



**– Executive Summary –
Noblesville Alternative
Transportation (NAT) Plan • 2020**



Prepared for:
**City of Noblesville – Parks
and Recreation Department**
Noblesville, IN

Prepared by:
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March 2021



Bike Share
for The City of Noblesville

Noblesville Alternative Transportation Plan – 2020



This Executive Summary document was prepared under Contract for the Noblesville Department of Parks and Recreation by:

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Report Dated: March 2021

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This is an updated 2020 version of the Noblesville Alternative Transportation (NAT) Master Plan Document. This update of the NAT Plan contains current trail inventory, standards, layout trail links/segments, and 2020-2025 Priority Trail Segments.

This document is coordinated with the City's current Recreation Impact Fee Infrastructure Improvement Plan (2019) and the Park Department Master Plan Update (2020).

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The Update of the Noblesville Alternative Transportation (NAT) Master Plan – 2020

PURPOSE OF THE NAT NETWORK PLAN

Noblesville continues to be a growing and active community dedicated to improving the quality of life for residents by providing bicycle and pedestrian facilities which are convenient, comfortable and safe. The city has made significant progress over the past several decades adding to the NAT network with connectors and facilities such as the trail segments of the Midland Trace Trail and others.

The NAT master plan was initiated in 2004 and identified both the in-place trails and the potential future trails. Over the years the NAT Plan Updates provided guidelines for the incorporation of the NAT Plan into the City's Throughfare Plan. Other plan inclusions included trail design guidelines, trailheads and signage/graphics standards. In the previous NAT Plan Update trail segments inventory was mapped with a grid system for ease of locating.

The City of Noblesville continues to value the update studies of the NAT network every few years. Such updates allow for the NAT trail segments, and related database, to be updated with inventory assessments, maintenance and funding strategies, along with identifying new trail segments and priorities.

The 2020 NAT Network Update Plan will be documented in this, **Executive Summary** document. This study update should be seen and used as a "new chapter" to the previous NAT updates of the past that was last updated in 2015.

WHAT ARE PATHWAYS AND GREENWAYS?

Pathways and greenways are corridors of protected open space managed for conservation, recreation and alternative transportation purposes. Greenways often follow natural land or water features, and link nature reserves, parks, cultural features and historic sites with each other and with populated areas. Greenways can be publicly or privately owned, and some are the result of public/private partnerships.

"Today we wouldn't consider building a home or an office without a blueprint, just as we should not continue to grow and develop our communities without a greenprint. The Noblesville Alternative Transportation Plan – 2020 will continue to provide the greenprint (infrastructure) for the future growth of the Noblesville community."

– Chuck Lehman, ASLA
President, Lehman & Lehman, Inc.

Pathways are trails used for walking, bicycling, horseback riding or other forms of recreation. Some greenways include pathways, while others do not. Some appeal exclusively to people, while others attract wildlife. From the hills of inland America to the beaches and barrier islands of the coast, greenways provide a vast network linking America's special places.

WHY ESTABLISH PATHWAYS AND GREENWAYS?

Pathways and greenways positively impact individuals and improve communities by providing recreation and transportation opportunities and also by influencing economic and community development. Some of the many pathways and greenways benefits include:

- Making communities better places to live by preserving and creating open spaces;
- Encouraging physical fitness and healthy lifestyles;
- Creating new opportunities for outdoor recreation and non-motorized transportation;
- Strengthening local economies;
- Protecting the environment; and
- Preserving culturally and historically valuable areas.

The City of Noblesville, lead by the Park Department, several years ago undertook an important step toward meeting both the current and future alternative transportation needs of its citizens. The Noblesville Alternative Transportation Plan — 2020 continues to provide a “greenprint” for the City to use as a guide in forming a pathway network through existing developments and into future expansions of the community.

The Noblesville Alternative Transportation Plan — 2020 reaches the goals of the Noblesville Pathways Mission by providing safe, non-motorized transportation pathways to the Noblesville community. As it continues to develop and expand, the Noblesville Alternative Transportation Plan — 2020 is fulfilling the Noblesville Pathways Vision by improving the health, fitness, and quality of life of Noblesville residents and providing safe and attractive alternative options for movement and circulation through the community.

The Noblesville Alternative Transportation Plan — 2020 represents a commitment by the City to design, construct, and maintain a network of safe, convenient, and attractive bicycle and pedestrian facilities for commuting and recreational use throughout the Noblesville community. One of the goals and benefits of an

alternative transportation system is to minimize the use of cars, especially for short, frequent trips. As the City of Noblesville continues to grow, more and more vehicles will congest city streets, especially if no easy alternative transportation routes exist for citizens to use when traveling short distances. Increased traffic equates to increased road maintenance costs, the need for new and wider streets, traffic congestion, driver / bicyclist / pedestrian frustration, additional safety concerns and an image of a non-pedestrian friendly community.

The Noblesville Alternative Transportation Plan — 2020 will continue to form a network of multiuse alternative transportation options including walkers, runners, bicyclists, skaters, all resulting in many benefits to the City of Noblesville. These include:

- Connecting the neighborhoods with neighborhoods, the community to adjacent communities and outward to the region;
- Further enhancing the community image / pride and visitors' impressions;
- Promoting the healthier lifestyles through exercise and leisure recreation;
- Expanding the tourism opportunities, related commerce and local economy;
- Being accessible to persons with disabilities;
- Increase the self-reliance for non-drivers;
- Providing "linear parks and parkways" throughout the community;
- Connecting neighborhoods to schools, parks and other community destination points;
- Promoting quality of life issues to current and future residents of Noblesville;
- Improving and stabilizing natural environments and natural areas; and
- Safe Routes to Schools

As Noblesville is a part of the Indianapolis Metropolitan Area, the City has continued to see development and an increased demand for opportunities to bicycle and walk for recreation and for transportation outside the City and into adjacent Cities, Towns and Counties.

Noblesville Parks has undertaken an update to the NAT plan that documents, through GIS and CAD, the existing and proposed trail segments. The NAT Plan outlines a vision for biking and walking in Noblesville, with developed goals and objectives to help guide the implementation of the vision. The NAT Plan update incorporates identified priorities, a system of infrastructure maintenance and management as well as incorporating the aesthetics of the network with education, safety, wayfinding signage and ease of access. The continued effort by the City in NAT expansions and implementation strategy will sustain momentum and progress for the coming years.

The NAT Plan continues to provide a measured and consistent strategy for the development of the recommended improvements through prioritization and phasing to ensure that its implementation is manageable and economically responsible.

KEY ECONOMIC BENEFITS

The trail studies described in this guide collectively identify a variety of trail benefits:

- Trails increase the value of nearby properties.
- Trails boost spending at local businesses. Communities along trails, often called trail towns, benefit from the influx of visitors going to restaurants, snack shops and other retail establishments. On longer trails, hotels, bed and breakfasts, and outdoor outfitters benefit.
- Trails make communities more attractive places to live. When considering where to move, homebuyers rank walking and biking paths as one of the most important features of a new community.
- Trails influence business location and relocation decisions. Companies often choose to locate in communities that offer a high level of amenities to employees as a means of attracting and retaining top-level workers. Trails can make communities attractive to businesses looking to expand or relocate both because of the amenities they offer to

employees and the opportunities they offer to cater to trail visitors.

- Trails reduce medical costs by encouraging exercise and other healthy outdoor activities.
- Trails revitalize depressed areas, creating a demand for space in what were once vacant buildings.
- Trails provide transportation options and cut fuel expenses, offering reliable means of transportation for short distance trips. Nearly half of all car trips are less than 3 miles and more than a quarter are one mile or less.
- Trails provide low or no-cost recreation to families relative to other recreational services that could be provided by government.
- Trails increase tax revenues in the communities in which they are located.
- These benefits represent a significant economic return on the money invested into trail projects in quality of life and sense of place in the community. The costs of land acquisition for trails, trail construction and maintenance are far outweighed by the economic benefits generated by trails.

PLAN AREA

This NAT Plan update is the fourth such update for the City of Noblesville. The planning area encompasses the corporate limits for the city but also addresses regional connections to neighboring communities like Wayne Township, Cicero, Fishers and Carmel.

The City of Noblesville, at the time of this study, has over 100 miles of trails on the ground. The City's current Recreation Impact Fee Study has a Community Level of Service Standard of one (1) mile of

trail for every 700 persons. It is estimated that the population of the City in 2020 will be approximately 65,000 persons. According to the recent Recreation Impact Fee study, over the next ten (10) years it is projected the need of an additional \pm 20 miles of trails to keep up with the projected population growth.



Benefits of Bicycling and Walking

Creating a complete network of bicycle and pedestrian facilities provides the city with more than a transportation network for various modes of travel. The infrastructure improvements have significant benefits in the form of improved community health, increased property values, greater economic development with new business attraction, lower healthcare costs for residents and safer facilities for all users. The Noblesville Alternative Transportation Plan System is a great demonstration of these noted benefits to the Noblesville Community.

QUALITY OF LIFE

Businesses and people when looking to relocate their business or place of residence will look at the community's quality of life as one of the first attributes. Facilities and resources like trails, greenways and safe places to bike and walk attract tourists. In areas where people walk, there is a sense that these are safe and friendly places to live and visit. Developing communities where walking and bicycling are accepted and encouraged increases a community's livability in ways that benefit all residents and visitors.

HEALTH BENEFITS

According to the 2019 CDC Behavioral Risk Factor Surveillance System (BRFSS) data, over 34% of Indiana adults are overweight or obese. Indiana is the 15th most obese state in the U.S. Walking is the number one activity recommended by doctors and preferred by Americans to stay fit. Bicycling and walking help to keep kids and adults active and helps to decrease the prevalence of health conditions such as heart disease, diabetes, and other chronic illnesses. Safe and desirable walking facilities create more opportunities for residents to exercise, increasing their health.

SOCIAL EQUITY BENEFITS

Walking and biking are the most affordable forms of transportation. While uses of transportation are primarily adults much of the population is unable to drive, including children, individuals with disabilities, seniors, and those unable to afford the cost of owning and operating a vehicle. The average annual cost of operating a bicycle is \$308, compared to \$8,220 for the average vehicle. (source: Google).

In addition to providing connections between the neighborhoods and parks, the pedestrian and bikeways off-road network form a

system of linear parks. Each new project which is located in natural areas or along rivers and waterways provides an ancillary opportunity for the city to invest in the natural environment with preservation and restoration projects within these corridors.

SAFETY BENEFITS

The primary cause of deaths among the ages from 3 to 34 in the U.S. is traffic accidents. Traffic fatality rates tend to be lesser in regions with higher rates of walking and bicycling. After decades of designing and building roadways to support additional automobile traffic, cities are shifting their focus to safety and comfort for all road users, especially pedestrians and bicyclists. Providing improvements which encourage bicycling and walking can enhance comfort levels and safety for all users. Additional bicycle and walking facilities, well designed crossings, wayfinding signage, periodic call boxes, and continued education and enforcement can reduce the risk of crashes and injuries.

A complete bicycle and pedestrian network which is convenient and comfortable for all users can lead to more walking and biking for short trips to destinations, neighborhoods and events within the city. Walking and biking can reduce traffic congestion and energy consumption. Fewer vehicles on the road lessen the demand for wider roads and bigger parking lots providing infrastructure savings for the public.

ECONOMIC BENEFITS

Successful and cost-effective multi-modal transportation system include components of trails, sidewalks and on-street bikeways. By encouraging community level of service standards via trails and

pathway developments thrive with the incorporation of this quality of life amenity. Increases in property taxes, local spending and tourism activity provide additional tax revenue for local governments, providing strong returns on investment for bicycle and pedestrian projects. In addition to tourism dollars, building new facilities for walking and biking can include rising property values, increased business at local establishments, improved worker productivity, and savings from reduced traffic congestions.



PLAN VISION & GOALS

INTRODUCTION

Plan vision, goals and objectives were established to aid in the continued development of the NAT planned network, help establish priorities, and to measure the continued progress of the plan. The goals and objectives were developed utilizing community input gathered during the input phase. The objectives articulate specific actions to be taken to support the specific goals of the plan.

The following vision, goals and objectives reflect the overarching need for transportation planning which incorporates multiple modes of travel including bicycles and pedestrians in addition to automobiles. The goals and objectives set forth a road map for the City of Noblesville to reach its vision for a complete and connected network of pedestrian and bicycle routes and amenities. The complete network will allow people to incorporate walking and biking into their daily lives by connecting neighborhoods with shopping, schools, work and recreation.

The following section is organized around the vision for the network with goals and objectives that will guide the city during plan expansion and implementation.

The objectives are specific statements of how to accomplish the goals and identify means of measuring the fulfillment of the goals.

VISION

“The City of Noblesville envisions a future where there is growth and unifications of community recreation, programs, services and facilities. A comprehensive, integrated, connected transportation network that forms a balance in access, mobility and safety needs of community residents of all ages and abilities. The promotion of these resources and the contributions of individuals will result in an enhanced quality of life.”

GOAL 1 CONNECT ALL AREAS OF THE CITY WITH BICYCLE AND PEDESTRIAN ROUTES AND AMENITIES.

Objectives:

- Continue with development of the network of bicycle and pedestrian facilities that serve both transportation and recreation needs.
- Identify and provide routes to schools, community destination places, services and retail areas.
- Provide bicycle and pedestrian amenities (bike racks, benches, repair stations) on key trail routes linking schools with trails, parks and recreation sites that encourage the mobility of school age children.
- Integrate bicycle and pedestrian considerations into all renovations, repurposed and new development projects.
- Develop opportunities for pedestrian and bicycle tourism by connecting destinations with bike and pedestrian facilities.
- Develop marketing materials including route maps to be distributed to tourists and visitors. Continue the cooperation in marketing the NAT System via the Hamilton County Convention and Visitors Bureau and other greenway agencies.
- Design and implement a network of facilities to establish Noblesville as a bicycle and pedestrian focused city to attract new businesses and residents to the area.

GOAL 2 CONNECT THE EXISTING NAT NETWORK TO PROVIDE COMPLETE BIKE AND PEDESTRIAN PATHS IN AND AROUND THE CITY.

Objectives:

- Identify and complete gaps within the existing greenway network to create complete loops of on-road and off-road facilities which can be utilized by users of all ages and abilities.
- Evaluate and ensure that the greenway trail is accessible for physically impaired including those in wheelchairs or utilizing walkers.

- Improve at-grade crossings where the greenway trail intersects with major roadways to encourage use of the greenway trail across all areas of the city.
- Continue to utilize the various funding sources for the trails including recreation impact fees, highway grants, multi-jurisdictional, private entities and other partners like health agencies and school districts.

