



**Americans with Disabilities Act (ADA)
Transition Plan for Public Rights-of-Way**

February 17, 2015

ACKNOWLEDGMENTS

Fishers City Council

C. Pete Peterson, President
John W. Weingardt, Vice President
Stuart F. Easley, Member
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Eric C. Moeller, Member
Selina M. Stoller, Member
Richard W. Block, Member
Cecilia C. Coble, Member
Todd P. Zimmerman, Member

Mayor of Fishers

Scott A. Fadness

City of Fishers Staff

Tom Dickey – *Director of Community Development*
Rachel Johnson, AICP – *Assistant Director of Community Development*
Adam Zaklikowski, AICP – *Planner II, Community Development*
Mark Fasel – *Building Commissioner, Community Development*
Jeff Hill – *Director of Engineering*
Tami Otto – *Engineer, Engineering Department*
Eric Pethel – *Director of Public Works*
Rich Bassett – *Project Manager, Public Works*
Tony Elliot – *Director of Parks & Recreation*
Dan Domsic – *Community Engagement Coordinator / Interim ADA Coordinator*

TABLE OF CONTENTS

SECTION I: Executive Summary.....4
SECTION II: Administrative Information.....5
SECTION III: Inventory Methodology.....10
SECTION IV: Public Commentary.....12
SECTION V: ADA Codes and Standards.....15
SECTION VI: ADA Implementation Plan.....16
SECTION VII: Monitoring and Reporting.....19

APPENDICES:

Appendix A: Sample GIS Map Screenshots

Appendix B: Sample GIS Report

Appendix C: Summary of Progress since November 2011

SECTION I: EXECUTIVE SUMMARY

The purpose of the Americans with Disabilities Act (ADA) Transition Plan is to develop policies and practices for implementing physical pedestrian improvements within the City of Fishers' public right-of-way (Note, the Town of Fishers became the City of Fishers effective January 1, 2015). The City's goal is to optimize pedestrian accessibility, to provide safe and usable pedestrian facilities for all pedestrians, and to ensure compliance with all federal, state and local regulations and standards.

The ADA requires all public agencies to develop an ADA Transition Plan for the installation of curb ramps or other sloped areas at all locations where walkways cross curbs. The main purpose of this ADA Transition Plan is to describe the curb ramp and other pedestrian facility needs in the City, and to outline the recommended procedures for implementing and scheduling remedial work to achieve a compliant system of curb ramps, pedestrian signals, and sidewalks. The ADA Transition Plan covers the City of Fishers in its entirety. The City has a wide variety of facilities within the public right-of-way. These facilities include streets and roadways, vehicular and pedestrian bridges, underground and above-ground public and private utilities, vehicular and pedestrian signal systems, signage systems, on-street parking facilities, walkways, sidewalks with curb ramps at intersections, planting strips and buffers, pedestrian activity areas, and unimproved open spaces.

This report is the 2015 update of the ADA Transition Plan, which was previously completed in November 2011. The original report was initiated by Fishers, and was developed, in part, with the help and guidance of the Federal Highway Administration (FHWA), Indiana Department of Transportation (INDOT), and the Indianapolis Metropolitan Planning Organization (MPO). The ADA Transition Plan is intended to represent both the legal and functional goals and objectives of the City to make the existing pedestrian facilities within the City right-of-way accessible and usable for persons with disabilities.

In 2015, Fishers intends on meeting with the ADA Citizens Task Force on a quarterly basis. The meetings are intended to understand and address ADA items that may fall outside of the scope of this right-of-way document, but are important to address. These items may include better accessibility to City buildings, programs, and services. It may also involve developing methods to better educate the community on issues involving accessibility.

Fishers is recognized annually as being one of the best places to live in America, and it is important that this is true for all residents. The City's goal is to optimize pedestrian accessibility and to provide safe and usable pedestrian facilities for all residents. It is through the ongoing efforts of the ADA Transition Plan that the City will continue to ensure that it is one of the most livable, accessible, and best places to live in the United States.

(Adapted from the ADA Transition Plan of Rancho Cordova, CA)

SECTION II: ADMINISTRATIVE INFORMATION

1. *Introduction*
2. *General Notice – Grievance Procedure*
3. *General Notice – Notice Under the ADA*
4. *Adoption of Measures in Furtherance of the ADA Transition Plan – Resolution No. R110911B*

Introduction

The Americans with Disabilities Act (ADA) of 1990 is a civil rights statute that prohibits discrimination against people who have disabilities. The City of Fishers, as a Local Public Agency (LPA) with more than 50 employees, is required by the U.S. Department of Justice (USDOJ) and the Federal Highway Administration (FHWA) to ensure that all public right-of-way is accessible for all pedestrians with disabilities. This authority stems from Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. § 794) and the Americans with Disabilities Act of 1990 (42 U.S.C. § 12131-12164).

The Indiana Department of Transportation has provided guidance for the City of Fishers and all Indiana LPAs in relation to the requirements set by the ADA and FHWA. To be eligible for federal transportation funding, Fishers must have an operating ADA Transition Plan completed. This document will be submitted to and held by the Indianapolis Metropolitan Planning Organization (MPO). The Transition Plan consists of two major components including the administrative development of ADA standards and a community assessment of all public right-of-way that sets a foundation for the work required to make all City right-of-way compliant. The standards for compliance are the 2010 Americans with Disabilities Act Accessibility Guidelines (ADAAG). (<http://www.access-board.gov/guidelines-and-standards/buildings-and-sites/about-the-ada-standards/ada-standards/doj-s-2010-ada-standards>)

The City of Fishers accomplished the following steps relative to the Americans with Disabilities Act Transition Plan:

1. Designated an ADA Coordinator
2. Provided notice to the public about ADA requirements
3. Established a grievance procedure
4. Developed internal design standards, specifications, and details
5. Assigned personnel for the development of a Transition Plan and completed it
6. Approved a schedule and budget for the Transition Plan, and
7. Monitored the progress on the implementation of the Transition Plan.

These documents and the procedural details of the City of Fishers Transition Plan are included in this report.

General Notice – The City of Fishers Grievance Procedure under The Americans with Disabilities Act

This Grievance Procedure is established to meet the requirements of the Americans with Disabilities Act of 1990 ("ADA"). It may be used by anyone who wishes to file a complaint alleging discrimination on the basis of disability in the provision of services, activities, programs, or benefits by the City of Fishers. The City's Personnel Policy governs employment-related complaints of disability discrimination.

