

**ORDINANCE NO. 011624**

**AN ORDINANCE OF THE COMMON COUNCIL  
AMENDING THE COMPREHENSIVE PLAN FOR  
THE CITY OF FISHERS, HAMILTON COUNTY, INDIANA.**

This is an ordinance to amend the text of the Comprehensive Plan, Ordinance No. 032116C, previously enacted by the City of Fishers, Hamilton County, Indiana (“City”), pursuant to its authority under the laws of the State of Indiana, Ind. Code § 36-7-4 et seq., as amended.

WHEREAS, the City of Fishers (the “Petitioner”), seeks to amend the standards of the Comprehensive Plan for the annual update, as further specified herein (“Amendment”);

WHEREAS, the City’s Plan Commission has conducted a public hearing on Docket No. TA-24-01 is required by law in regards to the Amendment;

WHEREAS, the Plan Commission at its February 7, 2024 meeting sent a favorable recommendation to the Fishers City Council by a vote of seven (7) in favor and zero (0) opposed;

WHEREAS, pursuant to Ind. Code 36-7-4 et. seq., the Council hereby desires to adopt the Amendment and as part of such approval requests that the City update the City's zone improvement plan; and

WHEREAS, pursuant to Ind. Code 36-7-4 et. seq., the zone improvement plan shall be updated prior to consideration of the City impact fees.

**NOW, THEREFORE BE IT ORDAINED BY THE COMMON COUNCIL OF THE CITY OF FISHERS, HAMILTON COUNTY, INDIANA, AS FOLLOWS:**

**Section 1.** The Fishers 2040 Comprehensive Plan is hereby amended per Exhibit A.

**Section 2.** All other provisions of the Comprehensive Plan not in conflict with or specifically changed by this Amendment shall remain in full force and effect.

**Section 3.** This ordinance shall be in full force and effect from and upon its adoption and in accordance with Indiana law.

UNLESS SPECIFICALLY AMENDED BY REFERENCE HEREIN, ALL REMAINING TERMS AND CONDITIONS OF THE COMPREHENSIVE PLAN SHALL CONTINUE IN FULL FORCE AND EFFECT AND ARE HEREBY RATIFIED AND AFFIRMED.

SO BE IT ORDAINED by the Common Council of The City of Fishers, Hamilton County, Indiana this 19th day of February 2024.

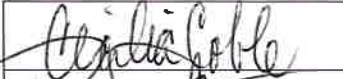


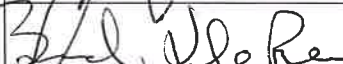
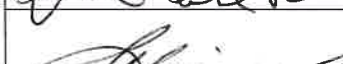
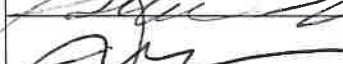

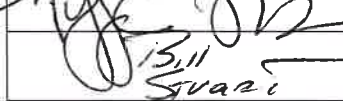
**COMMON COUNCIL OF THE CITY OF FISHERS,  
HAMILTON COUNTY, INDIANA**

**011624**

**YAY**

**NAY**

**ABSTAIN**


YAY		NAY	ABSTAIN
	Cecilia Coble, President		
	C. Pete Peterson, Vice President		
	John Weingardt, Member		
	Brad DeReamer, Member		
	Selina Stoller, Member		
	Todd Zimmerman, Member		
	John DeLucia, Member		
	Tiffanie Ditlevson Member		
	Bill Stuart, Member		

I hereby certify that the foregoing Ordinance/ Resolution was delivered to City of Fishers Mayor Scott Fadness on the 19<sup>th</sup> day of February 2024 at 7:27 p.m.

ATTEST:   
Jennifer L. Kehl, Fishers City Clerk



**MAYOR'S APPROVAL**

  
Scott A. Fadness, Mayor

2/19/2024  
DATE

**MAYOR'S VETO**

\_\_\_\_\_  
Scott A. Fadness, Mayor

\_\_\_\_\_  
DATE

This instrument prepared by: Lindsey Bennett, City Attorney, City of Fishers, Hamilton County, Indiana, One Municipal Drive, Fishers, Indiana, 46038

"I affirm, under the penalties for perjury, that I have taken reasonable care to redact each Social Security number in this document, unless required by law." Lindsey Bennett

**Exhibit A**

*Chapter 6. Summary & Implementation Chapter, Throughfare Plan, Trails & Greenways Report*

# 6

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## **SUMMARY & IMPLEMENTATION**

The comprehensive plan is a working document that provides direction and assists decision makers with short and long range choices for improving the quality of life in Fishers. This chapter includes guidance on managing and using the plan. It also includes a summary of objectives and actions.

# INTRODUCTION

Fishers 2040 establishes the vision and roadmap for a smart, vibrant and entrepreneurial city. This plan is meant to be a working document that provides direction and assists decision makers with short-term and long-range choices for improving the quality of life in Fishers. Implementation will involve a host of City departments, boards and commissions, regional partners, non-profits, businesses and citizens. This chapter includes a summary of goals and integrated action items for how we can achieve the vision for Fishers 2040.

## Fishers 2040 Vision

The City of Fishers is a **smart, vibrant and entrepreneurial** city that provides an exceptional quality of life and fosters a culture of innovation and resiliency.

## Summary of Goals

What does a smart, vibrant and entrepreneurial community look like? The goals across land use, residential standards, transportation and parks and open space can be summarized in five key themes, including:

- Connected
- Innovative
- Resilient
- Accessible
- Sustainable

Fishers will be a **connected** community with a strong sense of place, inviting streetscapes and building designs, linked trails and a well-planned road network.

Fishers will celebrate and encourage **innovative** and diverse designs in our built environment and use of open space that complement and support our entrepreneurial culture.

Fishers will be **resilient**, maintaining vibrancy and withstanding the tests of time through thoughtful planning and focused reinvestment and maintenance.

Fishers will be **accessible** and welcoming to all who wish to create their life in Fishers as a city of

opportunity and quality for all ages, stages and abilities of life.

Fishers will be a **sustainable** community, both financially and in our stewardship of the ecological and built environment through diverse land use, quality construction and proactive maintenance strategies.



Action Items with this symbol are noted as contributing Action Items to the City's ongoing Environmental Working Group and are summarized on page 120.









Action Items with this symbol are noted as contributing Action Items to the City's ongoing Mental Health Action Group and are summarized on page 134.

# SUMMARY OF ACTION ITEMS

This section summarizes all action items in the plan. It is organized in two parts: 1) strategic actions that are intended to be completed during the plan’s lifespan; and 2) maintenance actions that are ongoing and would be continued into the future. The actions are organized by chapter and each indicates the status and groups responsible for leading and supporting implementation.

## Action Status

-  Underway (started, but not yet complete)
-  Future (not started)
-  Future, then maintenance (yet to be started, would become maintenance)
-  Complete
-  New (Future actions added during the 5-year update in 2021)
-  Maintenance (currently occurring on a repeating basis, to be maintained)

## Responsibility

To assist with implementation, responsibility will be assigned to each action item. Staff will identify and complete the “Lead by” and “Supported by” fields following adoption.




Status, Notes, Lead by and Supported by updated December 2023.

City Departments Include:

Planning & Zoning (P&Z), Engineering (Eng), Fishers Parks (Parks), Economic Development (ED), Information Technology/ GIS (IT), Health Department (Health), Permitting & Inspection (P&I), Community & Public Relations (C&PR), Police Department (PD), Fire Department (Fire), Department of Public Works (DPW), Legal Department (Legal), Controllers Office (Controller) & Business Solutions Group (BSG)




## Strategic Actions

### Future Land Use

	Status	Notes	Lead by	Supported by
<b>Zoning Map Updates</b>				
<b>LU-1.1.1.</b> Update the zoning map to create mixed use nodes that align with the future land use map.			P&Z	IT
<b>LU-1.3.2.</b> Develop a strategy to align the zoning map with the future land use map.			P&Z	IT
<b>LU-3.3.3.</b> Develop a policy for sunset dates in PUD so that when a development does not occur within a specified period of time, the PUD expires and the land returns to use identified by the future land use map.		UDO Section 10.2.16.1.	P&Z	IT

### UDO Updates



<b>LU-1.3.1.</b> Update the UDO to define updated land use categories.			P&Z	IT
<b>PK-3.3.6.</b> Update the UDO to include standards for protection of lands designated on the open space overlay in the future land use map.			P&Z	IT
<b>PK-1.3.3.</b> Revise the City’s Open Space Standards in section seven of the Unified Development Ordinance (UDO) to promote innovative open spaces that focus on quality and character by providing broader, creative standards and options during the development review process.		UDO Section 8.4.6.D.	P&Z	

## Strategic Actions

### Future Land Use

	Status	Notes	Lead by	Supported by
<b>Area Planning and Topics for Future Study</b>				
<b>LU-2.1.7.</b> Identify future redevelopment areas and areas for special study. Example: Area north of I13th Street, between Florida Road and Southeastern Parkway.		2022 Allisonville Corridor Study	P&Z	Eng, ED
<b>LU-3.2.3.</b> Study new land use opportunities along the Nickel Plate Trail		Hub & Spoke, Nickel Plate Station, First Internet Bank, Hotel Nickel Plate, Techway	ED	P&Z, Eng, Parks
<b>LU-3.2.4.</b> Study land uses along waterway and other natural resources for environmental protection		2024 Fishers White River Park	Parks	P&Z, DPW, Eng, Health
<b>LU-3.4.1.</b> Identify potential changes to land use policies that would improve environmental sustainability and public health.		Solar Panels permitted per UDO, EV Charging Stations required for Multi-Family	Parks	
<b>LU-1.2.1.</b> Develop a strategy for regional mixed use and neighborhood mixed use categories in the City's development standards to reflect the success of areas such as Saxony and the Nickel Plate District.		Fishers White River Park	Parks	P&Z, DPW, Eng, Health
<b>LU-1.2.2.</b> Create a plan for the undeveloped land northwest of Allisonville Road and 96th Street that incorporates a mix of uses.		2022 CRG River Place Development	ED	P&Z, Eng, Parks
<b>LU-1.3.3.</b> Assess opportunities for future redevelopment at I31st Street and Brooks School Road area.		2021 Comp Update designated as Core Residential	ED	P&Z
<b>LU-1.3.4.</b> Assess opportunities to integrate attached residential product within a mixed use development at the northeast corner of Hoosier Road and I16th Street.		2021 Comp Update designated as Core Residential & Open Space	ED	P&Z, Parks, Eng
<b>LU-2.1.3.</b> Create a plan for the State Road 37 corridor to set a vision for future redevelopment and attract future employment.		2021 Comp Update designated as Employment Node SR 37 Project Underway	Parks	P&Z, DPW, Eng, Health
<b>LU-2.1.5.</b> Create a plan for the area of land south of I26th Street between State Road 37 and Interstate 69 to set a vision for future redevelopment and attract future employment.		Fishers Life Science & Innovation Park	ED	P&Z
<b>LU-2.1.6.</b> Create a plan for the areas of land south of Interstate 69 between Ohio Road and Atlantic Road to set a vision for future redevelopment and attract future employment.		2021 Comp Plan designated as Suburban Residential & Flex Employment / R+D. Abbott Commons rezoned approved	P&Z	ED, Eng

## Strategic Actions

### Future Land Use

	Status	Notes	Lead by	Supported by
<b>LU-3.1.3.</b> Assess opportunities for a future neighborhood mixed use node near Southeastern Parkway and Atlantic Road.		2021 Comp Update designated as Neighborhood Service Center & Suburban Residential	P&Z	
<b>LU-1.2.3.</b> Create a plan for future redevelopment of the Lantern Road corridor between 116th Street and Fishers Point Boulevard to encourage reinvestment that extends the character of the Nickel Plate District.		2021 Comp Update designated as Regional Mixed-Use & Core Residential. Pullman Pointe Built.	ED	P&Z, Eng
<b>LU-2.1.2.</b> Create a plan for the airport property that incorporates a mix of uses and increase opportunities for employment.		2023 Metro Park Building 1 & 2 Complete, Andretti Global HQ underway	ED	P&Z, Eng

## Strategic Actions

### Housing and Neighborhoods

	Status	Notes	Lead by	Supported by
<b>Housing and neighborhood design innovation</b>				
<b>HN-2.2.1.</b> Form a housing task force that analyzes housing needs in the City of Fishers and broader housing trends, and makes recommendations to address needs and opportunities.		2021 / 2022 Housing Needs Analysis & Strategy	P&Z	Health
<b>HN-2.2.2.</b> Evaluate current method of plan review and explore how to improve the system to encourage innovative housing and neighborhood design.		2023 Architectural Consulting Services under contract	P&Z	Health
<b>HN-2.1.3.</b> Introduce a design award program to recognize, celebrate, and incentivize innovation in the design and/or redesign of housing and neighborhoods. Utilize city media channels to recognize innovation and promote civic pride.				
<b>Revitalization and upkeep of existing neighborhoods</b>				
<b>HN-3.1.9.</b> Expand the matching grant program or establish separate grant programs to fund home repairs, including exterior repairs for owner occupied and rental properties; to developers to provide new affordable housing or to renovate existing housing that meets affordability criteria; and to retrofitting of existing housing for ADA or universal access.		2023 Vibrancy Grant increased to \$750K for more impactful projects	P&Z	ED, C&PR
<b>HN-3.1.10.</b> Work with HOA's, homeowners, and landlords to identify needs in existing neighborhoods and create programming or resources for maintenance and revitalization of neighborhoods.		2022 Twilight Town Hall, Monthly HOA newsletter, 2024 HOA resource	P&Z	C&PR, Health
<b>HN-3.1.11.</b> Form a rental and landlord registry to help monitor property conditions to make sure that rental properties are being properly maintained.		Recommendation from Housing Needs Analysis & Study	P&Z	P&I, BSG

## Strategic Actions

### Housing and Neighborhoods

Status Notes Lead by Supported by

#### Revitalization and upkeep of existing neighborhoods



**HN-3.1.6.** Research the creation of a revitalization incentive or credit that can be provided to homeowners reinvesting in their homes, neighborhoods and in our community.



Neighborhood Vibrancy Grant

P&Z

DP, C&PR, Health

**HN-5.1.2.** Explore incentives to encourage timely property maintenance.



P&Z

#### Sustainability

**HN-5.1.5.** Develop a set of best practices the City should pursue to conserve and protect Fishers' natural systems.



P&Z, DPW, Parks



**HN-5.1.6.** Monitor emerging trends in energy technologies to assess whether new products or practices could help to optimize resource management in Fishers.



2023 Duke Energy Fleet Electrification Assessment

DPW, BSG

P&Z

#### UDO Updates

**HN-2.1.10.** Revise the UDO to encourage landmark local building materials and the integration of art within new developments.



15+ Public Art projects since 2016

P&Z

**HN-4.1.2.** Review the standards in the UDO to ensure they encourage a diversity of redevelopment, mixed use development and infill. Consider appropriate targeted revisions.



P&Z



**HN-5.1.3.** Revise the UDO to encourage the use of low impact development (LID) practices in the design, construction and maintenance of residential neighborhoods, redevelopment sites and in mixed use areas.



LID is also mentioned in Transportation

P&Z

Eng



**HN-1.1.2.** Require the developer to provide the complete network of sidewalks required by the UDO or PUD, to be installed no later than two years after construction started.



UDO Section 8.2.6. Pedestrian Network

P&Z

Eng, Health



**HN-1.1.4.** Revise the standards in the UDO to ensure neighborhoods and mixed use developments are required to provide connections to the surrounding residential neighborhoods.



Neighborhood Vibrancy Grant

P&Z

Health

**HN-2.1.1.** Revise the standards in the UDO to ensure open spaces are designed to fulfill purposeful functions within the context of the specific neighborhood, the community and the region.



UDO Section 8.4.6. (in general, D specifically)

P&Z

**HN-2.1.2.** Revise the standards in the UDO to require purposeful elements such as storm water management, tree preservation, recreational amenities, art installations, gardens, native plantings and/or linear trails.



UDO Section 8.4.7. and Sec. 6.15.2

P&Z

## Strategic Actions

### Housing and Neighborhoods

Status      Notes      Lead by      Supported by

#### UDO Updates



**HN-2.1.4.** Provide an option to lower the overall percentage of open space required in a specific development if it is activated with multiple elements such as public art, recreational amenities, environmental best practices and facilities which promote social interaction for all ages and abilities.



UDO Section 6.15.2. Public Art  
25% Open Space Reduction option

P&Z

Health

**HN-2.1.5.** Assess whether it would be appropriate for select commercial developments to contribute to the City's open space network.



Example - CRG Residential White River Park

P&Z

**HN-2.1.7.** Update the existing UDO standards to offer a broader range of options for how the City's residential open space requirements may be met.



UDO Section 8.4.6.D.

P&Z

**HN-2.1.8.** Add a payment-in-lieu option when the City determines there is ample open space in close proximity to the new development.



UDO Section 8.4.6.G. & Sec. 6.9.3

P&Z



**HN-3.1.2.** Revise the standards in the UDO to ensure the use of quality building materials and construction practices.



P&Z

**HN-3.1.7.** Establish a committee to focus on the architecture standards of new construction homes and make recommendations for a revised residential standards to achieve high quality, long-lasting building.



2023 Architectural Consulting Services under contract

P&Z

**HN-3.1.8.** Establish a committee to focus on commercial construction and redevelopment standards for our community and make recommendations on how to employ these standards through economic development, incentives and/or zoning changes.



Fishers Redevelopment Commission

ED



**HN-5.1.1.** Review the standards in the UDO and in other City ordinances to ensure lasting, sustainable building materials are required. Identify and revise any standards that don't meet this goal.



2023 UDO Overhaul underway

P&Z

**HN-5.1.7.** Revise UDO to encourage connectivity of natural areas and open space and recreational amenities to neighborhoods



UDO Section 8.4.6.A

P&Z



**HN-5.1.8.** Revise the UDO to promote green building practices to maximize energy efficiency, waste reduction, pollution prevention and occupant health.



2023 UDO Overhaul underway

P&Z

## Strategic Actions

### Transportation

	Status	Notes	Lead by	Supported by
<b>UDO Updates</b>				
<b>TR-1.1.3.</b> Create clear time frames for completion of all actions.		2024 Annual Progress Update	P&Z	All Departments
<b>TR-5.1.1.</b> Complete comprehensive plan.		Annual Progress & 5 Year Update	P&Z	All Departments
<b>Communication and Education</b>				
<b>TR-1.2.1.</b> Community development and engineering departments to review and document completed projects and review upcoming projects (for tracking of progress).		Capital Projects Dashboard & Development Dashboard	Eng, P&Z	
<b>TR-1.3.2.</b> Discuss and update residents about infrastructure projects in a mailed city publication.			Eng	C&PR
<b>TR-3.3.1.</b> Create materials and signage to alert drivers of the driver's shared responsibilities as a roadway user and that they must share the roadway with bicyclists.		Nickel Plate Trail Crossings & Community Education	Eng, P&Z	C&PR
<b>TR-3.3.3.</b> Raise awareness to the bicycling community of the bicyclists' responsibilities as a roadway user.			Eng	P&Z, DPW
<b>TR-3.3.4.</b> Create materials to alert residents how it is appropriate and lawful to use shared-use paths, bike lanes and sidewalks.			Eng	P&Z, DPW, C&PR
<b>TR-5.2.5.</b> Provide parking identification signage for public parking in urban areas.		2021 NPD On-Street public signsparking	P&Z	DPW, Eng
<b>TR-1.3.1.</b> Publicize the availability of Drive Fishers alerts.			P&Z	C&PR
<b>TR-4.1.2.</b> Assign a single point of contact for ADA and Title VI challenges in Fishers.		Ross Hilleary, Director of Planning & Zoning	P&Z	C&PR, Parks, DPW, Eng
<b>UDO Updates and Standards</b>				
<b>TR-5.1.2.</b> Update the UDO to encourage mixed-use designs and require connected bicycle, pedestrian and automotive networks. These standards must also support future public transit systems.		Connected Roadways & Pedestrian Paths required	P&Z, Eng	
<b>TR-4.2.2.</b> Study the feasibility of requiring universal transportation design standards or other emerging design standards within the City.			Eng	
<b>TR-8.1.4.</b> Evaluate the City's design standards to ensure infrastructure built by new development will have a long life span.			Eng	

## Strategic Actions

### Transportation

Status Notes Lead by Supported by

#### UDO Updates and Standards (continued)

**TR-8.2.2.** Require larger development projects to help improve the roadways at the time of construction.



UDO Section 8.3.1

P&Z, Eng

**TR-8.3.1.** Update the UDO to discourage the future use of cul-de-sacs in residential development to improve connectivity and reduce city expense when plowing roads.



UDO Section 8.3.2.10.

P&Z, Eng

**TR-9.2.2.** Update bicycle parking requirements in the UDO to encourage active transportation options in key areas and better address anticipated demand.



UDO Section 6.11.6.

P&Z

Eng



**TR-9.5.1.** Adopt low-impact (LID) development standards in the UDO.



P&Z

**TR-2.1.1.** Amend the UDO to limit the amount of cul-de-sacs in new development and require road connections to surrounding parcels and neighborhoods wherever possible.



UDO Section 8.2.3. Blocks & 8.3.2.B.10.

P&Z, Eng

**TR-2.1.2.** Amend the UDO to reduce allowable length of cul-de-sacs.



UDO Section 8.2.3.C.

