced Intersection Treatments

Historically, the City of Fishers has installed sidewalks on one side and a shared use path on the other side of the major thoroughfares through the city. Although cyclists are permitted to ride on sidewalks, these facilities can be narrow and don't always accommodate families with parents who may need to ride closer to their children. With wider pathways on one side of the road, crossing these major thoroughfares may be needed for families to utilize the facilities along these corridors. In these situations, the roadway crossings, either at intersections or mid-block, can be considered a high-stress segment of a corridor. With proper signage, and careful design, improvements can be made to intersections to increase the safety and comfort level of trail users who are crossing roadways. Improvements can include lighting, enhanced crosswalk markings, trail and roadway signage, and raised crosswalks.

Mid-block crosswalks are road crossings located between intersections. Mid-block crossings should not be located everywhere but can help to connect trail users from one side of the road to the other, especially along roadways with intersections that are spaced further apart. Mid-block crossings can have drawbacks including disrupting the flow of vehicular traffic, drivers don't always yield to pedestrians, and pedestrians may not always have visibility. Pedestrians can assume a false sense of security when using mid-block crosswalks and may not exercise the same caution as they would at intersections. Mid-block crosswalks may confuse drivers which can contribute to unsafe driving behaviors.

Policy & Program

The City of Fishers has established a comprehensive set of bike and pedestrian policies and programs to foster a safe and accessible environment within the city which is a testament to the city's dedication to creating a network that meets the needs of users of all abilities. As biking and walking become more popular, and cities begin to understand user patterns, policies may need to be revised and programs added to meet these changing needs.

The policy and programs recommended as a part of the trails and greenways plan are intended as a blueprint for guiding municipal decision-makers, planners, and community stakeholders in the development and implementation for effective bike and pedestrian policies and programs. By embracing a multi-faceted approach that combines infrastructure and enhancements, public awareness campaigns, and policy advocacy, cities can create a vibrant and interconnected network that encourages active transportation and ensures the safety and comfort of all road users.

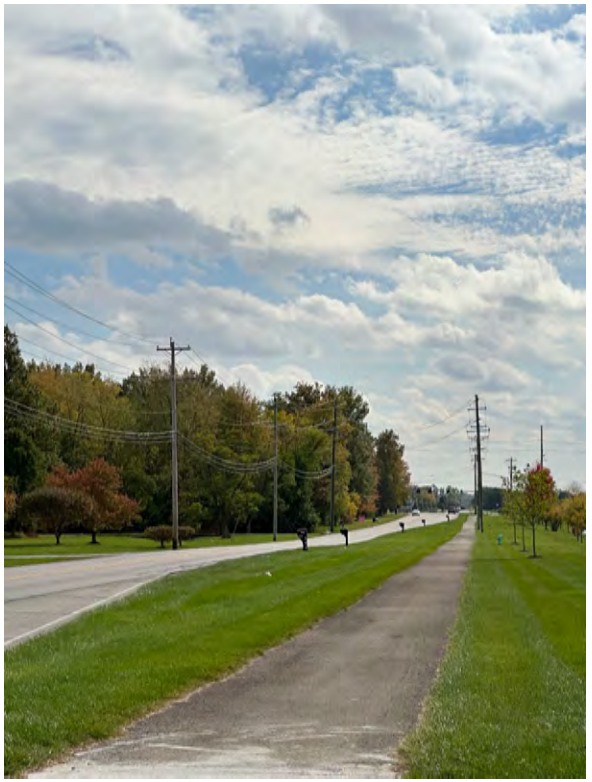
A common metric used to develop programs and policies involves using the 5 E Framework developed by the League of American Bicyclists. The 5 E Framework provides a roadmap for improving conditions for bicycling and guidance to help make a community's vision for a better, bikeable community a reality.

The 5 E Framework for bike and pedestrian initiatives is a comprehensive approach designed to address the multifaceted challenges and opportunities related to trails and greenways. Acknowledging the increasing importance of creating safe, accessible, and sustainable environments for cyclists and pedestrians, the 5 E Framework encompasses five key elements:

- Equity & Accessibility
- Education
- Encouragement
- Engineering
- Evaluation and Planning.

By integrating these components, the framework aims to promote holistic and effective strategies that enhance the safety, convenience, and overall experience of walking and cycling in communities. From fostering a culture of awareness and compliance to implementing infrastructure improvements and ongoing assessment, the 5 E Framework provides a strategic blueprint for creating environments where active transportation is not only encouraged but flourishes as a vital and integral part of urban and suburban life. This framework serves as a valuable guide for planners, policymakers, and community advocates committed to fostering a more sustainable and pedestrian- and cyclist-friendly future.

General recommendations for existing policy and planning document revisions is summarized below followed by policy and program recommendations organized around the 5 E Framework.