The complaint should be in writing and contain information about the alleged discrimination such as name, address, phone number of complainant and location, date, and description of the problem. Alternative means of filing complaints, such as personal interviews or a tape recording of the complaint will be made available for persons with disabilities upon request.

The complaint should be submitted by the grievant and/or his/her designee as soon as possible but no later than 60 calendar days after the alleged violation to:

**Dan Domsic, Interim ADA Coordinator
City of Fishers Department of Parks & Recreation
11565 Brooks School Road
Fishers, Indiana 46037**

Within 15 calendar days after receipt of the complaint, the ADA Coordinator or his designee will meet with the complainant to discuss the complaint and the possible resolutions. Within 15 calendar days of the meeting, the ADA Coordinator or his designee will respond in writing, and where appropriate, in a format accessible to the complainant, such as large print, Braille, or audio tape. The response will explain the position of the City of Fishers and offer options for substantive resolution of the complaint.

If the response by the ADA Coordinator or his designee does not satisfactorily resolve the issue, the complainant and/or his/her designee may appeal the decision within 15 calendar days after receipt of the response to the *Mayor or his designee*.

Within 15 calendar days after receipt of the appeal, the Mayor or his designee will meet with the complainant to discuss the complaint and possible resolutions. Within 15 calendar days after the meeting, the Mayor or his designee will respond in writing, and, where appropriate, in a format accessible to the complainant, with a final resolution of the complaint.

Note: Except for the complainant's appeal deadline, any of the other deadlines listed above may be extended at the discretion of the ADA Coordinator, the Mayor, or the Mayor's designee provided notice of such an extension is given to the complainant.

All written complaints received by the ADA Coordinator or his designee, appeals to the Mayor or his designee, and responses from these two offices will be retained by the City of Fishers for at least three years.



General Notice

NOTICE UNDER THE AMERICANS WITH DISABILITIES ACT

In accordance with the requirements of Title II of the Americans with Disabilities Act of 1990 ("ADA"), the City of Fishers will not discriminate against qualified individuals with disabilities on the basis of disability in its services, programs, or activities.

Employment: The City of Fishers does not discriminate on the basis of disability in its hiring or employment practices and complies with all regulations promulgated by the U.S. Equal Employment Opportunity Commission under Title I of the ADA.

Effective Communication: The City of Fishers will generally, upon request, provide appropriate aids and services leading to effective communication for qualified persons with disabilities so they can participate equally. The City of Fishers can offer programs, services, and activities, including qualified sign language interpreters, documents in Braille, and other ways of making information and communications accessible to people who have speech, hearing, or vision impairments.

Modifications to Policies and Procedures: The City of Fishers will make all reasonable modifications to policies and programs to ensure that people with disabilities have an equal opportunity to enjoy all of its programs, services, and activities. For example, individuals with service animals are welcomed in City of Fishers offices, even where pets are generally prohibited.

Anyone who requires an auxiliary aid or service for effective communication, or a modification of policies or procedures to participate in a program, service, or activity of the City of Fishers should contact Dan Domsic (317-595-3151, domsicd@fishers.in.us) as soon as possible but no sooner than 48 hours before the scheduled event.

The ADA does not require the City of Fishers to take any action that would fundamentally alter the nature of its programs or services, or impose an undue financial or administrative burden.

Complaints that a program, service, or activity of the City of Fishers is not accessible to persons with disabilities should be directed to Dan Domsic (317-595-3151, domsicd@fishers.in.us).

The City of Fishers will not place a surcharge on a particular individual with a disability or any group of individuals with disabilities to cover the cost of providing auxiliary aids/services or reasonable modifications of policy, such as retrieving items from locations that are open to the public but are not accessible to persons who use wheelchairs.

RESOLUTION NO. R110911B**RESOLUTION TO ADOPT CERTAIN MEASURES IN FURTHERANCE OF
AMERICANS WITH DISABILITIES ACT TRANSITION PLAN**

WHEREAS, the Town Council as the Town's legislative branch has the ability to adopt certain administrative plans prepared by town staff;

WHEREAS, the Americans with Disabilities Act ("ADA") requires municipalities to adopt a transition plan as a condition for receiving federal funds; and

WHEREAS, the Town Council desires to take the following measures in furtherance of the Town's ADA transition plan.

NOW, THEREFORE BE IT HEREBY ORDAINED by the Town Council of the Town of Fishers meeting in regular session, as follows:

Effective on the date listed below, the Town Council hereby adopts the following steps in furtherance of the Town's ADA Transition Plan:

1. The *2010 ADA Standards for Accessible Design* ("*2010 ADA Standards*") is adopted as minimum requirements for the Town's newly constructed or modified public rights of way. This adoption should not be construed as relieving the Town of complying with more stringent standards that are required by either the Indiana Department of Transportation or pursuant to internal Town policies or procedures. The *2010 ADA Standards* is available online at: <http://www.ada.gov/regs2010/2010ADASTandards/2010ADASTandards.htm>.

2. The Town Manager or his/her designee is appointed ADA Coordinator.

3. The Town of Fishers Grievance Procedure under the Americans with Disabilities Act is adopted. A copy of this document is attached to this Resolution and shall be posted on the Town of Fishers website and at other suitable areas to be determined by the ADA Coordinator.

ADOPTED BY THE Town Council of the Town of Fishers, Indiana on this 9th day of Nov, 2011.

THE TOWN COUNCIL OF FISHERS, HAMILTON COUNTY, INDIANA

AYE		NAY
<u>Scott A. Faultless</u>	Scott A. Faultless, President	_____
<u>Michael Colby</u>	Michael Colby, Vice President	_____
<u>Stuart F. Easley</u>	Stuart F. Easley, Member	_____
<u>Eileen N. Pritchard</u>	Eileen N. Pritchard, Member	_____
<u>Daniel E. Henke</u>	Daniel E. Henke, Member	_____
<u>David C. George</u>	David C. George, Member	_____
<u>Edward H. Offerman</u>	Edward H. Offerman, Member	_____

ATTEST: Linda Gaye Cordell DATE: 11/9/11
Linda Gaye Cordell, Clerk-Treasurer, Town of Fishers, Indiana

Approved by: Douglas D. Church: Church, Church, Hittle, and Antrim - Town Attorney

R110911B

SECTION III: INVENTORY METHODOLOGY

1. *Purpose and Summary*
2. *Inventory Methodology*

Purpose and Summary

The purpose of the inventory is to show a baseline of existing pedestrian facilities in the City of Fishers. These data were used to improve pedestrian facilities and to comply with requirements established by ADA, the state, and the City. The City has a wide variety of facilities within the public right-of-way. These facilities include streets and roadways, vehicular and pedestrian bridges, underground and above-ground utilities, vehicular and pedestrian signal systems, signage systems, on-street parking facilities, walkways, sidewalks with curb ramps at intersections, planting strips, buffers, and pedestrian activity areas, and unimproved open spaces or natural areas. The goal of the overall project is to optimize the pedestrian experience and to provide safe and usable pedestrian facilities for all pedestrians in Fishers, and to ensure compliance with all federal, state, and local regulations and standards.