P&Z

**TR-2.1.3.** Amend the UDO to require commercial developments to provide connections to adjacent properties.



UDO Section 6.11.3.F.

P&Z

**TR-2.2.3.** Amend UDO to require pedestrian connections between subdivisions during planning process and to adjacent uses wherever appropriate.



UDO Section 8.4.6.A

P&Z

**TR-2.2.5.** Design trails and sidewalks to allow space for pedestrians and cyclists to pass one another.



Shared Use Path & Greenway Design Standards

P&Z

**TR-2.3.1.** Require roadway designs that reduce the speed of through traffic.



Eng

P&Z

**TR-2.3.2.** Require new stub streets to have signage to notify adjacent homeowners a future roadway will connect.



UDO Section 8.3.2.11.

P&Z

Eng

**TR-5.3.2.** Require new development to provide bike and pedestrian facilities during the TAC review.



UDO Section 8.4.6.D.

P&Z, Eng

**TR-6.2.2.** Update design standards to require roadway and trail infrastructure that is thicker and lasts longer.



2021 Construction Detail Update

Eng

**TR-10.3.1.** Require development to incorporate stub streets and pedestrian connections.



UDO Section 8.3.2.11.

P&Z, Eng

## Strategic Actions

### Transportation

	Status	Notes	Lead by	Supported by
<b>Infrastructure – Pedestrian, Bicycle, Trails</b>				
<b>TR-7.1.1.</b> Prioritize filling gaps in the network before upgrading an existing sidewalk or path, when possible.		2023 Trails & Greenways Study	P&Z	DPW, Eng, Parks
<b>TR-7.1.1A.</b> Complete trail gap analyst.		2023 Trails & Greenways Study	P&Z	DPW, Eng, Parks
<b>TR-7.1.1B.</b> Prioritize trail gaps.		2023 Trails & Greenways Study	P&Z	DPW, Eng, Parks
<b>TR-7.1.1C.</b> Identify funding opportunities to start closing trail gaps.		2022 Next Level Trail funding	P&Z, Eng	
<b>TR-5.3.1.</b> Focus on creating key development nodes that provide a high standard of bicycle and pedestrian connectivity, such as in the Nickel Plate District, I06th Street corridor and Saxony District.		Nickel Plate District and NPT Plaza Completed in 2022	Eng, Parks	P&Z
<b>TR-9.1.1.</b> Locate key street corridors to provide bike connectivity with particular attention to creating continuous north-south and east-west routes with on-street and off-street options.		Nickel Plate Trail and Geist Greenway construction underway	Eng	P&Z, DPW
<b>TR-2.2.2.</b> Explore topic of Safe Routes with Hamilton Southeastern Schools and viability of working toward grant funding for infrastructure and non-infrastructure improvements to increase walkability within neighborhoods surrounding schools.		2023 Safe Routes to School (SS4A) Grant Awardee	P&Z, Eng	
<b>TR-2.2.6.</b> Study the I-69 and E I16th Street INDOT interchange to see how robust pedestrian amenities can be added or modified, connecting the Nickel Plate District on the west to Fishers District on the east.			Eng	P&Z
<b>TR-3.1.10.</b> Study the I-69 corridor specifically from Exit 205 (E I16th Street) to Exit 210 (Southeastern Parkway) as it relates to pedestrian connectivity over I-69.			Eng	P&Z
<b>TR-2.2.7.</b> Study and prioritize pedestrian connectivity on the east side of I-69 from 96th Street to E I21st and from I-69 to Cumberland.			Eng	P&Z
<b>TR-2.4.1.</b> Study an additional vehicular connection across the White River at key locations with adjoining municipal and county stakeholders.			Eng	P&Z
<b>TR-2.4.2.</b> Study pedestrian connectivity across the White River at key locations with adjoining municipal and county stakeholders		White River regional initiative (WRRIO) through the Indiana READI grant	Eng	P&Z, ED
<b>TR-3.1.2.</b> Expand and implement the Americans with Disabilities Act (ADA) Transition Plan.		2022 Next Level Trail funding	P&Z, Legal	Parks
<b>TR-3.1.8.</b> Investigate using raised crossings, pedestrian curb extensions and other traffic calming and pedestrian safety devices where high pedestrian travel is expected.		NPT raised crosswalks at Hauge, I06th, Fishers Pointe, South, North, Lantern, I26th, I31st, I41st Streets	Eng	P&Z

## Strategic Actions

### Transportation

Status Notes Lead by Supported by

#### Infrastructure – Pedestrian, Bicycle, Trails (continued)

**TR-4.3.1.** Retrofit existing intersections or install traffic calming where pedestrian travel is encouraged.



Raised Crosswalks at Cyntheanne Rd & Southeastern Pkwy Roundabout  
Eng, DPW P&Z

#### Infrastructure – streets and traffic

**TR-3.1.9.** Ensure that all primary and secondary arterial intersections are properly lit.



Eng, DPW P&Z

**TR-3.2.4.** Study the I-69 corridor specifically from Exit 205 (E 116th Street) to Exit 210 (Southeastern Parkway) as it related to vehicular connectivity both existing and proposed interchanges.



Eng, DPW P&Z

**TR-4.2.4.** Consider future transit facilities when upgrading infrastructure.



Eng, DPW P&Z

**TR-10.1.1.** Expand on the signal modernization system used on 116th Street and other major corridors where congestion is a primary concern, if necessary.



Eng, DPW

**TR-3.2.2.** Widen roadways with substandard lane widths.



**TR-3.2.3.** Inventory locations where sight distances may be impaired.



During the design/ review, Eng requires proper sight distance to be provided at intersections. On existing intersections, engineering is creating a catalog for purposes of improving.

Eng

**TR-3.1.1.** Replace stop sign controlled railroad crossings with gates and lights or pedestrian signals.



Nickel Plate Trail intersection improvements  
Eng,

#### Area planning and focused investment

**TR-5.4.1.** Prepare small area plans for the airport property, 116th Street at Allisonville Road, State Road 37 Corridor and Fall Creek Road at Brooks School Road.



2022 Allisonville Rd Corridor Study, SR 37 Improvements Plan, Airport Master Plan  
P&Z, ED Eng

**TR-5.4.2.** Update the master plan for the Nickel Plate District focusing on South Street.



Nickel Plate Trail intersection improvements  
Eng P&Z

**TR-5.4.3.** Study road connectivity and land use to create a safe, well connected road network for the eastern portion of Fishers.



Thoroughfare Plan Updated annually  
Eng P&Z

**TR-6.1.1.** Determine development nodes where reinvestment is needed and can aid economic development initiatives.



Fishers District, Life Science & Innovation Park, Allisonville Rd Corridor, NPD, Tech Park  
ED P&Z

**TR-6.1.2.** Invest in pilot projects to create momentum for private investment, redevelopment and public-private partnerships.



Fishers Test Kitchen, IoT Lab, Launch Fishers  
ED C&PR

## Strategic Actions

### Transportation

	Status	Notes	Lead by	Supported by
<b>Incorporating mobility best practices</b>				
<b>TR-9.5.3.</b> Provide a cost-benefit analysis to present information to the Fishers community and to the development community regarding cost comparisons of traditional design versus low-impact development alternatives.			P&Z,	ED
<b>TR-9.6.1.</b> Create best practices for EV Charging for multi-family and commercial developments.			P&Z	ED
<b>TR-9.6.2.</b> Update UDO to require EV Charging at commercial developments over a certain threshold and define minimum requirements for a EV charging facility.			P&Z	ED
<b>TR-9.6.3.</b> Be a resource for existing multi-family and destination commercial developments (Fishers District, TopGolf, etc.) by facilitating and connecting national EV networkers to existing developments.		Drive Clean Indiana Membership	P&Z	ED

## Strategic Actions

### Parks

	Status	Notes	Lead by	Supported by
<b>Improvements and upgrades to existing parks and trails</b>				
<b>PK-1.1.2.</b> Build new facilities as listed in the parks impact fee study.		Park Impact Fees updated in 2021, Geist Waterfront Park, Agripark, Fishers White River Park	Parks	ED, DPW
<b>PK-1.2.1.</b> Pursue feasibility of installing wi-fi, technologically interactive play areas and other amenities that allow users to collaborate and interact with each other and identify areas where this is possible.		Hub & Spoke and Fishers Parks Maker Playground	Parks	DPW, Health
<b>PK-5.1.2.</b> Provide additional lighting in parking lots, trail heads and around buildings that are used when the park is dark. Assess and prioritize where lighting improvements are needed.			Parks, DPW	Health
<b>PK-2.1.1.</b> Update the existing parks and recreation facilities plan based on new community data and incorporate into the Fishers 2040 Plan as one comprehensive document.			Parks	P&Z, DPW
<b>PK-1.4.2.</b> Continue to implement phase one of the City's ADA transition plan within the right-of-way and finalize phase two that incorporates all City facilities, policies and programming. Assess the financial need for implementation.		Also listed in Transportation	Parks, Eng	P&Z

## Strategic Actions

### Parks

Status Notes Lead by Supported by

#### Improvements and upgrades to existing parks and trails

**PK-7.1.3.** Provide a financial analysis of projected need to maintain park network and identify future revenue sources.



2021 Park Impact Fee Analysis

Parks

DPW

**PK-7.2.1.** Plant areas of indigenous plantings in some areas of the parks to reduce costs over time and to increase the natural areas in the park system.



Covered 2 acres of turf grass to native plantings at Cumberland Park. 200 native fruit and nut trees & shrubs planted at the AgriPark. Native plantings installed along NPT

Parks, DPW

**PK-7.2.2.** Proactively integrate environmentally sustainable best practices and products throughout the parks system such as recycling bins, solar lighting, composting, the use of rain barrels, and educational signage.



Rain Barrel & Composting programs at the Agripark & Fishers Recycling Events

Parks, DPW

P&Z

#### New parks, trails, and amenities

**PK-1.2.5.** Assess feasibility of a dog park.



Dog Park to be located at the Fishers Community Center

Parks

DPW

**PK-1.2.6.** Identify opportunities for a tranquility park to promote mental health.



Parks

**PK-1.3.1.** Implement the capital improvement projects as outlined in the bicycle and pedestrian master plan.



Also in Transportation

Eng

Parks, P&Z

**PK-1.3.1A.** Prioritize east and west trail connection to the Nickel Plate Trail.



Eng

Parks, P&Z

**PK-1.3.1B.** Prioritize city-wide connections that create a trail loop of the overall Parks network.



P&Z, Eng, Parks

**PK-1.3.1C.** Identify waterway connections between parks for kayak and canoeing opportunities.



White River Regional Initiative (WROI) through the IN READI grant. Coordinating with Hamilton County & Carmel on ped connection

Parks

P&Z, ED

**PK-3.1.2.** Develop a park to showcase LID and sustainable design to encourage the community to embrace sustainable practices.



Geist Waterfront Park, Fishers White River Park

Parks

P&Z

**PK-3.3.2.** Construct greenways and trail connections per the bicycle and pedestrian master plan to create a seamless network that links the city's natural amenities.







Nickel Plate Trail, Geist Greenway, Fall Creek Woods (Fall Creek Township Park)

Eng, Parks

P&Z

## Strategic Actions

### Parks








		Status	Notes	Lead by	Supported by
<b>Communication, wayfinding, and promotion</b>					
	<b>PK-4.1.1.</b> Create and install a consistent and vibrant wayfinding signage design for use in all the parks and along all the greenways.			Parks, P&Z	DPW, Health
	<b>PK-4.1.1.A.</b> Establish a phasing plan and budget for wayfinding signage.			Parks, P&Z	
	<b>PK-4.1.1.B.</b> Design a wayfinding signage system.			Parks	P&Z, C&PR
	<b>PK-4.1.2.</b> Create and install a park and greenways network map at all park locations to show the connections within the parks network. Consider cost savings opportunities such as in-house design and fabrication.			Parks, DPW	P&Z, C&PR, Health
	<b>PK-4.1.2.A.</b> Integrate relevant technology into park maps and signage such as QR codes, digital counts, trail mileage and minutes of travel time.			Parks	C&PR
	<b>PK-2.2.3.</b> Create a map and brochures that identifies ease of use or other fitness metrics (such as distance, terrain type, etc) for each facility within the bicycle and pedestrian network.		Ecotherapy and Trail Loop Map	Parks	P&Z, Eng, C&PR, Health
<b>Land acquisition</b>					
	<b>PK-2.1.2.</b> Acquire additional land for future parks that can be easily designed and developed to include a variety of both active and passive uses.		Geist Waterfront Park, Agripark, Fishers White River Park	Parks, ED	Health
	<b>PK-2.1.2A.</b> Inventory where private neighborhood parks currently exist in North Central Fishers and pursue feasibility of acquiring park land to incorporate into the overall parks network.			Parks, P&Z, Legal	DPW, Health
	<b>PK-2.1.2B.</b> Pursue acquisition of land off the Nickel Plate Trail for pocket park opportunities.		Hamilton East Public Library connection, NPT Plazas	Parks, ED, P&Z, Eng	Legal, Health
	<b>PK-3.3.1.</b> Acquire land along Geist Reservoir, the White River and creeks as prioritized in the land acquisition analysis.		Geist Waterfront Park, Agripark, Fishers White River Park	Parks	Health
	<b>PK-1.1.4.</b> Pursue the possibility of a fee-in-lieu payment option that developers can utilize to reduce their open space requirement. The fee could be used to acquire future parkland or improve conditions at existing parks.		UDO Section 6.9.3	P&Z	
	<b>PK-1.3.2.</b> Require residential developments adjacent to parks to provide a pedestrian link between the two.		UDO Section 8.4.6.	P&Z	Health

## Strategic Actions Parks

	Status	Notes	Lead by	Supported by
<b>Land acquisition (continued)</b>				
<b>PK-1.3.3.</b> Revise the City's Open Space Standards in section seven of the Unified Development Ordinance (UDO) to promote innovative open spaces that focus on quality and character by providing broader, creative standards and options during the development review process.	✓	Also in Land Use Section 8.2.6.	P&Z	
<b>Event space and programming</b>				
<b>PK-4.2.3.</b> Identify and design additional civic spaces within the parks that are conducive for events, festivals and other community gatherings.	☰	NPD Amp upgrades, Saxony Farmers Market	P&Z	DPW
<b>PK-4.2.4.</b> Determine need and potential locations for providing an indoor community recreation and events facility.	☰	2023 Fishers Community Center Announced	Parks, ED	P&Z
<b>PK-4.2.5.</b> Implement the priorities identified in the Fishers Art & Culture Master Plan in coordination with park design use and programming.	☰	See Fishers Arts & Culture Commission Section	Parks, P&Z	
<b>PK-4.2.5A.</b> Identify and promote available spaces for the performing arts community to rent or utilize.	☰	thisisfishers.com	Parks, C&PR	P&Z
<b>PK-4.2.5B.</b> Establish a City grant program under the Arts & Culture Commission to provide funding opportunities to the arts community.	🔄	FACC Grant program started in 2021. Awarded: \$46K in 2021 \$47K in 2022 \$50K in 2023	P&Z	
<b>PK-4.2.5C.</b> Pursue programming of multi-cultural events including music, food, etc.	☰	This is Fishers, Juneteenth Jubilee, & FACC Grants	P&Z	
<b>Partnerships</b>				
<b>PK-1.3.4.</b> Pursue the feasibility of implementing a bike share program within the parks network. Consider opportunities for a regional bike share program with adjacent municipalities.	☰	Coordinate with Hamilton County Tourism, Carmel, & Noblesville	P&Z	
<b>PK-2.2.2.</b> Partner with the City of Fishers Health Department to promote the parks system.	🔄	Culture of Health Ambassador position	Parks, Health	
<b>PK-3.3.3.</b> Partner with private organizations and businesses near natural amenities, such as Conner Prairie and the Indianapolis Sailing Club, to provide better access to natural features, enhance connections between the parks and greenways network and mitigate environmental impacts.	☰	White River regional Initiative (WROI) through the Indiana READI Grant, Conner Prairie & Carmel	Parks	Eng






## Strategic Actions

### Parks

	Status	Notes	Lead by	Supported by
<b>PK-6.1.3.</b> Explore consolidation of resources and management among city, county and township parks.			Parks	DPW
<b>PK-6.1.4.</b> Design and construct regional connections identified in the Bicycle and Pedestrian Master Plan.		Funding secured for NPT 96th Street Bridge	Eng	P&Z, Parks
 <b>PK-6.2.1.</b> Partner with the Central Indiana Land Trust to lease natural areas to offer public trails and interpretive education.			Parks	Legal, Health
<b>PK-6.2.4.</b> Identify other potential partners in the region to enhance the overall regional parks system.		White River regional initiative (WROI) through the Indiana READI Grant	Parks	
 <b>PK-6.2.5.</b> Partner with neighborhood organizations and homeowner associations to identify, digitize and track the privately owned and maintained parks within neighborhoods.			Parks, DPW	P&Z, C&PR, Health











## Maintenance Actions and Ongoing Policies

### Plan Management and Monitoring







	Status	Notes	Lead by	Supported by
<b>LU-3.3.1.</b> Continue to conduct a yearly statistical analysis of development to maintain accurate and up-to-date data on Fishers' growth.		P&Z Annual Report, 2021/22 Housing Needs Analysis & Strategy	P&Z, ED	P&I, BSG
<b>LU-3.3.2.</b> Periodically update the fiscal sustainability analysis to monitor the fiscal impact of land use and development decisions.		2021 Road, Bridge, and Park Impact Fee Analysis	Parks, ED, P&Z	
<b>TR-1.1.2.</b> Identify progress of the plan in the yearly statistical analysis of development.		P&Z Annual Report	P&Z	
Update the City's comprehensive plan every five years.		2021 Five Year Update	P&Z	All Departments
Provide an annual report on comprehensive plan progress to plan commission.			P&Z	

## Maintenance Actions and Ongoing Policies










### Housing and Neighborhoods

	Status	Notes	Lead by	Supported by
 <b>HN-1.1.1.</b> Create well-connected neighborhoods with safe and convenient access to key destinations such as employment nodes, adjacent neighborhoods, schools, and parks for pedestrians, cyclists and motorists.			Eng, P&Z	Health
 <b>HN-1.1.3.</b> Implement the infrastructure priorities of the Bicycle and Pedestrian Plan and the Transportation Plan to ensure connectivity is a priority in all new developments, redevelopment projects and when upgrades are completed in existing developments.		UDO Section 8.2.6.	Eng, P&Z	Health
<b>HN-2.1.6.</b> Require developers to identify the functions the open space will fulfill and how the design achieves each function. City staff will work with the developer to ensure these functions are met.		Example: Fishers District	P&Z	
<b>HN-3.1.1.</b> Upgrade infrastructure in older neighborhoods to current standards when infrastructure is repaired or replaced as outlined in the City's capital improvement plan and as immediate needs arise.			Eng, DPW	
<b>HN-3.1.3.</b> Assess existing housing stock and neighborhood infrastructure in older residential areas to determine priorities for municipal investment in repair, upgrade and/or replacement of aging infrastructure.			DPW	
 <b>HN-3.1.4.</b> Conduct outreach with residents and Home Owners Associations to inform and encourage maintenance of detention ponds, trails and both green and gray infrastructure.		Neighborhood Vibrancy Grant & Stormwater Grant	Eng, P&Z	
<b>HN-3.1.17.</b> Evaluate current methods of plan review and explore how to improve system to encourage innovative and high quality architecture and spaces.		Architectural Consulting Services Under-way	P&Z, ED	BSG, Eng, DPW, Fire













## Maintenance Actions and Ongoing Policies Housing and Neighborhoods

	Status	Notes	Lead by	Supported by
<b>HN-3.1.18.</b> Evaluate the mix of new housing developments and needs on a regular basis.		2021 / 22 Housing Needs Analysis & Strategy	P&Z, ED	
 <b>HN-4.1.1.</b> Integrate a variety of housing including affordable, senior living, apartments and single-family housing into redevelopment and infill development sites to enrich the diversity of housing choices within a given neighborhood.		2023 Housing Projects: - Marketplace Towns - Milford Park - Cove at Thorpe Creek - River Place	P&Z, ED	Health
 <b>HN-4.1.3.</b> Integrate universal design principles into development, whenever possible, and encourage options for aging in place, such as wide doorways, no step entryways and single story living.		2022 Housing Projects - Courtyards of Fishers	P&Z	P&I, BSG, Health
<b>PK-4.2.6.</b> Continue to promote art with redevelopment in the Nickel Plate District.		Fairway Mortgage Sculpture, NPT Murals, HEPL Trail Connection	P&Z	ED, Parks, C&PR

## Maintenance Actions and Ongoing Policies Transportation

	Status	Notes	Lead by	Supported by
<b>TR-1.1.1.</b> Provide periodic project status updates for the capital improvement plan to the City Council Finance Committee and update the Thoroughfare Plan at least every five years.			Eng	
<b>TR-2.2.1.</b> Utilize and prioritize greenways along creeks and other waterways to provide pedestrian and bicycle connections.			P&Z, Eng	Parks
<b>TR-2.2.4.</b> Construct bicycle and pedestrian infrastructure that connects to surrounding communities and civic centers.		Nickel Plate Trail, Geist Greenway	Eng, DPW	P&Z
<b>TR-3.1.3.</b> Continue to study areas where the City's roadway network could be improved.			Eng	DPW
<b>TR-3.1.4.</b> Address bike and pedestrian facilities when reviewing roadway designs.			Eng	P&Z
<b>TR-3.1.5.</b> Secure funding for maintenance of existing bicycle and pedestrian facilities and bring existing facilities up to the latest design standards where necessary.		2021 Road, Bridge, and Park Impact Fee Update	Eng, Parks	P&Z
<b>TR-3.1.6.</b> Annually review police department crash data to determine areas which may need additional safety improvements.			Eng, PD	
<b>TR-3.1.7.</b> Regularly repaint pedestrian crossing markings.			DPW	Eng
<b>TR-3.2.1.</b> When expansion projects are completed, widen lanes to modern widths to improve safety.			Eng	