Existing trail along Brooks School Road

Comprehensive Plan Recommendations

Chapter 4 of the Comprehensive Plan includes recommendations for transportation needs for vehicles, pedestrians, and cyclists. Recommendations focus on six main elements from the Transportation Plan and the Bicycle and Pedestrian Master Plan. This chapter of the comprehensive plan should be updated to reference recommendations included in the Trails and Greenways Report including updates to the primary corridors map and recommended facility improvements map.

Unified Development Ordinance

The City of Fishers Unified Development Ordinance (UDO) was updated in 2018 and guides land development and zoning practices for both the public and private sectors. The UDO includes several provisions for bicycle and pedestrian accommodations including requirements for bicycle parking. Section 6.10.6 gives specifics for parking quantities and placement.

Recommended Changes to the UDO include:

- Increase the minimum number of bicycle parking spaces to one bicycle per 20 vehicle parking spaces (currently 30).
- Require that bike racks are within 120 feet of the entrances to buildings they are serving.

Corridor Plans

Conceptual corridor plans have been prepared for select roadways throughout the City of Fishers. These plans were created to anticipate long-range transportation needs and to provide for improved travel options for bicycles and pedestrians. Corridor plans can be found in the Comprehensive Plan and include the following corridors:

- Allisonville Road
- Atlantic Road
- Brooks School Road
- Cumberland Road
- Cyntheanne Road
- Fall Creek Road
- Florida Road
- Georgia Road
- Hague Road
- Hoosier Road
- Lantern Road (two-lane)
- Lantern Road (four-lane)
- Olio Road
- Southeastern Parkway
- State Road 37
- USA Parkway
- 96th Street
- 96th Street (Interstate 69)
- 104th Street
- 106th Street
- 106th Street (Interstate 69)
- 116th Street
- 126th Street
- 136th Street (two-lane)
- 136th Street (four-lane)

Equity & Accessibility Recommendations

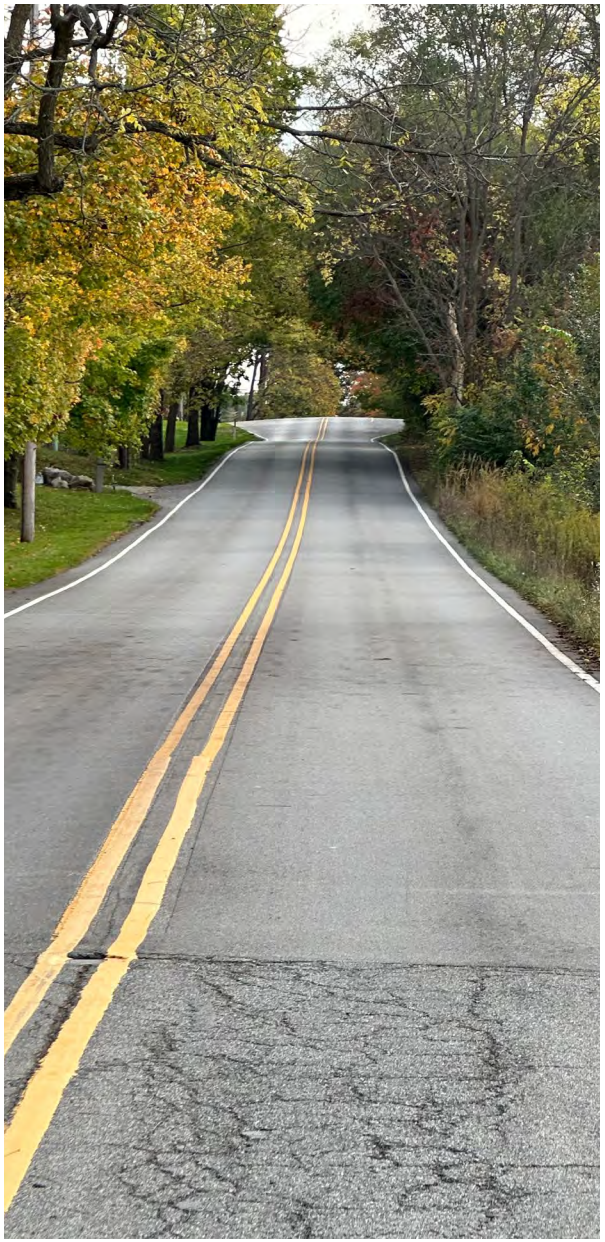
The goal of equity policies is to create conditions that allow all to reach their full potential, by erasing disparities in race, income, ability, geography, age, and gender. Accessibility refers to improving and increasing access and mobility options for everyone, including for people with disabilities.

Equitable Access: eliminate barriers that disproportionately affect certain demographic groups, ensuring that all individuals have equal access to the benefits of bicycling. This includes addressing disparities in infrastructure development, resources, and opportunities related to cycling.

