4

TRANSPORTATION

The transportation element examines the future transportation needs for both vehicles and people of all ages and abilities within the Fishers planning area. It anticipates and plans for transportation infrastructure that will sustain and enhance Fishers' economic sustainability and resilience for the long-term.

INTRODUCTION

The transportation section examines the future transportation needs for both vehicles and people of all ages and abilities within the Fishers planning area. It anticipates and plans for transportation infrastructure that will sustain and enhance Fishers' economic sustainability and resilience for the long-term.

Organization

The transportation section of the comprehensive plan includes the Thoroughfare Plan and the Bicycle and Pedestrian Master Plan, which are adopted with this comprehensive plan by reference. The document is the result of several months of public outreach, planning, research and analysis. This work was conducted by both City staff and consultants to ensure accuracy and detail.

The Thoroughfare Plan establishes the right-of-way needs for each roadway based on its function in the overall transportation system. This Thoroughfare Plan is further enhanced by the bicycle and pedestrian network map, which identifies where bicycle and pedestrian infrastructure will be installed to create a truly multi-modal transportation system. To take the plan to additional detail, corridor plans were added to illustrate the capacity needs of key roadways throughout the City.

The Thoroughfare Plan, corridor plans and Bicycle and Pedestrian Master Plan may be altered on a case-by-case basis at the direction of the Board of Public Works.

The comprehensive plan focuses on six main sections from the Transportation and the Bicycle and Pedestrian Master plans.

- Goals, Objectives and Actions
- Thoroughfare Plan
- Bicycle and Pedestrian Network
- Corridor Plans
- Design Standards
- Shared Transportation

For the comprehensive plan, six sections of the two documents have been included as a summary. Should any conflict occur between the stand-alone plans and this document, the stand-alone plans shall take precedence.

Purpose

Population projections completed in 2014 show that Fishers will grow to over 131,000 people by 2040 from just over 87,000 at the time of the report. There will be a need for continued investment in the transportation network in Fishers to maintain a high level of service for the City's residents.

The Thoroughfare Plan examines the future transportation needs of people of all ages and abilities within Fishers' planning area. The Plan includes incorporated and unincorporated areas of Fall Creek Township and Delaware Township.

The Plan anticipates, and plans for, transportation infrastructure that sustains and enhances Fishers' economic sustainability and livability.

The standards and analysis presented in this plan represent a comprehensive review of the previous Transportation Plan as well as a detailed analysis of Fishers' future population and transportation needs.

Key Findings and Initiatives

The transportation section and the Bicycle and Pedestrian Master Plan both contain several goals, objectives and action steps that form the foundation of the community's needs. Through these goals, community outreach and discussion by the Transportation Task Force, the following themes were identified to shape the overall form of transportation planning in Fishers.

Continued Maintenance. As Fishers ages, the existing streets, trails, paths and sidewalks will all incur increased maintenance costs.

Increased Capacity. The eastern portion of the community will require capacity and safety improvements as development occurs.

Pedestrian Primary Arterials. Just as arterial roadways provide the key east/west and north/south connectivity for vehicles, establishing primary corridors for bicycles and pedestrians is also an important part of the road network.

Balance Transportation Needs. A multi-modal approach must be used in developing roadways to include bike and pedestrian facilities alongside the vehicle corridors. To further balance the transportation network, the land uses should also be distributed to alleviate unnecessary cross-community travel.

Reinvestment in Small Areas. Fishers should focus on key areas to create a sense of place, encourage reinvestment, redevelopment and foster pedestrian and vehicular safety.

Integration with Land Use. The needs of the transportation network are inherently linked with the development of the surrounding land.

Public Transportation. Establishing a public transportation system is a priority of the Indianapolis MPO and CIRTA. Establishing this service will require a public referendum. Should a referendum pass, Fishers will receive services as outlined by the MPO and CIRTA plan.

Plan Process

The foundation for this chapter of the plan was developed in 2015 through a collaborative process involving input from a variety of perspectives. The project team included staff from Fishers' departments of community development, engineering and public works. These groups regularly exchanged information with the Steering Committee, which was comprised of staff from Fishers' departments of administration, community development, engineering, fire, information technology, parks and recreation, police, public relations and public works, as well as a representative of the Indianapolis Metropolitan Planning Organization (MPO). The project team updated the City Council and the Advisory Plan Commission at key junctures of the process. Development of the transportation section occured in three phases.

Phase I – Inventory

During the inventory phase, staff surveyed and examined infrastructure to assess opportunities and challenges. Public participation provided insights into how residents viewed the existing transportation network and what they believe is important moving forward.

Phase II – Analysis

The analysis phase identified key transportation issues to be addressed in the transportation section and recommended actions to tackle the challenges for the short-, mid- and long-term.

Phase III – Policies and Design Standards

Design standards and policies were developed for the broad cross section of transportation needs within the community. This also connects Fishers' plans to the greater region and ensures critical transportation links with other communities.

Public Outreach

The planning process included substantial public outreach efforts, which are further detailed in the appendix. The plans both distributed surveys, raised awareness of the effort by attending other public meetings and City events and reached out to stakeholder groups. Highlights of the outreach efforts include:

- Public Survey (700 Responses)
- Bicycle & Pedestrian Advocacy Committee
- Steering Committee
- Hamilton Southeastern Schools
- Community Forums (March & May 2014)
- Wikimap Survey (113 Responses)

FIVE-YEAR UPDATE

The Thoroughfare Plan and Bicycle and Pedestrian Master Plan were updated in 2019. A Transportation Subcommittee was convened in 2021 as part of the five-year update process to provide direction for refinements to this chapter.

CURRENT STATE OF TRANSPORTATION

Transportation initiatives and infrastructure play a vital role in local and regional mobility, the conveyance of goods and services, public safety and land use patterns within the City of Fishers and Central Indiana. The City of Fishers employs a multi-modal approach to transportation planning and project implementation.

Long-Range Plans

The City has adopted several plans and is currently developing additional plans to guide the development of the overall transportation system. Each plan is updated periodically to reflect evolving transportation needs, public input and national best practices.

Transportation Plan. On Sept. 12, 2005, Fishers adopted its Transportation Plan for the purpose of implementing the transportation network and guiding development. Key elements of the plan are incorporated into this document. The multi-modal plan will include goals and objectives, design standards, a thoroughfare plan, public transportation initiatives, implementation plan and bicycle and pedestrian infrastructure standards.

Thoroughfare Plan. One of the objectives of the Transportation Plan is to classify roads and streets into a functional, hierarchical system based on the number of lanes, the amount of traffic and highway function in terms of moving traffic or providing access. The City of Fishers Thoroughfare Plan is presented in this comprehensive plan. The Thoroughfare Plan includes the classifications of interstate, primary arterials, secondary arterials, collectors and local streets.

Corridor Studies. Appendix C contains Corridor Plans that were developed to illustrate what key corridors could look like at build out. These plans include right-of-way widths, cross-section designs and streetscape standards. The plans are a synthesis of the Thoroughfare Plan and the Bicycle and Pedestrian Master Plan.

Bicycle and Pedestrian Master Plan. Fishers has developed a bicycle and pedestrian master plan to increase safety and mobility of residents who bike and walk within the community. The City of Fishers Bicycle and Pedestrian Master Plan connects key destinations with bicycle and pedestrian infrastructure, identifies goals and objectives, prioritizes projects via capital improvement plan and provides an overall implementation action matrix. The plan is a section of the Transportation Plan but also acts as a stand-alone document.

Roadway Design Standards

To allow the transportation network to be built according to the functional classification in an efficient and economical way, specific design standards are utilized. The design standards accommodate needed infrastructure like sanitary sewer, water and other utilities that can be built without the need for acquiring additional land. The standards also anticipate future expansions needed to keep up with future demand. The design standards for road and street design are identified in the construction specifications and the standard construction details documents found on the City's website.

Right-of-Way and Corridor Preservation

An integral part of the Transportation Plan is corridor preservation and right-of-way protection. Corridor preservation lowers the cost of land acquisition by preventing the need to purchase developed land and reduces the physical cost of development by preventing structures from being built on land that could be needed for transportation system improvements. Corridor preservation also reduces the social cost of development by reducing or preventing the need to relocate families or businesses. Right-of-way is based on functional classification of the street.

Roundabout Initiative

The City of Fishers has implemented roundabouts for various intersections where determined appropriate. Additional roundabouts are planned in the coming years and other intersections are being analyzed for potential reconstruction. Roundabouts eliminate the need for signalization while promoting a continual flow of traffic. Due to the relatively recent roundabout initiative within Fishers, the City has developed an online brochure to provide information and help the public safely maneuver the roundabout design.

Roadway Maintenance

The City of Fishers is responsible for maintaining most of the roads and streets within the City's incorporated limits, however some roads are maintained by the Indiana Department of Transportation (INDOT), such as Interstate 69 and State Road 37. When new commercial or residential development occurs, it is the developer's responsibility to build the streets needed to serve the development per the City's design standards.

Public Transportation

Currently, the City of Fishers is not served by public transportation. An Express Bus service between Fishers and downtown Indianapolis provided by the Central Indiana Regional Transportation Authority (CIRTA) ceased operation in May 2015. A train station is located along Municipal Drive in Fishers' Nickel Plate District and serves the seasonal Indiana Transportation Museum Fair Train that departs for a round-trip journey from Fishers to the depot at the Indiana State Fairgrounds. The City is an active member in the Hamilton County Transit Forum which is developing transit alignments, funding mechanisms and conducting outreach efforts to prepare for future transit discussions and elections. Transit facilities, including bus routes and rapid transit lines, are also identified within Fishers in the Indianapolis MPO Indy Connect Transit Plan. The City will remain an active participant in all public transit discussions.

