Photo - 1 State Creek Ditch, Photo - 2 Pedestrians walking along the railroad, Photo - 3, Kentucky Avenue, Photo - 4 Decatur High School
Kentucky Avenue Corridor Plan

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**Project Overview**

The Kentucky Avenue Corridor Plan amends portions of the Comprehensive Plan for Indianapolis-Marion County by providing further direction for development in the area surrounding Kentucky Avenue between Raymond Street and the Hendricks County line.

Decatur Township has one of the largest amounts of developable land remaining within Marion County. This developable land will provide for new residential growth that will, in turn, increase the need for commercial development along Kentucky Avenue.

The portion of Wayne Township within the Kentucky Avenue corridor area contains several dense residential neighborhoods, providing an existing market for new commercial development in the area.

As the area served by Kentucky Avenue continues to develop and redevelop, Kentucky Avenue will grow as a commercial corridor. This growth provides opportunities for a more unified, aesthetically-pleasing commercial corridor, one that is available to all whether they travel by car, bus, bicycle or on foot.

Future improvement efforts involving this corridor will also increase its potential as a gateway to the southwest portion of Marion County.

The purpose of the Kentucky Avenue Corridor Plan is to provide area residents, businesspeople and stakeholders with the tools they need to achieve their desired community image. These tools include design and development elements to consider whenever new development or revitalization is proposed in the corridor.
Indianapolis-Marion County, Kentucky Avenue Corridor

Legend
- Kentucky Avenue Project Boundary
- Interstates
- Major Streets
- Railroads
- Rivers
- Lakes

This map does not represent a legal document. It is intended to serve as an aid in graphic representation only. Information shown on this map is not warranted for accuracy or merchantability.
Corridor Description

Kentucky Avenue is a five-lane roadway that primarily serves as a suburban commuter corridor. The corridor is characterized by a mix of uses, high volumes of vehicle traffic, and few pedestrian amenities.

Along the length of the corridor, there is a mix of urban, suburban and rural land uses. The road provides access to I-465, the Ameriplex mixed-use development, and the surrounding neighborhoods. A stretch of commercial activity has evolved over the years to provide services to area residents, businesses, and interstate travelers. A large amount of interstate-related businesses cater to commuters, travelers and business transportation needs. Businesses traditionally associated with interstate exits are located here, including hotels, gas stations and fast food restaurants.

To ease the planning process, the Kentucky Avenue corridor was divided into three geographic segments for discussion. These segments were identified as:

**Marwood Plaza**: the area around Marwood Plaza, including the Mars Hill and Maywood neighborhoods.

**Civic - Interchange**: the area around Decatur Central High School and the I-465 interchange, including the Decatur Branch Library, the Decatur Township administration offices on High School Road and the High School Road intersection.

**Regional Commercial**: the area encompassed by several large parcels located near the 6500 block of Kentucky Avenue and the 7600 block in front of the Camby Village neighborhood. These parcels are currently vacant and have a recommended land use for Regional Commercial.
Plan Process

The Department of Metropolitan Development (DMD) determined that a corridor plan would help guide future growth and provide recommendations that would enhance the appearance of the Kentucky Avenue corridor. The plan was developed in three stages over the course of approximately 24 months.

The first stage involved the research and collection of readily available planning data and information pertaining to the corridor, including land use recommendations, zoning cases and other mapping data. City staff working on projects in the area and knowledgeable of issues were interviewed for their perspective of the corridor. Additional information for this stage was gathered through a series of interviews where city staff met individually with the following to discuss their needs and concerns for the corridor:

- business owners
- residents
- community stakeholders

The second stage involved a series of meetings with community members and business owners. The topics of discussion were influenced by the priorities identified by the community in the first stage. Topics included:

- General neighborhood concerns
- Traffic and transit issues
- Beautification efforts
- Economic development issues

In the third stage of the plan, goals and recommendations for action were developed.

- Strategies were generated to improve pedestrian connectivity.
- Design recommendations for new development were identified to help foster a sense of community character and identity.
- Economic development opportunities were identified.
Plan Issues

Through a series of interviews with area business owners, stakeholders and other interested individuals, the following objectives were established for the corridor plan.