Fishers' inspection staff, under the direction of Building Commissioner Mark Fasel, conducted an inventory assessment during winter 2011-12 (December 2011 to March 2012). This assessment was accomplished through a detailed survey of the community by municipal inspection staff. Surveying, as used in this section, refers to visiting the particular location by a trained accessibility surveyor (municipal inspectors), and obtaining measurements, dimensions, gradients or other visual determinations as may be appropriate depending on the particular location. The Engineering and Public Works Departments will use the detailed data to ensure that noncompliant components of public right-of-way are made compliant over time. The standards which the City will follow are the 2010 American's with Disabilities Act Accessibility Guidelines (ADAAG).

Highlights of the 2011-12 survey process and inventory findings pertinent to Fishers are listed below:

- Assessment conducted by nine (9) inspectors,
- Covered the 36 square miles of the municipality by dividing it into 106 geographical areas,
- Data entered directly into a Pedestrian Generator map created by municipal staff on ArcGIS,
- Inspectors recorded the data directly to their mobile computer devices while conducting the assessment,
- Each case of noncompliance was automatically geo-coded on the map,
- Each case of noncompliance was specified by a red dot, address, and directional indicator,
- Each case was coded (1-13) by an inspector according to reason of noncompliance,
- Any unique case was noted and described,

- Reports were easily generated as a result of the ArcGIS-based data collection, and
- Engineering and Public Works utilized the data to help develop the Transition Plan.

Inventory Methodology

In winter 2011-12, the Fishers' inspectors conducted the community assessment in the following manner. Nine (9) inspectors covered the 36 square miles of the municipality by dividing the geographical area into a grid. The grid divided the municipality into 106 distinct areas, which were then assigned to each assessing inspector. Inspectors were responsible for covering their designated areas and recording the status (compliance/noncompliance) of all public right-of-way. Data was collected by using an ArcGIS-based map program created by Fishers staff. This map is used as the Pedestrian Generator to identify and geo-code all municipal right-of-way as it pertains to ADA compliance. Using mobile laptop computers, assessors placed a red "point" on any right-of-way component (sidewalk, ramp, etc.) that was noncompliant. By placing this point, the location and approximate address was automatically recorded in the GIS map and a database (see example of map in Appendix A). The assessor entered the reason why the right-of-way was not compliant by use of a code (1 to 13), which corresponds to issues such as missing truncated domes, incorrect slope of ramp, etc. In the case that an issue of noncompliance was unique, the assessor entered notes to describe the problem. The data collected through this inventory methodology can be easily generated into a report, which Engineering and Public Works used set the timetable and budget for the transition toward compliance (see example of report in Appendix B).

For the 2014 update, a primary goal was to evaluate progress made in addressing issues originally identified in winter 2011-12. The progress list is contained in Appendix C. The methodology to evaluate this progress included the following:

1. Review of records from the Engineering and Public Works Department detailing right-of-way improvements made since November 2011.

Note: The City's Arc-GIS Pedestrian Generator Map can be viewed online at http://23.23.127.197/apps/ada_public/

SECTION IV: PUBLIC COMMENTARY

The first meeting for public commentary on the November 2011 document was held on June 26, 2012. The public commentary group collectively is called the ADA Advisory Group and is made up of stakeholders from the community. The purpose of the meeting was to gather specific information regarding accessibility in Fishers and to define priority areas and issues related to ADA. A meeting was conducted on December 15, 2014 to review the draft of this updated document.

Fishers, Indiana Americans with Disabilities Act (ADA) Advisory Group

Meeting Minutes

Date: June 26, 2012

Time: 10:00

Location: Fishers Town Hall, 1 Municipal Drive, Fishers, IN 46038

Present: Ann Allen, Sherrie Waugh, Kelly Martin, George Martin, Adel Pfeil, Stacey Oldham, Leigh Ann Erickson, Tony Elliot (staff), Jeff Hill (staff), Mark Fasel (staff)

Introductions

Tony explained the ADA Transition Plan and the purpose for the advisory group

The Transition Plan identifies components of right-of-way that are not yet compliant and lays out a plan to improve accessibility over time. The Plan will also include buildings and parks.

The purpose of the advisory group is to help inform staff what are the accessibility priorities for the residents. Because of the nature of project timelines, Tony recommended a semi-annual meeting (once every six months). Additional communication is best via email or phone.

The Fishers website (www.fishers.in.us) has information related to ADA under the Accessibility Statement – this includes the *Notice Under the ADA*, *Grievance Procedure*, and will include the Transition Plan.

Open Discussion on priorities for accessibility:

The two major takeaways from the meeting were

- 1) Improvements could be made at community events in terms of accessibility, communications on accessibility options, resources, and/or routes. Accessibility accommodations should be available and communicated to residents – interpreters, for example. Communication of resources and routes could be improved overall.
- 2) Missing components of right-of-way should be addressed before fixing current right-of-way facilities. As an example, the group discussed that connecting the multi-use path system should be a priority, or adding a curb ramp where there currently is none.

