



**Petition Number:** 1309-CPA-02

**Petitioner:** City of Westfield

**Request:** Petitioner requests approval of an amendment to the Westfield Thoroughfare Plan, a part of the Westfield-Washington Township Comprehensive Plan.

**Exhibits:**

1. Staff Report
2. Resolution and Proposed Addendum
3. Current Thoroughfare Plan Maps
4. Adopted Complete Streets Policy
5. Public Comments – Public Hearing
6. Public Comments – Post Public Hearing

**Staff Reviewer:** Jesse M. Pohlman, Senior Planner

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### **PETITION HISTORY**

This petition was introduced at the August 12, 2013, City Council meeting. The proposal will receive a public hearing at the September 3, 2013, Advisory Plan Commission (the “APC”) hearing.

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### **PROCEDURAL**

- Amendments to the Westfield-Washington Township Comprehensive Plan are required to be considered at a public hearing. The public hearing for this petition was held on September 3, 2013, at the APC meeting.
- Notice of the September 3, 2013, public hearing was provided in accordance with the APC Rules of Procedure.

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### **INTRODUCTION**

This addendum (the “Addendum”) to the Westfield Thoroughfare Plan (Adopted April 9, 2007, Resolution No. 07-05; Amended April 20, 2009, Resolution No. 09-04; Amended July 12, 2010, Resolution No. 10-09; Amended June 27, 2011, Resolution No. 11-14), a part of the Westfield-Washington Township Comprehensive Plan (the “Comprehensive Plan”) (collectively, the “Thoroughfare Plan”), is designed to support and facilitate the City’s efforts to provide safe and effective transportation systems within its jurisdiction.

The proposed amendment included in this Addendum is specifically designed to (i) reclassify and reroute vehicular thoroughfares to further accommodate the planned US 31 Major Moves improvements and to



further increase and enhance the connectivity within and around the Family Sports Capital of America (the "Sports Capital") area as set forth in the Westfield-Washington Township Comprehensive Plan, Family Sports Capital Addendum II adopted January 10, 2011; (ii) incorporate Cycle Tracks as part of the complete street design principles set forth in the Council's Complete Streets Policy, adopted January 14, 2013, Resolution 12-114; and (iii) reroute trails on the City's Alternative Transportation Plan as a result of the planned US 31 Major Moves improvements.

## **GOALS**

The City Administration, the Economic and Community Development Department, the Parks Department and the Department of Public Works have generated the proposed changes to the City's Thoroughfare Plan included in this Addendum. The proposed changes include the following:

### **I. Thoroughfare Plan Map**

The proposed changes within this portion of the Addendum (identified in **Exhibit 1** of the Addendum to replace Figure 4.7 of the Thoroughfare Plan) provide for the reclassification of and new alignment of certain roadway connections within and around the Sports Capital. This proposal serves as a refinement of the previously adopted Westfield Thoroughfare Plan Addendum (Adopted June 27, 2011, Resolution No. 11-14).

The reclassification of and new alignment of certain roadway connections takes into further account the planned US 31 Major Moves improvements, which are now more defined. In addition, the proposed roadway changes will provide enhanced connections within and around the Sports Capital to better accommodate anticipated future development around the Sports Capital and connectivity from the Sports Capital to Grand Junction. It is imperative to maximize Westfield's ability to compete in the economic development arena; thus making it crucial for the City to develop its street network in a way that provides desirable, functional and reliable vehicular access and circulation. The adoption of this Addendum will make significant strides to ensuring the economic vitality of the Sports Capital and its positive impact on the entire community.

### **II. Alternative Transportation Plan**

The proposed changes to the City's Alternative Transportation Plan (identified in **Exhibit 2** of the Addendum to replace Figure 4.6 of the Thoroughfare Plan), a component of the City's Thoroughfare Plan, are designed to provide for rerouted bicycle and pedestrian connections across US 31 in anticipation of the planned US 31 Major Moves improvements. These changes (i) are designed to facilitate an increase in the community's accessibility and connectivity of non-vehicular movements across US 31; and (ii) more clearly depict the City's long-range plans for



alternative transportation connectivity, particularly between the Sports Capital and Grand Junction. In addition, the proposed changes incorporate elements from the City's Complete Streets Policy, as set forth below. This proposal serves as a refinement of the previously adopted Alternative Transportation Plan amendment pursuant to the Westfield Thoroughfare Plan Addendum (Amended July 12, 2010, Resolution No. 10-09).