Community Coordination
To encourage coordination and empowerment among residents, businesses, and community stakeholders to continue after the plan process has concluded through existing community organizations and the establishment of new community organizations as needed.

Pedestrian, Bicycle, and Transit Accommodation
Help establish an infrastructure for alternative options to vehicular use for residents, workers and customers in the wake of rising fuel costs and traffic congestion.

Design Elements and Public Spaces
Provide examples of design guidelines for new developments and coordination with existing design elements to foster connections among neighborhoods, businesses and stakeholders. In addition, encourage and support a system of public spaces that complements the built environment and enhances the quality of life within the corridor.

Commercial Development
Improve and enhance the commercial vitality of the area by developing strategies for commercial activities within existing development patterns and creating viable new development patterns where appropriate. These strategies will focus on retail development with pedestrian connections, and commercial and transit oriented development that is appropriately buffered from residential areas.
Adopted Plans and Studies in the Area

Decatur Township and Wayne Township Comprehensive Plans
The Decatur Township Comprehensive Plan was adopted in two segments on December 7, 2005 and December 6, 2006, and is a portion of the Marion County Comprehensive Plan. The Wayne Township Comprehensive Plan was adopted on May 3, 2006, and is a portion of the Marion County Comprehensive Plan. The Marion County Comprehensive Plan is required by state statute as a basis for zoning and must include objectives and policies for future land use development and development of public ways, place, land, structures, and utilities. The Comprehensive Plan map can be located at:
http://www.indy.gov/eGov/City/DMD/Planning/Maps/Pages/land-use.aspx

Indianapolis Bicycle Plan
The Indianapolis Bike Plan and User Map project was initiated in 1999 by the Indianapolis Metropolitan Planning Organization. The intent of this plan is to develop a system of routes, including signed routes, bicycle lanes, off-street trails, and other types of facilities that connect residential areas with shopping, employment centers, and recreation. Within the corridor area, the plan recommends a Greenway Trail along Raymond Street; a Proposed Bike Route on Kentucky Avenue from Holt Road to Hanna Avenue; a Primary Bike Route on Mooresville Road from Holt Road to Mann Road; and a Primary Bike Route on Camby from Trotter Road to Ratliff Road.

Multi-Modal Corridor and Public Space Guidelines
This document makes recommendations for the development of multi-modal facilities in order to realize the vision of a balanced transportation system. A multi-modal transportation system is defined as a network of facilities designed for joint use with connections between two or more modes of transportation. The recommendations of this document were developed with the intent of implementation over time, as new streets are constructed, as existing streets are reconstructed, and as land is developed or redeveloped. Within the corridor, these guidelines could be implemented to allow for a more efficient connection of all modes of transportation including sidewalks, bus lines, bike paths, and future forms of mass transit.

Indianapolis Regional Pedestrian Plan
The Indianapolis Metropolitan Planning Organization's (IMPO) Regional Pedestrian Plan is a framework for the creation of a regional pedestrian network. The intention of this plan is to create a balanced transportation system throughout the metropolitan area that considers the needs of the pedestrian in a manner similar to the needs of the automobile. The Regional Pedestrian Plan recommends a pedestrian system throughout the metropolitan area. The plan documents the demand for pedestrian connections based on qualitative and quantitative analyses. Results from these analyses are recorded as recommended pedestrian facilities, corridors, and districts.
Within the corridor area, the plan recommends Kentucky Avenue, south of Tibbs Avenue, as a Pedestrian Corridor. Collector sidewalks are recommended along Kentucky Avenue from Tibbs Avenue to the Hendricks County Line. The plan also recommends a Multi-use Path (within road right-of-way) from Raymond Street to Tibbs Avenue, and another Multi-use Path (within off-street right-of-way) from High School Road to the Hendricks County Line. The plan also recommends a Pedestrian District encompassing the area around Decatur Central High School, Decatur Middle School, Early Childhood Center, Valley Mills Elementary School, the Decatur Branch of the Indianapolis-Marion County Public Library, and Carson Park.