Policy Advocacy: implement policies that prioritize equity in transportation planning and infrastructure development to supports equitable access to cycling facilities and resources.

Recommended policies and programs for underrepresented groups include:

- Make bicycles available to individuals who do not own them through bicycle share program.
- Develop safety initiatives to reduce fatalities and injuries among high-risk groups as indicated by crash and injury data trends, including children, older adults, and inexperienced cyclists.
- Integrate culturally relevant pedestrian and bicycle safety programs into local traffic safety injury prevention initiatives.
- Provide culturally relevant materials and resources to promote pedestrian and bicycle safety education programs.
- Identify and address specific audiences to educate on the benefits of walking and biking.
- Prioritize facility development in areas where car ownership is low and residents are doing most of their travel by foot or bike.
- Foster inclusive public involvement by empowering traditionally underserved community members to have their opinions heard.
- Share information and announcements regarding bicycle and pedestrian facilities and programs in ways that people receive information including posting fliers and using social media.



Eller Road

Engineering Recommendations

The Engineering component focuses on creating and maintaining infrastructure that supports safe and efficient bicycle and pedestrian transportation. This includes the design and construction of bike and pedestrian facilities that enhance safety and accessibility for users. The following engineering policy statements were developed to address the primary engineering challenges that are faced in Fishers. Many of the following policies are currently being utilized by the City of Fishers.

- Follow the Complete Streets process to facilitate biking and walking in Fishers.
- Use nationally-recognized design guidelines including AASHTO and NACTO, when designing on-street bikeways.
- Utilize national and international best practices and guides for path design including AASHTO Guide for the Development of Bicycle Facilities, NACTO Guide, MUTCD, and CROW Design Manual.
- Design all paths with a minimum speed of 15 miles per hour.
- Design all paths with a minimum width of 10 feet.
- Design all paths with necessary regulatory and warning signage.
- Design all paths with a minimum cross-slope of 2%.
- Design all paths with a minimum grade of 8 percent.
- Design path and sidewalk street crossings that are safe and easy to understand.
- Replace curb ramps as a part of reconstruction and resurfacing projects in accordance with the ADA Transition Plan.
- Consider the needs of all trail users including those with physical disabilities (wheelchairs, visually impaired, other mobility disabilities)
- Design highly-visible crosswalks that are free of obstructions.
- Design roundabouts that are safe and easy to navigate.
- Work with businesses and land owners to retrofit bicycle parking into existing development.
- Adequately maintain bicycle and pedestrian infrastructure on a regular basis to encourage commuter traffic.
- Provide prompt maintenance of potholes and other pavement damage.
- Repaint bikeway and crosswalk markings before they face.

