

ROAD IMPACT FEE – ZONE IMPROVEMENT PLAN

Summary of Issues Raised at March 19, 2012 APC Meeting

Case No.	1204-CPA-01
Petitioner	City of Westfield
Description	The City of Westfield requests an update to the Road Impact Fee Zone Improvement Plan.

1. How were the Traffic Counts collected?

Response:

Recent traffic counts were obtained from various sources, including the City of Westfield, the Hamilton County Highway Department, the Indiana Department of Transportation, and the cities of Carmel and Noblesville. Additional traffic counts were also conducted at several locations during October 2011.

The existing traffic volume on 161st Street between Oakridge Road and US 31 is based on an October 2009 traffic count by the Westfield Public Works Department that showed an average daily traffic volume of 5,657 vehicles. This was rounded to 5,700 for map display. The value of 5,500 should not be shown on the map (Figure 3-1) and will be removed.

2. What assumptions were made for the Traffic Projections?

Response:

2021 traffic volume forecasts were developed using computerized travel demand modeling to estimate the traffic impacts of land use development and changes to the road network that are expected between 2011 and 2021. The type, locations and intensity of land use development between 2011 and 2021 are documented in Section 4.3 of the Zone Improvement Plan. Expected road network changes are documented in Section 4.4 of the Zone Improvement Plan.

3. Why did the future Traffic Projections increase so much from the existing Traffic Counts?

Response:

The correct 2021 daily volume forecast for the segment of 161st Street between Oakridge Road and US 31 is 13,500 vehicles per day. The value of 14,900 should not be shown on the map (Figure 4-5) and will be removed. The conversion of US 31 to a freeway is expected to change travel patterns in Westfield significantly. The improved US 31 facility will reduce north-south

travel times through Carmel and Westfield and will draw some traffic away from other parallel routes such as Oakridge, Springmill and Carey Roads. As a result of the limited access freeway design, all traffic using US 31 will need to use interchanges at 146th Street/151st Street, 161st Street, SR 32, 191st Street or SR 38 to reach Westfield destinations. Volumes on these roads will increase, while volumes on parallel east-west roads where US 31 access is eliminated, will decrease.

4. Why did the Traffic Projections not increase the same percentage everywhere?

Response:

Traffic volume changes will be most significant on the roadways immediately adjacent to the new interchanges and less significant as traffic is disbursed through the road network farther away from the interchanges. Local conditions also impact the expected traffic volume changes on specific road segments. For instance, the segment of 161st Street between US 31 and Oakridge Road will serve a significant portion of the traffic traveling between US 31 and the existing businesses on Southpark Drive because the connection between US 31 and 169th Street will be eliminated.

5. What is the planned cross-section for 161st Street?

Response:

The Zone Improvement Plan shows that 4 through travel lanes are warranted on 161st Street between Oakridge Road and Union Street in order to provide for anticipated traffic levels. The cross section would be based on the typical cross section for a Secondary Arterial shown in the Westfield Thoroughfare Plan. This section includes 4 travel lanes, a raised center median and multi-use paths on each side of the road.

The Zone Improvement Plan identifies the anticipated need for this road improvement and allows the use of road impact fees to fund its construction. The Zone Improvement Plan does not obligate the City to construct a four-lane cross-section. It forecasts a need to do so in order to maintain the community level of service.

6. When are improvements expected to 161st Street?

Response:

The Zone Improvement Plan identifies that such facilities may be needed as early as four to six years from now in order to maintain level of service. This need could vary, depending on actual traffic volume growth.