**IndyGo Comprehensive Operational Analysis**

In 2005, IndyGo and the Indianapolis Metropolitan Planning Organization (IMPO) prepared a long range planning document known as the Comprehensive Operational Analysis (COA). This project was conducted as part of the Regional Rapid Transit Study known as DIRECTIONS. The objective of the effort was to perform a complete analysis of IndyGo's existing services provided in the Indianapolis region and provide a basis for the development of improved bus services. The plan addresses current demand and services needed for the region as the economy continues to expand. The objectives of the study were to:

- Provide a reliable database and a statistical picture of the overall ridership by stop, route productivity and performance (by segment) upon which existing transit service can be evaluated with respect to measures of efficiency and effectiveness.
- Evaluate existing IndyGo fixed route bus service to determine changes to route alignments, schedules and service frequencies that will improve individual route and system wide service efficiency, effectiveness and productivity.
- Reduce operating costs initially, and provide for an opportunity from which to build future efficient and effective service initiatives.

The Near-Term Service Plan (1-3 years) recommendations were designed to address existing system inefficiencies, improve system connectivity, eliminate confusing / out of direction travel, eliminate unproductive service, and begin to improve system service levels (service frequency, span of service hours and weekend service). The Near-Term plan was designed to provide IndyGo with an efficient base transit system from which to continue to improve service levels and service area coverage in the Short-Range timeframe. In addition to service alignment and service level improvements, transit center and park & ride facility improvements are identified to improve system attractiveness and ease of system use. Within the corridor area, the plan recommends in one to three years, a new route, the Westside Crosstown Route #91, and extending service hours for the Mars Hill Route #24. The plan also recommends, in four to nine years, a new express route to Ameriplex, a new Park and Ride facility at Ameriplex and improving service frequency between buses for Mars Hill Route #24.
Current Conditions

Today, Kentucky Avenue is a five lane roadway that primarily serves as a suburban commuter corridor. The road provides access to Interstate I-465, the Ameriplex mixed-use development, and to the surrounding area neighborhoods. A stretch of commercial activity has evolved over the years to provide services to area residents, businesses, and interstate travelers.

Community Coordination
There are several township-based organizations that serve the corridor: The Decatur Township Civic Council, the Decatur Township Neighborhood Coalition, and the Decatur Township committee for MCANA.

There is a garden club that maintains several gateway signs near the I-465 interstate exits.

There are numerous neighborhood associations that serve the surrounding neighborhoods along the corridor. Most associations are fairly active, and take care of issues that occur within their neighborhoods.

There is no business association that serves the corridor.

There is no Community Development Corporation that focuses on homeowner renovation and business development in the corridor.

Connectivity
The corridor was designed specifically for auto-oriented suburban transportation, and works well for that purpose. As a result, other types of connectivity options are somewhat limited. Public transit does exist in the area, but some users interviewed for this plan feel it is too limited to suit their needs and they end up driving to most destinations as a result. The area is not pedestrian friendly, and sidewalks do not exist in all places, nor have they been maintained where they do exist. Bicycle lanes are non-existent due to the traffic volume on Kentucky Avenue.

5300 Kentucky Avenue
**Roadway Circulation / Increased Traffic**

Vehicular transportation access within, to, and out of the area is limited. The Indianapolis International Airport is to the north of the corridor, and acts as a barrier to north-south traffic movement. Most north-south movement outside of I-465 is limited to one exit for I-465, Ameriplex Parkway, and High School Road. Within I-465, north-south access is available on Lynhurst Drive, Holt Road, and Tibbs Avenue.

East-west movement in or through the area can be achieved via I-465 eastbound. Within I-465, east-south movement is limited to Raymond Street due to White River. Outside of I-465, east-west movement is available on Thompson Road, Camby Road and Mooresville Road.

As the area population increases, and traffic congestion rises as a result, it will become increasingly difficult to move around efficiently and safely in the Kentucky Avenue corridor. Peak traffic hours occur in the morning and evening rush hours, due to the corridor functioning as a major commuter route.

Additional traffic demand on the corridor can be attributed to commuters from Mooresville, Ameriplex, and travelers trying to access the airport.
Public Transit
Currently, the corridor area is served by only one IndyGo transit route. This route is used by area employees and residents alike.