The City of Fishers is currently working independently and with surrounding communities and community partners to ensure residents have diverse transportation options. Fishers 2040 identifies priority projects as we plan for the future infrastructure within our community.

Freight Movement

Central Indiana is one of the premier freight and logistics regions in the United States. The Indianapolis MPO region includes 231 miles of primary truck freight routes, 240 miles of rail corridor and the sixth largest air freight hub in the United States. Though Fishers is not a freight center, the City must remain aware of the importance of freight movement due to its location on I-69 and State Road 37.

Airports

The Indianapolis Metropolitan Airport is located within Fishers, north of 96th Street between Allisonville Road and Interstate 69. The facility is considered a relief airport for the Indianapolis International Airport. Operated by the Indianapolis Airport Authority, the airport has one runway approximately 3,800 feet long and 120 hangers for 234,000 square feet of storage. The Indianapolis International Airport is located approximately 35 miles southwest of Fishers along Interstate 70.

PLAN SUMMARY

Fishers' transportation network was evaluated through the efforts of multiple task force groups, City staff and community outreach.

Purpose

The Thoroughfare Plan establishes design and engineering standards to create a safe, balanced and efficient travel system for the City of Fishers. This network balances the needs of all users of all abilities. The plan achieves this by establishing a series of goals to guide the plan. The final result of the plan is the thoroughfare plan map, which is supplemented by the bicycle and pedestrian master plan map.

Goals

1. ACCOUNTABLE – Monitor and evaluate the implementation of this plan by providing regular progress reports to the City's elected officials and by implementing an updated thoroughfare plan every five years.
2. CONNECTED – Improve connectivity between key destinations, such as parks, neighborhoods, retail areas, civic centers, employment centers and neighboring communities.
3. SAFE – Achieve a safe, efficient and convenient transportation network in Fishers.
4. ACCESSIBLE – Ensure the needs of all users, including drivers, pedestrians, cyclists, transit users and those with limited mobility are considered when improvements and additions are made to the transportation network.
5. INTEGRATED – Achieve a better relationship between land uses to reduce automobile dependency though coordination with planning and development activities.
6. ECONOMICALLY VIABLE – Support economic vitality though strategic transportation investments.
7. FINANCIALLY RESPONSIBLE – Promote fiscally sound transportation investments and maximize financial resources.
8. WELL-MAINTAINED – Maintain the quality of the transportation infrastructure to ensure safe operation and the long-term viability of these assets.
9. SUSTAINABLE – Promote the use of non-vehicular travel methods and new mobility technology.
10. EFFICIENT – Continue to mitigate congestion throughout the City.

GOALS, OBJECTIVES AND ACTIONS

The transportation section organizes policies into a hierarchy of goals, objectives and action items, which all work together to support the vision. The plan will provide comprehensive, strategic priorities for Fishers' transportation network, which include short-, mid- and long-term priorities and funding strategies.

FIVE-YEAR UPDATE All actions were assessed and updated in 2021. The status of each action is noted with an icon.

- Underway (started, but not yet complete)
- Future (not started)
- Future, then maintenance
- Complete
- New (Actions added during the 2021 update)
- Maintenance (currently occurring on a repeating basis)

Goal I: Accountable

Monitor and evaluate the implementation of this plan by providing regular progress reports to the City's elected officials and implement an updated thoroughfare plan every five years.

		Status (as of June 2021)
Objective 1.1	Monitor progress of the plan.	
	1.1.1. 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.	Maintenance
	1.1.2. Identify progress of the plan in the yearly statistical analysis of development.	Maintenance
	1.1.3. Create clear time frames for completion of all actions.	Complete
	1.1.4. Provide specific, measurable benchmarks for accomplishing tasks and actions stated in this plan.	Complete
Objective 1.2	Regularly update the plan.	
	1.2.1. Community development and engineering departments to review and document completed projects and review upcoming projects (for tracking of progress).	Future, then maintenance
Objective 1.3	Update the public on current roadway projects.	
	1.3.1. Publicize the availability of Drive Fishers alerts.	Complete
	1.3.2. Discuss infrastructure projects in a monthly magazine.	Future, then maintenance

Goal 2: Connected

Improve connectivity between key destinations, such as parks, neighborhoods, retail areas, civic centers, employment centers and neighboring communities.

		Status (as of June 2021)
Objective 2.1	Increase connectivity in residential neighborhoods and commercial developments through the use of a more grid-like street network.	
	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.	✓
	2.1.2. Amend the UDO to reduce allowable length of cul-de-sacs.	✓
	2.1.3. Amend the UDO to require commercial developments to provide connections to adjacent properties. This will result in better parcel cross-connectivity to reduce the number of trips on major arterial roads.	✓
Objective 2.2	Increase pedestrian connections between neighborhoods and from neighborhoods to adjacent land uses.	
	2.2.1. Utilize greenways along creeks and other waterways to provide pedestrian and bicycle connections.	↻
	2.2.2. Explore topic of Safe Routes with schools and viability of working toward grant funding for infrastructure and non-infrastructure improvements to increase walkability within neighborhoods surrounding schools.	☰
	2.2.3. Amend UDO to require pedestrian connections between subdivisions during planning process and to adjacent uses wherever appropriate.	✓
	2.2.4. Construct bicycle and pedestrian infrastructure that connects to surrounding communities and civic centers.	↻
	2.2.5. Design trails and sidewalks to allow space for pedestrians and cyclists to pass one another.	✓
	2.2.6. Study the I-69 and E 116th 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.	☰
	2.2.7. Study and prioritize pedestrian connectivity on the east side of I-69 from 96th Street to E 121st and from I-69 to Cumberland.	☰
Objective 2.3	Promote safety and awareness when creating connections.	
	2.3.1. Require roadway designs that reduce the speed of through traffic.	✓
	2.3.2. Require new stub streets to have signage to notify adjacent homeowners a future roadway will connect.	✓

Objective 2.4 (new) Promote connections across the White River

2.4.1. Study an additional vehicular connection across the White River at key locations with adjoining municipal and county stakeholders.	
2.4.2. Study pedestrian connectivity across the White River at key locations with adjoining municipal and county stakeholders.	

Goal 3: Safe

Achieve a safe, efficient and convenient transportation network.

Objective 3.1 Provide safe crossings for all pedestrians, bicyclists and vehicles.

	Status (as of June 2021)
3.1.1. Replace stop sign controlled railroad crossings with gates and lights.	✓
3.1.2. Expand and implement the Americans with Disabilities Act (ADA) Transition Plan.	
3.1.3. Continue to study areas where the City's roadway network could be improved.	
3.1.4. Address bike and pedestrian facilities when reviewing roadway designs.	
3.1.5. Secure funding for maintenance of existing bicycle and pedestrian facilities and bring existing facilities up to the latest design standards where necessary.	
3.1.6. Annually review police department crash data to determine areas which may need additional safety improvements.	
3.1.7. Regularly repaint pedestrian crossing markings.	
3.1.8. Investigate using raised crossings, pedestrian curb extensions and other traffic calming and pedestrian safety devices where high pedestrian travel is expected.	
3.1.9. Ensure that all intersections are properly lit.	
3.1.10. Study the I-69 corridor specifically from Exit 205 (E 116th Street) to Exit 210 (Southeastern Parkway) as it relates to pedestrian connectivity over I-69.	

Objective 3.2 Provide safe road network for automobile users.

3.2.1. When expansion projects are completed, widen lanes to modern widths to improve safety.	
3.2.2. Widen roadways with substandard lane widths.	✓
3.2.3. Inventory locations where sight distances may be impaired.	✓
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.	

Objective 3.3 Educate citizens about proper use of sidewalks, shared-use paths and bike lanes.

3.3.1. Create materials and signage to alert drivers that they must share the roadway with bicyclists.	
3.3.2. Create materials to educate motorists on new intersection and roadway designs, as needed.	
3.3.3. Raise awareness to the bicycling community of the bicyclists' responsibilities as a roadway user.	
3.3.4. Create materials to alert residents how it is appropriate and lawful to use shared-use paths, bike lanes and sidewalks.	
3.3.5. Create route maps to show the overall transportation network for bicycles, pedestrians and automobiles.	
3.3.5A. Annually update the bicycle and pedestrian map and promote the interactive map.	

~~Objective 3.4~~ ~~Improve safety through better education of all intersection types, including median U-turn, roundabout and conventional.~~ Determined as not needed.

~~**3.4.1.** Post videos and brochures on the City website to show how to properly use all intersection types.~~	
~~**3.4.2.** Develop charts to demonstrate the capacity and safety advantages of different intersection types to post to the City website.~~	
~~**3.4.3.** Place links on the City website for the Indiana Driver's Manual and all informational brochures produced by the City.~~	

Goal 4: Accessible

Ensure the needs of all users, including drivers, pedestrians, cyclists, transit users and those with limited mobility are considered when improvements and additions are made to the transportation network.

Objective 4.1 Ensure continued compliance with the Americans with Disabilities Act (ADA) and accessibility standards.

	Status (as of June 2021)
~~**4.1.1.** Expand ADA Transition Plan.~~	Duplicate of 3.1.2.
4.1.2. Assign a single point of contact for ADA and Title VI challenges in Fishers.	

Previously mentioned actions

- 3.2.1 Expand and implement the ADA Transition Plan

Objective 4.2 Ensure all new development is being constructed to the latest design standards.