GOAL 3 IMPROVE AND EXPAND BICYCLE AND PEDESTRIAN FACILITY TYPES TO PROVIDE FOR ALL USERS, MAKING BIKING AND WALKING MORE COMFORTABLE AND APPEALING TO USERS OF ALL AGES AND ABILITIES.

Objectives:

- Implement additional on-road and off-road facility types to expand the age and ability of users that are utilizing the bicycle and pedestrian network.
- Develop more bike lanes (buffered and conventional) to expand the on-road bicycle network which meets the needs of more confident riders.
- Develop shared lane routes (including directional signage and pavement markings) to guide residents and visitors along routes which are comfortable for bicycles to ride in the traffic lane with automobiles.
- Provide access to bicycle and pedestrian facilities for a variety of users including walkers, runners, bicyclists, wheelchair users, strollers, and other non-motorized modes of travel.
- Install bicycle parking at public buildings, retail areas, employment center and recreation areas.

GOAL 4 PRIORITIZE SAFETY WHEN DESIGNING NEW NETWORK FACILITIES WITH PARTICULAR FOCUS ON INTERSECTION/CROSSING DESIGN.

Objectives:

- Plan, design and construct bicycle and pedestrian facilities to meet or exceed guidelines for bicycle and pedestrian safety.

- Monitor bicycle and pedestrian related accidents to determine areas in need of improvement.
- Increase visibility of facility intersections, road and rail crossings.
- Provide a buffer between facilities which are adjacent to roadways.
- Enforce speed limits and pedestrian rights in crosswalks.
- Develop and distribute information materials informing all roadway users of their rights and responsibilities concerning bicyclists, pedestrians and motorists.
- Design roadway crossings to maximize bicyclists and pedestrian safety.

GOAL 5 IMPROVE BICYCLE AND PEDESTRIAN WAYFINDING BOTH FOR VISITORS AND RESIDENTS.

Objectives:

- Design and install signage and mapping to encourage bicycling and walking activities.
- Provide programs utilizing the network of bicycle and pedestrian facilities such as fun runs, festival events, and group rides to increase awareness.
- Develop an easy to read, unified and comprehensive wayfinding system for bicyclists and pedestrians.

GOAL 6 PROACTIVELY PLAN FOR MAINTENANCE, REPLACEMENT AND RESTORATION OF EXISTING FACILITIES.

Objectives:

- Establish and maintain an annual counts program documenting trends in pedestrian and bicycle activity and volumes.
- Provide for adequate drainage of stormwater runoff for all facilities.
- Formalize responsibilities between city departments to avoid gaps in system maintenance.
- Maintain sidewalks, shared-use paths, greenways, and bike lanes to ensure safe use for pedestrians and bicyclists on a year- round basis.

- Distinguish the differences between Neighborhood Trails and the NAT Plan Trails including the responsibilities of inspections, safety and maintenance.
- Develop a maintenance schedule for short and long-term tasks including coordination between departments.
- Evaluate all streets during pavement resurfacing to determine if bicycle facilities can be provided when the striping is applied.

Blueways and the White River Vision Plan

The Noblesville community is blessed with two significant creeks/streams meandering through the City. Both the Cicero Creek and the White River contain 14.5 miles for “blueways” within the City. Blueways have been inventoried in past NAT Plan Updates.

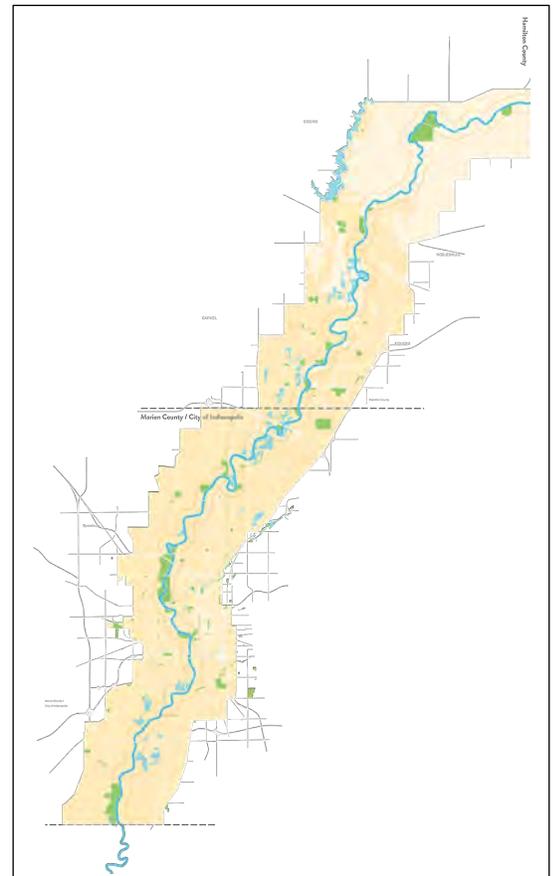
In 2019 the White River Vision Plan was developed. This Vision Plan offers new insights and opportunities for communities adjacent to the White River in both Hamilton and Marion Counties.

The **White River Vision Plan** was a joint effort between the City of Indianapolis and Hamilton County Tourism, Inc. in partnership with Visit Indy’s philanthropic arm, Tourism Tomorrow, Inc. to develop a comprehensive and coordinated regional, community-driven plan to enhance 58 miles of the White River in Marion and Hamilton counties. **The goal of the vision plan is to create an accessible, recreational, and cultural environment that encourages a unique sense of place for the community as a whole.**

The White River Vision Plan has been developed to promote:

- Access to the White River for residents and visitors — the two largest, most important audiences
- The environmental value and ecological quality of the river corridor, including its water quality and natural habitats
- Connection to attractions, arts and entertainment venues, hiking and biking trails, and neighborhoods
- Experiences along the water that contribute to our shared cultural heritage and history

There exist several sites in the City where potential river access could be considered with the development of waterway trailheads. As funding and priorities of the White River Vision Plan evolves the City will consider projects, collaborations and implementation strategies for the enhancements of the White River as it flows through the City of Noblesville.



NAT PLAN ACTIONS

The Update of the NAT Plan has generated several Action Items for review and implementation over the coming 5 years. These Actions include the identification of inventory and priority trail segments, policy development, maintenance and management, safety, wayfinding and other amenities of the NAT Trail System.

NAT PLAN INVENTORY

As part of this update the inventory of the NAT Plan was updated. Part of this inventory included an update, and expansion, of the NAT Plan Database. This Database included the following “fields”:

- Trail Segment ID (for identification on the related maps)
- Trail Segment Name
- Type of Trail (i.e., roadway, easement, etc.)
- Classification (i.e., existing, planned, etc.)
- 2020 Length of Asphalt Trail of the segment
- 2020 Length of Concrete Trail of the segment
- Length of Crosswalk (across and road intersection) that is part of the trail segment length
- 2020 Total Trail Segment Length
- Home Owners’ Association (HOA) / Neighborhood Trail segment
- 2020 Planned Length of Trail Segment
- Future Trail Segment Length (beyond the identified 2020 plan)
- Surface Rating of the Trail segment
- NAT Priority Trail Segment
- Single or Double Trail (i.e., double would have a trail segment on both sides of the street or road)
- Width of the Trail segment
- Orientation of the Trail segment (i.e., North-South, East-West, etc.)
- Map Location of the Trail segment
- Township Location
- Inside of City Limits
- Notes / Commentary

The NAT System Inventory can be found in the Appendix of this document. The summary of the 2020 Inventory is as follows:

- **100.67 miles – total trail length in 2020**
- **177.85 miles – 77.18 miles in addition to the existing – providing a total trail length of future trail segments**

NAT PLAN 2020 PRIORITY TRAIL SEGMENTS

The *Noblesville Alternative Transportation Plan – 2020* identified Priority Trail Segments for consideration over the next five years.

These trail segments are identified below:

- **Segment 2a – Little Chicago Road Trail**
- **Segment 3a – 209th St. / Carrigan Road Trail**
- **Segment 4 – Levee Trail**
- **Segment 12 – Midland Trace Trail**
- **Segment 32 – Nickel Plate Trail**
- **Segment 35 – Greenfield-West Trail**
- **Segment 38 – Stoney Creek East Trail**
- **Segment 42 – 10th St. / Allisonville Road Trail/Connector**
- **Segment 47a – Promise Road Trail**
- **Segment 66 – 146th / Corporate Campus Parkway Trail**
- **Segment 82 – Legacy School Crossing into Forest Park Trail**
- **Segment 87 – 156th St. Trail / Connector**
- **Segment 100 – SMC Blvd. Trail**
- **Segment 105 – Federal Hill Commons Trail**

Trail Gaps – In addition to the identified trail segments, noted above, the City will continue to identify “gaps” in trail segments throughout the City. Such trail segment gaps will be addressed with continuous trails infills when adjacent right of way and street work is done throughout the coming years.

Additional Staffing – Over the next five years it is anticipated the need for additional staff to monitor and manage the development and maintenance of the NAT System. While this position would be full-time, it would be assumed that the role of this position would be shared between other City departments.

NAT PLAN MAPPING WITH TRAIL SEGMENTS

The *Noblesville Alternative Transportation Plan – 2020* should be incorporated into the City’s Comprehensive Plan and Thoroughfare Plan. The design details and standards should be incorporated into the Public Works / Street Right-of-Way standards. Also, the green infrastructure should be an update to the Park and Recreation Master Plan. While this summary document studied the pathways and trails within the study area, the results of this study truly formed an “alternative transportation plan” that can be used by the City for marketing, grant writing and collaboration with adjacent communities.

The *Noblesville Alternative Transportation Plan – 2020* development resulted in the update of various planning maps. These maps can be found in the Appendix of this document. Key elements of the community have been identified on these maps including schools, parks and other community destination points.

The planning area of the NAT System covers and touches the City Limits and the expanse of multiple Townships. The maps found in the Appendix includes the overall map, overlaid on aerial photography. For richer detail the overall study area was divided into nine (9) plan zones identified in a matrix layout alphanumeric number across (A, B, and C) the north edges and numbers (1, 2, 3 and 4) running the western edge.



NAT PLAN MAINTENANCE AND MANAGEMENT

Developing a standardized maintenance program will provide consistent trail treatment throughout the city. To rate the quality of the surface of the NAT Trail, the City of Noblesville developed a trail surface maintenance system.

The PASER Manual for Asphalt Roads Pavement Surface Evaluation and Rating was utilized and modified to fit the City’s needs in the asphalt surfaced trails. The Surface Rating is based on the criteria in the following table.

Surface Rating Table

Surface Rating	Visible Distress	General Condition/treatment Measures
10	None.	New construction.
9	None.	Recent overlay. Like new.
8	All cracks are ¼” or less wide and more than 40’ apart.	Little or no maintenance required.
7	Very slight or no wear. All cracks ¼” wide, spaced 10’ or more apart. Little to no patching.	Signs of aging. Fill cracks.
6	Slight wear. Cracks ¼”- ½” spaced less than 10’. Occasional patching.	Sound structure. Sealcoat would extend life.
5	Moderate to severe wear. Cracks open ½” or more. Some patching.	Sound structure. Needs sealcoat or non-structural overlay less than 2”.
4	Severe surface wear. Cracks as noted above. Slight rutting or humps ½” deep or less.	Significant aging. Needs structural overlay 2” or more.
3	Cracks as above. Patches in fair to poor condition. Moderate rutting or humps ½”-2” deep. Occasional potholes.	Needs patching and repair prior to overlay. Milling and removal of weak spots extends life of overlay.
2	Cracks as above. Severe rutting or humps 2” or more deep. Extensive patching in poor condition. Potholes.	Severe deterioration needs reconstruction with base repair.
1	Severe distress with extensive loss of surface integrity.	Total reconstruction

In general, the numerical rating relates to the maintenance required as follows:

RATINGS	MAINTENANCE REQUIRED
9,10	No maintenance required
8	Little or no maintenance
7	Routine maintenance, cracksealing, minor patching
5,6	Preservative treatments (sealcoating)
3,4	Structural improvement and levelling (overlay or recycling)
1,2	Reconstruction

For the most part major repairs that are needed are spotty and not the full length of the trail which is why you will notice multiple ratings on some trails.

NAT PLAN POLICY DEVELOPMENT

Through this update study it was pointed out that there exists trails within the neighborhoods (Neighborhood Trails) and those Trails that are part of the City's NAT Plan. While the Neighborhood Trails serve the citizens just as the NAT System, the maintenance and upkeep of two trail types are different. Typically, the City inspects, evaluates and maintains the NAT System trails that are in City Parks, street rights-of-way and city utility easements. The City has not been involved with the Neighborhood Trail segments. The related neighborhood groups have carried the oversight, maintenance and safety of the Neighborhood Trails.

It is a recommendation that the City of Noblesville establish a policy on Neighborhood Trails. This policy will need to identify the role of the City in the inspection, evaluation, and maintenance for the NAT Plan Trails and to establish the role, if any, the City has on the Neighborhood Trails.

NAT PLAN – TRAIL RULES AND MANNERS

- Motorized vehicles are prohibited, except official and emergency vehicles, and motorized wheelchairs.
- Stop at roadway intersections and obey all traffic and trail signage.
- All pets must be kept on a leash and all pet waste removed and disposed of properly.
- Do not litter...please keep your trails free of trash and debris.
- Bicycle must yield to pedestrians.
- Please keep to the right so faster moving people and bicycles can pass on your left.
- Please be courteous to others and honor the normal rules of the road.
- Please obey posted speed limits for bicycles.

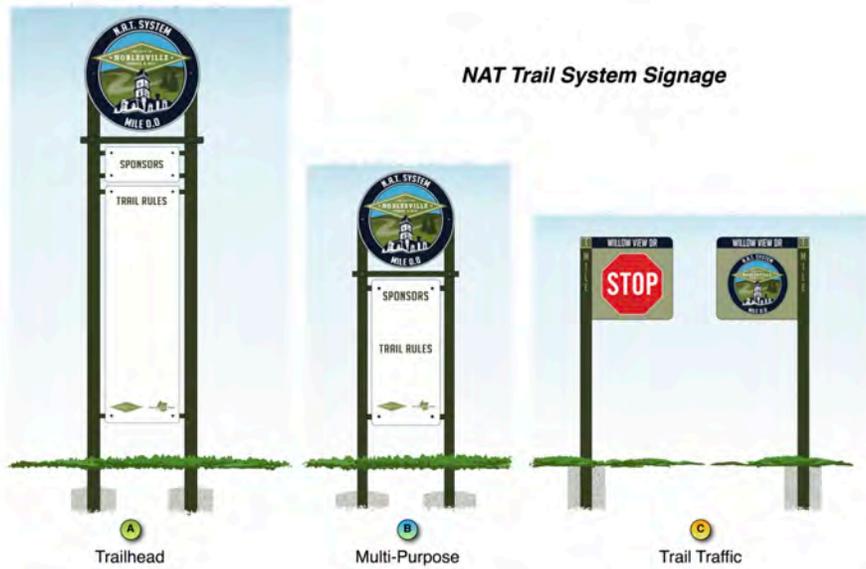
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- Watch for obstacles on the trail. Natural obstacles such as tree branches and debris, rocks, wildlife and wash outs might exist.
- Alcohol and illegal drugs are prohibited.
- Advertisement along the trail is prohibited.