In the corridor area, Route 24, Mars Hill, runs northeast from Ameriplex Parkway to Lynhurst, where it turns north. The route continues to Troy, where it turns east and connects back to the corridor at the three-way intersection of Troy Avenue, Holt Road and Kentucky Avenue. From there, the route turns north on Holt Road and offers a connection to industrial businesses along Holt Road and Morris Street before connecting downtown. On weekdays, this route runs from approximately 5:00am to 7:30pm, and has stops in the corridor every 30 minutes during rush hour, and every 60 minutes at other times. This route runs on Saturdays from approximately 7:30am to 6:00pm with stops in the corridor every 60 minutes. This route offers no service on Sunday. This route offers ten bus stops within the corridor, none of which are connected to a sidewalk network.

There are no routes that serve the corridor south of Ameriplex Parkway. There is no express bus service offered for commuters in the area or the adjoining county.

Sidewalks
The lack of sidewalks and high speed of travel on Kentucky Avenue along with its imposing width discourages pedestrian activity.

No sidewalks or pedestrian crosswalks currently exist within the corridor plan area. Most pedestrian activity takes place along the shoulder of the road, or along the Indiana Southern railroad tracks on the north side of Kentucky Avenue. Pedestrian connectivity to Decatur Central High School is non-existent.

Bicycle Paths and Accessibility
No bicycle paths currently exist within the corridor. A Greenways trail is proposed to run along Raymond Street at the north end of the corridor.

The City of Indianapolis has not identified any portion of Kentucky Avenue within the corridor as a Primary Bike Route. The portion of Kentucky Avenue between Holt Road and Hanna Avenue has been designated as a Proposed Bike Route. Two Primary Bike Routes cross Kentucky Avenue at Holt Road and at Camby Road.

No bicycle racks currently exist on the Decatur Central High School campus. In 2009, a student was killed in a vehicle accident while riding a bike on Kentucky Avenue. Therefore, student bicycle use is not encouraged by the school administration. It is perceived that most students ride the bus or prefer to use their cars as a primary means of mobility.
Commercial Development
There is no continuity among the corridor’s commercial offerings that would allow for shoppers and visitors to park once and shop at several stores.

One community commercial area anchors the north end of the corridor at Mann Road. Marwood Plaza and several other strip-style shopping centers are located within this commercial area. There are two grocery stores, two large pharmacies, and a number of other general merchandise stores that serve the adjoining and surrounding neighborhoods.

There is a commercial node near the I-465 interchange and High School Road intersection. Recent development has included a Culver’s restaurant, a Brickhouse Burger Co., and a Country Inn and Suites Hotel.

Heathrow Center is a small commercial strip center located in the Ameriplex Business Park that includes a branch of the Bureau of Motor Vehicles, several restaurants and a gift store.

Most other commercial areas are outside of the corridor plan area. A large commercial area has developed in the Heartland Crossing area in Hendricks County.

There are several large vacant tracts located at the south end of the corridor plan area. These tracts are designated as Regional Commercial in the Comprehensive Plan.

There is no destination retail within the corridor plan area that allows for lingering after dining, shopping, and school events. The type of retail development that creates a sense of “place” was specifically requested by area residents.

Land Use
The existing land use plan for the corridor is comprised of portions from the Wayne Township Comprehensive Plan 2006, and the Decatur Township Comprehensive Plan 2005, and 2006. These plans reflect the commercial and industrial nature of the corridor and have Community Commercial, Regional Commercial, Light Industrial, and General Industrial as the main land use recommendations. In addition to these recommendations, several areas have land use recommendations for Office Commercial, Special Use, and various densities of residential. There are six areas within the plan boundaries that are designated as Critical Areas. The Comprehensive Plan map can be located at:
http://www.indy.gov/eGov/City/DMD/Planning/Maps/Pages/land-use.aspx

Zoning
The main zoning designations for the corridor are in the Commercial, Industrial, Residential and Special Use categories. For the Commercial category, zoning designations include C-1 (Office Buffer), C-3 (Neighborhood Commercial), C-4 (Community-Regional Commercial), C-5 (General Commercial), C-7 (High Intensity Commercial), and CS (Special Commercial) categories. These reflect the need for commercial activity in the corridor due to its proximity to the I-465 interchange, the Indianapolis International Airport, and the Ameriplex development.
For the Industrial category, zoning designations include I-1-S (Restricted Industrial Suburban), I-3-S (Medium Industrial Suburban), I-4-S (Heavy Industrial Suburban), and I-3-S (Medium Industrial Suburban District), which accommodate several warehouses, contractor businesses, shipping businesses, a railroad car repair facility, and a gravel mining operation. These reflect the industrial nature of the northern end of the corridor, and its proximity to an active rail corridor.