4.2.1. Continue to review all developments and infrastructure projects at the Technical Advisory Committee (TAC) to ensure compliance with accessibility standards.	↻
4.2.2. Study the feasibility of requiring universal transportation design standards or other emerging design standards within the City.	☰
4.2.3. Train City employees on the use of modern design standards.	↻
4.2.4. Consider future transit facilities when upgrading infrastructure.	◌

Objective 4.3 Ensure development accommodates users of all ages and abilities.

4.2.1. Provide traffic calming where pedestrian travel is encouraged.	✓
4.2.2. Clearly mark crosswalk locations.	✓

Goal 5: Integrated

Achieve a better relationship between land uses to reduce automobile dependency through coordination with planning and development activities.

Objective 5.1 Produce updated future land use map that provides mixed-use areas and nodes of walkability throughout the City.

	Status (as of June 2021)
5.1.1. Complete comprehensive plan.	✓
5.1.2. 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.	☰

Objective 5.2 Ensure all roadway projects provide connectivity for pedestrians and bicyclists, as well as for vehicles.

5.2.1. Integrate planned paths, sidewalks and greenways into road projects.	↻
5.2.2. Promote roadway connectivity to reduce trips on arterial roadways.	↻
5.2.3. Continue to review all development and infrastructure projects at TAC to allow all resource agencies and City departments an opportunity for input.	↻
5.2.4. Provide parking areas for people to use trails.	↻
5.2.5. Provide parking identification signage for public parking in urban areas.	☑

Objective 5.3 Provide development nodes that create a well-connected pedestrian, bike and road network with mixed-use development.

5.3.1. Focus on creating key development nodes that provide a high standard of bicycle and pedestrian connectivity, such as in the Nickel Plate District, 106th Street corridor and Saxony District.	
5.3.2. Require new development to provide bike and pedestrian facilities during the TAC review.	✓

Objective 5.4 Develop detailed visions for key nodes throughout the city that are prime development or redevelopment opportunities.

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.	
5.4.2. Update the master plan for the Nickel Plate District focusing on South Street.	
5.4.3. Study road connectivity and land use to create a safe, well-connected road network for the eastern portion of Fishers.	

Goal 6: Economically Viable

Support economic vitality through strategic transportation investments.

Objective 6.1 Reinvest in infrastructure where economic development is sought.

Status (as of June 2021)

6.1.1. Determine development nodes where reinvestment is needed and can aid economic development initiatives.	
6.1.2. Invest in pilot projects to create momentum for private investment, redevelopment and public-private partnerships.	

Objective 6.2 Reduce the City's cost for transportation infrastructure improvements.

6.2.1. Pursue grants to leverage local dollars for larger improvement.	↻
6.2.2. Update design standards to require roadway and trail infrastructure that is thicker and lasts longer.	✓
6.2.3. Ensure that infrastructure is installed properly.	↻

Goal 7: Financially Responsible

Promote fiscally sound transportation investments and maximize financial resources.

Objective 7.1 Prioritize installation of new road, bicycle and pedestrian facilities based on need for return on investment.

	Status (as of June 2021)
7.1.1. Prioritize filling gaps in the network before upgrading an existing sidewalk or path, when possible.	
7.1.1A. Complete trail gap analyst.	
7.1.1B. Prioritize trail gaps.	
7.1.1C. Identify funding opportunities to start closing trail gaps.	
7.1.2. Ensure that funding is secured for long-term maintenance of roads, paths and sidewalks.	

Objective 7.2 Coordinate shared-use path and sidewalk improvements with planned roadway improvements to reduce expenses.

7.2.1. 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.	

Goal 8: Well-Maintained

Maintain the quality of the transportation infrastructure to ensure safe operation and the long-term viability of these assets.

Objective 8.1 Ensure the transportation network is well-maintained.

	Status (as of June 2021)
8.1.1. Continually update the list of capital improvements projects.	
8.1.2. Include path and sidewalk maintenance in the capital improvements projects list.	
8.1.3. Develop strategies and secure funding for transportation maintenance.	
8.1.4. Evaluate the City's design standards to ensure infrastructure built by new development will have a long life span.	

Objective 8.2 Develop a plan for widening/improving transportation infrastructure in the eastern part of the community.

8.2.1. Ensure developments are dedicating adequate right-of-way through TAC based on the Thoroughfare Plan.	
8.2.2. Require larger development projects to help improve the roadways at the time of construction.	

Objective 8.3 Ensure snow removal is done in a manner that allows all users safe use of the comprehensive transportation network.

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.

8.3.2. Recognize which spaces will be lost in a parking lot due to piling snow in the winter through the TAC process.

8.3.3. Design infrastructure to limit damage to snow plows when providing pedestrian crossings and curbs.

Goal 9: Sustainable

Promote the use of non-vehicular travel methods and new mobility technology.

Objective 9.1 Create a connected bicycle lane network.

Status (as of June 2021)

9.1.1. 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.

9.1.2. Identify roads that are to be improved/resurfaced for cost-effective opportunities to add bicycle lanes where appropriate.

Objective 9.2 Provide bicycle facilities at destinations.

9.2.1. Continue to provide bicycle parking at City events, such as the concert series and movie nights.

9.2.2. Update bicycle parking requirements in the UDO to encourage active transportation options and better address anticipated demand.

Objective 9.3 Connect existing shared-use paths, greenways and sidewalks to expand usability of network.

~~**9.3.1.** Annually update the existing bicycle and pedestrian infrastructure map to accurately track remaining gaps in the existing path and sidewalk network and benchmark progress toward meeting plan goals.~~

Combined with 3.3.5A.

~~**9.3.2.** Prioritize closing the gaps based on plan goals.~~

Combined with 7.I.I.

~~**9.3.3.** Seek additional funding sources to fill in gaps.~~

Combined with 7.I.IC.

Previously mentioned actions

- 7.1.1 Prioritize closing the gaps in the sidewalk network

Objective 9.4 Create uniform standards to include bike and pedestrian facilities on each roadway.

9.4.1. Update the Thoroughfare Plan and Bicycle and Pedestrian Plan every five years at a minimum to reflect the current design standards and the needs of the community.

Objective 9.5 Promote the use of low-impact design standards and new technologies to be at the forefront of the construction industry.

9.5.1. Adopt low-impact (LID) development standards in the UDO.	
~~**9.5.2.** Amend the UDO to promote the use of low-impact standards.~~	Combined with 9.5.I
9.5.3. 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.	
9.5.4. Be a resource for the local development community to inform on new standards and receive input.	

Objective 9.6 (new) Support new mobility technologies.

9.6.1. Create best practices for EV Charging for multi-family and commercial developments.	
9.6.2. Update UDO to require EV Charging at commercial developments over a certain threshold and define minimum requirements for a EV charging facility.	
9.6.3. 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.	

Goal 10: Efficient

Continue to mitigate congestion throughout the City.

Objective 10.1 Optimize the capacity of existing roadways using the most recent technology.

Status (as of June 2021)

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.	

Objective 10.2 Pursue further study to determine the need for roadway projects to increase capacity on corridors operating at a low level of service.

10.2.1. Identify regular bottle necks by gathering data at congested areas in the existing system and prepare plans to mitigate the congestion.	

Objective 10.3 Increase the connectivity of the roadway network to provide alternative routes for congested areas.

10.3.1. Require development to incorporate stub streets and pedestrian connections.	
10.3.2. Minimize disruptions to traffic during improvement projects.	

THOROUGHFARE PLAN

The Thoroughfare Plan establishes a hierarchy of the overall transportation network to ensure the efficient transport of people, goods and services to their destinations. The thoroughfare plan map identifies how each transportation corridor fits into the overall transportation network by the use of a functional classification.

The Thoroughfare Plan is the mechanism that establishes a roadway's function in the overall transportation network according to the type of travel it accommodates. This classification establishes the amount of right-of-way required along that corridor to preserve adequate space for future roadway improvements.

During development review for projects in Fishers, necessary right-of-way is set aside to prepare for roadway improvements and pedestrian infrastructure is also installed at that time. When additional right-of-way is needed for a roadway improvement project that has not already been set aside, the City must undergo a right-of-way acquisition process with the owner of the land. In these situations, the City may acquire less right-of-way than shown by the thoroughfare plan map as to limit expenditures of public dollars.

Corridor Plans

In addition to the standards set by the Thoroughfare Plan, individual corridor plans have been produced for more detailed analysis of select roadways. The corridor plans identify the types of bicycle and pedestrian facilities required on each roadway, lane configurations and select design details. Further information on these facilities is presented in the appendix.

The Nickel Plate District Code supersedes the provisions of the Thoroughfare Plan and the corridor plans as it has been master planned under a form-based code.

Some aspects of the corridor plans may be modified when construction plans are created. The corridor plans present a vision for how these corridors may ultimately develop.

Functional Classifications - Roadway

The following list of classifications includes definitions for the range of roadway types included in the Thoroughfare Plan.

Interstate/Expressway. Divided highways with full control of access and grade-separated interchanges. Primary function is movement of traffic, usually long trips from state to state, but can be used for short-trips within the study area. These roads are designed for high-speed operation consisting of several lanes.

- Right-of-way width: Varies - Consult with INDOT
- Pedestrian facilities: No facilities are required parallel to the INDOT right-of-way, but all crossing roadways are required to have pedestrian facilities.

Primary Arterials . Similar in function to an interstate, but not grade separated, consisting of four or more travel lanes and usually divided. They have controlled access with major intersections typically one mile apart. Provides access to interstates or other primary arterials. Designed to carry large traffic volumes either through communities or from area to area.

- Minimum right-of-way width: 120 feet
- Pedestrian facilities: 10-foot shared-use path on both sides

Secondary Arterials. These routes are typically main thoroughfares carrying higher percentages of short trips and local traffic than primary arterials. They carry significant volumes and usually provide access to major commercial districts.