## Maintenance Actions and Ongoing Policies Transportation

	Status	Notes	Lead by	Supported by
<b>TR-3.3.2.</b> Create materials to educate motorists on new intersection and roadway designs, as needed.		Nickel Plate Trail Website	Eng	C&PR
<b>TR-3.3.5A.</b> Annually update the bicycle and pedestrian map and promote the interactive map.		Fishers Public Trail Routes	Eng, P&Z	IT, C&PR
<b>TR-4.2.1.</b> Continue to review all developments and infrastructure projects at the Technical Advisory Committee (TAC) to ensure compliance with accessibility standards.			P&Z, Eng, DPW, Fire, PD	
<b>TR-4.2.3.</b> Train City employees on the use of modern design standards.			P&Z, Eng	DPW
<b>TR-4.3.2.</b> Ensure that crosswalk locations are clearly marked and maintained per city standards.			Eng, DPW	
<b>TR-5.2.1.</b> Integrate planned paths, sidewalks and greenways into road projects.			Eng	P&Z
<b>TR-5.2.2.</b> Promote roadway connectivity to reduce trips on arterial roadways.		UDO Section 8.2.5.D.	Eng, P&Z	
<b>TR-5.2.3.</b> Continue to review all development and infrastructure projects at TAC to allow all resource agencies and City departments an opportunity for input.			Eng, P&Z, Fire, DPW	Fire, PD
<b>TR-5.2.4.</b> Provide trailheads including parking areas for people to use trails.		Partnership with Fairway Mortgage, Hub & Spoke, YMCA	Eng, P&Z	DPW, Parks
<b>TR-6.2.1.</b> Pursue grants to leverage local dollars for larger improvement.		2021/22 Awarded Grant: Next Level Trail	Controller, Eng, P&Z	
<b>TR-6.2.3.</b> Ensure that infrastructure is installed properly.		Required inspections for new development	Eng, DPW	
<b>TR-7.1.2.</b> Ensure that funding is secured for long-term maintenance of roads, paths and sidewalks.		2021 Road, Bridge, and Park Impact Fee Update		
<b>TR-7.2.1.</b> During review of all projects at the TAC, ensure the project aligns with the comprehensive plan and Thoroughfare Plan, including the Bicycle and Pedestrian Master Plan.		UDO Section 8.2.6	Eng, P&Z	
<b>TR-8.1.1.</b> Continually update the list of capital improvements projects.			Eng	
<b>TR-8.1.2.</b> Include path and sidewalk maintenance in the capital improvements projects list.			Eng	
<b>TR-8.2.1.</b> Ensure developments are dedicating adequate right-of-way through TAC based on the Thoroughfare Plan.		UDO Section 8.3.1.	Eng	











## Maintenance Actions and Ongoing Policies

### Transportation

	Status	Notes	Lead by	Supported by
 <b>TR-8.3.2.</b> Recognize which spaces will be lost in a parking lot due to piling snow in the winter through the TAC process.			Eng, DPW	P&Z
<b>TR-8.3.3.</b> Design infrastructure to limit damage to snow plows when providing pedestrian crossings and curbs.			Eng, DPW	
<b>TR-9.2.1.</b> Continue to provide bicycle parking at City events, such as the concert series and movie nights.			DPW, Parks	
<b>TR-9.4.1.</b> Update the Thoroughfare Plan every five years at a minimum to reflect the current design standards and the needs of the community.			Eng	P&Z
<b>TR-9.5.4.</b> Be a resource for the local development community to inform on new standards and receive input.			Eng	
<b>TR-10.2.1.</b> Identify regular bottle necks by gathering data at congested areas in the existing system and prepare plans to mitigate the congestion.			Eng	
<b>TR-10.3.2.</b> Minimize disruptions to traffic during improvement projects.			Eng	DPW




























## Maintenance Actions and Ongoing Policies

### Parks

	Status	Notes	Lead by	Supported by
<b>LU-3.2.2.</b> Assess potential locations for future public access to Geist waterfront.		Geist Waterfront Park	Parks	
 <b>PK-1.1.1.1.</b> Create innovative spaces and amenities that activate parks during the winter season, including but not limited to sledding hills, ice skating rinks and holiday installments.		Flat Fork Creek Park, Hub & Spoke, Arts & Municipal Complex	Parks	DPW, Health
 <b>PK-1.1.1.3.</b> Use art to activate the park spaces by creating interactive art, environmental art and other art pieces into existing and future parks. The art should fit within the context and culture of the surrounding area, yet be creative and vibrant.		Brooks School Art Wall, Nickel Plate Trail Murials	Parks, P&Z	Health
 <b>PK-1.2.2.</b> Promote recreational opportunities through geocaching and other trending activities.			Parks	Health
 <b>PK-1.2.3.</b> Design parks to allow for areas to be repurposed to meet the evolving needs and preferences of the diversifying demographic.		Pickleball Courts at Cytheanne Park & Holland Park	Parks	Health
<b>PK-1.2.4.</b> Maintain awareness of local and national park trends, technological advances and best practices to ensure a state of the art park system.			Parks	

## Maintenance Actions and Ongoing Policies

### Parks







	Status	Notes	Lead by	Supported by
 <b>PK-1.4.1.</b> Encourage that all new parks and park redevelopment incorporate innovative designs and facilities that go above and beyond existing ADA requirements in order to celebrate Fishers' inclusive culture, such as sensory gardens and wheelchair accessible swing sets.		Accessible swings installed at Holland Park, incorporating accessible features into the NPT, sensory hours, Nickel Plate Trail, Geist Waterfront Park	Parks	P&Z, Health
 <b>PK-1.4.3.</b> Incorporate universal design principals in the development and redevelopment of parks.		Redesign of Pavilion, NPD Amp, Agripark, Geist Waterfront Park	Parks	P&Z, Health
<b>PK-2.1.3.</b> Regularly assess usage of park facilities and fields to understand community needs.		Redesign of Pavilion, NPD Amp, Agripark, Geist Waterfront Park	Parks	
<b>PK-2.1.2.</b> Acquire additional land for future parks that can be easily designed and developed to include a variety of both active and passive uses.		Agripark, Geist Waterfront Park, Fishers White River Park	Parks	ED
 <b>PK-2.2.1.</b> Install facilities and amenities that encourage exercise including but not limited to paved trails, outdoor fitness equipment and athletic fields.		Nickel Plate Trail, variety of athletic fields including pickleball courts, and paved trails	Parks	DPW, Health
 <b>PK-2.2.2.</b> Promote the benefits of the parks system and healthy living.		Programs like Ecotherapy, Keep Fishers Beautiful	Parks	C&PR, Health
 <b>PK-3.2.1.</b> Train staff on best practices for the installation and maintenance of sustainable products and practices to optimize their effectiveness and longevity.			Parks, DPW	
 <b>PK-3.2.2.</b> Monitor the use of sustainable products and practices to assess their effectiveness and refine best practices.		Composting at the Agripark, smart water meters to reduce water usage, electric mowers	Parks, DPW	P&Z, Eng
  <b>PK-3.2.3.</b> Incorporate and maintain native plantings and no mow areas into the parks, as appropriate.		DPW identified 23 acres of HSE Schools property to mow less frequently	Parks	C&PR
  <b>PK-3.2.4.</b> Support opportunities for citizen involvement in environmental sustainability, such as providing more opportunities for recycling at city events and around the community.		Keep Fishers Beautiful, Rain Barrels and Composting Programs	C&PR, Parks, DPW	P&Z, Health
  <b>PK-3.3.4.</b> Preserve mature trees and the city's tree canopy through policy requirements, incentives and other innovative measures.		AgriPark Tree Nursery, Neighborhood Matching Grant	P&Z, DPW	Parks, IT, Health
 <b>PK-3.3.5.</b> Inventory, monitor and track health of the city's trees and endangered species.		DPW maintains a tree inventory as part of its accreditation status	Parks, P&Z	
 <b>PK-4.2.1.</b> Incorporate landmark elements within the parks that convey Fishers' unique sense of place.		Brooks School Art Wall, Nickel Plate Trail Murals	Parks, P&Z	Health

## Maintenance Actions and Ongoing Policies

### Parks

	Status	Notes	Lead by	Supported by
 <b>PK-4.2.2.</b> Partner with business community leaders and the arts community to install public art in parks.		Brooks School Art Wall, Nickel Plate Trail murals	Parks, P&Z	Health
 <b>PK-5.1.3.</b> Design parks to minimize areas which are visually isolated from the public view.			Parks, PD	Health
 <b>PK-5.1.4.</b> Work with neighborhood organizations and homeowner associations to engage residents to help monitor and maintain their local parks.		Park Watch, Neighborhood Vibrancy Grant	C&PR, PD	P&Z, Health
<b>PK-5.2.1.</b> Strategically patrol parks, particularly during large events and after dark.			PD	
<b>PK-5.2.2.</b> Prepare an annual assessment the record of incidents in each park to evaluate whether park rangers are warranted or if adjustments in the amenities and facilities are needed to enhance public safety.		White River regional Initiative (WRRIO) through the Indiana READI Grant	Parks, PD	
 <b>PK-6.1.1.</b> Collaborate with adjacent municipalities to identify opportunities to enhance accessibility to regional park assets such as Indianapolis' mountain bike trails at 96th Street and Allisonville Road or the White River Park in Noblesville.		White River regional Initiative (WRRIO) through the Indiana READI Grant	ED, Parks, Eng	Health
 <b>PK-6.1.2.</b> Collaborate with Hamilton County and adjacent counties and local townships to identify opportunities for partnerships that support the regional park system.			Parks	Health
 <b>PK-6.2.2.</b> Partner with Hamilton County Tourism Inc to actively participate in regional tourism initiatives that promote the park system.			Parks, C&PR	Health
 <b>PK-6.2.3.</b> Partner with the regional healthcare network and the Health Department to spread awareness of the parks network and benefits of using parks.			Parks, Health	
<b>PK-6.2.6.</b> Partner with the Fishers Parks Foundation to coordinate fundraising, grant applications and other park initiatives.			Parks	
 <b>PK-6.2.7.</b> Continue collaboration with Hamilton Southeastern School District to provide educational and recreational opportunities and maintain open space.		HSE teacher and programs at AgriPark, Hub & Spoke, Nature First at Ritchey Woods, City Hall Fieldtrips, & Box City	Parks	C&PR, P&Z, Health
 <b>PK-7.1.1.</b> Collaborate with the business community and service clubs to identify opportunities for donations to help sustain the level of service.			Parks, C&PR	
<b>PK-7.1.2.</b> Liaise with other innovative municipalities to determine successful ventures which may work in Fishers.			Parks, DPW	

## Maintenance Actions and Ongoing Policies Parks

	Status	Notes	Lead by	Supported by
 <b>PK-7.1.4.</b> Utilize the volunteer community within Fishers to coordinate regular beautification and maintenance events within the parks network.		Volunteer Fishers and Vounteer Coordinator	C&PR	Health, Parks
 <b>PK-7.2.3.</b> Assess the success of these products and practices to ensure they are achieving the desired outcomes.			Parks, C&PR	BSG
 <b>PK-7.2.4.</b> Pursue grant funding for sustainable products and programs.		2022 IDEM Community Recycling Grant received for AgriPark composting program and com- posting tumblers	P&Z, Eng, Parks, DPW	Controller

# FISHERS ENVIRONMENTAL WORKING GROUP

The Fishers Environmental Working Group (EWG) is a group of governmental department representatives and non-governmental stakeholder representatives all working together to help the City of Fishers be more prepared for the impacts of climate change. These departments include the Mayor's Office, Fishers Parks, Engineering, Planning and Zoning, Public Works, Hamilton Southeastern Schools, and more. While warmer temperatures, increased extreme heat events, and increased rainfall will become more and more prevalent issues, mitigation is necessary, and the City of Fishers wants to be at the forefront of climate action (IN CCIA Report).



Action Items with this symbol throughout Fishers 2040 are noted as contributing Action Items to the City's ongoing Environmental Working Group.

Formed in 2021, this collaborative group strives to shape a vision for what the City of Fishers can and should do to support environmental sustainability and resiliency. Meeting quarterly, this group assesses internal and external operations of the city to see how Fishers as a municipality can be more sustainable. The EWG focuses on the sustainable actions listed in the Fishers 2040 Comprehensive Plan including Land Use, Housing & Neighborhoods, Transportation, and parks. This is all to promote clean energy and electric vehicles, preserve flood capacity, improve biodiversity, and supply additional methods of waste management to reduce greenhouse gases in the atmosphere and play our city's part in mitigating climate change.

While warmer temperatures, increased extreme heat events, and increased rainfall will become more and more prevalent issues, **mitigation is necessary**, and the **City of Fishers wants to be at the forefront of climate action.**

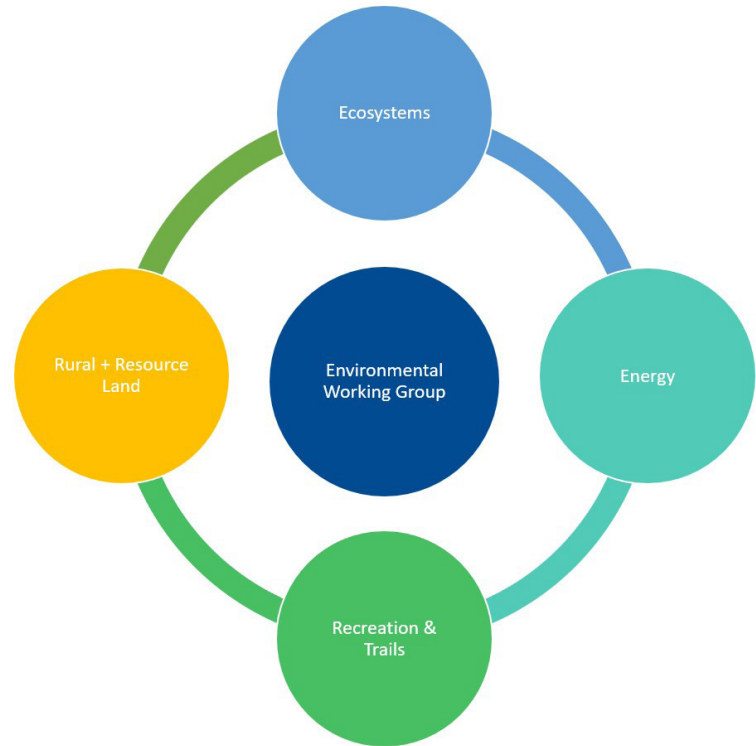


The new DPW trailer that houses the two battery-powered lawn mowers, Spring 2022.

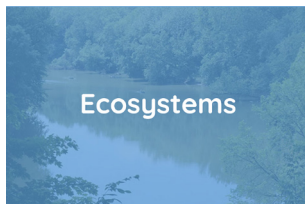
The Fishers Environmental Working is broken into four subgroups that encompasses the various governmental departments and non governmental stakeholders which are:

- Ecosystems
- Energy
- Recreation + Trails and
- Rural + Resource Lands

Structure and objectives are based from the Regional Open Space Strategy (ROSS) Green Futures Research and Design Lave of the



The structure of the Fishers Environmental Working Group includes four subgroups.



Ecosystems

Maintain and restore resilience to ecosystems and habitats at multiple scales in the face of a changing climate. Integrate human activities more closely with natural processes; support active resource-based economies; contribute to the identity and health of the region.



Energy

Serve an economic function by attracting investment decisions, businesses and people, and support community development efforts as a consideration in all new construction and development. Development should be designed to include and prepare for energy efficient factors.



Recreation + Trails







Create accessible opportunities for recreation and support better mobility by linking parks, open spaces, and community destinations. Conserve energy, reduce green house gas emissions, and maintains biodiversity through habitat conservation and restoration.



Rural + Resource Lands

Maintain a diverse and resilient landscape of rural and resource lands owned and operated by those that live in or are connected to the city. This landscape provides the food, resources, and ecosystem services we need and preserves our legacy for future generations.

### Action Status







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### Strategic Actions

#### Future Land Use













Status      Notes      Lead by      Supported by

	<b>PK-3.3.6.</b> Update the UDO to include standards for protection of lands designated on the open space overlay in the future land use map.			P&Z	
	<b>LU-3.2.4.</b> Study land uses along waterway and other natural resources for environmental protection		New city park along the White River	P&Z	Parks, Eng, Health
	<b>LU-3.4.1.</b> Identify potential changes to land use policies that would improve environmental sustainability and public health.		Solar Panels permitted per UDO, EV Charging Stations required for Multi-Family Developments.	P&Z	

### Strategic Actions

#### Housing & Neighborhoods











Status      Notes      Lead by      Supported by

	<b>HN-5.1.5.</b> Develop a set of best practices the City should pursue to conserve and protect Fishers' natural systems.			P&Z, DPW, Parks	
	<b>HN-5.1.6.</b> Monitor emerging trends in energy technologies to assess whether new products or practices could help to optimize resource management in Fishers.		Drive Clean Indiana Green Fleet Analysis	DPW, BSG	P&Z
	<b>HN-5.1.3.</b> Revise the UDO to encourage the use of low impact development (LID) practices in the design, construction and maintenance of residential neighborhoods, redevelopment sites and in mixed use areas.		LID is also mentioned in Transportation	P&Z	Eng
	<b>HN-2.1.4.</b> Provide an option to lower the overall percentage of open space required in a specific development if it is activated with multiple elements such as public art, recreational amenities, environmental best practices and facilities which promote social interaction for all ages and abilities.		UDO Section 6.15.2. Public Art 25% Open Space Reduction option	P&Z	
	<b>HN-3.1.2.</b> Revise the standards in the UDO to ensure the use of quality building materials and construction practices.			P&Z	
	<b>HN-5.1.8.</b> Revise the UDO to promote green building practices to maximize energy efficiency, waste reduction, pollution prevention and occupant health.			P&Z	

## Strategic Actions

### Transportation











Status Notes Lead by Supported by

	<b>TR-8.1.4.</b> Evaluate the City's design standards to ensure infrastructure built by new development will have a long life span.			Eng	
	<b>TR-9.5.1.</b> Adopt low-impact development (LID) standards in the UDO.			P&Z	
	<b>TR-9.6.1.</b> Create best practices for EV Charging for multi-family and commercial developments.			P&Z	
	<b>TR-9.6.2.</b> Update UDO to require EV Charging at commercial developments over a certain threshold and define minimum requirements for a EV charging facility.			P&Z	
	<b>TR-9.6.3.</b> Be a resource for existing multi-family and destination commercial developments (Fishers District, TopGolf, etc.) by facilitating and connecting national EV networkers to existing developments.		Drive Clean Indiana Membership	P&Z	

## Strategic Actions

### Parks

Status Notes Lead by Supported by

	<b>PK-7.2.1.</b> Plant areas of indigenous plantings in some areas of the parks to reduce costs over time and to increase the natural areas in the park system.		Covered 2-acres of turf grass to native plantings at Cumberland Park. 200 native fruit and nut trees and shrubs planted at the AgriPark. Native plantings installed along Nickel Plate Trail.	Parks, DPW	
	<b>PK-7.2.2.</b> Proactively integrate environmentally sustainable best practices and products throughout the parks system such as recycling bins, solar lighting, composting, the use of rain barrels, and educational signage.		Rain Barrel & Composting programs at the Agripark & the Fishers Recycling Events	Parks, DPW	P&Z
	<b>PK-6.2.1.</b> Partner with the Central Indiana Land Trust to lease natural areas to offer public trails and interpretive education.			Parks	Legal
	<b>PK-3.1.2.</b> Develop a park to showcase LID and sustainable design to encourage the community to embrace sustainable practices.		Geist Waterfront Park, park along the White River	Parks	P&Z
	<b>PK-6.2.5.</b> Partner with neighborhood organizations and homeowner associations to identify, digitize and track the privately owned and maintained parks within neighborhoods.			Parks, DPW	P&Z, C&PR



## Maintenance Actions and Ongoing Policies

### Housing and Neighborhoods

	Status	Notes	Lead by	Supported by
 <b>HN-3.1.4.</b> Conduct outreach with residents and Home Owners Associations to inform and encourage maintenance of detention ponds, trails and both green and gray infrastructure.		Neighborhood Vibrancy Grant & Stormwater Grant	Eng, P&Z	
















## Maintenance Actions and Ongoing Policies

### Transportation

	Status	Notes	Lead by	Supported by
 <b>TR-9.5.4.</b> Be a resource for the local development community to inform on new standards and receive input.			Eng	

## Maintenance Actions and Ongoing Policies

### Parks

	Status	Notes	Lead by	Supported by
 <b>PK-3.2.1.</b> Train staff on best practices for the installation and maintenance of sustainable products and practices to optimize their effectiveness and longevity.			Parks, DPW	
 <b>PK-3.2.2.</b> Monitor the use of sustainable products and practices to assess their effectiveness and refine best practices.		Composting at Agripark, smart water meters to reduce water usage, electric mowers	Parks, DPW	P&Z, Eng
 <b>PK-3.2.3.</b> Incorporate and maintain native plantings and no mow areas into the parks, as appropriate.		DPW identified 23 acres of HSE Schools property to mow less frequently.	Parks	C&PR
 <b>PK-3.2.4.</b> Support opportunities for citizen involvement in environmental sustainability, such as providing more opportunities for recycling at city events and around the community.		Keep Fishers Beautiful, Rain Barrel and Composting Programs	C&PR, Parks, DPW	P&Z
 <b>PK-3.3.4.</b> Preserve mature trees and the city's tree canopy through policy requirements, incentives and other innovative measures.		Agripark Tree Nursery, Neighborhood Vibrancy Grant	Parks, P&Z	DPW
 <b>PK-3.3.5.</b> Inventory, monitor and track health of the city's trees and endangered species.		DPW maintains a tree inventory as part of its accreditation status	P&Z, DPW	Parks, IT
 <b>PK-7.2.3.</b> Assess the success of these products and practices to ensure they are achieving the desired outcomes.			Parks, C&PR	BSG
 <b>PK-7.2.4.</b> Pursue grant funding for sustainable products and programs.		2022 IDEM Community Recycling Grant received for Agripark composting program and composting tumblers	P&Z, Eng, Parks, DPW	Controller

# FISHERS ARTS & CULTURE COMMISSION

The City of Fishers Common Council established the Fishers Arts & Culture Commission (FACC) with the purpose to “assist the City in becoming a community in which arts and cultural activities are recognized as vital components of community life, valued and promoted for their economic benefits, and represent an integral part of establishing a vibrant community and lifelong learning”.



