



MEETING DATE:

October 28, 2015

TIME:

3:00 PM

PLACE:

Fishers City Hall

1 Municipal Drive

Fishers, Indiana 46038

Administration Conference

Room

TRANSPORTATION TASK FORCE MEETING MINUTES

Members Present: David George, Todd Zimmerman, David Becker, Doug True, Jim White, Jimmy Cerone

Members Not Present: Kimberly Mills, Jim Moffitt, Yaw Aning, Amy Ahlersmeyer

Others Present: Dale Davis, Steven Fehribach, Connie Nimmo, Rachel Johnson, Leah McGrath, Sean Northrup

KEY DISCUSSION POINTS

- Indianapolis Metropolitan Planning Organization explained mass transit options in Fishers.
 - In 2016, Marion County will have a referendum allowing for taxes to help establish mass transit.
 - Hamilton County would also need a referendum, but details have not been determined.
 - It would be beneficial for Hamilton County to have a referendum in 2016 as it can utilize the media bought for Marion County's referendum.
 - The Indy Connect Plan would establish bus rapid transit routes that provide a unified rider experience from Marion to Hamilton Counties.
 - Bus rapid transit emulate trains with dedicated lanes, allowing for speed and quality.
 - Five lines would run from Hamilton County to Indianapolis.
 - Cleveland and Nashville are good examples of successful bus rapid transit routes. Chicago and Minneapolis have plans for bus rapid transit.
 - The Red Line would extend from Westfield to Indianapolis.
 - 250,000 riders are anticipated.
 - City funds will pay for operations, while state and federal funds would pay for capital construction.
 - A small tax increase would expedite construction.
 - The Green Line would mimic the type of service provided by the Red Line.
 - The Green Line would extend from Noblesville to downtown Indianapolis, with stops in Fishers.
 - The established right-of-way along the railroad tracks provide a route for the Green Line.
 - Bicycle and pedestrian paths could be constructed along this corridor, however additional right-of-way may be needed.
 - Light rail transit is viable for this route.
 - Capital investment for light rail is more expensive than bus rapid transit.
 - It would be more difficult to add more tracks after initial construction and is less flexible.
 - It would be faster and have fewer stations than bus rapid transit.
 - It may attract more riders than bus rapid transit.
 - The maintenance and staffing of light rail mixed with bus rapid transit on other lines offer significant challenges.
 - The rail would stop more frequently than bus rapid transit.
 - Intersections between the route and major roads can be dealt with through bridges, grade separation, gates or stop lights.
 - Gates and stop lights would stop traffic and could be timed with surrounding traffic lights.
 - Gates, grade separation and bridges would eliminate the need for a whistle or horn.
 - Vehicles would travel approximately 50 miles per hour, fueled by diesel alternatives.

- Electric powered vehicles would be ideal, provided it is cost efficient.
 - If a public hearing is held in early 2016, a referendum could be viable in November 2016.
 - The route could be operational by 2023, if all phases of the project occur on time.
 - Residents can help the process by commenting during public hearings.
 - The Hamilton County Transit Forum has helped in this process.
 - It looks to establish routes that connect East to West and North to South.
 - It recommends service to adjacent counties and communities serviced by Indy Go.
- Sense of place can be created through roads and streetscapes.
 - Pedestrian safety is a major concern in Fishers.
 - Markings can help pedestrians safely cross roads.
 - 96th Street is a gateway into the community and needs to reflect it.
 - South Street should reconnect to Commercial Drive, with a bicycle and pedestrian corridor.
 - The Airport could use a centralized park with pedestrian paths to help a campus/community feel.
 - It could feature two lanes with relief onto Hague Road.
 - 116th Street and Allisonville Road has very limited access.
 - Maintenance of roads and paths could reinvigorate the area.
 - Pedestrian access from surrounding residences would promote more trade.
 - Trails from Connor Prairie to the Nickel Plate District could stop in this area.
 - A roundabout would help redefine the area and change use.
 - Highway 37 is impassable for bicyclists or pedestrians.
 - Hwy 37 should be on a lower grade, below roads and paths.
 - Paths should be crossable on both sides of Hwy 37.
 - Pedestrian tunnels or bridges provide safe crossing.
 - A school bus garage access can be more direct, yielding less traffic in the surrounding area.
 - Fall Creek and Brooks School is in need of sidewalks and paths
 - A lane could be taken away from the bridge and be converted into a path with amenities.

ACTION ITEMS

- **Visit locations on the bus tour map before the November 18 meeting if you were not able to attend the bus tour – All Members**

ADDITIONAL SUPPORTING DOCUMENTS

- [Green Rapid Transit Project Guide](#)
- [Traffic Counts](#)
- [Land Use Category Descriptions \(Draft\)](#)