



FISHERS

NICKEL PLATE TRAIL

SAFE STREETS & TRAILS PLAN APPENDIX

Fishers, Indiana
March 2025



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APPENDIX A - ENGAGEMENT

PUBLIC ENGAGEMENT PLAN



Public Engagement Plan for the Fishers Safety Action Plan

Prepared for the
City of Fishers
July 2024

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1. Introduction and Goals

Introduction

Fishers, Indiana is known as a smart, vibrant and entrepreneurial city through its neighborhood development, dedication to supporting high-growth companies and smart city initiatives. Fishers is one of the fastest-growing communities in Indiana and a national standout in entrepreneurship, livability and safety.

The City of Fishers supports a multi-modal transportation network that provides access to safe mobility. City officials have committed to the urgent public health goal of significantly reducing roadway fatalities and serious injuries under the Safe Systems framework.

This plan details a variety of methods for engaging the public. It is important to listen to the voices of the community and to incorporate their feedback into the planning process. By engaging the public, the City can ensure that future safety investments reach beyond crash statistics and fully reflect the community's needs and desires.

Public Involvement Goals

The goals of this public engagement plan are to:

- Engage a diverse range of Fishers residents and stakeholders in the planning process, including underserved populations.
- Promote transparency and trust between the plan development team and the community.
- Inform the public about Plan development, crash trends and ways to improve transportation safety.
- Gather information that is not captured in crash statistics, such as “close calls” and safety perception.
- Incorporate public input into the Plan and subsequent public involvement tactics.
- Collect input from the public on potential future safety improvement projects.

2. Plan Development Team

The City of Fishers selected Lochmueller Group to lead the development of its first Safety Action Plan using Safe Streets for All (SS4A) planning and demonstration funds. City engineering, planning and public health staff have convened a steering group tasked with the plan's development, implementation and monitoring. Compass Outreach Solutions, a certified woman-owned small business, is part of the Lochmueller team to support public involvement and strategic communications for Plan development. Drawing from leadership positions at the Indiana Department of Transportation (INDOT), the state highway safety office and the private sector, the plan development teams understands all aspects of roadway safety and proven countermeasures for both motorized and non-motorized roadway users.

3. Key Stakeholders

Target audiences for this public engagement plan include Fishers residents and businesses, government transportation agencies, emergency responders, underserved populations, bicyclists, pedestrians and stakeholders with limited mobility. The plan development team will gather and update information for a stakeholder database, which will be used to keep the public informed during plan development.

Fishers Residents

The residents of Fishers are the heaviest users of the City's transportation network and will be most affected by the Plan's outcomes. It is important to get input from residents on their safety concerns and where taxpayer investments can have the greatest impact in reducing serious and fatal crashes. A great way to reach individual households is through neighborhood groups and apartment/condo management.

Business Community

Safe access for customers and employees and the timely, reliable movement of goods is crucial to supporting economic development. This stakeholder group includes retail businesses, corporate offices and commercial and residential land developers. The business community can help the plan development team collect input for commuters, shoppers and potential future residents.

Government Transportation Agencies

The surface transportation network in the City of Fishers is maintained by a combination of transportation and engineering agencies across local, county and state government – in addition to any private roads. State and county facilities include the highest speed and highest volume facilities, which are likely to be among the “high injury network” of priority intersections and road segments. Leaders from the Indiana Department of Transportation,

Hamilton County Highway Department, Indianapolis Metropolitan Planning Organization and other transportation agencies can provide insights into motorist trends, funding opportunities and planned initiatives and improvement projects.

Enforcement and Emergency Response Agencies

The Safe Systems approach to transportation safety builds on the “Four E” framework of engineering, education, enforcement and emergency response. State, county and local police and emergency response agencies can provide input on ways to improve the effectiveness of traffic violation enforcement and emergency response to crash scenes.

Underserved Populations

The plan development team will actively seek input from areas and populations with high percentages of poor, minority and limited English speaking individuals.

Bicyclists and Pedestrians

Bicyclists and pedestrians are not protected by the steel structures and other safety features built into roadworthy vehicles. Local organizations that promote bicycling, running and walking can provide valuable input on the needs of Fishers’ most vulnerable roadway users. They can also help to promote engagement in the Plan and help build trust between the City/planning team and the community. If the public feels safe shifting travel to non-motorized forms, it can reduce traffic congestion that leads to crashes and improve air quality and overall public health.

Populations with Limited Mobility

It’s important to remember that not everyone has the ability to safely drive a personal vehicle. The plan development team will seek input from populations who have a variety of physical, mental and age limitations. This includes advocates for the aging and the disabled and operators of public transportation, including the transportation department for Hamilton Southeastern Schools.

Other Community Organizations

Other regulatory and public health agencies and community organizations can provide valuable input into the feasibility and environmental impacts of safety improvements. This includes state and local public health advocates, including local hospitals.

4. Education, Outreach and Engagement Tools

Using a variety of methods to engage the public – including a webpage, handouts, interactive displays and maps, media relations and social media – will ensure that the public is informed about the Plan and has an opportunity to provide input.

Plan Webpage

A web presence is a valuable tool for informing and engaging the public for the Safety Action Plan. The Lochmueller team will develop content for a City of Fishers webpage to provide information and answers to frequently asked questions.

The webpage will include a link to the public survey and safety mapping tool. It will allow the public to provide both route and point comments that highlight safety concerns, such as locations where incidents and close calls have been observed.

The webpage will also host a contact information for users to provide input to the plan development team. By providing information and collecting public input, the webpage will help to ensure that the Plan is successful and reflects community values.

Survey

The Lochmueller team will prepare an online survey to gather community demographics and input on transportation safety perception and concerns. The survey will be simple and short to encourage more people to respond. The link to the survey will be posted on the Plan webpage and promoted using a QR (quick response) code. The online map and survey will be available on mobile devices so visitors can provide real-time feedback instead of being encouraged to do so on a computer at home.

Handouts and Flyers

The plan development team will create handouts to print and distribute when interacting with the public. A double-sided business-card format will be used for quick interactions when pocket space is at a premium with the public. A separate handout will be designed with more information, which will also be available for viewing and download as a PDF file. Both handouts will contain a QR code that can be scanned by mobile devices and refer the public to web resources, such as the public survey.

Interactive Displays

At stationary public engagement opportunities like community events, the Lochmueller team will develop interactive exercises and displays to gather quick input from members of the public passing by. For example, push-pins can be used on a mounted foam map for people to designate intersections where they have safety concerns or have observed close calls.

Media Relations

Earned news media coverage provides an additional touchpoint with the public to raise awareness of the Safety Action Plan. It will serve as a third-party validator and refer new participants to public input opportunities like the Plan webpage. As requested, the Lochmueller team will provide proposed press announcements and speaking points as needed to Fishers public relations staff for use and distribution to Hamilton County and Indianapolis-area media outlets.

Social Media

Social media is an essential part of public engagement in today's communications environment. It provides messaging that is fast and easy for social media users to share with their followers.

The Lochmueller team will provide post text and graphics to Fishers public relations staff for posting on its social media channels. The posts will inform users of the Safety Action Plan process, promote official opportunities to provide public input, and keep users informed of plan development progress. Posts can include a link for users to learn more and provide public input.

Social media is intended to be a two-way communication channel. City staff will refer users who post substantive feedback or questions in response to the posts to official input channels or the Lochmueller team.

Additional Communications Channels

The Lochmueller team will work with Fishers public relations staff to identify existing communications channels to residents and customize content to suit them. Examples include electronic newsletters, the NextDoor social media channel and city websites.

5. Public Engagement and Outreach

Special Events

The plan development team will work with city staff to identify three well-timed and well-attended events, such as the Fishers Farmers Market and Nickel Plate District concerts, to reach engage the public in plan development. The Lochmueller team and city staff will distribute handouts and invite attendees to participate in interactive displays and mobile surveys to provide input to the plan development team.

Stakeholder Virtual Interviews

The Lochmueller team will coordinate with City staff to gather contact information and schedule virtual meetings with key stakeholder groups in late Summer 2024, before the first Community Open House. Each focus group meeting is expected to be about 45 minutes

long. The Lochmueller team will provide proposed discussion questions with the invitation to the meetings, and invitees may separately provide comments by phone or email.

Community Open Houses

The community open houses will give the public a chance to learn about the Safety Action Plan and planning process and to review the preliminary information. It will be conducted as a hybrid open house format, allowing participants in-person and online to view the presentation. Participants will be encouraged to provide feedback using comment forms in-person at the open house or using contact information including phone, email and postal mail.

6. Incorporating Community Feedback

The traveling public have eyes, ears and lived experiences that extend across the City of Fishers for several years. They have information beyond the crash statistics, including close calls and safety perception. Public input collected at each stage of community involvement will inform the Safety Action Plan and future public involvement steps and tactics.

7. Outreach Schedule

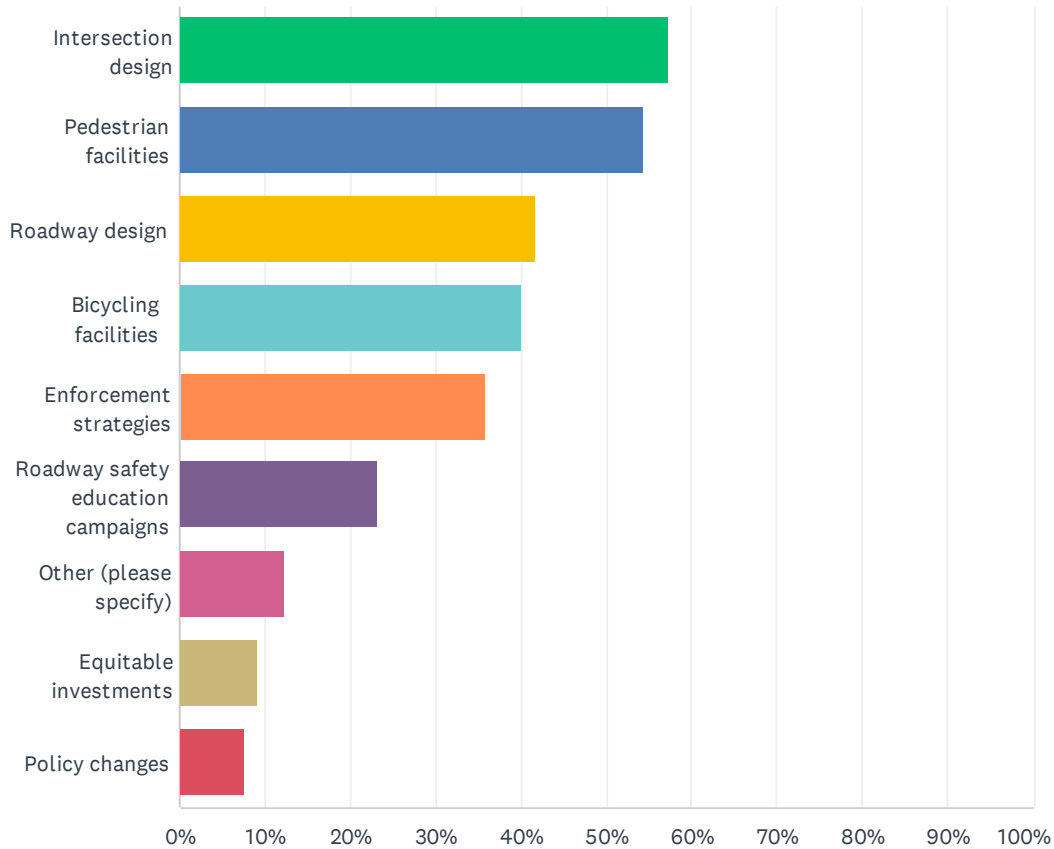
Below is an anticipated public outreach schedule for the SAP, which is expected to be completed in the first quarter of 2025. The Lochmueller team will provide updates on the public engagement schedule as plan development progresses.

- **Late Summer 2024:** Launch community survey and safety mapping tool
- **Late Summer 2024:** Small-group virtual interviews with stakeholder groups
- **Late Summer-Fall 2024:** Outreach at community events
- **Late October-Early November 2024:** Community Open House
- **Late Fall-Early Winter 2024:** Draft Plan and project list published for public review
- **1st Quarter of 2025:** Publish revised Plan and present for final approval

ONLINE SURVEY RESULTS

Q1 What topics would you like to see addressed in the Fishers Safe Streets & Trails Plan? (Select your top 3)

Answered: 721 Skipped: 16



ANSWER CHOICES	RESPONSES	
Intersection design	57.28%	413
Pedestrian facilities	54.37%	392
Roadway design	41.89%	302
Bicycling facilities	40.08%	289
Enforcement strategies	35.92%	259
Roadway safety education campaigns	23.16%	167
Other (please specify)	12.34%	89
Equitable investments	9.15%	66
Policy changes	7.77%	56
Total Respondents: 721		

#	OTHER (PLEASE SPECIFY)	DATE
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1	Pedestrian crossings should not impede vehicular traffic flow.	11/9/2024 7:36 AM
2	Enforce the speed limit between Hazel Dell and Allisonville Road as strictly as Carmel enforces the speed limit through their city.	11/8/2024 11:15 PM
3	Trail signage in parks	11/8/2024 10:34 PM
4	Lighting	11/8/2024 8:48 PM
5	Some lighting north of lantern road on the NPT and south of south street. Not a bunch of lights, but just a few would make the NPT much safer.	11/8/2024 2:40 PM
6	People are constantly speeding and need to be ticketed or it will continue to get worse	11/8/2024 2:37 PM
7	The round about at Brooks school and Fall Creek is backed up for over a mile, daily	11/8/2024 8:19 AM
8	Usage of phones while driving	11/8/2024 7:43 AM
9	The dangerous intersection on Brook School in front of Anchorage neighborhood	11/7/2024 10:43 PM
10	Connector from 106th and Hoosier to 126th.	11/7/2024 7:52 PM
11	Entranceway to The Anchorage on Brooks School Road	11/7/2024 4:20 PM
12	trail safety	11/7/2024 3:06 PM
13	Safety for pedestrians and drivers on Brooks School Road	11/7/2024 7:59 AM
14	There needs to be a pedestrian crossing on Brooks School Road between The Anchorage and Brookston Place neighborhoods. It is extremely dangerous to cross between these two neighborhoods. There are no continuous sidewalks on the Anchorage neighborhood side of the street.	11/7/2024 7:41 AM
15	Making all neighborhoods accessible to sidewalks	11/7/2024 7:10 AM
16	Safe access to NPT	11/6/2024 8:06 AM
17	Sidewalks on 106th and fall road, sidewalks on Hoosier road to connect the neighborhood with 116th	11/4/2024 7:32 PM
18	appropriate signage at all access points on the trails	11/4/2024 12:17 PM
19	Appropriate lighting-"vintage" style sidewalk lights are high glare in rain, send light in every direction and have shadows underneath that make pedestrians less safe. Need more "roadway" lights to replace "vintage" style that put light where it's needed for safety	11/3/2024 11:57 PM
20	too much traffic which causes ppl to drive aggressively. King Jugg a traffic hazard (Pedestrians, drivers entering Lantern Rd. Poor visibility). Should have made 106th 4-lane ten years ago. Speed bumps in RAB's. Stop left turns into 116th from Moore(?)	11/3/2024 2:19 PM
21	Speed control at trail crossings	11/3/2024 9:09 AM
22	Nickel plate trail crossings should either be stop signs or flashing RED (rather than yellow)	11/3/2024 5:20 AM
23	Motion detection lights at trail crossings	11/2/2024 1:42 PM
24	Footbridges across busy streets such as Lantern and NP trail, over 69 along Cumberland so people can ride bikes to and shop in the Fisher's district and Aldi's and Target safely. Also a pedestrian bridge across 116 to get from N/S side at Cumberland road so people can walk/bike to Kroger and the Fisher's District safely. It is paramount that it become easier to bike/walk places to protect our planet and improve quality of life	11/1/2024 5:58 PM
25	Trail gaps addressed	11/1/2024 2:55 PM
26	We need side walks	11/1/2024 2:09 PM
27	More firefighters per fire truck.	11/1/2024 2:07 PM
28	Would love to see Downtown Fishers be very walkable	11/1/2024 2:06 PM
29	Roundabout education	11/1/2024 2:00 PM
30	Walkability and more pedestrian safety.	11/1/2024 1:20 PM

Fishers Safe Streets & Trails Plan

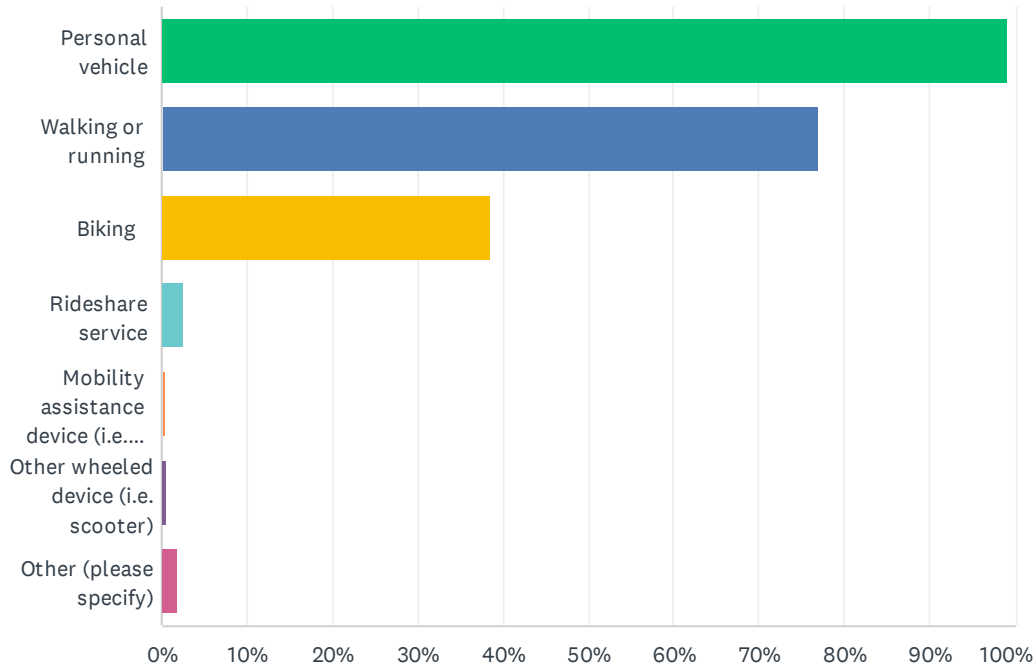
31	More streetlights	11/1/2024 1:16 PM
32	More sidewalks to schools- Promise Rd	11/1/2024 1:15 PM
33	Bike paths	11/1/2024 1:11 PM
34	Bikers and walkers increased responsibility for when they cross main roads	11/1/2024 12:20 PM
35	The amount of roundabouts is truly atrocious. The amount of times I have almost been in an accident is obscene. 0/10	11/1/2024 12:20 PM
36	-	11/1/2024 12:20 PM
37	Streetlights in Highland Springs North	11/1/2024 12:11 PM
38	Safety at pedestrian crossings - like the one by the Y on 126th	11/1/2024 11:35 AM
39	Public bathrooms on trails	11/1/2024 11:33 AM
40	Bike trails	11/1/2024 11:29 AM
41	I'm concerned about the chronic running of stop signs and red lights, as well as passing stopped school busses endangering children. I'm not sure that education programs are enforcement are the only solutions or even the best solutions to address these issues so wonder if there may be alternatives that are shown to be more effective.	11/1/2024 11:23 AM
42	Nickel Plate Trail crossing in Lantern Rd. Few users activate the crossing light as if they have priority over cars.	11/1/2024 11:20 AM
43	Public Transit!!	11/1/2024 10:21 AM
44	Environmental consideration	11/1/2024 10:01 AM
45	Investment in Bitcoin to save Tax Dollars	11/1/2024 9:45 AM
46	Stop building apartments; too many cars on the road	11/1/2024 9:18 AM
47	7	11/1/2024 9:17 AM
48	Connection of paths and path bridges / tunnels. Speed limits NOT unnecessary e-bike restrictions on y	11/1/2024 9:13 AM
49	Noise concerns	10/31/2024 9:56 AM
50	Adding bicycle lanes to streets	10/31/2024 9:21 AM
51	King Jugg Parking	10/30/2024 10:16 PM
52	Bridge pedestrian paths	10/29/2024 10:19 AM
53	Connectivity of trails and pedestrian crossings	10/28/2024 3:56 PM
54	Speed limit enforcement on Lantern Rd.	10/28/2024 3:46 PM
55	Connect roadside trails	10/28/2024 2:34 PM
56	A street light at the corner of 136th St and Atlantic	10/27/2024 1:25 PM
57	Speed bumps in neighborhood	10/26/2024 7:22 PM
58	year-round water fountains along the trail - safety for runners/cyclists	10/24/2024 1:51 PM
59	No more roundabouts	10/24/2024 1:43 PM
60	Year round drinking fountains and bathrooms on the nickel Plate trail	10/24/2024 6:57 AM
61	More public restrooms along NPT, year round access to water fountains	10/24/2024 6:50 AM
62	Water fountains open all year. Bathrooms on the NPT.	10/24/2024 6:35 AM
63	More emphasis on safety for bicycles and pedestrians at intersections	10/22/2024 6:51 PM
64	A better way to get from east of 69 to the nickel plate trail	10/22/2024 1:41 PM
65	Trail enforcement	10/20/2024 3:32 PM

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66	Safety guards for roadside trails	10/19/2024 1:49 PM
67	Adequate sidewalks	10/16/2024 12:24 PM
68	roundabouts constant traffic and can't exit neighborhoods! No courtesy of drivers in cars coming both directions and seeing if they just slowed down a car could get out with a break in traffic coming the other way.	10/16/2024 10:09 AM
69	Red light runners	10/16/2024 8:25 AM
70	Improved lighting on trails and streets	10/15/2024 3:15 PM
71	Recycling bins	10/12/2024 9:13 PM
72	We need better signs to tell pedestrians not to walk out in front of cars- people think that because there is a trail that all cars should always stop	10/12/2024 1:25 PM
73	Median landscaping	10/12/2024 12:25 PM
74	Inside facility when freezing	10/12/2024 10:58 AM
75	Cross walks	10/12/2024 7:37 AM
76	Going after red light runners, enforcing yielding to passing lane laws, random vehicle insurance checkpoints and driver education for the influx of immigrants.	10/11/2024 11:42 PM
77	Adding missing sidewalks strategy	10/11/2024 5:31 PM
78	The Intersections at 131st and Brooks School and 131st and Olio are dangerous. Pedestrians and motorists alike are in accidents or near accidents regularly. They have only worsened as the population has grown exponentially since 2010.	10/11/2024 4:58 PM
79	Roundabout at 131 & Brook school road	10/11/2024 2:32 PM
80	FAR FAR FAR too many roundabouts replacing signals at major intersections. Have never spoken to a single person who favors them or feels they are a good solution for traffic flow/control.	10/11/2024 11:34 AM
81	Rules for biking/trails (ex: bikers need to say "on your left" to warn pedestrians of coming up behind them on the trail)	10/11/2024 8:12 AM
82	Dangerous intersections with frequent accidents (131st and Brooks School, 131st and Olio)	10/11/2024 5:44 AM
83	Speed limit enforcement.	10/11/2024 5:32 AM
84	Better road markings on streets & Round a bouts.	10/10/2024 10:10 PM
85	What is equitable investments?	10/10/2024 7:47 PM
86	How about enforcing the speed limit driving thru town	10/10/2024 6:44 PM
87	Trail lighting	10/10/2024 5:31 PM
88	Missing sidewalks	10/10/2024 2:18 PM
89	Law enforcement against aggressive behavior	10/10/2024 10:53 AM

Q2 Which modes of transportation do you use on a weekly basis? (Select all that apply)

Answered: 735 Skipped: 2



ANSWER CHOICES	RESPONSES	
Personal vehicle	99.05%	728
Walking or running	76.87%	565
Biking	38.50%	283
Rideshare service	2.59%	19
Mobility assistance device (i.e. wheelchair)	0.41%	3
Other wheeled device (i.e. scooter)	0.54%	4
Other (please specify)	1.90%	14
Total Respondents: 735		

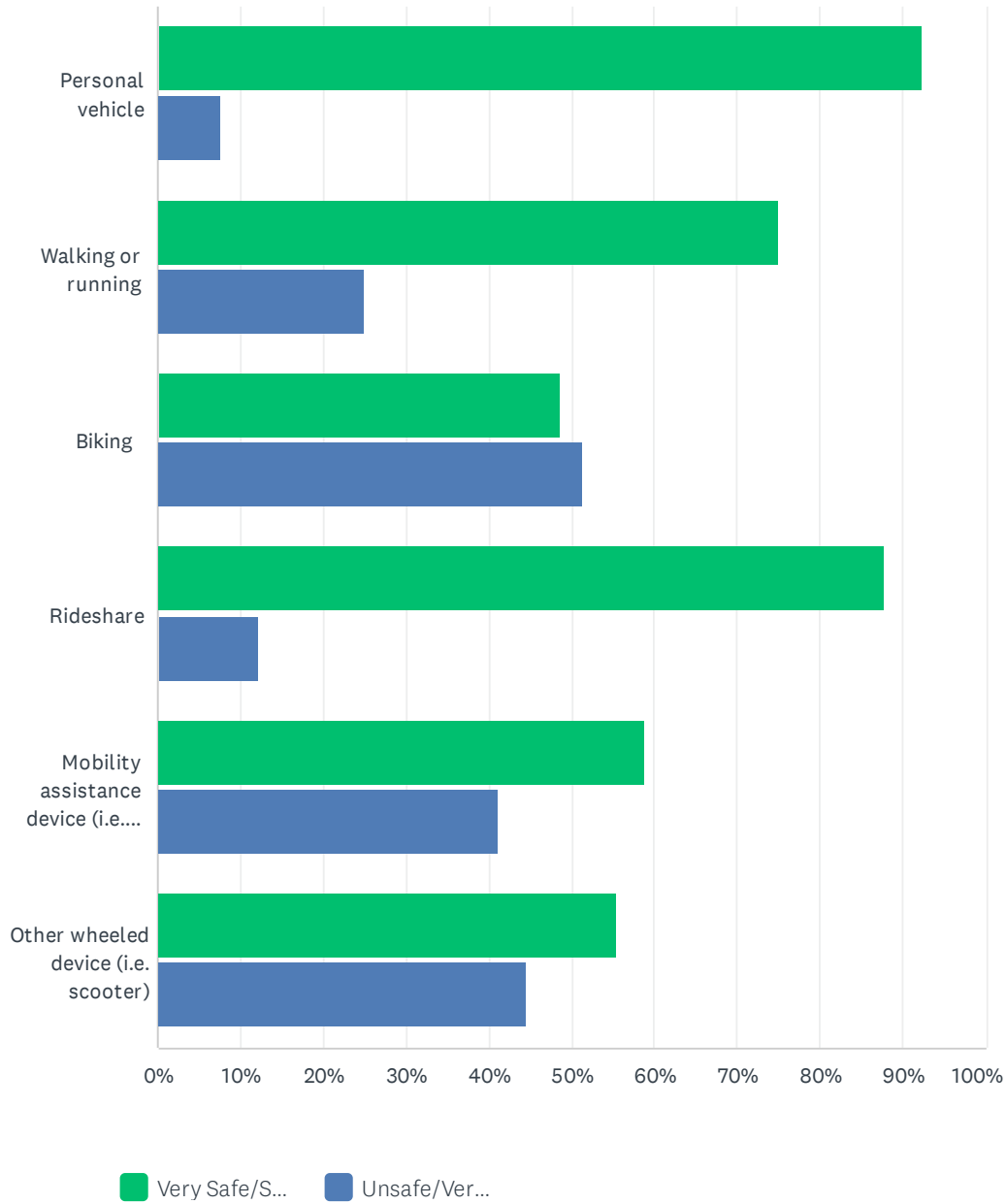
#	OTHER (PLEASE SPECIFY)	DATE
1	Stroller, kids bike trailer	11/8/2024 6:51 PM
2	I would use a bus, but there aren't any!	11/8/2024 2:37 PM
3	Stroller	11/7/2024 9:24 PM
4	Stroller	11/7/2024 8:46 PM
5	Skateboard	11/7/2024 7:49 PM
6	Nickel plate trail crossings should either be stop signs or flashing RED (rather than yellow)	11/3/2024 5:20 AM

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7	Horseback	11/1/2024 1:09 PM
8	-	11/1/2024 12:20 PM
9	But I would like to walk and bike more but the side walks are not good for it.	11/1/2024 10:46 AM
10	OneWheel	11/1/2024 8:55 AM
11	School bus	10/30/2024 11:16 AM
12	Company box van	10/29/2024 11:21 AM
13	Motorcycle	10/28/2024 5:54 PM
14	Push my children in the syroller	10/12/2024 7:30 AM

Q3 How safe would you feel traveling in Fishers using the following modes?

Answered: 736 Skipped: 1



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	VERY SAFE/SAFE	UNSAFE/VERY UNSAFE	TOTAL
Personal vehicle	92.23% 677	7.77% 57	734
Walking or running	75.00% 543	25.00% 181	724
Biking	48.58% 325	51.42% 344	669
Rideshare	87.75% 437	12.25% 61	498
Mobility assistance device (i.e. wheelchair)	58.84% 233	41.16% 163	396
Other wheeled device (i.e. scooter)	55.50% 227	44.50% 182	409

Q4 For travel modes that would make feel unsafe, why would you feel unsafe?

Answered: 459 Skipped: 278

#	RESPONSES	DATE
1	There's not enough protection at roundabouts and crosswalks for walkers / runners. Sometimes when I'm crossing at a roundabout I feel like people will not be able to see me until it's too late.	11/9/2024 11:57 AM
2	There are multiple crossings where it intersects with major roads. These intersections need to be elevated as to not impede vehicular traffic. Cars should always have the right-of-way due to this being the primary means of transportation for the majority. However, paths such as the Nickel Plate Trail should not intersect with roads, but they do. We need to install bridges for pedestrians and cyclists, that go over the road intersections.	11/9/2024 7:36 AM
3	Poor bike lanes, constant construction, no sidewalks	11/9/2024 7:13 AM
4	Forced to take roads with no sidewalks. In particular sections of 106 east of Cumberland.	11/8/2024 11:44 PM
5	There are NO COMPLETE sidewalks on Eller Road. For 31 years I have lived in Harvard Park housing addition, and have watched trails, parks and partial sidewalks being built. But the residents of Eller Road have NO CONNECTIONS to these trails and parks. I live 200 yards from 116th street. I can not safely access the 116th street sidewalk or bike path, or the Noni Werber nature path, or even Heritage Park due to INCOMPLETE sidewalks on Eller Road. Due to speeding cars, despite a school zone, and no safe walking area for pedestrians, I can not enjoy the trails and parks I pay taxes for. My city has continued to overlook the residents of Eller Road.	11/8/2024 11:15 PM
6	I've never used them.	11/8/2024 10:34 PM
7	The streets are extremely busy and people speed and run red lights.	11/8/2024 9:24 PM
8	Visibility to motor vehicles	11/8/2024 8:48 PM
9	Too many cars driving too fast	11/8/2024 8:18 PM
10	Drivers wanting to turn left can be impatient. They may disregard pedestrians going through cross walks.	11/8/2024 6:58 PM
11	Sidewalks on 116th are too uneven with too many obstacles that could push you off and into the road. Sidewalks throughout the city are too narrow for pedestrians and cyclists. The intersection from Target to 116th is poorly designed The right lane follows into a right only, and left lane splits to two left lanes. The right should split into two so that people don't have to battle.	11/8/2024 6:51 PM
12	Trail crossings not being well lit and marked. Distracted drivers and speeders.	11/8/2024 6:21 PM
13	Our streets are barely lit, road ways are not conducive for safe pedestrian movement and there is almost no bike lanes.	11/8/2024 6:15 PM
14	There are many gaps in sidewalks where the more historical fishers homes reside, meaning we're forced to run in the road. Also, certain intersections and bridges could use better pedestrian crossing, like Cumberland road over I-69, or the sidewalks over 116th st.	11/8/2024 5:54 PM
15	Cause there are other drivers out who could be distracted.....?	11/8/2024 5:17 PM
16	Trails too busy for wheeled vehicles and roads are not safe with cars.	11/8/2024 5:08 PM
17	No dedicated bike lanes or paths that take you anywhere. Unaware drivers	11/8/2024 5:07 PM
18	Biking is fantastic on the many sidewalks and paths that are available. But there remains some stretches where there is no option but to ride on the street, which is extremely dangerous. Dedicated bike lanes can help, but even these are often too narrow and lack any	11/8/2024 4:38 PM

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physical separation from car lanes, which means cars often drive in or too close to the bike lanes to feel safe.

19	Lack of protected bike lanes and lack of enforcement of vehicles not adhering to safe driving practices around foot/bicycle travel.	11/8/2024 4:23 PM
20	I would feel unsafe in a wheelchair since the sidewalks aren't too friendly for it. I feel safe walking for the most part but some areas, cars are everywhere and go too fast. Crossing the street for the trails are hard too.	11/8/2024 3:47 PM
21	So many scary left turns. More roundabouts pls. Can't walk near 116th at all — please slow traffic down! I would love to walk more places to have a healthier lifestyle, but I'm legitimately scared im going to get mauled by a kid in a ford bronco going 60 past the fishers district	11/8/2024 3:01 PM
22	Not enough dedicated bike lanes, drivers are assholes and put themselves above anything else. compared to carmel, the streets are considerably more narrow and do not leave enough wiggle room for cyclists to safely share the road	11/8/2024 2:54 PM
23	Many bikers on streets without bike lanes. Kids walking and running on Olivo Road without looking in the crosswalks.	11/8/2024 2:42 PM
24	Being almost hit by vehicles every time I use them currently.	11/8/2024 2:37 PM
25	I don't always feel safe driving personal vehicle due to other people constantly speeding, tailgating and driving dangerously. They continue to drive this way because there are no consequences as they rarely get pulled over	11/8/2024 2:37 PM
26	The rideshare companies seem to have a pretty low quality work force. The drivers do not seem very well vetted these days.	11/8/2024 2:30 PM
27	Biking because cars don't stop at cross walks.	11/8/2024 2:05 PM
28	Drivers tend to not pay attention even in pedestrian friendly areas and some of the intersection planning does not allow for clear visibility (cross street of Lantern and Morgan where street parking obstructs view of oncoming traffic both ways, worst planning I've ever experienced. Drivers have to put their car into the road to be able to see if anything is coming or turn onto Lantern from Morgan very quickly in case they couldn't see oncoming traffic well enough because parked cars are in the way).	11/8/2024 2:00 PM
29	Interchanges that encouraged vehicle drivers to roll through a stop instead of looking for pedestrians. Everyone seems to want to go but not wanting to ensure it's safe to go	11/8/2024 1:57 PM
30	Cycling feels unsafe due to vehicle traffic. Vehicles seemingly often run red lights and are not used to looking out for cyclists. Drivers are aggressive and usually speeding and do not seem interested in sharing the road with cyclists.	11/8/2024 1:46 PM
31	Riding a bike on roads without a separate trail for bikes.	11/8/2024 1:44 PM
32	For biking, I do not feel safe on any bike path that is only separated from cars by paint.	11/8/2024 1:38 PM
33	Many areas lack sidewalks	11/8/2024 1:37 PM
34	I was recently was the third party involved in a vehicular accident. I was coming out of Moody's meat market and the person in front of me (turning left), t-boned an on coming car. He hit it so forcefully that he bounced back and hit my front end. The next day, I was taking my dog to Geist waterfront park and was at Olivo and 113th (I think, cross street by Geist Elementary). People blow traffic lights all of the time. We moved to Fishers when the population was 8500. Raised our family (now are of college age). We warn them about Brooks School and 116th (people run those lights all of the time). Fall creek and Brooks School) , turn right and use the round about if traffic is bad. That puts them in a safe zone. We cannot go out of our neighborhood safely needing to take a left had turn .	11/8/2024 11:02 AM
35	Amount of traffic	11/8/2024 9:07 AM
36	It's tough to cross traffic on streets walking and biking because of the heavy traffic and lack of design to accommodate.	11/8/2024 8:17 AM
37	Excessive unenforced speeding on neighboring roads causing safety risks for drivers, bikers, and runner/walkers	11/8/2024 6:06 AM
38	unsafe crossing Brook School when local church is letting out in front of Anchorage	11/7/2024 10:43 PM

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neighborhood. Unsafe for kids to cross the road due to excessive speed, blindspots, and the church allowed to release traffic into the neighborhood and not their correct driveway

39	Lack of Road crossings that are safe and reliable	11/7/2024 9:24 PM
40	Ability to cross Brooks School Road from the Anchorage neighborhood is treacherous. Trying to cross it while pushing a stroller is worse. There is no other way to reach pedestrian paths from the Anchorage without crossing Brooks School Road.	11/7/2024 8:46 PM
41	Drivers around here aren't as polite to cyclists as other places I've lived.	11/7/2024 7:49 PM
42	Lack of bicycling infrastructure in parts of town. Some intersections are difficult to cross. Drivers in Indiana don't look for cyclists and pull to far up when leaving intersections and exiting subdivisions.	11/7/2024 7:26 PM
43	Distracted drivers and speeding drivers	11/7/2024 7:23 PM
44	The intersection north of the fall creek roundabout on Brookschool road into the Anchorage is frankly scary trying to turn out of. The sightings to go north are not great but turn left and going south is dangerous. In addition due to how wide it is it is unsafe for children and adults to cross the street. There are no sidewalks that connect the neighborhood to any safe crossing. Finally although the speed limit is 35 on Brook school I have personally seen wreck and it is a regular occurrence to hear cars easy going 70+	11/7/2024 6:15 PM
45	we need a pedestrian walkway	11/7/2024 6:07 PM
46	We need more pedestrian crosswalks near the neighborhoods on brookschool to be able to get to the sidewalks	11/7/2024 6:05 PM
47	Cars do not yield to bikes, provide safe distance from rider. Difficult crossing intersections on bikes especially in busy roundabouts. Bikes on roads instead of safe bikeways like the NP or wide paths. Bikes using roads should have a license plate like a car	11/7/2024 5:32 PM
48	Traffic has become congested to where drivers are making unsafe decisions. There is crazy amount of traffic no matter what time of day.	11/7/2024 5:26 PM
49	Brooks School Road - need a roundabout between Brookston Place and Anchorage.	11/7/2024 5:17 PM
50	roadway setup and sidewalks	11/7/2024 5:13 PM
51	Not enough bike paths on the roads. People in cars sometimes throw objects at cyclists	11/7/2024 4:53 PM
52	The brooks school anchorage neighborhood intersection is becoming increasingly dangerous. Walking or biking across the street is high risk and taking a left turn in a motor vehicle is nearly impossible at times.	11/7/2024 4:44 PM
53	Leaving our Neighborhood is very difficult throughout the day. Cars speeding makes it very unsafe to get out. I'm honked at often.	11/7/2024 4:40 PM
54	Baste design of the rosdeays	11/7/2024 4:30 PM
55	Drivers not being patient while I use a section or the road getting to a paved bicycle trail	11/7/2024 4:24 PM
56	The entranceway to The Anchorage neighborhood on Brooks School Road is extremely unsafe, due to the speed and number of vehicles on Brooks School Road. This is a concern for vehicles, bicycles, runners and walkers that are entering and exiting the neighborhood. This definitely needs to be addressed.	11/7/2024 4:20 PM
57	Bee Camp Creek trail: golf carts, motorcycles & some bikes moving at 30 mph, all running people off the trail. Trail also needs repairs, leaves & mud removed & fence rails over the creek overpass	11/7/2024 3:06 PM
58	Crossing roads in becoming harder and harder in certain areas.	11/7/2024 2:33 PM
59	I feel unsafe pulling out of our neighborhood into brook school road. This is by car, but especially on foot or bike.	11/7/2024 9:27 AM
60	Crossing the busier roads continues to be a concern. Drivers just don't want to slow down.	11/7/2024 8:51 AM
61	Scooters are dangerous	11/7/2024 8:22 AM
62	Not enforcing 35mph on brooks school makes pulling onto brooks school in a vehicle	11/7/2024 7:59 AM

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	treacherous. Running/walking across the street/biking is hazardous for pedestrians	
63	Speeding, red light running, aggressive driving (lane changing / weaving), pedestrian cross walk safety, overly bright and focused LED headlights 9causing visibility issues and cell phone use while driving	11/7/2024 7:12 AM
64	Our neighborhood makes us landlocked. We have to run across Brooks school rd to access a sidewalk making it very unsafe.	11/7/2024 7:10 AM
65	The intersections of Nickel Plate Bike Trail and the major streets are pitch dark after hours. Even if cars were going slow, they can't see much. The intersections need to well lit and ideally have an overpass or a tunnel	11/6/2024 9:07 PM
66	Scooter. They are slow on the roads and people are in a hurry.	11/6/2024 8:25 PM
67	Too many motorists ignore pedestrians, bikes, and trikes in crosswalks. They also run through stop signs not even looking to see if a pedestrian or bike is approaching	11/6/2024 3:04 PM
68	It's hard to say since those are more hypothetical. They limit your ability to take evasive action, so I figured they'd be less safe.	11/6/2024 2:42 PM
69	Drivers do not watch for bike or those not in other vehicles. Drivers drive too fast and don't yield at yellow or at stop lines for crosswalks. Incredibly dangerous to bike or walk on busy streets.	11/6/2024 2:26 PM
70	No one seems to adhere to the rules of the road. It's like everyone received their license from a Cracker Jack box.	11/6/2024 1:35 PM
71	Bike lanes are not on every road, thus having bicycle riders in the car traffic	11/6/2024 12:57 PM
72	Most Fishers roads either have no sidewalk or one in disrepair. Plus, it is very difficult to cross at roundabouts with drivers looking left while driving to the right toward you.	11/6/2024 10:49 AM
73	Many busy streets still do not have sidewalks, making it unsafe to try and travel around fishers on foot	11/6/2024 10:47 AM
74	There are a lot of personal vehicle drivers out there that are terrible. It's not uncommon to see drivers partially cross the center line into oncoming traffic, likely because they're distracted. It's also not uncommon to see aggressive driving maneuvers and speeding. This creates a hazard on the roadways, and for travel modes that utilize roadways it's unsafe. The sidewalks seem more safe, but distracted driving could always change that.	11/6/2024 10:18 AM
75	Drivers using excessive speed and running red lights (126 and Allisonville)	11/6/2024 9:16 AM
76	Walking, some intersections are not yet pedestrian friendly. Distracted drivers and speeding and illegal uturns are an issue when walking our dog.	11/6/2024 8:29 AM
77	I have lived in the NPD since 2018. I walk around the NPD and on the NPT everyday. Miles and miles everyday (I'm one of those people who is addicted to his/her FitBit). I always use cross walks and obey signals - but I have almost been hit dozens of times, either while in a cross walk, or while walking on the NPT. In the NPD (Municipal Drive, North Street, South Street, Lantern, Morgan Drive) cars drive WAY too fast. I've been in a crosswalk on Municipal Drive and almost been hit more times than I can count. I've had the Walk signal to cross 116th, been in the crosswalk, and had cars turning right from Municipal Drive or Lantern and not even see me. I've had to literally jump out of the way - even though I'm (1) in a crosswalk and (2) pushed the button and have the Walk light. Most recently I was walking on the south side of 116th Street between Tiburon and the stairs going down to the NPT. I was in the newly painted crosswalk more than halfway across when a woman driving west on 116th apparently decided to turn left into that driveway between FIB and Hotel Nickel Plate and gunned it to scoot between a gap in eastbound 116th street traffic. She looked up just in time to slam on her brakes an inch from me. She rolled down her window, apologized profusely and said "I didn't even look over to see if there was anyone walking. I'm so sorry." Better enforcement, better education and raised crosswalks (like you see in downtown Carmel) are badly needed to slow down traffic and make it safe for pedestrians. Virtually everyday there are motorized vehicles on the NPT traveling in excess of 20 mph. It's also common for bicycles to ride 3 (or more) abreast (and fast) expecting/requiring pedestrians to stop and step off/yield to them taking up the entire width of the trail. "Live, Walk, Play" is a great tag line, but I don't think adequate measures have been taken to make it safe for pedestrians. As more people move to the NPD and more restaurants and shops open, the urgency increases. Someone is going to	11/6/2024 8:22 AM

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get seriously hurt, or killed, unless measures are taken. I'm happy to discuss. I love living in the NPD - but it is not nearly as safe as it needs to be. My cell is (317) 370-1590. Thanks.