Created in 2021, the FACC Grant Program has awarded over \$92,000 to 28 projects.



The “I in Fishers” by Rachel Kavathe was the Commission’s first ribbon cutting in 2019.

## Fishers Arts & Culture Commission Vision

“To reflect both what the community is today and what it hopes to be in the future... a **smart, vibrant** and **entrepreneurial** city energized by and experienced through Arts, Architecture, and Culture.”

## Core Values



**INCLUSIVE.**



**COLLABORATIVE.**



**AUTHENTIC.**



**INNOVATIVE.**









**ENGAGING.**



**EDUCATIONAL.**



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### Big Hairy Audacious Goals

#### Long Term / Big Picture Goals

	Status	Notes	Lead by	Supported by
<b>FACC-1.1.1.</b> Create a center for Arts and Culture in Fishers that is a iconic location for residents and visitors		2022 Arts & Municipal Complex	C&PR, Parks	
<b>FACC-1.2.1.</b> Incorporating arts and culture experiences into the expansion of trails in Fishers		HEPL, Fairway (Techway), NPT Murals	Parks, P&Z	

“Create center for Arts and Culture in Fishers that is a iconic location for residents and visitors” — Where are we now?

In Fall 2021 The City of Fishers sent out a Request for Qualifications/Proposals for a new combined city hall and arts and culture center, lifting the arts and culture desires from the community center, and relocated them downtown in the heart of Fishers with a new combined multi-use facility.





In April 2022 renderings of the facility were presented to the community with an intended opening in Spring 2024.

“Incorporating arts and culture experiences into the expansion of trails in Fishers” — Where are we now?

In May 2019 the City unveiled the Nickel Plate Trail Master Plan. Slated itself to be a 2040 goal, it helped the community see the game-changing ability of a linear park through our community. In July 2021 The Commission cut the ribbon on the first art installation funded, a mural along the trail. Slated for install in Spring 2023 will be the second co-funded project as part of the Hamilton East Public Library’s \$15M renovation, and a commission funded at the Techway Trailhead.

### S.M.A.R.T. Goals

#### Specific, Measurable, Achievable, Relevant and Time-Bound Goals

	Status	Notes	Lead by	Supported by
<b>FACC-2.1.1.</b> Support at least successful cultural community event and attempt at gaining regional media recognition			FACC	P&Z, Parks, C&PR
<b>FACC-2.2.1.</b> Identify Funding for arts and cultural invitations including:				
<b>FACC-2.2.2.</b> Advocating for increasing the \$50,000 that the Commission receives from City Council			P&Z	
<b>FACC-2.2.3.</b> Promoting other sources of funding for creative and cultural leaders			P&Z	
<b>FACC-2.2.4.</b> Ensuring funding of maintenance for existing public art		Maintenance Program started in 2022	FACC	P&Z

## S.M.A.R.T. Goals

Specific, Measurable, Achievable, Relevant and Time-Bound Goals

	Status	Notes	Lead by	Supported by
<b>FACC-2.3.1.</b> Diversify the City’s methods of outreach to support the Commission’s events and work	☰		FACC, P&Z	C&PR
<b>FACC-2.3.2.</b> Are we harnessing all methods of outreach to our underrepresented communities?	☰		FACC	P&Z
<b>FACC-2.3.3.</b> Prior to the 2023 Grant Cycle, identify non-social media ways of communicating past projects and the opportunities they created	☰		P&Z	FACC
<b>FACC-2.3.4.</b> Devise a way to showcase how Planning, C&PR, and Parks intercommunicate with non-profits and grant awardees to make sure they are getting the best opportunity to support their project	☰		FACC, P&Z	C&PR, Parks
<b>FACC-2.4.1.</b> Aggregate data from 2021 and 2022 Grant Cycles to make strategic changes to future events and experiences and;	☰		P&Z	
<b>FACC-2.4.2</b> Create Key Performance Indicators (KPIs) for: <ul style="list-style-type: none"> <li>1. Engagement</li> <li>2. Financial Impact</li> <li>3. Qualitative Impact</li> </ul>	☰		FACC	P&Z



In Summer 2021 the FACC cut the ribbon on the first art installation funded by the Commission along the NPT, “Blazing the Trail” by Terre Haute artist Becky Hochhalter.

# FISHERS ADVISORY COMMITTEE ON DISABILITY

In 2012 the ADA Citizens Task Force was formed to inform staff with accessibility priorities as a requirement of the then Town’s ADA Transition Plan. In 2016 the City recognizes the first March Disability Awareness Month in Fishers and in 2017 was renamed the Fishers Advisory Committee on Disability (FACD) and received the Champions of Inclusion Award from the Indiana Governor’s Council for People with Disabilities in recognition of their efforts.

In February 2022 the City of Fishers City Council codified the Fishers Advisory Committee on Disability with Ordinance No. 022122A. The Committee shall be comprised of nine (9) voting members appointed by the Mayor who are Fishers residents that are at least one of the following: professionals in advocacy, inclusion and service to people with disabilities within the City, people experienced with facing unique challenges by living with a disability as defined by the ADA, an HSE School’s Division of Exceptional Learners employee, a family member or caretaker of an individual living with a disability, a local employer who actively employes a person/people with disabilities, and the City ADA Coordinator.



March Disability Awareness Month has been celebrated in Fishers since 2016.









The Ally Toolkits distributed in March highlight inclusion of residents of all abilities.

## The Fishers Advisory Committee on Disability is to...

“assist the City in becoming a community where **inclusion of all abilities** is recognized as a **key component to our vibrancy**; where persons of all abilities are recognized as **vital members of our community**; and where businesses, organizations, residents, and various stakeholders come together to **establish priorities and strategies to address the various challenges** and needs facing the disability community.”

– City of Fishers Ordinance No. 022122A and Chapter 32.62 of the City Code











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### Duties, Powers & Procedures

The Committee may and shall perform the following:

	Status	Notes	Lead by	Supported by
<p><b>FACD-1.1.1.</b> Provide Strategic Direction and Guidance for March Disability Awareness Month (MDAM) including:</p> <ul style="list-style-type: none"> <li><b>FACD-1.1.3.</b> MDAM Kickoff Event</li> <li><b>FACD-1.1.4.</b> My Point of View (MPOV) Day</li> <li><b>FACD-1.1.4.</b> Ally Toolkits</li> </ul>	  	<p>2022 MDAM Highlights</p> <ul style="list-style-type: none"> <li>- 200 Toolkits</li> <li>- 83 MPOVD participants</li> <li>Annual Kickoff with Darcy Keith</li> <li>- 4 Awards</li> <li>7 Events in March</li> </ul>	FACD	City Staff (Planning & Zoning [P&Z], Community & Public Relations [C&PR] and Parks)
<p><b>FACD-1.2.1.</b> Provide Strategic Direction and Guidance of the following:</p> <ul style="list-style-type: none"> <li><b>FACD-1.2.2.</b> Fishers ADA Transition Plan</li> <li><b>FACD-1.2.3.</b> Any similar programming created by the City</li> </ul>	 	Complete an Accessible Housing Report	City Staff (P&Z)	FACD
<p><b>FACD-1.3.1.</b> Represent the diverse needs and interests of the people with intellectual and development disabilities in the City</p>		FACD Quarterly Meetings	FACD	City Staff (P&Z)
<p><b>FACD-1.4.1.</b> Review and provide feedback on the City's current services, policies, and practices</p>		Community Engagement & Community Event Updates	City Staff (C&PR, Parks)	FACD
<p><b>FACD-1.5.1.</b> Provide informed input on the development and assessment of future City projects and services that impact people with intellectual and developmental disabilities</p>			City Staff (P&Z, Parks)	FACD
<p><b>FACD-1.6.1.</b> Work in partnership with local area employers and community partners to increase employment and meaningful work opportunities of people with intellectual and developmental disabilities in the City</p>		Partner with OneZone on Luncheons and area employers	FACD	
<p><b>FACD-1.7.1.</b> Collaborate with disability stakeholders, community partners and city leaders to foster a culture of inclusivity and enrich the lives of individuals with intellectual and developmental disabilities and their families</p>		Add events to ThisIsFishers.com and submit blog post ideas highlighting inclusivity	FACD	City Staff (C&PR)

# FISHERS ARMED SERVICES COMMISSION

In January 2022 the City of Fishers City Council created the Fishers Armed Services with Ordinance No. I2202I. The purpose of the commission shall further assist the City's efforts of becoming a community where military service is honored and recognized as a key component to our vibrancy. This includes military services being incorporated and promoted in programming, policy decisions, and protocols and to ensure that recognition and appreciation towards military services is woven throughout the community and understood as a critical component to the community's sense of place. Those serving, those who have served, those desiring to serve, and our entire community that enjoys our daily freedom, will be positively impacted by the Commission.

The Commission shall be comprised of eleven (11) members appointed by the Mayor. Seven (7) shall be service-connected residents of Fishers, with five (5) of them being veterans or individuals currently serving in our Armed Forces. The remaining four (4) members shall be, one (1) nominated by the American Legion Post 470, one (1) nominated by the OneZone Chamber of Commerce, and two (2) nominated from the Superintendent of HSE Schools, one faculty member and one student, all who will have two-year terms.



The Gold Star Families Memorial Monument located at the Central Green.









The Commission oversees the City's Veteran's Day and Memorial Day services.

## The Fishers Armed Services Commission shall...

"...further assist the City's efforts of becoming a community where **military service is honored and recognized as a key component to our vibrancy**; where military service is incorporated and **promoted in programming, policy decisions, and protocols**; and to ensure that recognition and appreciation towards **military service is woven throughout the community** and understood as a critical component to the community's sense of place."

— City of Fishers Ordinance No. I2202I and Chapter 32.110 of the City Code














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### Duties, Powers & Procedures

The Commission may and shall perform the following:

	Status	Notes	Lead by	Supported by
<p><b>FASC-1.1.1.</b> Provide Strategic Direction and Guidance of the following:</p> <ul style="list-style-type: none"> <li><b>FASC-1.1.2.</b> Hometown Help for Heroes Program</li> <li><b>FASC-1.1.3.</b> Gold Star Memorial</li> <li><b>FASC-1.1.4.</b> Veteran Light Pole Banner Program</li> <li><b>FASC-1.1.5.</b> Honor a Hero Brick Paver Program</li> <li><b>FASC-1.1.6.</b> Special Events (Veteran’s Day, Memorial Day, etc.)</li> <li><b>FASC-1.1.7.</b> Any similar programming created by the City</li> </ul>	     	<p>2021 - Gold Star Memorial installed at Central Green</p> <p>Annual improvements and higher attendance at Special Events</p>	Fishers Armed Services Commission (FASC)	City Staff
<p><b>FASC-2.1.1.</b> Develop events or programs that:</p> <ul style="list-style-type: none"> <li><b>FASC-2.1.2.</b> Provide meaningful interactions related to honoring, recognizing, and celebrating military service and the community</li> <li><b>FASC-2.1.3.</b> Expand the vibrancy that accompanies armed forces recognition to individuals not currently participating in this aspect of the community.</li> </ul>	 		FASC	City Staff
<p><b>FASC-3.1.1.</b> Develop outreach initiatives to:</p> <ul style="list-style-type: none"> <li><b>FASC-3.1.2.</b> Establish a listing of veteran’s and family currently serving in our community</li> <li><b>FASC-3.1.3.</b> Connect with other organizations or groups to build alliances and collaborate on opportunities to further promote the Commission’s goals.</li> </ul>	 		FASC	City Staff
<p><b>FASC-4.1.1.</b> Develop procedures and protocols for the City, which may include:</p> <ul style="list-style-type: none"> <li><b>FASC-4.1.2.</b> Actions related to recognizing resident’s entering military service, achievements during, or leaving military service</li> <li><b>FASC-4.1.3.</b> Actions related to recognizing organizations or companies supporting military service</li> <li><b>FASC-4.1.4.</b> Actions related to recognizing significant military events</li> </ul>	  	HSE Schools to recognize entering military service at Graduations	FASC	City Staff

# FISHERS MENTAL HEALTH ACTION TEAMS



**FISHERS  
HEALTH DEPARTMENT**

Since 2014, the City of Fishers has been committed to developing a preventative approach to mental health and wellbeing within the community. The City's initial work focused on Outreach and Education, Public Safety, and Youth Suicide Prevention. Early improvements included the Stigma Free Fishers campaign, HSE Schools' mental health support, and public safety training and transformation including the Mobile Integrated Health program. The City's mental health efforts are led by the Fishers Mental Health Advisory Committee and its four Mental Health Action Teams that are under the direction of the Fishers Health Department. Formed in 2023 the four Mental Health Action Teams foster collaboration among all City departments.

These teams include: People, Place, Purpose, and Prevention Resources.

The People team focuses on belonging, social connectedness, positive relationships, and a sense of community.

The Place team intentionally creates a built environment that fosters mental health.

The Purpose team includes the concept of the "your why", mattering, opportunity, economic stability, employment, faith, and volunteerism.

The Prevention Resources team increases access to services and resources that proactively enhance mental health and wellbeing. The Purpose team includes the concept of the "your why", mattering, opportunity, economic stability, employment, faith, and volunteerism.



Credible Mind in partnership with Stigma Free Fishers is a resource rich website for all things



Action Items with this symbol are noted as contributing Action Items to the City's ongoing Mental Health Action Group.

# PEOPLE

***“Building a socially connected community by intentionally enhancing opportunities for belonging.”***

Objectives include the implementation of a system that ensures city programs promote social connectiveness and belonging by designing programs that organically build new social connections. These should also foster new connections through interactive opportunities, to explore shared interests, the natural environment, cultural experiences, and neighborhoods. Activities should also provide outreach for adults who are risk of social isolation and youth who would benefit from positive adult mentors.



# PLACE

***“Building infrastructure for a healthy Fishers”***

Objectives include the integration of mental health into the Fishers 2040 and UDO by designing positive mental health into the community and built environment. Ensure that the City of Fishers infrastructure development and planning process consistently and routinely supports health, mental health, and wellness goals that result in significant enhancements to the built environment. Construct infrastructure for a healthy Fishers that makes it easier to make healthier choices and habits in our daily lives.



# PREVENTION RESOURCES

***“To connect our community members and partners to evidence-informed resources, services and opportunities that both destigmatize and promote the mental health and wellness of Fishers residents.”***

Objectives include providing resources for Fishers residents to utilize preventative strategies to proactively promote wellness and prevent mental illness in self and others. Enhance the Stigma Free Fishers website to include the Credible Mind tool as well as a robust inventory of local resources. The Credible Mind tool includes mental health self-assessments, videos, resources, and articles.



# PURPOSE

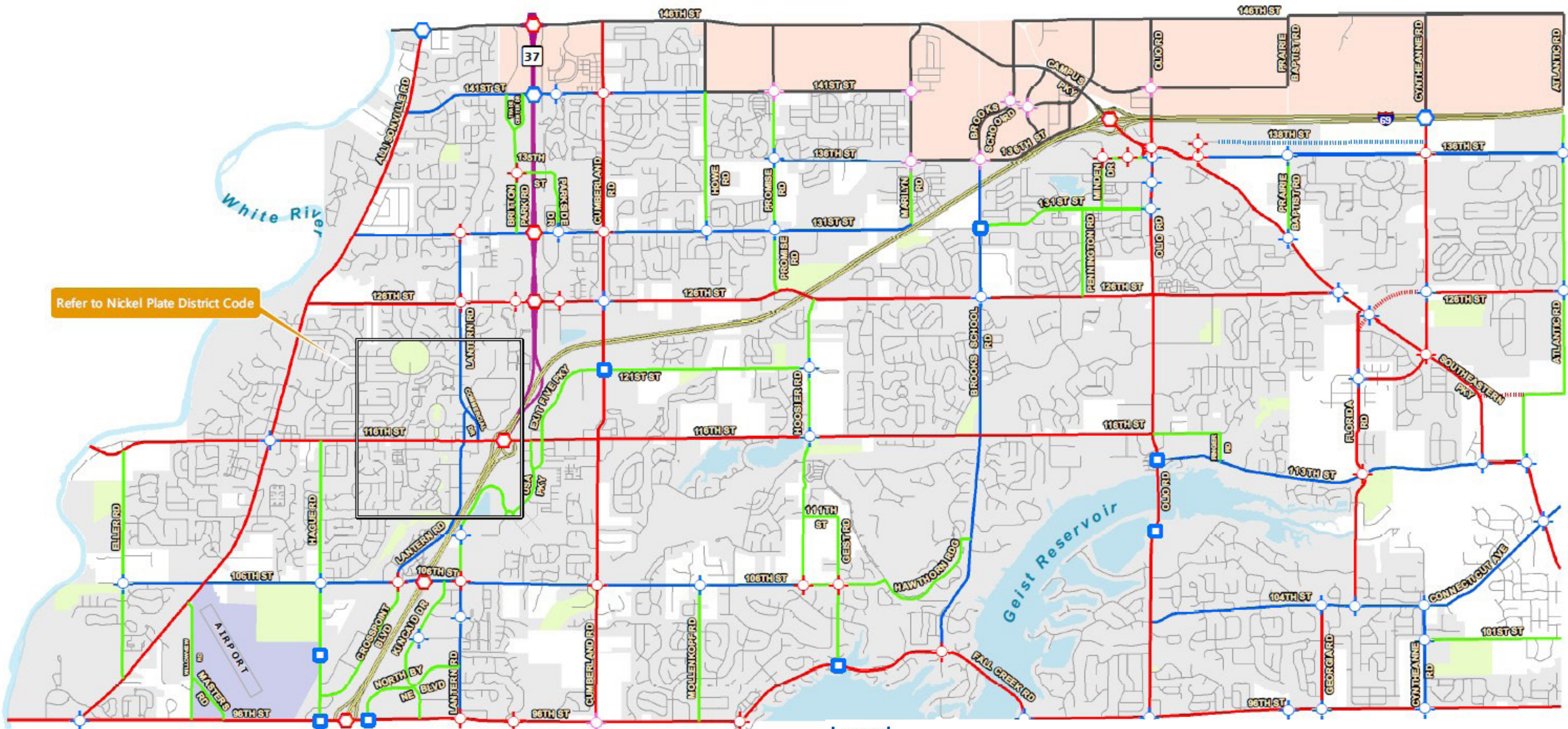
***To foster a community environment that helps people explore and find their passion, purpose, and a sense of belonging.”***

Objectives include the ability demonstrate how purpose is connected to mental health and share opportunities to foster purpose built decision-making and to make a difference. Includes design learning, purpose-driven, and economic opportunities while identifying resources and providing tools to employers to enhance workplace mental health, work-life harmony and purpose and mattering in youth.



# THOROUGHFARE MAP

Draft January 2024



Refer to Nickel Plate District Code



### Legend

- |                                   |                                       |                                   |
|-----------------------------------|---------------------------------------|-----------------------------------|
| Intersection Improvement          | Interchange                           | Local Roads                       |
| Intersection Improvement - Future | Interchange - Future                  | Proposed Connections              |
| Intersection Improvement - County | Arterial - Primary                    | Interstate                        |
| Roundabout                        | Arterial - Secondary                  | Expressway                        |
| Roundabout - Future               | Arterial - Noblesville/County Primary | Fishers Incorporated Jurisdiction |
| Roundabout - Noblesville/County   | Collector                             | Noblesville/County                |



# **FISHERS**

## **TRAILS & GREENWAYS REPORT**

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# Project Funding

This project was funded in part by the Indianapolis Metropolitan Planning Organization.

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## INDOT/FHWA

This plan was prepared in cooperation with the State of Indiana, the Indiana Department of Transportation, and the Federal Highway Administration. This financial assistance notwithstanding, the contents of this document do not necessarily reflect the official view or policies of the funding agencies.