Additional points:

- Repairs to right-of-way should be made in high traffic locations such as Municipal Complex
- HOAs are generally responsible for their own sidewalk repairs
- Fishers should ensure that snowplowing does not obstruct walkways, ramps, or otherwise hinder accessible routes
- Stoplight timing should be looked at to make sure there is plenty of time to cross streets – especially major streets.
- Communication for events could be more readily available through the Fishers webpage, Fishers Alert, newsletters, or event websites. For example, interpreters were available at Freedom Festival, but this was not widely known or communicated
- Schools, HOAs would be good opportunities to channel communications.
- Events such as Freedom Festival are not very accessible and information on accessibility options is not currently available.
- Routes at events/programs should be accessible for all
- Portable restrooms are often not to ADA standards – Include these at community events
- HOA covenants should have ADA regulations and requirements – These changes would be made by the HOAs and their attorneys
- George identified a number of building components and right-of-way features that would be helpful for the deaf community – emergency lighting, strobe warning lights in buildings, low frequency sirens on police and fire vehicles, closed captioning on movies for Movies in the Park. He referenced www.nad.org as an information source for ADA technology requirements
- Stacey brought up the example of the Disney Imagineers as a source of creative ideas for ADA accessible design

Next Steps:

- Fishers will continue to work on its ADA Transition Plan and use the information gathered in this meeting to help identify priority areas in the community. The

Transition Plan will indicate a plan on how to address cases of non-compliance in the right-of-way (for example, a missing curb ramp).

- The Transition Plan will also include information on public buildings and parks, and will specify work that is to be done to make facilities compliant with current standards.
- The Transition Plan will be uploaded to the Accessibility Statement page on the Fishers website in the next months.
- Staff will explore options to increase website content on ADA accessibility – this would include information pertinent to programs and events hosted by Fishers.
- Staff will work internally and with external groups to improve accessibility resources during programs/events – If any Working Group members have special requests for a particular program/event please contact Tony Elliot at elliota@fishers.in.us or (317) 595-3214.
- Because of the nature of road and constructions projects, staff recommends that the Working Group meet once every six months. Please send questions, comments, requests, etc. to Tony Elliot at any time – Specific questions will be forwarded to the appropriate department staff member.
- The next meeting will be scheduled for Tuesday, December 4, 2012 in an effort to address any concerns before the main winter weather season – snowplowing, etc.

SECTION V: ADA CODES AND STANDARDS

The 2010 Americans with Disabilities Act Standards for Accessible Design (ADAAG), as adopted by the Department of Justice (DOJ) in September 2010, took effect March 15, 2012 and replaces DOJ's original ADA standards. DOJ is allowing immediate use of the 2010 standards as an alternative to the original 1991 standards. These standards can be viewed at: <http://www.ada.gov/regs2010/2010ADAStandards/2010ADAstandards.htm>

For the City of Fishers, *Chapter 4: Accessible Routes* pertains specifically to accessible public right-of-way. These standards are the basis for the community inventory assessment and the minimum standards adopted by the City of Fishers for engineering and construction.

The City of Fishers amended Construction Specifications includes the standards established by the 2010 ADAAG as minimum requirements for City right-of-way. This approach utilizes the 2010 ADAAG standards as a "floor" and allows any state or local requirements in excess stringency to supersede those standards. These standards can be found at:

Construction Specifications

<http://www.fishers.in.us/documentcenter/view/403>

Standard Construction Details

<http://www.fishers.in.us/DocumentCenter/View/408>

SECTION VI: IMPLEMENTATION PLAN

Fishers is committed to being one of the best places to live in the United States for people of all ability levels. In 2015, the priorities for the City of Fishers Department of Public Works will be the following:

1. Address ADA sidewalk heaving (called “toe-kicks”) and ramp deficiencies in The Pines and Roxbury subdivisions (both near northeast corner of 96th Street & Allisonville Road) to the extent funds are available through the federal Community Development Block Grant (CDBG) program. It is anticipated that approximately \$27,900 will be spent on sidewalk and ramp repair (14% of \$195,800 improvement project to roadways, curbs, and sidewalks in those subdivisions).
2. Address ADA sidewalk heaving (“toe-kicks”) in the Sunblest subdivision (north side of 116th Street, east of Allisonville Road) to the extent funds are available through the CDBG program. It is anticipated that approximately \$190,100 will be spent on sidewalk repairs.
3. Address ADA sidewalk (“toe-kicks”) and ramp deficiencies near public parks, government buildings, and schools, to the extent funds are available.

The Public Works Department will fix sidewalk heaving greater than ¼” in accordance with the ADA. Ramps near these facilities will also be a priority for upgrading to tactile warning surfaces. Progress on these items will be documented by the Public Works Department using the GIS Pedestrian Map Generator. This is a new policy objective. Additionally, tracking sidewalk repairs to address heaving will be done for the first time in 2015. Any funds spent on these items by the Public Works Department will be tracked and reflected in a future update of this Transition Plan. Typically when Fishers performs sidewalk maintenance only, it takes corrective action on specific violations and deficiencies. Procedurally, Fishers will comply with the Americans with Disabilities Act when it performs regular street alterations and maintenance as interpreted by the Department of Justice and Department of Transportation. Commonly in Fishers, this trigger is when streets are identified as needing milling and surface overlay of existing pavement, typically described as resurfacing.

Below is a listing of other projects identified by the Department of Engineering for 2015:

City of Fishers 2015 Projects that add ADA facilities:

96th and Lantern Rd. - 2 Lane Roundabout

Improvement	Quantity	Unit	Cost/Unit	Cost
ADA Ramps	6	EA	\$ 784.00	\$ 4,704.00
Push Button	0	EA	\$ 200.00	\$ -
Sidewalk	0	SYS	\$ 25.00	\$ -
Path	257	TON	\$ 70.00	\$ 17,966.67
Crosswalk	171	SYS	\$ 100.00	\$ 17,066.67
Striped Crosswalk	0	LFT	\$ 2.00	\$ -
TOTAL				\$ 39,737.33

Lantern Rd. and Commercial Dr. - Signalized Intersection

Improvement	Quantity	Unit	Cost/Unit	Cost
ADA Ramps	9	EA	\$ 784.00	\$ 7,056.00
Push Button	4	EA	\$ 200.00	\$ 800.00
Sidewalk	0	SYS	\$ 25.00	\$ -
Path	213	TON	\$ 70.00	\$ 14,886.67
Crosswalk	228	SYS	\$ 100.00	\$ 22,755.56
Striped Crosswalk	0	LFT	\$ 2.00	\$ -
TOTAL				\$ 45,498.22

Northeast Commerce Technology Park Trail

Improvement	Quantity	Unit	Cost/Unit	Cost
ADA Ramps	4	EA	\$ 784.00	\$ 3,136.00
Push Button	0	EA	\$ 200.00	\$ -
Sidewalk	0	SYS	\$ 25.00	\$ -
Path	589	TON	\$ 70.00	\$ 41,220.67
Crosswalk	228	SYS	\$ 100.00	\$ 22,755.56
Striped Crosswalk	156	LFT	\$ 2.00	\$ 312.00
TOTAL				\$ 67,424.22

Cost of Improvements Related to
ADA – Department of Public Works:
\$218,000

Total Cost of Improvements Related
to ADA – Department of Engineering:
\$152,659.77

TOTAL: \$370,659.77

Note, the City communicates roadway and other infrastructure projects to the public via a portal on the City's website entitled Drive Fishers. Information on Drive Fishers can be found at <http://www.fishers.in.us/index.aspx?nid=381>.