78	There are car drivers out there who disregard the rules with no repercussions. There are also people in cars who are angry about vehicles other than cars on the road and drive dangerously as a result.	11/6/2024 8:20 AM
79	Access to NPT at 131st street is very unsafe. Needs to be a priority to create safe access for walking/biking	11/6/2024 8:06 AM
80	Traffic too fast, running red lights, and lack of designated crosswalks and bike lanes	11/6/2024 7:41 AM
81	There are several road crossings where both as a pedestrian / biker and a driver I'm nervous about the trail and road - either not being able to see someone coming on the road (as ped/biker) or not seeing someone coming on the trail and potentially having to make a sudden stop that could cause an accident or hit a ped/biker (as a driver)	11/6/2024 7:28 AM
82	Not adequate side walks	11/6/2024 7:22 AM
83	Traffic lights not being followed particularly by automobiles. Running red lights at every intersection.	11/6/2024 7:11 AM
84	Vehicular traffic is often too fast, runs red lights, does not heed school zones, and does not follow designated lane arrows in the many roundabouts.	11/6/2024 7:08 AM
85	Building non-motorized trails does nothing to fix the distance between points in urban sprawl. Getting to and using trails that don't end up in needed places is worthless except for advertising and political campaigns. Having to walk to any needed destination involves long distances and off trail walking. Invest in Public Transportation if you really want to make a difference.	11/5/2024 11:40 AM
86	In residential neighborhoods people run lights and stop signs and go faster than the speed limit. Overall Fishers is safe and I appreciate the continued efforts to make it safe(r). My family lives in Marion County and its a very unsafe place to walk.	11/5/2024 10:10 AM
87	Speed limits not enforced, ride shares not vetted, bikes should only be on trails, sidewalks not even, erratic driving should be stopped and speed limit on 116th and Olivo should be lowered and enforced. Also, red light camera should be installed to stop cars driving thru red lights.	11/5/2024 6:12 AM
88	Very high speeds of traffic! Sidewalks built next to major roads without a buffer. Main road, 116th St is my greatest concern. I never walk along side of this road which limits me. Sidewalks without safe guards for walking and 50-60 mph traffic and racing! I live off 116 in a subdivision.	11/5/2024 5:59 AM
89	Too much traffic and too many drivers ignoring traffic signals/laws to have anyone in a wheelchair or other wheeled device remain safe.	11/5/2024 12:59 AM
90	Roads not big enough ... need sidewalks where there is more traffic	11/4/2024 7:37 PM
91	Because in order to get to a Main Street I have to walk or bike on an active roadway...there are no sidewalks	11/4/2024 7:32 PM
92	Walkers on trails need to stay to the right. Large groups should not stretch across the trail. Bikers should announce themselves and pass on the left. The signage in these rules is lacking.	11/4/2024 4:33 PM
93	Not having a exclusive lane for bikes Intense traffic over main sts like 116th, 126th overspeeding	11/4/2024 4:31 PM
94	There are not enough designated trails for most of this activity. There are trails and sidewalks but they are not continuous. I see people wanting to walk or run but have to put themselves at risk because the sidewalk just ends.	11/4/2024 1:47 PM
95	Three things have greatly increased travel safety issues in our Fishers community. 1) high speed of automotive travel especially on 116 street. 2) More bikes using the heavy traveled roads instead of bike ways. 3) Increase in unlicensed scooters, golf carts, 4 wheelers, motorized scooters especially running at high speeds by inexperienced operators and young children	11/4/2024 12:20 PM
96	when walking, I only feel slightly unsafe when going through wooded areas alone.....	11/4/2024 12:17 PM

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97	Too many distracted (phones) or aggressive drivers. Many people do not honor crosswalks.	11/4/2024 11:16 AM
98	I ride 106th St. between Cumberland and Mollenkopf. There isnt a sidewalk and I have to ride with traffic. Too many close calls.	11/4/2024 6:55 AM
99	Consideration is only given to cars, and presumes everyone is paying attention. Not adequate consideration for accessibility. Bikes may be safer on multipurpose trails, but those aren't well maintained.	11/3/2024 11:57 PM
100	Distracted drivers.	11/3/2024 10:47 PM
101	Lack of separated bike lanes; roundabouts over IN-37	11/3/2024 3:20 PM
102	ppl trying to beat red lights. Can't assume if light is green, it is safe to go, so cycle is shorted. Ppl exceeding speed limit on RAB's. Espec. 106th and Lantern (west of 69) always bad, progressively worse with construction.	11/3/2024 2:19 PM
103	Vehicle speed especially at intersections and roundabouts	11/3/2024 9:09 AM
104	Nickel plate trail crossings should either be stop signs or flashing RED (rather than yellow)	11/3/2024 5:20 AM
105	Too much traffic, not enough bike lanes plus people do not look out for pedestrians in general (too much cellphone use while driving).	11/2/2024 8:08 PM
106	My residential location does not provide any safe access along Eller Rd between 106th and 116th. We have young wheelchair father that would like the mobility, a middle aged woman that walks in the grass 3-4 times a week to go to Kroger, many people in the neighborhood that would like to bike or walk along Eller to access other locations and I have several videos of people walking, bicyclists trying to navigate this section of Eller with no space for driver's or the individuals. Riverside Middle School has created an extremely busy road with too many buses to count, the number of parents that come to pick up their children and on school events nights. It has also become more than just a 'Collector' street/road and with the new bridge over White River coming it will only become worse. When buses (or any vehicle) is on Eller road it is almost impossible to adhere to the Fishers Operation of Motor Vehicles and Bicycles/Walking/Jogging in roadways. I saw on the 2014 REA Fishers Bike-Ped Master Plan the proposed shared-use path and hope that it is in the making.....	11/2/2024 6:13 PM
107	It doesn't seem like there are ramps, etc. for wheelchairs but I am not really sure.	11/2/2024 3:00 PM
108	No sidewalks or bike path	11/2/2024 2:13 PM
109	Motion detection lights	11/2/2024 1:42 PM
110	I bike and walk throughout fishers. There is no safe biking or walking between 141 and 146. After Conner prairie, heading north to Northridge (where there is an assisted living facility) there is no safe way for those residents and bikers around the area to travel down to Allisonville where there are several biking options. There is no safe way to bike or get to the nickelplate trail.	11/2/2024 10:38 AM
111	For bikers- too many use narrow roadways without bike lanes and minimal to no shoulder. Unsafe for drivers and bikers.	11/2/2024 9:30 AM
112	Lack of traffic enforcement, lack of pathways/sidewalks in dangerous areas	11/2/2024 5:31 AM
113	Drivers do not notice pedestrian traffic in traffic circles	11/1/2024 6:56 PM
114	Not enough protection from motor traffic. Crossing E/W on bike at the 126 & 37 is very dangerous. Motorists don't watch and drive at dangerous speeds.	11/1/2024 5:58 PM
115	Exiting the Parks at White River by bike is a scary proposition. Eller road is narrow and cars often don't keep a safe distance. Why not extend the path on the west side of Eller Rd to go from Riverside Intermediate to 116th Street?	11/1/2024 4:33 PM
116	It doesn't matter what mode of transportation. The general public has no concern for their fellow traveler. I don't feel safe driving especially on the weekends. I just left the polling station and 3 vehicles exited the parking lot without making a complete stop at the stop sign.	11/1/2024 4:22 PM
117	People aren't paying attention to cyclists on roads. They expect people on a trail but not bikes on roads.	11/1/2024 3:19 PM
118	Too many trail gaps, and no shoulder to even walk on. Traffic speeding and too many vehicles	11/1/2024 2:55 PM

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	going through red lights	
119	Cars go too fast for speed limit, even in school districts and downtown Fishers. Cannot get out of the neighborhood either. Do not feel safe driving, walking or biking. Motorists do not follow road signs. Illegal u-turns and wrong lanes in roundabouts and at traffic signals.	11/1/2024 2:22 PM
120	Lack of consistent sidewalks or walkways along busy streets	11/1/2024 2:17 PM
121	We have no side walks. On Brookschool Rd we need side walks for kids walking or bike riding to the mall. Need side walks on Hoosier road where new activity center is being built (both sides of the street).	11/1/2024 2:09 PM
122	Too many people feeling they have a right of way	11/1/2024 2:06 PM
123	Years of 45 mph sign on 37 with no construction. Some people doing 45 others faster. Raise the limit!	11/1/2024 2:06 PM
124	Drivers speed and they brag about it. Ohio is a disgrace all hours. I see cars flying past police in school zones and nothing is done. People here are awful drivers.	11/1/2024 2:05 PM
125	Not safe with cars and number of roundabouts	11/1/2024 2:02 PM
126	Roads do not accommodate bikes. Cars and drivers will always be at fault.	11/1/2024 2:00 PM
127	Necessity to place trust in a stranger (in the case of Uber, Lyft, etc)	11/1/2024 2:00 PM
128	People running red lights and driving too fast through neighborhoods is a big concern. For walking and biking there are too many breaks in the sidewalks between subdivisions and major roads. Crossings at roundabouts are not pedestrian friendly.	11/1/2024 1:59 PM
129	Speed of traffic, width of sidewalks or paths, intersection crossings and lights	11/1/2024 1:43 PM
130	High traffic volume ... speed and noise laws not enforced.	11/1/2024 1:27 PM
131	I've seen drivers are always distracted on their phones etc	11/1/2024 1:22 PM
132	Not many dedicated bike lanes and multiple sidewalks that don't connect to anything.	11/1/2024 1:20 PM
133	Lack of awareness from other drivers. Intersections and roadways not designed with other modes of transportation in mind	11/1/2024 1:19 PM
134	I don't use mobility assistance at all but if I did, I don't think things would be accessible for me.	11/1/2024 1:18 PM
135	Cars driving fast and recklessly. I always feel like I'm looking over my shoulder in case a car takes a turn to sharp.	11/1/2024 1:17 PM
136	I feel unsafe when I (a smaller female) am out alone with my 2 young kids. I feel safe until we get out of the car. I do not go on walks outside of our neighborhood. Trafficking is a real issue in Fishers, and it is scary for me to go out with my kids alone.	11/1/2024 1:16 PM
137	People don't pay attention	11/1/2024 1:16 PM
138	Outside of subdivisions, many of the roads have many lanes and high speed limits. The sidewalks next to these roads often have no guardrails, no shade, and are a very short distance away from the cars. I would not feel safe biking a few feet away from speeding tons of metal either, for obvious reasons. Many of the park trails (and Nickelplate) are very nice, but you generally have to use a car to actually get to them.	11/1/2024 1:16 PM
139	Traffic enforcement and congestion.	11/1/2024 1:16 PM
140	Lack of sidewalks for kids to bike-/ walk to school. Promise Rd 141st to Fishers high is impossible for kids to use non vehicle transportation. We live 1 mile from high school and feel very unsafe for our kids to walk/bike to and from school	11/1/2024 1:15 PM
141	Cars and trucks not adhering to crosswalks and walking paths	11/1/2024 1:15 PM
142	The pathways for bicyclists and scooters are not clearly marked or given enough room. I've seen vehicles nearly miss or hit bicyclists who follow the rules of the road and yet still aren't provided ample safety.	11/1/2024 1:14 PM
143	Drivers driving badly, not paying attention	11/1/2024 1:13 PM

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144	Lack of connecting bike paths	11/1/2024 1:11 PM
145	Injury potential from vehicle drivers	11/1/2024 1:10 PM
146	People on cellphones while driving	11/1/2024 1:08 PM
147	Walking because crosswalks are ignored by drivers.	11/1/2024 1:07 PM
148	I've never used scooters or other wheeled devices.	11/1/2024 1:06 PM
149	there is not enough trails, sometimes there is sidewalks but not fully completed what makes you have to use the street	11/1/2024 1:01 PM
150	The intersections are very busy and drivers seem confused. Drivers don't always appear to notice walkers/runners and bikers. I only let my oldest ride his bike home from high school and I am very nervous daily if he will survive crossing those busy intersections.	11/1/2024 12:22 PM
151	Not enough travel areas and wide enough	11/1/2024 12:21 PM
152	Volume and speed of traffic. Part is also on me potentially being confused at bigger intersections.	11/1/2024 12:20 PM
153	Users don't take responsibility for biking and other forms of transportation	11/1/2024 12:20 PM
154	More space on side of road for bikes	11/1/2024 12:20 PM
155	The round about intersections I cannot imagine navigating that on a bike or even as a pedestrian. I have almost been hit numerous times. Just give us traffic lights.	11/1/2024 12:20 PM
156	There are so many accidents at the 104th and 116th both Olivo intersections. I know it would be a huge growing pain, but would round about as keep our drivers (especially the young ones coming out of the schools close by) safer?	11/1/2024 12:20 PM
157	Drivers don't pay attention and big intersections are tricky to see people while also trying to finally take a left turn when it's clear to go	11/1/2024 12:20 PM
158	We consistently see rampant running of red lights. It's gotten so bad, that we are instructing our new student driver not to go immediately when the light turns green. We rarely see enforcement of traffic laws in Fishers. Mostly, police sitting at "hidden" areas watching.	11/1/2024 12:19 PM
159	Traffic on major roads is congested and speed limits are followed. Need roundabouts and less lights.	11/1/2024 12:18 PM
160	Confusing signage, inadequate sidewalks/pedestrian spaces	11/1/2024 12:17 PM
161	Drivers and super aggressive running stop lights, tailgating, and generally not obeying traffic laws. There is little to no enforcement.	11/1/2024 12:17 PM
162	Because of how un-noticeable the signage and lanes are while I am operating my own private vehicle	11/1/2024 12:16 PM
163	Traffic is too fast and too close to bikes on the road	11/1/2024 12:16 PM
164	There are a lot of dangerous intersections and incompetent drivers	11/1/2024 12:15 PM
165	N/A	11/1/2024 12:14 PM
166	Trees planted in ways to obscure views when turning in and out of neighborhoods and businesses.	11/1/2024 12:14 PM
167	No street lights in Highland Springs North	11/1/2024 12:11 PM
168	Speed on major roads and lack of protected turns out of neighborhoods.	11/1/2024 12:09 PM
169	Posted speed limits on main roads, 116th, 126th, Olivo, are often ignored. I live right off 116th and Hoosier Rd. That stretch of road is a racing strip!	11/1/2024 12:02 PM
170	Roundabouts are not pedestrian-friendly. While I do appreciate them from a driving perspective, I have seen many instances of pedestrian walkers, runners, and cyclists stuck or crossing unsafely due to cars not giving them the right of way.	11/1/2024 12:00 PM
171	Limited bike lanes available; speeding vehicles; poor lighting in fall winter	11/1/2024 11:56 AM

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172	Lack of awareness to people running and on bicycles; difficulty crossing streets/lack of time due to cars running red lights; people not aware of crossing lights or abiding by them	11/1/2024 11:55 AM
173	There is a severe lack of interconnectivity between housing communities. Bridges have very little pedestrian ways of travel. Sides of roads are not flat or well tended too. Trails flood during storms making them impassable. Most trails do not connect causing walkers or bikers to risk safety to cross an intersection or bridge that has no shoulder that has pedestrian crosswalk. The crosswalks don't connect to the trails.	11/1/2024 11:53 AM
174	People driving too fast	11/1/2024 11:51 AM
175	Cars don't watch for non-car transportation. Roundabouts don't have good methods to let drives know bikes or walkers are approaching or trying to cross	11/1/2024 11:49 AM
176	Cars drive too fast and little enforcement.	11/1/2024 11:43 AM
177	There is so much speeding and people running red lights through intersections. It's very bad at 116th and Brooks school and at Olio.	11/1/2024 11:42 AM
178	Places where there are breaks in the pathway.	11/1/2024 11:39 AM
179	Drivers not aware of bikers and pedestrians at traffic circles	11/1/2024 11:36 AM
180	Lack of run/bike lanes, the trail crossing at 126th is horrible - cars don't stop driving and pedestrians on bike and foot don't stop - someone is going to get hit there	11/1/2024 11:35 AM
181	Cycling infrastructure is poor. There is a lot of improvement with the trail through Nickel Plate. But it is very hard to access. I have to drive and park to ride on the trail with my family. I would appreciate a plan to provide access to downtown Fishers in any way other than cars.	11/1/2024 11:33 AM
182	I do not feel unsafe - but I believe enforcement and more prominent pedestrian resources and pedestrian-focused design will help increase safety even further.	11/1/2024 11:32 AM
183	Our roads (particularly roundabouts) aren't overly bike or pedestrian friendly/safe	11/1/2024 11:29 AM
184	Far too many drivers who ignore speed limits	11/1/2024 11:27 AM
185	See above - the chronic running of red lights and stop signs. In addition, the absence of continuous walking/alternative paths.	11/1/2024 11:23 AM
186	I do feel like there could be more bike lanes like there are on Olio road on 116th street.	11/1/2024 11:04 AM
187	Other road users. They do not give nearly enough room and absolutely fly by. It's very disheartening because I don't want to cycle on the footpaths.	11/1/2024 11:03 AM
188	Because there are too many idiots who do not understand what a pedestrian cross walk is all about! Like the one on Brooks school by Gray Eagle	11/1/2024 10:53 AM
189	The sidewalks don't connect forcing you to cross the road at unsafe places, there is no bike lane, there is no barrier between the sidewalks and the roads.	11/1/2024 10:46 AM
190	Drivers don't pay enough attention to pedestrians, and the same goes for bikes in the bike lane. Drivers don't even typically yield to me when I'm trying to cross at an intersection and I have waited for the signal, especially when the driver is turning right. The sidewalks don't connect in many places, particularly on north/south routes, so I am forced into the roadway.	11/1/2024 10:29 AM
191	Hazards in the path with scooters/bikes	11/1/2024 10:25 AM
192	Other drivers not paying attention or following rules and construction.	11/1/2024 10:24 AM
193	Uneven, Narrow Roads,	11/1/2024 10:21 AM
194	Some of the trails seem too close to high speed roads. If I accidentally crashed and landed on the road, there is a non zero chance I would get seriously injured.	11/1/2024 10:21 AM
195	Broken pavement. No pavement. No crossings signs	11/1/2024 10:20 AM
196	There are locations that need sidewalks. Specifically around the Hamilton Town Center mall area at Brooks School Rd and 131st and 136th.	11/1/2024 10:20 AM
197	Getting around as a woman in an unlit area	11/1/2024 10:19 AM

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198	Motor bikes	11/1/2024 10:19 AM
199	Intersections where I have to cross with my bike. Drivers not paying attention.	11/1/2024 10:16 AM
200	Sidewalks are not always available along busy roads (Cumberland, for example). It's very hard to see walkers or bikers. Smaller scooters can't always be seen.	11/1/2024 10:12 AM
201	Traffic	11/1/2024 10:06 AM
202	External factors such as bad drivers and poor accessible designs	11/1/2024 9:50 AM
203	I have watched drivers treat these people with disrespect.	11/1/2024 9:49 AM
204	Not enough cross walks and bike lanes.	11/1/2024 9:49 AM
205	Inconsistent availability of bike lanes and sidewalks. Extremely narrow road widths with no adequate shoulders on the major uncurbed roads leading to residential neighborhoods. (Uncurbed suburban and rural road widths in Indiana feel at least a foot narrower than other states I've lived in (IL, MI, MD). Driver inattention and distraction.	11/1/2024 9:49 AM
206	The lack of side walks and modes to cross the interstate. I also believe more public modes of transport would alleviate pedestrians needs for sidewalks.	11/1/2024 9:47 AM
207	Drivers in the wrong lanes who change their minds without checking other lanes.	11/1/2024 9:46 AM
208	I don't think there are enough designated lanes for them. It then becomes hazardous in standard traffic and at intersections.	11/1/2024 9:46 AM
209	Along the nickel plate most people using the trail NEVER use the crosswalk button and I've seen close calls with pedestrians nearly getting hit	11/1/2024 9:46 AM
210	They are more out of my control	11/1/2024 9:45 AM
211	No designated separation	11/1/2024 9:44 AM
212	No ample biking lanes for cyclists	11/1/2024 9:43 AM
213	No good bike lanes. The few ones we have are poorly designed and located in the middle of the road, rather than on the very edge.	11/1/2024 9:39 AM
214	Unfortunately drivers in Fishers have gotten out of control. Some drive angry, too fast, and seem to not care. I only feel safer driving because I have some control in some situations.	11/1/2024 9:39 AM
215	if walking/biking or in a wheelchair, many roundabouts are not safe to cross for those modes of transportation	11/1/2024 9:39 AM
216	There are few off-road bike paths and sidewalks end or are sometimes dark. Especially across large, busy, dangerous roads like HWY 37. There are also too many angry & impatient drivers who don't care about others or laws. People assume they know how to use a roundabout, but the inconsistency in ours cause people to not realize they are in the wrong lane until they are in it, plus having two lanes on one side and one on the other or 5 "spokes" causes confusion. This is especially true for out of town visitors. Some of our figure 8 style roads are too curvy and our roundabouts too large, so people cut into other lanes accidentally without noticing or can go right through without slowing down.	11/1/2024 9:38 AM
217	Drivers in Fishers drive too fast! and they are aggressive. This is concerning for other drivers but also bike riders and walkers	11/1/2024 9:37 AM
218	There are a lot of sidewalks but they don't always connect. I would love to see more of walkability and awareness of pedestrians/scooters/bikes from drivers	11/1/2024 9:37 AM
219	Areas with no sidewalks and limited road width.	11/1/2024 9:36 AM
220	I don't think drivers always look out for bikers on the road	11/1/2024 9:34 AM
221	People drive much too close to bikers when there isn't a designated bike path. Drivers don't understand sharing the road and often react in anger to bikers.	11/1/2024 9:32 AM
222	Some of the lights at intersection are too short when allowing turns (green arrows only). This often leads to cars cutting past the red light and speeding to avoid the short turn opportunities. Expanding the time of these turns would make driving in a personal vehicle more safe.	11/1/2024 9:28 AM

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223	Drivers don't know the rules of the road and pass too close to bikes	11/1/2024 9:21 AM
224	None	11/1/2024 9:19 AM
225	The bike lanes don't seem very well protected from traffic, as do some sidewalks or crossings	11/1/2024 9:17 AM
226	Drivers not paying attention and driving unsafely on congested roads	11/1/2024 9:16 AM
227	Inattentive vehicle drivers	11/1/2024 9:14 AM
228	Vehicles don't yield or aren't aware of bike paths.	11/1/2024 9:13 AM
229	Biking: Areas of unconnected paths. Not enough tunnels / bridges for paths at busy streets. For cars, not enough turn lanes eg 116 and 146	11/1/2024 9:13 AM
230	Red light runners constantly. Tailgaters. Speeding cars.	11/1/2024 9:11 AM
231	Too much congestion on walkways/bike trails. Predatory danger for women	11/1/2024 9:10 AM
232	Poor intersection designs - speed, enforcement, signage, lack of people paying attention, not all city streets have sidewalks/paths or even adequate edge to safely walk/ride scooter/bike next to the traffic	11/1/2024 9:08 AM
233	Reckless drivers	11/1/2024 9:07 AM
234	Handicapped accessibility. I feel Fishers does not have an adequate plan to address and provide safe pathways for the handicapped	11/1/2024 9:06 AM
235	It's a scary world and not in a locked vehicle I don't feel safe	11/1/2024 9:04 AM
236	Education on pedestrian crossing... example Gideon Cook Koskiosko county	11/1/2024 9:03 AM
237	Drivers are reckless and aggressive. Pedestrians walk in the middle of the street instead of sidewalks. And cars run red lights all the time.	11/1/2024 8:55 AM
238	Traffic and the way people drive is out of control. People pass turning cars by pulling around them in neighborhood entrances. There is little separation from the trails and sidewalks and the streets. People speed and it can be very dangerous and almost impossible to cross streets except at the few crosswalks with flashing lights. We can't get out of our neighborhood to the trail along Fall Creek without crossing Fall Creek Road and people drive well over the speed limit.	11/1/2024 8:30 AM
239	Certain roundabouts, especially at Olio and Southeastern Pkwy, are always very busy, and many people don't know how to navigate it. People from out of town are always in the wrong lane and some people fly through the roundabout. There needs to be more signage leading up to the roundabout to explain which lane to be in	11/1/2024 8:22 AM
240	Barriers to handicapped. Unlighted areas	10/31/2024 9:56 AM
241	Busy confusing crossings without safety mechanisms (ie near mosque especially in the dark), trail crossings (please change to blinking red) total lack of bike lanes or safety, too many trail gaps (ie 131st!), busy pedestrian areas paired with too busy street (please narrow and slow down 116th - divert through traffic away from City Center) . Would love to have a bike share for trail use - but don't feel safe riding own bike to the trail	10/31/2024 9:36 AM
242	Some streets are not wide enough for a car and bike. The heavy traffic makes this an unsafe exercise.	10/31/2024 9:21 AM
243	There is little to no enforcement of safety laws, and trails tend to just stop, requiring pedestrians and cyclists to cross at dangerous sections of roadways.	10/31/2024 6:09 AM
244	None make me feel unsafe	10/31/2024 3:59 AM
245	Speeding, unsafe drivers	10/30/2024 8:05 PM
246	Safety at trail crossing	10/30/2024 7:44 PM
247	Car traffic too fast and too busy without enough dedicated bike lanes.	10/30/2024 7:23 PM
248	Walking & biking paths are are not connected in places	10/30/2024 4:01 PM
249	Too many old country roads trying to support large neighborhoods. Road infrastructure	10/30/2024 12:13 PM

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	expansion should be considered before developments gain approval.	
250	Too many motorist running red lights, speeding, aggressive driving. Not enough sidewalks along 126 street from lantern Road to Allisonville Road.	10/30/2024 11:45 AM
251	Along 126th St. between Allisonville and lantern Road, there is not continual sidewalks/trails. Getting around this area Fishers is very unsafe for walking and or riding bikes due to the high speeds on the road and no place for pedestrians to walk or ride!	10/30/2024 11:20 AM
252	Some people speed and I don't wanna be hit bc that would hurt 🙄🙄🙄	10/30/2024 11:16 AM
253	There seems to be absolutely no traffic light enforcement. Nearly every day I see multiple people running red lights in Fishers, usually multiple times a day. What I don't see is anyone pulled over for it unless there is a collision.	10/30/2024 10:37 AM
254	The speeding on roads in this community is completely unacceptable and that's with speed limits being set too high. There is also out of control aggressive driving that I see here on a daily basis. I almost never see law enforcement pulling over these out of control drivers. I am honestly scared for my children now that they are beginning to drive.	10/30/2024 10:31 AM
255	Everyone disregards red lights. The police do not enforce stopping, in fact, they are running the red lights as well. Furthermore, cars do not abide to the crosswalks. The crosswalk on Eller needs a flashing yellow.	10/30/2024 10:19 AM
256	Bike lanes are always filled with debris, in some places there are not bike lanes and cars are really close. For running/walking there are a lot of great areas, but some areas aren't well connected and people go on the street -- like 104th headed towards FL -- the sidewalk just ends before it exists again. You can't go from Olio to Florida road and then take the new sidewalks and pathways without getting on the road.	10/30/2024 9:55 AM
257	Intersection design and street parking impede visibility.	10/29/2024 12:21 PM
258	Ride share, may not know person	10/29/2024 11:21 AM
259	I feel unsafe at times in my personal vehicle. The intersection at Lantern Rd. and Fishers Pointe Blvd. have made it almost impossible to safely exit the intersection. King Jug is ridiculous with their unloading and loading at the intersection.	10/29/2024 11:02 AM
260	No bike/pedestrian path leading to the bridge on Olio Rd, across I-69 between 131st and 126th. Very dangerous.	10/29/2024 10:19 AM
261	Poor line of sight	10/29/2024 9:24 AM
262	Because I don't use a wheel chair or motorized scooter. I don't know what I'm doing with something like that.	10/29/2024 7:43 AM
263	Intersections you need to go out almost to the middle of the road to see cars traveling. Especially with Lantern Road and Fishers Point. It is horrible with all the parking on the street for a bar at the end of the corner.	10/29/2024 5:49 AM
264	Would be hit by a car.	10/28/2024 11:14 PM
265	Fast car traffic when there is not sidewalk or bike path	10/28/2024 5:32 PM
266	Exposure to larger/faster vehicles that might not be looking for smaller vehicles with less ability for a quick pick up. (Can't move out of the way fast enough)	10/28/2024 5:28 PM
267	Exposure to larger vehicles that might not be expecting or looking for a smaller vehicle that lacks quick pick up ability.	10/28/2024 5:22 PM
268	Generally speaking it's because of the higher speeds and volume of car traffic. This can be especially harrowing when traveling with kids which can be know to travel in unpredictable ways. It feels much safer when car speeds are lower and/or there are places you can travel on foot or bike that are separated from the cars.	10/28/2024 4:59 PM
269	side walks stop/ 131 st I can't cross the street safely. It's extremely dangerous with all of the high school traffic. There is no hump/ no traffic light/ no cross walk... . It would be helpful to have at least one tool that would help kids and adults cross 131 st street. Sometimes we have to wait for 5-10 min until it is safe to cross.	10/28/2024 4:26 PM
270	Incomplete trails and crossings	10/28/2024 3:56 PM

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271	Vehicles speeding along shared roads like the walking lane along Lantern Road between 131st and Harrison Parkway.	10/28/2024 3:46 PM
272	Driver awareness for travelers outside of vehicle travel.	10/28/2024 2:35 PM
273	Because on several roadside trails here in fishers, they are not connected and therefore require you to risk your life rushing across a bridge that has vehicle traffic traveling at pretty high rates of speed.. to get back on the other part of the trail	10/28/2024 2:34 PM
274	People are unaware of pedestrians and bikers and we need better crosswalks outside of city limits and road markings for bikers	10/27/2024 5:26 PM
275	Traffic is extremely heavy and people don't seem to be able to drive the speed limit.	10/27/2024 1:25 PM
276	Drivers don't pay attention to pedestrians walking or on bikes. Roundabouts are great for cars, but dangerous for others because traffic doesn't pay attention tht someone might be crossing.	10/27/2024 11:37 AM
277	I love to walk the trail - since it was gravel...but the increase in bikers makes it uncomfortable. There's so many trying to navigate around pedestrians. I only bike 1-2x a year and I didn't like biking on the trail because of the walkers. We really need a bridge over 146th also.	10/26/2024 9:54 PM
278	Lack of sidewalks in many areas between Allisonville and 37.	10/26/2024 8:41 PM
279	Need street lighting in neighborhood and speed humps in neighborhood due to cars driving too fast especially when kids are playing	10/26/2024 7:22 PM
280	I have had people in vehicles make comments when I rode my bike. When crossing the street on bike and have the right away, car turning do not yield to bike riders	10/26/2024 7:10 PM
281	There are zero sidewalks or paths north of Conner Prairie on Allisonville Road. We are often walking on the road or ditches while cars are driving 50 mph.	10/26/2024 1:14 PM
282	Rules of road ignored: excessive speed, running red lights, not yielding to pedestrians (including cyclists on NPT)	10/25/2024 5:58 PM
283	Traffic rules not followed, ex. excessive speeding, running red lights, etc, not yielding in walkway	10/25/2024 5:56 PM
284	Because electric bicycles, scooters, small motorcycles, and segways are allowed on the trail.	10/25/2024 2:44 PM
285	Electric bicyclists and some bicyclists travel at fast speeds that pedestrians don't expect, posing a safety threat. Perhaps some new engagement could promote awareness, safer speeds, or move their use off the trail to permit the faster speeds they chose.	10/25/2024 11:51 AM
286	People in cars do not pay attention to other modes. Also there is a lack of sidewalks in some places and it is not safe to walk or ride on roads in my option due to problem number 1.	10/25/2024 10:32 AM
287	Your currently Facebook posts etc. say electric scooters and bikes have be road on streets not trails. That is insane. Road are too congestive for slower under 20 mph e bikes and scooters.	10/25/2024 10:15 AM
288	Bike lanes are needed	10/24/2024 7:45 PM
289	Too many drivers running red lights. Poor understanding of pedestrian crosswalk procedures	10/24/2024 6:53 PM
290	Too many cars near bikes	10/24/2024 5:51 PM
291	We don't have a lot of bike lanes in Fishers, at least near where I live (The District area), so I don't feel as safe on the roads. It's the main reason I don't bike more often.	10/24/2024 1:51 PM
292	Too many people not paying attention	10/24/2024 1:43 PM
293	We need a sidewalk on Eller road. It is very dangerous to try and walk/bike along the roadway, especially with all of the traffic and school buses by the Riverside campus.	10/24/2024 12:33 PM
294	Fast vehicles	10/24/2024 10:31 AM
295	Some of the sidewalks on 116th offer no separation from the traffic and poor pedestrian visibility	10/24/2024 6:34 AM
296	When bike riding, I have longer routes than when walking. This takes my family and I across busy street crossings, and between traffic volumes and distracted/aggressive driving often	10/23/2024 9:39 PM