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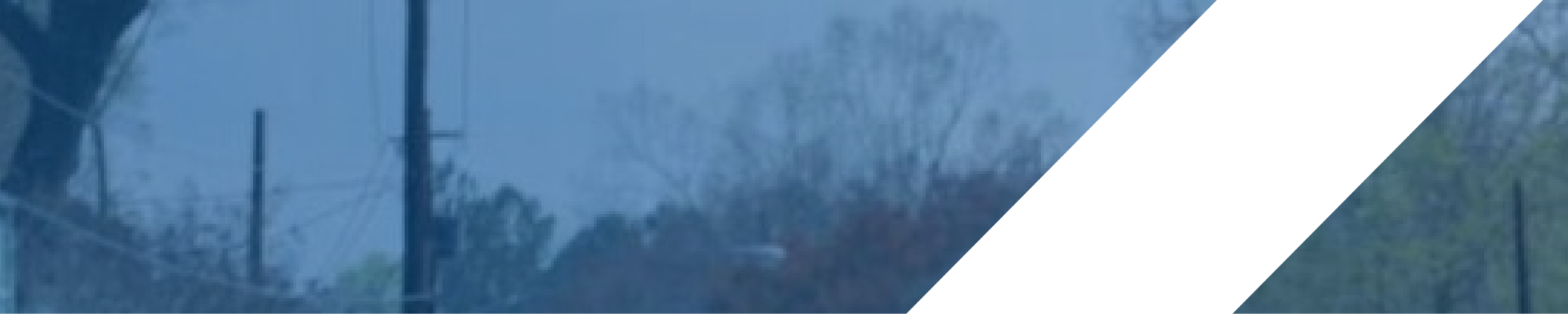
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# *Chapter 1 - Introduction*



# 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 cyclists 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.



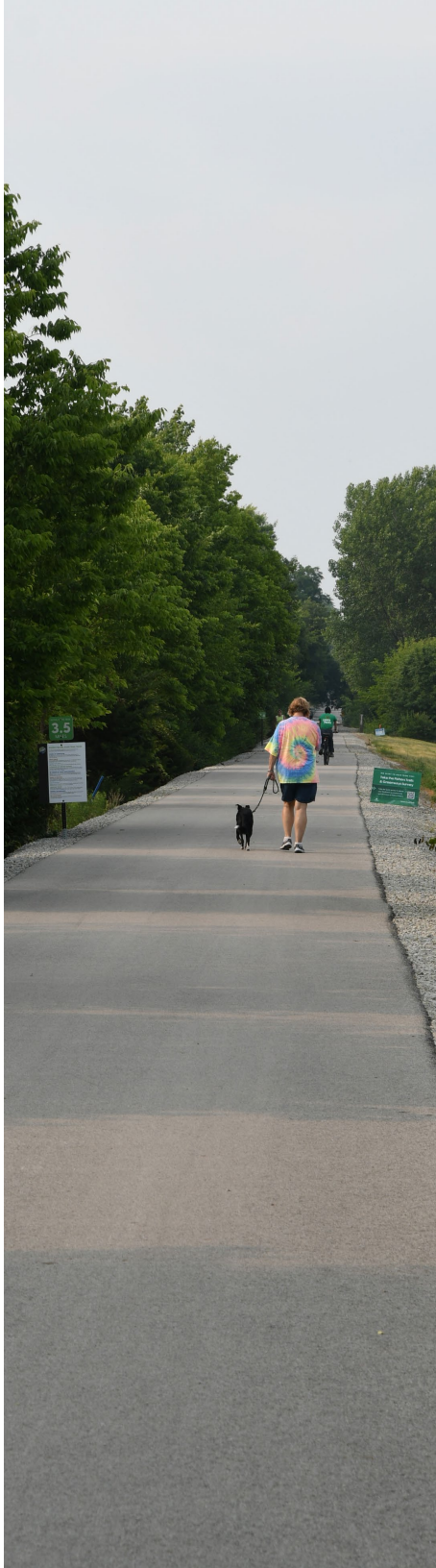
### Social Equity

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  
NICKEL PLATE TRAIL

# 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



# 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.

## *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

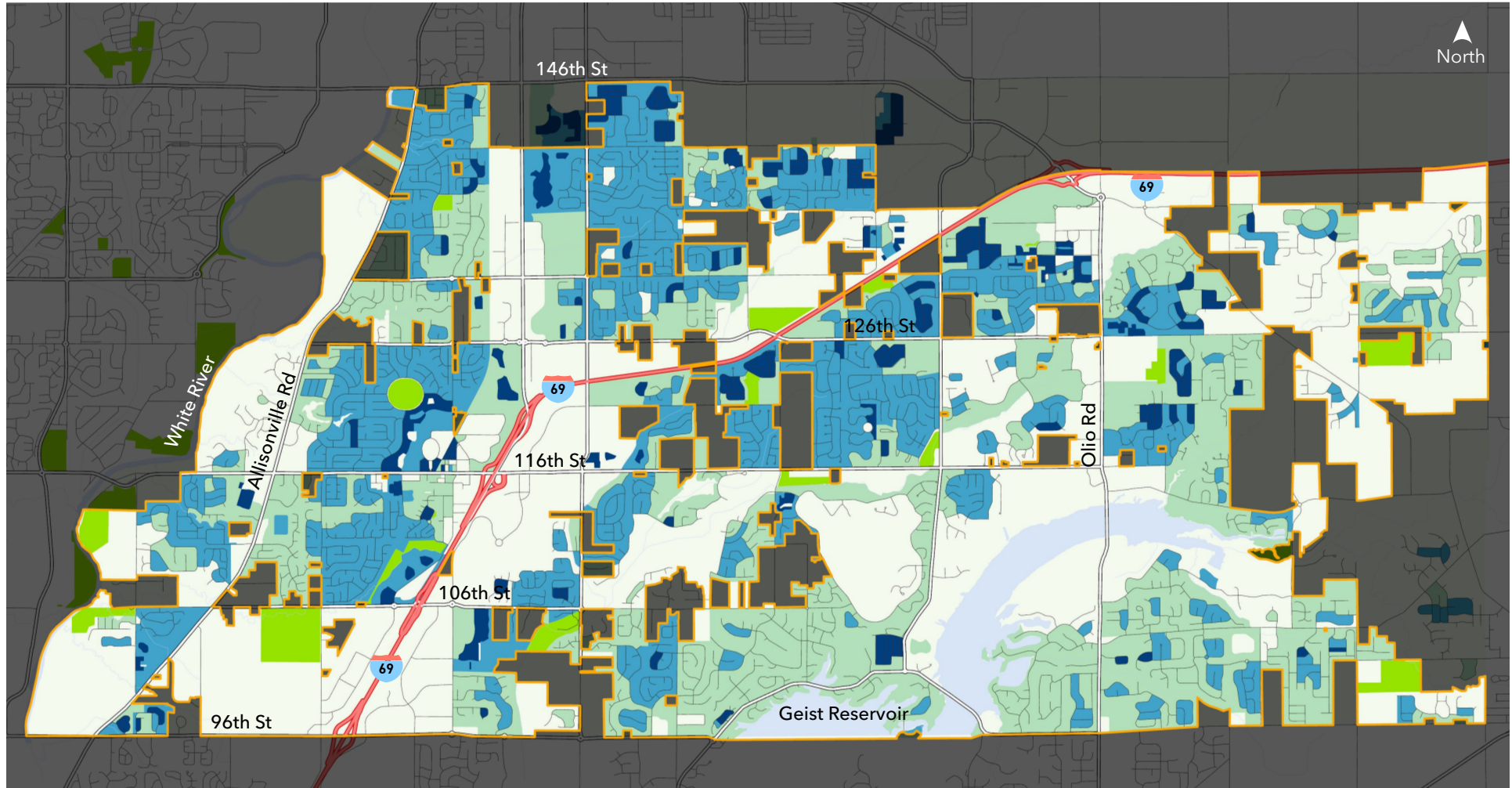


Nickel Plate Amphitheater

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

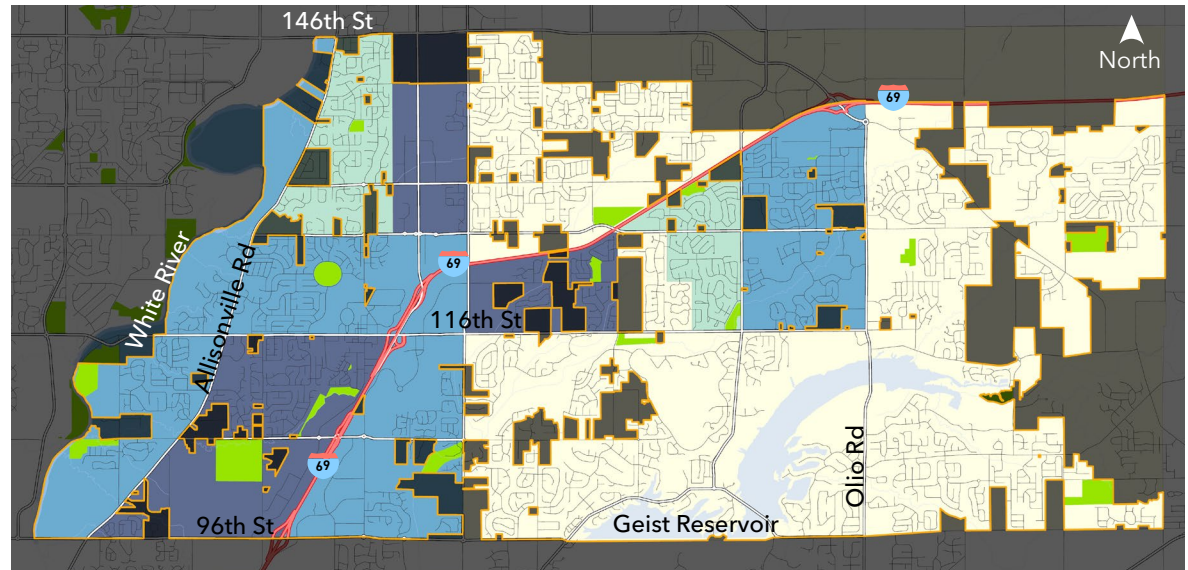
- Less Than 3
- 3-6
- 6-12
- More than 12

## 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.

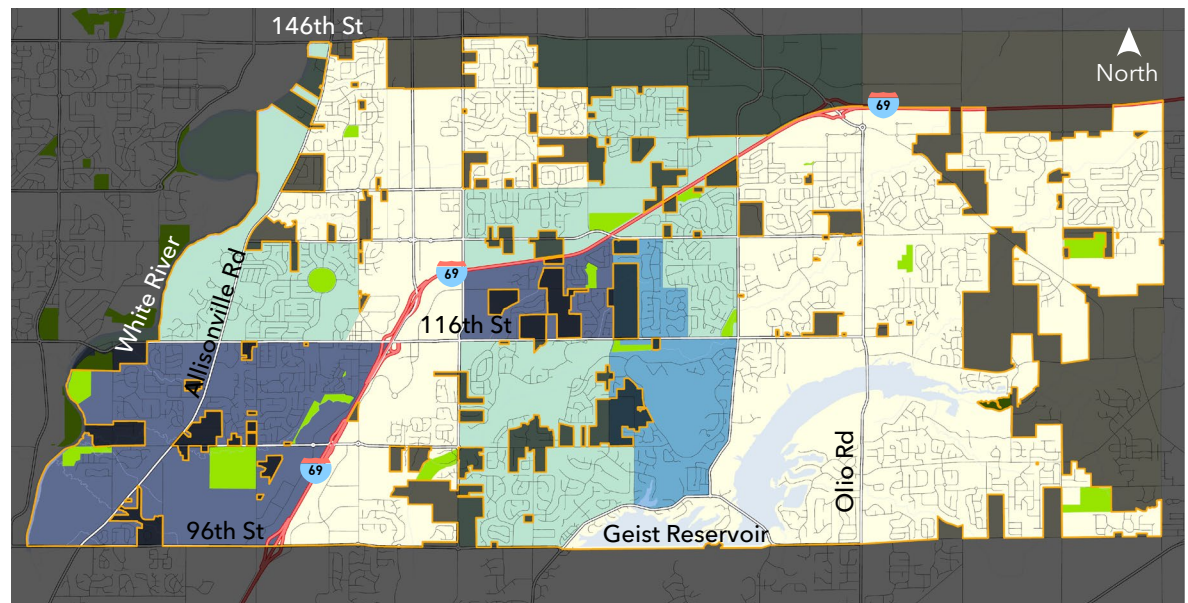
Households with One or no Vehicles



### Legend

- |   |  |   |
|---|--|---|
| <ul style="list-style-type: none"> <li>▭ Municipal Boundaries</li> <li>▬ Interstate</li> <li>▭ Major Streets</li> </ul> | <ul style="list-style-type: none"> <li>▭ Local Streets</li> <li>▭ Water Bodies</li> <li>▭ Parks</li> </ul> | <p>Households with One or no Vehicles</p> <ul style="list-style-type: none"> <li>▭ Less Than 20%</li> <li>▭ 20-30%</li> <li>▭ 30-40%</li> <li>▭ 40 up to 50%</li> </ul> |
|---|--|---|

Households with No Vehicles



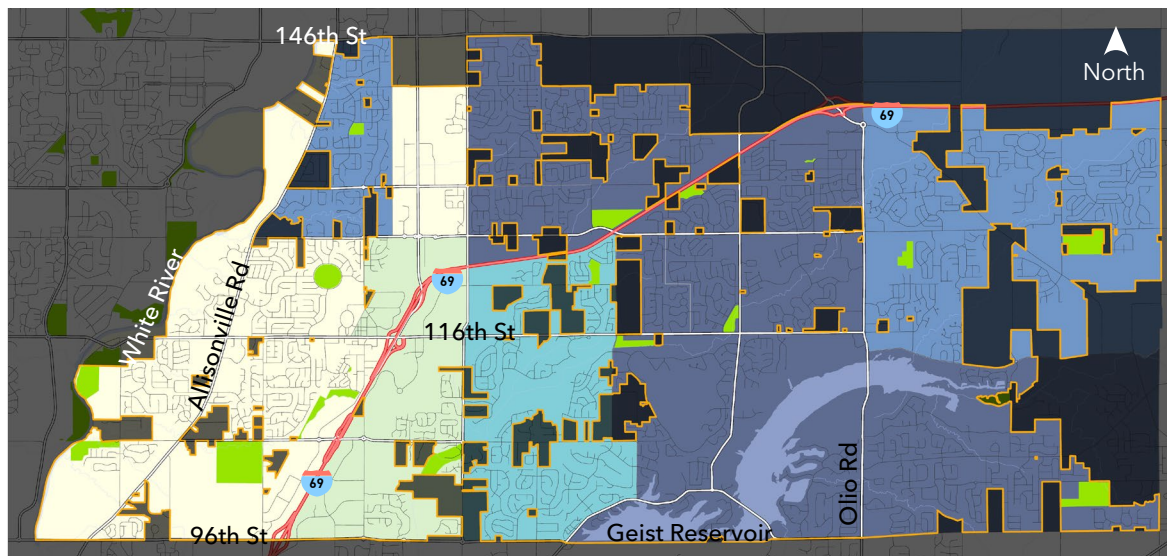
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| <ul style="list-style-type: none"> <li>▭ Municipal Boundaries</li> <li>▬ Interstate</li> <li>▭ Major Streets</li> </ul> | <ul style="list-style-type: none"> <li>▭ Local Streets</li> <li>▭ Water Bodies</li> <li>▭ Parks</li> </ul> | <p>Households with No Vehicles</p> <ul style="list-style-type: none"> <li>▭ Less Than 1%</li> <li>▭ 1-2%</li> <li>▭ 2-3%</li> <li>▭ 3 up to 6%</li> </ul> |
|---|--|---|

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.

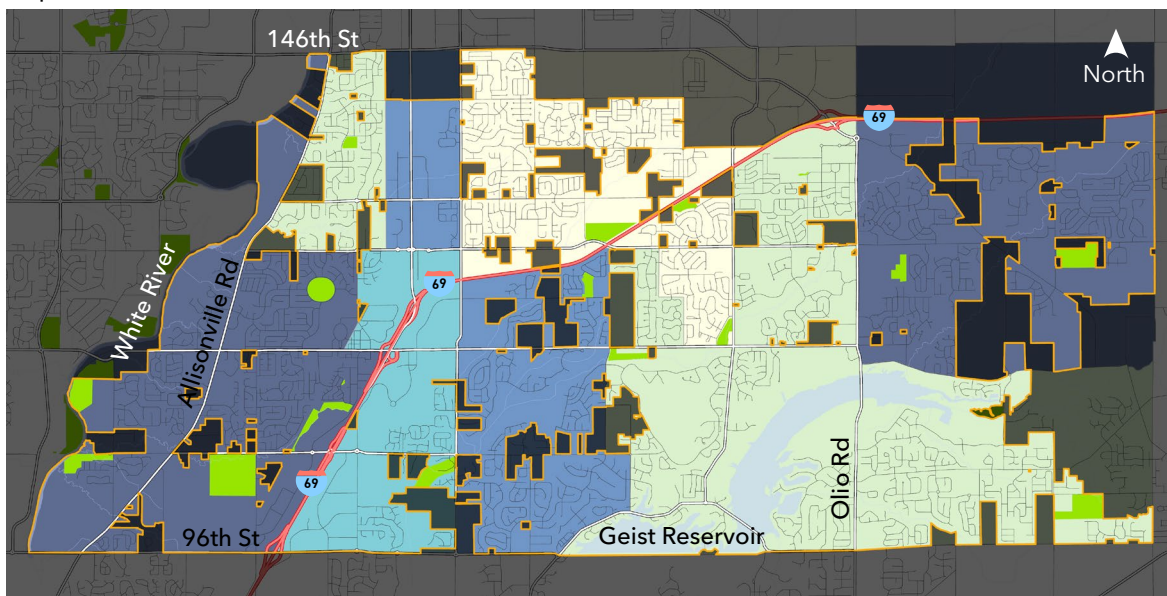
### Households with Children Under 18 Years Old



#### Legend

- |   |   |  |
|---|---|--|
| <ul style="list-style-type: none"> <li><span style="border: 1px solid orange; display: inline-block; width: 10px; height: 10px; margin-right: 5px;"></span> Municipal Boundaries</li> <li><span style="border-bottom: 2px solid red; width: 10px; margin-right: 5px;"></span> Interstate</li> <li><span style="border-bottom: 1px solid gray; width: 10px; margin-right: 5px;"></span> Major Streets</li> </ul> | <ul style="list-style-type: none"> <li><span style="border-bottom: 1px solid gray; width: 10px; margin-right: 5px;"></span> Local Streets</li> <li><span style="background-color: lightblue; width: 10px; height: 10px; margin-right: 5px;"></span> Water Bodies</li> <li><span style="background-color: green; width: 10px; height: 10px; margin-right: 5px;"></span> Parks</li> </ul> | <p>Households with Children under 18 Years Old</p> <ul style="list-style-type: none"> <li><span style="background-color: #e0f0ff; width: 15px; height: 10px; margin-right: 5px;"></span> Less Than 30%</li> <li><span style="background-color: #a0c0ff; width: 15px; height: 10px; margin-right: 5px;"></span> 30-36%</li> <li><span style="background-color: #4070ff; width: 15px; height: 10px; margin-right: 5px;"></span> 42-48%</li> <li><span style="background-color: #103060; width: 15px; height: 10px; margin-right: 5px;"></span> 48 up to 57%</li> </ul> |
|---|---|--|

### Population Over 65 Years Old



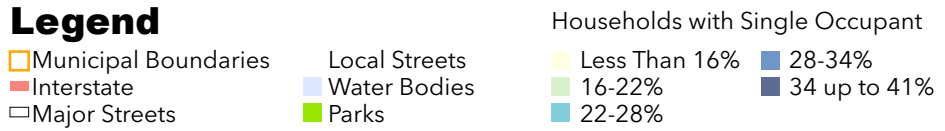
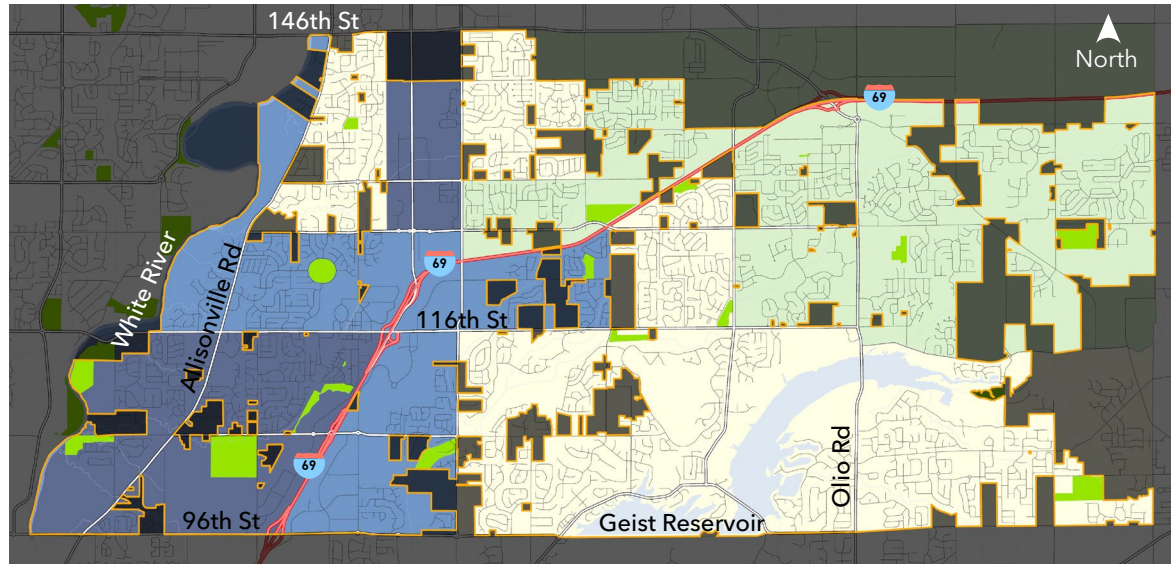
#### Legend