For the Residential category, zoning designations include D-A (Dwelling Agriculture), D-3 (Dwelling District Three), D-5 (Dwelling District Five) and D-6II (Dwelling District Six-Two). The D-A and D-3 designations reflect the suburban nature of the corridor. These designations, may still be in use as an agricultural enterprise, or recently converted from one. They also tend to have larger size lots and may include a low density residential neighborhood. The D-5 designation reflects the historic density of the Maywood and Mars Hill neighborhoods near the north end of the corridor. The D-6II designation reflects the location of several apartment communities within the corridor. There is redevelopment pressure on several residential parcels in the corridor to change to commercial or industrial zoning, as they abut Kentucky Avenue and Interstate I-465.

For the Special Use category, zoning designations include SU-1 (Special Use – Churches), SU-2 (Special Use – School), SU-7 (Special Use - Charitable, Philanthropic and Not-for-profit institution), SU-13 (Special Use – Sanitary Landfill), and SU-37 (Special Use – Library. These reflect the need for churches, schools, and a library for the surrounding residential areas near the corridor. The Special Use - Charitable, Philanthropic and Not-for-profit institution designation indicates the location of a large residential facility for individuals with developmental disabilities. The Special Use-Sanitary Landfill designation is situated in a predominately Industrial area located in the northern end of the corridor.
Historic Resources
According to the *Indiana Historical Sites and Structures Inventory*, published by the Indiana Historic Landmarks Foundation, the “Outstanding” rating means the property has enough historic or architectural significance that it is already listed, or should be considered for individual listing, in the National Register of Historic Places. No historic resources within the corridor are designated as Outstanding. The “Notable” rating means that the property did not quite merit an “Outstanding” rating, but still is above average in its importance. Further research or investigation may reveal that the property could be eligible for National Register listing. Five historic resources within or near the corridor are designated as Notable. In Wayne Township, a 1900 Pratt through truss railroad bridge, crossing over Eagle Creek, located just north of Kentucky Avenue and Belmont Avenue, is designated as Notable. In Decatur Township, the following buildings are designated as notable:

- Friends Church located at 6735 West Thompson Road
- The old Decatur High School, located at 5108 South High School Road
- The Morgan House, located at 8502 Camby Road
- A house located at 8301 Camby Road

A “Contributing” rating was given to any properties meeting the basic inventory criterion of being pre-1940, but that are not important enough to stand on their own as individually “Outstanding” or “Notable”. There are fifty-two other historic resources throughout the corridor, mostly houses, which are designated as Contributing.

Parks, Recreation and Open Space
There are several parks that exist within or nearby the corridor boundaries:

- Bel-Aire Park is located at 2915 South Tibbs Avenue. It has a playground, a walking trail, and a picnic shelter. It is a pedestrian destination from the surrounding neighborhoods.
- Stout Field Park is located at 3820 West Bradbury Road.
- Carson Park is located at 5400 South High School Road.
- Griffin Woods is located at 7425 Mendenhall Road.

The Decatur Central High School has several athletic facilities that may be of use to the surrounding community.

Community Services
A number of service and community organizations are located near the corridor area, and provide resources that help address the social, spiritual, mental and physical health of the population.

There are thirteen churches of different denominations located within the corridor area:

- Camby Community Church, located at 8600 Camby Road
- Southwest Church of God, located at 6001 Kentucky Avenue
- Valley Mills Christian Church, located at 5555 Kentucky Avenue
- Valley Mills Friends Church, located at 6735 W. Thompson Road
- Church of God of Prophecy, located at 6509 Valley Mills Avenue
• Aldersgate United Methodist Church, located at 5335 W Hanna Avenue
• Meadowbrook Church of the Nazarene, located at 3909 South Lynhurst Drive
• New Life Assembly of God, located at 3744 South Lynhurst Drive
• Seerley Creek Christian Church, located at 3550 South Lynhurst Drive
• Southwest Apostolic Church, located at 3161 South Roena Street
• First United Evangelical Church, located at 2916 Mooresville Road
• Westside Church of Christ, located at 2675 Kentucky Avenue
• Southwest Church of God, located at 6001 Kentucky Avenue

The corridor is served by the Mary-Rigg Neighborhood Center, 1920 West Morris Street and its satellite facility, Goodwin Community Center, 3935 Mooresville Road. They provide educational training, career assistance, financial assistance for those in need, and social services. Area residents are welcome to access services at either facility.