NAT PLAN WAYFINDING AND AMENITIES

As part of the 2015 NAT Plan Update Trail Signage and Wayfinding Standards were established for the NAT System. Refer to the 2015 NAT Plan Update for these standards along with additional implementation strategies by the Noblesville Parks.



Resolution Adopting the Noblesville Alternative Transportation Plan — 2020

WHEREAS, The City of Noblesville Parks and Recreation Board is focused on providing a quality parks and recreation system for the citizens of Noblesville, Indiana as defined by its Mission Statement and its Vision Statement; and,

WHEREAS, in doing so the City of Noblesville Parks and Recreation Board has sought opinions and input from the officials and citizens of City of Noblesville in developing the Noblesville Alternative Transportation Plan — 2020; and,

WHEREAS, the City of Noblesville Parks and Recreation Board is committed, with the assistance of the City of Noblesville, to the implementation of the Noblesville Alternative Transportation Plan — 2020 by establishing standards, defining priorities, targeting development schedules and seeking funding sources; and,

WHEREAS, the City of Noblesville Parks and Recreation Board desires to make the Noblesville Alternative Transportation Plan — 2020 a part of its current 5-Year Parks and Recreation Master Plan by addendum; and,

WHEREAS, the City of Noblesville Parks and Recreation Board desires to make itself eligible to meet certain requirements for participation in grant programs; and,

WHEREAS, on _____, the City of Noblesville Parks and Recreation Board received the final document of the proposed Noblesville Alternative Transportation Plan — 2020, prepared by Lehman & Lehman, Inc. of Mishawaka, Indiana.

NOW THEREFORE, BE IT RESOLVED that the City of Noblesville Parks and Recreation Board hereby accepts and adopts the final document of the Noblesville Alternative Transportation Plan — 2020 presented on April 14, 2021 as its official Alternative Transportation, Pathways and Greenways System Master Plan.

Dated this ____ day of _____, 20____

APPENDIX

- Inventory of NAT Plan Trail Segments
- Mapping of the NAT Plan

Noblesville Alternative Transportation Plan (NAT) 2020 Update

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T
ID	Segment Name	Type	Classification	2021 Length Asphalt (feet)	2021 Length Concrete (feet)	Approx. Crosswalk Distance	2021 Total Length (feet)	HOA / Neighborhood Trail Segment	2021 Amount Planned	Future Total Length (feet)	Surface Rating	NAT Priority	Single or Double	Width	Major Orientation	Map Location	Twp. Location	Inside Corp Limits	Notes
1a	Moontown Rd Trail	Roadway / RW	Existing	2,025.40	2,308.10	53.00	4,333.50		16,692.10	21,025.60	8,9		Single	8'	N-S	A1, A2	Noblesville Twp.	Yes	East side of street. North of SR 32
1b	Gray Rd Trail	Roadway / RW	Existing / 2013 Planned	1,591.40		89.00	1,591.40		1,756.00	3,347.40	8,9		Single	8'	N-S	A2, A3	Noblesville Twp.	Yes	East side of street. South of SR 32. Does not include the west side of the road. (2013 Planned 1,584.4')
2a	Little Chicago Rd Trail	Roadway / RW	Existing / 2013 Planned	25,402.70	6,024.90	1,847.00	31,427.60		9,090.50	40,518.10	8,10	A1	Double	8'	N-S	A1, A2	Noblesville Twp.	Yes	Double trail segment; E&W sides. North of SR 32
2b	Hazel Dell Rd Trail	Roadway / RW	Existing	31,585.10		878.00	31,585.10		0.00	31,585.10	4,6,8		Double	8'	N-S	A2, A3	Noblesville Twp.	Yes	Double trail segment; E&W sides. South of SR 32
3a	209th St./ Carrigan Rd Trail	Roadway / RW	Existing	1,611.00	755.00	81.00	2,366.00		4,242.60	6,608.60	2,8	A1	Single	8'	E-W	A1	Noblesville Twp.	Yes	South side of street
3b	211th St. Trail	Roadway / RW	Existing	5,041.00	437.00	153.00	5,478.00		0.00	5,478.00	8		Single	8'	E-W	A1	Noblesville Twp.	Yes	South side of street / north side of the street near Hague Rd
4	Levee Trail	Easement	2020 Planned / 2013 Planned	7,648.80			7,648.80		4,294.60	11,943.40	10	A1	Single	9'	N-S	A1	Noblesville Twp.	Yes	Trail along levee
5	206th St Trail	Ped / Bicycle	2020 Planned / 2013 Planned				0.00		15,746.80	15,746.80			Single	N/A	E-W	A1, B1	Noblesville Twp.	Yes	Length does not include 939' of planned trail segment from 2013.
6	St. Rd 38 -- West Trail	Roadway / RW	Existing / 2020 Planned / 2013 Planned	4,279.70	483.10	145.00	4,762.80		16,106.10	20,868.90	5		Double	8'	E-W	A1, A2	Noblesville Twp.	Yes	Double trail segment; N&S sides
7	196th St.-South Trail / Connector	Roadway / RW	Existing / 2020 Planned	4,045.20	164.90	307.00	4,210.10		2,431.90	6,642.00	4,7		Single	4' & 8'	E-W	A1, B1	Noblesville Twp.	Yes	South side of street
7a	Morse Beach Trail	Not owned / managed by city	Existing																2,086' Not managed by city
8	Whitcomb Ridge Trail	Easement	Existing / 2020 Planned	3,849.10			3,849.10		5,709.00	9,558.10	3		Single	8'	N-S / E-W	A1, A2	Noblesville Twp.	Yes	West side of creek
9	Blueway Trail	(Cicero Creek)	Blueway				Refer to Summary		0.00	N/A			N/A	N/A	N-S / E-W				Blueway Length = 23,175 feet (4.39 miles)
10	Maple Grove Trail	Roadway / RW	Existing	2,340.10		74.00	2,340.10		0.00	2,340.10			Single	8'	N-S / E-W	A2	Noblesville Twp.	Yes	E of Haz Dell between 38 and 32
11	Mill Grove Trail	Roadway / RW	Existing	5,088.00		225.00	5,088.00		0.00	5,088.00			Single	8'	N-S / E-W	A2	Noblesville Twp.	Yes	E of Haz Dell between 38 and 32
12	Midland Trace Trail	Roadway / RW	Planned/Existing	17,976.20		186.00	17,976.20		8,266.00	26,242.20	4,10	A1	Single	8' & 12'	E-W	A2	Noblesville Twp.	Yes	Railroad R/W. Majority of trail is a 10, small portion being looked into for warranty work
13	Tulip Tree Dr Trail	Roadway / RW	Existing	1,056.90			1,056.90		0.00	1,056.90	1,7		Single	8'	N-S	A2	Noblesville Twp.	Yes	
14	Lake Forest	Open	2013 Planned				0.00		0.00	0.00			Single	N/A	N-S / E-W	A3	Noblesville Twp.	Yes	Maines Valley Drive to Golden Aster
15	161st West Trail	Roadway / RW	Existing / 2013 Planned	1,603.60		119.00	1,603.60		0.00	1,603.60			Single	8'	E-W	A3	Noblesville Twp.	Yes	161st West of Hazel Dell
16	East Haven Trail	Easement	Existing / 2020 Planned / 2013 Planned	1,300.00			1,300.00		0.00	1,300.00	5		Single	8'		A3	Noblesville Twp.	Yes	E of Haz Dell N of Dillon
17	Interurban Trail	Easement	Existing / 2020 Planned	1,310.00			1,310.00		26,128.20	27,438.20	9	B	Single	8'	N-S / E-W	A3, B3	Noblesville Twp.	Yes	W of HD opposite #16
18	Vestal Trail	Roadway / RW	Existing / 2020 Planned	3,886.00	862.00	150.00	3,885.00		10,861.60	14,746.60	10		Single	8'	N-S	A3	Noblesville Twp.	Yes	
19	Cherry Tree Rd Trail	Roadway / RW	Existing / 2013 Planned	3,468.80		260.00	5,532.00		0.00	5,532.00	8		Single	8'	N-S / E-W	A3	Noblesville Twp.	Yes	E of cherry in sub

"A" Priorities shaded

"Blueways" Inventory

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T
ID	Segment Name	Type	Classification	2021 Length Asphalt (feet)	2021 Length Concrete (feet)	Approx. Crosswalk Distance	2021 Total Length (feet)	HOA / Neighborhood Trail Segment	2021 Amount Planned	Future Total Length (feet)	Surface Rating	NAT Priority	Single or Double	Width	Major Orientation	Map Location	Twp. Location	Inside Corp Limits	Notes
20	Cherry Tree East Trail	Easement	Existing	4,990.00			4,990.00		0.00	4,990.00	8		Single	8'	N-S / E-W	A3	Noblesville Twp.	Yes	Subdivision trail E of cherry
21	Cherry Tree East So. Trail	Easement	Existing	291.00			291.00		0.00	291.00	8		Single	8'	N-S / E-W	A3	Noblesville Twp.	Yes	Subdivision trail E of cherry
22	161 St East Trail	Roadway / RW	Existing / 2020 Planned	2,587.70		52.00	2,587.70		3,600.10	6,187.80			Single	8'	N-S / E-W	A3	Noblesville Twp.	Yes	161st East of Hazel Dell
23	Presley Dr Trail / Connector	Roadway / RW	Existing	5,772.10	3,304.90	618.00	9,077.00			9,077.00			Double	4', 8'	N-S	B2	Noblesville Twp.	Yes	
24	Terry Lee Crossing Connector	Roadway / RW	Existing		1,131.90		1,131.90			1,131.90			Single	5'	N-S / E-W	B2	Noblesville Twp.	Yes	
25	River Ave. Connector	Roadway / RW	Existing / 2020 Planned		3,103.00	34.00	3,103.00		15,011.00	18,114.00			Single	4'	N-S	A2, A3	Noblesville Twp.	Yes	West side of street
26	Hague Cherry Trail	Roadway / RW	Existing	4,154.00			4,154.00		0.00	4,154.00	7		Single	10'	N-S	A2, A3	Noblesville Twp.	Yes	
27	Hague Rd Trail	Roadway / RW	Existing / 2020 Planned	13,283.00	1,332.00	470.00	14,615.00		10,770.20	25,385.20	5,8		Double	8'	N-S	A1, A2	Noblesville Twp.	Yes	Double trail segment; E&W sides
28	Born Learning Trail	Open	Existing	2,994.00		0.00	2,994.00			2,994.00	1,5		Single	8'	N-S / E-W	A2	Noblesville Twp.	Yes	Open space trail
29	Lakeview Ave. Trail / Connector	Roadway / RW	Existing	4,072.00		414.00	4,072.00			4,072.00	3		Single	8' & 4'	N-S / E-W	A2	Noblesville Twp.	Yes	N side of Lakeview Dr. & W side of Forest Ridge Dr.
30	Forest Park Trail	Open	Existing	9,849.00		172.40	9,849.00			9,849.00	4		Single	8'	N-S / E-W	A2, B2	Noblesville Twp.	Yes	Park trail
31	186th St. Field Drive Trail	Roadway / RW	Existing	1,295.00	6,639.00	494.30	7,934.00		0.00	7,934.00	6		Single	8'	E-W	A2, B2	Noblesville Twp.	Yes	North side of street, shifting to south side
32	Nickel Plate Trail	Roadway / RW	Existing / 2020 Planned	924.00	482.00	85.90	1,406.00		19,367.00	20,773.00	8	A1	Single	5', 8', 10'	N-S	B2, B3	Noblesville Twp.	Yes	West side of street; old railroad R/W -- All new will be 12' width
33	Conner St. Trail / Connector	Roadway / RW	Existing		8,057.00	594.80	8,057.00			8,057.00			Single & Double	5', 8'	E-W	A2, B2	Noblesville Twp.	Yes	North side of street
34	Stony Creek West Connector	Roadway / RW	Existing / 2013 Planned		2,041.00	140.00	2,041.00		2,332.00	4,373.00			Single	4'	E-W	B2	Noblesville Twp.	Yes	N&S side of street
35	Greenfield -- West	Roadway / RW	2020 Planned			0.00	0.00		5,251.30	5,251.30		A1	Single	N/A	N-S / E-W	B2, B3	Noblesville Twp.	Yes	West side of river
36	Wellington Pkwy Connector	Roadway / RW	Existing		2,068.00	66.00	2,068.00			2,068.00			Single	4'	N-S / E-W	B3	Noblesville Twp.		North side of street
37	South Harbor Trail	Easement	Existing	1,184.00		0.00	1,184.00			1,184.00	8		Single	8'	N-S / E-W	A2	Noblesville Twp.	Yes	
38	Stoney Creek East Trail	Roadway / RW	Existing	6,678.50	5,083.40	277.30	11,761.90		8,080.70	19,842.60	3,7	A1	Single	8'	N-S / E-W	B3, B2	Noblesville Twp.	Yes	717.9 ft. of composite decking
39	Cumberland Rd North Connector	Roadway / RW	Existing		11,844.30	725.00	11,844.30		16,086.10	27,930.40		B	Single	5'	N-S / E-W	B1, B2	Noblesville Twp.	Yes	Double trail segment, E&W sides
40	TLC Way Trail	Roadway / RW & Easement	Existing	1,332.60			1,332.60		0.00	1,332.60			Single	12'	E-W	B2, C2	Noblesville Twp.	Yes	Existing alongside Terry Lee Crossing, proposed would connect through easement and connect to run along SR 32
40a	SR 32 Trail	Roadway / RW	2020 Proposed				0.00		36,778.00	36,778.00				N/A		B2, C2	Noblesville Twp.	Yes	
41	191st St. Connector	Roadway / RW	Existing / 2020 Planned		3,773.00	280.30	3,773.00		12,007.00	15,780.00			Single	4', 5'	N-S / E-W	B2, C2	Noblesville Twp.	Yes	
41a	191st East	Roadway / RW	2013 Proposed				0.00			0.00				N/A		B2, C2	Noblesville Twp.	Yes	