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| <ul style="list-style-type: none"> <li><span style="border: 1px solid orange; display: inline-block; width: 10px; height: 10px; margin-right: 5px;"></span> Municipal Boundaries</li> <li><span style="border-bottom: 2px solid red; width: 10px; margin-right: 5px;"></span> Interstate</li> <li><span style="border-bottom: 1px solid gray; width: 10px; margin-right: 5px;"></span> Major Streets</li> </ul> | <ul style="list-style-type: none"> <li><span style="border-bottom: 1px solid gray; width: 10px; margin-right: 5px;"></span> Local Streets</li> <li><span style="background-color: lightblue; width: 10px; height: 10px; margin-right: 5px;"></span> Water Bodies</li> <li><span style="background-color: green; width: 10px; height: 10px; margin-right: 5px;"></span> Parks</li> </ul> | <p>Population Over 65 Years Old</p> <ul style="list-style-type: none"> <li><span style="background-color: #e0f0ff; width: 15px; height: 10px; margin-right: 5px;"></span> Less Than 8%</li> <li><span style="background-color: #a0c0ff; width: 15px; height: 10px; margin-right: 5px;"></span> 8-10%</li> <li><span style="background-color: #4070ff; width: 15px; height: 10px; margin-right: 5px;"></span> 10-12%</li> <li><span style="background-color: #103060; width: 15px; height: 10px; margin-right: 5px;"></span> 12-14%</li> <li><span style="background-color: #103060; width: 15px; height: 10px; margin-right: 5px;"></span> 14 up to 21%</li> </ul> |
|---|---|--|

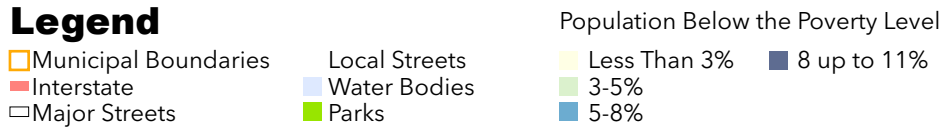
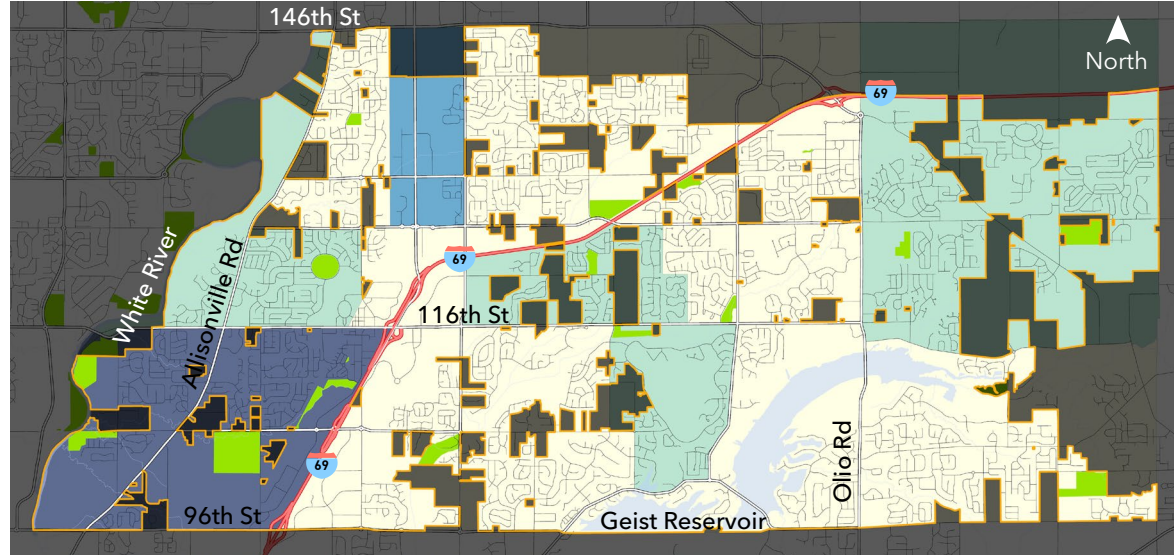
Households living alone are approximately 34-41% of households shown in the darker blue color. The area south of 116th Street and west of Interstate 69 corresponds with a higher percentage of residents who do not own a vehicle. Anecdotally, several residents stated that they have intentionally chosen 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.

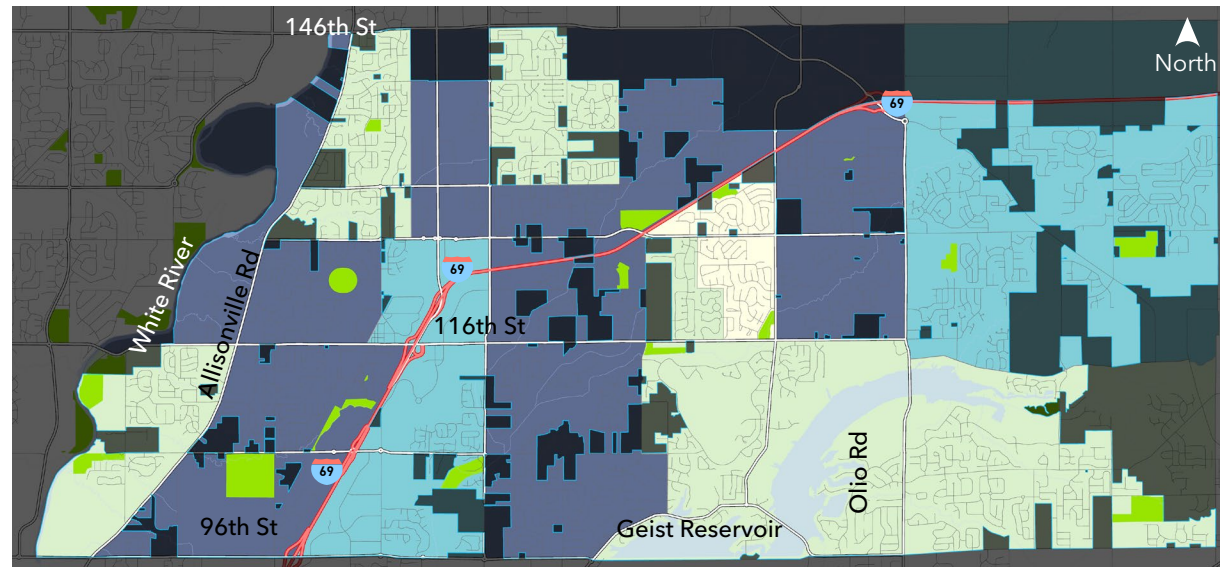
### Households with Single Occupant



### Population Below the Poverty Level



## Population with a Disability



### Legend

Municipal Boundaries	Local Streets	Less Than 5%	7-8%
Interstate	Water Bodies	5-6%	8 up to 10%
Major Streets	Parks	6-7%	

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.

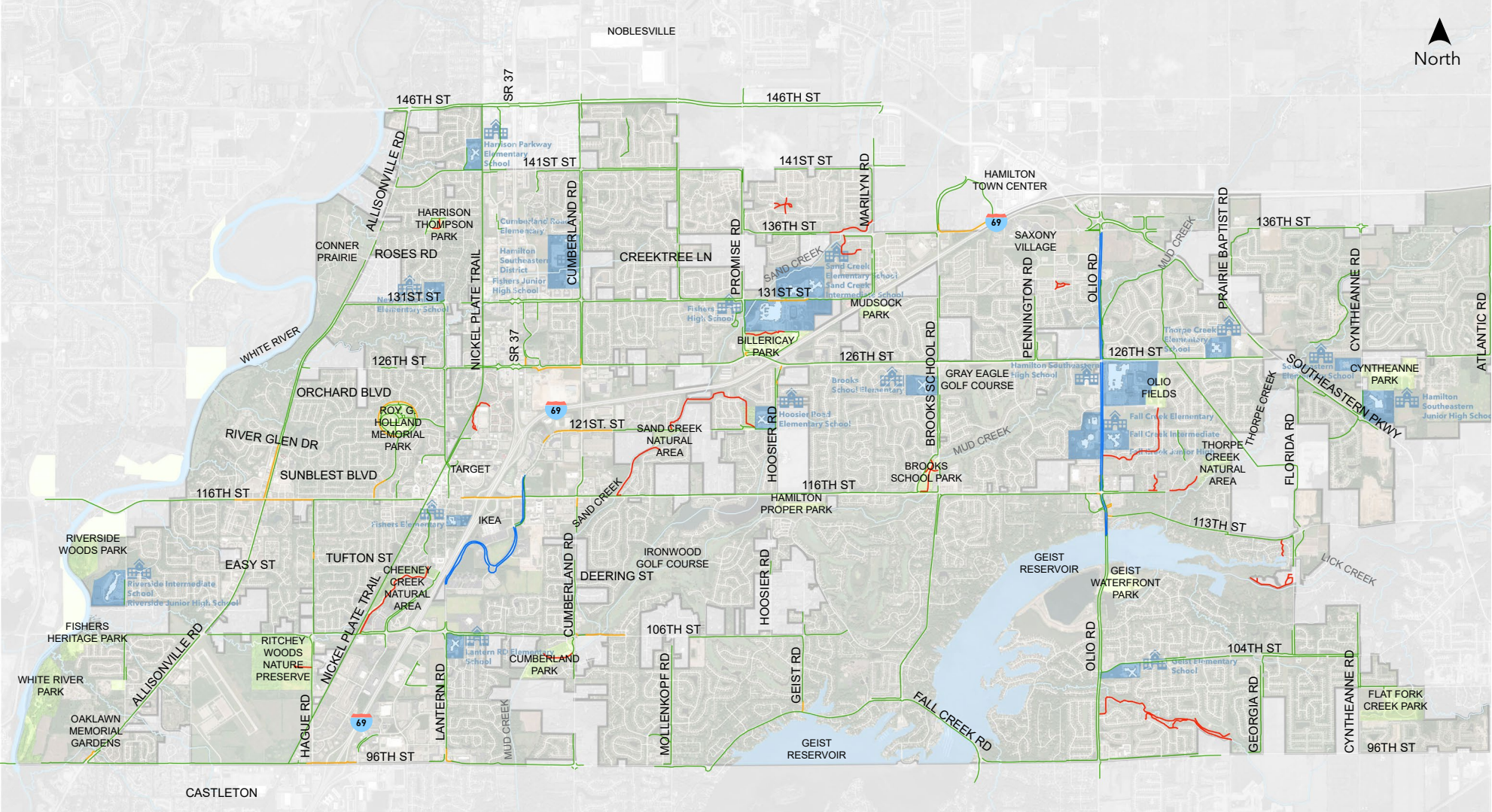
The following pages illustrate the progress that has been made by the city with bicycle and pedestrian facilities and the city's commitment to expanding the network. Existing bicycle and pedestrian facilities for the city include an extensive sidewalk network, bike lanes, shared-use paths, greenways,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

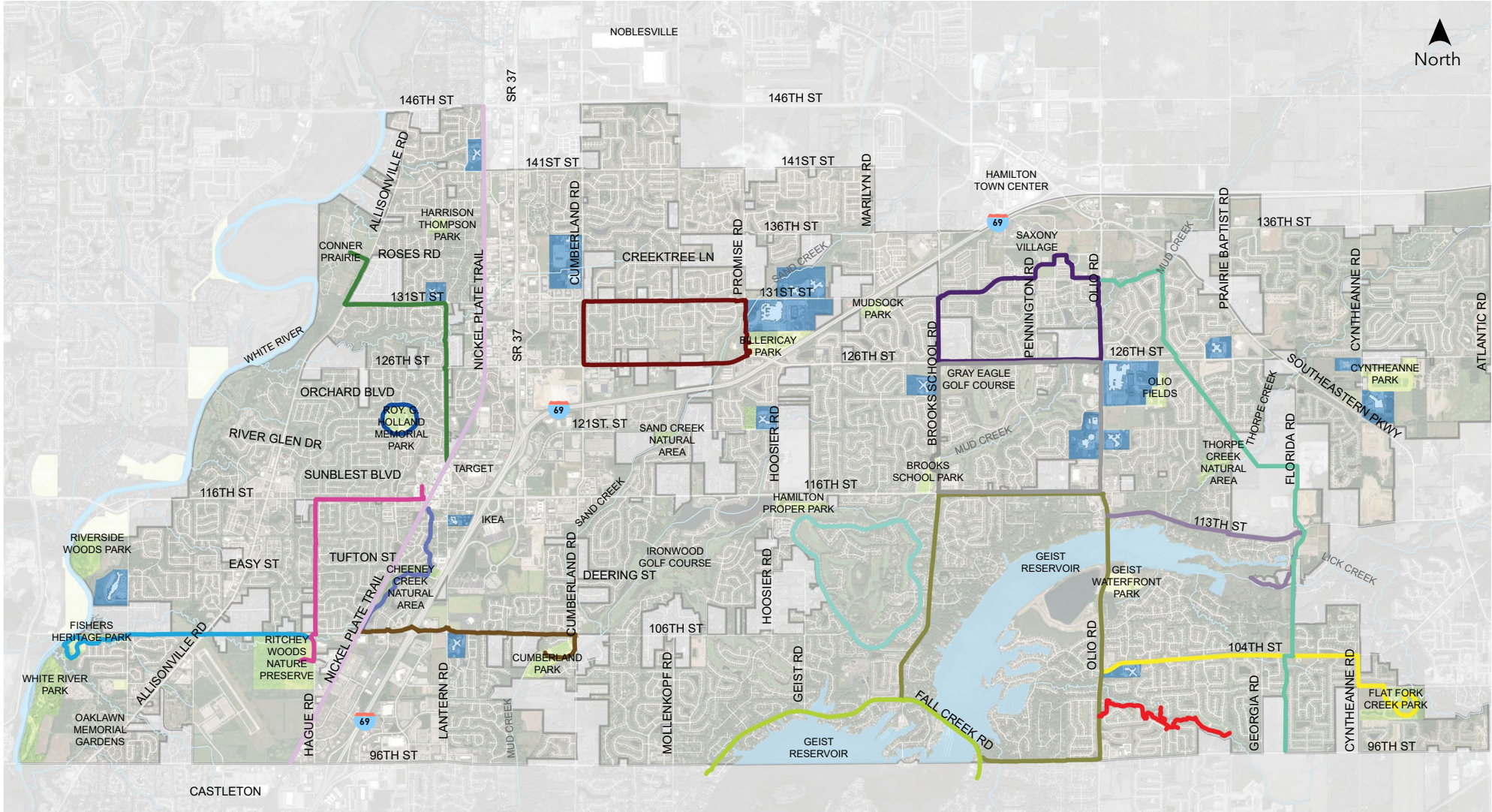


Existing Bike Path with Lawn Buffer Along Olio Road



Existing Protected Bike Path on Brooks School Road

# Existing Named Trail Routes



## Legend

- SCHOOLS
- PARKS

## Trail Routes

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



Cheaney 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
- Cheaney Creek Trail - 2.75-mile trail connecting with Cheaney 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 Cheaney 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

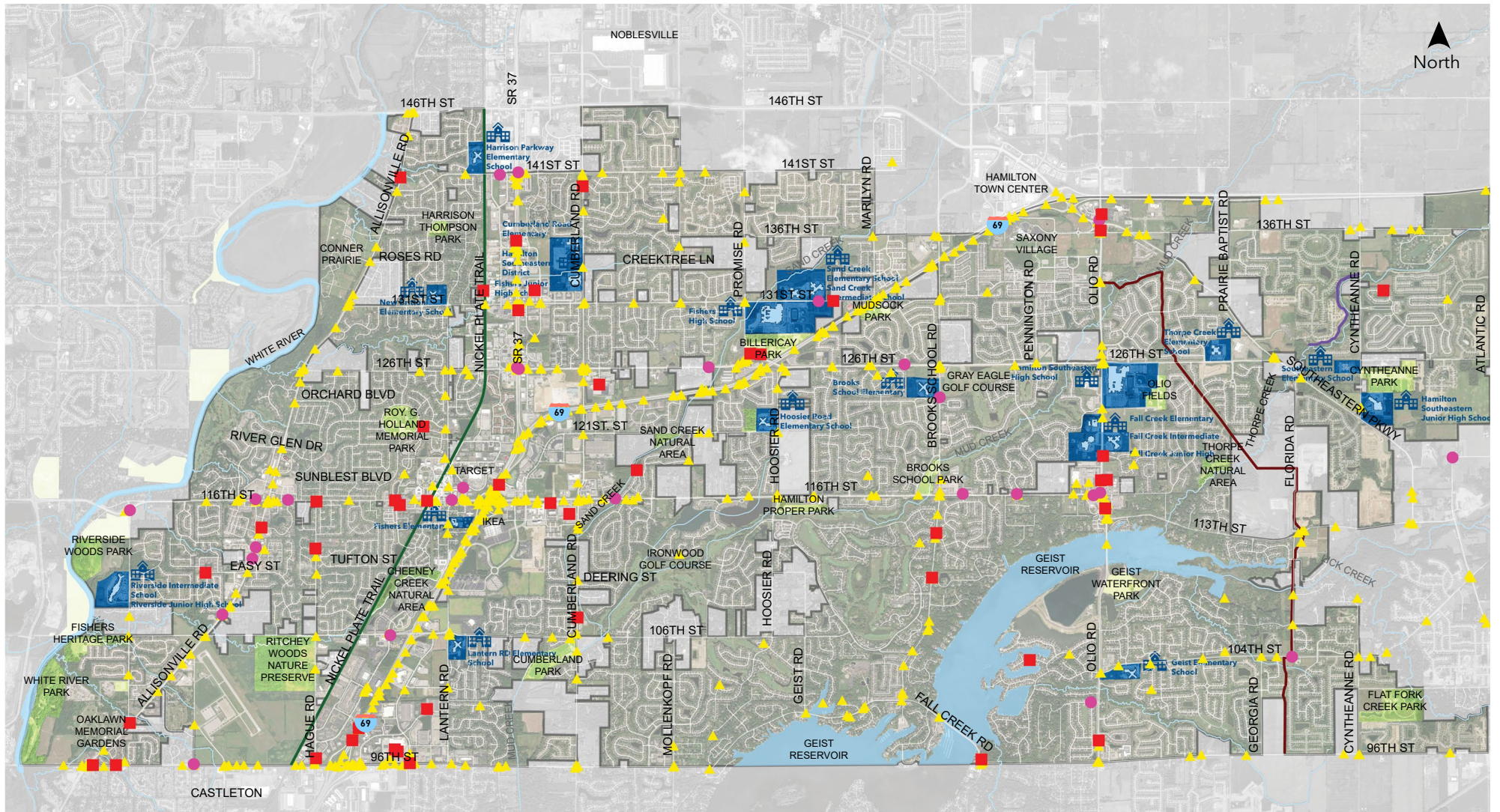


Nickel Plate Trail at 116th Street



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.