2015 Multi-Use Path Prioritization

As has been done in previous years, Fishers will be placing an emphasis on trail connectivity, specifically filling in the "gaps" in the existing system. Below is a listing of projects anticipated in 2015 per the Department of Engineering:

- A new trail in the Northeast Commerce Park will begin at the new intersection of Lantern and Commercial, follow the west side of Technology Lane, and continue up Visionary Way to the Sunlake Apartments. This will include 1 crosswalk and two ramps, possibly more once the design commences.
- A new trail on the west side of Promise Road from Trailwood Drive to 136th Street will include four ramps and two crosswalks.
- Lantern Road reconstruction between 116th Street and Commercial. This will include a new 10' asphalt path along the entire stretch of the west side of Lantern. No new ramps as they were all put in with projects in 2014.
- Cheeney Creek Trail construction. This will add 0.826 miles of asphalt path through the Cheeney Creek Natural Area.

Note, other smaller projects may be identified by the Department of Public Works.

SECTION VII: MONITORING AND REPORTING

Introduction

As right-of-way facilities are repaired and improved as a result of the ADA Transition Plan, the City of Fishers will continually monitor, record, and report the progress of the improvements. All updates will be added to the Transition Plan and recorded with the proper government agencies including INDOT, Hamilton County, the Metropolitan Planning Organization (MPO), and any others as necessary.

Methodology

The City of Fishers' staff will take several approaches to ensure the progress and status of City right-of-way is progressing and on target with ADA requirements. City inspection staff will continue to conduct inspections of right-of-way as part of their field work and will report back to staff of any new deficiencies. This effort will ensure that repairs have been recorded and new damage or issues with right-of-way facilities are notated.

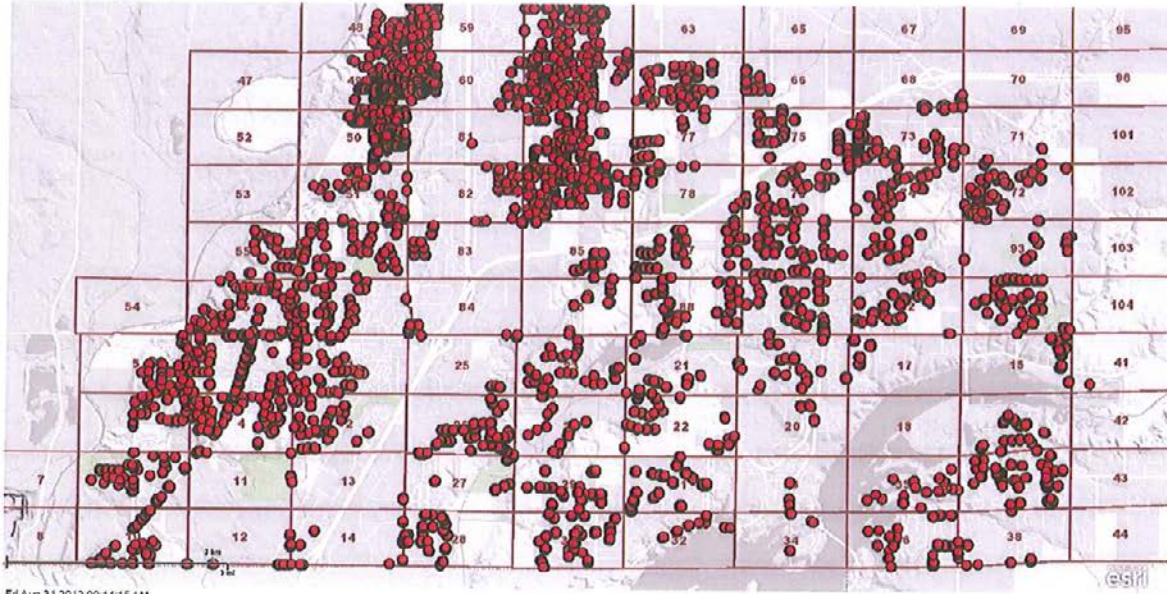
The data captured by the inspection staff will be uploaded into the City's ADA GIS system to create a visual map of what non-compliant facilities have been addressed and what facilities are still outside of the compliance guidelines. Reports can be generated at anytime to provide a list of what has been repaired and what remains non-compliant.

Finally, this ADA Transition Plan will be updated annually to ensure that results of the Transition Plan are clearly documented. Ongoing strategic planning for ADA improvements will be outlined as well as minutes and notes from future ADA advocacy meetings.