There is one Boys and Girls Club that is located near the corridor:
• The LeGore club is located at 5228 West Minnesota Street. This club provides after school and some summer activities for area children.

Public Services
Several municipal and county public services are located within or near the corridor:

There is one library located in the corridor:
• Decatur Library is located at 5301 Kentucky Avenue.

Several Fire stations are located near the corridor:
• Decatur Township Fire Station 771 is located at 5410 South High School Road.
• Decatur Township Fire Station 772 is located at 7217 Pearl Street.
• Decatur Township Fire Station 773 is located at 6717 Ratliff Road.
• Decatur Township Fire Station 774 is located at 3750 South Foltz Avenue.
• Wayne Township Fire Station 881 is located at 4302 West Bradbury.

The corridor is served by the Indianapolis Metropolitan Police Department, Southwest District.

Sewer and Water
About half of the corridor is served by water and sewer public utilities. The remaining half is still on well and septic systems.
Plan Recommendations

The following recommendations are based on a review of the current conditions, input from public meetings, and interviews with various residents, local businesses and community stakeholders. They are intended to address existing needs of the corridor and serve as a blueprint for growth and development in the corridor. As changes occur in the Kentucky Avenue corridor, these recommendations will ensure that they will proceed in a comprehensive and compatible way with existing uses and surrounding areas of the city.

Community Coordination:
Community coordination is essential to any community for it to continue to thrive. For the Kentucky Avenue Corridor, it is critical that there is involvement from citizens, neighborhood associations, non-profits and the business community for the success of the corridor. It is important for all entities to work together and not assume that someone else will take care of issues affecting the corridor. Based on an initial review of the corridor, and through a series of informal interviews, city staff found that there was some organized involvement within neighborhoods, although little existed among businesses and other entities along the corridor.

Neighborhood Involvement
City staff found that a significant number of neighborhoods were well represented by neighborhood associations, and involvement along the corridor was strong. Citizens need a vehicle that allows them to provide input towards resolving issues that affect their neighborhoods and the Kentucky Avenue corridor. Neighbors have established lines of communication through regularly scheduled meetings; establishing community expectations and getting to know each other. These lines of communication can then be used to further goals for improvement in the corridor. Neighborhood associations should be registered with the City of Indianapolis in order to receive official public notices for pending zoning petitions affecting their neighborhoods.

The Decatur Township Civic Council and MCANA-Wayne Township committee are township wide organizations that represent the corridor on a number of issues.

The Decatur Township Garden Club is a volunteer organization that maintains some presence along the corridor through plantings at the I-465 entrance and exit ramps. These plantings should extend beyond the entrance and exit ramps with the help from other neighborhood and business organizations in the area.

One of the main recommendations received from area residents was a need to clean up the corridor. It is recommended that an annual community wide clean up event be planned by community organizations to help beautify the appearance of the corridor and draw attention to the need for a beautification program along the corridor. This event could lead to an education program for area residents and community businesses to help contribute to, and participate in, clean up activities.
The area neighborhoods should also work together to start a Community Development Corporation (CDC). A CDC is a non-profit organization that is created to revitalize a low- or moderate-income community. CDC's are created by people with a stake in the community itself, and they can include residents of the target area, churches or other religious institutions, and small business owners. The CDC model is one of self-help with people from the target area forming their own organization to address their own needs. It is not the creation of people from outside the community.

The majority of CDC's are involved in community improvement programs such as homeowner housing paint-up/fix-up programs, housing counseling programs, and commercial development. Commercial development activities can vary from job creation programs to small business lending. In order to complement their activities, some CDC's provide training in different aspects of starting and running a small business.