- Minimum right-of-way width: 100 feet
- Pedestrian facilities: 10-foot shared-use path on both sides

See Appendix C for detailed corridor plans.
If an existing facility is being upgraded (e.g. an existing sidewalk to a shared-use path) or maintained (e.g. an existing eight-foot shared-use path is being repaved) and current conditions restrict the width of a shared-use path, an alternate design may be approved by the board of public works.

Collectors. Primary function is to collect traffic from an area, residential or work-place and move it to an arterial while also providing substantial service to abutting land uses. Built with an urban design with curb and gutter to provide better storm water management from impervious surface runoff.

- Minimum right-of-way width: 90 feet
- Pedestrian facilities: 10-foot shared-use path on one side; Five-foot sidewalk on the other side

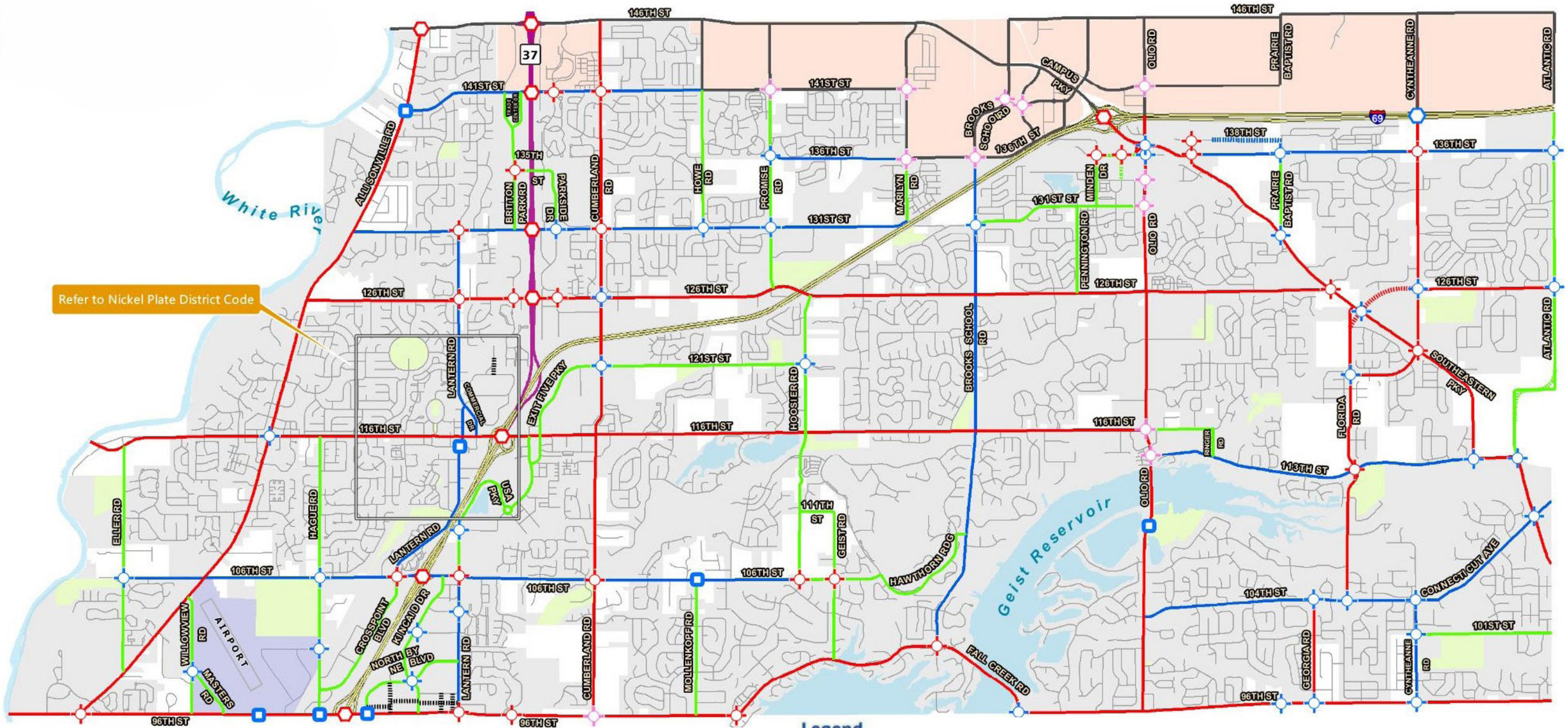
Local Streets. Primary function is to provide direct access to residential and commercial land uses and feed collectors. Any street not shown highlighted on the thoroughfare plan map is designated as a Local or private street.

- Minimum right-of-way width: 50 feet *
- Pedestrian facilities: Five-foot sidewalk on both sides
- Eight-foot tree plot from curb to sidewalk

* Updated August 2019 - Ordinance #081919F

THOROUGHFARE MAP

March 2025



Legend

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

FISHERS 2040

A Framework for Our Future

BIKE AND PEDESTRIAN FACILITIES

The bicycle and pedestrian network will play an important role in Fishers' future. These systems have the potential to offer viable alternative transportation options, as well as recreational opportunities within the community. As these networks mature, their roles are expected to evolve to make an even more meaningful contribution to the overall transportation system. The full plan is in Appendix C.

The Bicycle and Pedestrian Master Plan developed a thorough network of paths, sidewalks and bike lanes that connect along all of the major thoroughfares in Fishers. All major roadways, as shown on the map, are to be multi-modal corridors that provide facilities for vehicles and pedestrians alike. Connections along 106th Street, 126th Street, Cumberland Road and Olio Road are considered primary thoroughfares for pedestrians, which is detailed in the parks section of this plan.

The existing bicycle and pedestrian network includes sidewalks, side paths, shared-use paths, greenways and natural trails. There are currently 142 miles of paths and trails in Fishers. The UDO requires the installation of pedestrian paths when developments occur. The specific type of path varies depending on the context of the development. These upgraded standards have been in place since 2006. Prior to the 1990s, an ordinance requirement did not exist for the installation of paths with new development. This has created some gaps that exist in the present system.

The 142 mile network of shared-use paths and side paths was developed to be used primarily by recreational cyclists and pedestrians. These paths are generally well used by a broad range of users including walkers, runners, skateboarders, roller bladers and recreational cyclists. Commuter cyclists and distance cyclists typically travel on the road and use dedicated bike lanes when they are available. Given the speed of their travel, it is hazardous for these cyclists to share space with pedestrians and recreational cyclists on side paths or shared-use paths. In fact, it is preferable for commuter cyclists and distance (high-speed) cyclists to be on the road. State law considers a bicycle a vehicle that must adhere to the same traffic laws as other motorized vehicles. Particularly in more densely developed areas with higher amounts of traffic and intersections, it is safer for a cyclist to be on the road as opposed to a path. The infrastructure targeted to meet the needs of these riders is currently limited. Presently, there is just one road with a dedicated bike lane, which makes up 4.7 miles along a portion of Olio Road.

Key Findings

- Fishers has 142 miles of pedestrian paths and trails, compared to approximately 469 centerline miles of public roadways.
- The material, types and widths within the pedestrian system vary. Pathways that narrow from eight-foot paths to five-foot paths can pose a challenge for pedestrians and cyclists sharing the path.
- Narrower paths create conditions where it is difficult for users to pass one another.
- Obstructions within paths, such as signage, utilities, mailboxes, fire hydrants, benches and street lights, can make it difficult for cyclists and pedestrians or persons with disabilities to use the shared paths.
- Road bike riders and commuter cyclists prefer to travel in dedicated bike lanes when available, or on the roadways.
- Some roadways are very narrow, creating an uncomfortable shared travel environment both for drivers and cyclists.
- East-west connectivity is hampered by man-made and natural barriers. The White River, Interstate 69 and State Road 37 present significant constraints to pedestrians and cyclists.
- Signage and wayfinding for pedestrians and cyclists make the networks more user-friendly and alert motorists to the presence of both pedestrians and cyclists.
- Pedestrians and cyclists feel more comfortable using the facilities when buffers of at least five feet separate them from the thoroughfare. Higher road speeds should lead to wider buffers.

Functional Classifications – Pedestrian

The following list of classifications includes definitions for the range of path types included in the Thoroughfare Plan.

Shared Lane. A lane of a traveled way that is open to both bicycle and motor vehicle travel. These types of facilities should be used by road and commuter bicyclists only; no pedestrians should travel in these lanes. It should be noted that under Indiana state law, all roadways except limited access highways are permitted for shared use of bicycles and motorized vehicles. The shared lane category in this plan indicates that extra lane markings, such as sharrows, are proposed to indicate to motorists that cyclists are present and can merge with vehicular traffic.

