



MEETING DATE: October 14, 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: Kimberly Mills, Todd Zimmerman, David Becker, Doug True, Jim White, Amy Ahlersmeyer, Jimmy Cerone

Members Not Present: David George, Jim Moffitt, Yaw Aning

Others Present: Dale Davis, Steven Fehribach, Connie Nimmo, Caleb Gutshall, Jeff Hill, Jason Taylor, Richard Reidenbach, Gary Moon, Gail Moon

### KEY DISCUSSION POINTS

- Staff presentation
  - Roadway demand will be determined by population growth and financial sustainability of the City.
    - There are some space limitations to consider in Fall Creek.
    - Demand will also be affected by the development of the eastern portion of the City.
  - Potential for public transit may alleviate traffic into Indianapolis.
  - Focus will be placed on major roadways that connect the City.
  - Consideration will be given to the best treatment for individual intersections and roadways, i.e. curbs, streetlights, character, traffic signals, etc.
  - The policy directive will be to create new routes according to design standards. Old routes and paths not in compliance with new standards will remain until maintenance is needed. At that point, they will be updated to meet standards.
  - The priority is to close gaps throughout the City.
    - Development adjacent to an area needing improvement will prompt construction or maintenance.
  - Pedestrian paths will be increased.
    - Typical width for trails is ten feet. Some may be wider. Typical width for sidewalks is five to six feet.
    - Walk zones will connect residents to schools and provide students with a safe route.
    - Almost all local roadways will have sidewalks.
    - Additional paths will be created in utility corridors and easements with the cooperation of utility service providers.
- Goals
  - Accountable
    - The new plan needs to be visible and transparent to the community.
    - Impact fees are reviewed every five years per statutory requirement. Consultants assist staff in the review process. Staff presents the findings to the City Council in public hearings. The public hearings are advertised prior to the City Council meeting. Minutes from the meeting are available to the public after the meeting.

- A briefer annual report will keep transportation analysis consistent and prompt changes as needed. It will also document progress on improvements and allow for amendments to the transportation plan.
  - New communication strategies should be implemented to keep residents informed.
    - Residents can sign up for email alerts summarizing road construction and conditions.
    - A section of the Town Talk could be dedicated to transportation.
    - The City should use targeted communication to inform and educate residents about new projects prior to the required two weeks' notice to allow for better understanding among the community.
  - Road maintenance and construction has been prompted by new development.
- Connected
  - Many developments and neighborhoods do not connect to one another. Connectivity is a positive thing for the community.
    - For example, someone who lives in a cul de sac on one block wanting to visit a friend on a cul de sac in a neighboring development have to drive out of their neighborhood, onto a larger road, then into their friend's neighborhood. The drive would be much shorter if the routes were connected.
    - This would also help the bus system, making routes faster and easier to navigate.
- Safe
  - There are concerns over speed and safety when drivers cut through neighborhoods to avoid traffic.
    - Speed can be mitigated by introducing traffic calming features, e.g. jogs, eyebrow medians, grooved pavement, rumble strips.
  - Education initiatives could greatly impact safety.
    - Refreshers from the driver's exam would be beneficial to population that has had their license for a while. This could be done through mailers, quizzes/games in print media or social media campaigns.
    - Awareness campaigns, such as stops are free (Fishers Police Department), are a fun way to increase safety.
  - Narrow roads pose a significant risk to pedestrians and oncoming traffic.
    - Right of way restrictions limit road widening.
    - Areas of improvement include 106<sup>th</sup> Street from Hague Road to Eller Run, 113<sup>th</sup> Street, Florida Road, Hoosier Road and 141<sup>st</sup> Street.
  - Site gradation and landscape can decrease visibility across intersections.
    - Areas of improvement include 106<sup>th</sup> Street and Mollenkopf Road., 113<sup>th</sup> Street and Florida Road, 106<sup>th</sup> Street and Cumberland Road.
  - How can roads keep their character, but be easier and safer to travel?
- Accessible
  - Road and path users with limited mobility will be considered when improvements and additions are made to the transportation network.
  - Existing infrastructure will present challenges as standards continually evolve.
- Integrated
  - Unincorporated land use and growth may affect plans.
  - The creation of the master plan will allow growth to be unified and fluid for the next 25 years.
- Economically Viable
  - Encouraging redevelopment and investment in areas that can no longer be developed and "creating place" in the community will make the City more attractive to residents and visitors.
    - Areas of improvement include 106<sup>th</sup> Street and Allisonville Road, Fall Creek, and Brookstone.
  - Walkability in commercial areas is key.
  - Visibility and availability of parking will encourage people to shop in Fishers.
    - Areas of improvement include the Nickel Plate District.

- Potential solutions include adding parking to the Nickel Plate District app, more signage and publication on Google.
- Financially Responsible
  - Funds will need to be prioritized as reprioritized as time goes on and the needs of the Community change.
- Well Maintained
  - Development standards can affect how much maintenance is needed in the future.
    - For example, cul de sacs add roughly a half hour of more plow time per cul de sac.
    - Widening rights-of-way can help prevent trees and landscaping from damaging sidewalks.
- Sustainable
  - Low impact development, supported by Homeowners' Association, will help maintain community naturally.
- Efficient
  - Smart traffic monitoring will make traffic flow more efficient.
    - Areas of improvement include 116<sup>th</sup> Street.
    - For example, left turn arrows will be prompted as opposed to automatically turn on.

## ACTION ITEMS

- **Participate in bus tour or visit areas of interest on tour route. - All Members**

## ADDITIONAL SUPPORTING DOCUMENTS

- [Staff Presentation](#)
- [2040 Bicycle & Pedestrian Network Map](#)
- [Bus Tour Route](#)