Noblesville Alternative Transportation Plan (NAT) 2020 Update

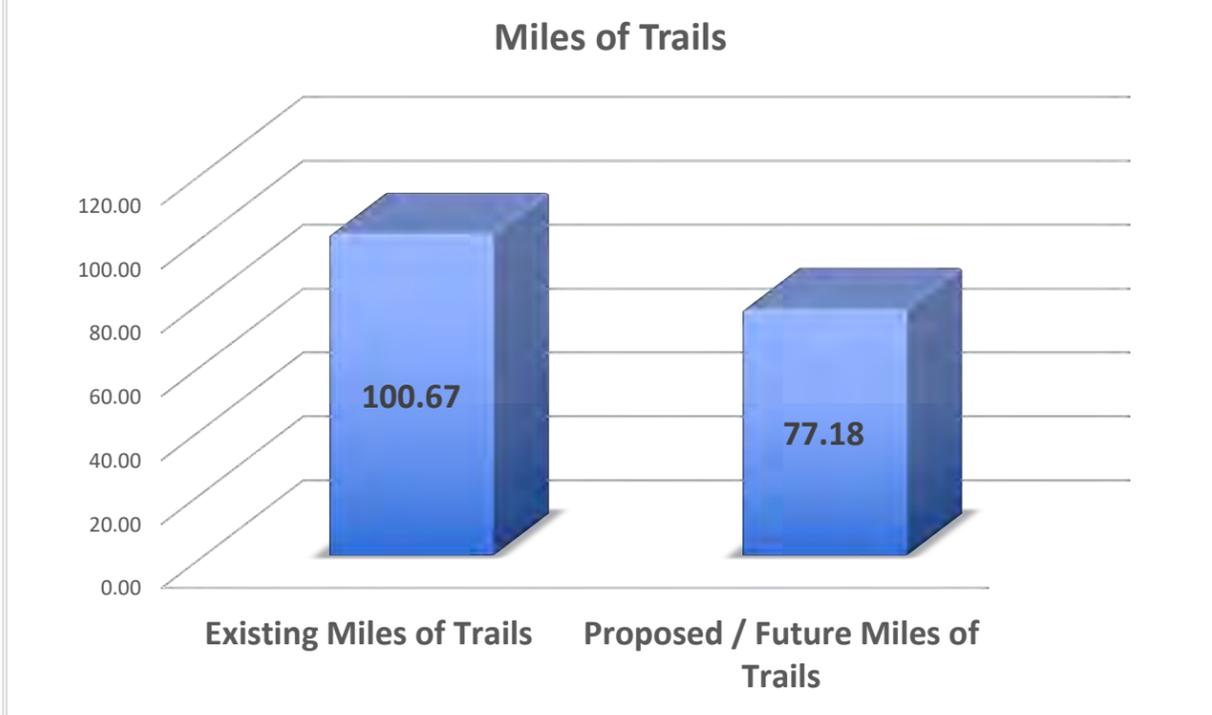
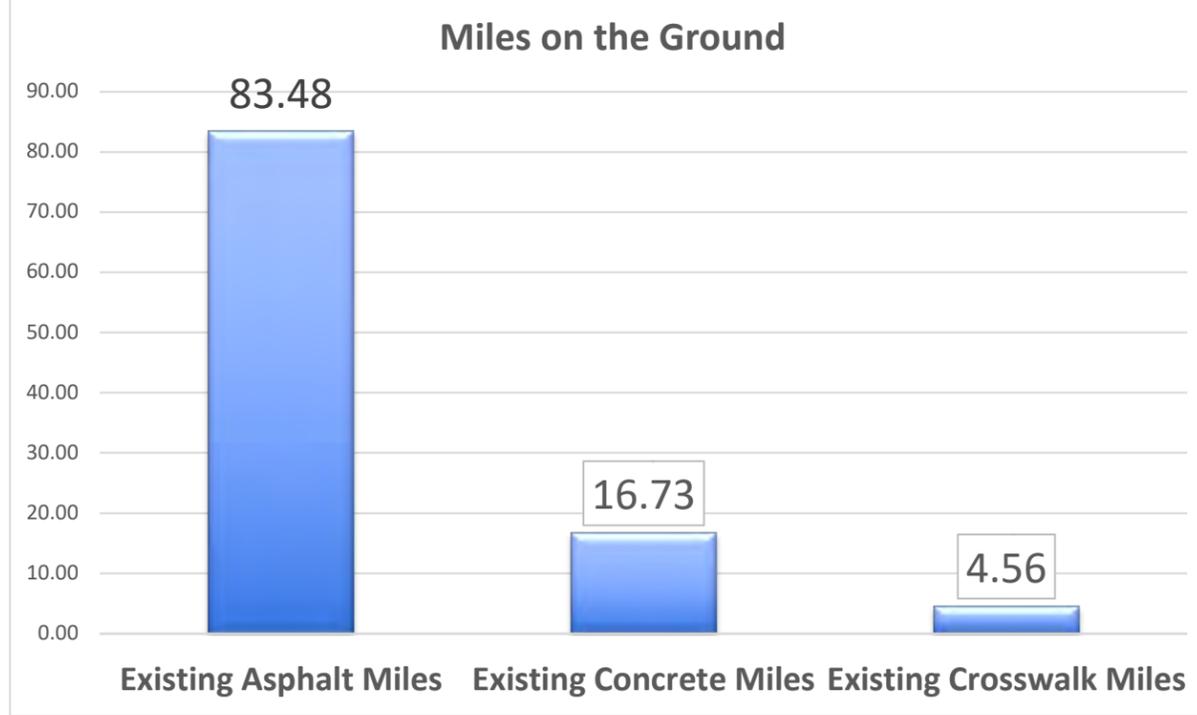
A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T
ID	Segment Name	Type	Classification	2021 Length Asphalt (feet)	2021 Length Concrete (feet)	Approx. Crosswalk Distance	2021 Total Length (feet)	HOA / Neighborhood Trail Segment	2021 Amount Planned	Future Total Length (feet)	Surface Rating	NAT Priority	Single or Double	Width	Major Orientation	Map Location	Twp. Location	Inside Corp Limits	Notes
42	10th St./ Allisonville Road Trail/Connector	Roadway / RW	Existing / 2020 Planned	644.40	13,085.70	1,976.20	13,730.10		19,025.20	32,755.30		A1	Single & Double	4', 8'	N-S	B1, B2, A3	Noblesville Twp.	Yes	East side of Allisonville Road, shifting to west side 10th Street. Consideration should be given to widen the 4' to 8'.
43	Riverwood	Roadway / RW	Existing / 2013 Planned				0.00			0.00	8		Single	N/A	N-S	B1	Noblesville Twp.	Yes	S&E side of street - Existing River Crossing
44	White River Blueway	Blueway	Existing				Refer to Summary		0.00	N/A				N/A					Blueway Length = 53,377 feet (10.11 miles)
45	River Walk Trail	Open	Existing	2,909.70	953.10	57.00	5,120.00			5,120.00			Single	9'-16'	N-S / E-W	B2	Noblesville Twp.	Yes	River Walk to Southside Park - 432.5 ft of composite decking surface as well
46	Potter's Bridge Trail	Open	Existing	9,993.50			9,993.50			9,993.50	6		Single	8' & 10'	N-S / E-W	B1, B2	Noblesville Twp.	Yes	Park trail, W&S south side of river
47	37 North	Roadway / RW	2013 Planned				0.00		0.00	0.00	7			N/A		B1, B2, B3	Noblesville Twp.	Yes	East side of street
47a	Promise Road Trail	Roadway / RW	Existing / 2020 Planned / 2013 Planned	26,747.30	383.30	1,238.50	27,130.60		510.80	27,641.40	7	A1	Double & Single	8'	N-S / E-W	B1, B2, B3	Noblesville Twp.	Yes	East side of street
48	Future Wayne Twp.		2013 Planned				0.00			0.00				N/A		B1	Wayne Twp.	No	
49	Future Wayne Twp.		2013 Planned				0.00			0.00				N/A		B1	Wayne Twp.	No	
50	Future Wayne Twp.		2013 Planned				0.00			0.00				N/A		B1	Wayne Twp.	No	
51	Future Wayne Twp.		2013 Planned				0.00			0.00				N/A		B1, B2	Wayne Twp.	No	
52	Future Wayne Twp.		2013 Planned				0.00			0.00				N/A		B2, C2	Wayne Twp.	No	
53	Future Wayne Twp.		2013 Planned				0.00			0.00				N/A		B2, C2	Wayne Twp.	No	
54	Future Wayne Twp.		2013 Planned				0.00			0.00				N/A		B2 C2	Wayne Twp.	No	
55	Future Wayne Twp.		2013 Planned				0.00			0.00				N/A		B2, C1, C2	Wayne Twp.	No	
56	Stoney Creek		2013 Planned				0.00			0.00				N/A		B2	Wayne Twp.	Yes	
57	Lehr Trail	Easement	Existing / 2020 Planned / 2013 Planned	9,738.90		30.00	9,738.90		9,325.40	19,064.30			Double & Single	12'	N-S	B2, B3	Wayne Twp.	Yes	Includes Finch Creek Park
58	Cedar Creek Trail	Easement	Existing	4,697.70		198.30	4,697.70			4,697.70			Single	8'	N-S / E-W	B2	Wayne Twp.	Yes	Subdivision trail
59	Olio West Trail	Easement	Existing / 2020 Planned / 2013 Planned	2,173.70			2,173.70		5,965.00	8,138.70			Single	8'	E-W	C3	Wayne Twp.	Yes	We need to consider connecting to Trail #57 with a bridge over the creek.
60	Cumberland Rd Trail	Easement / RW, Open	2020 Planned				0.00		7,228.80	7,228.80			Single	N/A	N-S	B2, B3	Wayne Twp.	Yes	
61	Cumberland South Trail	Roadway / RW	Existing	12,275.10		795.00	12,275.10			12,275.10	6		Double & Single	8' & 10'	N-S	B3	Noblesville Twp.	Yes	Cumberland S of greenfield to 146

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T
ID	Segment Name	Type	Classification	2021 Length Asphalt (feet)	2021 Length Concrete (feet)	Approx. Crosswalk Distance	2021 Total Length (feet)	HOA / Neighborhood Trail Segment	2021 Amount Planned	Future Total Length (feet)	Surface Rating	NAT Priority	Single or Double	Width	Major Orientation	Map Location	Twp. Location	Inside Corp Limits	Notes
62	Greenfield Ave. East Trail	Roadway / RW	Existing / 2020 Planned	13,895.30	1,481.50	614.00	15,376.80		6,752.90	22,129.70			Double	8'	E-W	B3, C3	Noblesville Twp.	Yes	Double trail segment; N&S side of street
63	Howe Rd. Trail and Connectors	Roadway / RW	Existing / 2020 Planned	6,248.70		438.00	6,248.70		205.70	6,454.40	8		Double & Single	8'	N-S / E-W	B3	Noblesville Twp.	Yes	Howe S of greenfield to 146
63a	Brighton Knoll Loop Trail	Roadway / Connector	Existing / 2020 Planned			94.00			230.00	230.00									
64	169th St Trail	Roadway / RW	Existing	4,137.60	170.50	365.00	4,308.10			4,308.10			Double	8'	E-W	A2	Noblesville Twp.	Yes	N&S side of street, portions inside subdivision
65	Dillon Park Trail	Roadway / RW / Open	Existing	14,729.90	2,312.50	283.00	17,042.40		0.00	17,042.40	4,7		Double & Single	8'	N-S / E-W	A2, A3	Noblesville Twp.	Yes	
66	146th / Corp Campus Pkwy Trail	Roadway / RW	Existing / 2020 Planned	74,026.30	871.00	3,828.00	74,897.30		1,210.50	76,107.80	6,8	A1	Double	8'	E-W	B3, C3	Noblesville Twp.	Yes	Double trail segment 146 East
66a	Boden Road	Roadway / RW	Existing				0.00		0.00	0.00	6,8		Single	8'	E-W	B3, C3	Noblesville Twp.	Yes	
67	CR 100 West	Roadway / RW	2013 Planned				0.00		41,016.00	41,016.00				8'	N-S	C1, C2, C3	Wayne Twp.	No	
68	Future Wayne Twp.	Easement / RW	2013 Planned				0.00		0.00	0.00				N/A		B3, C2, C3	Wayne Twp.	Yes	
69	Future Wayne Twp.	Easement / RW	2013 Planned				0.00		0.00	0.00				N/A		C2, C3	Wayne Twp.	Yes	
70	Future Wayne Twp.	Easement / RW	2013 Planned				0.00		0.00	0.00				N/A		C2, C3	Wayne Twp.	No	
71	Future Wayne Twp.	Easement / RW	2013 Planned				0.00		0.00	0.00				N/A		C1, C2	Wayne Twp.	No	
72	Future Wayne Twp.	Easement / RW	2013 Planned				0.00		0.00	0.00				N/A		C2	Wayne Twp.	No	
73	St. Rd. 38 East Trail	Roadway / RW	Existing / 2013 Planned	1,101.80		75.00	1,101.80			1,101.80	9			8'	E-W	B2, C2, C3	Noblesville Twp.	Yes	South side of street. *Future plans within Wayne Township
74	Stoney Creek / Wayne	Easement	2013 Planned				0.00		0.00	0.00				N/A		C1, C2	Wayne Twp.	No	Follows the Stoney Creek
75	Prairie Baptist Trail	Roadway / RW	2013 Planned				0.00			0.00				N/A		C1, C2	Wayne Twp.	No	
76	Future Wayne Twp.	Roadway / RW	2013 Planned				0.00			0.00				N/A		C2	Wayne Twp.	No	
77	Saline Ditch Trail	Roadway / RW	2013 Planned				0.00			0.00				N/A		C1	Wayne Twp.	No	
78	Dry Branch Creek	Easement	2013 Planned				0.00			0.00				N/A	N-S / E-W	B1, C1	Wayne Twp.	Yes	
79	Olio Road Trail	Roadway / RW	2013 Planned				0.00			0.00				N/A	N-S / E-W	C3	Wayne Twp.	Yes	
80	Pleasant St East Trail	Roadway / RW	Existing / 2013 Planned	15,343.00	1,190.00	1,338.80	16,533.00			16,533.00	7			8'	N-S / E-W	B2	Noblesville Twp.	Yes	Includes double trail segment; N&S side of Pleasant Street. Future trail improvements should be considered with the new Pleasant St road improvements in the future. (Hauge Rd to St. Rd.37)
81	Kippford Trail	Roadway / RW	Existing	1,028.00			1,028.00			1,028.00	3		Single	8'	N-S	A3	Noblesville Twp.	Yes	South side of street
82	Legacy School Crossing into Forest Park	Eastment	2020 Planned				0.00		1,360.00	1,360.00		A1	Single	N/A	E-W	A2	Noblesville Twp.	Yes	Connecting School with Forest Park crossing railroad tracks