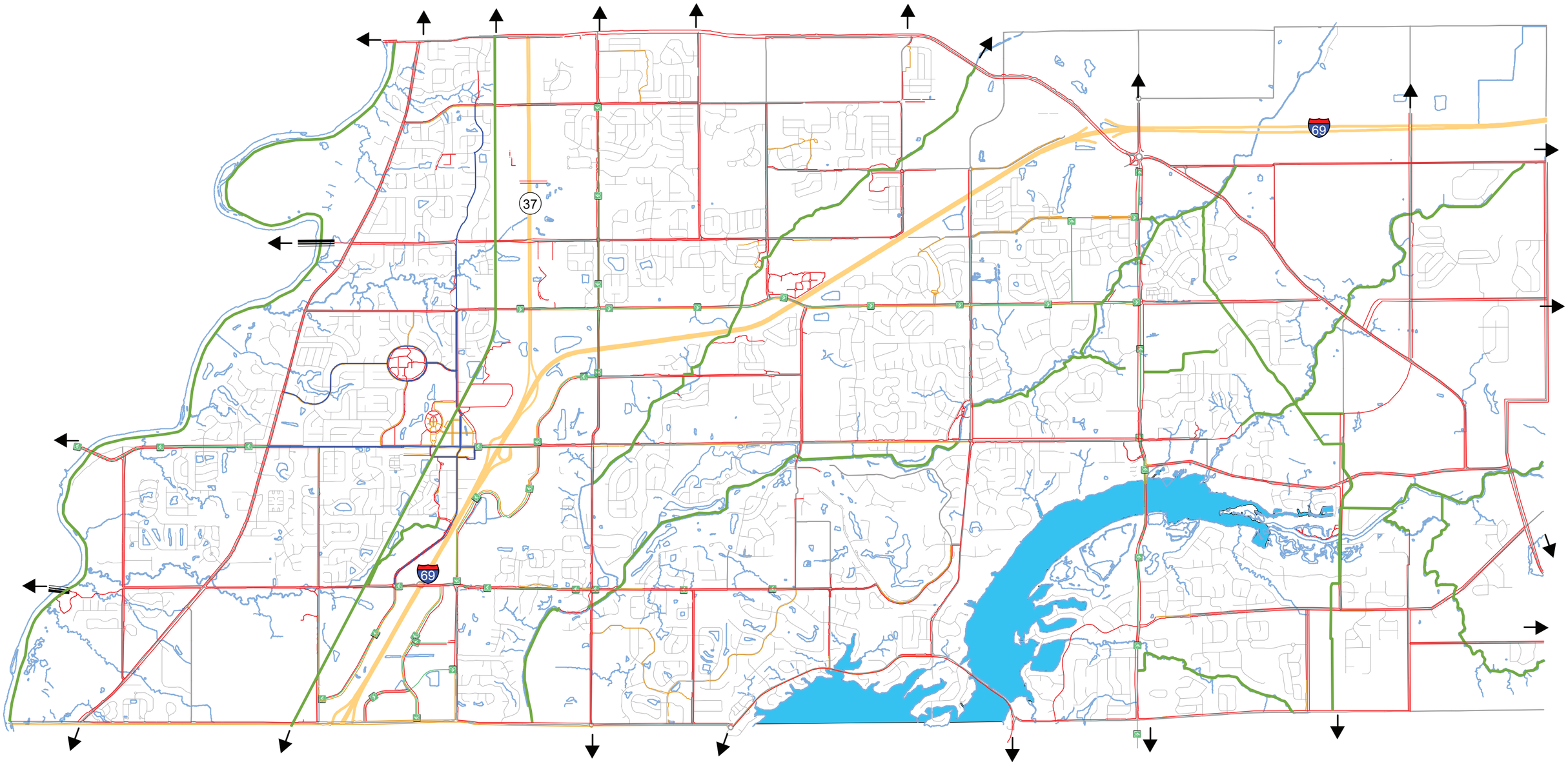
Sidewalk. The portion of a street or highway right-of-way, beyond the curb or edge of roadway pavement, which is intended for use by pedestrians. Sidewalks are to be use by pedestrians and small children on bicycles. Sidewalks may be separated from curb by planting strip. Sidewalks are concrete and typically range from four to six feet in width.

Greenway. A linear portion of land that is wooded or open space typically found along waterways, utility lines, non-vehicular public right-of-ways and natural corridors. Sidewalks, side paths, shared-use paths and natural trails can all be located within a greenway. Users of all categories may make use of this type of path system.

Shared-Use Path. A path or walkway physically separated from motor vehicle traffic by an open space or barrier and either within the highway right-of-way or within an independent right-of-way. Shared-use paths may also be used by pedestrians, skaters, wheelchair users, joggers and other non-motorized users. Most shared-use paths are designed for two-way travel. These types of facilities are to be used by recreational bicyclists and pedestrians. While not recommended, road and commuter bicyclists may use these facilities if no other option is available. These paths are typically asphalt and eight to 12 feet in width.

Bike Lane. A portion of a roadway that has been designated for preferential or exclusive use by bicyclists by pavement markings and, if used, signs. It is intended for one-way travel, usually in the same direction as the adjacent traffic lane, unless designed as a contra-flow lane. These types of facilities are to be used by road and commuter bicyclists and some recreational riders depending on their ability. No pedestrians and no cars should travel in these lanes.

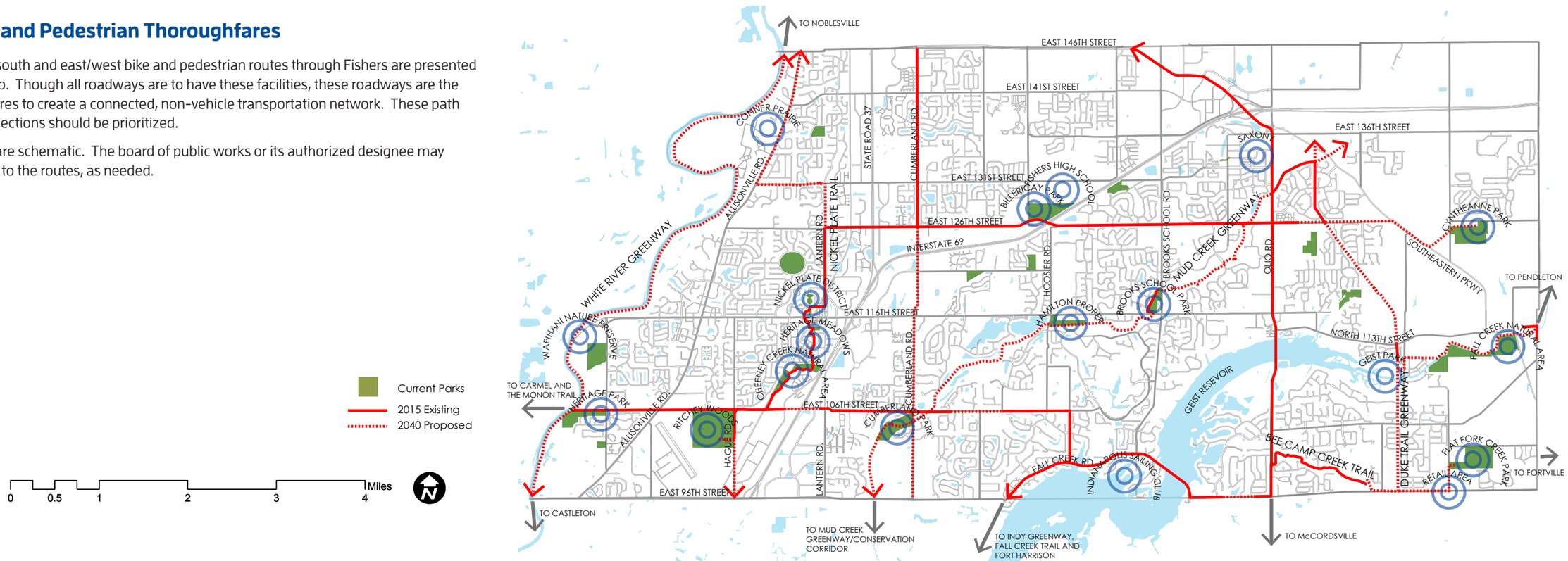
BIKE AND PEDESTRIAN PLAN: OVERALL NETWORK



Primary Bike and Pedestrian Thoroughfares

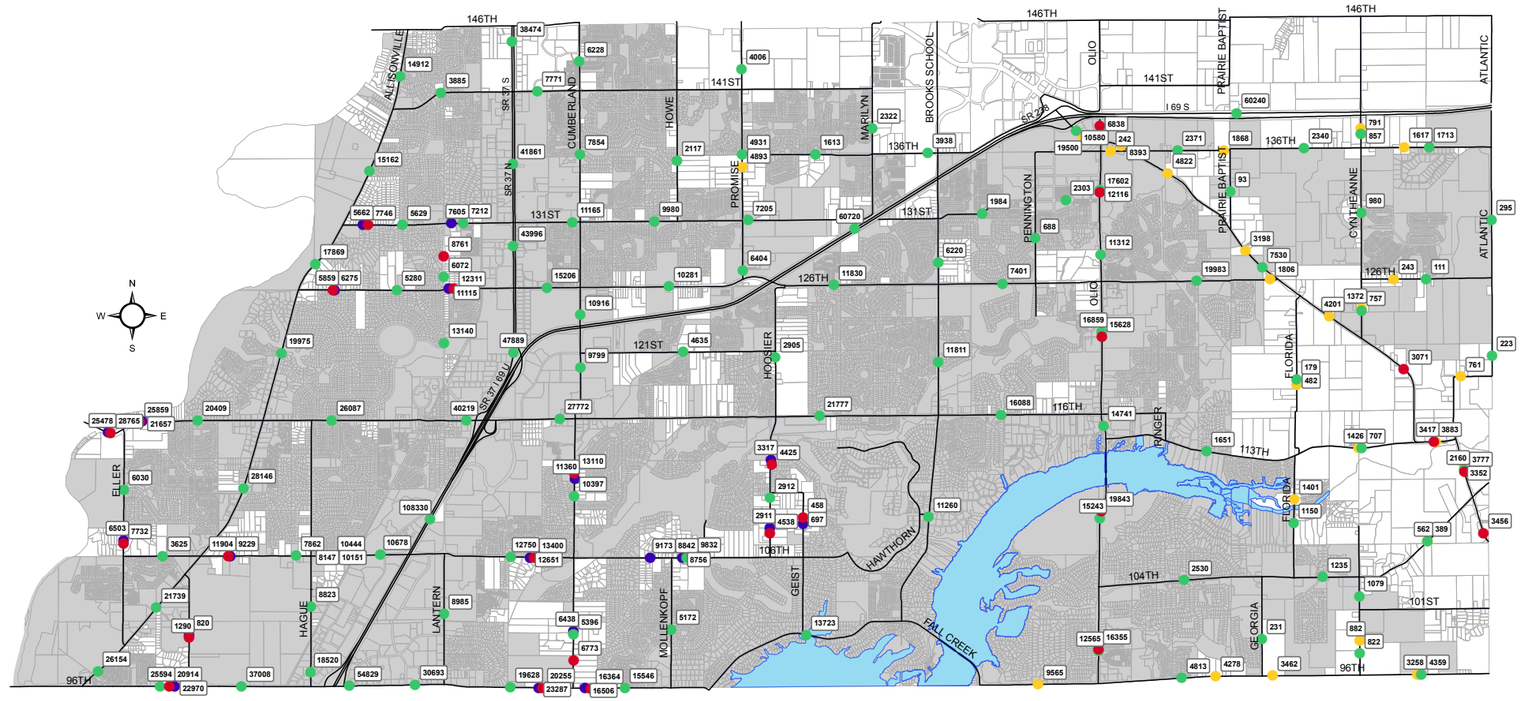
The primary north/south and east/west bike and pedestrian routes through Fishers are presented in the following map. Though all roadways are to have these facilities, these roadways are the primary thoroughfares to create a connected, non-vehicle transportation network. These path and greenway connections should be prioritized.