APPENDIX A: Sample GIS Map Screenshots

Town of Fishers ADA

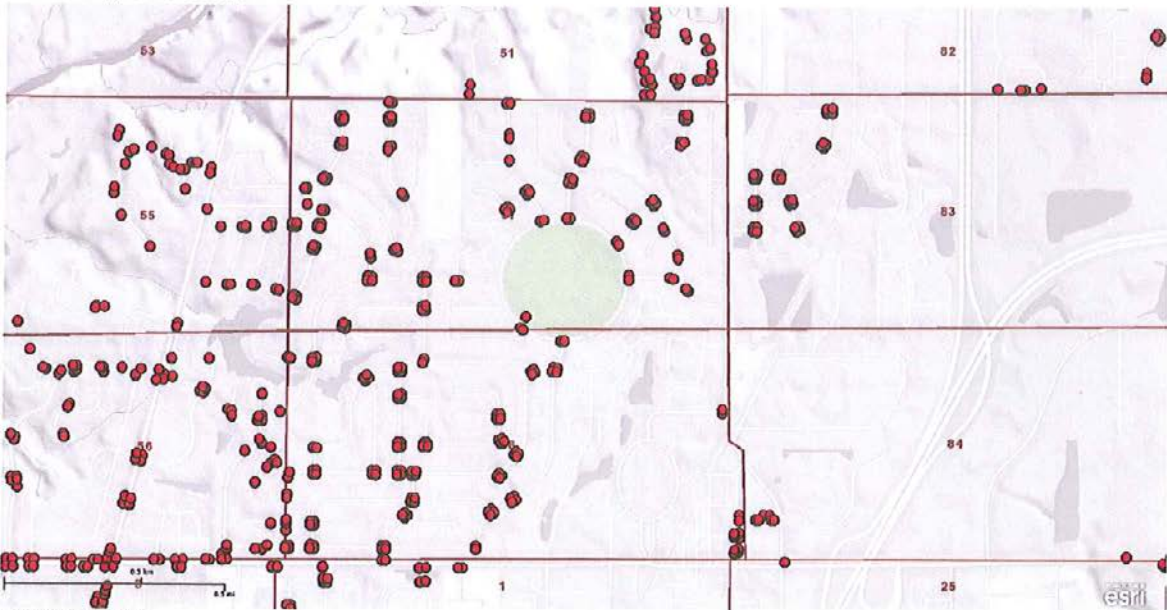
Community Assessment



Fri Aug 31 2012 09:14:15 AM

Town of Fishers ADA

Community Assessment



Fri Aug 31 2012 09:16:31 AM

APPENDIX B: Sample Report from GIS

Location	Notes	Inspector	Comments	Assessment_Date	POINT_X	POINT_Y
SE	Settling	Locator 1		12/19/2011	-85.9828	39.99219
SE		Locator 1	west	12/19/2011	-85.9824	39.98866
			No domes or			
SE	Other (Comments)	Locator 2	Slip-Resistance grooves	12/19/2011	-85.9703	39.98869
E	Settling	Locator 1		12/19/2011	-85.9824	39.98866
			No domes or			
NE	Other (Comments)	Locator 2	Slip-Resistance grooves	12/19/2011	-85.9703	39.98882
S	Settling	Locator 1	a couple affected panels	12/19/2011	-85.9838	39.98866
N	Settling	Locator 1		12/19/2011	-85.985	39.98907
NE		Locator 2		12/19/2011	-85.9692	39.98891
N	Settling	Locator 1		12/19/2011	-85.9855	39.98925
			No domes, Flares or			
NE	Other (Comments)	Locator 2	Slip-Resistance grooves	12/19/2011	-85.9675	39.9892
S	Settling	Locator 1		12/19/2011	-85.9919	39.98741
S	Settling	Locator 1		12/19/2011	-85.9909	39.98778
			No domes, Flares or			
SW	Other (Comments)	Locator 2	Slip-Resistance grooves	12/19/2011	-85.9664	39.98924
N	Settling	Locator 1	panels tilted with toe kicks	12/19/2011	-85.9913	39.98833
S	Settling	Locator 1		12/19/2011	-85.9913	39.98821
			No domes, Flares or			
SW	Other (Comments)	Locator 2	Slip-Resistance grooves	12/19/2011	-85.9665	39.98927

APPENDIX C: Summary of Progress Since November 2011

Below is a listing of projects identified in the original November 2011 ADA Transition Plan. The City of Fishers addressed the following right-of-way facilities in order to ensure compliance with, at a minimum, the thresholds established by the 2010 ADAAG Standards and as required under Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. § 794) and the Americans with Disabilities Act of 1990 (42 U.S.C. § 12131-12164). The status is listed beside each item (as of November 2014).

Fishers 2012 Projects that add ADA facilities:

- I. 96th Street pedestrian bridge over Bill's Branch
 - a. This new pedestrian bridge added pedestrian facilities along the north side of 96th Street. ***(Completed)***
 - b. New ADA compliant ramp on the west side of Springstone Road. ***(Completed)***

- II. 126th Street reconstruction from Reynolds Drive to east of Hoosier Road – add ramps with domes
 - a. New ADA compliant ramps in NE, NW, SW and SE quadrant of 126th Street and Cumberland Road. ***(Completed)***
 - b. New ADA compliant ramps in NE, NW, SW and SE quadrant of 126th Street and Promise Road. ***(NE, NW, SE completed; SW not applicable)***
 - c. New ADA compliant ramps in NE, NW, SW and SE quadrant of 126th Street and Hoosier Road. ***(SE, SW completed; NE, NW not applicable)***
 - d. New ADA compliant ramps in NE, NW, SW and SE quadrant of 126th Street and Whisper Way/Westmorland Drive. ***(Completed)***
 - e. New ADA compliant ramps in NE, NW, SW and SE quadrant of 126th Street and Lockerbie Lane. ***(Completed)***
 - f. New ADA compliant ramps in NE, NW, SW and SE quadrant of 126th Street and Longleaf Lane. ***(NE, NW completed; SE, SW not applicable)***
 - g. New ADA compliant ramps in NE, NW, SW and SE quadrant of 126th Street and Parkside Drive. ***(NE, NW completed; SE, SW not applicable)***

- III. 131st Street at Lantern Road intersection improvement
 - a. New ADA compliant ramps in NW, SW and SE, NE quadrants of the intersection from roundabout construction. ***(Completed)***

- IV. 135th Street at Britton Park Road intersection improvement
 - a. New ADA compliant ramps in NE, and SE quadrant of the intersection from roundabout construction. ***(Completed)***

- V. Municipal Complex/Nickel Plate Trail
 - a. Municipal Drive ADA compliant ramps. ***(Completed)***