116th Street

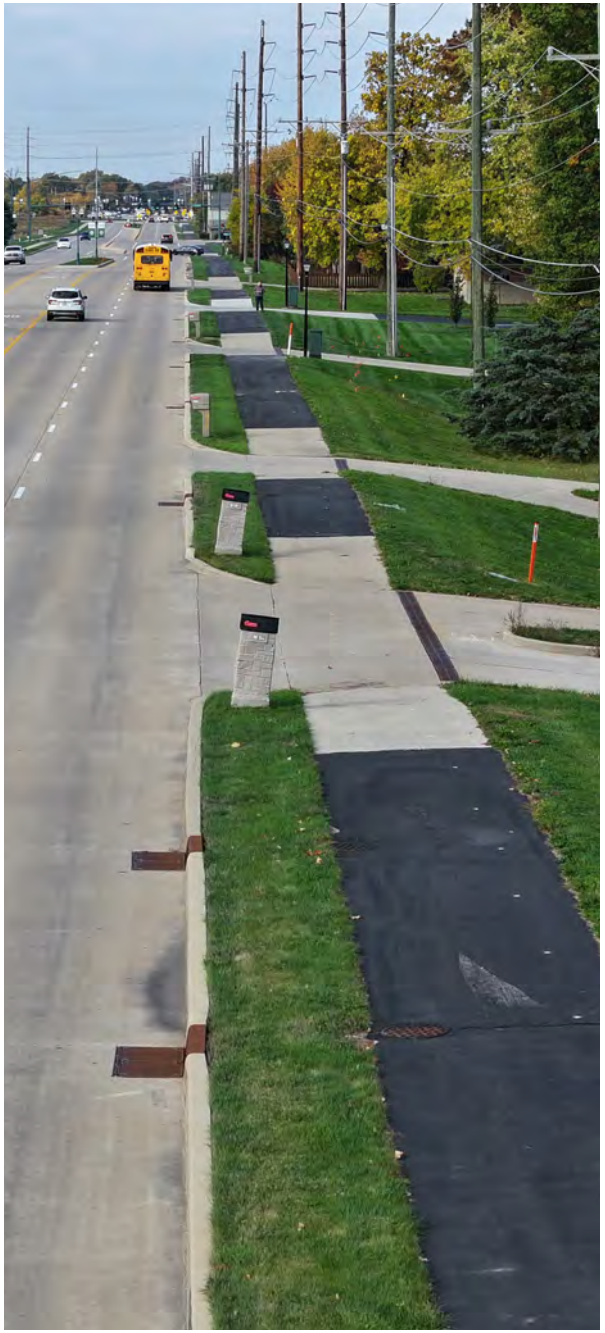
Education Recommendations

The Education element emphasizes the need for educating all road users, including cyclists, motorists, and pedestrians, about safe and responsible behavior on the roads. This involves developing educational programs, campaigns, and materials to raise awareness about the rights and responsibilities of cyclists, as well as promoting a culture of mutual respect among all road users.

The City of Fishers education policies range from media campaigns to practical training, and safety programs. In October of 2023, the Fishers Fire and Emergency Services teamed with the Indiana Department of Transportation to provide elementary school students in Hamilton Southeastern schools with bicycle helmets. The Fishers Bicycle Awareness Campaign is hosted by Fishers Police during the summer season. Fishers also hosts Fishers Safety Day which includes a bicycle rodeo to teach kids about safe cycling.

Additional Education Policy Recommendations include:

- Continue to partner with organizations on bicycle education events such as bicycle rodeos and other activities.
- Emphasize the importance of bicycle and pedestrian safety concepts in new driver education.
- Develop social media campaigns to educate drivers, bikers, and walkers about responsibly "sharing the road" and following traffic laws.
- Provide educational information on how bicyclists, pedestrians, and motorists should use roundabouts.
- Provide educational information on how bicyclists, pedestrians, and motorists should use the Nickel Plate Trail road crossings.
- Utilize existing resources such as the Federal Highway Administration Safer Journey website and Bicycle and Pedestrian Campaign Planning Guides.
- Promote proper and legal riding practices and the proper use of helmets to reduce injuries in cyclists.



Nickel Plate Trail

Encouragement Recommendations

Encouragement involves fostering a positive and supportive culture around cycling. This component aims to promote the benefits of cycling, both in terms of personal health and environmental impact, and encourages people of all ages and backgrounds to take up biking or walking as a mode of transportation.

- Develop a program for children to walk to school under adult supervision.
- Sponsor and support local family-friendly events that promote bicycling or walking.
- Develop and publicize an online interactive bicycle and pedestrian user map showing existing facilities, mileage to common destinations, and identification of the type or difficulty of a trail.
- Host community bike rides or walks.
- Coordinate with local businesses to encourage wellness programs.
- Collaborate with bicycling and walking organizations to develop new programs and activities to encourage more walking and biking.
- Establish a pedestrian and bicycle safety advisory task force to organize and generate broad-based support for pedestrians and bicycle programs.