The routes shows are schematic. The board of public works or its authorized designee may approve alterations to the routes, as needed.



Traffic Counts

Traffic counts are conducted throughout the community to determine which roadways are the most heavily used. This determines which roadways need upgraded and can also help identify good locations for commercial development. The most recent traffic counts are presented in the following figure.



Safety

Traffic safety is a key component to any successful transportation strategy. Assisted by the Police Department, an examination of crash history and traffic patterns can predict key locations where improvements in traffic safety will be beneficial to both motorists and the community. According to data published by the USDOT, the cost to the community of an average crash is typically $42,000. This cost includes medical care, emergency services, victim work loss, employer cost, traffic delay, property damage and overall reduction in quality of life. This section of the report presents the analysis of crashes on segments of roadway and at intersections along major roadways. Crash data for Fishers for the calendar year ending 2012 was analyzed to determine high-crash locations throughout the community. Contributing factors to any location's high crash occurrence can include: driver error, intersection configuration, access considerations and overall traffic congestion. Many of the locations experience recurring congestion and a direct relationship exists between traffic congestion and crash frequency, which justifies the ongoing efforts to provide adequate funding for transportation projects that minimize traffic congestion. Driveway access within close proximity to intersections also can contribute to crash frequency by increasing the unexpected conflict points near the intersections. The table above shows the 10 highest crash occurrence locations within Fishers.

RANKING OF TRAFFIC CRASH LOCATIONS

2012 Ranking	Location	Number of Crashes	Property Damage Crashes	Personal Injury Crashes
1	Southeastern Parkway & Olio Road	54	51	3
2	126th Street & Cumberland Road	14	11	3
3	96th Street & Allisonville Road	12	12	0
4 (tie)	106th Street & Allisonville Road	11	7	4
4 (tie)	131st Street & Cumberland Road	11	10	1
5	131st Street & Promise Road	10	8	2
6 (tie)	126th Street & Hoosier Road	9	9	0
6 (tie)	126th Street & Lantern Road	8	8	1
7	116th Street & Commercial Drive	8	6	2
8 (tie)	96th Street & Lantern Road	7	6	1
8 (tie)	116th Street & Allisonville Road	7	5	2
8 (tie)	141st Street & Mundy Drive	7	6	1
9 (tie)	116th Street & Olio Road	6	4	2
9 (tie)	131st Street & Allisonville Road	6	5	1
9 (tie)	126th Street & Olio Road	6	6	0
9 (tie)	126th Street & PromiseRoad	6	6	0
10 (tie)	Allisonville Road & River Glen Drive	5	5	0
10 (tie)	126th Street & Allisonville Road	5	4	1

IMPO 2016 SAFETY STUDY: TOP 50 MOST DANGEROUS INTERSECTIONS IN THE INDIANAPOLIS REGION

In 2016 the Indianapolis Metropolitan Planning Organization (IMPO) conducted a study of the top fifty (50) high-crash locations within the Indianapolis Metropolitan Planning Area (MPA). For each location, the team reviewed crash data and existing conditions, created a collision diagram, conducted a field check. The team also met with local engineering, police representatives, and city staff, and identified specific improvements the remedy existing safety issues. These recommendations range from lower cost maintenance items to higher cost capital improvements.

Intersections Identified within the City of Fishers:

1. 96th Street & Hauge Road
10. Allisonville Road and E 96th Street
20. E 116th Street and Olio Road
30. Allisonville Road and E 116th Street
36. Allisonville Road and 146th Street
50. Olio Road and Southeastern Parkway

The Study can be found here and the Map can be found here.

DESIGN STANDARDS

The design standards section organizes policies which are the adopted standards of the City of Fishers. All transportation projects shall be reviewed at the Technical Advisory Committee to ensure compliance with these policies as well as the other design standards of this plan.

Policies

Priorities. Maintenance, capacity improvement, new road construction, trail connections and transit are all important components of the Fishers' transportation network. Given the fiscal constraints of implementing all of these elements at the same time, the following priorities have been established:

- Maintain current roads
- Increase capacity for vehicles
- Complete pedestrian trails and sidewalk network
- Implement bike lanes
- Mass transit

An important distinction must be made between the eastern and western portions of the community with these priorities. While this list is correct for the established portion of Fishers, the need for maintenance and the need for increased capacity are reversed in the undeveloped, eastern portion of the City. In this area, it is necessary to increase vehicle capacity as a top priority.

ADA compliance is a key component of every priority listed above and, thus, is not identified individually.

Intersection Type. The intersection type decision policy aids in choosing among design alternatives. Specifically, this policy prescribes a model to be used in decision-making relative to choice of basic intersection form, including forms common and uncommon to Fishers. The latter types are typically referenced as alternative or innovative intersections and, for instance, include median U-turn, roundabout, displaced left-turn and other designs.

For more detailed information, see Appendix A.

Curb Placement. It is Fishers' policy to consider the use of both shoulders and curbs adjacent to the traveled way on public roadways.

Pedestrian Crossings. Pedestrian crossings on and adjacent to arterial and collector streets shall require a distinct, visible design that clearly identifies the areas where pedestrians are intended to cross.

Bike Parking. Bike parking is required for all developments in Fishers. These standards are available in the UDO, as amended.

Street Lights. Lighting installed by Fishers is generally limited to intersections and major thoroughfares. The decision to provide lighting is made on a case-by-case basis. Lighting provided within neighborhoods is installed and maintained by homeowners associations.

Alleys. Alleys shall be reviewed on a case-by-case basis by the engineering department. Lanes shall be a minimum of II feet wide and pedestrians shall have safe means of refuge (e.g. sidewalk or connection to a nearby sidewalk).

Design Standards. To allow the transportation network to be built according to the functional classification in an efficient and economic way, specific design standards are needed.

Intersection Study. The road and street network cannot be upgraded without improving intersections. To move existing and future traffic in a safe and efficient manner, intersections must be upgraded to reduce conflicts and move converging traffic through the intersections.

Traffic Access Management. For the transportation network to function at a high level of service, it is necessary to control access along the major thoroughfares. Access management is described as the process of controlling the number of access points or driveways as land along thoroughfares develops. Limiting the spacing and number of access points reduces conflicts caused by traffic maneuvers such as stopping, turning, ingress and egress. Limiting access points also preserves and helps maintain a tolerable level of service and flow of traffic, while providing appropriate access to the land uses along the major arterials.

Green Infrastructure. The City of Fishers has established storm water design standards that allow for green infrastructure and low-impact development to be implemented on all construction projects. To facilitate these designs, the director of engineering may allow for deviation from the standards of this plan and from the standard construction details. Deviations may include, but are not limited to, alternative curb designs, porous pavements, rain gardens and swales.

Connectivity. The City of Fishers seeks to provide connectivity between neighborhoods and developments. This connectivity extends to both commercial and residential construction. All development in the City planning jurisdiction shall be required to provide connectivity for vehicles, pedestrians and bicyclists into and through the development.

Land Dedication. An integral part of the transportation section is corridor preservation and right-of-way protection. By preserving future corridors and right-of-way, it accomplishes three important aspects of planning: lowers the cost of land acquisition by preventing the need to purchase developed land; reduces the physical cost of development by preventing structures from being built on land that could be needed for transportation system improvements; and reduces the social cost of development by reducing or preventing the need to relocate families or businesses.

Maintenance and Funding. The City of Fishers is responsible for maintaining all of the public roads, streets and paths within the City's right-of-way, unless otherwise noted in this plan or in other City documents, contracts or agreements. INDOT is responsible for maintenance on Interstate 69, the interstate interchanges and State Road 37.

Level of Service. The level of service is a rating system that ranks the function of a road on a scale from A to F. Roads rated A experience free-flow of traffic at the peak hour. Roads rated F experience complete gridlock at the peak hour. Generally, level C is the ideal condition where a roadway is not overbuilt but congestion is not overwhelming.

ADA Compliance. The City has adopted a transition plan to identify how City-owned facilities will be updated to meet current standards. All development projects in the City of Fishers must meet the most recent ADA requirements.