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

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

				
	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

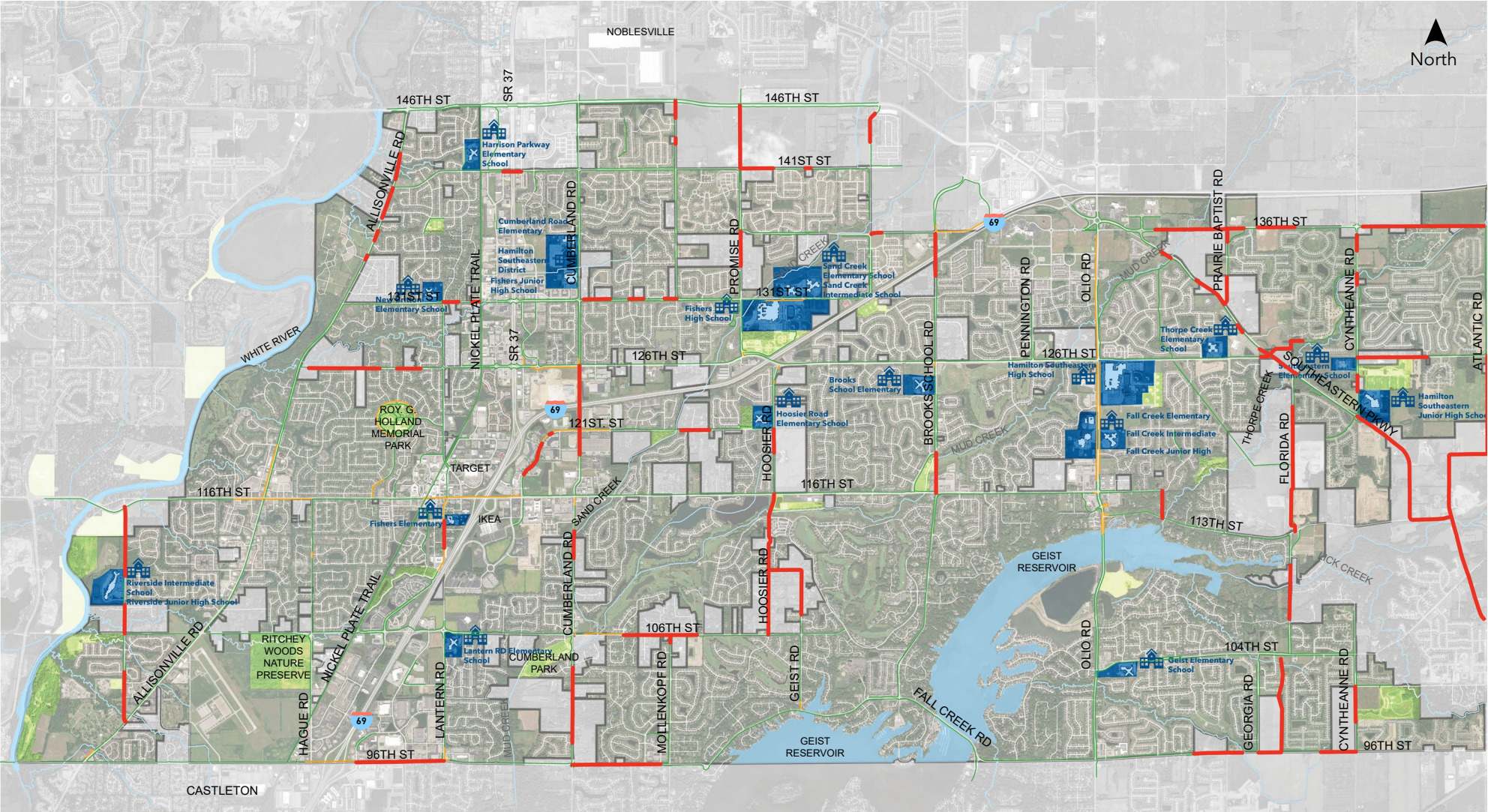
Criteria Chart for User Comfort Level Analysis

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.

# 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.

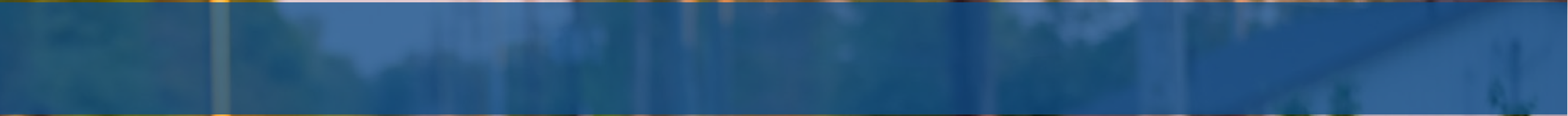
Additional efforts to create an equitable network can include making cycling and walking more affordable by providing low-cost options for bicycle rentals and ensuring that pedestrian infrastructure is well-maintained and easily accessible.

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.





# Analysis Summary

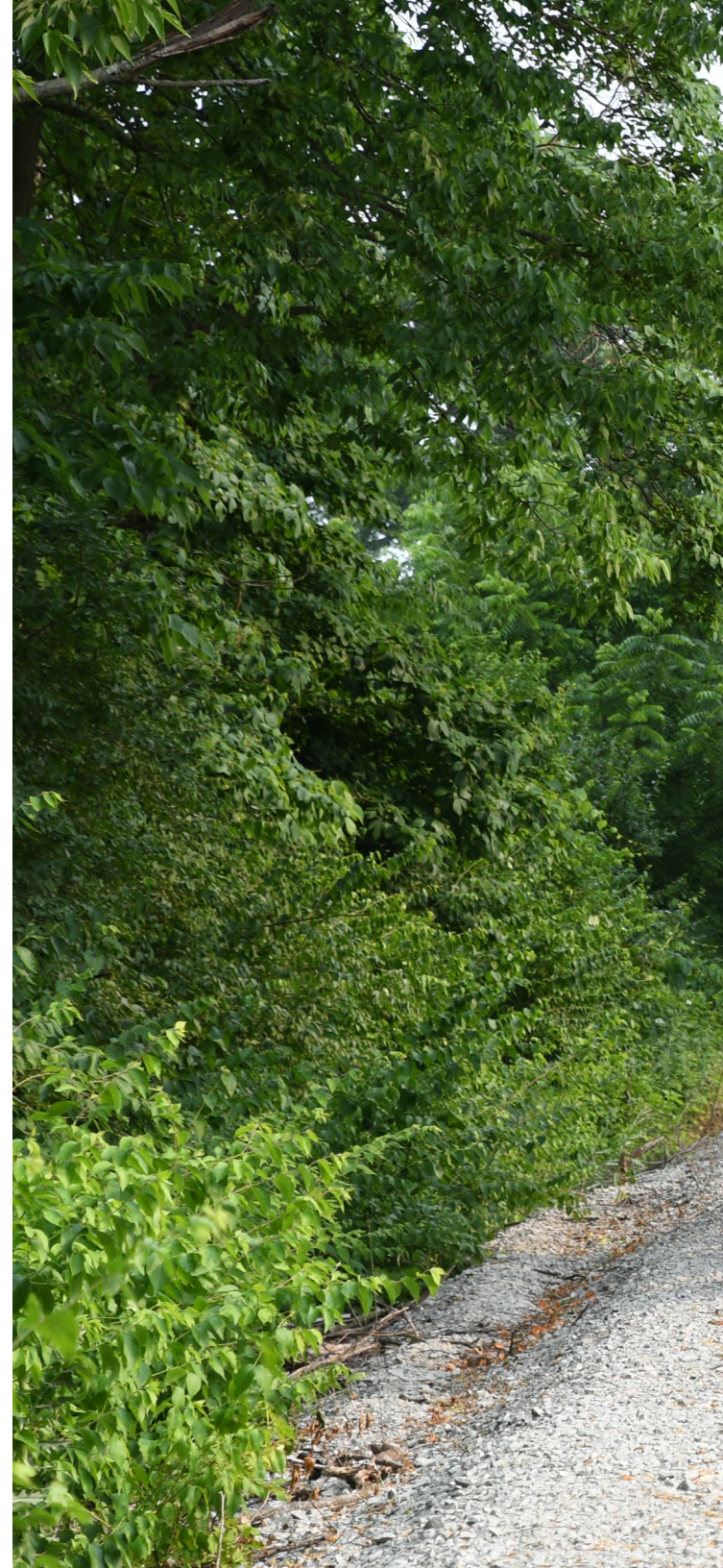
The City of Fishers is known for being walkable and bikeable, with this characteristic often cited as one of the main reasons that people move to the city and why existing residents stay in Fishers. Residents applaud the new trails and greenways that are added to the city on a yearly basis but are still 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.







# *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



# 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

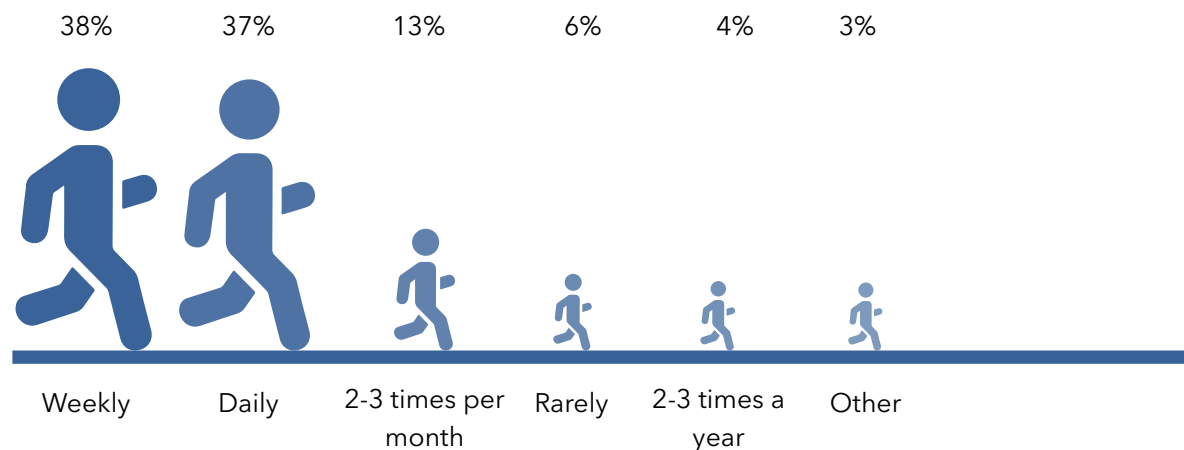
## Participation

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

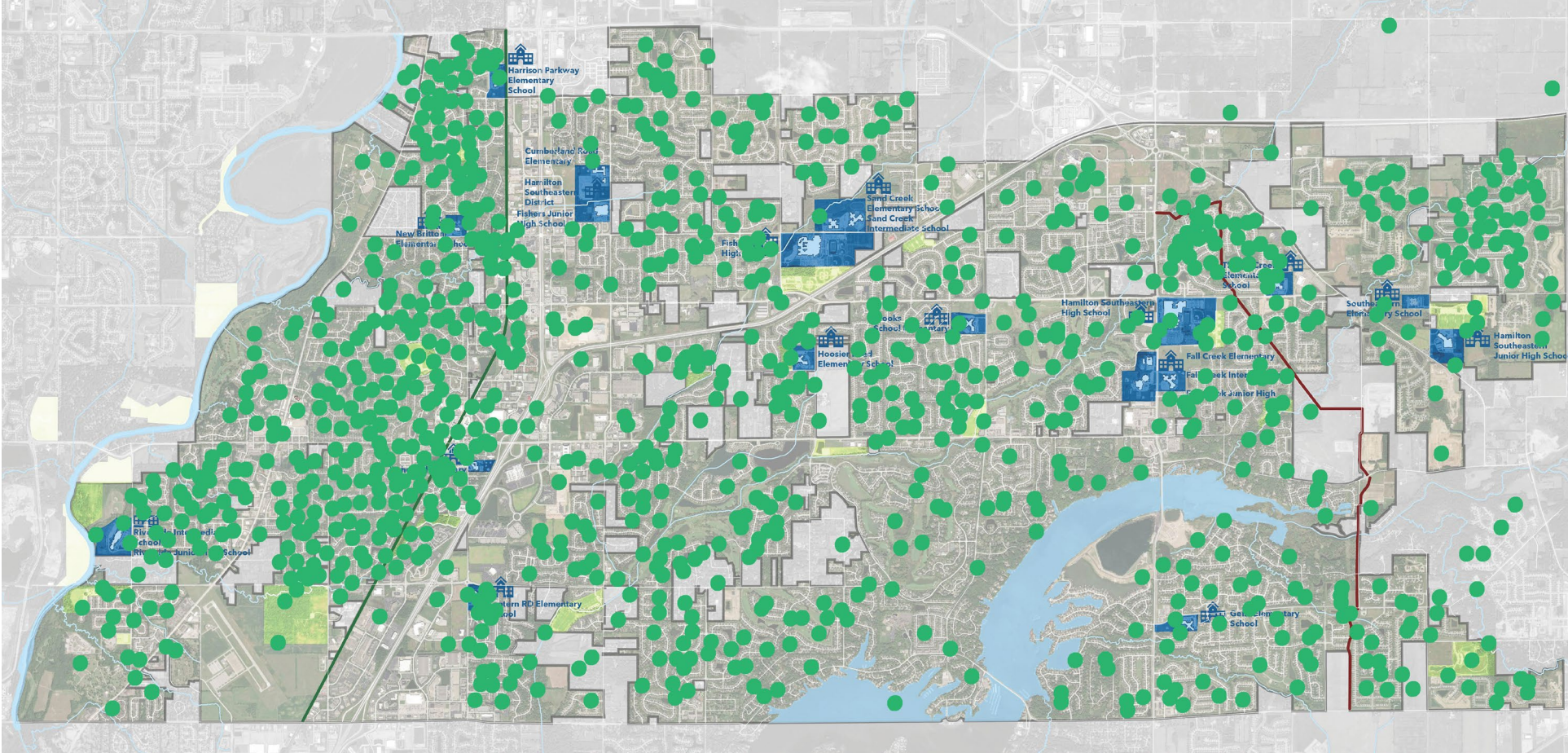
also identified the path location as a challenge especially when located directly adjacent to busy roadways.

- 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.

## How often do you use Fishers sidewalks and trails?



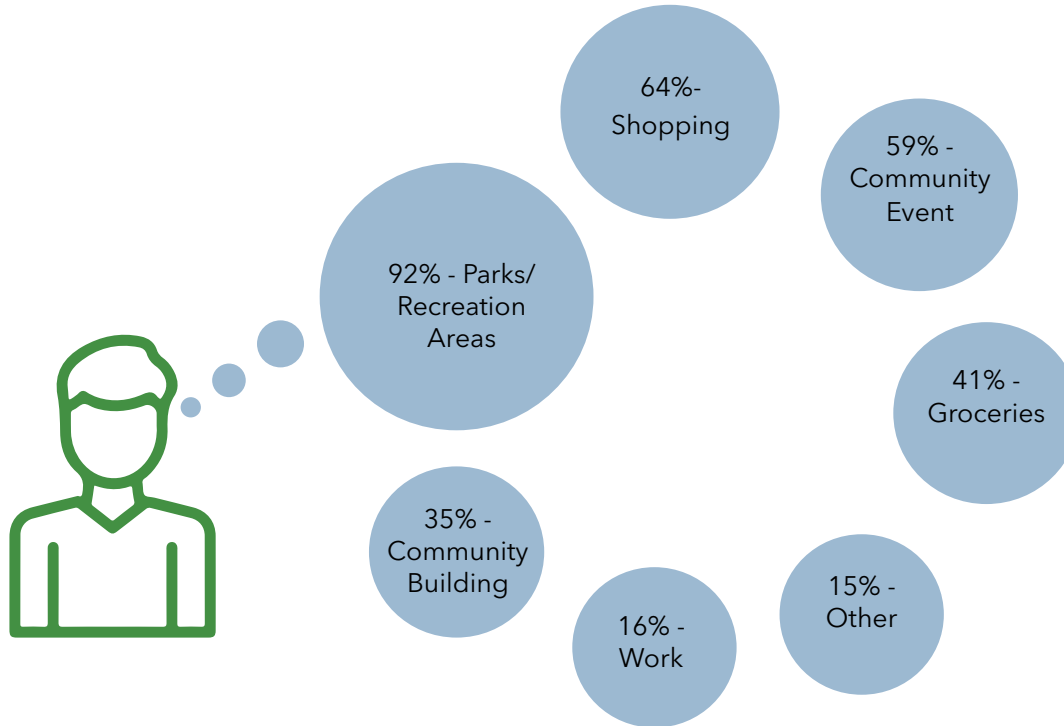
Q2 Where in Fishers do you live?



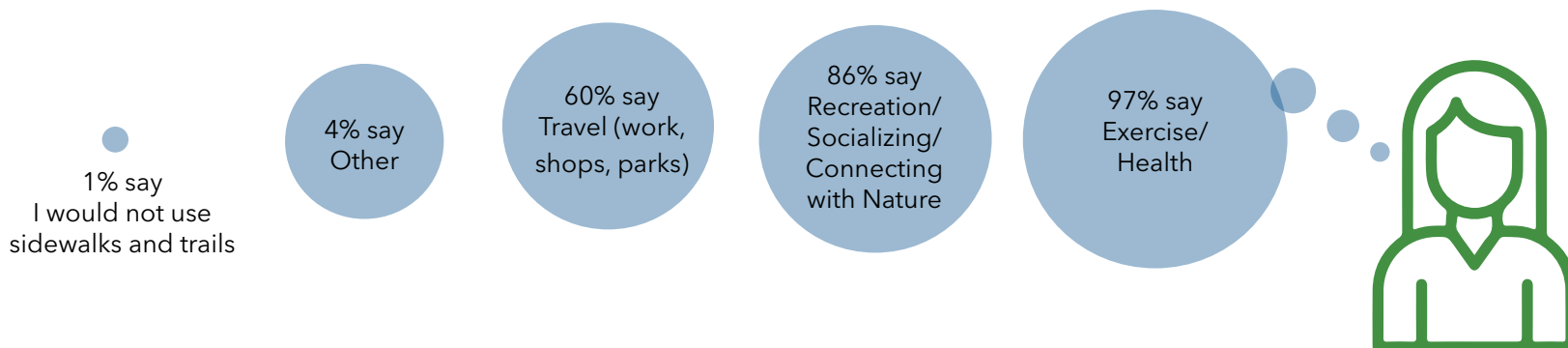
Community Survey - Where Respondents Live and Work

# 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](http://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.

- 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

## Participation

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



Farmers Market Public Engagement



# 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.



# 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

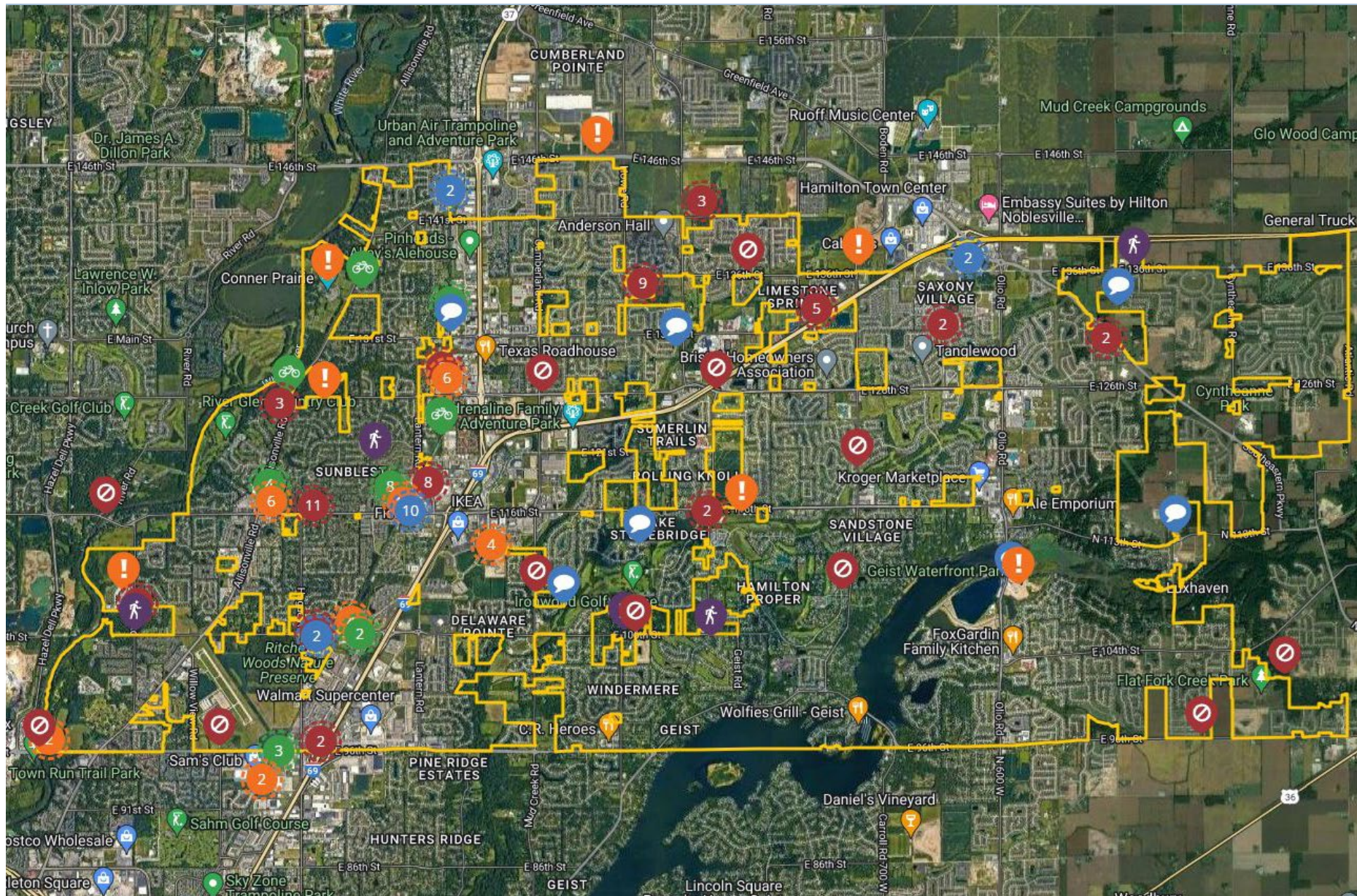
- 354 site visits
- 128 unique users
- 36 comments

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 cyclists/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

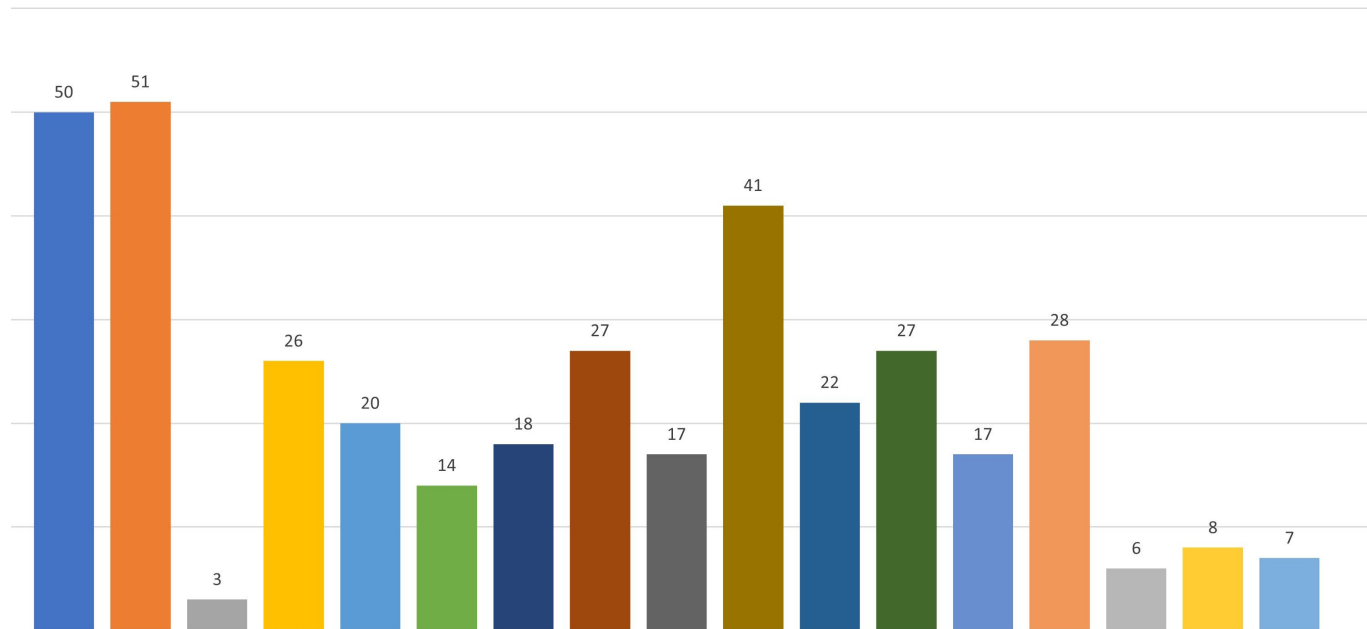
and will need repair to keep them accessible.