Noblesville Alternative Transportation Plan (NAT) 2020 Update

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83	16th St Connector	Roadway / RW	Existing	4,996.00		248.00	4,996.00			4,996.00			Single	5'	N-S / E-W	B2	Noblesville Twp.	Yes	East side of street
84	Monument Connector	Roadway / RW	Existing	2,584.00		143.00	2,584.00			2,584.00			Single	5'	E-W	B2	Noblesville Twp.	Yes	North Side of street
85	Greenfield Connector	Roadway / RW	Existing	1,894.40		176.00	1,894.40			1,894.40			Single	4'	N-S / E-W	B2	Noblesville Twp.	Yes	South side of street / in front
86	Foundation Dr Connector	Roadway / RW	Existing		593.20	36.00	593.20			593.20			Single	4'	N-S	B2	Noblesville Twp.	Yes	
87	156th St Trail/Connector	Roadway / RW	2020 Planned	3,909.70	3,274.00	274.00	7,183.70		2,196.20	9,379.90	9	A1	Double	5', 8'	E-W	B3, C3	Wayne Twp.	Yes	156th Summer to Boden (are we going to label the remaining trail to Union Chapel Road as a separate trail?)
88	Seattle Slew Loop Trail	Easement	Existing	2,616.50			2,616.50			2,616.50	8		Single	8'	N-S / E-W	B3	Noblesville Twp.	Yes	S of Greenfield E Union Chapel
89	Clover Connector	Roadway / RW	Existing	3,441.00		699.00	3,441.00			3,441.00			Single	4'	N-S	B2	Noblesville Twp.	Yes	Fairgrounds Rd
90	Wayne Twn Trail	Easement	2013 Planned				0.00			0.00				N/A	N-S / E-W	B2, C2	Wayne Twp.	No	
91	Sand Creek Area	Easement/Open	2021 Planned						9,480.00	9,480.00			Single	N/A	N-S / E-W	B3	Fall Creek Twp.	Yes	
92	Weathervane/Marylin Rd. Trail	Roadway / RW	Existing	5,347.50		166.00	5,347.50			5,347.50	7		Single	8'	N-S / E-W	B3	Fall Creek Twp.	Yes	South of 146th St. before Campus Pkwy
93																			
94	Summer Rd Trail / Connector	Roadway / Easement	Existing / 2013 Planned	5,768.10	2,451.90	396.00	8,220.00		0.00	8,220.00			Single & Double	4', 8'	N-S	B2, B3		Yes	Runs along Summer Road and along Stonycreek Golf Course
95	Wayne Twn Trail	Easement / RW	2013 Planned				0.00			0.00				N/A	N-S / E-W	C1, C2	Wayne Twp.	No	
96	Wayne Twn Trail	Easement	2014 Planned				0.00			0.00				N/A	E-W	B3	Wayne Twp.	Yes	
97	State Road 32 / Westfield Trail	Roadway / RW	Existing / 2013 Planned	1,455.50	562.00		2,017.50			2,017.50	7		Double	8'	E-W	A2	Noblesville Twp.	Yes	Hazel Dell School front on 32 (in place)
98	Cumberland Pointe Trail / Connector	Roadway / RW	Existing	6,602.40		119.00	6,602.40			6,602.40	7		Single	5', 12'	N-S / E-W	B3	Noblesville Twp.	Yes	right after Cumberland S then E to Howe
99	166th St Trail	Roadway	2020 Planned				0.00		5,182.00	5,182.00			?	N/A	E-W	B2 C2		No	In front on Stonycreek golf course
100	SMC Blvd. Trail	Roadway / RW	Existing	5,537.00		269.00	5,537.00			5,537.00	7	A1	Double	10'	E-W	B3	Noblesville Twp.	Yes	W of Cumberland just N of 146
101	Boden Rd. Trail	Roadway / RW	Existing	5,299.00		85.00	5,299.00			5,299.00	8		Single	8'	N-S	B3, C3	Wayne Twp.	Yes	East side of street 156 just S of 146
102	Mercantile Blvd. Connector	Roadway / RW	Existing	3,490.30		371.00	3,490.30			3,490.30	7		Single	5'	N-S	B2	Noblesville Twp.	Yes	front of Best Buy etc.
103	Town & Country Blvd. Connector	Roadway / RW	Existing	3,631.20	1,099.80	315.00	4,731.00			4,731.00	6		Single	5', 9'	E-W	B2	Noblesville Twp.	Yes	Mercantile to union chap
104	Cumberland Pt. West	Easement	2020 Planned				0.00		3,958.00	3,958.00			?	N/A	E-W	B3	Noblesville Twp.		Easement west of Cumberland Pointe Blvd
105	Federal Hill Trail	Easement	2020 Planned				0.00		1,450.00	1,450.00		A1	Single	N/A	N-S	A2	Noblesville Twp.	Yes	Connection to Forest Park
106	Cherry Street	Roadway / RW	Existing / 2020 Planned			115.00	0.00		620.00	620.00			Single	5'	E-W	B2	Noblesville Twp.		South side of street

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T
ID	Segment Name	Type	Classification	2021 Length Asphalt (feet)	2021 Length Concrete (feet)	Approx. Crosswalk Distance	2021 Total Length (feet)	HOA / Neighborhood Trail Segment	2021 Amount Planned	Future Total Length (feet)	Surface Rating	NAT Priority	Single or Double	Width	Major Orientation	Map Location	Twp. Location	Inside Corp Limits	Notes
107	Douglas Floyd Pkwy.	Roadway / RW	Existing			167.00	0.00		0.00	0.00			Single & Double	10'	E-W	B3	Noblesville Twp.		W of Cumberland just N of 146 St
108	Nickel Plate North	Easement	2020 Planned				0.00		14,697.00	14,697.00			?	N/A	N-S	A1, A2	Noblesville Twp.	Yes	Forest Park north - easement
109	Corp. Campus Pkwy./146	Roadway / RW	2020 Planned				0.00		22,748.90	22,748.90			?	N/A		B3, C3	Noblesville Twp.		146st East - east of Campus Pkwy
110	166th Street Trail/Connector	Open	2020 Planned	0.00	0.00		0.00			0.00	9		Single	N/A	N-S	B2	Noblesville Twp.		Finch Creek Park maint rd - Verify. Maintenance access drive - future trail
111	Boden Rd. To 156th	Roadway / RW	Existing / 2013 Planned			76.00	0.00			0.00			?	N/A	N-S	C2, C3			Runs along Boden Road and down 156th
112	North Pointe Blvd	Roadway / RW	Existing / 2020 Planned			111.00	0.00		178.00	178.00			Single	?	N-S	B3	Noblesville Twp.		breaking off #61 just S of greenfield
113	Seminary Park Connector	Open	Existing				0.00		0.00	0.00	9		Single	5'	Perimeter	B2	Noblesville Twp.		Perimeter trail in and around Seminary Park
114							0.00		3,556.00	3,556.00				N/A	E-W	B2			Runs along Stoney Creek
115							0.00			0.00				N/A	E-W	A3, B3	Noblesville Twp.		Runs along White River
Trails Total Feet				440,779	88,323	24,088	531,560		407,505	939,065									
Trails Total Miles				83.48	16.73	4.56	100.67		77.18	177.85									
Blueway Miles				14.50 miles of Blueway in the Cicero Creek and the White River															

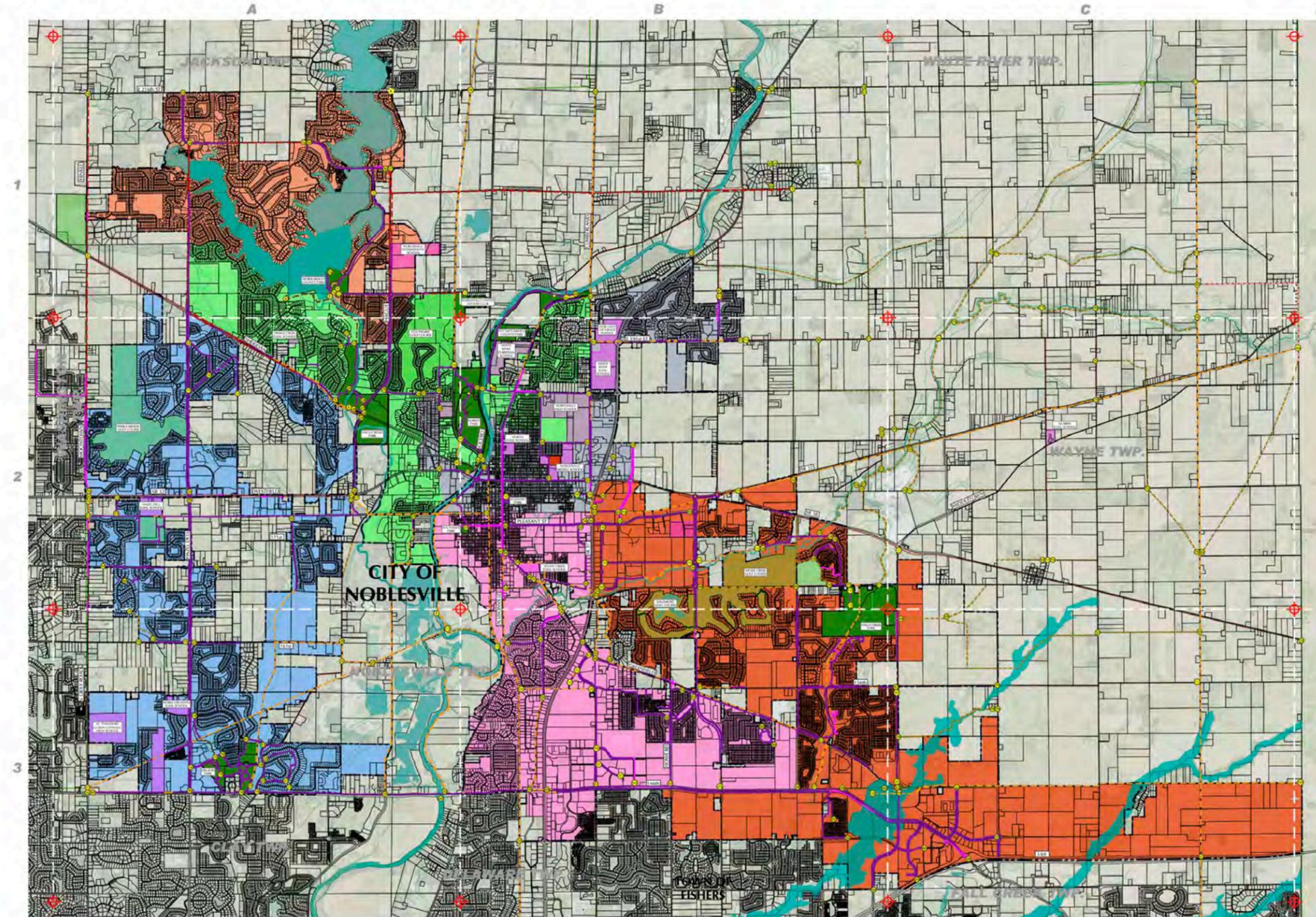


Priority Trail Segments Identified for the next 5-Year Period

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T
ID	Segment Name	Type	Classification	2021 Length Asphalt (feet)	2021 Length Concrete (feet)	Approx. Crosswalk Distance	2021 Total Length (feet)	HOA / Neighborhood Trail Segment	2021 Amount Planned	Future Total Length (feet)	Surface Rating	NAT Priority	Single or Double	Width	Major Orientation	Map Location	Twp. Location	Inside Corp Limits	Notes
2a	Little Chicago Rd Trail	Roadway / RW	Existing / 2013 Planned	25,402.70	6,024.90	1,847.00	31,427.60		9,090.50	40,518.10	8,10	A	Double	8'	N-S	A1, A2	Noblesville Twp.	Yes	Double trail segment; E&W sides. North of SR 32
3a	209th St./ Carrigan Rd Trail	Roadway / RW	Existing	1,611.00	755.00	81.00	2,366.00		4,242.60	6,608.60	2,8	A	Single	8'	E-W	A1	Noblesville Twp.	Yes	South side of street
4	Levee Trail	Easement	2020 Planned / 2013 Planned	7,648.80			7,648.80		4,294.60	11,943.40	10	A	Single	9'	N-S	A1	Noblesville Twp.	Yes	Trail along levee
12	Midland Trace Trail	Roadway / RW	Planned/Existing	17,976.20		186.00	17,976.20		8,266.00	26,242.20	4,10	A	Single	8' & 12'	E-W	A2	Noblesville Twp.	Yes	Railroad R/W. Majority of trail is a 10, small portion being looked into for warranty work
32	Nickel Plate Trail	Roadway / RW	Existing / 2020 Planned	924.00	482.00	85.90	1,406.00		19,367.00	20,773.00	8	A	Single	5', 8', 10'	N-S	B2, B3	Noblesville Twp.	Yes	West side of street; old railroad R/W -- All new will be 12' width
35	Greenfield -- West	Roadway / RW	2020 Planned			0.00	0.00		5,251.30	5,251.30		A	Single	N/A	N-S / E-W	B2, B3	Noblesville Twp.	Yes	West side of river
38	Stoney Creek East Trail	Roadway / RW	Existing	6,678.50	5,083.40	277.30	11,761.90		8,080.70	19,842.60	3,7	A	Single	8'	N-S / E-W	B3, B2	Noblesville Twp.	Yes	717.9 ft. of composite decking
42	10th St./ Allisonville Road Trail/Connector	Roadway / RW	Existing / 2020 Planned	644.40	13,085.70	1,976.20	13,730.10		19,025.20	32,755.30		A	Single & Double	4', 8'	N-S	B1, B2, A3	Noblesville Twp.	Yes	East side of Allisonville Road, shifting to west side 10th Street. Consideration should be given to widen the 4' to 8'.
47a	Promise Road Trail	Roadway / RW	Existing / 2020 Planned / 2013 Planned	26,747.30	383.30	1,238.50	27,130.60		510.80	27,641.40	7	A	Double & Single	8'	N-S / E-W	B1, B2, B3	Noblesville Twp.	Yes	East side of street
66	146th / Corp Campus Pkwy Trail	Roadway / RW	Existing / 2020 Planned	74,026.30	871.00	3,828.00	74,897.30		1,210.50	76,107.80	6,8	A	Double	8'	E-W	B3, C3	Noblesville Twp.	Yes	Double trail segment 146 East
82	Legacy School Crossing into Forest Park	Eastment	2020 Planned				0.00		1,360.00	1,360.00		A	Single	N/A	E-W	A2	Noblesville Twp.	Yes	Connecting School with Forest Park crossing railroad tracks
87	156th St Trail/Connector	Roadway / RW	2020 Planned	3,909.70	3,274.00	274.00	7,183.70		2,196.20	9,379.90	9	A	Double	5', 8'	E-W	B3, C3	Wayne Twp.	Yes	156th Summer to Boden (are we going to label the remaining trail to Union Chapel Road as a separate trail?)
100	SMC Blvd. Trail	Roadway / RW	Existing	5,537.00		269.00	5,537.00			5,537.00	7	A	Double	10'	E-W	B3	Noblesville Twp.	Yes	W of Cumberland just N of 146
105	Federal Hill Trail	Easement	2020 Planned				0.00		1,450.00	1,450.00		A	Single	N/A	N-S	A2	Noblesville Twp.	Yes	Connection to Forest Park
Trails Total Feet				171,106	29,959	10,063	201,065		84,345	285,411									
Trails Total Miles				32.41	5.67	1.91	38.08		15.97	54.06									
Total Miles of Park Trails =>									0.53	0.53									