Design Standards

The Thoroughfare Plan includes many design details for the construction of infrastructure. The full details of these design standards can be found in the appendix. The design standards presented in the appendix are a supplement to the latest design standards from the Institute of Transportation Engineers (ITE), the Federal Highway Administration (FHWA), INDOT, the City of Fishers and professional engineers.

THE DESIGN STANDARDS ADDRESS:

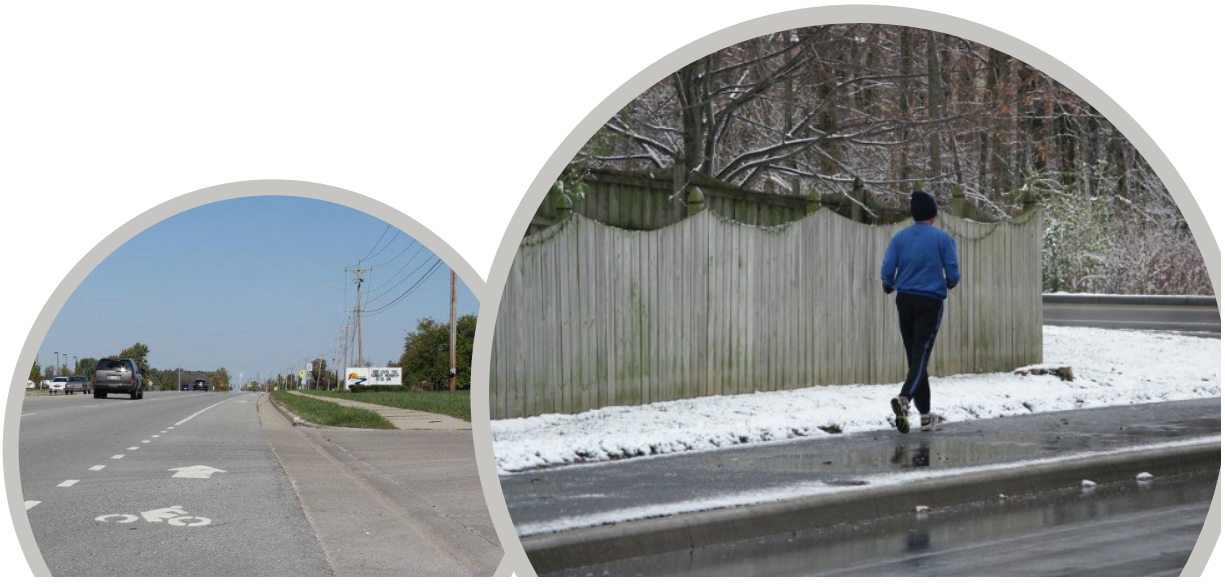
Roundabouts. The roundabout standards address proper approach methods for cars, bikes and pedestrians.

Road Network. The road standards address the needs of each classification of roadway: primary arterial, secondary arterial, collector and local. This classification denotes how adjacent properties interact with the roadway and how the roadway will be designed to fit into the overall transportation system.

Pedestrian Network. Similar to the road network, the pedestrian network identifies the standards for sidewalks based on the classification of the facility. These classifications include residential, urban residential, commercial and urban commercial sidewalks.

Bicycle Network. The bicycle network establishes standards for the placement and general construction of paths and trails. Similar to the road and pedestrian networks, these are based on the type of facility and include: greenway trail, shared-use path, bike lane, shared lane and bike boxes.

Creating Place. Infrastructure improvements can be used to create place and enhance pedestrian safety. The methods identified include: speed tables, raised intersections, partial road closures, traffic circles, road narrowing, curb extensions, improved pavement markings, gridded street network, shared parking, frontage roads, pedestrian crossing signals and medians or center islands.



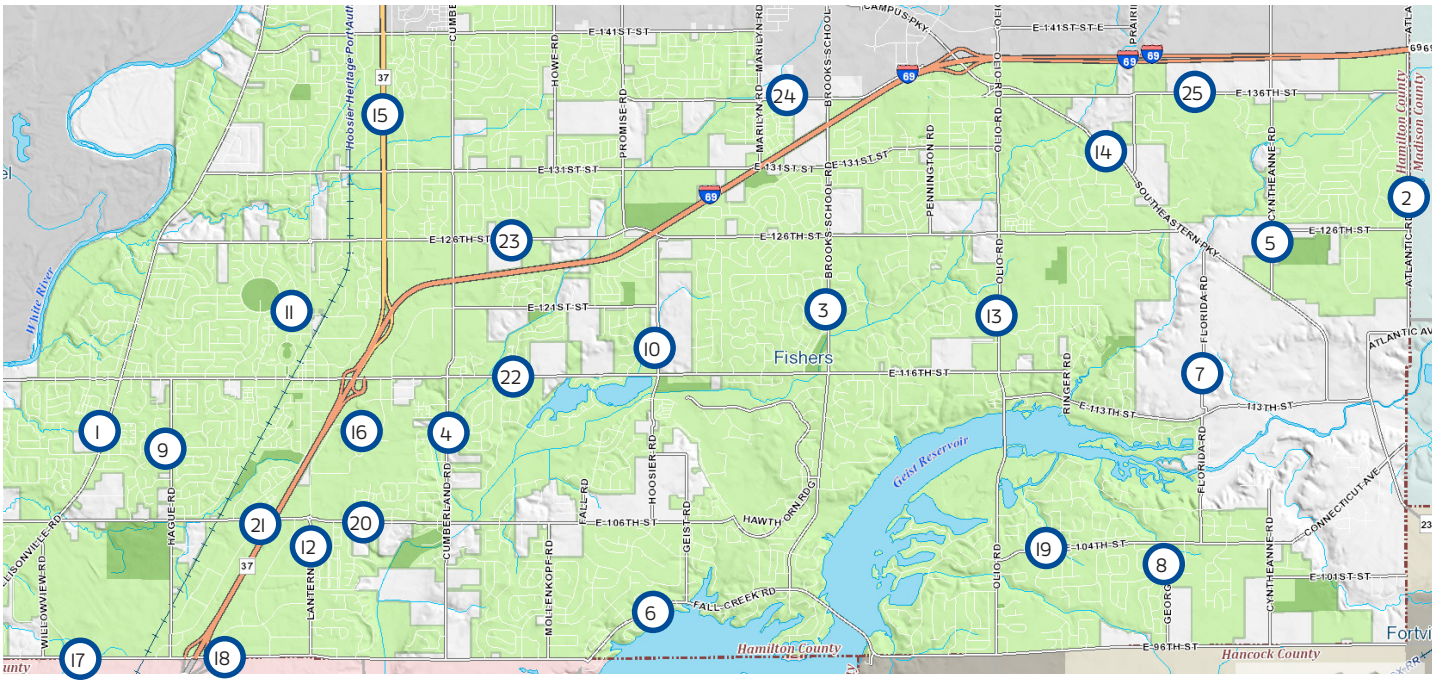
CORRIDOR PLANS

Corridor plans have been prepared for select roadways throughout the City of Fishers.

The plans are schematic and will be refined during engineering for each project. These plans anticipate long-range transportation challenges, provide for improved livability and economic vitality and plan for balanced travel options between roads, bicycles and pedestrians. Fishers' staff members understand that in order to maintain mobility and economic vitality concurrently, vehicular demand management strategies must be paired with improvements in safety, capacity and performance of all transportation modes including walking, cycling, carpooling and mass transit. The goal for the Fishers transportation network is to ensure that congestion during peak commute periods does not interfere with Fishers' economic sustainability and resilience over the coming decades.

See appendix C for details on these corridor plans listed and mapped below:

1. Allisonville Road
2. Atlantic Road
3. Brooks School Road
4. Cumberland Road
5. Cyntheanne Road
6. Fall Creek Road
7. Florida Road
8. Georgia Road
9. Hague Road
10. Hoosier Road
11. Lantern Road (two-lane)
12. Lantern Road (four-lane)
13. Olio Road
14. Southeastern Parkway
15. State Road 37
16. USA Parkway
17. 96th Street
18. 96th Street (Interstate 69)
19. 104th Street
20. 106th Street
21. 106th Street (Interstate 69)
22. 116th Street
23. 126th Street
24. 136th Street (two-lane)
25. 136th Street (four-lane)



SHARED TRANSPORTATION

Indy Connect

Indy Connect was an initiative to construct rapid transit in central Indiana. From 2010-2018, transit planning was coordinated by the Central Indiana Regional Transportation Authority (CIRTA), IndyGo, and the Indianapolis Metropolitan Planning Organization (MPO) and was referred to as Indy Connect. A formal plan was adopted in 2016.