- VI. 96th Street at Allisonville Road intersection improvement
- New ADA compliant ramps in NE, NW, SW and SE quadrant of the intersection of 96th Street and Allisonville Road. **(Completed)**
 - New ADA compliant ramps in NE, NW, SW and SE quadrant of the intersection of Walgreens Drive and Allisonville Road. **(NE, NW completed; SE, SW not applicable)**
 - New ADA compliant ramps in NE, NW, SW and SE quadrant of the intersection of 96th Street and Centre Properties. **(NE, NW, SW completed; SE not applicable)**
 - New ADA compliant ramps in NE, NW, SW and SE quadrant of the intersection of 96th Street and South Bay Drive. **(NE, NW completed; SE, SW not applicable)**
- VII. 96th Street at Fall Creek Road intersection improvement (completed by Hamilton County).
- New ADA compliant ramps in NE, NW, SW and SE quadrant of the intersection of 96th Street and Fall Creek Road. **(SW, SE completed; NE, NW not applicable)**
 - New ADA compliant ramps in NE, NW, SW and SE quadrant of the intersection of 96th Street and Mollenkopf Road. **(NW, SW, SE completed; NE not applicable)**
- VIII. Olio Road reconstruction from 96th Street to Geist Reservoir (completed by Hamilton County).
- New ADA compliant ramps in NE and SE corner of Olio Road and Rue Fontaine Lane. **(Completed)**
 - New ADA compliant ramps in NW and SW corner of Olio Road and Fairwood Drive. **(Completed)**
 - New ADA compliant ramps in NE and SE corner of Olio Road and Creekridge Lane. **(Completed; Included SW; Included midblock crossing)**
 - New ADA compliant ramps in NW and SW corner of Olio Road and Oak Haven Drive. **(NW, SW not applicable; NE, SE completed)**
 - New ADA compliant ramps in NE, NW, SW and SE quadrant of Olio Road and 104th Street/Springstone Road. **(Completed)**
 - New ADA compliant ramps in NE and SE corner of Olio Road and Waterway Boulevard. **(Completed; Included SW; Included midblock crossing)**
- IX. Olio Road midblock crossing at HSE Freshman center (completed by Hamilton County).
- A HAWK (high intensity actuated crosswalk) system located 2,000 feet south of 126th Street on Olio Road with new ADA compliant ramps. **(Completed; Near Fall Creek Elementary School)**

Fishers 2013 Projects that add ADA facilities:

- I. Fall Creek and Brooks School intersection improvement
 - a. New ADA compliant ramps in NW, SW and SE quadrant of the intersection. No sidewalk facilities will be routed around the NE corner of this roundabout. ***(Completed)***
 - b. A HAWK (high intensity actuated crosswalk) system located 200 feet west of the intersection with new ADA compliant ramps. ***(Completed)***

- II. 106 Street and Crosspoint Boulevard intersection improvement
 - a. New ADA compliant ramps in NW, SW, SE, NE quadrant of the intersection from roundabout construction. ***(Completed)***
 - b. Fix of two driveways north of this intersection to eliminate non-compliant ramps and truncated domes. ***(Completed)***

- III. 106th Street and Geist Road intersection improvement
 - a. New ADA compliant ramps in NW, SW, SE, NE quadrant of the intersection from roundabout construction. ***(Completed)***
 - b. Connection of multi-use path on SW side of the roundabout to the existing path south of the project limits along the west side of Geist Road. This will cross two new parcels where path does not currently exist. ***(Completed)***
 - c. Connection of multi-use path on NE side of the intersection between Geist Road and Hamilton Pass, connecting multiple neighborhoods. ***(Completed)***

Fishers 2014 Projects that add ADA facilities:

- I. Maple Street Reconstruction from 116th Street to North Street
 - a. New ADA compliant ramps. ***(Completed)***
 - b. New sidewalk on the west side of Maple Street. ***(Completed)***

- II. New road construction – North Street from Municipal Drive to Commercial Drive
 - a. New ADA compliant ramps in NW, SW, SE, NE quadrant of intersection of North Street and Lantern Road. ***(Completed)***
 - b. New sidewalk on the north side of North Street connecting Fishers municipal government complex to other portions of downtown. ***(Completed)***

Cost of Improvements

Below is an estimate of the cost of ADA/pedestrian improvements incurred in association with the completion of the previously referenced projects (2012-2014):

ADA Improvement Costs \$912,391.29

126th Street- between Westmoreland Drive and Promise Road

Improvement	Quantity	Unit	Cost/Unit	Cost
ADA Ramps	9.00	EA	\$ 784.00	\$ 7,056.00
Push Button	2.00	EA	\$ 200.00	\$ 400.00
Sidewalk	2000.00	SYS	\$ 25.00	\$ 50,000.00
Path	583.33	TON	\$ 70.00	\$ 40,833.33
Crosswalk	128.00	SYS	\$ 100.00	\$ 12,800.00
Striped Crosswalk	76.00	LFT	\$ 2.00	\$ 152.00
TOTAL				\$ 111,241.33

126th Street- between Promise Road and SR37

Improvement	Quantity	Unit	Cost/Unit	Cost
ADA Ramps	18.00	EA	\$ 784.00	\$ 14,112.00
Push Button	2.00	EA	\$ 200.00	\$ 400.00
Sidewalk	5027.78	SYS	\$ 25.00	\$ 125,694.44
Path	1508.33	TON	\$ 70.00	\$ 105,583.33
Crosswalk	256.00	SYS	\$ 100.00	\$ 25,600.00
Striped Crosswalk	0.00	LFT	\$ 2.00	\$ -
TOTAL				\$ 271,389.78

131st Street and Lantern Road Roundabout

Improvement	Quantity	Unit	Cost/Unit	Cost
ADA Ramps	16.00	EA	\$ 784.00	\$ 12,544.00
Push Button	0.00	EA	\$ 200.00	\$ -
Sidewalk	233.33	SYS	\$ 25.00	\$ 5,833.33
Path	75.33	TON	\$ 70.00	\$ 5,273.33
Crosswalk	256.00	SYS	\$ 100.00	\$ 25,600.00
Striped Crosswalk	0.00	LFT	\$ 2.00	\$ -
TOTAL				\$ 49,250.67

Britton Park Roundabout at 135th Street

Improvement	Quantity	Unit	Cost/Unit	Cost
ADA Ramps	16.00	EA	\$ 784.00	\$ 12,544.00
Push Button	0.00	EA	\$ 200.00	\$ -
Sidewalk	0.00	SYS	\$ 25.00	\$ -

Path	161.67	TON	\$ 70.00	\$ 11,316.67
Crosswalk	64.00	SYS	\$ 100.00	\$ 6,400.00
Striped Crosswalk	0.00	LFT	\$ 2.00	\$ -
TOTAL				\$ 30,260.67

96th Street and Allisonville Road

Improvement	Quantity	Unit	Cost/Unit	Cost
ADA Ramps	14.00	EA	\$ 784.00	\$ 10,976.00
Push Button	0.00	EA	\$ 200.00	\$ -
Sidewalk	191.11	SYS	\$ 25.00	\$ 4,777.78
Path	737.67	TON	\$ 70.00	\$ 51,636.67
Crosswalk	320.00	SYS	\$ 100.00	\$ 32,000.00
Striped Crosswalk	344.00	LFT	\$ 2.00	\$ 688.00
TOTAL				\$ 100,078.44