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	makes us feel unsafe.	
297	Lack of sidewalks, crosswalks and bike lanes	10/23/2024 9:27 PM
298	Trail/sidewalk crossings of busy streets. Distracted/aggressive drivers	10/23/2024 9:25 PM
299	Do not trust people	10/23/2024 9:24 PM
300	Drivers on there phone not paying attention	10/23/2024 8:29 PM
301	Crossing certain streets especially high traffic streets. Certain crossing points not very well planned.	10/23/2024 8:22 PM
302	Even on modes I feel safe, that is because of personal intervention. As a biker and walker on Lantern road cars are constantly pulling into walkways. I DO NOT cross unless they are complete stop or I have eye contact. Many times they pull into walkway anyway.	10/23/2024 8:17 PM
303	Nearly all of Fishers is designed without anything other than cars in mind. There are many gaps in paths entirely or streets where you would have to cross the street multiple times to continue on paths. Many sidewalks or paths are not very wide or are bumpy, which keeps runners and bikers on the roadways.	10/23/2024 7:52 PM
304	Speeding drivers. Drivers passing on the right-especially around busy intersections.	10/23/2024 7:29 PM
305	Not all sidewalks are connected and some roads are very narrow or heavily traveled	10/23/2024 6:39 PM
306	drivers speeding, rolling through stop signs and crosswalks at busy intersections are daunting	10/23/2024 5:51 PM
307	Uneven sidewalks, unlit areas, lack of sidewalks, blind turns, bad intersections for pedestrians	10/23/2024 4:57 PM
308	Crossing streets is dangerous. Cars driving too fast. Can't cross easily major roads with roundabouts	10/23/2024 3:11 PM
309	Many drivers exceed the speed limit and run red lights/stop signs on our main streets and subdivisions. Bicycle riders do not follow the law nor educate their kids as they almost always run stop signs in neighborhoods. Pedestrians walk in the streets, multiple people wide, and create hazards for drivers when there are walking paths created for their safety, especially around Holland Park. Users of the Nickel plate trail rarely use the buttons to activate the warning lights. Pedestrians and bicyclists wear dark clothing at night and have no lights to provide any reasonable notice that they are in the streets.	10/23/2024 2:16 PM
310	too many roads are too narrow for bikes and vehicles. there should also be sidewalks everywhere. I don't use rideshare, mobility assistance, or other wheeled devices. an NA option would have been better. Thanks	10/23/2024 1:40 PM
311	When I walk in Fishers, I feel unsafe because there is very little physical separation between me and cars. There aren't any barriers protecting me from a car that runs off the road; I just have to hope no one does. I also feel unsafe because I am standing exposed at intersections for so long. The pedestrian buttons at crosswalks do not seem to make the lights change any faster, so I'm standing on the corner waiting for a cross light for up to five minutes sometimes. I also feel unsafe because drivers speed on nearly all roads. On a bike, I experience the same lack of protection and lack of safety for all the same reasons, combined with the fact that drivers are often outwardly hostile toward cyclists.	10/23/2024 1:23 PM
312	Not sufficient infrastructure	10/23/2024 12:32 PM
313	Drivers aren't looking for them.	10/23/2024 12:17 PM
314	Fishers is horribly pedestrian unfriendly. Sidewalks are not plentiful enough and when available not protected enough from major traffic thoroughfares. I-69 creates a dangerous divide between east and west Fishers.	10/23/2024 12:16 PM
315	Bicyclists riding in streets without bike lanes.	10/23/2024 8:39 AM
316	No sidewalk!	10/22/2024 9:06 PM
317	I generally do not drive except for locations that are too far or more often, too unsafe to walk/bike. It's fantastic that there are so many places I can get to on my bike. However, outside of the Nickel Plate district, bicycle facilities can quickly drop out and intersections are built with no thoughts to protecting vulnerable pedestrians.	10/22/2024 7:12 PM

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318	The nickel plate trail crossing lights do not work. Someone is going to get seriously hurt or killed. I live near one and I see it every day. Also, we don't have safe trails on 141st street. Also pedestrians and bicyclists need some type of protection at the major roundabouts. For example the safety of traveling westward direction on 141st at the ramp to 37. Afeicke@yahoo.com	10/22/2024 6:51 PM
319	I love the yellow-flashing pedestrian crossing indicators as a cyclist. However, some drivers still seem to recognize their significance. Signage seems to not help. Perhaps paint on the road surface of an upcoming crossing might help. Saw someone get hit by a car in front of me 3 weeks ago at 131st and Nickel Plate	10/22/2024 6:22 PM
320	people running red lights and ignoring cross walks	10/22/2024 4:01 PM
321	For walking & running, there are still trail gaps that make this difficult (131st & Lantern to the Nickel Plate Trail, along 106th Street, along Allisonville Road north of Conner Prairie, etc)	10/22/2024 12:59 PM
322	Limited signage and crosswalks for pedestrians - particularly for when cars turn left they do not look for pedestrians. Bicycling is not safe with children in Fishers. Limited paths for kids without crossings and sidewalks are limited or too close to the road vs set back with grass barrier.	10/22/2024 12:57 PM
323	Speeding on all roads and cars running red lights are a big problem at all intersections. Narrow roads with no bike lanes or sidewalks	10/22/2024 10:33 AM
324	Intersections can be hard to cross. Long distance between cross walks. Roundabouts are good for traffic, but make crossing the street as a pedestrian more difficult.	10/22/2024 8:58 AM
325	131st Street (between Lantern Rd. & Nickel Plate Trail) - no sidewalk or bike path. Bikes & Pedestrians must use road with cars to reach Nickel Plate Trail. Very UNSAFE due to heavy traffic and Cement Trucks traveling on 131st Street.	10/22/2024 8:00 AM
326	When operating on the road with either a bike , scooter, or even running, drivers have been negligent in obeying safe passing distances and/or ignoring traffic signage. I have observed and been subject to careless driving/dangerous passing by drivers despite being in a cycle lane or shared road.	10/22/2024 6:40 AM
327	People driving too fast or driving while using phones aren't paying attention to people around them.	10/22/2024 6:31 AM
328	Volume of automobile traffic versus the average speed, and the number of distracted drivers. Speed limits aren't adhered to, and red lights get ignored.	10/21/2024 9:05 PM
329	Cars don't stop at stop signs.	10/21/2024 8:34 PM
330	106th street east of Cumberland road has no safe way of bicycling or walking. It is impossible to get to the Nickel Plate trail safely except in a motorized vehicle. A walking trail from Cumberland to Hoosier was in the 2024 budget. What happened?	10/21/2024 8:30 PM
331	cars always run stop signs entering hamilton proper. roundabouts especially at 106th and hawthorn ridge might be safer. cars seldom follow the 3 feet passing rule. and on bike paths often pull into the path. bike paths are not effective if not connected. bike paths that end in a dead end essentially become unused.	10/21/2024 8:19 PM
332	More a wetness for bikes and pls add a roundabout to 196 and Hawthorn Ridge as no one stops at that sign	10/21/2024 8:17 PM
333	Distracted driving and bad driving behaviors	10/21/2024 8:14 PM
334	Roads need wider shoulder and/or bike lanes	10/21/2024 7:54 PM
335	Biking across 37 at 146th street and crossing 147 on the NPT is DICEY!	10/21/2024 7:52 PM
336	Better highlighting of stop lights and intersection items. Better interaction of bike and walk way areas (easy to pull into someone)	10/21/2024 5:49 PM
337	Automobile caution lights for Nickel Plate trail are placed too high to be seen by motorists. This especially evident when driving into the sun with sun visor down.	10/21/2024 5:16 PM
338	The intersections on the Nickel plate (especially 106th) are hazardous due to traffic. The flashing lights don't seem to be catching the vehicles attention to be cautious for crossing trail users.	10/21/2024 5:14 PM

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339	Areas lack bike trails	10/21/2024 4:59 PM
340	Cats not taking bicyclists into consideration when driving	10/21/2024 4:55 PM
341	inadequate or non-existent bicycle-specific lanes/paths. for walking or running safely...non-existent lanes/paths.	10/21/2024 4:20 PM
342	Inadequate lanes/trails for bicycles, scooters/mobility devices	10/21/2024 3:52 PM
343	People drive way over the speed limit on 116th while looking at their phones. With the side walk directly next to the road, it is only a matter of time before a car veers off the road onto the side walk. The intersection of 116th and Hoosier is also very dangerous. Vehicles are running the red light on 116th all of the time.	10/21/2024 1:31 PM
344	As a resident of Fishers for 24 yrs whose neighborhood is located off of 116th, it's playing frogger with one's life crossing the street, entering the street, and the speed limits are not enforced. Furthermore, left turns on red are a real problem in the area, specifically, 116th st. & Cumberland Rd.	10/20/2024 8:52 PM
345	Motorists zooming on neighborhood streets and not following posted speed limits such as on 131st.	10/20/2024 6:25 PM
346	Very inconsistent drivers at trail crossings and road crossings. Sometimes wave across while other times drivers have no intention of slowing down or even if in the crosswalk and lights flashing.	10/20/2024 4:54 PM
347	Speed and inattention of drivers	10/20/2024 3:35 PM
348	Motorized vehicles and trespassing after hours on trail	10/20/2024 3:32 PM
349	Walkways through neighborhoods are not smoothly paved for wheelchairs and walkers. The roads are simply not safe for bikers and scooters due to bad drivers.	10/20/2024 11:21 AM
350	Other drivers not understanding how to use roundabouts and walkers/bicyclists on the narrow roads	10/20/2024 8:20 AM
351	Sidewalks not level and not protected from vehicle traffic	10/19/2024 1:49 PM
352	Sidewalks are often narrow, non-existent or not connected/continuous, there aren't any bike lanes, and many drivers are speeding or not paying attention. That said, it would be great if pedestrians would pay attention and not assume they always have the right of way. I can't believe the number of people who just step right out into a street or parking lot aisle without looking to see if any traffic is coming.	10/19/2024 9:58 AM
353	Drivers are almost never paying attention to bikers or pedestrians. I cannot tell you the number of times I have been inches away from a car running into me as I was crossing on walk in a crosswalk, running in my neighborhood and had a car blaze through a stop sign without seeing me at all, etc. Roundabouts are also very bad for pedestrians and bikers — drivers don't generally know what to do or they don't notice me at all.	10/18/2024 8:47 PM
354	Unprotected intersections, lack of space between trails and roadways, no shade along most trail ways, lack of crossings outside of roadway intersections, lack of means to control car speeds in pedestrian areas	10/17/2024 4:37 PM
355	I don't feel comfortable in the melting pot that Fishers has become, sharing a ride with anyone.	10/17/2024 11:45 AM
356	Fishers is not a bicycling safe town (except on designated trails). The roads were not designed for bicycles, so people ride bikes on the sidewalks. This creates a safety hazard for bicyclists, pedestrians on the sidewalks and vehicles (who are not expecting bicyclists to come up to intersections quickly on sidewalks).	10/17/2024 11:19 AM
357	Not all sidewalks are wheelchair friendly; some safer crosswalks are needed. Lack of bike lanes / biking on sidewalks feels safer than the street but less safe for pedestrians.	10/17/2024 10:41 AM
358	Car drivers are too distracted and impatient to share the road.	10/17/2024 8:38 AM
359	Because people speed all over the place with very little regard for traffic lights and STOP signs. NO ONE stops at stop signs.	10/17/2024 5:30 AM
360	Aggressive drivers, drunk drivers, distracted drivers, no law enforcement.	10/16/2024 9:57 PM

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361	Vehicle speeds for all of the above. People drive too fast, especially in areas where I would want to walk or bike (or if I were in a wheelchair). Intersections are another problem, where people are constantly running reds and/or not paying attention to crossing pedestrians. As a cyclist, the nickel plate is great, but I have to ride on road to get to it and/or to get wherever I'm going from the trail. That doesn't have to be an issue (I can comfortably ride on road), except that cars pass too closely and too fast. There are too few cyclist-dedicated spaces, especially on road.	10/16/2024 8:38 PM
362	Lack of sidewalks or any sort of path on 106th east of Cumberland Rd. and on Cumberland Rd. 96th to 116th street	10/16/2024 4:37 PM
363	Motorized vehicles, i.e.-motorcycles, motorized scooters/bikes are being used on trails meant for walking and biking only.	10/16/2024 3:21 PM
364	Main thoroughfares and intersections are not pedestrian/bike friendly, sidewalks are often too close to traffic	10/16/2024 12:24 PM
365	Walking and avoiding collision with E-bikes and Bicyclists who fail to yield.	10/16/2024 10:55 AM
366	A lot of the walking trails are very close to the roadway, no barrier from a car slightly turning. Bike lanes need to be color coded! In rain and foggy weather or just at night need better lines and reflective devices on the roadway. More reflective paint on the curbs and roundabouts.	10/16/2024 10:09 AM
367	Automobile unsafe operation.	10/16/2024 10:06 AM
368	Cars, trucks, and motorcycles all speeding down 116th at 55mph and running red lights. Specifically at 116th and Conner Creek Drive. This intersection is going to be a nightmare once Kroger move into the new location and the 116th roundabout is done. The residential community of Conner Creek directly across will bear the brunt of the issues ie. Safety, noise and pollution from all of this. We need help with funding a noise abatement program with a natural earth berm, fencing, landscaping and new windows for those that live directly on 116th. Please help us improve the lives and home values which decreased significantly with the increase in traffic and construction.	10/16/2024 8:27 AM
369	Cars do not make room for bikes, or patiently pass bikes	10/16/2024 8:25 AM
370	Too many people run red lights in Fishers. Something needs to be done to enforce this.	10/16/2024 7:41 AM
371	Risk of being hit by vehicle	10/15/2024 11:58 PM
372	Just don't think things like scooters are very safe in general.	10/15/2024 11:06 PM
373	No sideways or biking facilities in many important parts of the city	10/15/2024 8:30 PM
374	mobility device/other device.....trails good, sidewalks not good	10/15/2024 6:50 PM
375	Not enough room for me and cars. As a driver I worry about the non drivers paying attention to traffic	10/15/2024 4:09 PM
376	Lack of police visibility.	10/15/2024 3:44 PM
377	Car drivers can be distracted and don't care that they are being unsafe when intersecting with crosswalks and trails.	10/15/2024 3:25 PM
378	Improve lighting better cross walks. No way to report crimes on trails. Example call box.	10/15/2024 3:15 PM
379	Inattentive drivers	10/14/2024 8:20 AM
380	Rideshare needs more thorough vetting/background checks for participants; traffic patterns & volume make unsafe for persons in wheelchairs to cross street.	10/13/2024 8:02 PM
381	Need more roundabouts or 4 way stops at intersections. More bike lanes	10/13/2024 1:51 PM
382	Not enough bike lanes.	10/13/2024 1:33 PM
383	The two intersections at 131st/Brook School Road and 131st/Olio Road need traffic lights or roundabouts. They have been very deadly for drivers. The I69 flyer over on Brook School road does not have a trail/path for pedestrians and bikers. It makes it very unsafe to walk or bike from Brook Chase neighborhood to Town Center mall.	10/13/2024 5:18 AM
384	I have already been hit by a car (that didn't have the right of way) once as a pedestrian. People around here are very entitled and do not look/yield.	10/12/2024 1:25 PM

Fishers Safe Streets & Trails Plan

385	Just not familiar and no na option	10/12/2024 12:25 PM
386	Bike pathways not wide enough or separated from cars/trucks	10/12/2024 11:48 AM
387	None. Wider and more designed and decorative trail path would be nice	10/12/2024 11:02 AM
388	Too much traffic	10/12/2024 10:15 AM
389	When having to cross a street, cars often don't see people trying cross the streets.	10/12/2024 9:56 AM
390	There is no sidewalk north of Walnut Hills subdivision off 106th and Cumberland. We need a sidewalk there!	10/12/2024 7:46 AM
391	Outside of my subdivision, Brooks Chase, a pedestrian or vehicle can't turn left or right without the fear of getting hit by a vehicle. Vehicles speed across and have no regard for the speed limit. All the business traffic from Hamilton Town Center and I Town church has created this problem. With building these great businesses for the community, we failed to also incorporate safe traveling. I no longer like to cross, 131st and Brooks School road, with my 2 year old son and infant due to the fear of getting injured by a vehicle. It's such a shame.	10/12/2024 7:39 AM
392	General public does not stop for pedestrians at crosswalks, speeding, understanding crosswalks at roundabouts, going around people turning left when it's a right turn lane and not a lane to get around a person turning left. (BIG problem especially when a crosswalk is involved.)	10/12/2024 7:37 AM
393	General education about passing lanes and speeding	10/12/2024 7:32 AM
394	The intersection outside of my subdivision, Brooks Chase, going from 131st to Brooks school Road has gotten very unsafe to cross. I have two small children and a dog, and we like to go on frequent walks together. With all the traffic that has occurred with the businesses by Hamilton town Center, people are speeding and not slowing down for the pedestrian walkway. No one is able to cross at the intersection and less people are walking or biking now. It's such a shame that I don't feel safe to walk with my children onto the beautiful walkway that is on Brooks School Road due to the fear of us getting hit by a car. I have lived in Fishers in 7 years and I used to safely walk that intersection. It is so pertinent for a stop light or stop signs to be placed at the intersection and a better pedestrian walk light sign. I want Fishers to continue to be an active and thriving community for all. Also, a stop light would also benefit those traveling in cars. No one can turn left or right coming out of Brooks Chase Subdivision without waiting 10 plus minutes to either turn left or right, without a vehicle speeding 10+ miles over the speed limit. A speed sign would also benefit. Please create something to allow it safer for everyone to travel on the intersection on Brooks School Road and 131st, outside of Brooks Chase subdivision! Let's keep the people in our community safe and healthy!	10/12/2024 7:30 AM
395	Walking north on cumberland from Walnut Hills neighborhood to 116th street, the sidewalk ends and it is a busy road that you have to walk on to get to Kroger, LA fitness, etc.	10/12/2024 7:15 AM
396	Distracted drivers at road crossings, lack of turn signal usage, need more training for the crossings that use stop signs and push buttons for nonvehicular traffic (pedestrians DO NOT always have right of way). No golf carts on trails or roads. Ack!! We are not FL subdivisions.	10/12/2024 7:06 AM
397	Need pedestrian/biking crossing on Hague Road at Northfield Estates neighborhood	10/12/2024 6:16 AM
398	Lots of immigration for our tech industry from developing countries with lax traffic laws, enforcement and little, if any, driver instruction. Also, this epidemic of drivers no longer carrying auto insurance who may cause an accident and then take off, leaving the scene and the police don't do anything to prosecute them. They may also be driving with long expired or false temporary tags that are untraceable. We also have an epidemic of red light running in Fishers and I never see any patrols out watching for this. As more and more people move into Fishers and traffic gets worse, people are losing patience and risking running red lights to make bio for time and more people are going to get hurt ir killed in accidents caused by these red light runners. This is more of a danger than exceeding the speed limit in my opinion. Also, the problem of people walking in the street when sidewalks are available. This is illegal. Indiana statute states that if a sidewalk is provided, pedestrians must use it and it's a violation of state road laws to walk in the street when the sidewalk is present.	10/11/2024 11:42 PM
399	Cumberland road just south of 116th. No path along Cumberland. Not enough enforcement at intersections with people running red lights. USA Parkway needs a path along it.	10/11/2024 6:56 PM

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400	Lack of sidewalks or walking paths and significant increase in roundabouts, especially with drivers not familiar with them - guests and tourists.	10/11/2024 5:17 PM
401	We do not have enough sidewalks in some areas and there are too few bike lanes that are wide enough. It would be fun to have a city trolley that runs to shopping areas along 116th (the city center, Target, and the District) on the weekends and when we have city-wide festivities. I'd like to see a pedestrian bridge at Brooks School and 69. So many people walk and bike in that area and it is often difficult to see them.	10/11/2024 4:58 PM
402	More bike lanes	10/11/2024 2:32 PM
403	I used to cycle a lot via the large sidewalk/paths, but there's no easy way now to either get to one of those paths because of disjointed designs, or the fact that the nearest intersection to me is dangerous and bad just for drivers, let alone cyclists or pedestrians.	10/11/2024 1:27 PM
404	Not even walking/running paths that are connected to one another. Cars don't watch for walkers/runners. In busy intersections on the nickle plate trail we need either up and over or under the streets.	10/11/2024 12:28 PM
405	Have always wanted to ride a bicycle for exercise and fun, but do not at all trust being able to ride safely anywhere there is traffic, and most road shoulders are too narrow for a bicycle or pedestrian. Too many drivers are not paying attention to pedestrians in crosswalks; texting or talking with phones in-hand; blatantly disregarding red lights; have far too frequently witnessed drivers speeding excessively, passing traffic on road shoulders, even intentionally moving into empty turn lanes in order to pass or to get ahead of traffic when signals turn green.	10/11/2024 11:34 AM
406	Visibility to/from cyclists/pedestrians. From experience motorists don't always look for peds/cyclists at crossings. Doing a visibility review of heavily trafficked crossings could help identify potentially unsafe crossings.	10/11/2024 10:55 AM
407	lack of paying attention	10/11/2024 9:53 AM
408	Increased traffic with less observation of speed limits.	10/11/2024 9:46 AM
409	The intersection at 131st and Brookschool needed to have a better way for us to safely leave our housing additions too many time my family members and I have almost been hit at that intersection and the intersection at 131 st and Olio. Hopefully something is reconsider in making these intersection safer for us to access. Even if it's 4 way stops added in or roundabouts.	10/11/2024 9:12 AM
410	Poorly designed intersections and roundabouts. Increased traffic and tourists invited to the area who are unfamiliar with their surroundings.	10/11/2024 9:08 AM
411	Not enough room on the road.	10/11/2024 8:56 AM
412	The intersections on my normal commute are HORRIBLE. Sidewalks are lacking near me, as well.	10/11/2024 8:29 AM
413	Lack of continuation of sidewalks, no guard rails over 69 or elsewhere.	10/11/2024 8:16 AM
414	131st and Olio has a SERIOUS speeding issue	10/11/2024 8:05 AM
415	Too narrow/not guarded from traffic	10/11/2024 8:05 AM
416	Drivers not paying enough attention or not giving ROW. Also, pedestrians performing unsafe acts when I'm driving	10/11/2024 7:55 AM
417	Too much traffic. Unaware drivers.	10/11/2024 7:37 AM
418	Crossings at major intersections on the Nickle Plate trail are dangerous. Especially at 146th street. A bridge would solve this like the proposed bridge over 96th street	10/11/2024 6:58 AM
419	No bike lanes in fishers, some roads too narrow	10/11/2024 6:25 AM
420	Poor adherence to speed limits, dangerous intersections, lack of sidewalks	10/11/2024 5:44 AM
421	Speeding, entitled drivers. Inattentive drivers. Sight lines blocked (Morgan and Lantern corner).	10/11/2024 4:47 AM
422	Pedestrian access is limited outside of downtown Fishers. Bicycle lanes are limited and have no physical barriers to separate riders from vehicles.	10/11/2024 4:09 AM
423	We have no sidewalks on Hoosier Rd between Hamilton Pass and 116th St. With the	10/11/2024 3:15 AM

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upcoming Community Center coming and getting to Fresh Thyme or the Hoosier Park is not very safe as people have to walk/ride right on Hoosier Rd which has become more heavily traveled. Same way with Fall Rd between Sawgrass Dr and 106th St.

424	Biking: There is nowhere safe to bike other than on trails. The roads have only a side line and zero shoulder. I very occasionally bike in my neighborhood and only midday, not when the sun is in drivers' eyes morning or evening. It's also hard to connect from my neighborhood outside of my neighborhood safely in some directions to anywhere else.	10/10/2024 10:42 PM
425	We need Public Transportation!	10/10/2024 10:10 PM
426	Lack of trail connectivity along 106th east of Cumberland Road	10/10/2024 9:52 PM
427	Drivers don't give bicyclists space. We need actual bike trails rather than having bicyclists sharing the road with drivers.	10/10/2024 8:40 PM
428	Paths that end suddenly and without warning, forcing me to go out on the road. People drive so incredibly fast it's insane; even in school zones! Some days I don't even feel super safe in my own car!	10/10/2024 8:34 PM
429	Too many distracted drivers to bike on local roads.	10/10/2024 8:18 PM
430	You could start by having bikers use the BIKE PATHS, instead of using the roads.	10/10/2024 7:47 PM
431	Aggressive and distracted driving makes the bike lanes unsafe.	10/10/2024 7:26 PM
432	Speed and running lights of motorist	10/10/2024 7:20 PM
433	Still many areas where the trails have not been completed forcing bikes and even walking to take dangerous paths	10/10/2024 7:18 PM
434	High speeds on 116th st, Cumberland Rd, 126th st. Sidewalk against road with high speed traffic not enforced. 50-60 mph in a 35-40 mph zone.	10/10/2024 6:51 PM
435	Reckless driving	10/10/2024 6:02 PM
436	Difficulty maneuvering with vehicles speeding and not paying attention.	10/10/2024 5:43 PM
437	As a female runner, I prefer running before work. However, due to lack of lighting along Hague road between 106th and 116th St, I feel very unsafe.	10/10/2024 5:31 PM
438	Drivers disregard traffic rules on the streets and motorized vehicles are being used on the nickel plate trail.	10/10/2024 4:56 PM
439	There is no sidewalk between Tremont/Geist Landing neighborhood entrance and Mollenkopf Road. People walk on the street (with zero shoulder) to access trails to the east. It's seriously dangerous for both driver and pedestrian/cyclist.	10/10/2024 4:17 PM
440	Rude drivers, distracted drivers, drivers not following rules of the road, drivers on phones	10/10/2024 4:16 PM
441	For biking, there is a lack of large enough sidewalks on many roads to connect to larger trails that makes not only biking, but also driving feel unsafe	10/10/2024 3:30 PM
442	Drivers pay little attention to people / bikes crossing at intersections and sometimes (like along 106th from Eller to the Nickelplate, there are awkward crossings—@ Allisonville where people run red lights daily, and @ Hague where you have to double-cross both streets. While trails are "connected" it's awkward and feels unsafe.	10/10/2024 3:29 PM
443	To many people driving unsafe in construction zones. Start ticketing , or start advertising where your crews will be	10/10/2024 2:41 PM
444	From my neighborhood (Anderson Hall), there are no complete paths for either pedestrians or bikes to connect to the Fishers system of paths. On these roads (Howe Rd. and Promise Rd), there is also no shoulder and a steep drop off in some cases along the line. There is also a lot of tree coverage which makes it difficult for vehicles to see you. Sadly, I see MANY students riding or walking in these dangerous areas as well as they try to get to Fishers High School or Fishers Junior High for after school/summer activities.	10/10/2024 2:30 PM
445	They lack of side walks connecting areas outside of my neighborhood. No sidewalk from Cumberland to Geist road. No sidewalk up Hoosier Rd from 106th to 116th.	10/10/2024 2:26 PM
446	I didn't put unsafe because for the most part modes feel safe. Having said that, there are areas	10/10/2024 2:18 PM

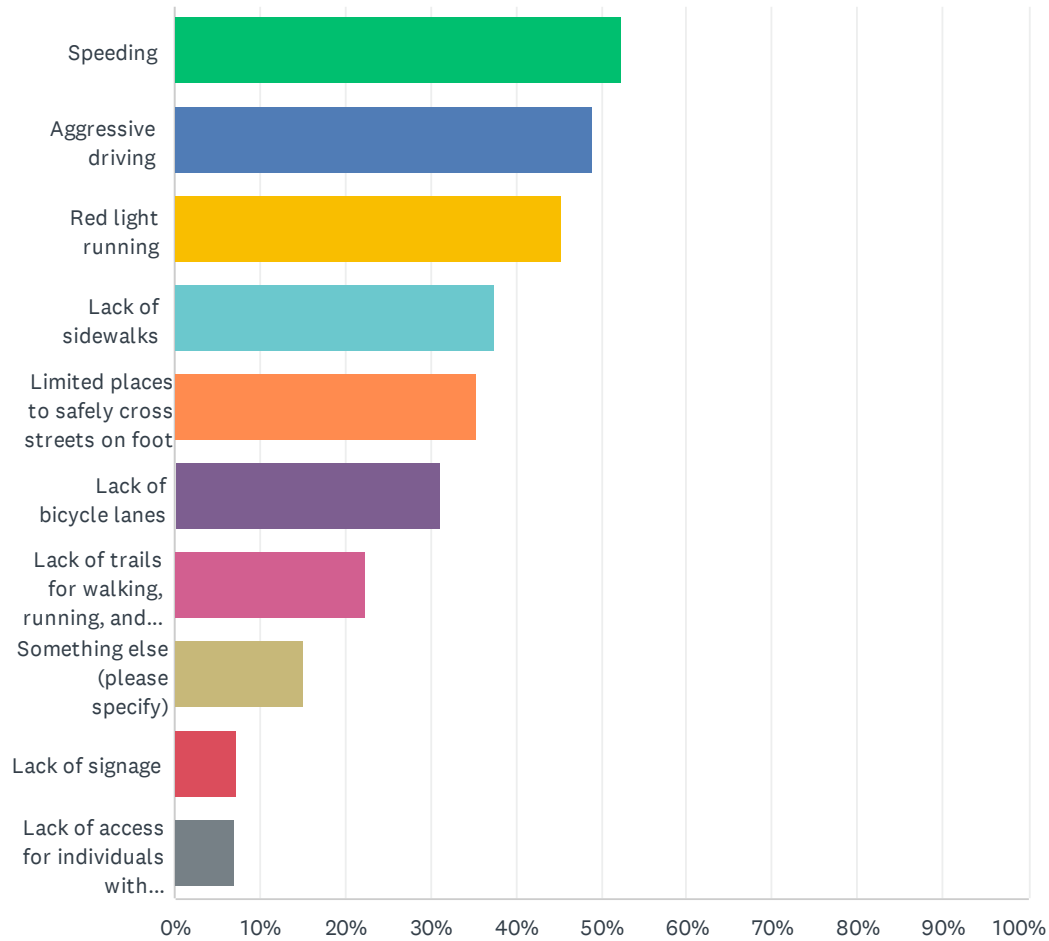
Fishers Safe Streets & Trails Plan

where the modes are extremely unsafe/dangerous. For biking/walking this is generally due to lack of sidewalks. For vehicles, there seem to be some areas where cars push the red lights more than others.

447	Trails and bike paths are not continuous in Fishers.	10/10/2024 2:16 PM
448	It would be very beneficial to have a walking path from Walnut Hills north to 116th. It would be great to have access to the Fishers restaurants in the Yard that have limited parking, to walk to the grocery, and have an option to exercise north of our edition. It is unsafe to use the roadway as a walking path as the hill creates blind spots and increased risk for being struck by a moving vehicle.	10/10/2024 1:18 PM
449	I feel safe on my bike on the Nickel Plate and in most neighborhoods, but crossing major intersections on a bike is a little unnerving. The Nickel Plate at 131st near the Delaware Township offices is very unsafe. When you're headed north, the trees on the southwest corner make it nearly impossible to see coming cars or for cars headed east to see anyone on the trail. The Nickel Plate at Lantern Rd is still a little dicey as well with the curving road. The angles make it challenging for drivers and trail users to really see each other well.	10/10/2024 12:38 PM
450	Distracted and hurried drivers sharing the roadway to access bike only infrastructure	10/10/2024 12:35 PM
451	Traffic, especially along 126th Street from Allisonville to Lantern, and 131st fro Lantern to the NPT.	10/10/2024 12:08 PM
452	I don't feel comfortable riding on the road, because drivers are impatient and there is no designated lane. I don't feel safe at roundabout intersections, because drivers are not conditioned to stop or to look anywhere besides into the left side of the roundabout. It is also difficult to access the crossing signals on bike without getting all the way off the bike and walking the bike to the signal. Then if a car is coming and stops for you on a bike, they have to wait for you to climb back onto the bike and get started again. A better solution would be a signal you can access without dismounting.	10/10/2024 11:53 AM
453	Bike lanes on roads need to exist. Intersections with trail and road need to have blinking lights for all vehicle traffic and traffic ticket cameras.	10/10/2024 11:44 AM
454	Drivers need to pay more attention and have more patience with bike riders	10/10/2024 11:25 AM
455	We have got to get a sidewalk all the way up Cumberland. This has been an ongoing issue for more than a decade and someone is going to get killed. People walk and ride their bikes on a far too narrow road all the time.	10/10/2024 11:01 AM
456	Aggressive driver	10/10/2024 10:53 AM
457	Drivers are not patient in passing bicyclists on the road nor do they yield regularly at roundabouts.	10/10/2024 9:36 AM
458	The intermittent pieces of off-roadway facilities, lack of safer roadway crossing options, and speeding vehicles.	10/10/2024 9:30 AM
459	Vehicle speed, driver inattention, roads not equipped for bicycle traffic (i.e no shoulders)	10/10/2024 9:29 AM

Q5 What are your main safety concerns when traveling in Fishers? (Select up to 3)

Answered: 691 Skipped: 46



Fishers Safe Streets & Trails Plan

ANSWER CHOICES	RESPONSES	
Speeding	52.53%	363
Aggressive driving	49.06%	339
Red light running	45.44%	314
Lack of sidewalks	37.63%	260
Limited places to safely cross streets on foot	35.46%	245
Lack of bicycle lanes	31.11%	215
Lack of trails for walking, running, and biking	22.29%	154
Something else (please specify)	15.20%	105
Lack of signage	7.24%	50
Lack of access for individuals with disabilities	6.95%	48
Total Respondents: 691		

#	SOMETHING ELSE (PLEASE SPECIFY)	DATE
1	No shoulder on Lantern Rd between 126th and 131st	11/9/2024 7:45 AM
2	More, wide, connected sidewalks	11/8/2024 11:47 PM
3	merging onto 37 north from 141st is a literal death trap and has been for months	11/8/2024 5:22 PM
4	E-bikes	11/8/2024 4:01 PM
5	SCHOOL ZONES ON OLIO ROAD	11/8/2024 2:43 PM
6	Drivers on cellphones	11/8/2024 2:41 PM
7	The light at 96 and Hauge is so short that some folks run the red light.	11/8/2024 1:41 PM
8	difficult to make left turns because of heavy traffic on 116th street	11/8/2024 12:08 PM
9	I also believe that the landscape plant choices (l.e. making a left from Brooks School into the Fresh Thyme district is unsafe.	11/8/2024 11:11 AM
10	Very dangerous leaving my community (Anchorage)	11/8/2024 9:09 AM
11	Speeding on 116 and 96th street is out of control	11/8/2024 8:20 AM
12	Drivers using phones while driving and not paying attention	11/8/2024 7:44 AM
13	Brooks school Rd & Anchorage way exit	11/7/2024 8:34 PM
14	Distracted driving	11/7/2024 7:26 PM
15	Cars parked to close to the corner and blocking the view of oncoming traffic.	11/7/2024 8:26 AM
16	Drivers being discourteous to non motorists.	11/6/2024 3:05 PM
17	All of the driving infractions really need to be lumped into one. Aggressive driving includes speeding and red light running as well as other behaviors.	11/6/2024 2:46 PM
18	Also lack of safety within a bike lane	11/6/2024 2:28 PM
19	Distracted driving	11/6/2024 10:19 AM
20	See comments.	11/6/2024 8:23 AM
21	lack of public transportation, lack of people on trails looking for traffic and using crossing signals.	11/5/2024 11:41 AM

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22	Nickel plate trail crossings should either be stop signs or flashing RED (rather than yellow)	11/3/2024 5:23 AM
23	Intersections that need roundabouts	11/2/2024 7:32 AM
24	The traffic light on 96th street when traveling southbound from N by NE BLVD on to Hague Rd is an ABSOLUTE nightmare. The green light has lasted less than 3 seconds until it turns yellow which only gives the travelers turning left onto 96th street from Hague just enough time to run their red light. I always travel that way to get to work and always fear for my and my fellow travelers' safety.	11/1/2024 4:30 PM
25	Lack of public transportation.	11/1/2024 2:07 PM
26	Posting that can't understand roundabouts	11/1/2024 2:03 PM
27	Lack of connection on cyntheanne road near 126th to connect kids to neighborhoods. Also feel kids should be able to bike or walk to school at HIJH...if this is due to safety issue, let's fix it	11/1/2024 1:46 PM
28	Unsafe bike path crossings	11/1/2024 1:12 PM
29	People not understanding how to drive i.e. 96th & 69 off ramp - people don't understand there are 2 lanes turning right so you have to stay in your lane	11/1/2024 1:11 PM
30	Lack of roundabouts	11/1/2024 12:20 PM
31	People who don't use roundabouts properly	11/1/2024 12:18 PM
32	No streetlights in Highland Springs North	11/1/2024 12:13 PM
33	Amount at traffic at non light intersections where one direction doesn't stop.	11/1/2024 12:06 PM
34	Along 131st (and I'm sure other areas) some individuals feel it's necessary to pass the vehicle in front of them on the right when they are waiting to turn left. Specifically onto Howe Road. I've witnessed accidents along that stretch and have nearly been hit there myself.	11/1/2024 12:05 PM
35	people not understanding how round about work	11/1/2024 11:51 AM
36	Safe ways to walk across round about	11/1/2024 11:50 AM
37	distracted driving	11/1/2024 11:36 AM
38	Lack of lights at night	11/1/2024 10:44 AM
39	Lights.	11/1/2024 10:18 AM
40	Lack of driver education and understanding of the right of way.	11/1/2024 9:50 AM
41	Trails that start and stop and force you into the road	11/1/2024 9:21 AM
42	Brooks school and 131st intersection	11/1/2024 9:20 AM
43	Hit and runs	11/1/2024 9:19 AM
44	Not enough road for the increase in population	11/1/2024 9:16 AM
45	The public needs to be trained on how to use roundabouts.	11/1/2024 9:09 AM
46	Too many intersections with very limited visibility.	10/31/2024 7:21 PM
47	Barriers like traffic signal boxes blocking intersection visibility	10/31/2024 9:59 AM
48	traffic congestion	10/31/2024 9:57 AM
49	King Jugg Parking	10/30/2024 10:17 PM
50	roundabouts make it tricky for pedestrian or bike crossing at intersections	10/30/2024 12:57 PM
51	Narrow roads that are not meant to handle modern traffic.	10/30/2024 12:14 PM
52	Parking for King Jugg Fishers Pointe Blvd and surrounding residential area	10/29/2024 6:25 PM
53	Restaurants in neighborhoods with delivery trucks and patrons walking in the street.	10/29/2024 12:23 PM
54	Street parking	10/29/2024 11:23 AM
55	The intersection in front of King Jug is dangerous. It is just matter of time before a pedestrian	10/29/2024 11:04 AM