Some of the older, more comprehensive CDC's also provide social services to local residents. The type of social services varies, but can include GED programs, substance abuse counseling, English as a second language classes, food pantries, job training and placement, etc.

Not all CDC's are the same or address the same issues. Most are tailored to address the specific needs of the surrounding community. A CDC organized for the Kentucky Avenue corridor could focus on issues that specifically affect the Kentucky Avenue corridor as addressed in this report.

**Business Involvement**

A diverse group of businesses, ranging from community commercial to light industrial are located within the corridor. Initial surveys with area business owners and managers indicated that most businesses in the corridor do not interact with other surrounding businesses. Several factors may cause this: competition for customers, differently targeted customer base, and different management styles. This lack of interaction within the business community may affect the corridor's ability to improve its physical image, along with business growth and the corridor's ability to effectively attract additional customers.

At one time, a Decatur Township Business Association was registered with the City of Indianapolis. It appears that this group is no longer active, or has limited their focus to a specific area.

There is a need to establish a new business association for the Kentucky Avenue corridor that will serve the interests of all the businesses along the corridor. Many issues affect these businesses both positively and negatively, and by having a central sounding board and resource, those businesses can have a vehicle for contributing to the improvement of the corridor.
It is recommended that any future business association representing the Kentucky Avenue corridor should cross township boundaries. As commercial activity crosses township boundaries, and other factors exist that act as natural boundaries, the business association should not be based on township boundaries alone. The northern boundary should reflect the corridor plan boundary and have Raymond Street as a northern boundary. This is a natural boundary due to the representation of the West Indianapolis Development Corporation CDC to the north of Raymond Avenue.

Possible benefits from establishing a business association in the area are:

- Promoting the Kentucky Avenue corridor area as a comfortable, convenient and economically stable place for businesses and customers alike.
- Furthering the business interests of the members through an increased awareness of each others’ products and services.
- Influencing community projects.
- Distributing information to area businesses.

During the survey process with area businesses, one of the major concerns that was expressed was the lack of beautification efforts within the corridor area. A business association can work with neighborhood associations or take the lead in establishing a beautification plan for the corridor area. By having the business association take the lead in a beautification plan, the effort becomes spread over the whole corridor, instead of relying on the individual efforts of a few businesses or neighborhood associations.

The beautification plan could focus on enhancing the physical appearance through the use of planters and plantings on business entrances and properties, landscaping parking lots, and providing decorative waste receptacles.

*An example of attractive street side landscaping in central Indiana.*
Pedestrian, Bicycle and Transit Accommodation

Efficient and safe pedestrian movement is important to the corridor. Along the Kentucky Avenue corridor very few sidewalks exist; there are no designated crosswalks and high speed traffic makes it difficult to ride a bicycle on the shoulder in portions of the corridor. While Kentucky Avenue is primarily a suburban commuter corridor, an increasing amount of pedestrian activity has been taking place in the area. A significant portion of this activity occurs along the road shoulder and within the unsafe area of the Indiana Southern Railroad right-of-way.

Pedestrians walking along railroad tracks

Sidewalks

Sidewalks are important for transit users who are customers and employees of businesses in the area. In addition, with the increasing cost of fuel, and other associated vehicle costs, a safe pedestrian network should be included in all future development as an alternative to motor vehicle usage.

Sidewalk along a state road
There are many benefits to sidewalks, as detailed in this fact sheet from Health by Design:

The Benefits of Sidewalks

**Health Benefits**
Sidewalks provide opportunities for walking, and studies have shown that people with access to sidewalks are more likely to walk(1) and meet the Surgeon General's recommendations for physical activity(2).

Physical inactivity contributes to the incidence of obesity, diabetes, hypertension, heart disease and certain cancers; and it carries a risk burden close to that of smoking.

A study by the Marion County Health Department (MCHD) in 2005 found that 1 in 4 adults in Indiana was obese.

Another study by the MCHD found that 22% of the Marion County elementary school children measured were overweight.

**Economic Benefits**
A study by the Urban Land Institute shows home buyers are willing to pay more for homes in walkable neighborhoods.

Real Estate Research Corp. analysis shows property values rise fastest in pedestrian friendly areas.

Sidewalks improve access to business and industry for employees relying on public transportation.

Sidewalks improve customer traffic for retail businesses.