CITY OF NOBLESVILLE

2020 ALTERNATIVE TRANSPORTATION PLAN UPDATE



LEGEND

- EXISTING PARK, GOLF COURSE OR OPEN SPACE
- SCHOOL, MUNICIPAL OR CIVIC PROPERTY
- CORPORATE LIMITS
- TOWNSHIP BOUNDARY
- EXISTING BLUEWAY
- MATCH SYMBOL
- TRAIL SEGMENT
- EXISTING TRAIL (2019)
- EXISTING TRAIL (NEWLY ADDED)
- PROPOSED TRAILS (2019)
- PROPOSED TRAIL (RIGHT-OF-WAY 2019)
- PROPOSED TRAIL (RIGHT-OF-WAY 2013)
- PROPOSED TRAIL (EASEMENT 2019)
- PROPOSED TRAIL (EASEMENT 2013)

MAP LEGEND

A1	B1	C1
A2	B2	C2
A3	B3	C3

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NAT Plan Update
Noblesville, IN

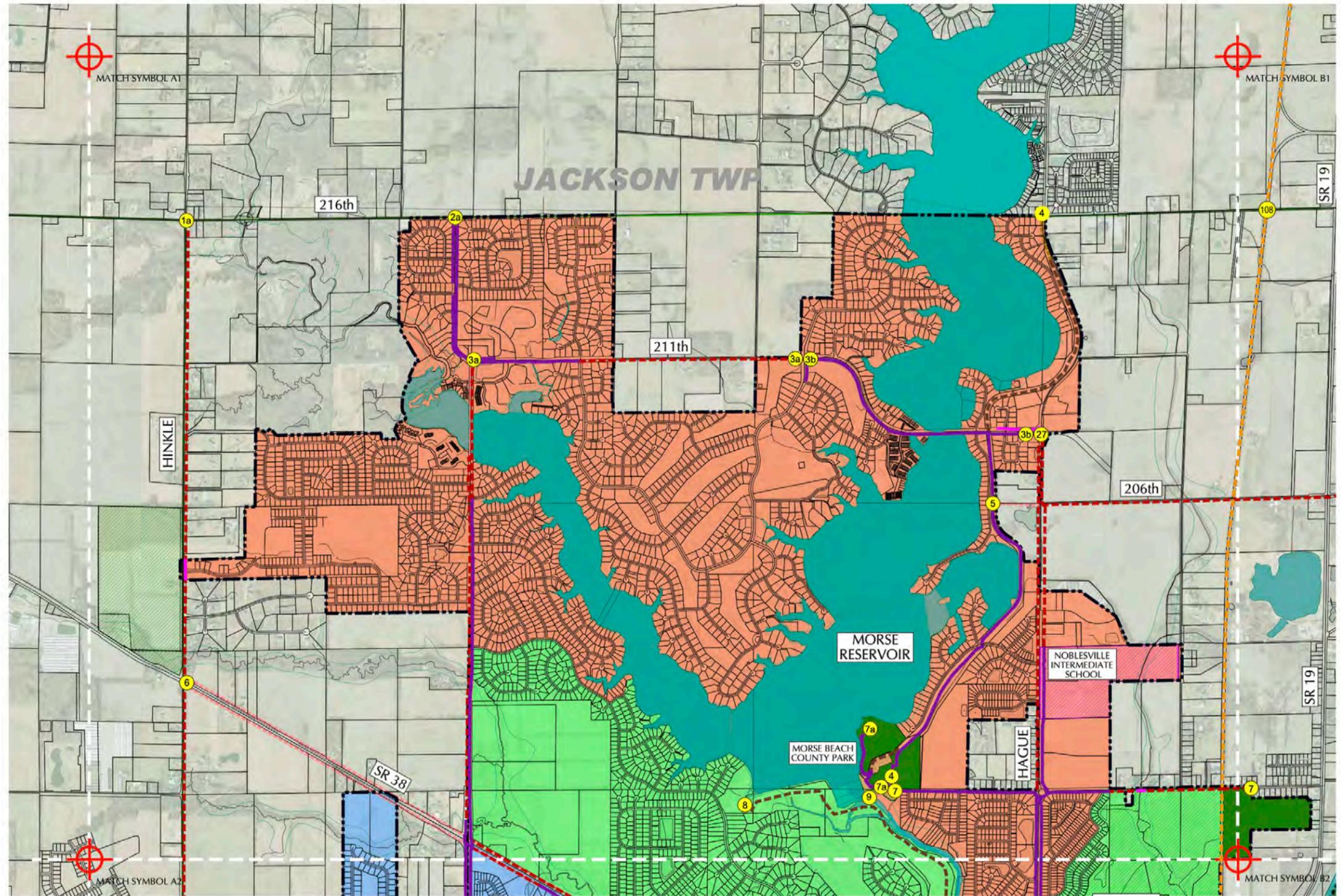
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PREPARED FOR: Noblesville Park and Recreation Department

LOCATION: Noblesville, Indiana

DATE: June, 2020

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CITY OF NOBLESVILLE
2020 ALTERNATIVE TRANSPORTATION PLAN SECTION A1

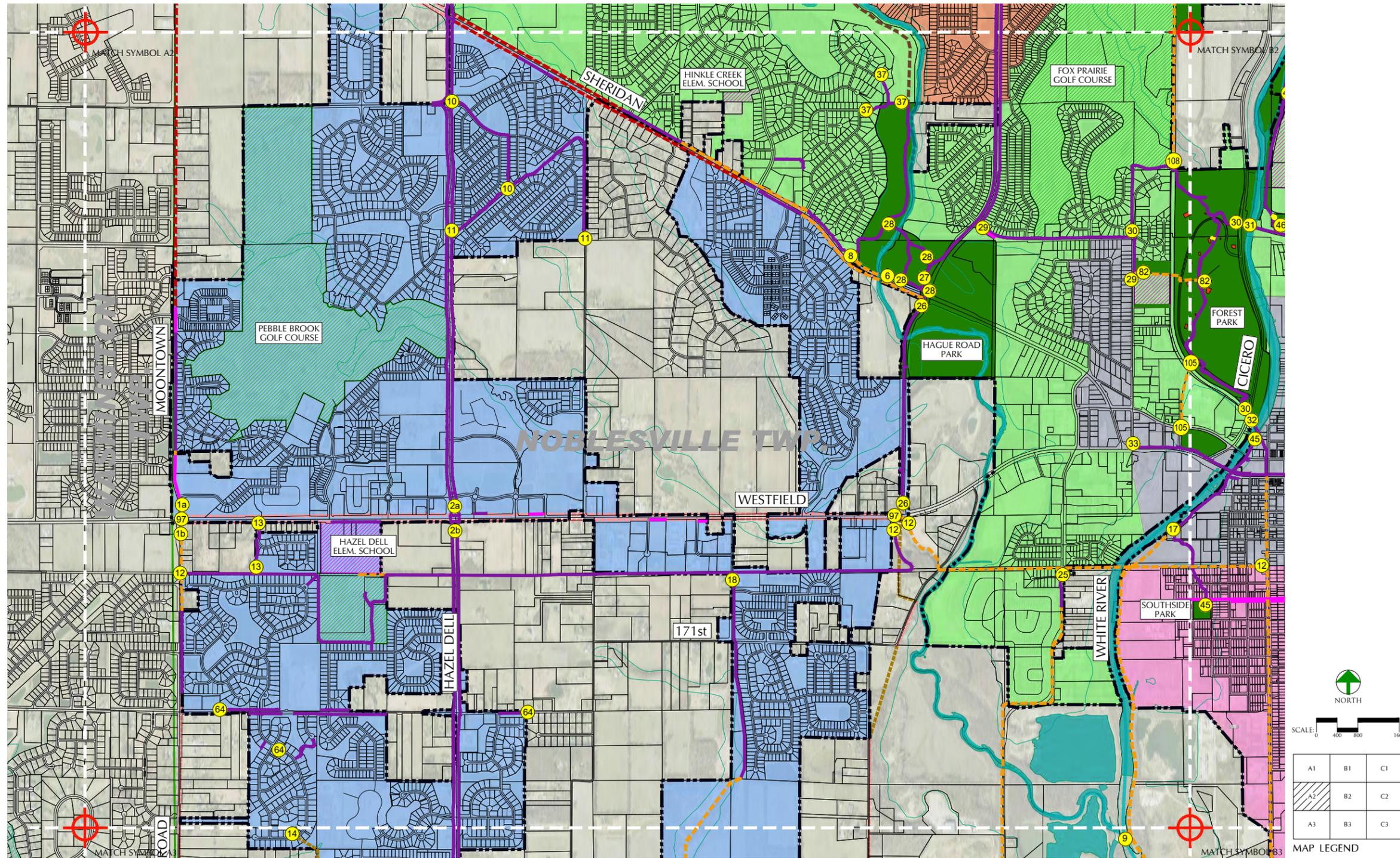
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LEGEND		TRAIL SEGMENT	
	EXISTING PARK, GOLF COURSE OR OPEN SPACE		TRAIL SEGMENT
	SCHOOL, MUNICIPAL OR CIVIC PROPERTY		EXISTING TRAIL (2019)
	CORPORATE LIMITS		EXISTING TRAIL (NEWLY ADDED)
	TOWNSHIP BOUNDARY		PROPOSED TRAILS (2019)
	EXISTING BLUEWAY		PROPOSED TRAIL (RIGHT-OF-WAY 2019)
	MATCH SYMBOL		PROPOSED TRAIL (RIGHT-OF-WAY 2013)
			PROPOSED TRAIL (EASEMENT 2019)
			PROPOSED TRAIL (EASEMENT 2013)

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MAP LEGEND

	B1	C1
A2	B2	C2
A3	B3	C3

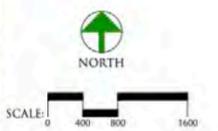
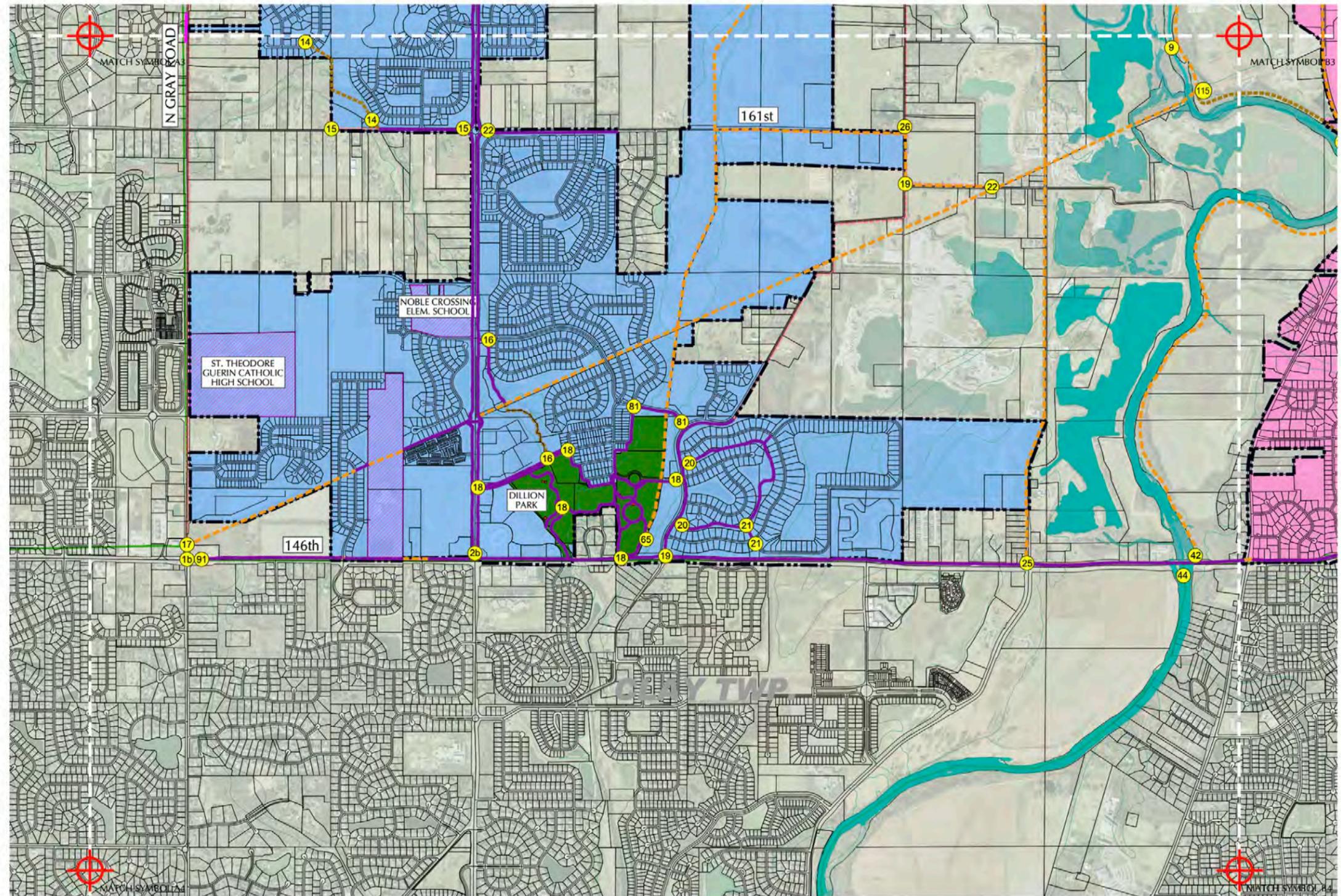


CITY OF NOBLESVILLE
2020 ALTERNATIVE TRANSPORTATION PLAN SECTION A2

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LEGEND	
	EXISTING PARK, GOLF COURSE OR OPEN SPACE
	SCHOOL, MUNICIPAL OR CIVIC PROPERTY
	CORPORATE LIMITS
	TOWNSHIP BOUNDARY
	EXISTING BLUEWAY
	MATCH SYMBOL
	TRAIL SEGMENT
	EXISTING TRAIL (2019)
	EXISTING TRAIL (NEWLY ADDED)
	PROPOSED TRAILS (2019)
	PROPOSED TRAIL (RIGHT-OF-WAY 2019)
	PROPOSED TRAIL (RIGHT-OF-WAY 2013)
	PROPOSED TRAIL (EASEMENT 2019)
	PROPOSED TRAIL (EASEMENT 2013)