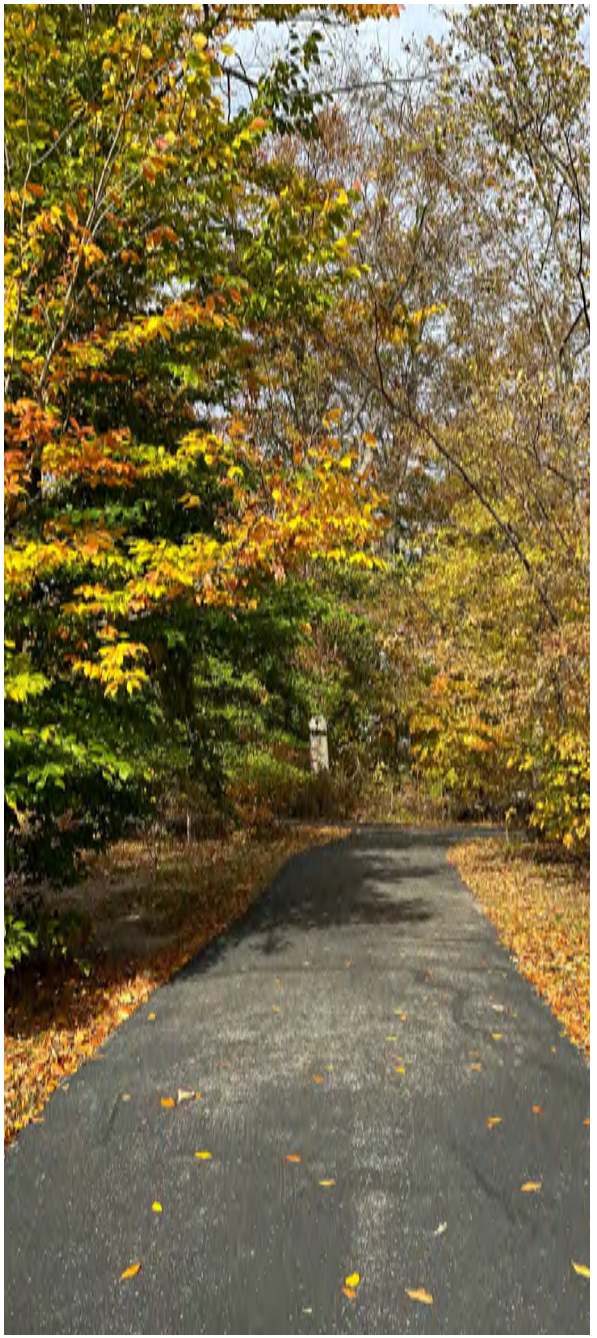
Existing Sidewalk on Lantern Road

Evaluation and Planning Policy Recommendations

The Evaluation and Planning element involves ongoing assessment and strategic planning to gauge the effectiveness of existing policies and programs. This includes collecting data on cycling patterns, safety records, and public feedback, which can inform future planning and decision-making. Regular evaluation helps refine strategies, address emerging challenges, and adapt to the evolving needs of the community.

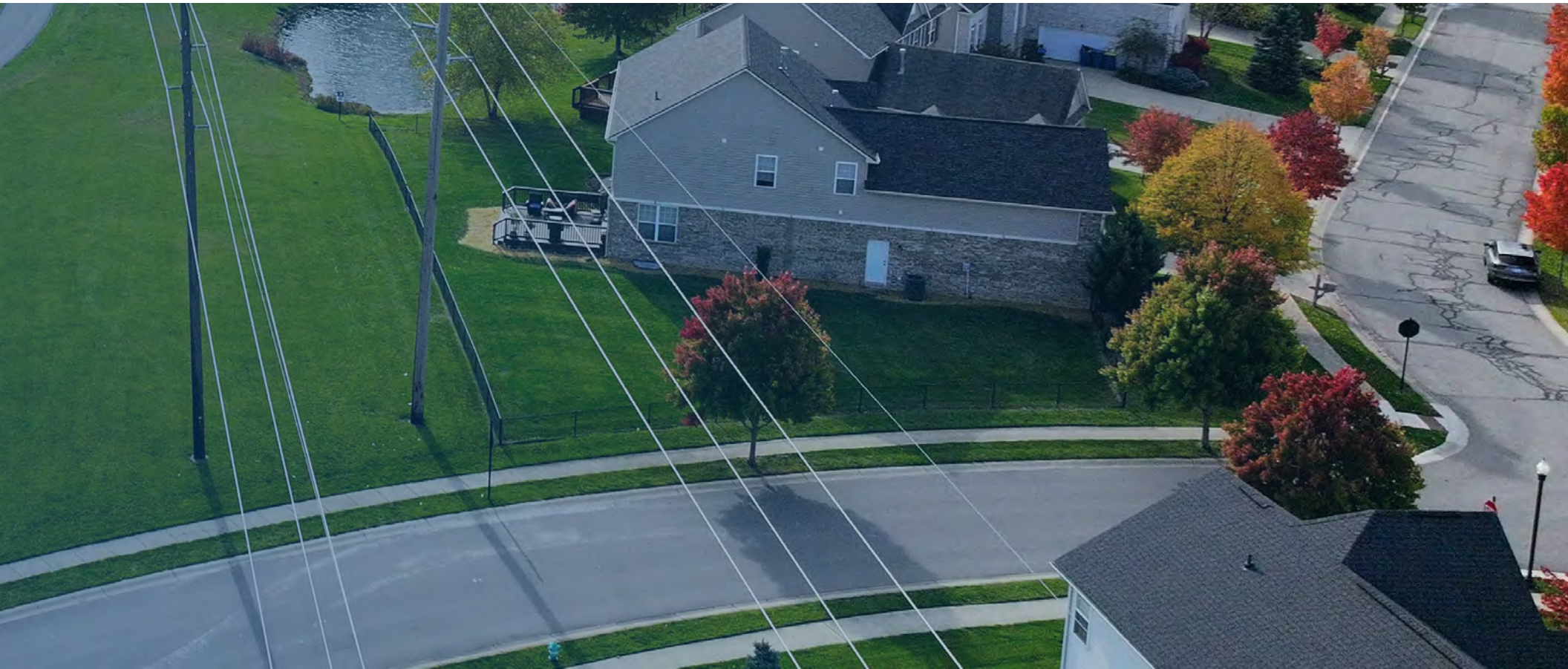
Evaluation and Planning Policy Recommendations include:

- Continue to conduct annual bicycle and walking counts throughout the city to measure usage of facilities and growth in these modes of travel.
- Conduct regular problem identification and evaluation activities to determine pedestrian and bicyclists injury and crash trends and implement countermeasures..
- Apply for the bronze level award for "Bicycle Friendly Community" from the League of American Bicyclists.
- Apply for the bronze level award for "Walk Friendly Community" from the Pedestrian and Bicycle information center sponsored by the U.S. Department of Transportation.
- Develop and maintain a Capital Improvement Budget for trails and greenways.
- Develop and maintain a budget to maintain and replace existing trails and greenways.
- Consider creating the position of bicycle and pedestrian coordinator or assigning the duties to existing staff.
- Maintain awareness of trends in pedestrian and bicyclist use at the national level and how this might influence new priorities for biking and walking in Fishers.
- Ensure that evaluation results are used to identify problems, plan new programs, and improve existing programs.