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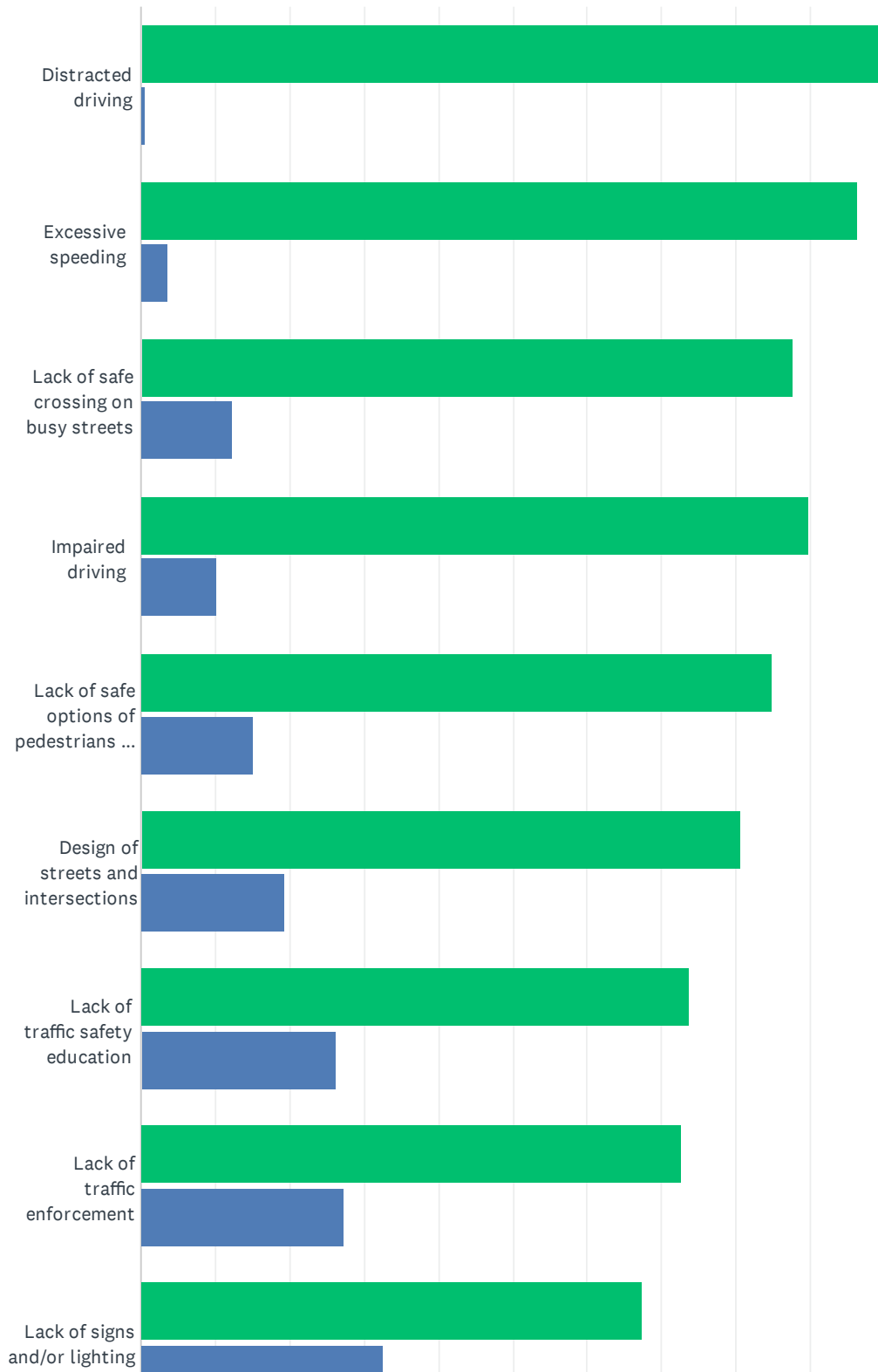
	or car is hit.	
56	Cars parked the wrong way, cars parked in intersections, cars parked too close to stop signs and pedestrian crossings.	10/29/2024 8:32 AM
57	Lack of visibility at interchanges	10/29/2024 7:44 AM
58	Parking for a restaurant which you can not see incoming traffic. On Lantern Road by King Jugg you have to almost pull out to the middle of the road to make a left turn. The same with exiting right by Twigs and Tea as well. This is a major flaw with design and having parking on narrow roads.	10/29/2024 5:54 AM
59	Lack of trails in key places that are required for connecting neighborhoods with downtown (like 106th between Cumberland Rd and Fall Rd).	10/28/2024 6:56 PM
60	Parking along Fishers Point Blvd for commercial businesses/restaurant that encroaches into Heritage Meadows neighborhood-what was once a 2 lane road is now down to 1 lane due to parking on the street along Fishers Point Blvd.	10/28/2024 6:08 PM
61	King Jugg intersection....parking, blocked line of sight when pulling out, volume of pedestrian traffic, impaired/intoxicated persons	10/28/2024 5:29 PM
62	King Jugg parking and volume of traffic at that intersection (Lantern & Fishers Pointe)	10/28/2024 5:23 PM
63	Speeds higher than 20mph encouraged by the design of the roadway (wide roads, etc)	10/28/2024 5:02 PM
64	I like the trails that we have here in fishers. The unconnected roadside sidewalks have been that way since I moved here back in early. 2000's. A city thr the size of fishers For these sidewalks to have gone unconnected, all of this time is ridiculous!!	10/28/2024 2:36 PM
65	Stop sign running and cars pulling out and sitting on crosswalks	10/27/2024 5:48 AM
66	The constant u-turns at Britton Park Drive and 131st by people coming out of the BP wanting to go south on 37	10/26/2024 10:39 AM
67	E Foot Scooters and E Bikes should be allowed on trails. They are no different than pedal bikes etc. As long as the are Class C they should be treated same as where bicycles should be allowed. If safety is a issue. maintain a speed limit on trails that all have to abide by. I have seen bicycles flying way faster than 20 mph. Get some common sese on this. Dont discriminate against e bike and foot scooters so long as they are Class C.	10/25/2024 10:19 AM
68	hydration on all trails	10/24/2024 1:52 PM
69	Breaks in the sidewalk	10/24/2024 6:36 AM
70	Drivers on there phone	10/23/2024 8:31 PM
71	Paths to Nickel plate do not have cross paths observed / enforced	10/23/2024 8:20 PM
72	Lack of people using the things that are provided: sidewalks, signage, trails, and instead using the street.	10/23/2024 2:20 PM
73	Street lights in corners and at Intersections	10/23/2024 8:41 AM
74	The trail crossing system is ignored by drivers and bicyclists and pedestrians	10/22/2024 6:51 PM
75	Failing to yield to pedestrians at Trail / Street crossings. Lacking bike lanes near Lantern and 96th street. Lacking East/West trails or bike lanes (Allisonville) or bike lanes North of 131st.	10/22/2024 6:27 PM
76	Drivers don't stop before pulling through the sidewalk or Greenway, when approaching an intersection.	10/21/2024 9:09 PM
77	roads with no shoulder or bike lane when cars do not give 3 feet to pass. cars feeling bicycles do not belong on roads	10/21/2024 8:22 PM
78	Not paying attention at crosswalks, cell phone usage	10/21/2024 8:01 PM
79	Distracted driving, cellphone use while driving.	10/21/2024 5:20 PM
80	Stop sign running and distracted driving.	10/21/2024 5:20 PM
81	Streets with trail crossings	10/21/2024 3:27 PM

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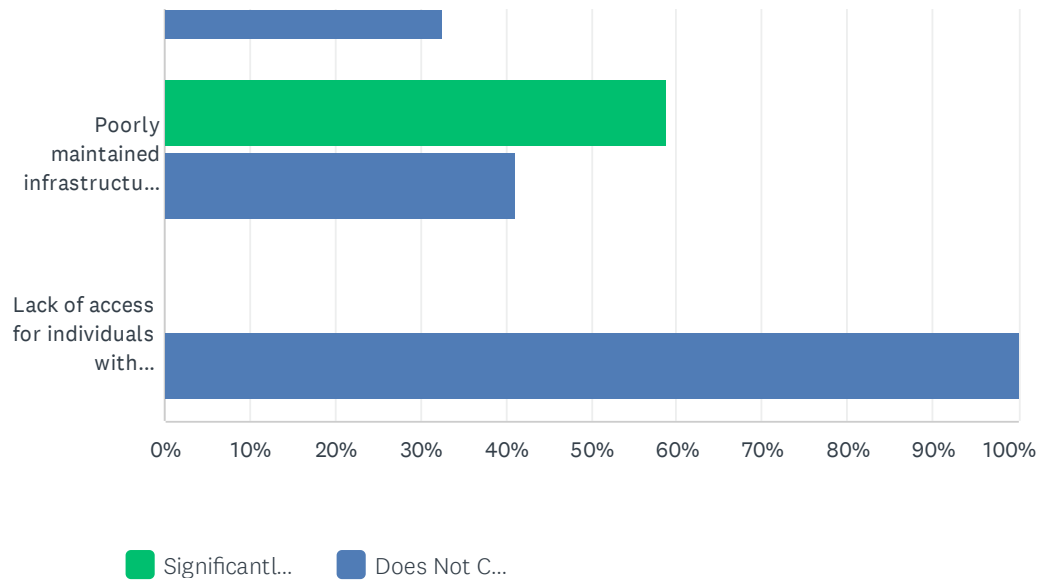
82	So much construction and barriers making travel unpredictable	10/20/2024 12:32 PM
83	Intersections leaving neighborhoods and traffic congestion	10/20/2024 11:23 AM
84	Sidewalks narrow and in bad repair	10/19/2024 1:50 PM
85	Intersections with no roundabouts or lights where people are trying to make left turns	10/19/2024 10:00 AM
86	Racing or burn-outs throughout the City	10/17/2024 12:24 PM
87	congestion in downtown fishers; Mostly the lights are sync so traffic keeps moving which helps. Seems like everyone is in a hurry and no courtesy and patience with other drivers. " Pass along a smile instead of a finger!"	10/16/2024 10:15 AM
88	People on cell phones while driving	10/16/2024 7:44 AM
89	Too many new housing complexes and businesses and zero road expansion to alleviate the traffic.	10/15/2024 11:08 PM
90	STOP SIGNS MEAN STOP	10/15/2024 4:10 PM
91	Poor lighting	10/15/2024 3:16 PM
92	Lack of lights/signs on trails. People argue on social media if the car or pedestrian has the right of way - clearly they do not know	10/12/2024 1:27 PM
93	Visibility	10/12/2024 12:26 PM
94	Failure to enforce left lane loitering when cars are wanting to pass. People are getting shot on our interstates due to the road rage this causes. Young women have been killed by aggressive drivers who pass the slower traffic and then cut them off or do brake checks that have caused them to wreck and have led to fatalities. Road rage is the number one issue we're facing along with the triggers that can lead to it in my opinion. Also red light running is getting people killed and the light runners get worse every day in Fishers. Plus, drivers who are not insuring their cars because the BMV and Police no longer check and enforce it. My wife and I have clean driving records and we were paying \$900 per month for 3 vehicles and they are 4 yrs, 13 yrs and 16 yr old vehicles each valued under \$30k. We pay that because others aren't! Start sensibly enforcing tgeee laws or people, like several of my friends have already, will move out of Fishers.	10/11/2024 11:59 PM
95	Poor driving	10/11/2024 5:18 PM
96	Lack of roundabouts large enough to accommodate the traffic (e.g., the Campus Pkwy/Olio Rd. roundabout) and there's seemingly not as many parks/green space with pedestrian paths being incorporated into new subdivisions.	10/11/2024 5:05 PM
97	Too many roundabouts; drivers cut each other off in them just as much as they run red lights!	10/11/2024 11:36 AM
98	Unsafe intersection crossing	10/11/2024 9:14 AM
99	Long wait time and safety at 131 and Brooks School	10/11/2024 7:25 AM
100	Packs of bikers, or individual "pro" bikers, that do not follow traffic rules whatsoever and cause dangerous situations by the way they ride.	10/10/2024 10:45 PM
101	Cut the bushes, tall grass, cut down the trees, move the signs away from street & business corners, so that we can see better!	10/10/2024 10:16 PM
102	Too many drivers texting even though it's against the law. We need enforcement of this law.	10/10/2024 8:42 PM
103	People not using the paths as the are designed. Bikers should be on bike paths. Walkers need sidewalks	10/10/2024 7:49 PM
104	Missing sidewalk between Tremont Subdivision entrance and Mollenkopf Road	10/10/2024 4:19 PM
105	people texting while driving	9/5/2024 9:26 AM

Q6 What factors do you believe contribute to crashes in Fishers? A crash occurs when a vehicle collides with another object such as a vehicle, pedestrian, or stationary object.

Answered: 691 Skipped: 46



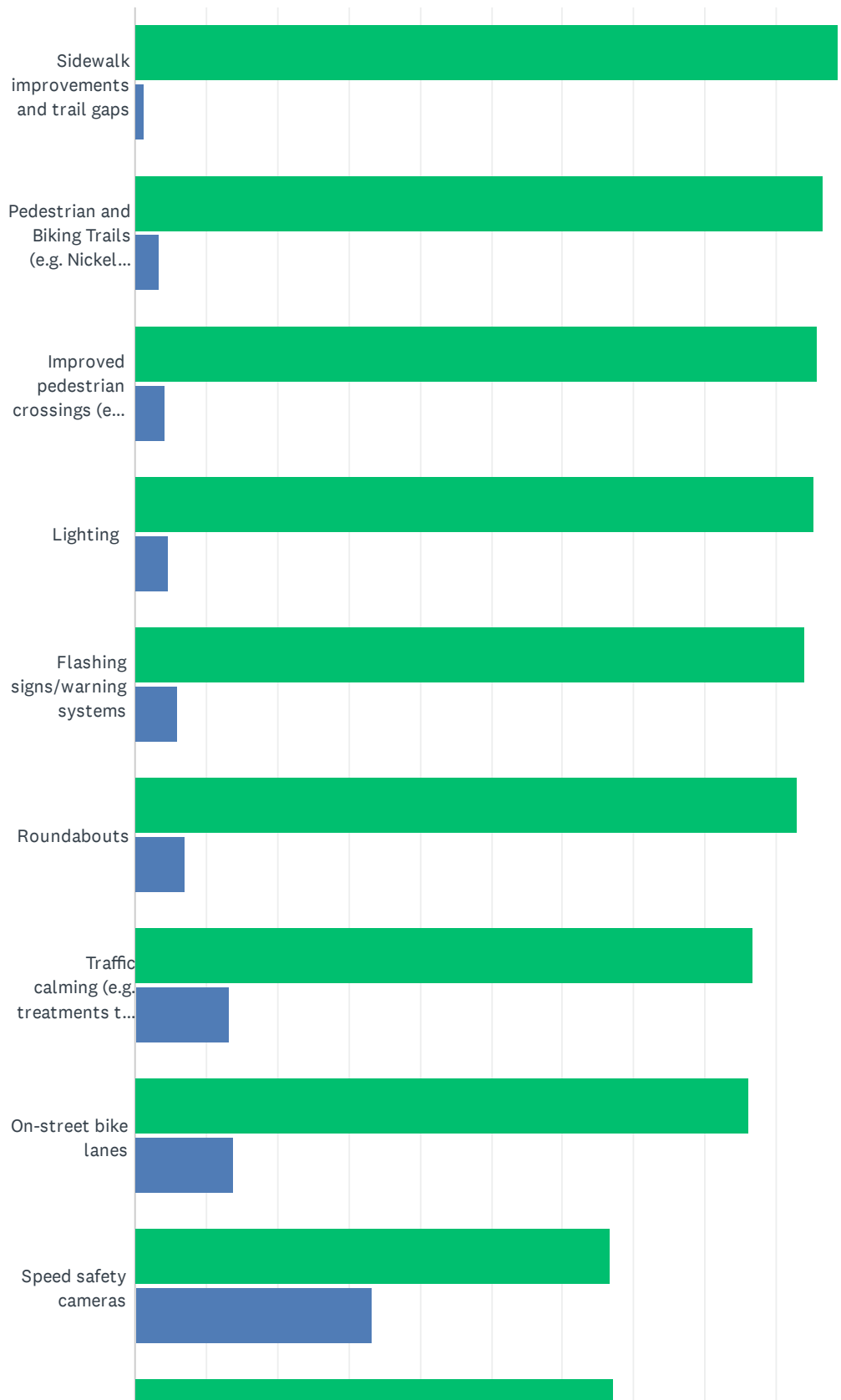
Fishers Safe Streets & Trails Plan



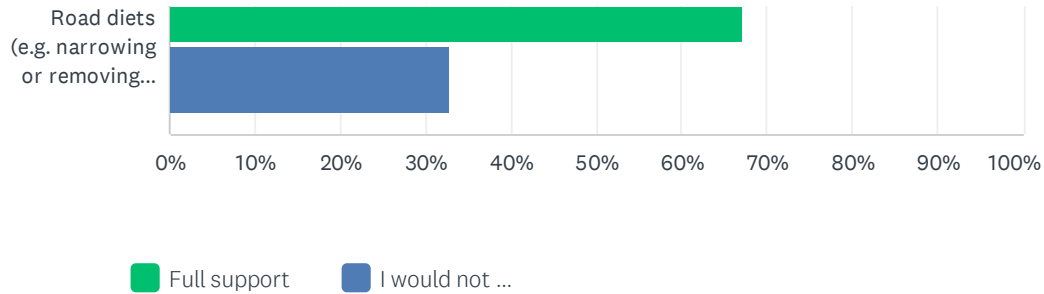
	SIGNIFICANTLY CONTRIBUTE	DOES NOT CONTRIBUTE	TOTAL
Distracted driving	99.41% 674	0.59% 4	678
Excessive speeding	96.44% 650	3.56% 24	674
Lack of safe crossing on busy streets	87.71% 578	12.29% 81	659
Impaired driving	89.69% 574	10.31% 66	640
Lack of safe options of pedestrians and bicyclists	84.79% 563	15.21% 101	664
Design of streets and intersections	80.64% 529	19.36% 127	656
Lack of traffic safety education	73.88% 478	26.12% 169	647
Lack of traffic enforcement	72.74% 475	27.26% 178	653
Lack of signs and/or lighting	67.29% 434	32.71% 211	645
Poorly maintained infrastructure (potholes, cracked sidewalks, faded crosswalks, etc.)	58.93% 386	41.07% 269	655
Lack of access for individuals with disabilities	0.00% 0	100.00% 4	4

Q7 What types of safety improvements would you support in Fishers?

Answered: 692 Skipped: 45



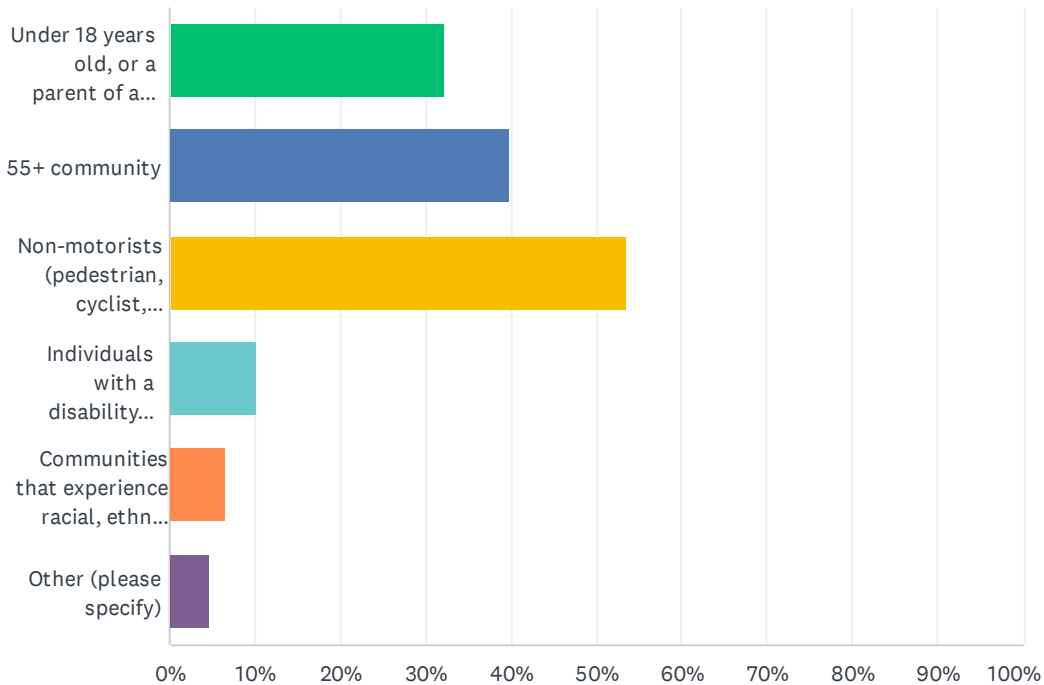
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	FULL SUPPORT	I WOULD NOT SUPPORT THIS TYPE OF IMPROVEMENT	TOTAL
 Sidewalk improvements and trail gaps	98.69% 677	1.31% 9	686
 Pedestrian and Biking Trails (e.g. Nickel Plate Trail, Geist Greenway)	96.65% 663	3.35% 23	686
 Improved pedestrian crossings (e.g. mid-block crossings, crosswalk enhancements)	95.64% 658	4.36% 30	688
 Lighting	95.34% 654	4.66% 32	686
 Flashing signs/warning systems	94.01% 644	5.99% 41	685
 Roundabouts	92.99% 637	7.01% 48	685
 Traffic calming (e.g. treatments to slow vehicle speeds)	86.86% 595	13.14% 90	685
 On-street bike lanes	86.11% 589	13.89% 95	684
 Speed safety cameras	66.67% 458	33.33% 229	687
 Road diets (e.g. narrowing or removing travel lanes through restriping)	67.16% 452	32.84% 221	673

Q8 The Fishers Safe Streets & Trails Plan team acknowledges that some groups are more vulnerable to issues of roadway safety. Do you identify with any of the following groups? (Select all that apply) Your information will not be shared and is for data collection purposes only.

Answered: 466 Skipped: 271



ANSWER CHOICES	RESPONSES	
Under 18 years old, or a parent of a child under 18 years old	32.19%	150
55+ community	39.91%	186
Non-motorists (pedestrian, cyclist, wheelchair user, etc.)	53.43%	249
Individuals with a disability (physical, mental, vision impairment, etc.)	10.30%	48
Communities that experience racial, ethnic, or socioeconomic disparities.	6.65%	31
Other (please specify)	4.72%	22
Total Respondents: 466		

#	OTHER (PLEASE SPECIFY)	DATE
1	49, heavy NPT bike commuter	11/9/2024 4:12 AM
2	Parent of 11 & 13 year old	11/8/2024 2:36 PM
3	None apply	11/7/2024 4:49 PM
4	avg citizen	11/4/2024 12:26 PM

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5	N/a	11/1/2024 4:48 PM
6	Na	11/1/2024 12:22 PM
7	None	11/1/2024 9:41 AM
8	Business using public street for parking, endangers all neighbors	10/29/2024 11:28 AM
9	Also missing on the list is motorists, I commute to work each day and have a horrible time making a left turn onto Lantern Road from Fishers Pointe Blve with the parking from King Jugg and the side street parking from Nickel Plate Apartments.	10/29/2024 6:05 AM
10	Female	10/24/2024 7:49 PM
11	Bicyclist, pedestrian, driver	10/22/2024 6:56 PM
12	Deaf	10/22/2024 6:41 PM
13	Son has a visual inpairment that doesn't allow him to drive	10/20/2024 5:00 PM
14	Parent of young adult with learning disability	10/17/2024 5:49 AM
15	White guy	10/15/2024 6:18 PM
16	Under 50	10/13/2024 5:29 AM
17	This is incorrect. Everyone is equal in expectations of compliance with traffic laws. Quit making excuses. Hie does one's age, race or economic status affect their ability to stop at a red light? Are we going to let the economically disadvantaged drive WITHOUT insurance? Explain how someone's race or economic status lessen their ability to follow the law or drive, walk or bike safely? Are tax dollars going to go towards paying for Ubers or those driverless rides? This is a stupid statement masquerading as a question. If my child is hit by someone running a red light, you're giving them a false disclaimer based on something that has NOTHING to do with what's expected of them in order to enjoy the PRIVILEGE of driving on the roadways. It's important that this sinks in with the writer of this questionnaire, driving is NOT a Right in this country, it's a privilege and the price of that privilege is obeying traffic laws no matter what age, color, background or religion you may be. Enough already.	10/12/2024 12:30 AM
18	Parent handicaps - unable to walk well; vision impairment in one eye	10/11/2024 11:54 AM
19	none	10/11/2024 9:01 AM
20	47 married 2 kids	10/11/2024 8:21 AM
21	Sick of projects (96th & Allisonville 146th & Allisonville) taking so long to complete. When we drive by there is hardly anyone working there. The ones that are there are standing around.	10/10/2024 10:24 PM
22	unincorporated resident	9/5/2024 9:13 AM

***Note: Survey questions 9 and 10 have been removed from this Appendix due to confidentiality.**

Q11 Please use the space below to provide any additional comments to the project team.

Answered: 276 Skipped: 461

#	RESPONSES	DATE
1	There are a lot of trails that have gaps, there's a large sidewalk gap between the end of a trail and the sidewalk for instance on 121st Street just west of the elementary school on the north side of the road.	11/9/2024 12:00 PM
2	I cannot stress enough that trails should not intersect with roads, such as the nickel plate trail. Where it does intersect, there needs to be an elevation change for the trail, such as a bridge. Vehicles should always have the right-of-way due to this being the majorities primary means of transportation. We need either bridges or underpasses for the trails. Vehicles should not have to yield to pedestrians at trails.	11/9/2024 7:41 AM
3	Red light running is a serious concern and curbing it should be prioritized over all other initiatives.	11/9/2024 5:17 AM
4	Love the trail system. 116th through downtown needs traffic calming & enforcement of 25 mph limit. Same with 106th west of NPT.	11/9/2024 4:12 AM
5	Bike lanes in traffic are unsafe. The original plan on 116th Street to have a concrete pedestrian sidewalk on the north side of the 116th, and an asphalt bike lane on the south side of 116th kept bikes out of traffic lanes and from mixing with pedestrians. Pedestrians and bikes can be an unsafe mix. More designated bike PATHS are safer. As for pedestrian crossings, such as the one on 135th and the Nickel Plate trail, the flashers need to be RED not yellow. Traffic laws state yellow flashing lights mean to PROCEED with caution, not stop. But a red flashing light means to stop. Red flashing lights, at crossings that can be activated by pedestrians and bikers on the Nickel Plate trail, are much safer and are better at getting the attention of drivers.	11/8/2024 11:29 PM
6	it's easy to get lost in Ritchey Woods if you're relatively new there because a lot of trail signs have fallen off and are lacking.	11/8/2024 10:43 PM
7	I love the trails and walk ways in fishers and use them daily	11/8/2024 8:52 PM
8	I would love to have more lighting on trails. I often walk the Nickel Plate trail and the walking path on Lantern Rd. I'm worried about cars not seeing me.	11/8/2024 7:05 PM
9	Motion activated crossing lights would be enormously helpful and appreciated at intersections on the NPT	11/8/2024 6:25 PM
10	131st and brooks school intersection needs to be addressed. There are constant accidents and it is very unsafe.	11/8/2024 6:03 PM
11	I just want to say that I love the Fishers trail system that is being developed and use it often. I also appreciate the effort being take to improve safety on our travel systems.	11/8/2024 6:00 PM
12	The numerous construction projects that are drawn out, delayed, and take months to finish need to be done. Figure it out. People get angry and impatient and having to drive through multiple obstacle courses of roadwork to get home after a 9 hour day doesn't help.	11/8/2024 5:26 PM
13	I was riding my bike in Carmel recently and came across bike lanes that are separated by the main road by decorative planters. This seems like a cheaper, less permanent alternative to fully separated bike lanes while still achieving much of the safety. That might be worth considering. Also, bike lanes are crucial for enabling e-bike usage. Some classes of e-bikes are not legal on bike paths or sidewalks like the Nickel Plate trail, forcing them to share the road with cars, which feels very unsafe in many areas without bike lanes. This is a big hindrance to utilizing an otherwise excellent alternative to a motor vehicle.	11/8/2024 4:45 PM
14	I'm on the Heritage Meadows HOA board. Street parking on lantern road has been frustrating our neighborhood for a couple of years now.	11/8/2024 4:07 PM

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15	Thank u for trying to make things better <3	11/8/2024 3:03 PM
16	thanks for the survey. hope to see some change affected	11/8/2024 2:56 PM
17	Speeding and red light runners- noticeable issue in Fishers.	11/8/2024 2:52 PM
18	Please take a close look at the area from 96th and Olio to 136th and Olio. HSE school groups frequently use the sidewalks as a group without looking and create very dangerous situations for drivers in an already extremely congested area. The time from 3:00-5:00 on this stretch of road is a very dangerous nightmare M-F. Cars cannot cross the street to pickup children at both schools. U turns run rampant. Busses require police presence every day to cross safely. The school zone speed limits are never followed. This area is out of control and frequented by kids who just want to come and go to school safely. This does not even take into account the extremely dangerous roundabout slightly north of here, or the dangerous intersection to the south on 96th. It feels extremely dangerous to live in this part of town.	11/8/2024 2:52 PM
19	I live in Gatewood and it is very difficult to pull out on Allisonville Road. There is a curve to the north of our entrance and people drive over 60 miles an hour and we can't see them coming. Speed limit is 40 but police only pull over speeders every so often. I worry it will get even worse after the roundabout at 116th and Allisonville Road is done. We may need a stoplight at our front entrance if it continues to get worse. This would stop speeding and also allow us to get out. Thank you!	11/8/2024 2:48 PM
20	Please look into the visibility issue at the intersection of Morgan and Lantern. Drivers do not abide by the speed limit on Lantern despite being in a school zone and cars turning from Morgan to Lantern cannot see oncoming traffic due to the terrible design on street parking for the Lantern Rd businesses near Morgan. It's ridiculous.	11/8/2024 2:05 PM
21	Just adding signs doesn't slow traffic. The road should designed to make traffic drive slower.	11/8/2024 1:48 PM
22	I love the nickel plate and look forward to the intersections at 96th and 146th to be completed	11/8/2024 1:44 PM
23	The roundabout at Brookschool and Fall Creek has not improved traffic. The speed on Brookschool Road and Fall Creek bridge is excessive. It is very dangerous to turn left out of the marina. The speed should be 25 mph on the bridge. It is very dangerous to turn left out of the Hawthorns on to Brookschool road. It is very dangerous to walk across Brookschool out of the Anchorage.	11/8/2024 11:26 AM
24	Fishers was a town, now it's a city. It has been published in multiple forums as one of the best places to live. When does the growth stop and the people who invested in this community years ago just get to relax?	11/8/2024 11:19 AM
25	Leaving my community is next to impossible at certain points during the day. Both directions on Brookschool are blind and there's a community across the street with the same issue. There are no sidewalks on the Anchorage side of Brookschool and no way to safely and legally cross over the other side.	11/8/2024 9:13 AM
26	Speeding and aggressive driving is huge. Traffic between 116 and Fall Creek, on Brookschool Road is so heavy, we can't get out at times. Live in Anchorage.	11/8/2024 8:24 AM
27	Brooks School Road, between Fall Creek and 126th is a speed zone. Leaving neighborhoods in this stretch, whether walking, cycling, or driving, is treacherous. Drivers speed, are aggressive and distracted. When I go the speed limit people aggressively tailgate. There is never speed reinforcement!!!! Help please!!!	11/8/2024 6:09 AM
28	Brook School road needs better crossing for neighborhoods that are on the east side of the road. It is difficult for this homes to easily and safely cross the road with families.	11/7/2024 10:50 PM
29	A safe crossing is needed from Anchorage neighborhood across Brooks School Road	11/7/2024 9:26 PM
30	Difficult to pull out safely from the Anchorage subdivision d/t cars coming up the hill or exiting from the Fall creek roundabout and accelerating.	11/7/2024 8:39 PM
31	The roundabout at Fall creek and Brookschool is terrible. Uneven, causes huge back up and makes it very difficult to make turns out of neighborhoods on Fall Creek and on Brookschool.	11/7/2024 8:00 PM
32	We love the walkability of Fishers and would love for Windermere to be better connected so access to the Nickel Plate Trail and 116th street were improved!	11/7/2024 7:57 PM
33	I live in the Anchorage neighborhood. Crossing Brookschool Road can be very dangerous when	11/7/2024 7:56 PM

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I'm running, or bicycling with my kids. Could anything be done to make crossing safer?

34	BrookSchool Road needs its speed limit reduced, enforced and possible warning lights at key intervals between Fallcreek and 116th. It's a racetrack for some!	11/7/2024 7:31 PM
35	More pedestrian / cyclist bridges please. This is a wealthy suburb but I've visited parts of Colorado and other western states with way more cycling/pedestrian infrastructure and plenty of bridges to allow pedestrians or cyclists to cross areas without impacting traffic. Also, dirt/gravel trails are great. Stop paving everything in parks. Use places like Boulder and Colorado Springs for examples.	11/7/2024 7:30 PM
36	Generally happy with the infrastructure just really concerned for the aforementioned intersection.	11/7/2024 6:18 PM
37	The entrance/Exit into the Anchorage and Aldenham Blvd from Brook School is dangerous. Left turns out of either neighborhood with the curves, hills, and busy traffic is likely to cause a fatality if it hadn't already might be a good place for a round about	11/7/2024 5:04 PM
38	The Brooks school and Anchorage neighborhood intersection is growing increasingly dangerous. It is virtually impossible to walk across the street or bike across the street. Making a left turn is also impossible at times.	11/7/2024 4:49 PM
39	Our Neighborhood (the Anchorage) does not have any safe means of turning out with with Vehicle. We also do not have any access to safety reach public walkways.	11/7/2024 4:43 PM
40	The entrance and exit to The Anchorage is very unsafe. This is an area that definitely needs to be addressed.	11/7/2024 4:24 PM
41	Fishers needs to maintain the trails it already has before building new ones. The Bee Camp Creek trail needs maintenance & enforcement of the no motorized vehicle rule.	11/7/2024 3:11 PM
42	We live off Brookschool Road, and pulling out of our neighborhood , as well as other similar neighborhoods off Brookschool, is getting increasingly difficult (and scary) to pull out due to increased traffic and speed, and lack of enforcement. Crossing the street on foot or bikes is also a problem. Traffic congestion , which leads to people running red lights in general is also a problem. Olio, 116th, Brookschool, fall creek are all congested. Thank you for listening.	11/7/2024 2:42 PM
43	Would greatly appreciate pedestrian crosswalk on Brook School Road outside of The Anchorage sub-division.	11/7/2024 8:55 AM
44	Please improve the safety at Lantern Rd. and Fishers Point Blvd. It is hard to see incoming traffic heading south bound. Same is true at Lantern and Morgan Dr. plus there is a school there.	11/7/2024 8:33 AM
45	There needs to be a pedestrian crossing on Brooks School Road between The Anchorage and Brookston Place neighborhoods. It is extremely dangerous to cross between these two neighborhoods. There are no continuous sidewalks on the Anchorage neighborhood side of the street. Traffic on Brooks School Road is frequent, heavy, and fast. The posted speed limit is 35 mph. I would estimate the average speed of motorists on this stretch at 50 mph.	11/7/2024 7:47 AM
46	Cumberland road doesn't have continuous sidewalks between 106th st and 116th st. This is a major safety issue for pedestrian/bicyclists. Also, Hoosier road lane sharing between cars and bicycles from 116th st to 126th st is also a problem.	11/6/2024 9:16 PM
47	A sidewalk on Promise between 136 and 131st is needed. A student is going to get hit by a car walking on the side of the street.	11/6/2024 8:33 PM
48	Please make biking safer. Consider Olio road and 116th as roads that need safety improvements especially speeding.	11/6/2024 2:32 PM
49	Improve sidewalks and make off-street bike lanes, but do not restrict driving lanes. Do not make it impossible to drive in Fishers. I like walking and riding my bike but I NEED to be able to drive places quickly and efficiently.	11/6/2024 10:55 AM
50	Please focus on making Fishers more pedestrian friendly! More walkability leads to greater community connection	11/6/2024 10:49 AM
51	Happy to discuss further. Thanks for the interest in improving safety.	11/6/2024 8:26 AM
52	Please look at the intersection of 131st street and new Britton road during high traffic times. It	11/6/2024 8:25 AM

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	gets dangerous.	
53	Changing lighting which currently blinds drivers. Lights should be fully shielded and downward directed. Current lighting shines in drivers eyes and wastes light to help pedestrians	11/6/2024 7:51 AM
54	More roundabouts. Should have them from Cumberland to Ohio along 116th. Slows traffic and better traffic	11/6/2024 7:24 AM
55	Running red lights Speeding along main roads every day/night	11/6/2024 7:15 AM
56	School zones need to have more signage and roundabout lanes need to have arrows repainted often to improve visibility. Also, lanes that are ending when coming out of a roundabout need yellow striping or better indicators that said lane is ending.	11/6/2024 7:13 AM
57	Lowering speed limits is a revenue enhancement scheme, it has NOTHING to do with safety.	11/5/2024 11:46 AM
58	Great idea to implement a survey. Now please implement the findings! Thank you	11/5/2024 6:17 AM
59	Speeds enforcement is needed!	11/5/2024 6:04 AM
60	I think traffic enforcement and monitoring of NPT traffic, in particular, is seriously lacking. I live along the NPT and daily see speeding and use of the trail long into the night hours. I can hear when people come off the trail into my adjoining property (for what?!?). Trail users continue to not use the road crossings correctly - not activating the flashing lights, not waiting to make sure all traffic has seen them and is stopping for them in the crosswalk. I have had several near misses of bike riders who appear to race cars approaching the road crossings in order to not have to stop.	11/5/2024 1:28 AM
61	Have lived off Harrison Parkway for almost 25 years. Turning left onto Allisonville road from Harrison Parkway always makes me nervous!	11/4/2024 7:42 PM
62	Sidewalks that connect neighborhoods, a safe route for my kids to walk and bike without having to travel on a busy roadway.	11/4/2024 7:36 PM
63	Thanks for this survey. Bad planning and overpopulation are some factors that the city must consider.	11/4/2024 4:37 PM
64	Hello - I am particularly concerned with motorized vehicles of all sorts on trails. I walk the Bee Camp Creek trail often, and am regularly confronted with motorized scooters, dirt bikes(motorcycles) and golf carts. Having signage at all access points on these trails is very important. I have called the Parks Dept many times to ask for additional signage on this trail in particular, and have NEVER received a response. All trails could use this kind of signage. Take a look at the trail that runs along Fall Creek Road - not a Fishers trail, but there are signs at every street that crosses the trail "No motorized vehicles on trail". I have never seen a scooter, golf cart, or motorcycle on that trail. **I am not including motorized bicycles, as I know certain ones are allowed.	11/4/2024 12:28 PM
65	safe transportation and traffic flow/management is critical to continued successful growth. We have seen and lived in several communities that ignored this and come to find themselves facing downturn and community avoidance.	11/4/2024 12:26 PM
66	I use the Nickel Plate Trail all the time and was hoping at some time that a pedestrian bridge might be added over 146th street for trail users? This is the absolute worst street to cross as a bicyclist or pedestrian! Cars do not give the right of way despite the crosswalk lights saying it's ok for us to cross. I have almost been hit a couple of times this summer with people getting annoyed or just plain not caring that I was there trying to cross the street to get to the other connection to the Nickel Plate Trail. It is very dangerous!	11/4/2024 11:45 AM
67	Thanks for doing this work. I also appreciate all of the trails	11/4/2024 11:19 AM
68	I feel that there are many intersections in Fishers that are more dangerous to navigate at night or in bad weather that would benefit from reflective striping or markers to indicate lanes while turning. Northbound Ohio turning west on 116th is one and westbound 116th turning southbound on Eller are two off the top of my head. Also have witnessed many dangerous scenarios on 116th West of Allisonville very dangerous with people turning into apartments near Speedway gas station.	11/4/2024 10:44 AM
69	I live off Portage Way, it is impossible to safely pull out onto Brooks School Road.	11/4/2024 6:59 AM
70	I think the improvements over the last couple of years to our trails has been huge. I still would	11/3/2024 3:29 PM

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like a safer way to cross IN37 on either 126th or 131st. The path on 131st from IN-37 to Cumberland could be updated. The pedestrian light at Lantern and Technology Way doesn't work.