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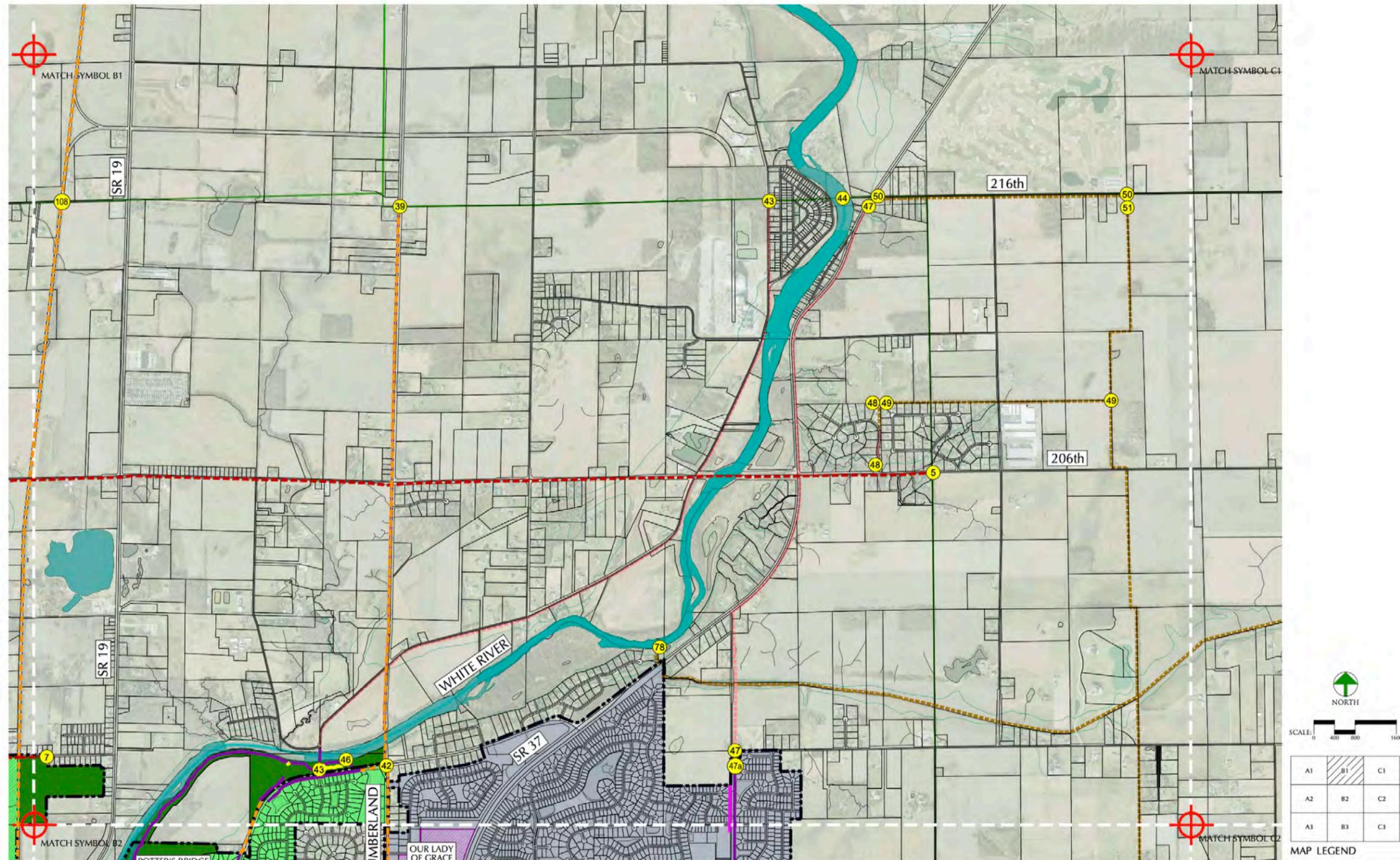
A1	B1	C1
A2	B2	C2
A3	B3	C3

CITY OF NOBLESVILLE
2020 ALTERNATIVE TRANSPORTATION PLAN SECTION A3

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LEGEND	
	EXISTING PARK, GOLF COURSE OR OPEN SPACE
	SCHOOL, MUNICIPAL OR CIVIC PROPERTY
	CORPORATE LIMITS
	TOWNSHIP BOUNDARY
	EXISTING BLUEWAY
	MATCH SYMBOL
	TRAIL SEGMENT
	EXISTING TRAIL (2019)
	EXISTING TRAIL (NEWLY ADDED)
	PROPOSED TRAILS (2019)
	PROPOSED TRAIL (RIGHT-OF-WAY 2019)
	PROPOSED TRAIL (RIGHT-OF-WAY 2013)
	PROPOSED TRAIL (EASEMENT 2019)
	PROPOSED TRAIL (EASEMENT 2013)

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CITY OF NOBLESVILLE
2020 ALTERNATIVE TRANSPORTATION PLAN SECTION B1

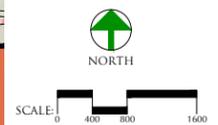
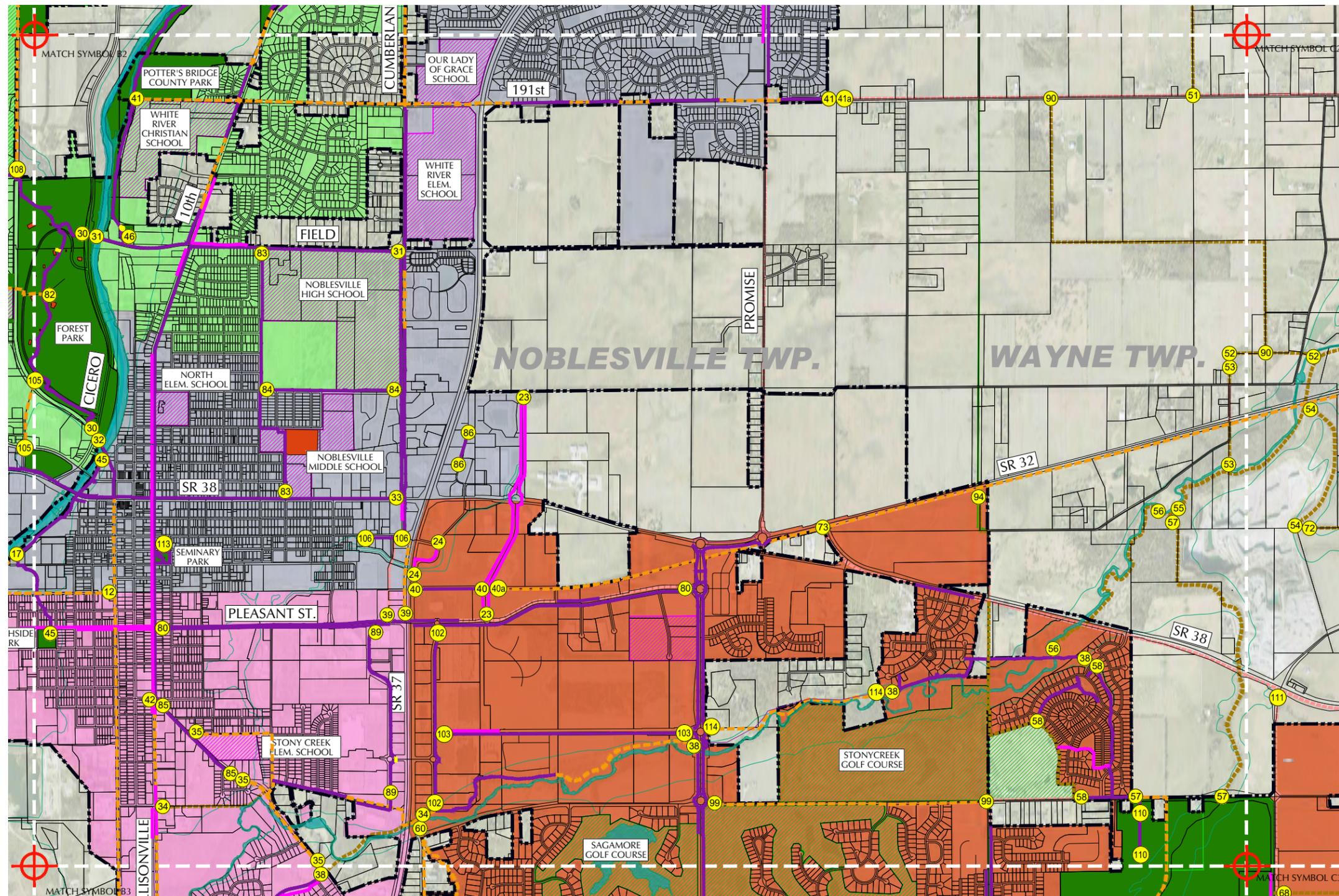


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LEGEND

EXISTING PARK, GOLF COURSE OR OPEN SPACE	TRAIL SEGMENT
SCHOOL, MUNICIPAL OR CIVIC PROPERTY	EXISTING TRAIL (2019)
CORPORATE LIMITS	EXISTING TRAIL (NEWLY ADDED)
TOWNSHIP BOUNDARY	PROPOSED TRAILS (2019)
EXISTING BLUEWAY	PROPOSED TRAIL (RIGHT-OF-WAY 2019)
MATCH SYMBOL	PROPOSED TRAIL (RIGHT-OF-WAY 2013)
	PROPOSED TRAIL (EASEMENT 2019)
	PROPOSED TRAIL (EASEMENT 2013)

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A1	B1	C1
A2	B2	C2
A3	B3	C3

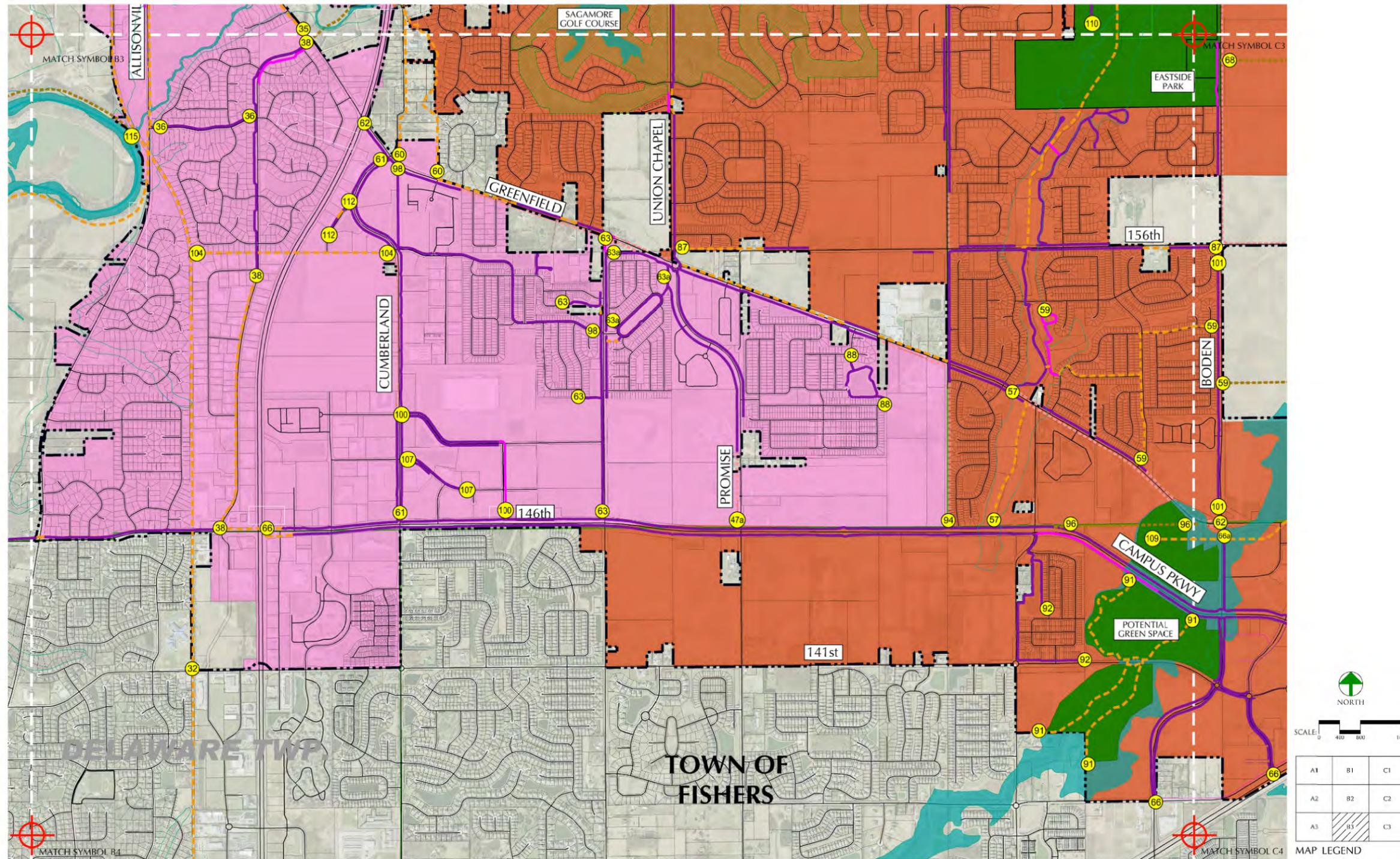
MAP LEGEND

CITY OF NOBLESVILLE
2020 ALTERNATIVE TRANSPORTATION PLAN SECTION B2


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LEGEND	
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	SCHOOL, MUNICIPAL OR CIVIC PROPERTY
	CORPORATE LIMITS
	TOWNSHIP BOUNDARY
	EXISTING BLUEWAY
	MATCH SYMBOL
	TRAIL SEGMENT
	EXISTING TRAIL (2019)
	EXISTING TRAIL (NEWLY ADDED)
	PROPOSED TRAILS (2019)
	PROPOSED TRAIL (RIGHT-OF-WAY 2019)
	PROPOSED TRAIL (RIGHT-OF-WAY 2013)
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CITY OF NOBLESVILLE
2020 ALTERNATIVE TRANSPORTATION PLAN SECTION B3