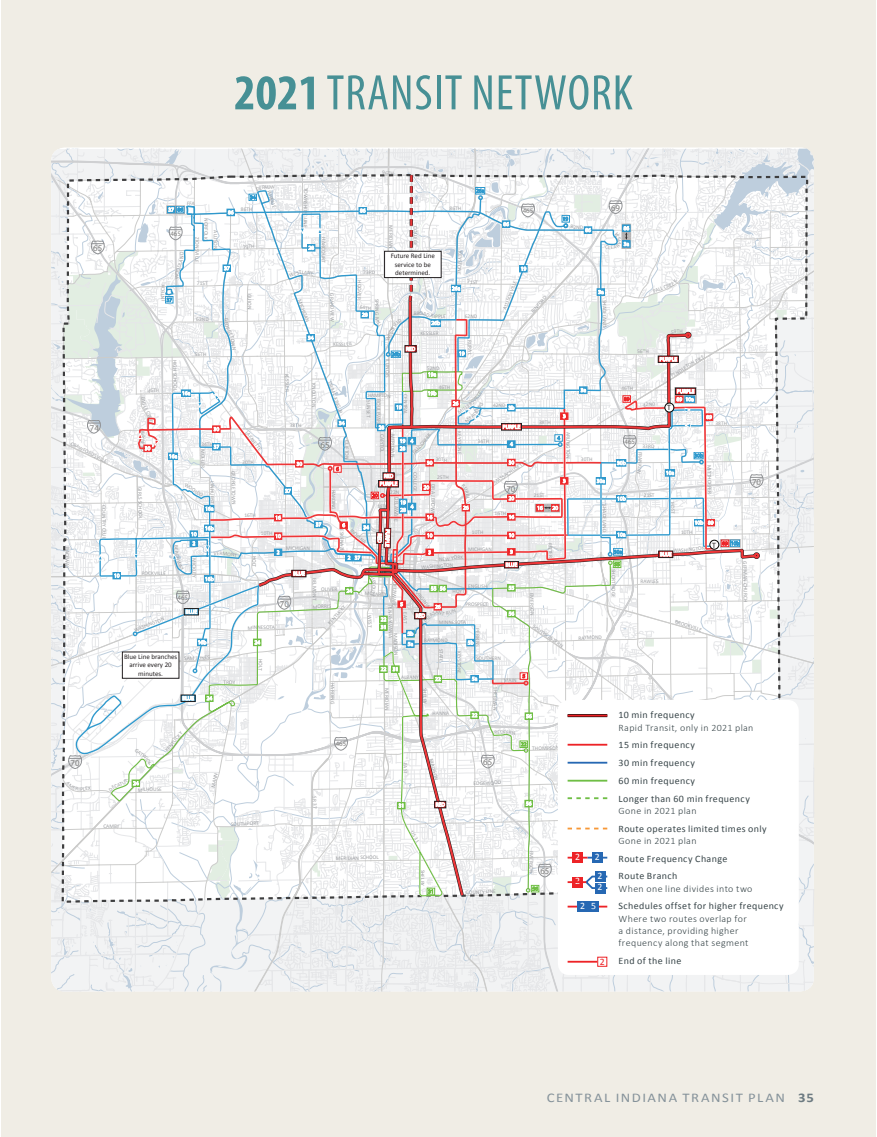
The 2016 Central Indiana Transit Plan recommends improving existing transit systems and creating new ones.

With the implementation of the Marion County Transit Plan and the opening of the Red Line in 2019, the MPO assumed more direct leadership of transit planning in Central Indiana.

Fishers continues to have open dialogue with the MPO.

If residents would like to learn more about IndyGo's efforts surrounding Bus Rapid Transit (BRT) including the Red Line, Blue Line, and Purple, please visit: indygo.net/bus-rapid-transit/

The Central Indiana Transit Plan, is adopted as a component of the Fishers' Comprehensive Plan by reference.

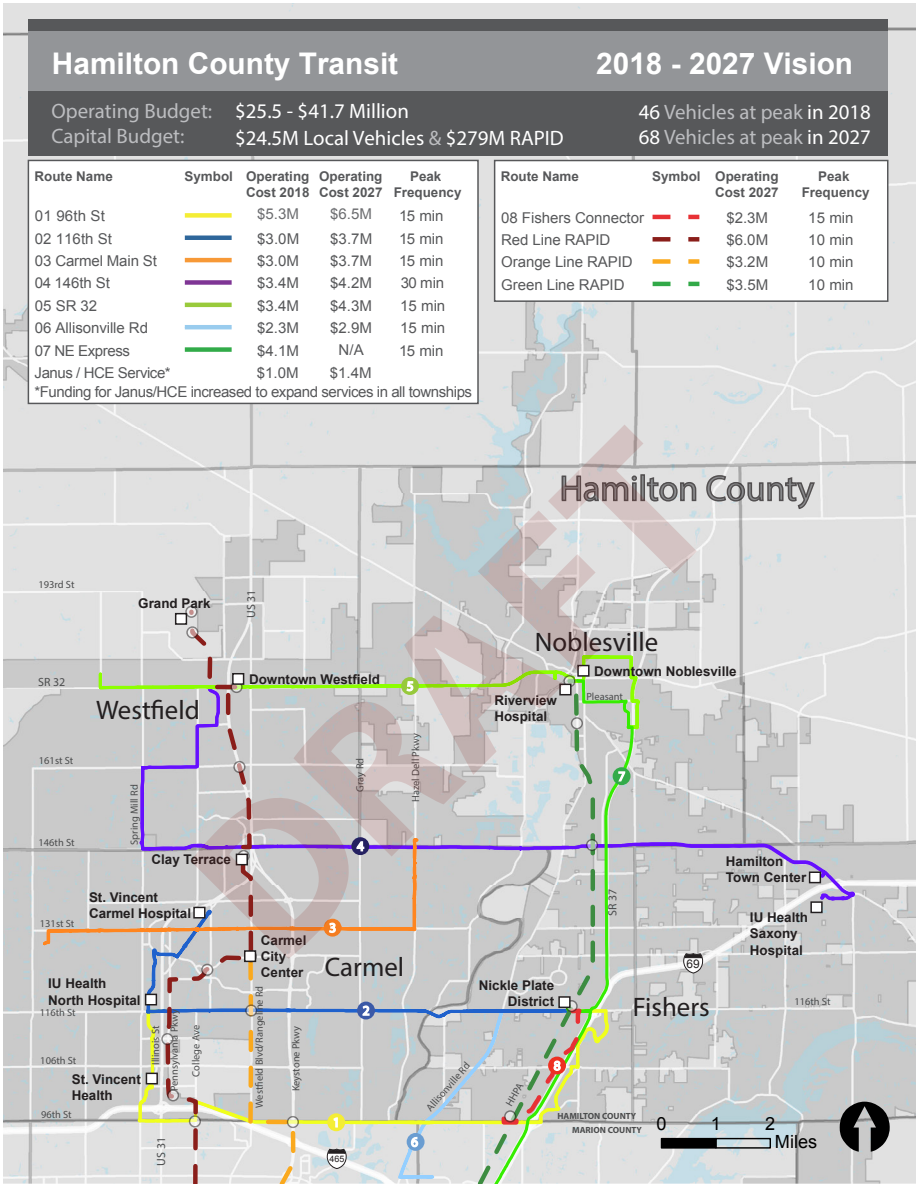


Indy Connect Map (June 2016)

Hamilton County Transit Forum

The Hamilton County Transit Forum first met in 2014 to bring together local government officials, business leaders and regional planners from Indy Connect to discuss the local transit needs of Hamilton County. This group held regular meetings to discuss where the transit stations along the bus rapid transit lines were planned and what local infrastructure would be needed to support these lines. The plan that the forum produced is included below.

The City of Fishers was represented at the forum through its community development department. The plan that was developed accounts for providing service to the most densely populated areas of businesses and residents in Hamilton County. The plan also takes into account the fiscal realities of the new transit system and is designed to be funded by the funding mechanisms approved by the State Legislature.



Transit Forum Map (September 2015)

Existing Services

HAMILTON COUNTY EXPRESS

Operated by Janus Developmental Services, a nonprofit agency, the Hamilton County Express is a dial-a-ride service operating on a specific origin to destination basis. The service is provided throughout Hamilton County but does cross into northern Marion County, such as the Keystone Crossings area, where passengers can transfer to IndyGo local bus routes. The Hamilton County Express also provides for transfers to the Boone County and Madison County public transportation systems.

In 2012, the Hamilton County Express served 45,876 trips and has increased steady to 65,029 in 2019. There are 20 buses and riders are to make reservations for service 24 hours in advance. Same day service can be provided, however, this service is limited to no more than 50 percent of the riders in the system. The 14-passenger buses have wheelchair accesibility and are funded by a mix of Hamilton County, state and federal dollars. The service has been in operation since 2002 and has served all of Hamilton County since 2007. Ridership has been on the upswing since inception, as the first year only served some 4,000 trips. Passengers of any age may use the service. Janus also operates Riverview Health Rides, a service providing door-to-door shared-ride, non-emergency transportation to medical appointments to 29 Riverview Health locations with four vehicles. In 2018, Riverview Health Rides provided 11,070 rides.

TRANSPORTATION VOUCHERS

The Central Indiana Council on Aging (CICOA) is a nonprofit agency based in Indianapolis and one of 700 area agencies on aging in the United States established by an amendment to the Federal Older Americans Act. The agency oversees state and federal funds, as well as private donations, to provide support services for senior citizens, people with disabilities and caregivers. Residents of Fishers may use transportation vouchers provided by the agency. The individual may then use this voucher for transportation needs including taxi fares. Funding for this program is provided by a federal New Freedom grant.

PRIMELIFE

PrimeLife Enrichment, a nonprofit, provides transportation to senior citizens of Fishers for medical appointments, personal business, employment or social activities. To schedule a ride, individuals are asked to call 48 hours in advance. The service is funded by individual donations and charitable contributions.

CARPOOL/VANPOOL

CIRTA operates a carpool service known as Commuter Connect. After signing up for the program, individuals are able to find fellow commuters based on their origin, destination points or travel periods. Riders are responsible for coordinating their arrangements after initial contact has been established. The program is supported by the Emergency Ride Home Benefit which is a safety net for commuters who experience unforeseen circumstances.

CIRTA also operates a vanpool service. The program is designed for seven to 15 people commuting from similar origins to similar destinations each workday. The van is provided by Commuter Connect. Passengers pay a monthly fare to secure a seat in the van.