71	Lantern Road exits out of Heritage Meadows (one by the brewery and one by the elementary school) are UNSAFE. No one from the city cares to do anything about the parking along Lantern Road that contributes to not seeing oncoming traffic. I have raised the issue multiple times in formats like this, our HOA has addressed it, but the city keeps ignoring us.	11/3/2024 12:12 PM
72	Nickel plate trail crossings should either be stop signs or flashing RED (rather than yellow)	11/3/2024 5:25 AM
73	Love all of the pedestrian trail additions and sidewalk improvements. Need more roundabouts to lessen major accidents and red light runners (which are frequent) along with no phone use while driving enforcement.	11/2/2024 8:15 PM
74	A shared-use path is EXTREMELY necessary on Eller Rd between 106th and 116th St as noted above in Question 1.	11/2/2024 6:29 PM
75	I live near Connor Prairie and enjoy the bike lanes and walking paths along Allisonville. I have family that live in the independent living facility on 146. Several of those residents enjoy senior biking on their trikes. There is no safe way for them to head toward the Nickle Plate Trail. There are no sidewalks between 146 and 141. My son and I can not safely bike toward that area, so that we can bike with his grandmother. With the new roundabout the median in front of the driveway has also created several unsafe driving situations.	11/2/2024 10:45 AM
76	Would encourage motorists to slow at trail/ road crossings more. Not every hiker pushes the button to flash the yellow lights. Encourage hikers to use buttons to at least warn.	11/2/2024 9:50 AM
77	I live in the Pleasant View Neighborhood and we have seen countless accidents happen at the intersection of 131st and Howe Road. People don't always follow the traffic rule of whoever arrives at the stop sign goes first and I've almost been hit following traffic rules. Just a week or two ago there was an accident involving a cyclist. It really needs to be a stoplight or a roundabout. Also, our neighborhood has zero streetlights at night. This makes me concerned for those walking home or riding home at night.	11/2/2024 7:35 AM
78	Drivers ignore the "Yield to both lanes" signs at the roundabout at Olio and Southeastern Pkwy resulting in traffic hazards. It's been rumored that improvements are planned for this traffic circle. Hope they include improved signage and driver education.	11/1/2024 6:36 PM
79	I appreciate that the city officials are using our tax dollars to improve quality of life. I urge the city to consider intermediate steps to reduce accident probability at particularly dangerous crossings (e.g. Lantern and NP) until a full solution like pedestrian bridge is funded.	11/1/2024 6:12 PM
80	Please look into fixing the amount of time the traffic light (on 96th street going southbound from N by NE BLVD to Hague Rd) remains green for at least a few more seconds to prevent future deaths.	11/1/2024 4:48 PM
81	Exiting the Parks at White River by bike is a scary proposition. Eller road is narrow and cars often don't keep a safe distance. Why not extend the path on the west side of Eller Rd to go from Riverside Intermediate to 116th Street?	11/1/2024 4:36 PM
82	Curbs in fishers are too far into the intersections requiring wide turns taking up space in the other lane. There is also an excessive use of medians and curbs in parking lots making it difficult to maneuver turns when there is traffic in the lot. Median green spaces in some places are also blocking visibility.	11/1/2024 3:01 PM
83	I love what we have but know improvements can be made.	11/1/2024 2:49 PM
84	Stop sign for crosswalk on Brooks School road between Sandstone and Gray Eagle	11/1/2024 2:35 PM
85	Please enforce the speed limits and motorists stops for bikes/pedestrians crossing streets on the Nickel Plate. The crossing by the Super Target is the worst. Very few motorists stop even when we press the button and get a flashing light. Also, no one drives the speed limit along 116th Street though downtown Fishers and into Carmel.	11/1/2024 2:31 PM
86	When we first bought our house, we were told there was a sidewalk/trail project planned for Cumberland between 116th and 106th. What happened to this?	11/1/2024 2:30 PM
87	Need more law enforcement. I have seen big Chang in last 30 years. Speeding and in safe driving. More drug activity on the streets and the school system.	11/1/2024 2:14 PM

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88	We need more side walks and enforcements (especially near schools).	11/1/2024 2:13 PM
89	Would like to see a fishers bus system	11/1/2024 2:06 PM
90	We like the new lights on 96th street and look forward to them being in use. We would love to see lights on fall creek near Geist as that road is very dark at night.	11/1/2024 2:05 PM
91	Extending sidewalks from where subdivisions/neighborhoods end and residential homes or businesses begin would be such a big win for walking and cycling. A perfect example of this is Howe road north of 131st. You could easily walk from those neighborhoods to the businesses on 141st and even Hamilton Town Center by bike if those sidewalks connected. Right now, you have to cross the street several times to stay off the narrow road.	11/1/2024 1:27 PM
92	Olio and 116th is proposed to have a roundabout which should help with traffic but may cause more of a backup for cars trying to turn left onto Olio from 113th. Also Olio and 104th has had multiple accidents possibly due to a blind spot. Please look at these issues or pass them on to the right person.	11/1/2024 1:24 PM
93	Just look at other countries that are walkable. Amsterdam is a great example of how fishers should treat pedestrians.	11/1/2024 1:22 PM
94	It's really comforting to see how much Fishers cares about these kinds of things, thanks!	11/1/2024 1:22 PM
95	We need better lighting more than anything. Everyone uses their brights now because the roads are too dark at night.	11/1/2024 1:21 PM
96	The number of near horrific pedestrian accidents due to drivers running red turn light at 116th and BrooksSchool road is frightening.	11/1/2024 1:21 PM
97	Would love to feel safer in my own community out alone with my young kids.	11/1/2024 1:20 PM
98	We need streetlights bad	11/1/2024 1:19 PM
99	My main reason to do this survey was to convey my concern for a lack of trails or sidewalks on many well-used streets in Fishers, specifically 106th St between Cumberland and Hoosier. There are gaps that put pedestrians in danger while more homes get built along this road.	11/1/2024 1:15 PM
100	Cumberland road 116 to 126 full sidewalk across 69	11/1/2024 1:14 PM
101	The biggest issues I see in Fishers are lack of education of driving concepts, lack of traffic flow due to extreme construction (i.e. construction projects not being timed well reducing ways to travel in the city), and lack of infrastructure to support the size of the city.	11/1/2024 1:14 PM
102	Hold cyclists and walkers accountable for safety	11/1/2024 12:25 PM
103	I strongly believe the number of traffic lights are contributing to the number of drivers running red lights and speeding to get thru the lights. I have lived in Carmel and roundabouts makes me feel safer.	11/1/2024 12:24 PM
104	Seriously no more roundabouts they are way more dangerous to bikers and pedestrians than any light. I hate driving in fishers because of them.	11/1/2024 12:22 PM
105	Lighting is an issue, stop signs on side streets that turn into higher speed roads is an issue because of impaired visibility due to hills (southeastern parkway/113th and southeastern/ Connecticut ave)	11/1/2024 12:21 PM
106	I'm a resident of Fishers in the Nickel Plate District. 106th and Allisonville intersection is very prone to red light running. Have witnessed several near miss accidents due to the same issue. Primarily it has been from north south allisonville traffic not stopping in my experiences	11/1/2024 12:20 PM
107	The red light running is the worst issue, as well as some incredibly short lights, though I think the ones at 96th and Hague may be part of Indy not Fishers.	11/1/2024 12:18 PM
108	Please consider street lights at Highland Springs North	11/1/2024 12:15 PM
109	Two word, eminent domain.	11/1/2024 11:59 AM
110	I've noticed that some crosswalk buttons don't work.	11/1/2024 11:56 AM
111	certain neighborhoods need roundabouts at entries to help residents exit & enter. Spyglass Falls & Sweet Briar are two that immediately come to mind. Kinda like what happened at entry	11/1/2024 11:54 AM

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of windermere & hoosier

112	I would like to see the gap closed on 106th street between Hoosier Rd and Cumberland Rd. Also a safer way for bikes and pedestrians to get over the 69 and 106th roundabout	11/1/2024 11:45 AM
113	I live in Whelchel Springs at off Southeastern Ave. Cyntheanne Rd runs through the middle of the neighborhood. People drive incredibly fast down the road. 50mph+. There are children everywhere and the community pool, playground, and basketball court is right there as well. That road in particular needs to be monitored or additional speed tables added to slow people down. Generally, it is not the residents of the neighborhood, but people passing through driving the fastest.	11/1/2024 11:41 AM
114	I feel like I hear frequently about accidents that are related to confusion from motorists of rules. I think this confusion could stem from inconsistencies on rules. Maybe an increased standardization (traffic volume allowing) of traffic light and round about lanes would help.	11/1/2024 11:36 AM
115	The stoplights for left turns that turn red arrow then flash yellow arrow are confusing and dangerous. My wife was in a serious accident because she was in the intersection to turn left, the light turned red arrow so she thought she was clear to turn left. But her light then turned to flashing yellow arrow because the northbound lane was still green. And she got t-boned.	11/1/2024 11:36 AM
116	Fewer cars everywhere! Thank you for your work.	11/1/2024 11:35 AM
117	I would love if sidewalks could be set further away from the street and plant trees and busses on both sides of the sidewalk to provide shade and protection from the road as much as possible	11/1/2024 10:52 AM
118	My husband was hit by a car while riding his bicycle last year on Olivo at 116th — driver at fault. This impacts my answers.	11/1/2024 10:21 AM
119	There needs to be a trail added on Hoosier Road from 106th Street to 126th Street. The trail connectivity on this road is needed to get to the new Fishers Community Center at Johnson Farms that is now being built.	11/1/2024 9:57 AM
120	Less cars = GOOD!! Walkable communities improve quality of life more than words can say.	11/1/2024 9:55 AM
121	Thanks for taking the time to ask these questions and listen to residents! I will report two issues that need attention on the mapping tool.	11/1/2024 9:53 AM
122	Have red lights instead of flashing yellow at nicel plate cross walks	11/1/2024 9:50 AM
123	Investments in digital currency is the future and would help the overall cost of these improvements.	11/1/2024 9:50 AM
124	Thank you. This needs to be looked at. Our roads feel very unsafe for everyone on them.	11/1/2024 9:41 AM
125	Would like to see more walkability and connected pathways and trails from residential to commercial areas; more green space and use of landscape for psychological barriers	11/1/2024 9:41 AM
126	Thank you for looking into ways to keep our community safe!	11/1/2024 9:35 AM
127	Thanks for asking :), I think fishers does very well overall	11/1/2024 9:24 AM
128	More bike lanes please or a safe wheels only bike trail	11/1/2024 9:23 AM
129	Thanks for your efforts!	11/1/2024 9:18 AM
130	Need education for cyclists and drivers around cyclists. Need bike lanes.	11/1/2024 9:17 AM
131	The intersection at 116th and Cumberland is very dangerous along with Hague Rd and 96th st near the Marathon and McDonalds	11/1/2024 9:16 AM
132	Patrols for safety on trails would be appreciated. Also a sidewalk connecting parts of 106 street so we can safely ride to the nickel plate trail.	11/1/2024 9:15 AM
133	Not a fan of the recent trees and bushes instead of medians. Hard to see traffic	11/1/2024 9:07 AM
134	Overall we have some wonderful trails. Sometimes the biggest challenge is getting to them safely. Crossing streets almost anywhere outside the municipal circle is pretty dangerous in Fishers with the way people drive. People are very impatient and pass or squeeze around anyone stopped. Even driving I worry about getting hit getting in and out of our neighborhood (Geist Woods). Roundabouts work great for traffic flow, but are terrible for pedestrians and	11/1/2024 8:38 AM

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getting out of side streets. Because the roundabouts keep traffic flowing there is almost a constant stream of cars that usually speed and it makes it impossible to find a gap to turn or cross streets.

135	The City of Fishers is doing a great job of being forward thinking. You have identified areas where the traffic is going to increase and started adjusting the roads prior to the influx of people. In addition, you have made the city very accessible for walking/running and biking. Thank you for everything you are doing! This is why we love living in Fishers :)	11/1/2024 8:26 AM
136	My biggest concern is Eller Rd. between Riverside School and 106th St. A sidewalk would greatly improve the safety for walkers between the school and Heritage Park.	10/31/2024 5:34 PM
137	Move traffic box at Morgan Dr & Lantern Rd that prohibits visibility from Morgan turning north on to Lantern. Traffic hazard	10/31/2024 10:03 AM
138	Intersections of Morgan Drive / Lantern Road and Fishers Point Blvd / Lantern Road. Both intersections are terrible to turn from since you are half way in the road before you can actually see both directions of traffic. Also the parking for King Jugg, causes a lot of "near miss accidents". It's a matter of time before someone gets hit. There shouldn't be a restaurant there in the first place and then create parking on a road / intersection that was never designed to have street parking.	10/30/2024 10:28 PM
139	Add more crossings like 126th just east of HSC	10/30/2024 7:55 PM
140	The red light running at 106/allisonville continues to be rough. The N/S traffic doing 50ish mph and a t bone will kill somebody someday. Traffic east bound on 106 really backs up bad . If you want to then turn N on Allisonville you're stuck in a giant line and can't even get the turning lane, therefore sitting many light cycles that isn't needed. 2) any chance w us not connecting the NPT over 96, can we get a sidewalk to connect allisonville by firehouse 93 to 96. The road along the airport would be huge if we could run path / sidewalk it. (Willowview / masters) connecting allisonville to 96 ultimately allowing us to get to the NPT in the future .	10/30/2024 12:20 PM
141	My husband and I have lived in Fishers for 25+ years, we have definitely noticed a greater difference in the amount of aggressive, driving, speeding, red light, running over the last few years. There has definitely been a lack of law enforcement cracking down on these offenses. We have five children ranging from age 26 to 15, and with this comes teaching them how to drive responsibly. It's definitely much more dangerous out there on our streets and more so worrisome with our 17-year-old and (15-year-old learning to drive with us) in the car. We are teaching them how they have to be a diligent, defensive drivers more so than when we were driving with our older two children. Another issue for us living along 126 Street is the lack of a continual trail/sidewalk from 126 street to lantern Road. There are too many areas where it starts and stops and the areas where there are no sidewalks or trails, the traffic speeds increased exponentially due to all the road construction, therefore making it very, very hard to take a walk, ride your bikes safely (in this part of Fishers). We would love to be able to walk to downtown Nickle plate for dinner from our house, take the dogs for a walk, or a bike ride with our family. These things are virtually impossible to do safely. We would so greatly appreciate being able to have this section of 126 street completed with sidewalks/trail. It seems as if we are in a little forgotten pocket of Fishers, most everywhere else you drive around in the Fishers area, there are at least sidewalks/trails on one side of the street (if not both) and this part of Fishers has been neglected/forgotten and it's very sad that we can't access the rest of the trails/sidewalks safely from our location.	10/30/2024 11:41 AM
142	It's mostly the red lights. I know that speeding is also a problem, but I never know whether it is safe to actually go on a green arrow. I have seen it happen in front of police as well, but nothing came of it.	10/30/2024 10:42 AM
143	Speeders, red light runners, incomplete sidewalks, and lack of flashing light enforced crosswalks are a problem in fishers. I feel like Carmel is much safer for all of their modes of transportation.	10/30/2024 10:25 AM
144	131 street and Pennington Rd NEEDS to be a 4 way stop! It is currently only a 2 way stop and people speed thru here making it hard to see when you can pull out to cross 131 street. It is crazy that it isn't a 4 way stop! There was a very bad accident there just a week or so ago. Also Pennington rd is used as a drag strip for MANY cars. We need police to ticket speeders on Pennington. It is a neighborhood, my back yard backs up to Pennington.	10/30/2024 10:18 AM
145	I love running outside and do it nearly every day. The nickel plate Trail is a wonderful addition to the city. However, crossing the streets is not safe. Both the warning, lights and the street	10/29/2024 7:48 PM

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markings are much too close to the actual crosswalk. Drivers need to be alerted to slow down well before they reach the crosswalk, and some sort of flashing light or speed bump is needed 50 to 100' prior to the crosswalks.

146	Parking on Fishers Pointe Blvd utilized by King Jugg patrons is making the area very unsafe. We decided to finally move after a motorist nearly hit my 18 month old child playing with side walk chalk. Motorist was attempting to find a parking spot for King Jugg and used the driveway as a turn around spot. Unfortunately they were not paying attention to their surroundings.	10/29/2024 6:31 PM
147	King jug on fishers point Blvd, utilizes their carry out parking for their employee parking(north side of street, and north side is supposed to be no parking, south side customers use for parking, it's on a curve, and makes it very difficult for 2 way traffic.	10/29/2024 11:28 AM
148	Please do something about the intersection at King Jug restaurant. You cannot see anything when you pull out of the intersection. There should not be parking allowed on the street. Pedestrians treat the street as a parking lot and it is so frustrating!!!	10/29/2024 11:10 AM
149	Personally I am upset with the parking, narrow roadways on Fishers Pointe Blvd. it is an accident waiting to happen. In fact a child at the end of our street almost got hit because someone from King Jugg decided to turn around in their driveway and almost hit the child. Since then the family has moved out of the area. If you are going to operate a business, logistically you need to have parking and not just for the Cheeney Creek parking lot to be paved. Instead of a sidewalk that was put in on the side of the road, you should have widened the road if you were going to allow people to park on the side of the street on both sides by King Jugg. Poor planning on Fishers for residents that have been here for over 25 years.	10/29/2024 6:05 AM
150	We need walking path along 126 between Allisonville and Lantern Road! Need connect with the. Nichol plate trail. It is a dangerous stretch of road. Q	10/28/2024 11:23 PM
151	The city needs to install a traffic light at the intersection of Lantern Road & Morgan Drive. Vehicles exiting from Morgan Drive can't see vehicles traveling either way on Lantern Road due to cars parking at businesses on Lantern Road.	10/28/2024 6:18 PM
152	Parking and pedestrian issues at Lantern Road and Fishers Crossing. Also blind spot issues because of the new parking spots on Lantern Road.	10/28/2024 6:06 PM
153	Very concerned about the intersection at Lantern & Fishers Pointe/King Jugg. It's difficult and dangerous to pull out when large delivery trucks are there and pedestrians don't always adhere to laws designed for safety	10/28/2024 5:32 PM
154	It's important that Fishers view these improvements not just as recreational, but as important parts to our transportation system on the same level as cars. In my experience the biggest barrier to my choosing to walk or bike somewhere is if there are safe and comfortable enough facilities for me to get there. The larger thing making it unsafe is the speed of cars on the roadway (even paths adjacent to the roadway can feel unsafe with higher speed cars next to you). Road design needs to reflect the speed we want drivers to drive so that it slows them down! Having access to public transportation options is a way we can help boost the safety and convenience of walking and biking. For example, even without a pedestrian bridge between the Nickel Plate and The District on the other side of the interstate, a bus between these two nodes would allow someone on foot to access both, even though crossing the interstate would otherwise be uncomfortable and dangerous. Regional transit connections between Indianapolis and other surrounding cities would allow residents and visitors to travel safely and comfortably regionally without adding to car traffic.	10/28/2024 5:12 PM
155	NPT trail crossing over busy road such as the 106th Street crossing; no-one seems to know if people or cars are to stop. Around Geist there is a crossing where it actually flashes red for cars to stop when a walker presses, and people can walk. The yellow flashers no one seems to know even though people are told to stop; they press the yellow flashers and continue through intersection. Seems it would be less confusing to use a red-light system on the NPT crossing a busy through street.	10/28/2024 2:50 PM
156	The unconnected sidewalks have got to get fixed.	10/28/2024 2:47 PM
157	I am a big advocate of creating walk-able and bike-able communities, where it's not strictly necessary to have to use a car to access and enjoy local resources. My dream community is one where I can easily walk or bike to do my weekly chores and have it be a pleasant experience. One thing that wasn't brought up in the survey that I think would contribute to safer streets is to invest in some sort of public transportation. Anything that takes cars off the road	10/28/2024 2:19 PM

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will inevitably lead to safer streets in general. Thank you for doing this survey! I think Fishers is taking some good steps away from car dependency, but I hope that our city leaders are willing to take some truly bold steps in the coming years.

158	We need crosswalks at 116th and 126th Street Gray Eagle entrances	10/27/2024 5:30 PM
159	The Nickel Plate trail is great, it would be great if all the main connections had sidewalks to make accessing it easier.	10/27/2024 11:42 AM
160	Our family bikes or walks our son to school five days a week using sidewalks/trails. At least once a week we are almost hit by motorists who are speeding/distracted/run stop signs. We need safe crossings. We need more lighting along our trails, particularly along the sidewalk/trail on Lantern and in Holland Park. For being such a safe city overall, Fishers is not a pedestrian safe city.	10/27/2024 5:52 AM
161	I'm concerned about traffic on Lantern between the trail and 126th. It's hard to pull out from the post office much of the time trying to dodge pedestrians and cars. The construction already creates congestion - what's gonna happen when a bunch of people actually live in there?	10/26/2024 10:02 PM
162	More sidewalks and updated sidewalks around Conner Prairie.	10/26/2024 8:45 PM
163	I live in the Sunblest neighborhood by 116th and Hague Rd. Cars drive too fast in the neighborhood when kids are playing outside. Speed bumps would be helpful so cars will slow down. Also there are only a few street lights in our neighborhood which makes it hard to feel completely safe when walking.	10/26/2024 7:27 PM
164	Need to consider expanding sidewalk/trails down Allisonville. There's multiple areas where there is no safe walking spaces. Also, bridges or tunnels on the Nickel Plate trail at intersections.	10/26/2024 6:58 PM
165	Use cameras at traffic light like 116 and Allisonville and ticket the multiple people running red lights. Why should people breaking the law not receive tickets? So what if they get mad. Change the law to not allow more than one car in an intersection turning left with no designated signal except flashing yellow or green with no dedicated signal. Rush hour on 116 is horrible.	10/26/2024 5:06 PM
166	We would gladly use more of the Nickel Plate trail going north of 146th. Please encourage continuance of a bridge construction so we don't have to cross 146th street on foot. I have emailed the city many times about our communities desire for a sidewalk to Conner Prairie from 141st street. Many residents travel there with their children or the symphony. It's too close to drive, but not safe for walking. This would be a huge benefit for those of us north of CP. Please consider a roundabout at 131st/Howe road. It's an extremely dangerous area especially during school commute hours.	10/26/2024 1:20 PM
167	There is a lot of traffic that comes out of the BP at 131st and 37 that wants to go south, but can't turn left. Instead, they turn right and do a u-turn at Britton Park and the Andy Mohr dealership. This backs up traffic going westbound on 131st, and I think it will increase property damage accidents from rear-ending and from people who try to bypass the u-turning vehicles using the right turn lane into Britton Park. The Nickel Plate Trail really needs a spur from the trail to Lantern Road on 131st street. The apartment sidewalk goes about halfway, but runners/cyclists have to go on a very tight street for a short distance to fully get back to the trail on Lantern Road.	10/26/2024 10:43 AM
168	Poor lighting (not fully shielded and down-directed)contributes to safety issues by blinding drivers	10/25/2024 6:45 PM
169	The Nickel plate Bike trail is great.... Additional warning lights at eye level would be a much needed addition at all the crossings.... Many motorists are speeding through these intersections even when the o redhead lights are flashing	10/25/2024 3:25 PM
170	install a median on 116th St between Commercial and Municipal to improve traffic flow on 116th. Limit turns on intersecting streets to right hand turns only. Left hand turns limited to Commercial and Municipal. Remove the light at Lantern completely and make traffic continuing north over to Commercial.	10/25/2024 11:55 AM
171	As mentioned in a prior comment. Class C electric foot scooters should be allowed on trails etc. They are considered the same as bicycles per IC. Use common sense when developing train rules or regulations. E Scooters (Class C) should have the same access as bicycles. Stop discriminating against them. If safety is a concern, institute a speed limit not a type of mobility. Class C E Bikes/Scooters should be allowed on trails.	10/25/2024 10:24 AM

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172	Missing sidewalk connections need to be connected and more roundabouts should be used.	10/25/2024 6:50 AM
173	Year round drinking fountains and trail bathrooms	10/24/2024 7:49 PM
174	A pedestrian bridge over some very busy intersections would make pedestrian travel much easier	10/24/2024 5:57 PM
175	Fishers recently added lg grasses to many medians along 116th st. They are attractive and being perennials don't require replanting yearly. However their height makes it difficult to see thru when making left hand turns out of side streets and decreases visibility	10/24/2024 1:50 PM
176	Would like a pedestrian bridge over 146th street to connect the bike trail.	10/24/2024 11:03 AM
177	Continue to grow the active community and accessibility. Bike lanes, NPT, bathrooms, water fountains.	10/24/2024 6:38 AM
178	Would love to see a better plan for linking east Fishers to west Fishers for pedestrians. I would also like for pedestrians to have the right of way on the NPT trails	10/24/2024 6:38 AM
179	Our City has made significant improvements to our trail systems; however, safety pinch points limit their usage. Bridges or tunnels at busy crossings would allow the community to use these resources to their fullest.	10/23/2024 9:45 PM
180	Drivers are on their phones all the time while driving. Causing issues with driving under the speed limit, swerving not going at green lights. I see it daily on my 30 minute commute to and from work.	10/23/2024 8:34 PM
181	Lighting on the nickel plate trail is almost none. This decreases safety outside of daylight, especially for women, and decreases use. Increased use also increases safety for all. With fishers layout there are huge opportunities for walking/ biking to be more attractive than driving. Paths and safe crossing through neighborhoods would also create safer, more direct routes. Tree quantity is also huge. Trails are essentially unsafe during the summer without trees when it is hot. (Big trail user here)	10/23/2024 8:27 PM
182	I really appreciate that the city is working on this. I think Carmel and many other cities have shown that we don't need more lanes - we can use one-way streets and roundabouts to improve traffic flow instead. If we make biking and walking easier or faster than driving with dedicated lanes, wider paths, and neighborhood shortcuts we can also reduce congestion, make people healthier, and bring more people out to businesses instead of sitting at home.	10/23/2024 8:05 PM
183	The stretch of 116th between Allisonville Rd. and Carmel is frequently used by some as their own personal race track. You can hear motors racing from vehicles at the Eller stop light in Wildwood Estates. This occurs mostly evenings and weekends. Lately there has also been a rash of vehicles playing music at extremely loud volumes around 116th and Allisonville and into the communities in that area. Many are delivery cars ie Door Dash, Grub Hub and high school students cruising the area.	10/23/2024 5:59 PM
184	Love and use the NPT often. Some crossings (131st) have VERY limited sight lines that make it dangerous for pedestrians and cyclists. The cars can't see us, and we can't see them.	10/23/2024 5:21 PM
185	My primary concern is the intersection of Lantern Road and Fishers Pointe Boulevard by King Jugg. There is no visibility on that intersection at all and there is never any police monitoring of speeding down that road. Also, the street parking along Fishers Pointe Boulevard is unsafe because cars cannot pass through easily, including school buses. It's also difficult to see pedestrians with the busy restaurant traffic. Another safety feature that should be considered is adding sensors in the Nickel Plate Trail pavement well before crossing an intersection. It's hard for bikers to stop and press the pedestrian crossing button. It would be easier and safer for bikes to simply roll over the sensor to indicate crossing. Thank you for this survey!	10/23/2024 3:53 PM
186	Cars getting into and out of Geist Marina is very dangerous. That intersection needs to be addressed	10/23/2024 3:16 PM
187	I like the progress that has been made so far making Fishers more walkable, but keep it going!	10/23/2024 1:42 PM
188	Please consider sidewalks on Eller Road btwn 106th and 116th, especially as the trail from 96th to 106th is completed. Harvard Park, a subdivision with many older walkers, would love the city to prove that they are indeed a senior-friendly community (as in the AARP designation they received). Carmel has recently made seniors a priority and I hope that Fishers will do the same.	10/23/2024 12:26 PM

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189	A street light is needed at the corner of 136th street and Atlantic. This is located in northeast Hamilton County. Complete one road project in an area before starting on another! Put as much manpower on one project to finish it quickly. Then take that manpower to complete the next project. Too many projects at once causes inconvenience and frustration among motorists. Thank you!	10/23/2024 8:48 AM
190	I really am concerned about the nickel plate trail crossings	10/22/2024 6:56 PM
191	Want better connection that can safely cross street such as from 116/olio to downtown fishers while biking.	10/22/2024 6:41 PM
192	I really noticed a POSITIVE difference this summer on the Nickel Plate Trail after the yellow center-line was painted. When I ride North of 146th street (Noblesville) people meander all over the trail. In Fishers, people mostly respect the yellow line. This makes cycling and walking so much safer when it comes to overtaking a slower person/group or when passing head on (cyclists, roller blades). THANK YOU!!	10/22/2024 6:34 PM
193	Eller Road is very dangerous for bike riders and pedestrians, especially between 106th and 116th. There is no lighting and no sidewalks	10/22/2024 4:05 PM
194	Add a better way to get across I69 to get to downtown fishers... it would benefit those wanting to get to the trail AND make it easier for people at the yard to walk to downtown fishers.	10/22/2024 1:46 PM
195	As a pedestrian, It is very difficult to cross BrookSchool Road between 116th and Fall Creek Roundabout.	10/22/2024 9:03 AM
196	Knowing that it isn't possible to monitor every traffic situation throughout the city, something needs to be done to better control speeding and red light/stop sign running.	10/21/2024 9:16 PM
197	as an avid cyclist, there are times when bike trails are great. but bike trails are always a start and stop proposition with pedestrian challenges. cyclists prefer to ride on roads eliminating multiple seams/crossings, pedestrian/dog encounters, and cars turning into path. many cyclists ride between 20-25 mph and in groups both of which is generally safer on road than on a path. eliminating roads with no shoulder and or bike lanes on key routes from fishers proper out into rural areas would improve safety.	10/21/2024 8:30 PM
198	You have done a good job with our trail system as we would like you to keep up the good work and connect 116 like 106 going j er 69	10/21/2024 8:21 PM
199	Please add a 2nd entrance to Spyglass Falls Subdivision	10/21/2024 8:18 PM
200	Please put bridges on the nickel plate to cross roads like the monon in carmel!!!!!! PLEASE!!!	10/21/2024 8:11 PM
201	Please consider more roundabouts. One at 106th and Hawthorns would be a great example. Thank you for the roundabout at 141st and Promise!	10/21/2024 8:08 PM
202	Fishers is moving in the right direction with latest trails and green spaces. Need more bike lanes, cross walks and digital signage for cyclists and pedestrians	10/21/2024 8:01 PM
203	Awesome city. Keep thinking long term and rewarding those that work hard, but make sure you promote "Opportunity for All."	10/21/2024 8:00 PM
204	Trail needed along Promise Road between 136th and 131st to give access to schools, parks and rest of Fishers. Promise is narrow and high speed	10/21/2024 5:02 PM
205	Olio road near Saxony is very dangerous to get in or out of the neighborhood. Please consider simmering (lights, etc) for this neighborhood.	10/21/2024 4:58 PM
206	I believe that the City of Fishers has done a fantastic job in the last 5 years of expanding/enhancing trails/paths for bicycles and those who run/walk. I believe there are still great opportunities to enhance that effort and commend you all for seeking out feedback and insights. Just FYI...the mapping tool does not either have the flexibility or does not work properly for me to pinpoint a couple of key opportunities/safety concerns.	10/21/2024 4:25 PM
207	Improve trail crossing safety by building all trail approaches to street crossings with no ability for trail users to simply cross street in a straight path. Have observed many cyclists and/or runners at trails crossing 141st, 131st, and 126th streets without stopping and activating warning signals. Some crossed the street at full speed. The approaching vehicles sometimes have blocked view(s) of the trail approach to the street. These trail users have caused a	10/21/2024 3:56 PM

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number of dangerous near-miss situations with vehicles on street or created near miss collisions between vehicles moving on the street.

208	My family and I love being outside and walking in our community. I would love for 116th to feel safer to walk and ride bikes on the sidewalk. My dream is for my family to be able to walk and ride bikes from our neighborhood to the Fishers District, but I feel like that 116th is too dangerous to do that with children.	10/21/2024 1:35 PM
209	A roundabout at 131st and Brooks School to avoid all the accidents.	10/20/2024 6:30 PM
210	131st between Brook School Rd and Olio is not safe, and there is too much traffic from outside the neighborhood as people use it as a shortcut. The 131st/Brook School Rd intersection is really congested with the increased traffic and is dangerous at times to exit the neighborhood. There needs to be a stop sign or stop light installed at this intersection.	10/20/2024 11:30 AM
211	Traffic lights or roundabouts are desperately needed at intersection of 131st/Brooks School and 131st/Olio. Also, the Nickel Plate Trail system is very confusing as to whether pedestrians are required to active the lights and who has to yield and when. It would be better if it was like the crosswalk near HSE, where when activated it flashes RED lights and pedestrians have the right of way. Otherwise it should be clear that pedestrians/cyclists do not have the automatic right-of-way to cross a street, especially if they don't activate the light. Also, can you please please do something about the noise from all these tricked out, jacked up engines, it sounds like a drag strip on some of these roads.	10/19/2024 10:05 AM
212	What I notice most from drivers when I am biking or walking is distracted driving, usually looking at a phone or texting. Also, in recent weeks this has happened three times — I have stopped at a red light and had the car behind not stop. Twice the car behind me swerved around me at a high speed and zoomed through the red light rather than stopping. The third time, the car behind me rear-ended me. I'm genuinely not sure whether it's better to run the red light myself to avoid being hit, or risk getting rear-ended.	10/18/2024 8:54 PM
213	There have been some great pedestrian improvements in the past few years, but one place I've noticed that could really use a sidewalk or multi-use path is near that bridge just south of 116th and Hoosier Road; there's a gap in the sidewalk, and people walk along the side of the road frequently. It's especially dangerous because cars go flying through that curve. It would be great to be able to walk from those nearby neighborhoods to Fresh Thyme or the Community Center safely!	10/18/2024 4:33 PM
214	As a frequent bike commuter, thank you for your consideration.	10/18/2024 10:45 AM
215	I'd like to add I do not think motorized bikes should be allowed on the trails, they think they have the right-of-way, have been rude, and seem unsafe to those just walking, running, or using an actual bicycle.	10/17/2024 12:34 PM
216	TOO MANY PEOPLE in Fishers.... it geographically cannot handle the increased population and traffic that goes with it, even with all the suggested improvements. It's simply too many cars for the space. After 10 years here, I'm going to move away soon because of this ridiculous growth and the frustration of getting around town now. Improve rather than insist on growing population (bloating).	10/17/2024 11:32 AM
217	Thank you for producing this important survey and the mapping tool! We've recently moved to Fishers and are so pleased that these types of issues are on the city's mind. As avid runners and bike users we hope Fishers becomes more pedestrian friendly :).	10/17/2024 10:45 AM
218	The flashing yellow left turn signals at intersections cause a lot of confusion. 116th and Cumberland Rd. is very bad and the traffic lights need to be more visible such as putting lights at the corners, not just over the intersection. There are many accidents in this area.	10/17/2024 5:49 AM
219	Wish the residents that live in Harrison Lakes had a sidewalk to go from 141 to Allisonville Rd to Conner Prairie. Very dangerous not having a sidewalk in that area.	10/16/2024 10:03 PM
220	Please install sidewalks along 106th street and along Cumberland road. Maybe not closing the roads for months at a time but working with the people who live in the area to be accommodating.	10/16/2024 4:44 PM
221	I live in Heratige Meadows neighborhood and we could benefit from speed bumps on our streets. Also, motorized vehicles are using the paths and trails meant for walking and biking only. We also need lighting on those trails.	10/16/2024 3:29 PM

Fishers Safe Streets & Trails Plan

222	Eller road, between 106th st and 116th st is very unsafe for pedestrians and bikers. There are a few useless sidewalks that don't connect by Riverside but that is it. We need a full connected sidewalk from 106th to 116th to make it safer for the community to access Riverside school and the multiple parks along this corridor.	10/16/2024 12:29 PM
223	Love the lighting and landscaping put in along 96th St and Olivo. It would be really nice if garden clubs, church groups, high school classes would plant flowers along other routes It would be nice if Fishers was also known for their year long flowers around town. Colors just make people slow down and enjoy and maybe happier! Really need better reflective paint on roads and curbs. Something needs to be done about people not being able to get out of neighborhoods with constant traffic from roundabouts. Make sure roads with many stop lights are in synch so traffic can keep moving on busy streets. Would like to be known as "Fisher Friendly"	10/16/2024 10:34 AM
224	Again the traffic speeding, running red lights at 116th and Conner Creek Drive needs to be addressed to help the residents maintain their health and safety due to the increase in traffic in front of our homes.	10/16/2024 8:32 AM
225	Biggest concerns I see is running of red lights and excessive speeds. 116th and 126th are mini highways	10/16/2024 8:29 AM
226	I have entered an opportunity on the map- continuing the path north from Walnut Hills on Cumberland to 116th/Kroger Shopping Center.	10/16/2024 8:09 AM
227	A sidewalk on Promise Road between 136 and 131 will bring lots of benefits, especially for the high school students. Thank you!	10/15/2024 8:36 PM
228	Education for both drivers and pedestrians - some cars STOP when they shouldn't. THIS is going to cause a problem.	10/15/2024 6:54 PM
229	I believe that there should be education for all users of trails on correct use and for car drivers at trail intersections.	10/15/2024 3:31 PM
230	Make clear that vehicles have the right of way when crossing a trail or path. Stopped vehicles at these sites causes accidents.	10/14/2024 8:23 AM
231	I would like to see sidewalks added north on Cumberland Road (from Walnut Hills subdivision to Kroger 116th).	10/13/2024 8:08 PM
232	Please add additional lights to intersections with the Nickel Plate Trail. Many pedestrians think they automatically have the right of way and walk out into traffic without stopping/looking. It is terrifying. At night it is difficult to see up and down the trail when driving to be sure no one is going to pop out into the street. " Lights - don't allow fencing/buildings/signs to block visibility near the trail like that stupid construction fence did off lantern road. Even if it's not the drivers fault, hitting a person would be awful.	10/12/2024 1:33 PM
233	The plants chosen in the medians often restrict visibility, especially for left turns. I would like to see more ground level plants there instead of leafy/bush height options.	10/12/2024 12:29 PM
234	I think Fishers has and is doing a great job in these areas!	10/12/2024 11:29 AM
235	More decorative trail design with appropriate planted areas. Need more greenery along trails/rest nodes	10/12/2024 11:08 AM
236	The intersection at 131st and Brooks School can be very dangerous. In the 10 years we have lived in the area, it feels like there is an accident at least once a month, if not more.	10/12/2024 10:01 AM
237	131st and Brooks School road is scary to turn at and terrifying yo try to cross the street at. Add stop light for pedestrians. People never stop it's also very busy with a school near by, sports fields nearby and a very large church nearby as well as 131st being a cut through road with lots of residents and children out and about.	10/12/2024 7:46 AM
238	I encourage you to please come into the entrance of Brooks Chase subdivision and try to leave by walking to fully understand the problem!	10/12/2024 7:42 AM
239	Please finish the sidewalk on Cumberland road, going north from the Walnut Hills neighborhood to 116th.	10/12/2024 7:21 AM
240	I laughed when I saw the question about "road diets". When we moved here at the beginning of 2002, we HAD road diets. 116th Street was only one lane each way from I-69 to Olivo. 96th Street was one lane each way. I believe Rt 37 was one lane each way. We loved it. It was a	10/12/2024 12:30 AM

Fishers Safe Streets & Trails Plan

small town. Then that fool Fadness starting building Fishers up, increasing the road sizes, running all the good restaurants out of town, allowing thousands of apartments to be built, all these small yard housing additions so that Fishers is now at critical mass for traffic and congestion and NOW you want to DECREASE the number of lanes back down?!?! Are you kidding me? You can't. It's TOO LATE. You can thank Fadness for that, he's already ruined Fishers and there's no putting the genie back in the bottle. You put roads on a "diet", it won't work now.