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LEGEND	
	EXISTING PARK, GOLF COURSE OR OPEN SPACE
	SCHOOL, MUNICIPAL OR CIVIC PROPERTY
	CORPORATE LIMITS
	TOWNSHIP BOUNDARY
	EXISTING BLUEWAY
	MATCH SYMBOL
	TRAIL SEGMENT
	EXISTING TRAIL (2019)
	EXISTING TRAIL (NEWLY ADDED)
	PROPOSED TRAILS (2019)
	PROPOSED TRAIL (RIGHT-OF-WAY 2019)
	PROPOSED TRAIL (RIGHT-OF-WAY 2013)
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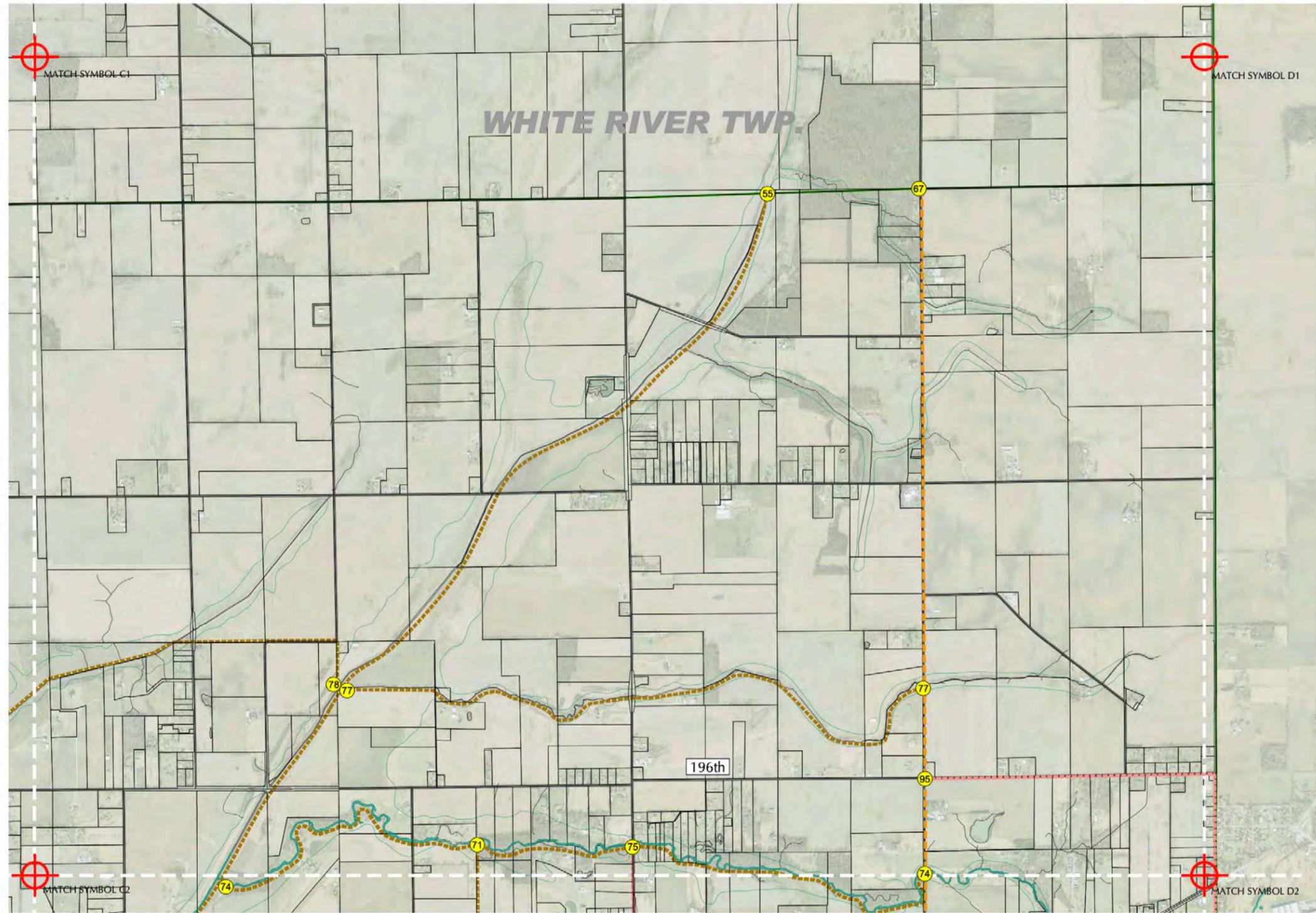
NORTH

SCALE: 0 400 800 1600

A1	B1	C1
A2	B2	C2
A3	B3	C3

MAP LEGEND

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CITY OF NOBLESVILLE
2020 ALTERNATIVE TRANSPORTATION PLAN SECTION C1

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LEGEND

	EXISTING PARK, GOLF COURSE OR OPEN SPACE		TRAIL SEGMENT
	SCHOOL, MUNICIPAL OR CIVIC PROPERTY		EXISTING TRAIL (NEWLY ADDED)
	CORPORATE LIMITS		PROPOSED TRAILS (2019)
	TOWNSHIP BOUNDARY		PROPOSED TRAIL (RIGHT-OF-WAY 2019)
	EXISTING BLUEWAY		PROPOSED TRAIL (RIGHT-OF-WAY 2013)
	MATCH SYMBOL		PROPOSED TRAIL (EASEMENT 2019)
			PROPOSED TRAIL (EASEMENT 2013)

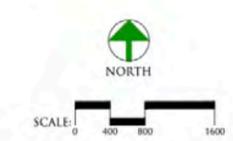
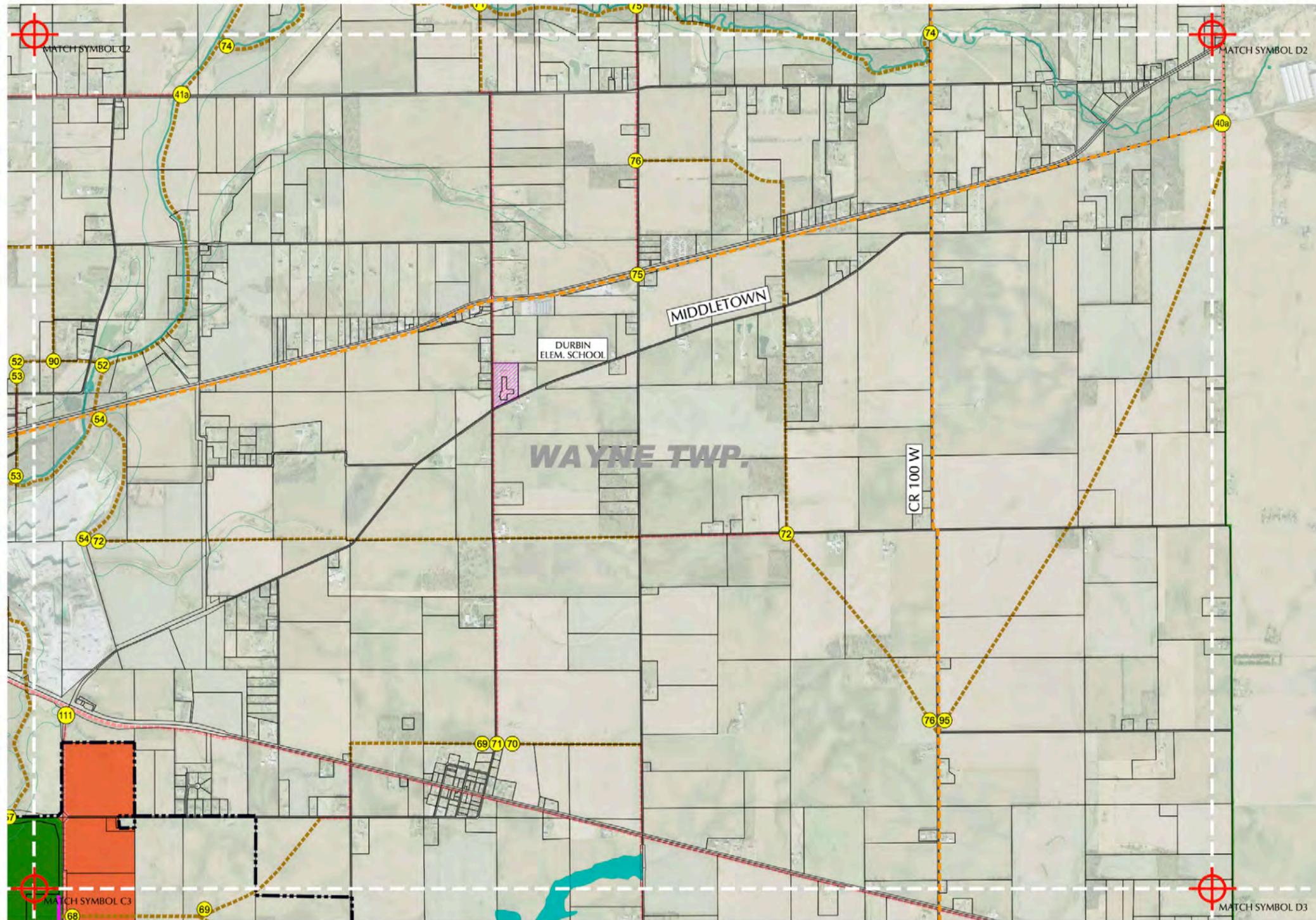
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MAP LEGEND

NORTH

SCALE: 0 400 800 1600

A1	B1	C1
A2	B2	C2
A3	B3	C3



A1	B1	C1
A2	B2	C2
A3	B3	C3

MAP LEGEND

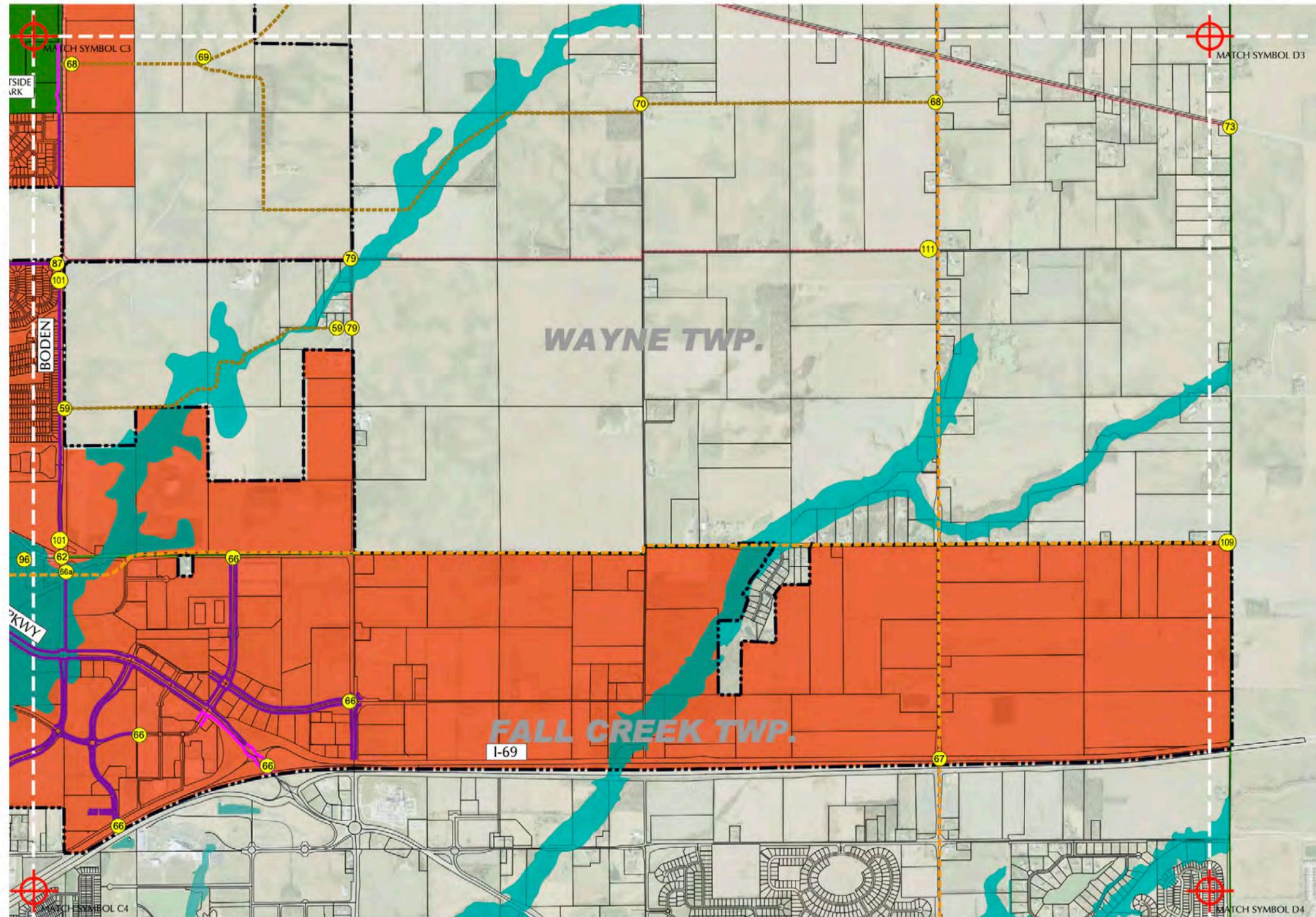
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LEGEND

EXISTING PARK, GOLF COURSE OR OPEN SPACE	TRAIL SEGMENT
SCHOOL, MUNICIPAL OR CIVIC PROPERTY	EXISTING TRAIL (2019)
CORPORATE LIMITS	EXISTING TRAIL (NEWLY ADDED)
TOWNSHIP BOUNDARY	PROPOSED TRAILS (2019)
EXISTING BLUEWAY	PROPOSED TRAIL (RIGHT-OF-WAY 2019)
MATCH SYMBOL	PROPOSED TRAIL (RIGHT-OF-WAY 2013)
	PROPOSED TRAIL (EASEMENT 2019)
	PROPOSED TRAIL (EASEMENT 2013)

CITY OF NOBLESVILLE
 2020 ALTERNATIVE TRANSPORTATION PLAN SECTION C2

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CITY OF NOBLESVILLE
2020 ALTERNATIVE TRANSPORTATION PLAN SECTION C3

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LEGEND

EXISTING PARK, GOLF COURSE OR OPEN SPACE	TRAIL SEGMENT
SCHOOL, MUNICIPAL OR CIVIC PROPERTY	EXISTING TRAIL (NEWLY ADDED)
CORPORATE LIMITS	PROPOSED TRAILS (2019)
TOWNSHIP BOUNDARY	PROPOSED TRAIL (RIGHT-OF-WAY 2019)
EXISTING BLUEWAY	PROPOSED TRAIL (RIGHT-OF-WAY 2013)
MATCH SYMBOL	PROPOSED TRAIL (EASEMENT 2019)
	PROPOSED TRAIL (EASEMENT 2013)

MAP LEGEND

A1	B1	C1
A2	B2	C2
A3	B3	C3

BASE MAP DISCLAIMER:
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