Existing Trail in Silverton Neighborhood

Chapter 7 - Implementation



Action Plan

The recommended projects for the Trails and Greenways Report will be implemented over time as resources are available. There are many factors that go into prioritizing proposed projects including budget constraints, grant cycles, private funding sources, user demand, and community support. The goals and objectives of this study were utilized to prioritize an implementation strategy for proposed recommendations and improvements.

Create primary pedestrian thoroughfares to connect Fishers: Trails and greenways that create easily connected and desirable pedestrian thoroughfares should be prioritized.

Complete gaps in the existing network: Recommendations that complete gaps in the network leverage existing facilities and provide connections to existing amenities.

Connect existing greenways with residential areas, employment centers, parks, and public spaces: Potential projects would interconnect parks and protect natural habitats, but also improve accessibility by establishing connections between existing greenways, residential areas, employment centers, and destinations.

Pedestrian Seating Area at Geist Reservoir

Develop safe roadway crossings to create a more inviting and comfortable network of facilities:
Prioritized projects meeting this goal would include intersection improvements (pavements markings, signage, lighting). Additionally, educational programs or initiatives would meet this goal.

Create a network of facilities that meets the needs of the city's most cautious and vulnerable users:
Meeting this goal would include projects that enhance landscaping and buffers between motorists and pedestrians/ bicyclists, calm traffic speeds, and prioritize areas of the City that are most vulnerable to limited trail access or areas that can be used by children or those aging-in-place.

Identify priority projects for the next 5-10 years to create the best connections for the city:
There are many factors that weigh into decisions concerning sequencing of implementation including availability of funds, the funding source, user needs, land ownership and political will. This chapter provides a general introduction to these tasks.

Nickel Plate Trail

Implementation Considerations

The priority action plan provided on the following pages includes a recommended strategy for implementing the proposed projects over the next several years. However, the City will need to continue to adjust which projects are prioritized based on the latest conditions and funding sources available.

In addition to meeting the goals of the study, the potential recommendations should also consider other factors, which may include the following:

- Implementing proposed facilities on publicly owned land first.
- Coordinating proposed facilities associated with other public or private improvements such as new developments or roadway improvements.
- Prioritizing trail segments which complete existing links between neighborhoods and key destinations.
- Evaluating funding availability.
- Determining ease of construction and construction costs to inform prioritization of projects.

The chart on the next page illustrates how the proposed recommendations respond to the goals of the Trails and Greenways Report. The proposed recommendations will meet the needs of the most vulnerable users and may include development of intersection improvements along with the proposed corridor project.

The implementation strategy includes strategies for actionable recommendations for short-, mid-, and long-range projects. Projects listed in the short-term category are considered high priorities and should be planned to be completed in the one to three year range. Projects listed in the mid-term category should be planned to be completed in the four to five year range. Projects listed in the long-term category are planned to be completed in the five to ten year range.

	Prioritization & Plan Goals							
		Create Pedestrian Thoroughfares	Complete Gaps in the Existing Network	Connect existing greenways with amenities	Develop safe roadway crossings	Meets the needs of the cities most vulnerable users	Ease of construction and cost of implementation	Overall Impact
Potential Projects	116th St.	●	●	●	●	●		●
	106th St.	●	●	●		●		●
	126th St.	●	●	●		●		●
	Cumberland Rd.	●	●		●	●		●
	Hoosier Rd.	●	●			●		●
	Brooks School Rd	●	●	●	●	●		●
	Nickel Plate Trail	●		●		●		●
	Allisonville Rd.		●		●	●		
	Eller Rd.		●			●	●	
	Lantern Rd.		●			●	●	
	Thorpe Creek Greenway		●	●		●		
	East 126th St.		●			●	●	
	East 136th St.		●			●	●	
	131st St.		●	●	●	●	●	●
	141st St.	●	●	●	●	●	●	●

Priority Action Plan

Projects listed in the short-term category are considered high priorities and should be planned to be completed in the one to three year range. Projects listed in the mid-term category should be planned to be completed in the four to five year range. Projects listed in the long-term category are planned to be completed in the five to ten year range.