241	Could use crosswalk across Hague just North of 106th at Northfield Estates	10/11/2024 7:41 PM
242	Trail and sidewalk gaps between new neighborhoods and existing (old build) homes is my main concern.	10/11/2024 5:35 PM
243	It is wonderful that the project team is working to fix these issues and I look forward to reading the team's recommendations.	10/11/2024 5:09 PM
244	Not a huge fan of roundabouts - due to people speeding around and cutting in front of people- however- please consider putting one at Brooks School and 131st, outside of Brooks Chase. Between the traffic on Brooks School and people leaving the neighborhoods on either side of Brooks School Rd, it gets very treacherous. I've seen accidents, near miss accidents, almost been hit, saw a pedestrian miss by an inch (no exaggeration) getting hit by a car turning into Brooks Chase. To leave the neighborhood, instead of turning south onto Brooks School, I go from 131st to Pennington and take that to 126th, then turn right to go west back toward Brooks School. It's ridiculous but usually my kids are in the car and I will take every precaution. Also, people treat 131st between Olio and Brooks School like a drag strip, especially late at night. A sign on Star Dr/ Star Circle that indicates there's no through access would be beneficial. I've lived in Fishers 11 years and find it generally safe, but with the increased traffic on Brooks School something needs to be done. Thank you for your consideration.	10/11/2024 4:48 PM
245	Please please PLEASE put a roundabout at 131st and Brooks School Rd. There are so many bad accidents there and it's impossible to get out of 131st onto Brooks School Rd	10/11/2024 2:37 PM
246	Welcome e-bike riders with open arms instead of confusing communication. Follow Carmel's lead and impose trail speed limits on all NOT banning certain types of bikes. Regular cyclists often run WAY too fast on the trails. Most e-bicycle riders are older, slower, more affluent and want to spend \$\$ in downtown Fishers. Welcome us.	10/11/2024 2:30 PM
247	Thanks for this survey! I mentioned it in my responses, but it's such a bummer that I live close to everything, yet I can't easily bike to get there. 131st & Brooks School is the main intersection to cross so I can get on a bike path and ride safely for miles. But the intersection is not safe. Don't plan on turning south on Brooks School from there in a car, and you definitely don't dare cross with a bicycle or on foot. I always get anxious when I see kids doing so. If you could just install a traffic light there, things would be so much easier and improved for everyone involved. I've lived in my house for 20 years and have seen this area grow exponentially. This intersection problem will only get worse. Thanks.	10/11/2024 1:37 PM
248	Really want to see sidewalk improvements for runners/walkers.	10/11/2024 12:32 PM
249	As i do generally support integration of traffic circles from the motorist's perspective, they however are not pedestrian friendly. Extra care should be taken to think about the pedestrian experience at heavily trafficked intersections.	10/11/2024 12:22 PM
250	Worn out with all this nonsense!!!	10/11/2024 9:11 AM
251	Don't agree with ANY DEI ideas	10/11/2024 9:01 AM
252	Stop signs are needed in neighborhoods! My husband and I walk daily along 131st street	10/11/2024 8:55 AM
253	There frequent speeding on 131st through my neighborhood, Brooks Chase, and the two intersections leaving my neighborhood (131st & Olio and 131st & Brooks School) are wildly dangerous. Brooks School bridge over 69 also needs fixing for pedestrians	10/11/2024 8:33 AM
254	I'm all for pedestrian/bike trails (I'm a biker/runner) but not to the detriment of vehicular traffic. We have too many residents and vehicles to make traveling on streets more congested. Surface crossings should be limited on the main roads. Over and under road crossings for the Nickel Plate should be heavily considered.	10/11/2024 8:18 AM
255	Please place speed bumps on 131st between Brooks School Road and Olio (or at least to Pennington Road). It's a neighborhood with a park and people drive way too fast.	10/11/2024 6:33 AM

Fishers Safe Streets & Trails Plan

256	The whole police dept. could be funded by speeding tickets on Lantern Road from 116th south to Fishers Point Blvd (25mph).	10/11/2024 5:14 AM
257	The intersections at 131st and Brooks School Rd and 131st and Olivo are extremely dangerous with many frequent accidents at both locations. Also, people speed along 131st St between Brooks School and Olivo, creating an extremely dangerous environment for non-vehicular activity throughout this residential area.	10/11/2024 4:15 AM
258	The sidewalks within our subdivision has become unsafe as well.	10/11/2024 3:20 AM
259	I would like to see actual bike trails, not road sharing. Many sidewalks in the southeastern part of Fishers have gaps that require walkers/bicyclists to use the road for sections (104th Street, for example). This is unsafe, especially with children/grandchildren. I would like to see laws (texting while driving) enforced. This may also help with road rage.	10/10/2024 8:48 PM
260	I'd support bike lanes if they were protected with barriers. I don't trust drivers to be on the look out for bicycles.	10/10/2024 8:23 PM
261	Fishers is wonderful. I support maintaining the roads and sidewalks, and enforcement of all laws. While I am a huge proponent of roundabouts, keeping them well marked is a key to their safety. I am NOT in favor of more bike lanes. Sharing the road is not equitable for the car. Trying to keep the bike rider safe is very distracting and slows traffic. Just being honest, not a fan.	10/10/2024 8:14 PM
262	What does race have to do with trails and bike lanes?	10/10/2024 7:53 PM
263	Start enforcing speed limits on major thoroughfares and thru town	10/10/2024 6:49 PM
264	Thank you for soliciting community feedback!	10/10/2024 4:22 PM
265	If you truly want to make trails "connected" you need to think less about car traffic and more about foot/bike traffic on ALL parts of the trail and at each intersection, not just people going to the trailheads via car.	10/10/2024 3:36 PM
266	PLEASE figure out a way to connect Anderson Hall (and Sedona Woods) to the Fishers path system. We have so many paths that start and stop. It is INCREDIBLY DANGEROUS to try to get out to the main path system at 131st street. There are no shoulders on Howe Road or Promise Road in these areas either. I have been nearly run off the road many times when trying to ride my bike or walk to the businesses on 131st street. I try to stay as close to the line as possible, but there are drop offs and broken concrete that makes this very difficult. I am constantly afraid that a bicyclist or pedestrian is going to get hit one day and it will devastate the community.	10/10/2024 2:37 PM
267	I'm really happy with all the progress we are making as a city both with the NPT and multiuse trails. However I do feel like we as a city do need to start looking into protected on street bike lanes as I've encountered somewhat dangerous situations on the multiuse trail with bikes. Protected bike lanes would allow better movement for bikes and make it safer for pedestrians	10/10/2024 2:33 PM
268	For trail crossing, it would be safer to switch to a flashing red / stop system rather than the yellow / optional stop system for vehicles. There is such a trail stop on Hazel Dell Parkway just south of SR 32.	10/10/2024 2:24 PM
269	Would love to see more continuous trails at 106 & Mollenkopf area	10/10/2024 2:20 PM
270	love the Nickle Plate!	10/10/2024 12:43 PM
271	I would love to safely bike more places but am mostly limited by trail gaps.	10/10/2024 12:38 PM
272	Again, the biggest problem for me, living in northwest Sunblest (126th & Allisonville) is getting to the NPT. Traffic, especially along 126th Street from Allisonville to Lantern, and 131st from Lantern to the NPT, is bad, and the hit-and-miss trails require either walking or riding on the streets in traffic going too fast, or crossing back and forth. Additionally, the trail along Sunblest Blvd. from Lantern to Holland Park, and around the southeast outside quadrant of the Eclipse around Holland Park needs resurfacing.	10/10/2024 12:17 PM
273	I really appreciate the efforts and improvements that have already been made. It is getting closer to feeling safe for me to live out my values for increasing daily movement and conducting as many errands on foot/bike and as little driving as possible. I'm not there yet, because we have to be creative to bike to the grocery store and brave to bike to the Nickel	10/10/2024 12:05 PM

Fishers Safe Streets & Trails Plan

Plate across 37, but the improvements discussed in this survey would help. Thank you for your hard work!

274	I'd like to be in a focus or outreach group	10/10/2024 11:47 AM
275	Drivers have gotten aggressively bad since the pandemic for whatever reason. There needs to be changes made to protect bicycles and pedestrians and make it more user-friendly to those groups.	10/10/2024 9:42 AM
276	Major trails are great facilities and draw a lot of attention, but connecting the existing system and creating safer ways to cross the roadways would be more impactful improvements. Cars travel too fast and rarely care that a pedestrian is ready to cross the roadway.	10/10/2024 9:33 AM

PUBLIC INPUT MAPPING TOOL RESULTS



Public Input -
Opportunities



Noblesville
Airport

Fall Creek

Geist Reservoir

Fishers

Indianapolis
Metropolitan
Airport

John Heath Ditch

White River

Greeny Creek

Vestal Ditch



Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/
NASA, USGS, EPA, NPS, USDA, USFWS

Public Input Map - Opportunities

ID	Type of Opportunity	Your Comments
2	Crosswalks	
3	Crosswalks	Cumberland Road traffic is heavy (especially with current detours, but even regular traffic) and often is going above the speed limit. This crosswalk is just a painted line with warning signs that tend to become background noise and not draw attention.
4	Crosswalks	getting across this crosswalk can be tricky as cars going around the roundabout to get on 37 accelerating and often ignore anyone looking to cross the street.
5	Bike Facility	This road should have some sort of bike accommodation. Cars often try to pass bicycles in an area with low forward visibility with hills.
6	Signage	The trail crossing here is tricky in the morning/evening as drivers could be looking straight into the sun with no trees blocking the sun. Often results in them not being able to see if there is someone actively crossing or looking to cross the trail.
7	Pedestrian Facility	It is really difficult for residents who live in the neighborhood of Wolford Drive to walk to the YMCA due to not having sidewalks there. You have to run across busy 126th st and then cross the roundabout 3 times, and then you have to run across 126th
8	Crosswalks	Cross walks here would greatly benefit from adding a mid-block crossing as you are currently required to cross 5 lanes which can be very stressful especially with pets
9	Road Diet	96th street appears to widen to 4 lanes unnecessarily (Windemere BLVD-Mollenkopf) with the amount of traffic flow a road diet would be of great benefit
10	Crosswalks	On-demand diagonal crossing instead of trying to navigate 2 street crossings at the intersection. Almost impossible with family of 4 riding their bikes.
11	Pedestrian Facility	A sidewalk or trail is needed so pedestrians and bikers are not walking with auto traffic on the short stretch between Hamilton Pass and 116th street so the large neighborhoods of Sawgrass and Hamilton Proper can connect to 116th sidewalks.
12	Crosswalks	A mid-block crossing to connect the neighborhoods west of Hague Rd. to the trail and sidewalk system on the east side of Hague.
13	Bike Facility	Current bike lanes which are painted on with no physical separation presents great risk for bikers. converting these to protected or separated lanes would benefit the safety of all users

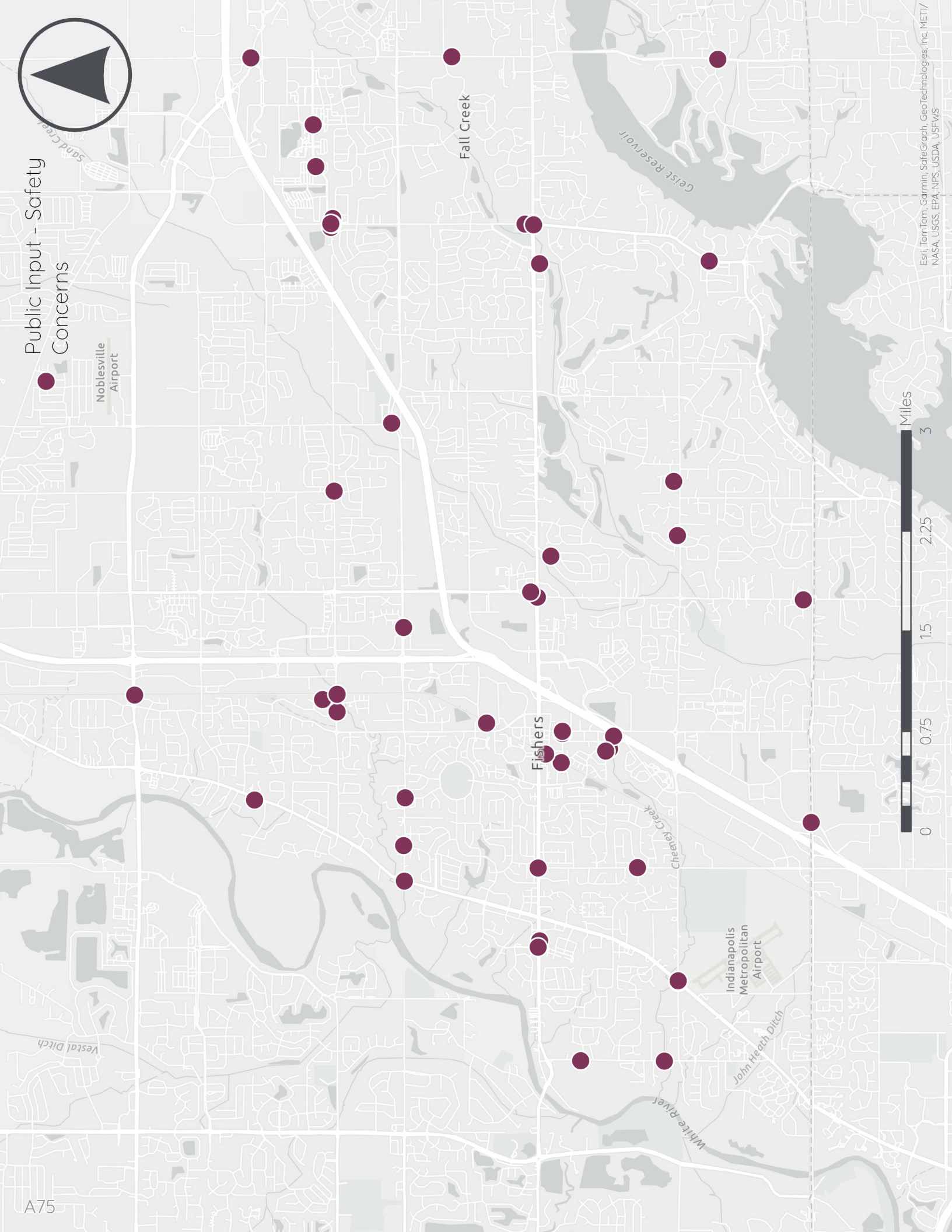
14	Traffic Calming	116th street could really use some traffic calming measures to reduce the speed of drivers down to the 25 MPH speed limit which currently only a few drivers actually follow.
15	Pedestrian Facility	The current pedestrian facilities for the interchange with I-69 and 116th street are very dangerous and could use a redesign especially with all the great multiuse development occurring east of the NPD
16	Crosswalks	A mid-block crossing would be great here as currently people (including me) are required to run across Cumberland which is dangerous
17	Pedestrian Facility	96th street from Lantern to I-69 would really benefit from a multi-use path and pedestrian crossings at lights, having the ability to walk down here would be great given the high commercial presents
18	Road Diet	Lantern road from 96th street to 106th street widens to 4 lanes and creates an unnecessary wide road for the amount of traffic flow in which this road handles.
19	Pedestrian Facility	Eller road from 106th to 116th could benefit from a multiuse path as children who would want to bike or walk to school currently can't due to the lack of sidewalks.
20	Pedestrian Facility	Sidewalk or trail between 126th St and Florida Rd on Southeastern Parkway.
21	Bike Facility	There has been talk of continuing the trail up Cumberland to 116th Street from where it stops in front of Walnut Hills. This been cleared more than once but never completed.
22	Signage	Folks headed west into roundabout intending to go north on 37 do not seem to think they must yield to oncoming roundabout traffic. They assume their lane is a continuous merge and the other westbound lane is the one that must yield.
23	Road Diet	too many driveways and poor bike and pedestrian facilities should really be upgraded to a median separated street
24	Bike Facility	protected bike lanes here would be a great benefit as many people from the neighbor hoods use the multiuse trail to cycle which is usually fine but can sometimes be a safety concern
25	Lighting	Dawn and dusk pedestrians/cyclists may benefit from lighting on the Nickel Plate Trail south of 116th and north of Commercial/Lantern. The lighting between 116th and Commercial is fantastic! Just wish it extended a little beyond that quarter-mile stretch.
26	Pedestrian Facility	A sidewalk could be beneficial between Cumberland and Windermere on 96th.
27	Pedestrian Facility	A sidewalk would be useful on 121st street between Cedar Dr and McMichael Way, though we recognize part of this section isn't part of Fishers.

28	Pedestrian Facility	A sidewalk could be added on 106th between Hamilton Pass and just before Iron Pointe Dr. We recognize not all of this stretch is part of Fishers.
29	Pedestrian Facility	The couple of existing pedestrian walkways through the golf course are well-used and appreciated. There may be opportunities to add a couple more so it's possible to travel efficiently through this area, rather than having to walk/cycle around it
30	Other	A public bathroom somewhere along the Fall Creek pedestrian / cycling path (not necessarily where the pin point is) may increase usability.
31	Pedestrian Facility	When on a bike, going thorough this intersection from 116th and turning onto Hague, it is very hard to get back onto the sidewalk and then turn onto Hague in a timely manner, because there is a electricity pole and a fence in the way of and easy turn.
32	Pedestrian Facility	It is dangerous as a pedestrian to cross BrookSchool Road
33	Bike Facility	The sidewalk comes to an end about 100-200 Yards North of 96th street. Cyclists coming off of the Nickel Plate Trail could connect with the path on the North side of 96th street if this was remedied.
34	Pedestrian Facility	Is it possible to build some sort of pedestrian bridge to be added over Mud Creek, north of 116th street and south of Hamble Drive, on the East side of Brooks School Road?
35	Pedestrian Facility	Sidewalks on Eller Rd between 106th and 116th. This presents a good opportunity to walk to grocery stores and Heritage Park.
36	Other	Consider improving peak traffic flow on 116th between Commercial and Municipal by installing a permanent median to prevent left turns across opposing traffic. Remove the light at Lantern since it would be right turns only, use Fishers Pt Blvd to
37	Other	On the Nickel Plate Trail, electric bike riders (and some bicyclists) travel at speeds that exceed expectations of unknowing pedestrians, posing a safety threat. Perhaps some new engagement with these cyclists could encourage safer speeds.
38	Bike Facility	Hague Road has abnormally large shoulders between 116th and 106th. This extra space could be used to implement traffic calming measures and create north/south bikes lanes.
39	Traffic Calming	The speed limit drops to 25 MPH here but the road is designed to go easily at 35+MPH, so no one obeys the posted limit. A diet should be implemented to make the natural speed 25MPH.
40	Pedestrian Facility	Add sidewalks for pedestrians or bike riders on both sides of bridge for those trying to get to HTC

41	Road Diet	Change passing lane to multi use path with road barricades ala Carmel's Rangeline Rd
42	Bike Facility	Could use protected bike lanes to buffer the multi use from 96th st
43	Traffic Calming	On street parking needs better marking and added concrete curb extensions not just paint
44	Crosswalks	Currently no marked crossing to cross onto the west side multiuse path along Hoosier rd from 126th
45	Bike Facility	The current painted bike lanes should really be changed to protected ones as drivers pay no attention to bikes currently
46	Signage	This is a hazard for running red lights on Allisonville in both directions. The mentality of trying to beat the light and with speeds exceeding 40 MPH means that those turning onto Allisonville from 126 are at risk from the Allisonville traffic.
47	Crosswalks	We have neighborhoods on the north side of 126 that wish to cross to Bentley and Holland park. The traffic volume and speed (in excess of 35 MPH) make this a difficult road crossing. Traffic slowing and a designated sidewalk may help.
48	Pedestrian Facility	No sidewalks exist from this new neighborhood to Bentley and then Holland park. I see pedestrians trying to walk along 126 without sidewalks or shoulder and with heavy vehicle traffic at excessive speeds (above 35 mph).
49	Lighting	The main roads in this area of Fishers (Allisonville and 116th) have excessive lighting that blinds drivers at night. They need to be replaced with fully shielded downward directed light that helps drivers see pedestrians and roads/ signs.
50	Pedestrian Facility	We need sidewalks along this part of Lantern road
51	Pedestrian Facility	There needs to be a pedestrian crossing on Brooks School Road between The Anchorage and Brookston Place neighborhoods. It is extremely dangerous to cross between these two neighborhoods. There are no continuous sidewalks on the Anchorage neighborhood side
52	Traffic Calming	There are no continuous sidewalks on the Anchorage neighborhood side of the street. Traffic on Brooks School Road is frequent, heavy, and fast. The posted speed limit is 35 mph. I would estimate the average speed of motorists on this stretch at 50 mph.
53	Crosswalks	Crosswalk with traffic control needed at the entrance to the Anchorage neighborhood
54	Intersection	
55	Lighting	left turn lane difficult to see at night
56	Crosswalks	
57	Signage	

58	Traffic Calming	Parking needs to be better defined along with how many lanes there are because currently there is no indication of either of these things
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Public Input - Safety
Concerns



Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/
NASA, USGS, EPA, NPS, USDA, USFWS

Public Input Map - Concerns

ID	Type of Concern	Your Comments
2	Stress	Cars consistently run this light north and southbound on Allisonville—I see one about 50% of the time I'm at the intersection. It's a daunting intersection to cross on a bike or on foot, but the frequent cars that run lights adds to that tremendously.
3	Stress	I have heard there is a plan to connect the trail at 131st and Lantern to the nickel plate trail along 131st street. I hope this is true and happens sooner than later. It is scary to drive that section and see people trying to walk to the nickel plate.
4	Stress	There are gaps in the sidewalk, forcing pedestrians and bicyclists to use the road. This is not safe.
5	Sight	At the corner of Connecticut and Southeastern Pkwy, when you are facing east and look to the south, the vegetation is so high it is hard to see traffic coming from the south.
6	Other	The trees on the south side of Connecticut Avenue, just west of Southeastern Pkwy (in front of the horse stables) need to be trimmed back. Large vehicles heading east need to move to the left, sometimes entering the oncoming westbound lane.
7	Other	Morgan Drive trying to turn onto Lantern Road, the sight lines are blocked by cars in the on street parking, utility poles, trash cans, etc. You must pull half way into southbound lane to see any oncoming traffic, made even more dangerous by the speeding
8	Other	Needs a roundabout. There are too many accidents happening when people are just trying to turn into their neighborhood and go home.
9	Speeding	This is a neighborhood with a park. People are driving way too fast. Need speed bumps on this stretch of 131st in Brooks Chase neighborhood.
10	Traffic	It's not unusual to wait 2-3 minutes to turn left from 131 onto Brooks School. There have been quite a few accidents there, too. As a Mom to young drivers, I am afraid every time they have to go through that intersection.
11	Speeding	131st and Brooks School. It's very dangerous and inconvenient to turn left out of Brooks Chase to go south. Even turning right can be daunting as I've seen people use the turn lane into the neighborhood as a way to go around cars turning left.
13	Stress	Need a crosswalk on Hague Rd just North of 106th at Northfield Estates
14	Other	131 and Brookschool rd. Unsafe intersection for driving, biking, and walking. Multiple accidents per year.
15	Speeding	Drivers constantly run red lights and a lot of accidents happen here. Yellow flashing left turn signals cause confusion. Need more lights on these corners, not just over the intersection.

16	Stress	No one stops at this stop sign. People treat this as if it's a pause, if they even do that.
17	Signage	This traffic light has a left turn signal but IT IS NEVER WORKING. This needs to be fixed so it is always working to turn onto Hague Road. Traffic is very heavy and not having this impedes the flow of traffic.
18	Other	Too many turnouts on each side of 116th, creating way too many dangerous left turn attempts. Section from Allisonville to Gables Dr should be redesigned to minimize/funnel the in/out options on each side of 116th thru this extremely busy retail section
19	Traffic	People must stop in left travel lane to turn left from 116th onto Gables Dr. dangerous bc their view of oncoming traffic can be blocked by eastbound cars turning left into River Glen & risk being rear end bc westbound traffic arent expecting a stopped car
20	Lighting	Nickel Plate could use additional lighting south of 116th and north of Commercial Dr. / Lantern Rd.
21	Other	Impossible to turn left from 131st St onto southbound Brooks School.
22	Speeding	Speed in both directions is 10-20mph + on regular basis, lot of HS drivers in this neighborhood. Light poles in medians get taken out too. Paint median curbing with reflective paint or reflectors to help avoid poles being destroyed.
23	Stress	The new curbing on sidewalk on NW corner of Hoosier Rd & 116th St is welcomed but it blends in fresh concrete sidewalk. The 6" curbing should be painted for visibility for pedestrians & vehicles. Tire marks indicate several hits, cyclist may hit head on.
24	Stress	No sidewalk or bike trail on 131st Street between Lantern Rd. & Nickel Plate Trail. Bikes must ride on the road with traffic (road has no edge either). There are often big Cement Trucks trying to pass bikes due to Builders Concrete & Supply Co. on 131st.
25	Traffic	131st Street & Britton Park Road. People leaving McDonald's are trying to do a U-Turn at this intersection (to return back to 37). The area is not wide enough so they end up blocking traffic to do a 3-point turn. Rear end collisions very possible!
26	Stress	Sidewalk gaps that make it unsafe for pedestrians.
27	Stress	Sidewalk/trail ends at Conner Prairie and does not travel north
28	Stress	Sidewalk runs out east of Cumberland Park for those trying to travel east on Cumberland Road
29	Stress	There is no sidewalk or shoulder for walking or biking here - yet this is the path we must take from our house to get to Heritage Park.
30	Crossing	Trail users cross at Herriman. 146th is several lanes wide and vehicles are often speeding. This crossing limits or usage of the trail as particularly when riding with our children.
31	Crossing	
32	Stress	Sidewalk ends
33	Stress	No crosswalks connecting corner of 131st and Pennington. Have to walk thru grass and people turning into Pennington do not stop and look for pedestrians because of this.

34	Stress	Please consider adding a raised cross walk that connects Cyntheanne Park and Southeastern Elementary School. Traffic will only increase with the new housing communities & Meijer to be built @ Southeastern Pkwy & Cyntheanne Rd.
35	Other	Chronic running of red lights- area to avoid at rush hour and particularly dangerous at dusk.
36	Sight	Obstructed view entering Lantern Rd due to parking along Lantern and Fishers Pointe Blvd and speed of traffic, particularly southbound on Lantern.
37	Stress	Parking along Fishers Pointe Blvd, north and east of Cheney Creek entrance, results in tight traffic lanes with traveling vehicles, in addition to danger of pedestrian traffic.
38	Sight	Vehicles not slowing and passing on the right around a vehicle that's turning left in front of them (along 131st)
39	Stress	There is no sidewalk or trail past Tremont development (trail on north side of 106th) going east from Cumberland Rd, until you get to the trail at Fall Road which is on the south side of the road. A small gap, but with ever increasing traffic.
40	Other	Traffic light remains green for less than 5 seconds: not enough time for the on coming left turn onto 96th street to take their red light and for those on N by NE blvd to stop looking at their phones in order to accelerate across 96th street onto Hague Rd
41	Stress	Between 106th and 116th St there is possibly a "death" waiting to happen plus No access to Heritage Park due to lack of sidewalk or multi-use path. I have several videos of people walking or bicycling along this location that are DANGEROUS!
42	Stress	No sidewalk or bike path on Cumberland Rd between 96th and 106th. No access to walk or bike down busy 96th street east of Cumberland Rd
43	Crossing	Excessive speeds on 126th St with eastbound traffic obscured by road dip. Need designated crossing with traffic calming for citizens on northside to access Holland Park and the Nickel Plate District.
44	Other	Cars running red lights on Allisonville Rd at 126th St. as if stopping were optional. This violation is in addition to speeds exceeding 50 mph. Excessive road lanes contributes imho.
45	Speeding	Might as well rename it Hwy 126 between Olio and Parkside, due to speeds of 55 mph
46	Stress	Motorized vehicles are not being used just for assist and are traveling too fast along these trails becoming a hazard for pedestrians and bicycles. Some bicyclists are also traveling at excessive speeds. Speed limits and education may be helpful.
47	Speeding	Leaving the Anchorage Way neighborhood by car, by bike or as pedestrian makes me feel unsafe everyday because of people speeding after roundabout.
48	Stress	Crossing Brookschool Road out of the Anchorage is tricky in a car and unsafe on a bicycle with my kids. The visibility is poor due to the way the road bends. Can anything be done to make it safer?

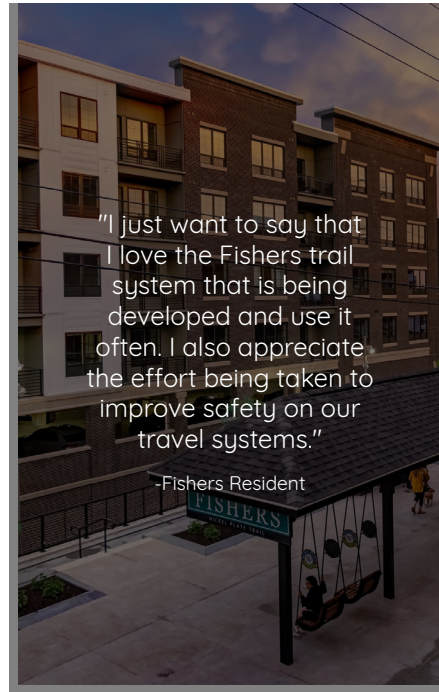
49	Traffic	I have witnessed several near-misses on Brooks School Road just north of 116th, when cars turn into and out of the complex containing Passione and Ohanalulu. This intersection is particularly dangerous.
50	Traffic	Heavy traffic at the intersection of Brooks School Road and 116th particularly during rush hours. Also, signage indicating to keep a distance from the fire station exit is not as clear as it could be.
51	Sight	Electrical pole close to the intersection makes it difficult to turn right onto this narrow busy street
52	Speeding	Hill makes it difficult to judge speed of cars traveling north on Olio when turning left
53	Stress	No bike path on 96th
54	Stress	No bike path on 96th
55	Access	3 schools on a major road is a traffic nightmare M-F
56	Signage	no one uses this roundabout correctly
57	Speeding	someone runs this redlight heading in either direction on 126th almost every day
58	Sight	sloped terrain and high vegetation prevents safe turns at this intersection. georgia road is extremely narrow.
59	Other	
60	Stress	E-bikes are too fast on the trail often going over 30 miles per hour. Enable speed limits and increase FPD patrols (after 5pm and on weekends)
61	Sight	Cars parked on street reduce visibility of oncoming traffic making it dangerous to pull out of Heritage Meadows neighborhood.
62	Sight	Street parking on lantern road reduce visibility of oncoming traffic in both directions making it dangerous to pull out of Heritage Meadows neighborhood.
63	Other	Parking along steet and pedestrians darting through parked cars - primarily a summer weekend issue. Could use police presence on busy band weekends

**OPEN HOUSE POSTER BOARDS
FEBRUARY 24, 2025**

WELCOME

About The Project

Fishers has developed its Safe Streets and Trails Plan (the Plan) in response to the growing need for safer, more equitable transportation networks. Fishers has set an ambitious safety goal of zero roadway deaths and serious injuries by 2040. The Plan aligns with the U.S. Department of Transportation's (USDOT) vision of zero roadway fatalities and establishes a framework to eliminate traffic deaths and serious injuries through implementing evidence-based safety countermeasures and fostering a culture of safety across all transportation modes.



Commitment to Zero

Fishers has set an ambitious safety goal of zero traffic deaths and serious injuries by 2040. The Plan builds a framework to achieve this goal and improve safety for all roadway users, including pedestrians, cyclists, and individuals with limited mobility. Fishers will focus on the following set of guiding principles to achieve success.

Collaboration & Cooperation

Success is sustained cooperation and collaboration across City departments and with partner agencies and stakeholders.

Equity & Engagement

Success is broad community support built through robust engagement and equitable priorities.

Transparency & Accountability

Success is accountability through annual progress reporting and transparent and publicly available outcome data.

Data-Informed Decision Making

Success is decision making informed by data and sound analysis.

A Safe System Approach

Success is comprehensive action rooted in a Safe System Approach.

FISHERS SAFE STREETS & TRAILS PLAN

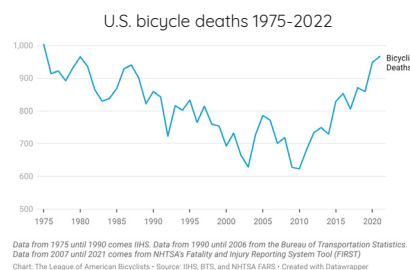
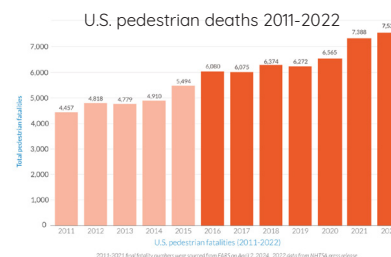
SAFE STREETS & ROADS FOR ALL (SS4A)

National Trends

According to the National Highway Traffic Administration (NHTSA), nearly 43,000 traffic deaths occurred across the nation in 2021, a 16-year high and a 10.5% increase from the previous year. Almost 43,000 people were again killed in traffic crashes in 2022. Despite a declining trend in 2023 and 2024, traffic crashes are still a leading cause of preventable death in the U.S. Vulnerable road users, pedestrians and cyclists, have seen a disproportionate rise in fatalities.

- Since 2011, pedestrian fatalities have increased 68%.
- Since 2013, cyclist fatalities have increased 47%.

The rise in fatal and serious injury crashes across the nation have prompted federal initiatives, such as the SS4A program.



Safe System Approach

The Plan adopts a Safe System Approach to roadway safety, an approach to create a safer, more inclusive transportation network for all users. This approach shifts the focus from individual road user behavior to system-wide changes that focus on both human behavior and human vulnerability. To enhance safety for all, a system is designed with multiple layers of protection.



FISHERS SAFE STREETS & TRAILS PLAN

ENGAGING THE COMMUNITY

Safety Action Task Force

The Safety Action Task Force (SATF) was established to provide oversight of the Plan development, take ownership of the Plan's implementation, and take responsibility for monitoring progress after the Plan's adoption. The SATF was comprised of representatives from various City departments including Engineering, Planning, and Community and Public Relations.



"I use the Nickel Plate Trail all the time, but crossing busy streets like 146th is very dangerous. Cars often ignore the flashing lights, and drivers don't seem to know who has the right of way."

-Fishers Resident

Outreach Efforts

Public and stakeholder outreach efforts included:

Small group stakeholder interviews

- Fishers Advisory Committee on Disability
- Fishers YMCA
- Hamilton Southeastern Schools
- Launch Fishers
- Locally owned businesses
- Opportunities for Positive Growth
- Trail Advocates
- Visit Hamilton County

Online public survey

- 750 submissions

Public input map

- 120 submissions

Pop-up community events

- Pickleball at Holland Park
- Boo Bash at the Library Plaza
- Early Voting at Billerica Park

Themes We Heard

Safe and connected sidewalks & trails

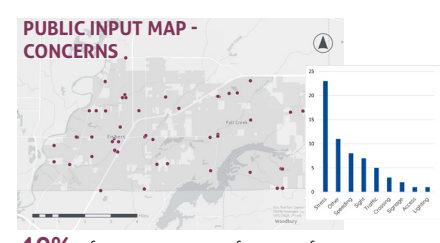
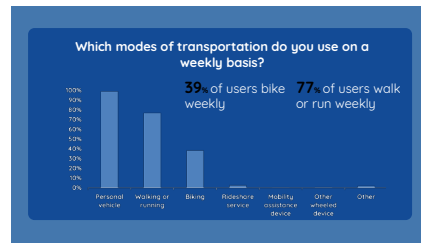
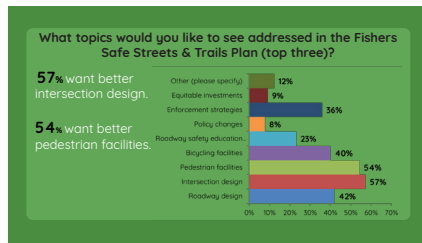
Safe vehicle speeds

Safe crossings

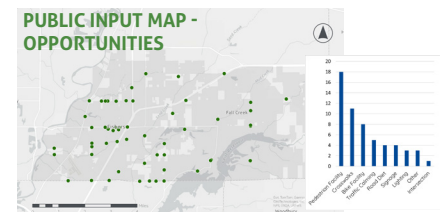
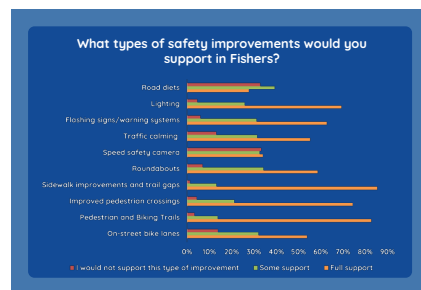
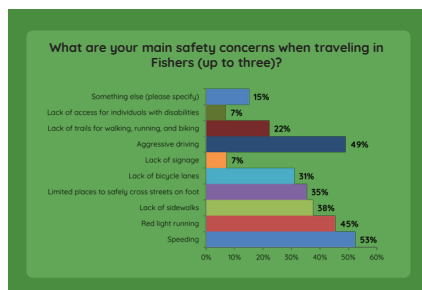
Safe roundabouts

FISHERS SAFE STREETS & TRAILS PLAN

ENGAGING THE COMMUNITY



40% of concerns were for unsafe or uncomfortable conditions for bicyclists or pedestrians (Stress).



32% of opportunities to improve safety were for additional pedestrian facilities.

"The **unconnected sidewalks** have got to get fixed. Gaps in the pedestrian network make it **dangerous** for people walking or biking, especially **children**."

-Fishers Resident

"Aggressive and distracted driving, including **speeding** and **red light running**, is a huge problem. It's unsafe for both drivers and non-motorists, and **enforcement** needs to be improved."

-Fishers Resident



FISHERS SAFE STREETS & TRAILS PLAN

HIGH INJURY NETWORK

The identification of the High Injury Network (HIN) is a crucial element in Fishers' safety strategy. The HIN represents the corridors with the highest concentrations of fatal and serious injury crashes. The HIN will help decision-makers prioritize safety improvements to have the greatest potential to reduce fatal and serious injury crashes.