- 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.

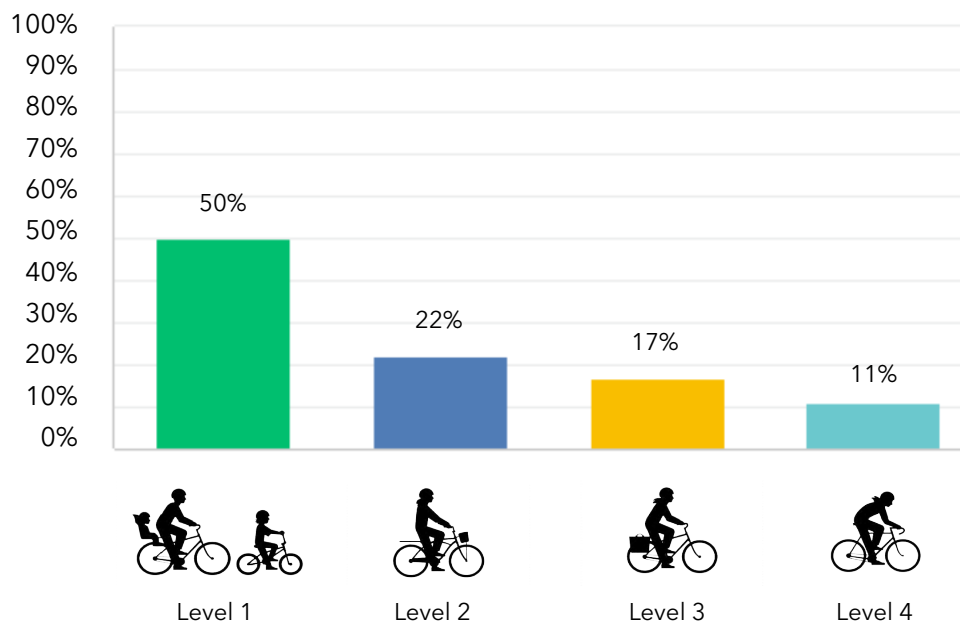
Additionally, most respondents requested more neighborhood and business connections to the Nickel Plate Trail. Increased connections to the trail

## Participation

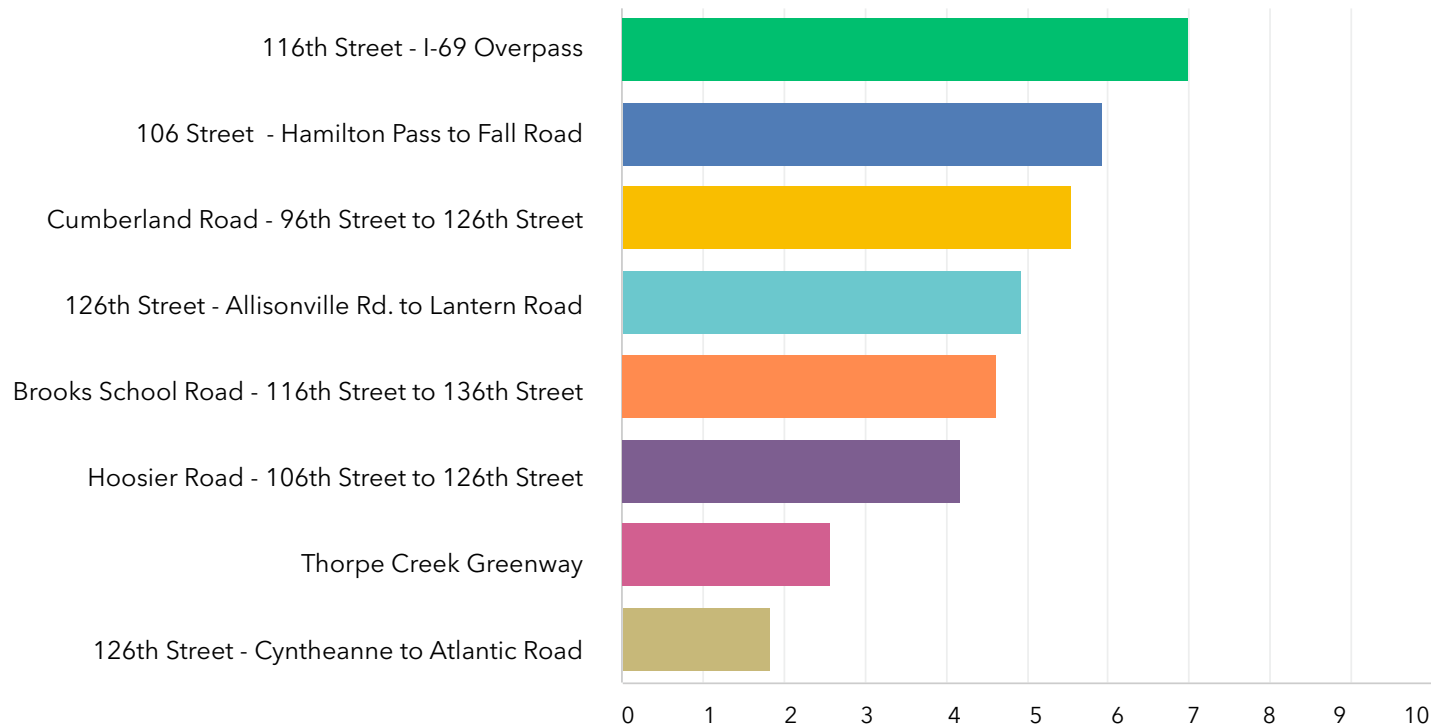
- 18 responses
- 67% completion rate
- 7 minutes to complete

will improve walkability throughout Fishers, as the Nickel Plate Trail acts as a spine in western Fishers.

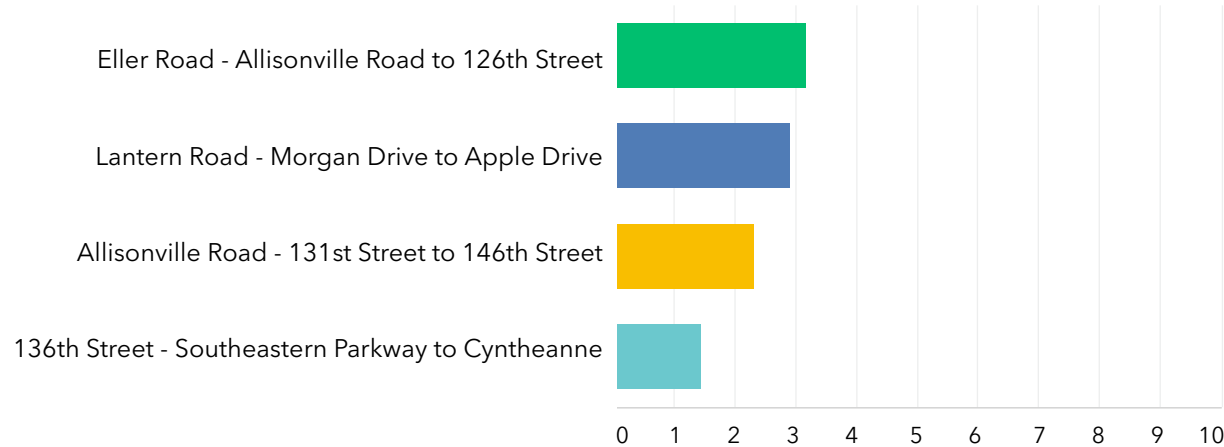
What comfort level category best describes you?



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.

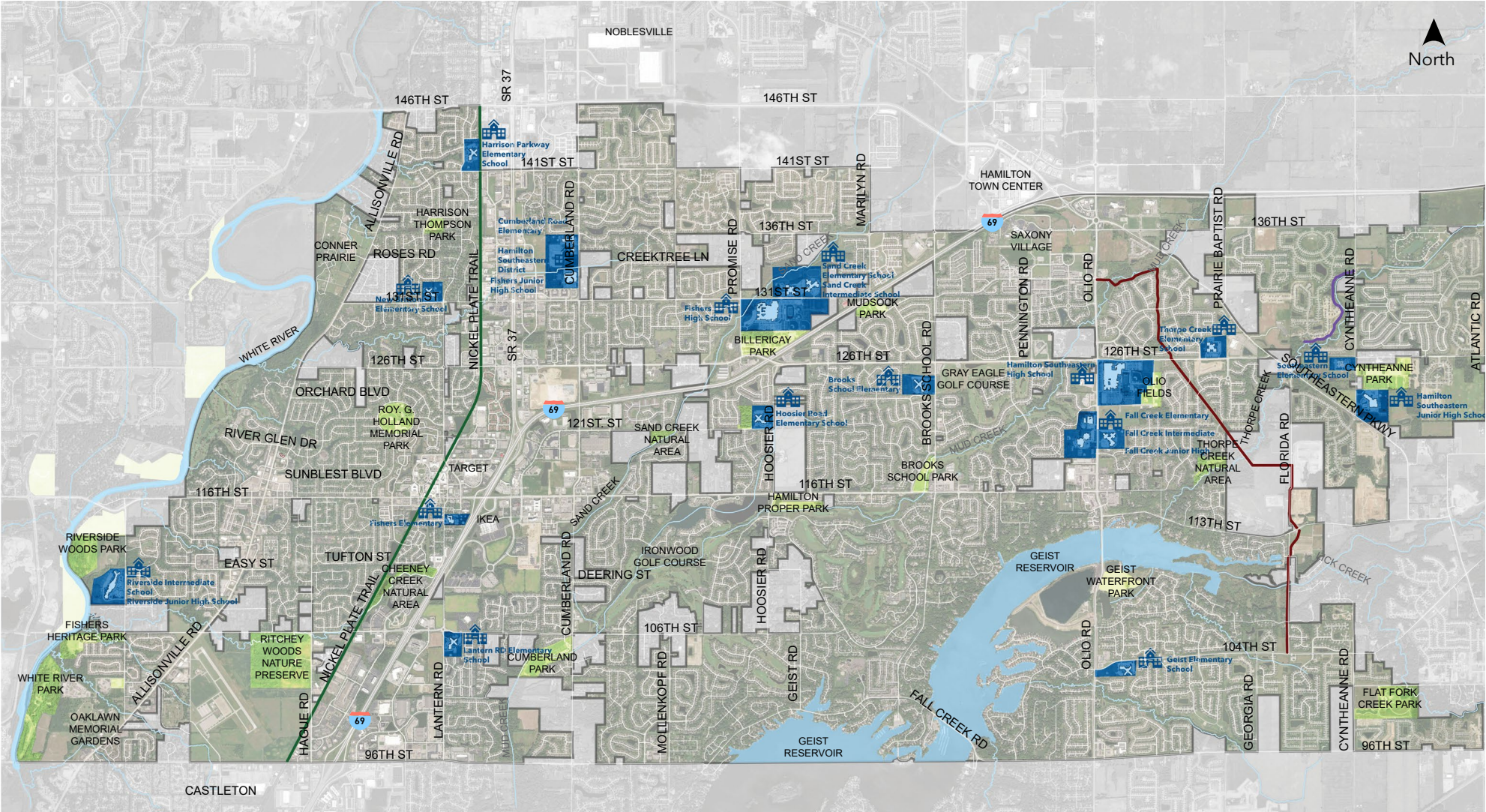


*Chapter 5 -*

# *Network Framework*



# Project Area



## Legend

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

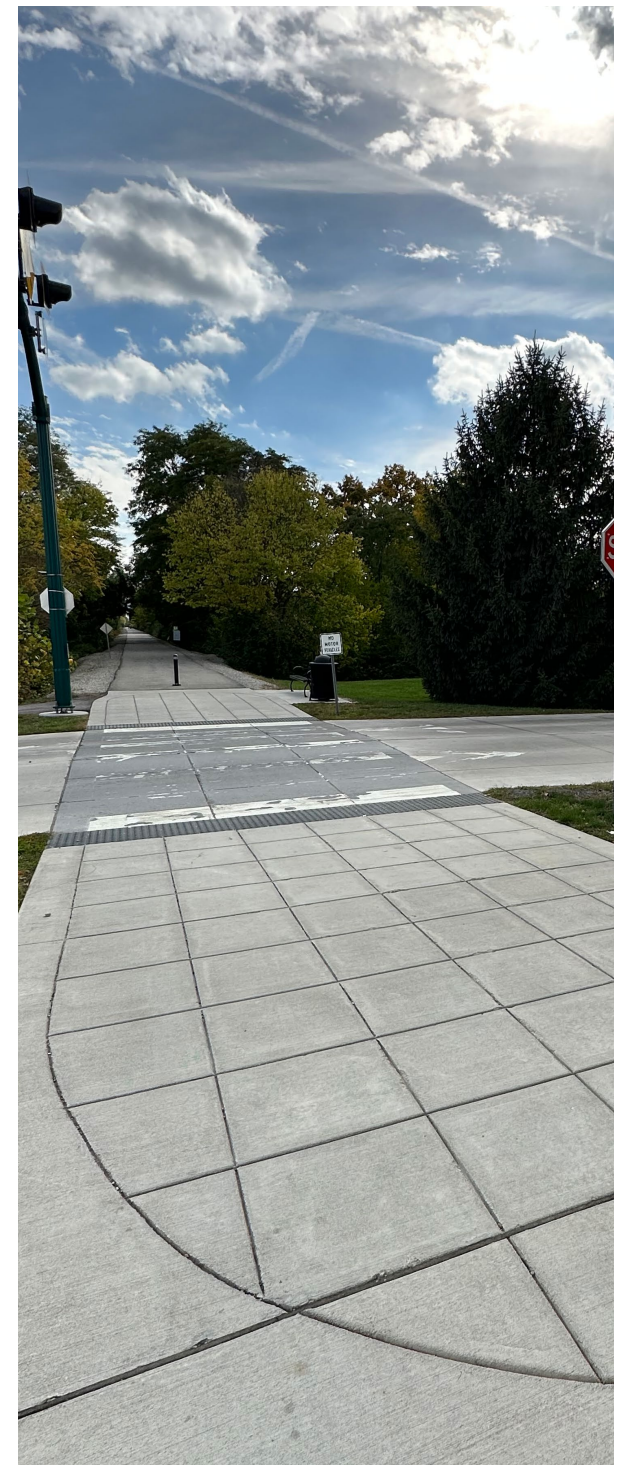
## Framework Plan

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





# Council Action Form

<b>MEETING DATE</b>	February 19, 2024			
<b>TITLE</b>	Annual update to the Fishers 2040 Comprehensive Plan. The Fishers 2040 Plan creates long-range planning goals for land use, housing and neighborhoods, transportation, and parks. Staff will provide updates on the status of the objectives and actions outlined in Chapter 6 Summary & Implementation. (TA-24-1)			
<b>SUBMITTED BY</b>	Name & Title: Ross Hilleary, Director of Planning & Zoning Department:			
<b>MEETING TYPE</b>	<input type="checkbox"/> Work Session <input type="checkbox"/> Executive	<input checked="" type="checkbox"/> Regular	<input type="checkbox"/> Special	<input type="checkbox"/> Retreat
<b>AGENDA CLASSIFICATION</b>	<input type="checkbox"/> Consent	<input checked="" type="checkbox"/> Ordinance	<input type="checkbox"/> Resolution	<input type="checkbox"/> Regular
<b>ORDINANCE/RESOLUTION</b> (New ordinances or resolutions are assigned a new number)	<input type="checkbox"/> 1 <sup>st</sup> Reading	<input type="checkbox"/> 2 <sup>nd</sup> Reading	<input type="checkbox"/> Public Hearing	<input type="checkbox"/> 3 <sup>rd</sup> Reading <input checked="" type="checkbox"/> Final Reading
	Ordinance #: 011624		Resolution #:	
<b>CONTRACTS</b> (Contracts include other similar documents such as agreements and memorandum of understandings. <u>Check all applicable boxes pertaining to contracts</u> )	<input type="checkbox"/> Contract <b>required</b> for this item		<input type="checkbox"/> Signed copy of contract attached	
	<input type="checkbox"/> Seeking award or other scenario & <b>will provide contract</b> at a later date		<input checked="" type="checkbox"/> <b>No contract</b> for this item	
	<input type="checkbox"/> Contract <b>over</b> \$50,000  Please mark the box in the other column that pertains to this contract.		<input type="checkbox"/> Services <input type="checkbox"/> Capital Outlay <input type="checkbox"/> Debt Services	
<b>HAMILTON COUNTY</b> (Some documents need recorded by the City Clerk)	<input type="checkbox"/> Document <b>must</b> be recorded with the County Recorder's Office  <input type="checkbox"/> Wait 31 days <b>prior to</b> filing with the County Recorders' Office		<input checked="" type="checkbox"/> Document <b>does not need</b> recorded with the County Recorder's Office	

<b>APPROVALS/REVIEWS</b>	<input type="checkbox"/> Assistant/Deputy Department Head	<input type="checkbox"/> Controller's Office
	<input checked="" type="checkbox"/> Department Head	<input type="checkbox"/> Finance Committee
	<input type="checkbox"/> Deputy Mayor	<input type="checkbox"/> Technical Advisory Committee
	<input type="checkbox"/> Mayor	<input type="checkbox"/> Other:
	<input type="checkbox"/> Legal Counsel – <i>Name of Reviewer:</i>	
<b>BACKGROUND</b> (Includes description, background, and justification)	<p>In 2021 the City of Fishers completed their first five-year update to the Fishers 2040 Comprehensive Plan. A part of that update was revamping Chapter 6: Implementation to include a table for staff to track the progress of each action items.</p> <p>This ordinance provides updates to Chapter 6 and lists notable progress staff is making towards the actions identified. This update incorporates the goals of the Mental Health Action Team in addition to the Fishers Advisory Committee on Disability, Arts &amp; Culture Commission, and Environmental Working Group. This allows staff to track progress towards the City's goals and objectives in one location. Also included is the 2023 Trails &amp; Greenways Report, and the updated Thoroughfare Plan. The Fishers 2040 Plan was first adopted in 2016 with 231 total actions identified.</p>	
<b>BUDGETING AND FINANCIAL IMPACT</b> (Includes project costs and funding sources)	Budgeted \$:	N/A
	Expenditure \$:	N/A
	Source of Funds:	N/A
	Additional Appropriation #:	N/A
	<b>Narrative:</b>	N/A
<b>OPTIONS</b> (Include Deny Approval Option)	1.	Hold Final Reading
	2.	Continue
	3.	Take No Action
	4.	
<b>PROJECT TIMELINE</b>	<p>January 16, 2024 - First Reading - City Council  February 7, 2024 - Public Hearing - Plan Commission  February 19, 2024 - Proposed Final Reading - City Council</p>	
<b>STAFF RECOMMENDATION</b> (Board reserves the right to accept or deny recommendations)	Staff recommends City Council to hold Final Reading.	
<b>SUPPLEMENTAL INFORMATION</b> (List all attached documents)	<ol style="list-style-type: none"> <li>1. Ordinance</li> <li>2. Chapter 6. Summary &amp; Implementation</li> <li>3. Throughfare Plan</li> <li>4. Trails &amp; Greenways Report Draft</li> </ol>	