Fall Creek and Brooks School Roundabout

Improvement	Quantity	Unit	Cost/Unit	Cost
ADA Ramps	12.00	EA	\$ 784.00	\$ 9,408.00
Push Button	1.00	EA	\$ 200.00	\$ 200.00
Sidewalk	0.00	SYS	\$ 25.00	\$ -
Path	216.67	TON	\$ 70.00	\$ 15,166.67
Crosswalk	192.00	SYS	\$ 100.00	\$ 19,200.00
Striped Crosswalk	0.00	LFT	\$ 2.00	\$ 3,178.00
TOTAL				\$ 47,152.67

Olio Road Widening- between 116th and 96th Street

Improvement	Quantity	Unit	Cost/Unit	Cost
ADA Ramps	26.00	EA	\$ 784.00	\$ 20,384.00
Push Button	0.00	EA	\$ 200.00	\$ -
Sidewalk	0.00	SYS	\$ 25.00	\$ -
Path	218.33	TON	\$ 70.00	\$ 15,283.33
Crosswalk	0.00	SYS	\$ 100.00	\$ -
Striped Crosswalk	1589.00	LFT	\$ 2.00	\$ 3,178.00
TOTAL				\$ 38,845.33

141st Street at SR37 turn lane construction

Improvement	Quantity	Unit	Cost/Unit	Cost
ADA Ramps	1.00	EA	\$ 784.00	\$ 784.00
Push Button	0.00	EA	\$ 200.00	\$ -
Sidewalk	0.00	SYS	\$ 25.00	\$ -
Path	0.00	TON	\$ 70.00	\$ -

Crosswalk	0.00	SYS	\$ 100.00	\$ -
Striped Crosswalk	56.00	LFT	\$ 2.00	\$ 112.00
TOTAL				\$ 896.00

Improvement	Quantity	Unit	Cost/Unit	Cost
Countdown Pedestrian Indicators	70.00	EA	\$ 785.00	\$ 54,950.00

Improvement	Quantity	Unit	Cost/Unit	Cost
ADA Ramps done w/ Resurfacing	87.00	EA	\$ 784.00	\$ 68,208.00

Maple Street Reconstruction from 116th Street to Lantern Road

Improvement	Quantity	Unit	Cost/Unit	Cost
ADA Ramps	4.00	EA	\$ 784.00	\$ 3,136.00
Push Button	0.00	EA	\$ 200.00	\$ -
Sidewalk	300.41	SYS	\$ 25.00	\$ 7,510.25
Path	0.00	TON	\$ 70.00	\$ -
Crosswalk	0.00	SYS	\$ 100.00	\$ -
Striped Crosswalk	60.00	LFT	\$ 2.00	\$ 120.00
TOTAL				\$ 10,766.25

North Street from Municipal Drive to Commercial Drive

Improvement	Quantity	Unit	Cost/Unit	Cost
ADA Ramps	4.00	EA	\$ 784.00	\$ 3,136.00
Push Button	0.00	EA	\$ 200.00	\$ -
Sidewalk	871.68	SYS	\$ 25.00	\$ 21,792.00
Path	0.00	TON	\$ 70.00	\$ -
Crosswalk	120.98	SYS	\$ 100.00	\$ 12,098.00
Striped Crosswalk	0.00	LFT	\$ 2.00	\$ -
TOTAL				\$ 37,026.00

106th Street and Crosspoint Boulevard Roundabout

Improvement	Quantity	Unit	Cost/Unit	Cost
ADA Ramps	4.00	EA	\$ 784.00	\$ 3,136.00
Push Button	0.00	EA	\$ 200.00	\$ -
Sidewalk	306.21	SYS	\$ 25.00	\$ 7,655.25
Path	299.77	TON	\$ 70.00	\$ 20,983.90
Crosswalk	0.00	SYS	\$ 100.00	\$ -
Striped Crosswalk	551.00	LFT	\$ 2.00	\$ 1,102.00

TOTAL	\$ 32,877.15
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106th Street and Geist Road Roundabout

Improvement	Quantity	Unit	Cost/Unit	Cost
ADA Ramps	4.00	EA	\$ 784.00	\$ 3,136.00
Push Button	0.00	EA	\$ 200.00	\$ -
Sidewalk	83.64	SYS	\$ 25.00	\$ 2,091.00
Path	260.00	TON	\$ 70.00	\$ 18,200.00
Crosswalk	146.24	SYS	\$ 100.00	\$ 14,624.00
Striped Crosswalk	0.00	LFT	\$ 2.00	\$ -
TOTAL				\$ 38,051.00

106th Street Multi-use Path from Geist Road to Hamilton Pass

Improvement	Quantity	Unit	Cost/Unit	Cost
ADA Ramps	2.00	EA	\$ 784.00	\$ 1,568.00
Push Button	0.00	EA	\$ 200.00	\$ -
Sidewalk	0.00	SYS	\$ 25.00	\$ -
Path	281.00	TON	\$ 70.00	\$ 19,670.00
Crosswalk	0.00	SYS	\$ 100.00	\$ -
Striped Crosswalk	80.00	LFT	\$ 2.00	\$ 160.00
TOTAL				\$ 21,398.00

2013-14 Multi-Use Path Prioritization

In response to the comments and feedback from the Fishers ADA Advocacy Group at the June 26, 2012 meeting, the Fishers developed a pathway priority list and dedicated budget to connect existing multi-use paths.

Many multi-use, paved paths have gaps or are otherwise not connected to sidewalks or other pathways. In 2013, Fishers constructed 1.42 miles of trail connections and 0.67 miles of sidewalk including new ADA facilities such as curb ramps, detectable warnings, and striped crosswalks. In 2014, Fishers constructed 1.62 miles of trail connections. In 2015, Fishers will develop another 1-1.5 miles of path connections including ADA facilities. The budget designated to this effort is \$300,000 per year starting in 2013; however, through the use of additional funds the actual construction costs were closer to \$500,000 per year in 2013 and 2014.

Priorities for 2013 and 2014 were based on financial capacity and scope of work. In 2013, Fishers focused on the projects in which right-of-way acquisition was not required therefore achieving the greatest feasible scope of work. In 2014, Fishers used sidewalk and trail easements and right-of-way acquisition on a number of projects.