The Fishers HIN represents approximately 65 miles (14%) of the 450 mile street network, but experiences:

- 68% of serious injury crashes
- 92% of fatal crashes
- 88% of bicycle crashes

Notable streets on the HIN include:

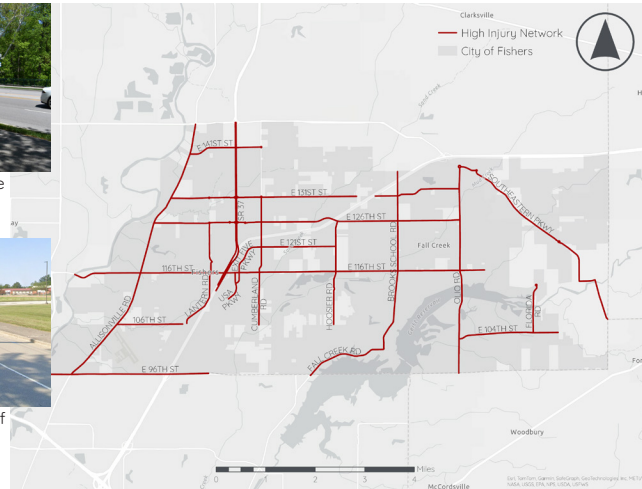
- 96th Street
- 116th Street
- 126th Street
- 131st Street
- Allisonville Road
- Brooks School Road
- Lantern Road
- Olio Road
- Southeastern Parkway
- State Route 37



Allisonville Road is an example of an arterial roadway.



Hoosier Road is an example of a collector roadway.



75% of the HIN is made up of arterial roads

22% of the HIN is made up of collector roads

80% of the HIN is owned/maintained by Fishers

The HIN is based on a data-driven process and incorporates the following metrics:

- Total crashes
- Crashes per mile
- Total injuries
- Total deaths



FISHERS SAFE STREETS & TRAILS PLAN

IMPLEMENTATION

Safety strategies outline the framework within which a set of comprehensive strategies are developed and implemented. These strategies help define the approach that Fishers will deploy to effectively and proactively address issues of roadway safety.



Safety Action Task Force

The Safety Action Task Force will continue to be a working group to lead the implementation of the Plan and delivery results that improve safety. The SATF will be responsible for continued engagement with the public and collaborating with internal and external stakeholders to move strategies forward.



APPROACH

Zero is our goal. A Safe System is how we get there.

Education & Enforcement

Roadway design and engineering solutions offer proven benefits to reduce crashes and improve safety outcomes. To develop a safety focused culture, Fishers will implement robust safety marketing campaigns demonstrating shared responsibility. Fishers will also implement targeted enforcement enhancements because driving behaviors that endanger others will not be tolerated.



Data-Informed decision Making

Fishers will prioritize safety interventions supported by data for their effectiveness and identified by the Federal Highway Administration (FHWA) as "Proven Safety Countermeasures," which have demonstrated success in reducing crashes and fatalities.

Project locations, prioritization, and selection will also be a data-informed process ensuring that investments in roadway safety have the greatest impact.

Accountability

The City of Fishers and the SATF are committed to the success of the Plan. On an annual basis, the City will produce and distribute a report detailing progress made on several key data points including but not limited to:

- Number of fatal and serious injury crashes
- Number of pedestrians or cyclists killed or seriously injured
- Miles of new sidewalks and trails constructed
- Number of new or enhanced treatments installed at crossings
- Review of safety marketing campaigns
- Upcoming safety projects



FISHERS SAFE STREETS & TRAILS PLAN

SAFETY TOOLKIT

The Fishers Safe Streets & Trails Plan Safety Toolkit provides a collection of proven safety strategies aimed at reducing traffic fatalities and serious injuries. These strategies are based on the Safe System Approach, emphasizing that while human errors are inevitable, transportation infrastructure should minimize the risk and severity of crashes. The toolkit draws from national best practices endorsed by agencies like the FHWA and the NHTSA.

The Safety Toolkit provides safety countermeasures intended for location-specific implementations as well as systemic applications. The Safety Toolkit includes key information for each proven safety countermeasure such as expected safety benefits, applicable locations, important design considerations, and cost estimates.

Cost Estimates per Unit

\$\$\$\$ Less than \$100k
 \$\$\$ \$100k - \$500k
 \$\$\$ \$500k - \$1M
 \$\$\$ \$1M+



FISHERS SAFE STREETS & TRAILS PLAN

Safety Countermeasure	Safety Benefits	Cost
Bicycle Lanes (On Road)	30%-49% reduction in total crashes	\$\$\$\$
Corridor Access Management	25%-31% reduction in fatal and injury crashes along urban/suburban arterials	\$\$\$
Crosswalk Enhancements	25%-42% reduction in pedestrian crashes	\$
Curb Extensions	Increase pedestrian visibility; reduce pedestrian crossing distance	\$
Curve Improvements	30%-50% reduction in total crashes	\$\$\$\$
Dedicated Turn Lanes	28%-48% reduction in total crashes (left turn lanes) 14%-26% reduction in total crashes (right turn lanes)	\$\$\$
Dilemma Zone Detection	Effective at reducing red-light running and rear end crashes	\$
Dynamic Speed Monitoring Systems	Effective at reducing vehicle speeds, improving driver awareness, and promoting safer driving behaviors	\$
Enhanced Delineation	Effective at alerting drivers to oncoming curves and reducing out of control crashes	\$
High Friction Surface Treatments	20% reduction in total crashes at intersections 48% reduction in injury crashes at curves	\$
Improved Right Turn Angle	50% reduction in right turn crashes at intersections	\$\$\$
Intersection Conflict Warning Systems	30% reduction in intersection crashes	\$\$
Leading Pedestrian Intervals	13% reduction in pedestrian crashes	\$
Medians	46%-56% reduction in pedestrian crashes	\$\$\$\$
Pedestrian Refuge Island	56% reduction in pedestrian crashes	\$
Permissive Protected Left Turns	50% reduction in left turn crashes at intersections	\$
Rectangular Rapid Flashing Beacon (RRFB)	47% reduction in pedestrian crashes	\$\$\$
Reduced Left-Turn Conflict Intersections	22%-63% reduction in fatal and injury crashes	\$\$\$\$
Reverse Angle Parking	Improved sight lines for bicyclists and motorists; vehicle passengers channeled to curb	\$
Road Diets	19%-47% reduction in total crashes	\$\$\$
Road Safety Audits	Effective at identifying and mitigating roadway hazards	\$
Roadway Lighting	30%-50% reduction in total crashes at night	\$\$
Roundabouts	78%-82% reduction in fatal and injury crashes	\$\$\$\$
Rumble Strips	29%-51% reduction in out of control crashes (shoulder) 45%-64% reduction in sideswipe crashes (centerline)	\$
Shared Use Paths	60% reduction in non-motorist crashes	\$\$\$
Signage	Effective at alerting drivers to oncoming hazards and reducing crashes	\$
Systemic Application at Stop Intersections	10% reduction in fatal and injury crashes	\$
Walkways	65%-89% reduction in pedestrian crashes	\$\$
Yellow Change Intervals	12% reduction in injury crashes	\$

SAFETY TOOLKIT

Signals

Rectangular Rapid Flashing Beacon (RRFB)



Pedestrian Hybrid Beacon



Signal Programming & Equipment

Permissive to Protected Left Turn

Yellow Change Intervals



Leading Pedestrian Intervals

Multimodal Facilities

Sidewalks

Shared Use Paths



Bicycle Lanes



Technology

Dilemma Zone Detection

Intersection Conflict Warning System

Dynamic Speed Monitoring Display



Geometric Design

Improve Right Turn Angle

Pedestrian Refuge Islands



Curb Extensions



Road Diets

Dedicated Turn Lanes

Curve Improvements



Medians

Roundabouts



Signing & Striping

Signage

Enhanced Delineation



Crosswalk Enhancements

Pavement & Lighting

Roadway Lighting

Rumble Strips

High Friction Surface Treatments

Policy & Management

Corridor Access Management



Reverse Angle Parking



FISHERS SAFE STREETS & TRAILS PLAN

STAKEHOLDER INTERVIEWS

Fishers Safe Streets & Trails Plan - Small-Group Interviews

Compass Outreach Solutions issued invitations to about four dozen key stakeholders and organizations to provide their insights as part of a larger effort to gather public input for the Fishers Safe Streets & Trails Plan. Invitation were issued in December 2024 through emails and follow-up phone calls. Six small-group interviews were held Dec. 13-20 using Microsoft Teams virtual meetings with the participants listed below in alphabetical order.

- David Bolling, Launch Fishers executive director
- Jennie Broady, Executive Director, Fishers YMCA
- Sarah Buckner, Visit Hamilton County director of community engagement
- Shawn Curran, President of Curran Architecture
- Angela Frazier, Runner and Business Development Director at American Structurepoint
- Joel Hudson, Associate Executive Director, Fishers YMCA
- Zach McKinney, Hamilton Southeastern Schools (HSE) Transportation Director
- Ross Reinhardt, Runner and trail supporter
- Daniel Silverman, Fishers resident and Lead Planner at WSP
- Michelle Steltz, Executive Director of Finance and Operations at Opportunities for Positive Growth and member of the Fishers Advisory Committee on Disability
- Matt Schleuter, Parks Place Pub

Top Issues Discussed

116th Street

- Nearly all of those interviewed expressed safety concerns about 116th Street, including speeding traffic and difficulty crossing multiple lanes
- This was both for vehicles and pedestrians in the area near I-69 stretching between The Yard and Nickel Plate districts
- When it was discussed, participants were supportive of the 25 MPH speed limit zone in near the Nickel Plate District and the radar signs showing traffic speeds
- Traffic enforcement and infrastructure design changes to slow traffic were also discussed

Nickel Plate Trail

- The interviews supported ongoing development of the Trail, such as future bridges at 96th and 146th Streets, and how it feels safer than walking or biking along roadways
- Interview participants who run or travel by bike prefer separated sidewalks or trails, even if its just a small patch of grass separating the road

Sidewalk and trail gaps

- Participants generally understood how developers are required by the City to install sidewalks and trails, which creates the potential for gaps at their property lines

- These gaps move bicycle traffic onto the road and pedestrians onto the road or unpaved shoulder
- Participants would like the gaps to be closed, particularly where they provide connections to other parts of Fishers

Non-motorized crossings

- Most of the participants agreed there is confusion about whether drivers or non-motorized traffic has the right of way at crossings
- Raised crossings, push-button flashers and lighting were viewed as positive improvements
- Some expressed support for improved crosswalks and sidewalk access near schools

Travel by bike

- Those who travel to a destination by bike, not just for recreation, view roads from the perspective of a child
- They choose less busy roads using neighborhoods and trails, which is often a longer distance

Roundabouts

- Two participants felt that roundabouts, particularly the multi-lane ones, are more dangerous for bicyclists and pedestrians than other intersection designs
- Visit Hamilton County helps educate unfamiliar drivers on roundabouts in their marketing materials
- HSE said their school buses generally do not have issues navigating roundabouts

Traffic changes

- The new Events Center has increased traffic volumes and congestion at times along 106th and 116th streets
- A few commented how road closures, such as the recent Allisonville Road roundabout construction at 96th Street, have diverted traffic to alternate routes and created issues

Public transit

- A few supported improved public transit on to support entertainment and shopping options in Fishers
- Shawn Curran and Ross Reinhardt said this could bring in more bicycle and foot traffic that would slow down traffic and/or reduce congestion
- Hamilton County Express on-demand hours do not support those who work nights and weekends

Working with local government

- The interviews shared positive experiences working with Fishers city government including the Mayors Office and the Police, Fire and Public Works departments
- A couple of participants said that Fishers does a good job making the city accessible for the hard of hearing, disabled and people with visual impairments
- Runners interviewed voiced some challenges in getting infrastructure projects funded and approved
- HSE would like the county to keep the school speed limit flashing lights running all day on Olio Road, like the rest of the district

Specific Stakeholder Concerns

- Hamilton Southeastern Schools observes many school bus stop-arm violations and participates in state grant-funded enforcement each spring
- Matt Schleuter and David Bolling had safety concerns about the Commercial Drive intersection at North Street and Fishers Corner Boulevard, near the 116th Street Target. During busy traffic times, the Fishers YMCA finds it difficult to find a safe gap to turn left at the Fuel Way intersection at 126th Street
- Angela Frazier and Ross Reinhardt expressed concern about non-motorized traffic crossing busy 106th Street at Lantern Road and the nearby Nickel Plate crossing, which is flat

Fishers Safe Streets & Trails Plan - Small-Group Interview

Date: Friday, Dec. 13

Participant: Zach McKinney, Hamilton Southeastern Schools (HSE) Transportation Director

Top Concern: School Bus Stop-Arm Violations

- HSE participates in Indiana Criminal Justice Institute (ICJI) Stop Arm Violation Enforcement (SAVE) grant-funded enforcement each spring
- Hamilton County Sheriff's Office trails the buses and spots violators
- HSE has 61 buses equipped with cameras capturing license plates, auto make and model of stop-arm violators
- Significant violations with 89-100 recorded in one day
- Each camera costs \$1,300, and it's hard to justify additional investment unless Prosecutor's Office uses the information for citations
- HSE can request a portion of the citation dollars back, but is not pursuing due to limited manpower

Other Items Discussed

Buses turning onto busy roads

- HSE structures routes with as many right turns in and out as possible, and avoids speeding traffic on multi-lane roads, such as 116th Street
- They have also observed increased afternoon traffic on 116th Street with the new Events Center
- Three subdivisions and an apartment complex are along the south side of 116th Street, and four are along the north side as well as some one-off houses
- There are up to 60 buses going in and out of Riverside Junior High and Intermediate schools onto Eller Road, which has a tight turn at 106th Street and saw increased traffic during the 96th Street and Allisonville Road road closures

Roundabouts

- HSE has 320 buses that drive 1 million miles each year, including many roundabouts
- Was initially concerned about State Road 37 changes at 131st Street and 141st Street, but they have served their purpose well
- Believes signs and pavement markings could be improved for lane assignments at the SR 37 northbound exit ramp to 131st Street

Street lighting

- Seems to be less street lights in Fishers than where he grew up in Lafayette, IN
- Would like to see additional lighting near schools
- Biggest concern is from elementary school parents is neighborhood lighting and visibility in winter

Pedestrian safety and access

- Lack of crosswalks and sidewalk or trail access allowing students to safely walk to every school is a concern
- At raised trail crossings, such as the Nickel Plate, some pedestrians will activate the flashing lights and wait while others will just proceed into the intersection

Working with government agencies

- Great partnership with Fishers Mayor's Office and Police Department to keep each other informed
- The City has worked to move trees when landscaping and beatification projects have limited sight visibility
- The county controls and turns off the school speed limit flashing lights on Olivo Road during the school day when students and 25-30 buses are going to jobs, classes and outings off campus – would like to see all day to match rest of district

Disabled student access

- In most cases, the lift on the bus is able to operate right at the end of the driveway
- In some cases, neighbors parking on the street have blocked access and HSE has mediated neighbor conflicts by sending a letter or knocking on the door

Student drivers

- Biggest concern with young drivers is turning in front of buses when there is an inadequate gap
- A group of swimmers T-boned a bus, and luckily all the girls were fine, but it was scary for the driver
- Cell phone use is an issue
- Young drivers handle roundabouts better than seasoned drivers

Fishers Safe Streets & Trails Plan - Small-Group Interview

Date: Monday, Dec. 16

Participants:

- Shawn Curran, President of Curran Architecture
- Angela Frazier, Runner and Business Development Director at American Structurepoint
- Ross Reinhardt, Runner and trail supporter

Items Discussed

Near I-69 and 116th Street

- Ross and Shawn agreed on the need to improve non-motorized access across I-69 along 116th Street, providing safer connectivity between The Yard and Nickel Plate Districts
- Shawn highlighted difficulty in crossing I-69 southbound right turns on red at 116th Street exit
- Some discussion on how best to do that, either with a new pedestrian bridge or bus service
- Ross and Shawn said that mass transit and more connected walking and biking could bring in a critical mass of people that would reduce traffic on the roads
- Ross said that crossing 116th Street near The Yard is difficult with multiple lanes and high traffic speeds
- Angela said that she generally avoids 116th Street as much as possible
- Ross has also observed young people on bikes cutting through parking lots near Target to avoid Lantern Road

Trail gaps

- Shawn said that closing trail gaps along major roadways leading into the Nickel Plate Trail should be a priority to provide better access and keep pedestrians out of the grass or street
- Angela observed that new developments create more trail gaps, and would like to see the trails along 106th Street extended east of Cumberland Road to connect with Geist

106th Street and Lantern Road

- Both Angela and Ross expressed safety concerns about roads near 106th Street and Lantern Road
- Angela lives nearby and said that traffic has increased with the Events Center and King Jugg Brewery during nice weather
- Ross said that drivers are less likely to yield at the flat Nickel Plate Trail crossing at 106th Street
- By contrast, drivers tend to yield more at NPT crossings where roads are narrowed and road tables are installed

Separation from traffic

- Both Shawn and Ross had primary concerns about transportation by bike and on foot
- Angela observed that more people are getting outdoors after the COVID pandemic
- She said that the interactions between bicycles and motorized traffic on the roadway scare her the most
- When asked what type of non-motorized facility they prefer along busy roadways, participants said they prefer some type of separation from vehicles
- Shawn said that even just grass and a curb gives pedestrians a sense that they're not in the street directly next to the traffic
- Ross said that the separation from traffic along most of Allisonville Road is insufficient for its speed limit
- He referenced a head-on collision that exploded the cars onto the multi-use path
- Angela said the black flower boxes along Rangeline Road in Carmel gives more of a sense of security

Speeding traffic

- Ross and Shawn agreed that speeding traffic is an issue, and that enforcement is effective in reducing traffic speeds
- Ross said then when there are more people along a roadway on foot and bike, such as in the Nickel Plate District, it tends to slow vehicles down and increase safety for all
- He said that speeding traffic also creates more noise

Requesting safety improvements

- Ross has shared safety concerns with City Councilors, who were primarily concerned about where funding might come from and the public response to design changes
- Angela said that project priority usually comes down to scoring and that it takes something bad happening for a project to advance

Safe routes for non-motorized traffic

- Ross would like to see the focus for non-motorized traffic to shift from recreational to being viewed more as transportation
- When making trips, he pictures his 8 year old on the route and tends to choose less busy roads
- He said that because Fishers' road network doesn't connect like grid, they have to go a longer distance to a major road, such as from Holland Park to the Nickel Plate District

Intersections

- Ross said that intersections become the dealbreaker locations for choosing routes
- He prefers the intersections where pedestrians have leading intervals to cross before cars start turning

- He said some of the newer roundabouts with multiple lanes can be nightmares to cross and are a step back for pedestrians
- He has also been in close calls when drivers are turning right out of a private driveway and not looking for him coming from the right
- He would prefer that trails bend in slightly to get behind the first car at the intersection
- He also wishes that traffic signal loops in the pavement would be more sensitive to people on a bike

Who has right of way

- Angela and Shawn said that more education is needed about who has right of way when motorized and non-motorized traffic crosses one another
- Shawn said that people are more concerned about themselves and don't want to stop or slow down for others
- When Angela worked for Westfield, the police department would share safety video every spring on this topic

Fishers Safe Streets & Trails Plan - Small-Group Interview

Date: Wednesday, Dec. 18

Participants:

- Jennie Broady, Executive Director, Fishers YMCA
- Joel Hudson, Associate Executive Director, Fishers YMCA

Top Concern: Fuel Way intersection at 126th Street

- It's challenging to find a suitable gap to turn left at this intersection, especially during busy times, with some members waiting what seems like 5 minutes
- Participants suggested possible solutions, including a roundabout or forcing drivers to turn right onto 126th Street and make a legal U-turn through the Lantern Road roundabout, which some drivers already do
- Would like to see alternate access north to 131st Street through Princeton Woods condos

Other Items Discussed

Nickel Plate Trail

- They support and are passionate about the NPT and its connectivity to the YMCA – having the trail encourages people to move their body
- The YMCA has bathrooms, water fountains and special parking spaces available for trail users
- Few YMCA members observed traveling in by bike or foot

Trail crossings in general

- Jennie feels that trail crossings at public roads can be confusing for drivers and more education is needed on when to stop or not
- She has seen ongoing conversation on the Carmel chatter social media pages about this
- One member was hit on a bike by a drunk driver at a trail crossing along 96th Street and was in a wheelchair for long time
- The member ran a 5K this year and said they now see the world from the experience of sitting in a wheelchair

Commuting by bike

- Jennie has commuted from West Carmel to Fishers and would like to see gaps in the trail network closed for commuters
- She would ride her bike more if safer, better routes were available
- She would not let her children do the same ride as she feels the Carmel portion of the ride is more dangerous due to roundabouts
- Joel will take a longer route for safety through neighborhoods and along trails

- He said that drivers are looking for other automobiles and don't necessarily think to look the opposite direction for bikes and pedestrians

Children on bikes

- The YMCA used to have a family bike ride fundraiser that jumped between neighborhoods
- Even with police assisting, parents were terrified where the route crossed a busy road
- Both Jennie and Joel observed uneven sidewalks in both Carmel and Fishers and that the bumps are difficult to navigate

Working with the City

- Fishers city government across the board has been extremely responsive
- Noticed a sinkhole right off the trail that was filled the next day
- Responded quickly to a clipped irrigation line when the Nickel Plate trailhead was installed

Congestion

- Jennie said Fishers has done a great job managing its growth, but there are heavily traveled roads she avoids at certain times of day, primarily due to congestion
- These include State Road 37, 146th Street and 116th Street near I-69 and Target
- Joel agreed that some of Fishers larger roads are more complicated and intimidating, even for drivers

Hamilton County Express transit

- The YMCA is grateful to have the two employees who use it on a regular basis
- They always arrive on time and wait for bus pickup after shift, and never had them complain about it all

Other opportunities to improve public health

- The YMCA is interested in hosting sports programs for older kids who are not on a school sports team
- There is no option for a late school bus with the driver shortage and a 4:30 or 5 p.m. pickup is hard for two working parents
- Jennie would like to see more bike-share options to promote healthy habits in families

Fishers Safe Streets & Trails Plan - Small-Group Interview

Date: Thursday, Dec. 19

Participant: Michelle Steltz

- Executive Director of Finance and Operations at Opportunities for Positive Growth (OPG)
- Fishers Advisory Committee on Disability member

Top Concern: Safe transportation for disabled individuals

- OPG trains the people it supports on using public transit systems, but Hamilton County Express (HPE) is not a reliable enough to maintain meaningful employment
- HPE's operating hours restrictions mean that the people can't work at a movie theater, for example
- Using Uber and Lyft regularly to commute is not sustainable, and extra training is needed for drivers to respond to autism, seizure and other special CPR/First Aid needs
- Conner Prairie is an amazing partner, offering a carpool stipend to get disabled employees to and from work
- Would like to see a local shuttle service on nights and weekends to make amenities and social activities more accessible to the elderly, disabled, etc.
- Crossings added to 96th Street has opened up retail employment options east of I-69

Other Items Discussed

Accessibility for all

- Non-motorized transportation improvements don't just benefit disabled people, but also the aging, parents and expectant parents, those recovering from surgery and the general population
- Improvements include emergency call boxes, overhead lighting, push buttons at crosswalks, etc.

Sidewalk gaps

- Would like to see more sidewalks and close gaps in sidewalk network to make it safer for people to walk in fair weather
- Optimistic that will improve as Fishers develops further
- At points along 106th Street without sidewalks, she has observed pedestrians blending in with the trees

116th Street

- As the city continues to grow, Ms. Steltz is concerned about heavy traffic times on 116th Street near I-69 and the Target, and almost got in a crash in this area
- On the anniversary of 9/11, she is also nervous about people with flags on sidewalk a step away from live traffic

- Short green time observed for cross traffic at Hague Road and Regency Drive signals

Working with City Government

- Had positive experiences working with the Fishers Advisory Committee on Disability and the Fire and Police departments on emergency response
- Observed that Fishers does a good job with snow and ice removal and gets to neighborhoods quicker

Housing for the disabled

- The newer apartments and condos built near the Nickel Plate District are convenient to events and amenities, but are not as affordable as housing further away
- Southpointe Village Apartments on Lantern Road is nearby and has some dedicated disability housing, but there is no sidewalk extending to 116th Street
- Other affordable housing options are too far away to walk

Fishers Safe Streets & Trails Plan - Small-Group Interview

Date: Thursday, Dec. 19

Participant: Daniel Silverman, Fishers resident and Lead Planner at WSP

Top Concern: Sidewalk and trail gaps

- Developer requirements are a good mechanism for installing sidewalks and trails, but it creates dead-ends and gaps across the city
- Mr. Silverman lives near downtown Fishers, south Street of Nickel Plate and north of Morgan Drive, and has observed such gaps on Morgan Drive
- This is an issue for those on a wheelchair or stroller
- Construction of the South Village of Nickel Plate has closed the Cheeney Creek Trail since before the summer, which is a main route to the Nickel Plate District north of 106th Street

Other Items Discussed

Safe pedestrian crossings

- Supports reconfiguring parking to provide better visibility at intersections where cars and pedestrians are crossing
- Police officer is used during Fishers Elementary School dropoff due to lack of safe crosswalks at Lantern Road and Morgan Drive

Serving all transportation modes

- Central Indiana and Fishers has done a great job with trail projects
- He loves the Nickel Plate Trail, and is looking forward to bridge projects at the 96th and 116th Street crossings
- It's a great first step, but he would like to see more separated facilities (e.g. trails) for non-motorized users, including east-west cycling routes
- Land-use decisions made years ago, such as surface parking in front of buildings, does not promote use of non-motorized modes

116th Street in Downtown Fishers

- 116th Street is too wide and traffic speeds are too high
- With exception of the NPT tunnel, it acts as a barrier preventing non-motorized traffic from crossing I-69 to the Yard District and the south side of Downtown where development is expanding
- He avoids the Lantern Road intersection at 116th Street due to traffic congestion

Engineering design solutions

- The 25 MPH speed limit on 116th Street is great, but he leans toward engineering design solutions to reduce speed instead of enforcement

- This includes geometric solutions, street trees, narrow lanes and other road diet solutions
- The eastbound right-turn slip lane along Tiburon Coastal Cuisine probably doesn't need to be there

Fishers Safe Streets & Trails Plan - Small-Group Interview

Date: Friday, Dec. 20

Participants:

- David Bolling, Launch Fishers executive director
- Sarah Buckner, Visit Hamilton County director of community engagement
- Matt Schleuter, Parks Place Pub

Items Discussed

General perspective on safety

- Participants said they generally feel safe on the roads in Fishers
- Sarah said that road construction zones sometimes make her feel less safe, but that is part of living in a growing city
- Matt thinks the speed limit signs with radar that show traffic speeds, such as 116th Street west of Holland Drive, are effective at slowing traffic without police writing tickets

116th Street near I-69

- David said it can be a challenge navigating from 116th Street onto I-69 during busy traffic times
- Matt said that McDonalds customers exiting onto 116th Street must make a U-turn on Commercial Drive at the North Street/Fishers Corner Boulevard intersection
- This creates a conflict with North Street traffic taking a right turn on red
- David agreed that traffic can be cutthroat in this area with drivers passing on right to get to 116th Street

Nickel Plate Trail

- Participants raised concerns with specific locations where the trail crosses busy public roads
- Visit Hamilton County staff crossed 146th Street at the Nickel Plate Trail and said it felt unsafe
- David said people use North Street to avoid 116th Street during rush hour and the trail crossing there is very dark
- He would like to see consistency at crossings in lighting, push buttons and driver notifications
- David has not observed problems with the public using the Launch Fishers lost for trail parking and a meeting point, but the potential is there

Roundabouts

- Visit Hamilton County helps educate visitors who can be overwhelmed by roundabouts in their marketing materials

- They provide traffic and road closure updates tailored to specific groups and refer visitors to videos on how to navigate roundabouts
- David said the Olio Road roundabout at 141st, near the bridge over I-69, can be dangerous

Specific concerns

- David with Launch Fishers referenced future developments planned along the circular Technology Drive/Lane behind the Target that may require traffic changes
- Matt Schleuter's biggest issue are trail gaps in unincorporated neighborhoods such as those east of his home near 106th & Cumberland
- David said there may be a critical mass of stops to support mass transit on the weekends with the Nickel Plate District, Events Center and the development near 96th Street and Allisonville Road

New Events Center

- Sarah and Matt talked about the growing pains of getting traffic out after events
- It took some an hour to leave after the first Fuel game, but more recent events have been 15 minutes
- Sarah said she avoids the area near Ruoff Music Center when there are concerts, and she would consider the same for the Events Center
- Matt and David agreed that improving trail connections would put thousands of homes within biking distance of the Event Center

Working with City government

- Participants said the Fishers does a great job making the city accessible for the hard of hearing, disabled and people with visual impairments
- David said he interacts with the Police and Public Works regularly, they are in the building often, and are good partners

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APPENDIX B - ANALYSIS

MEMO

To: Fishers Safety Action Task Force
From: Lochmueller Group
Date: December 13, 2024
Subject: Fishers Safe Streets & Trails Plan Technical Analysis

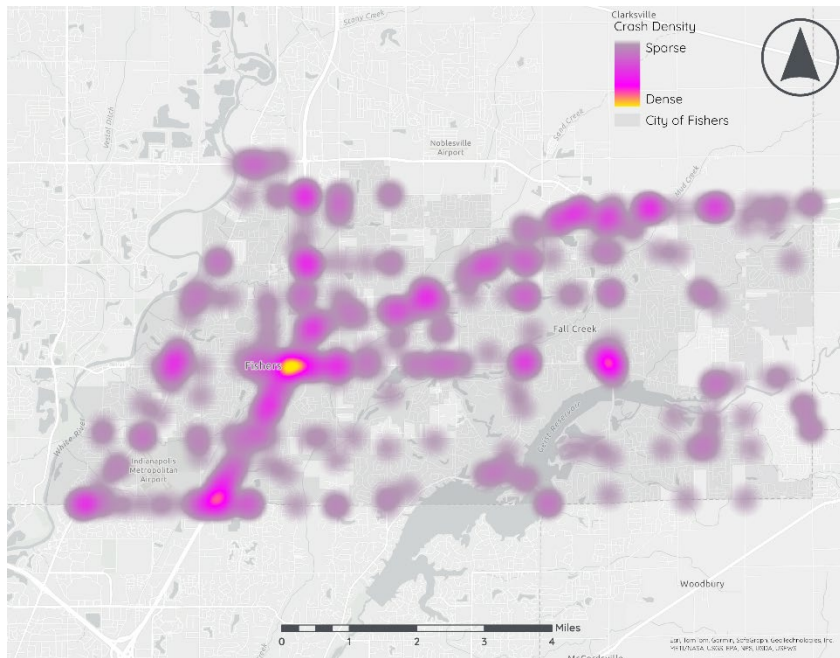
INTRODUCTION

The Fishers Safe Streets & Trails Plan will establish an implementation guide for strategies to reduce and eliminate roadway deaths and serious injuries. This plan will rely on a complete understanding of observed crash patterns throughout the City to best inform effective strategies to improve safety. This memorandum details the crash safety analysis including crash trends local to Fishers, the high injury network, and the equity index.

CRASH DATA

The crash data analyzed as part of this project includes all fatal and incapacitating crashes from 2019 to 2023 in the City of Fishers, Indiana. Crashes located in unincorporated areas within the boundary of Fishers were included in the analysis for consistency in the network analysis. Crash data was cleaned and provided by the Indianapolis Metropolitan Planning Organization (IMPO) which received the raw crash data from the Indiana Automated Reporting Exchange System (ARIES). A heatmap of all crashes for this analysis is shown in Figure 1.

FIGURE 1 - CRASH HEATMAP, 2019-2023



All crashes in the study area include a crash severity rating based on the presence and significance of an injury. This analysis used only fatal injury crashes and incapacity injury crashes. Crash severity ratings are listed and defined:

- Fatal: Any injury that results in death within a 30-day period after the crash occurred.
- Incapacitating Injury: A non-fatal injury that prevents the injured person from walking, driving or normally continuing the activities the person was capable of performing before the injury occurred. Hospitalization is usually required. Examples are:
 - Severe lacerations
 - Broken limbs
 - Skull fracture
 - Crushed chest
 - Internal injuries, etc.

The goal of the Fishers Safe Streets & Trails Plan is to reduce and eliminate fatal and serious injuries. Therefore, fatal and serious injury crashes, or incapacitating injury crashes in this case, are often categorized together and referred to as killed or serious injury (KSI) crashes. This analysis will utilize only KSI crashes to ensure the focus and results of the Plan are tailored to the fatal and serious injury crash locations.

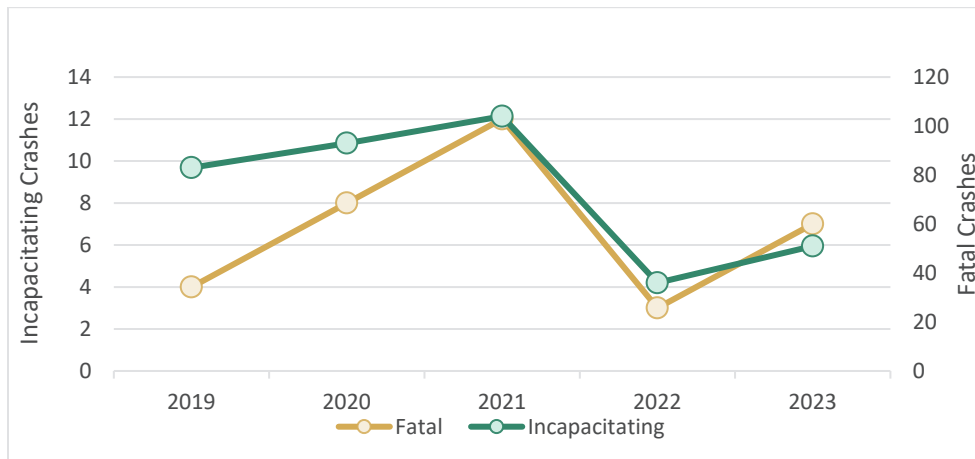
CRASH TRENDS

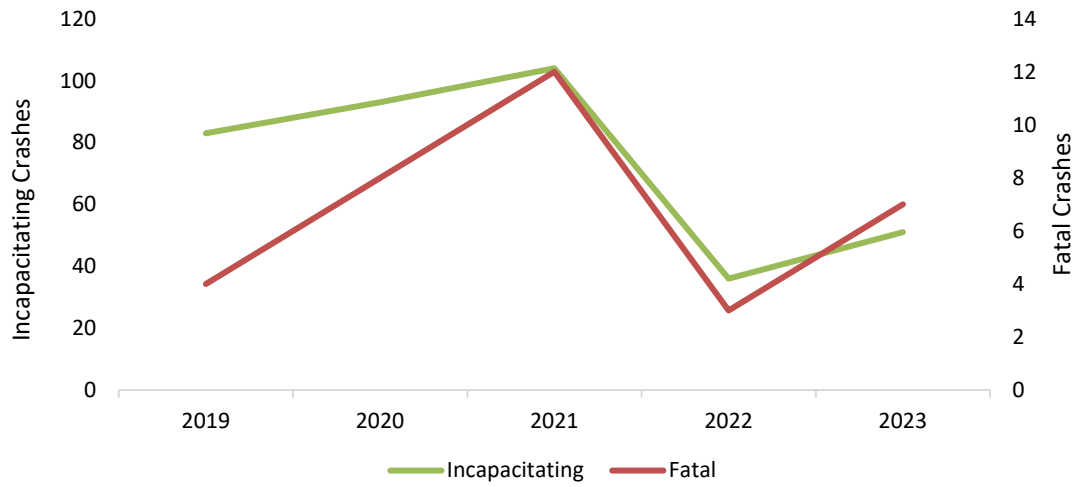
There was an average of 97 KSI crashes per year from 2019 until 2023 within the City of Fishers for a total of 485 crashes. Table 1 shows the severity of all KSI crashes by year. The number of KSI crashes increased in 2020 and 2021, decreased in 2022, but increased again in 2023 reversing the decline seen the year before. Figure 2 shows a breakdown of KSI crashes by injury type and by year. The total number of crashes has decreased since 2019 but peaked in 2021 for total crashes and fatal crashes.

TABLE 1 – KSI CRASHES PER YEAR, 2019-2023

Severity	2019	2020	2021	2022	2023	Total
Fatal	4	8	12	3	7	34
Incapacitating	83	93	104	36	51	367
Total	87	101	116	39	58	401

FIGURE 2 - KSI CRASHES PER YEAR, 2019-2023





KILLED OR SERIOUS INJURY CRASHES

A total of 401 KSI crashes occurred in Fishers between 2019 and 2023. The most common cause for a crash was failure to yield right of way (27.9%). Failure to yield right of way indicates a driver does not have right of way to proceed but proceeds anyway such as at intersections, when merging, or entering the street from a private driveway or side street. Following too closely (11.7%) and Other (10.0%) are also leading causes for KSI crashes. Together, the top three causes of KSI crashes account for just under 50% of all KSI crashes. All primary crash causes are shown in Table 2.

TABLE 2 - KSI CRASH CAUSES

Primary Crash Cause	Count	Percent
Failure to yield right of way	112	27.9%
Following too closely	47	11.7%
Other (driver) - explain in narrative	40	10.0%
Ran off road right	39	9.7%
Disregard signal/reg sign	24	6.0%
Unsafe lane movement	20	5.0%
Unsafe speed	17	4.2%
Driver distracted - explain in narrative	13	3.2%
Speed too fast for weather conditions	12	3.0%
Overcorrecting/oversteering	10	2.5%
Driver asleep or fatigued	9	2.2%
Improper lane usage	7	1.7%
Pedestrian action	6	1.5%
Left of center	6	1.5%
Animal/object in roadway	5	1.2%
Improper turning	5	1.2%
Driver illness	3	0.7%
Wrong way on one way	3	0.7%
View obstructed	3	0.7%
Roadway surface condition	3	0.7%
Tire failure or defective	3	0.7%
Failure to maintain lane	3	0.7%
Unsafe backing	2	0.5%
Other (vehicle) - explain in narrative	2	0.5%
Cell phone usage	2	0.5%
Improper passing	1	0.2%
Engine failure or defective	1	0.2%
Headlight defective or not on	1	0.2%
Unknown	2	0.5%
Total	401	100.0%

The most common crash type was Ran off road (19.0%). Ran off road crashes often occur due to driver error such as high speeds, improper lane changing, inattention, or poor visibility. Right angle (18.7%) and rear end (18.0%) are also leading crash types for KSI crashes. Together, the top three KSI crash types account for over 50% of all KSI crashes. All crash types are shown in Table 3.

TABLE 3 - KSI CRASH TYPES

Crash Type	Count	Percent
Ran off road	76	19.0%
Right angle	75	18.7%
Rear end	72	18.0%
Left turn	45	11.2%
Other - explain in narrative	38	9.5%
Same direction sideswipe	30	7.5%
Head on between two motor vehicles	25	6.2%
Non-collision	9	2.2%
Left/right turn	6	1.5%
Right turn	6	1.5%
Collision with object in road	4	1.0%
Opposite direction sideswipe	3	0.7%
Backing crash	2	0.5%
Collision with deer	2	0.5%
Rear to rear	1	0.2%
Unknown	7	1.7%
Total	401	100.0%

Roadway and environmental conditions for KSI crashes are shown in Figure 3, Figure 4, and Figure 5. Although there is not an apparent relationship between KSI crashes and lack of lighting or poor surface or weather conditions, roadway and environmental conditions may contribute to more serious injury crashes at specific locations.