Short-Term Recommendations

$ = $100,000 to $500,000, $$ = $500,001 to $1,000,000, $$$ = $1,000,001 to $2,000,000, $$$$ = 2,000,001 to $8,000,000

Project	Description	From	To	Miles	Cost
Nickel Plate District/Fishers District Connection	Feasibility Study				$
106th Street	Trail	Hamilton Pass	Fall Road	0.61	$$
Cumberland Road	Trail	96th Street	126th Street	1.35	$$$$
Hoosier Road	Trail	106th Street	126th Street	1.28	$$$
Eller Road	Trail	Allisonville Road	116th Street	1.07	$$$
126th Street	Trail	Allisonville Road	Lantern Road	0.74	$$$
Lantern Road	Trail	Morgan Drive	Moll Drive	0.12	$
E 136th Street	Trail	Southeastern Parkway	Atlantic Road	1.82	$$$$

Mid-Term Recommendations

$ = $100,000 to $500,000, $$ = $500,001 to $1,000,000, $$$ = $1,000,001 to $2,000,000, $$$$ = 2,000,001 to $8,000,000

Project	Description	From	To	Miles	Cost
Allisonville Road	Trail	Providence Drive	Rose Road	0.44	$$
Thorpe Creek Greenway	Greenway	Greenway End	Southeastern Parkway	0.22	$
Brooks School Road	Trail	116th Street	131st Street	0.79	$$$
E 126th Street	Trail	Cyntheanne Road	Atlantic Road	0.55	$$

Long-Term Recommendations

$ = $100,000 to $500,000, $$ = $500,001 to $1,000,000, $$$ = $1,000,001 to $2,000,000, $$$$ = 2,000,001 to $8,000,000

Project	Description	From	To	Miles	Cost
Hague Road	Trail	Nickel Plate Trail	96th Street	0.14	$
Sand Creek Greenway Extension	Greenway				$$$$
White River Greenway	Greenway	South City Limits	North City Limits	6.50	$$$$

Funding Opportunities

Where to Start

The City will need many funding sources for the trails and greenway improvements and will need to capitalize on partnerships, in-kind matches, and other non-traditional opportunities to implement the Plan. Funding the physical improvements will mostly come from traditional transportation sources, through Federal, State and City capital programs. Certain designated programs that are part of the Federal Transportation Program may be particularly important for implementing trails and greenway plan recommendations. Federal funding programs may change when new authorization is passed by Congress. This may open up new or restrict existing opportunities for funding trails and greenway improvements. The following section provides an overview of funding sources that should be utilized.

Surface Transportation Block Grant Program (STBGP)

The Surface Transportation Block Grant Program was implemented into law in October of 2021 as a part of the Bipartisan Infrastructure Law (BIL) and replaces the STBG Grant Program implemented as a part of the FAST Act dated March 7, 2016.

The STBG program promotes flexibility in State and local transportation decisions and provides flexible funding to address State and local needs. Eligible projects relevant to this plan include:

- Maintenance and restoration of existing recreational trails.
- Projects to enhance travel and tourism.

Transportation Infrastructure Financing and Investment Act (TIFIA)

The Transportation Infrastructure Financing and Investment Act provides credit assistance for qualified projects of regional and national significance. Many communities have individual trails, protected bike lanes or sidewalks scattered throughout neighborhoods, but filling in the gaps will enable more people to safely walk or bike to their destinations. Key points of the TIFIA include:

- The minimum project size is $10 million for projects involving local governments.
- Multiple segments of a network can be bundled into a single project, called a “Master Credit

Trail on Geist Reservoir

Agreement", to meet the $10 million threshold, thereby making it possible for communities to complete projects faster and more cohesively.

- The application process is streamlined for low-cost, low-risk projects—like trail networks—to reduce the transaction costs and make it affordable to apply. In addition, at least $2 million per year will be available to defray application costs for smaller projects.
- State Infrastructure Banks may use TIFIA funds to make financing more accessible for rural projects.

LAND AND WATER CONSERVATION FUND (LWCF)

The goal of the Land and Water Conservation Fund is the creation and maintenance of high- quality recreation amenities through the acquisition and development of public outdoor recreation areas and facilities. The local sponsor matches 50% of the project cost prior to applying for the grant. After the project is approved, the sponsoring park and recreation board receives a reimbursement of 50% of the actual project costs. Applicants must submit a bill to the grant coordinator to request the federal share of the cost throughout the grant term. Only park and recreation boards established under Indiana law are eligible for the program. These entities must currently have a five-year parks and recreation master plan on file, approved by the Division of Outdoor Recreation. Funding ranges from $50,000-$500,000. Local agencies in Indiana have received over $90 million to date.