**Other benefits of sidewalks include:**
Reduced crime risk through increased pedestrian traffic - “more eyes on the street” as promoted by the International Crime Prevention Through Environmental Design Association (www.cpted.net)

Improved access to buses. IndyGo has been working with the city to add sidewalks at transit stops. The sidewalk amendment will boost their efforts.

Enhanced sense of community through better connections to neighbors and businesses

Decreased use of cars for short trips, saving gas and lowering emissions
- The 1995 National Personal Transportation Survey found that 40% of car trips in the U.S. are less than 2 miles, short enough to be accomplished on foot or by bicycle, if the infrastructure supports walking or biking.
- Cars have their poorest efficiency and so burn more gas during the first few miles of travel.

**Credits:**
It is recommended that sidewalks be installed on Kentucky Avenue for the entire length of the corridor on the southeast side of the road opposite from the railroad tracks. The sidewalks should be a minimum of five feet wide, and set back from the road with a landscaped buffer where possible. The one exception for sidewalks would be a multi-use trail from Holt Road to Raymond Street (see below). The priority for sidewalk installation should be the following:

**First priority:**
- The area from Holt Road to Lynhurst Road. This area is bordered by the two higher density residential neighborhoods of Maywood and Mars Hill. A major commercial node exists in this area containing Marwood Plaza, two grocery stores and numerous other retail shops. IndyGo bus route #24 has several stops in the area. Additional sidewalks should connect through the Marwood Plaza Shopping Center, along Mann Road and along Mooresville Road.

- The area from High School Road to Gatwick Drive. This area serves the Decatur Central High School area, the Decatur Library Branch and the commercial area around the High School Road intersection. Additional sidewalks should connect through the high school campus to High School Road, and Carson Park.

**Second priority:**
- The area from Lynhurst Drive to Meadowlark Lane. This area is adjacent to several residential areas, and will connect to the first priority sidewalk designation in the Maywood and Mars Hill area.

- The area from the south I-465 entrance/exit ramp to Norcroft Drive. This area has several retail businesses and interstate-related businesses that would benefit from the presence of sidewalks.

- The area from Gatwick Drive to approximately the 6500 block of Kentucky Avenue. This area is in the existing IndyGo bus route 26, and would benefit from accessible connections to bus stops. It is also adjacent to the Ameriplex Business Park, one of the major employers in the area. This area will connect to the first priority sidewalk designation in the Decatur Central High School area.

- The area around the Camby Road Intersection. This area has a small commercial node.

**Third priority:**
- The area between the north and south 1-465 on/exit ramps. It is anticipated that sidewalks will be installed when INDOT plans an overhaul of the interchange. (This interchange system was planned to receive an overhaul by INDOT as part of the Accelerate465 project, but was removed from the project, and scheduled for a later date.)

- The area between Norcroft Drive and High School Road. This site is adjacent to a vacant parcel of land that is currently being used as a golf driving range.
• The property is up for sale, and believed to be under used. By City ordinance, when new development occurs on this property, new sidewalks will be required to be installed.

• The area between approximately the 6500 block of Kentucky Avenue and the Camby road intersection. This site is adjacent to a vacant parcel of land that is currently for sale. It is anticipated that the new development will be a regional commercial use. When new development occurs on this property, new sidewalks will be required to be installed.

**Crosswalks:**
In addition to sidewalks, there is also a need for crosswalks to be installed on Kentucky Avenue. The crosswalks should be well marked and lighted, and include countdown signals. Crosswalks should be installed at the following locations:

- Tibbs Avenue
- Holt Road
- Troy Avenue
- Foltz Street
- Mann Road
- Olender Drive
- Lynhurst Drive
- Hanna Avenue
- High School Road
- Gatwick Drive
- Mendenhall Road
- Camby Road

Well marked and lighted crosswalks should be installed alongside Kentucky Avenue at the following non-signalized intersections:

- Milhouse Road
- Camby Village Boulevard

**Stoplight:**
It is recommended that the intersection of Kentucky Avenue and Foltz Street be studied for the installation of a stoplight. This stoplight would be in conjunction with a recommended crosswalk. Both the stoplight and the crosswalk will allow for a safe pedestrian crossing in an area where it is needed.