FIGURE 3 - KSI CRASHES, LIGHTING CONDITIONS

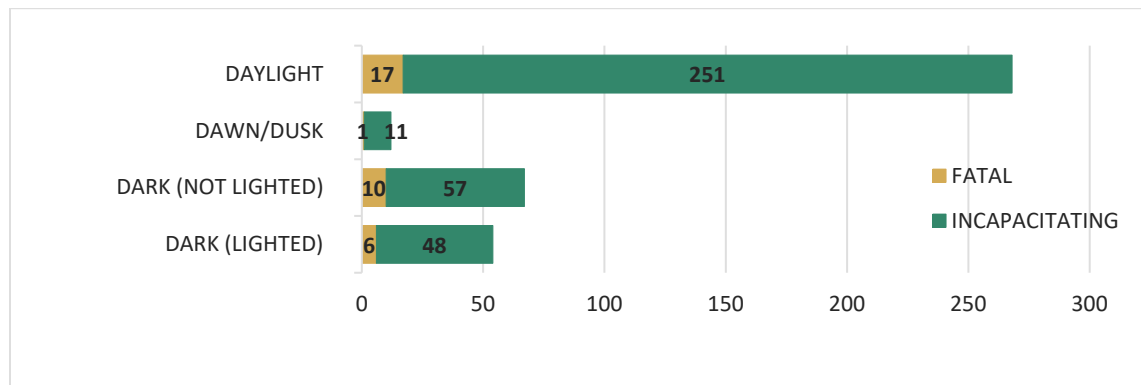


FIGURE 4 - KSI CRASHES, ROAD SURFACE CONDITIONS

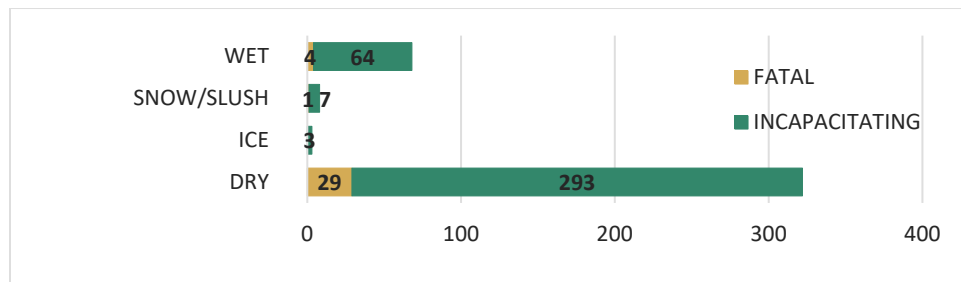
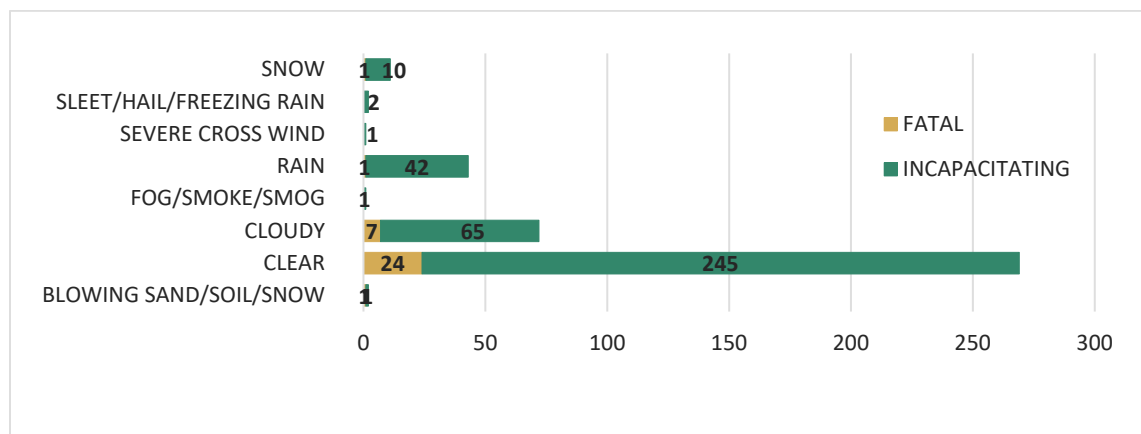


FIGURE 5 - KSI CRASHES, WEATHER



HIGH INJURY NETWORK

The identification of the high injury network (HIN) is a critical step in a successful safety action plan. The HIN represents those elements of the network (streets/roads and intersections), that are observed to have relatively high crash frequencies and/or higher rates of fatal and serious injury crashes. The HIN is used to identify and prioritize locations for safety improvements. Interstate corridors and crashes were excluded from the HIN analysis.

NETWORK CRASH STATISTICS

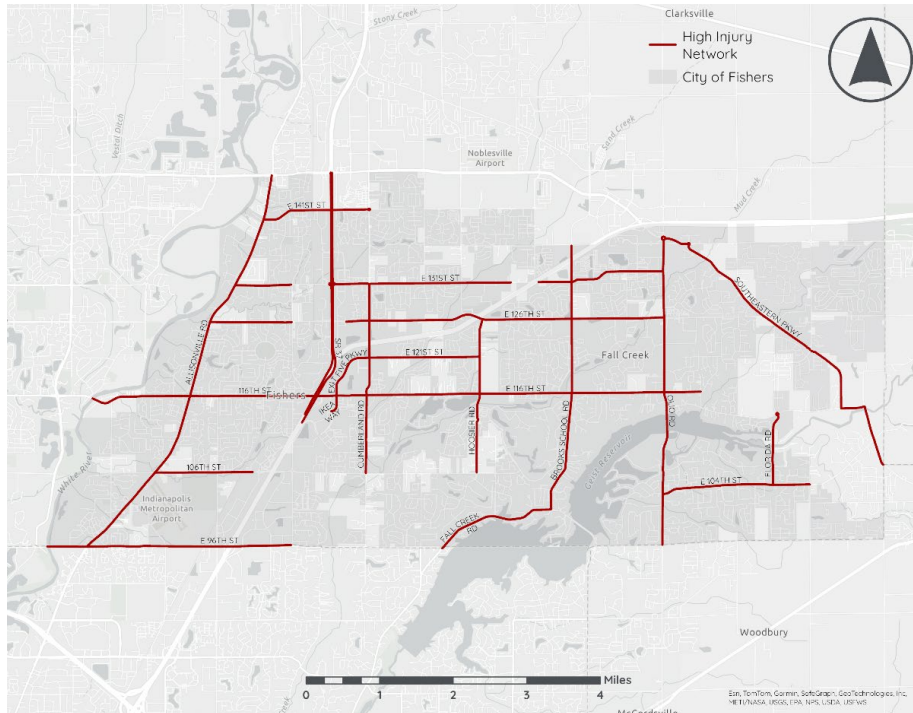
To develop the HIN, Lochmueller Group created a safety index score for each roadway segment. The safety index score evaluated each segment by the observed crash history. The safety index score represents a data-driven metric for overall roadway safety.

The safety index score relies on four input statistics:

1. **Total Crashes:** Crash frequency is the total number of crashes that occur along a segment.
2. **Crashes per Mile:** Crash frequency per mile is the number of crashes per mile that occur along a segment.
3. **Total Injuries:** Injury frequency is the total number of injuries that occur along a segment.
4. **Total Deaths:** Death frequency is the total number of fatal injuries that occur along a segment.

The HIN is based on the safety index where higher values mean more crashes, more injuries, and/or more deaths. The Fishers HIN is shown in Figure 6.

FIGURE 6 - HIGH INJURY NETWORK



Overall, the HIN represents approximately 60 miles of streets, 14% of the total street network, in Fishers but experiences:

- 70% of all fatal and incapacitating crashes
- 92% of all fatal crashes
- 88% of bicycle crashes

Principal arterials make up the majority of the HIN, around 48%, followed by minor arterials (26%), and major collectors (22%). 80% of the HIN is owned/maintained by the City of Fishers.

TABLE 4 - HIN MILEAGE BY FUNCTIONAL CLASS

Functional Classification	Miles	Percent
Principal Arterial	30	48%
Minor Arterial	16	26%
Major Collector	14	22%
Local	2	4%
Minor Collector	0	0%
Grand Total	62	100%

TABLE 5 - HIN MILEAGE BY JURISDICTION

Jurisdiction	Miles	Percent
City Street	50	80%
County Road	5	9%
State Road	7	11%
Grand Total	62	100%

Key corridors on the HIN include:

- Allisonville Road
- 126th Street
- 131st Street
- Southeastern Parkway
- Olio Road
- Brooks School Road
- State Route 37

DEMOGRAPHIC ANALYSIS

A safe and accessible transportation system expands access to opportunities for all residents and helps to reduce the disparate economic, environmental, and health burdens experienced by disadvantaged and under-served communities. Historically disadvantaged populations such as people living in poverty and people with limited English proficiency not only rely on alternative modes of transportation such as walking, biking, and transit, but may live in areas with limited or poor transportation infrastructure that contributes to unsafe travel conditions.

The local demographic index is a composite index of demographic indicators where higher index values indicate higher concentrations of key demographics.

DEMOGRAPHIC INDICATORS

Three demographic indicators were used to identify disadvantaged populations and develop the demographic index (shown in Table 6). For each demographic indicator, block group level data was used from the U.S. Census Bureau 2017-2021 American Community Survey (ACS) 5-year estimates. Demographic indicators are listed in Table 6 and shown in the maps in Figure 7, Figure 8, and Figure 9.

TABLE 6 - EQUITY DEMOGRAPHIC INDICATORS

Demographic Indicator	Description	ACS Table ID
Poverty	Percent of households with income in the past 12 months below poverty level.	ACSDT5Y2022.B17017
Limited English Proficiency	Percent of households reported as limited English speaking.	ACSDT5Y2022.C16002
No Vehicle Access*	Percent of households without access to a vehicle.	ACSDT5Y2022.B08201

**Data not available at the block group level; census tract level data was used and applied to block groups within each tract.*

FIGURE 7 - HOUSEHOLDS IN POVERTY

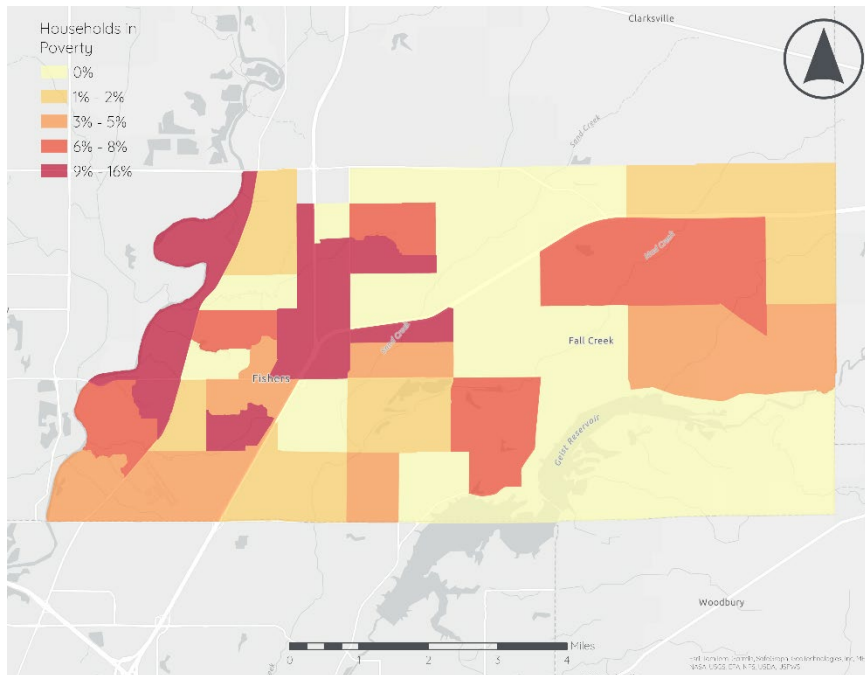


FIGURE 8 - HOUSEHOLDS WITH LIMITED ENGLISH PROFICIENCY

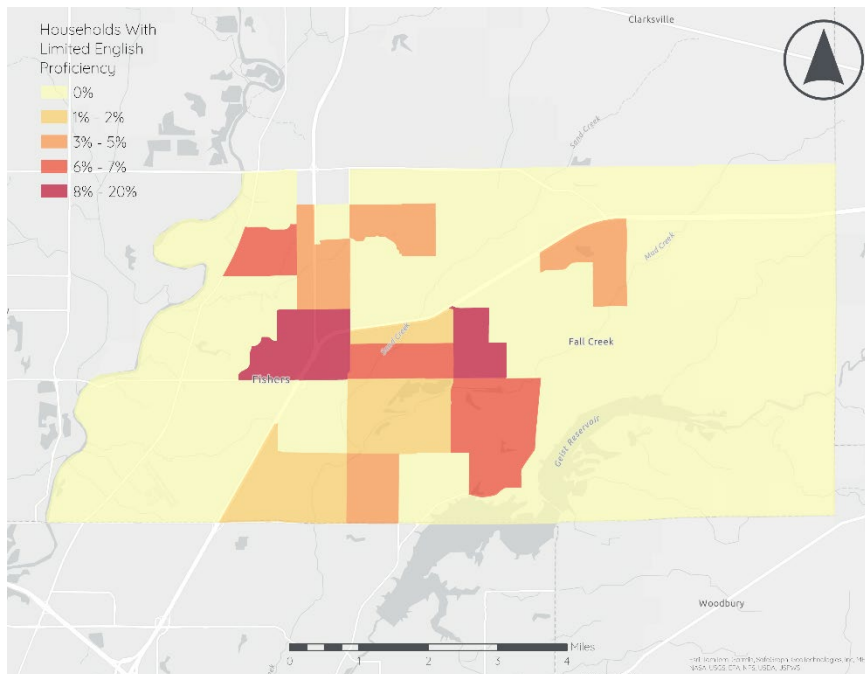
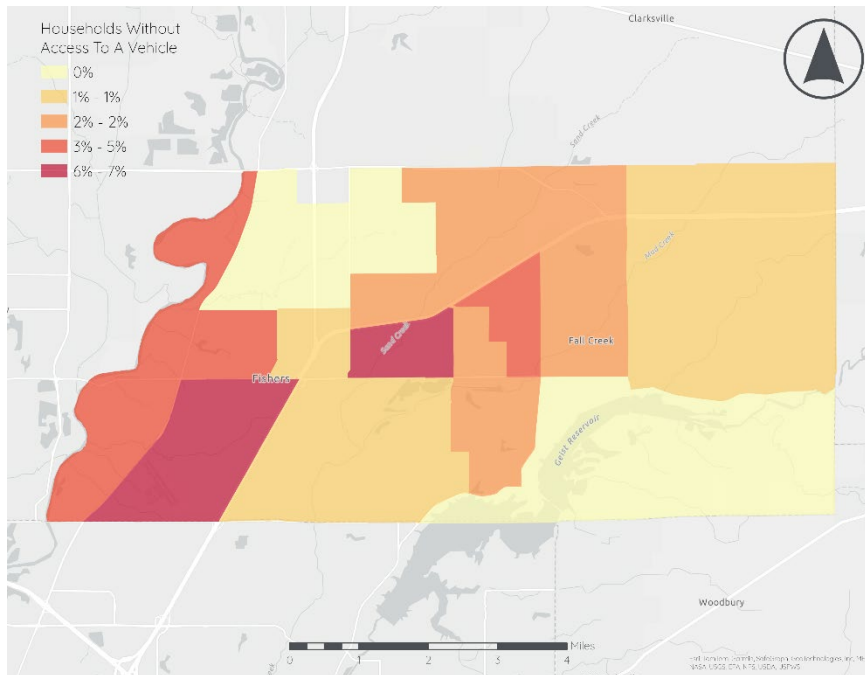


FIGURE 9 - HOUSEHOLDS WITHOUT ACCESS TO A VEHICLE



DEMOGRAPHIC INDEX

The demographic index is comprised of all three demographic indicators with equal weighting. The demographic index is a composite index of the mean percentile of all demographic indicators within each block group. While the demographic indicators capture the geographic distribution and concentration of individual groups, the index represents the overall extent to which an area is comprised of disadvantaged groups of people. The maps in Figure 10 and Figure 11 show the demographic index and the high injury network.

FIGURE 10 - DEMOGRAPHIC INDEX

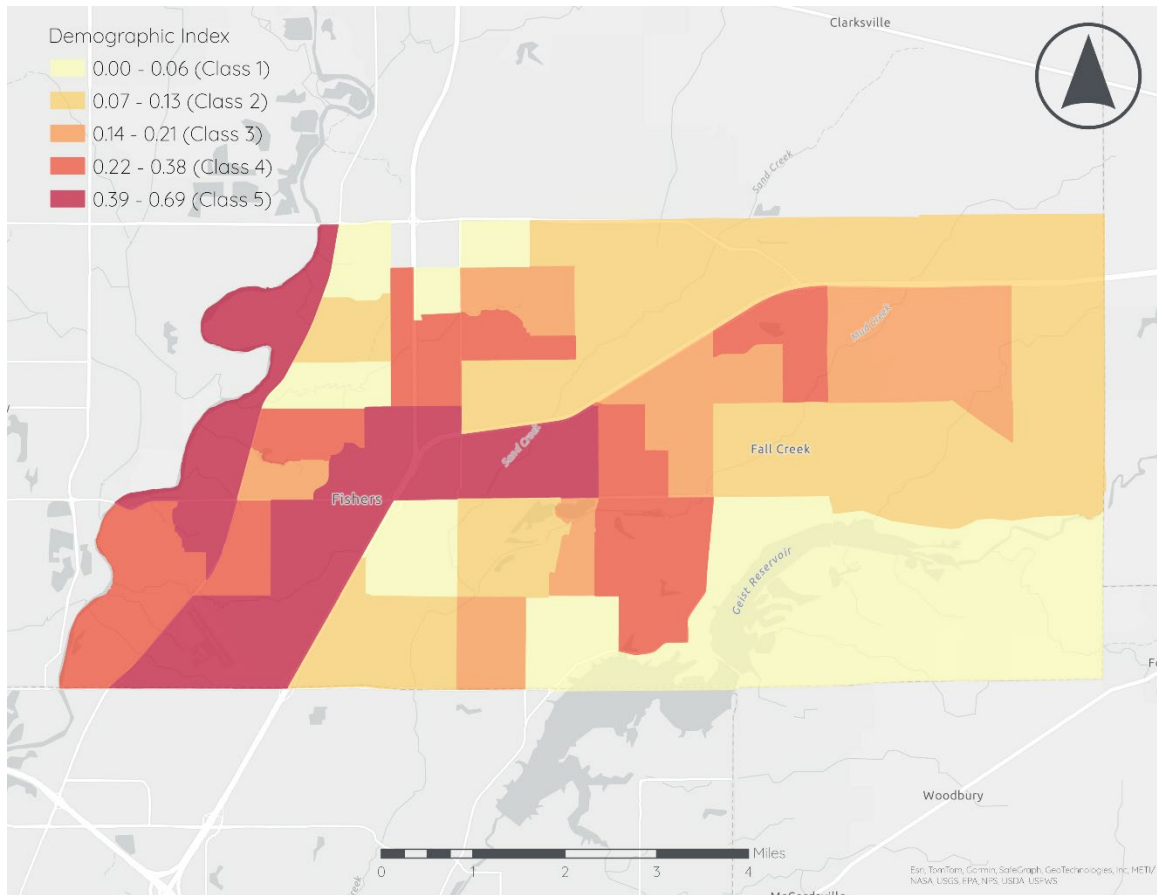
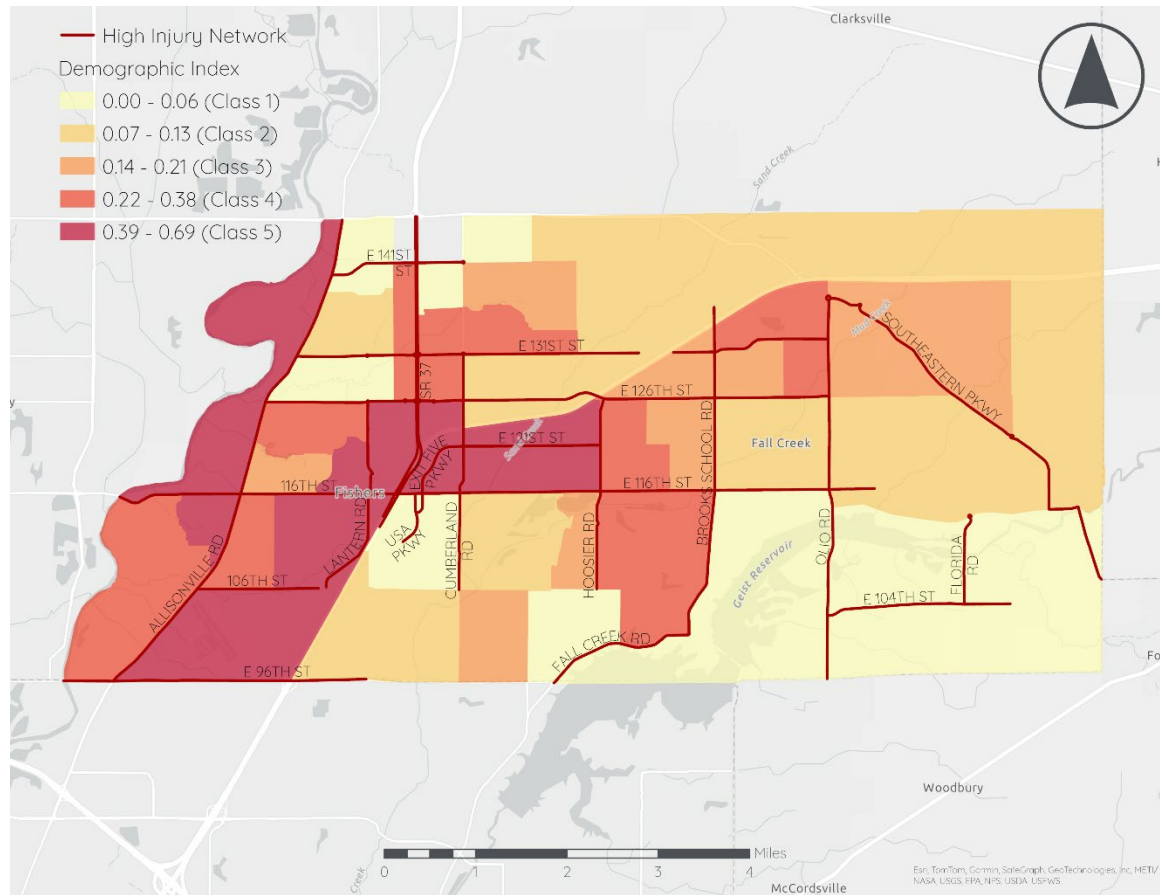


FIGURE 11 – DEMOGRAPHIC INDEX AND THE HIGH INJURY NETWORK



DISADVANTAGED COMMUNITIES

EQUITABLE TRANSPORTATION COMMUNITY EXPLORER

To complement the CEJST, the [Equitable Transportation Community \(ETC\) Explorer](#) provides additional insights into the Transportation disadvantage component of the CEJST. The ETC Explorer provides data on five components that can help illustrate the extent to which communities experience transportation related disadvantages. Component scores are percentile ranked both nationally and statewide to provide various context. While there are no designated disadvantaged communities within the City of Fishers, the ETC Explorer provides an overview of which areas experience transportation disadvantages. Figure 12 shows the percentile ranked component scores based on State results in Fishers. While no component score reaches the disadvantage threshold, transportation insecurity is the highest component of overall disadvantage. Figure 13 shows the ETC Explorer disadvantage index for each census tract within the City, providing decision-makers with a relative comparison of transportation disadvantage and how equitable transportation investments can be made.

FIGURE 12 - ETC EXPLORER, STATE RESULTS, COMPONENT SCORES

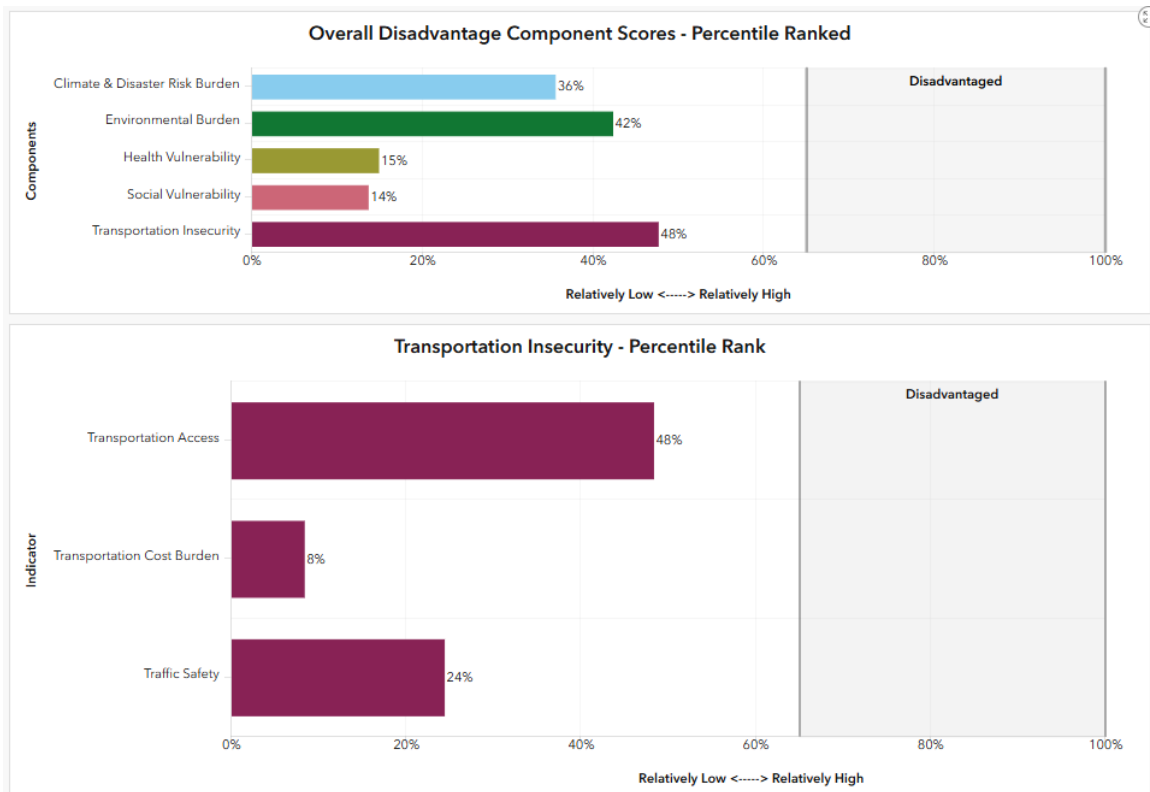
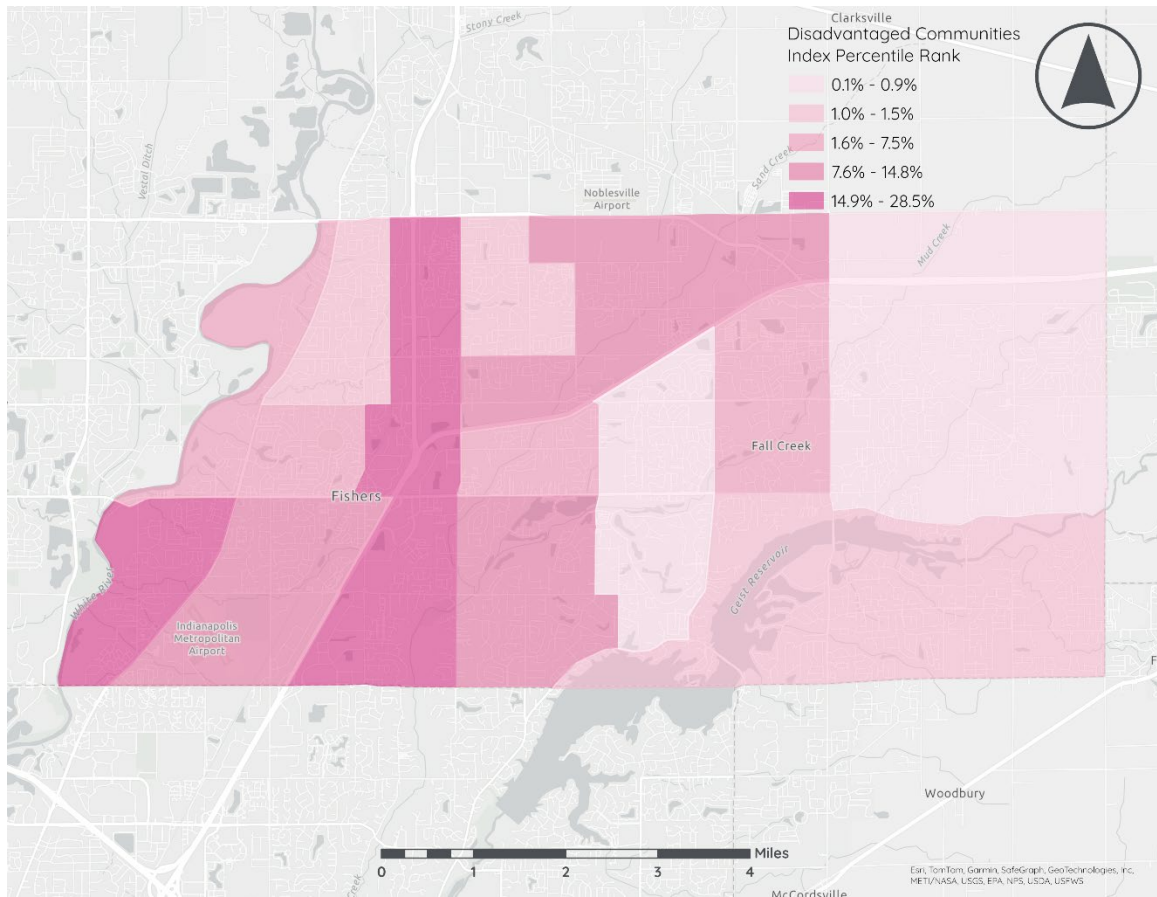


FIGURE 13 - ETC EXPLORER, DISADVANTAGE INDEX PERCENTILE RANK, STATE RESULTS



MEMO

To: Fishers Safety Action Task Force
From: Lochmueller Group
Date: December 13, 2024
Subject: Fishers Safe Streets & Trails Plan Systemic Risk Analysis

SYSTEMIC RISK ANALYSIS

A systemic approach to safety includes developing countermeasures at locations with the greatest risk of fatal and serious injury crashes. A systemic safety analysis is a data-driven, multi-step process that includes identifying and evaluating risk factors, identifying locations with the greatest risk, and selecting appropriate countermeasures to mitigate risk and improve safety outcomes. Different from a typical network screening methodology that relies on observed crash history to identify high crash locations, such as the high injury network, a systemic safety analysis identifies high-risk roadway features throughout the network to identify locations with the greatest risk. The purpose of the systemic safety analysis is to evaluate the risk of roadway characteristics, identify locations with the greatest risk of fatal and serious injuries, and to develop systemic safety countermeasures to improve safety outcomes throughout the network.

Note: The identification of risk factors does not mean that a certain roadway feature contributes to or causes fatal or serious injury crashes. Rather, risk factors are simply used to identify common features of roadways on which fatal and serious injury crashes occur in order to identify other roadways with similar risks.

RISK FACTORS

Because the systemic risk analysis is aimed at identifying and evaluating roadway characteristics with the greatest risk of fatal and serious injuries, only KSI crashes were used to determine risk factors. Five roadway characteristics were selected and included in the development of risk factors. For each roadway characteristic, the percentage of KSI crashes was compared to the percentage of roadway length to determine the risk factor for that characteristic. Roadway features with risk factors greater than one have a higher-than-average risk and are considered a high-risk roadway feature.

For example, if 30% of KSI crashes occurred along 20% of roadways (length) with a given feature, the risk factor calculation is 30%/20% for a risk factor of 1.5. In this example, roadways with the given risk feature have 1.5 times the expected number of KSI crashes.

The five roadway characteristics included in the risk analysis are shown below:

- Demographics
- Jurisdiction
- Functional classification
- Number of Lanes
- Proximity to multimodal facilities

411 North 10th Street, Suite 200
St. Louis, Missouri 63101
PHONE: 314.621.3395

FIGURE 1 - DEMOGRAPHIC RISK FACTORS

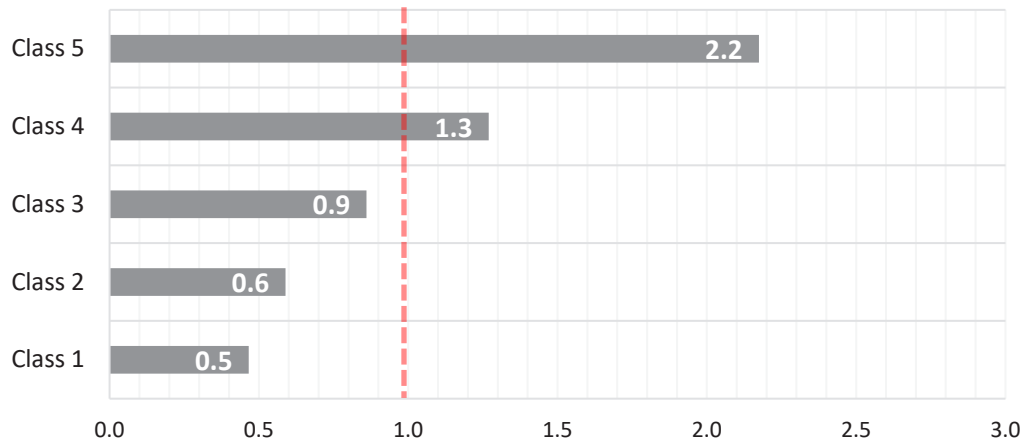


FIGURE 2 - JURISDICTION RISK FACTORS

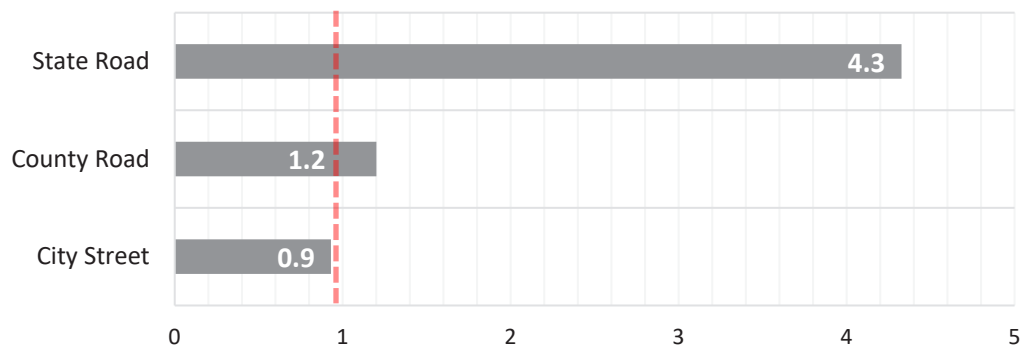


FIGURE 3 - FUNCTIONAL CLASS RISK FACTORS

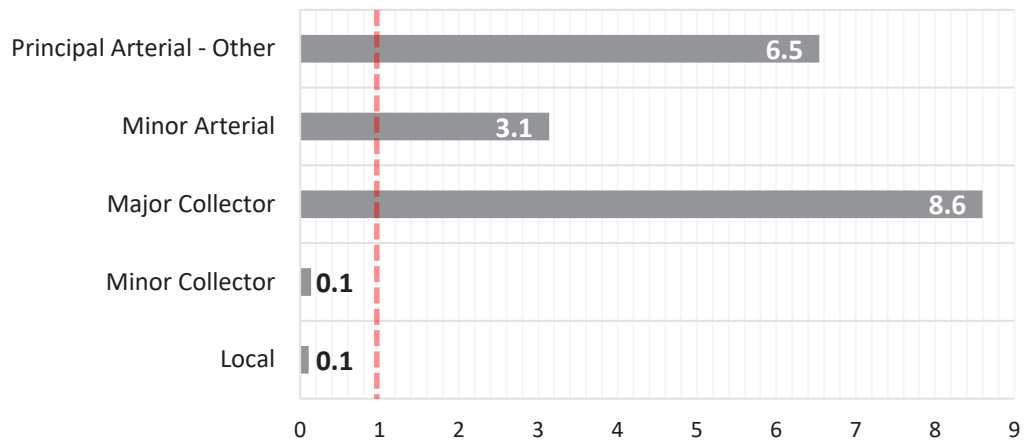


FIGURE 4 - NUMBER OF LANES RISK FACTORS

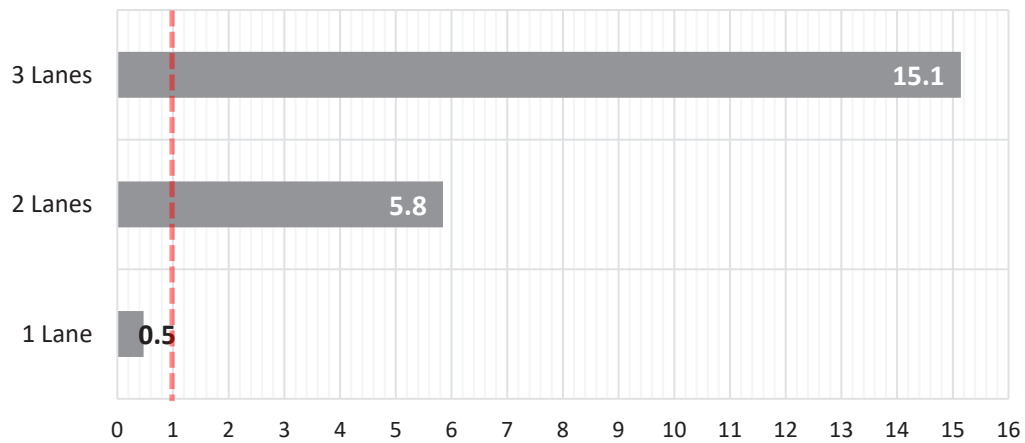
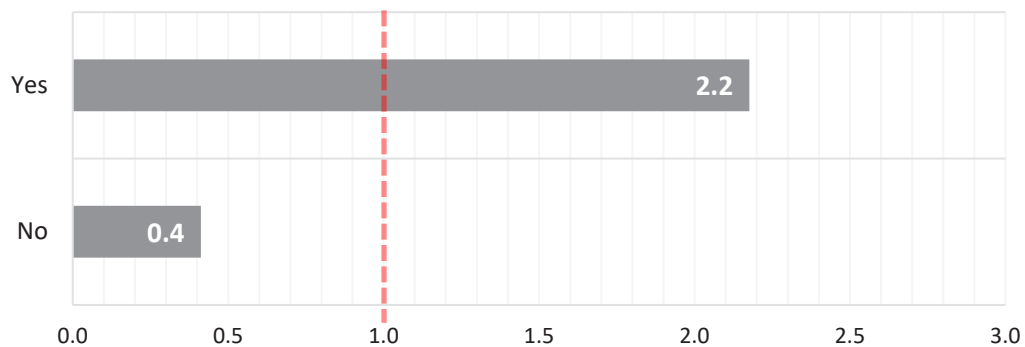


FIGURE 5 - MULTIMODAL RISK FACTORS



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