COMMUNITY DEVELOPMENT BLOCK GRANT PROGRAM (CDBG)

While not traditionally viewed as a source of funding for bicycle and pedestrian projects, the Community Development Block Grant (CDBG) program provides money for streetscape revitalization and other improvements that can enhance walking and bicycling. Federal Community Development Block Grant grantees may "use Community Development Block Grant funds for activities that include, but are not limited to: acquiring real property; reconstructing or rehabilitating housing and other property; building public facilities and improvements, such as streets, sidewalks, community and senior citizen centers and recreational facilities; paying for planning and administrative expenses, such as costs related to developing a consolidated plan and managing Community Development Block Grants funds; provide public service for youths, seniors, or the disabled; and initiatives such as neighborhood watch programs."

Birds Eye View of Geist Greenway

STATE FUNDING SOURCES

Indiana Heritage Trust Program

The Indiana Heritage Trust Program was instituted to protect natural resources using funds generated through the sale of personalized environmental license plates. Greenways are eligible under the Division of Outdoor Recreation section of the program. The Division's mission is to increase these opportunities for underserved regions and populations, regardless of their location in rural or urban settings. All projects must maintain state interests through conservation easements or similar agreements. The facilities must also be assumed by local interests, other divisions, or agencies. Greenways that make use of abandoned rail lines or other rights-of-way previously used for private/public transportation are eligible projects. The program has generated funds to protect over 71,200 acres of Indiana's natural heritage in license plate revenue.

Next Level Trails Grant Program

The Next Level Trails (NLT) program was initiated in 2019 and included three rounds of funding with the final round awarded in 2022. Although this program is not currently funded for years beyond 2022, the program has seen wide popularity and support and has the potential to return for additional rounds of trail funding.

Indiana Trails Program (RTP) Grant Program

The Indiana Trails Program (ITP) replaced the Recreational Trails Program (RTP) in 2021. Previously, RTP funds were provided through federal dollars. The new Indiana Trails Program will include state funds but will otherwise be very similar to the RTP program. The ITP will provide a minimum of $50,000 and maximum of $250,000 in grant assistance with a 20% local match requirement. Projects can include construction of trails, development of trailheads, construction of bridges, and acquisition of easement or property for trails. The ITP is managed by the Indiana Department of Natural Resources.

Safe Routes to School and SAFETULU Grant

Safe Routes to Schools and SAFETULU funds can be used for trail improvements which create connections to schools. Safe Routes to Schools requires no match and SAFETULU funds require a 20% match.

Central Indiana Bicycling Foundation (CIBA) Grant

The CIBA Foundation was organized to inform, educate, advise and promote the general public awareness of the health, recreational, economic, social and cultural benefits of bicycles. Grants range in size from $500 to $5,000 and preference is given to communities promoting bicycling with a focus on the above goals. These grants are especially beneficial in accomplishing education policies and programs associated with the bicycle and pedestrian network.

LOCAL FUNDING SOURCES

While external funding sources for pedestrian and bicycle projects and programs continue to be in short supply and high demand, local funds can often be the most reliable funding source to get projects built. In addition, local funding is often required as a match for external funding sources. Because of this, Aurora should identify and pursue local funding strategies as a means of implementing the plan.

Capital Improvement Plan Set-Aside

As with most towns and cities, Aurora has limited funds. With other transportation and infrastructure projects pulling at the same source of funds it can be challenging to implement new pedestrian and bicycle facilities. By creating a dedicated set-aside in the Capital Improvement Plan, the City can focus, prioritize and plan for capital expenditures for pathways, on-street bikeways, and other projects that improve conditions for walking and bicycling. This set-aside may also be used as a local match for external funding sources, or as contributory toward bicycle and pedestrian elements of larger projects.

Birds Eye View of Thorpe Creek Greenway

PRIVATE AND FOUNDATION FUNDING SOURCES

People for Bikes Community Grants Program

People for Bikes, formerly known as Bikes Belong, is a national organization working to make bicycling better throughout the United States through programs and advocacy work. People for Bikes has funded numerous infrastructure projects and education and encouragement programs since it was first launched in 1999. Although the typical grant amount is small, these grants can be particularly useful in adding bicycle and pedestrian infrastructure such as bike parking and benches.

Community Foundations

Community and corporate foundations can play an important role in funding pedestrian and bicycle improvements. With a growing understanding of the connection between pedestrian and bicycle infrastructure improvements and the health of the community, health foundations through the country have joined with environmental foundations to support pedestrian and bike projects that increase opportunities for walking and bicycling within communities. Many corporate and national foundations have supported programs which reduce obesity, increase physical activity, and achieve other positive health related outcomes.

Local Business Community

More and more businesses have begun to recognize the benefit of walking and bicycling as economic drivers and indicators of quality of life. Businesses have expressed interest in investing in bicycle and pedestrian infrastructure that supports healthy and active communities. Support from the business community is often the result of strong relationship-building efforts and may come in a variety of forms from the funding of capital projects or associated amenities to the provision of volunteers to assist in trail maintenance activities.