### III. **Complete Streets**

The proposed changes to the City's Alternative Transportation Plan include the adoption of the Cycle Corridors Map (identified in **Exhibit 3** of the Addendum to supplement Figure 4.6 of the Thoroughfare Plan). The Cycle Corridors are intended to facilitate designated travel lanes for cyclists and are intended to incorporate components of the Council's Complete Streets Policy, which was adopted January 14, 2013, as Resolution No. 12-114. The Complete Streets Policy is designed to encourage developers, elected officials, government agencies, planners, engineers and architects to use an interdisciplinary approach to incorporate the needs of all users into the design and construction of roadway projects within the community.

The complete streets concept involves designing and building roads that adequately accommodate all users of the City's transportation corridors, including pedestrians, bicyclists, users of mass transit, people with disabilities, the elderly, motorists, freight providers, emergency responders and adjacent land users. This concept contemplates appropriate accommodation(s) so that all modes of transportation can function safely and independently under current and future conditions.

The Complete Streets Policy establishes that (i) complete streets design principles should be considered for all new City roadway construction and reconstruction projects, during all phases of project implementation including planning, design, right-of-way acquisition, construction and engineering; and (ii) complete streets principles should also be considered as part of the development plan review process, the zoning process and the comprehensive planning process. The designation and enhancement of specific corridors in the community for Cycle Tracks is the initial approach to begin implementing the Complete Streets Policy.

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## **DETAILED SUMMARY OF AMENDMENTS**

- I. **Thoroughfare Plan Map:** Below is a summary of the changes incorporated into the proposed amended Thoroughfare Plan Map:



- 1) Thoroughfares with Classification Upgraded:
  - a) **161<sup>st</sup> Street**: Primary/Secondary Arterial → Primary Arterial
  - b) **186<sup>th</sup> Street**: Collector/Secondary Arterial → Secondary Arterial
  - c) **193<sup>rd</sup> Street**: Collector → Secondary Arterial
  - d) **196<sup>th</sup> Street** (west of Joliet Road): Collector → Primary Arterial
  - e) **Carey Road/Grassy Branch Road**: Secondary Arterial → Primary Arterial
  - f) **Casey Road** (186<sup>th</sup> Street to 193<sup>rd</sup> Street): Collector → Secondary Arterial
  - g) **East Street** (SR32/Main Street to 186<sup>th</sup> Street): Collector → Secondary Arterial
  - h) **Greyhound Pass** (146<sup>th</sup> Street to Cool Creek Road): Collector → Secondary Arterial
  - i) **Hoover Street** (Union Street to East Street): Collector → Secondary Arterial
  - j) **Horton Road**: Collector → Primary Arterial
  - k) **Springmill Road**: Secondary Arterial → Primary Arterial
  - l) **Wheeler Road** (SR32 to 186<sup>th</sup> Street): Collector → Secondary Arterial
- 2) Thoroughfares with Classification Downgraded:
  - a) **169<sup>th</sup> Street/David Brown Road**: Secondary Arterial/Collector → Collector
  - b) **196<sup>th</sup> Street** (east of Tomlinson Road): Secondary Arterial → Collector
  - c) **202<sup>nd</sup>/203<sup>rd</sup> Street**: Primary Arterial → Local
  - d) **206<sup>th</sup> Street/Cox Road**: Primary Arterial → Collector
  - e) **Greyhound Pass** (west of Cool Creek Road): Collector → Local
  - f) **Oak Ridge Road** (north of 206<sup>th</sup> Street): Secondary Arterial → Collector
  - g) **Oak Ridge Road** (SR32 to 186<sup>th</sup> Street): Secondary Arterial → Collector
  - h) **Union Street** (SR32 to 186<sup>th</sup> Street): Secondary Arterial → Collector
- 3) Other Map Changes:
  - a) **Realignment Areas**: Added a new symbol and identified three (3) intersections along 193<sup>rd</sup> Street and 196<sup>th</sup> Street to further study and realign
  - b) **Context Sensitive Areas**: Added two (2) additional “Context Sensitive Areas” along SR32
  - c) **Under/Over Passes**:
    - i) Added Under/Over Pass at **US31 and 156<sup>th</sup> Street**
    - ii) Removed Under/Over Pass at **US31 and Greyhound Pass**
    - iii) Removed Under/Over Pass at **US31 and 196<sup>th</sup> Street**
  - d) **Casey Road**: Removed Proposed Collector that was to branch off **Casey Road** at northeast corner of SR32 and Casey Road
  - e) **US31 Frontage Road**: Adjusted alignment of proposed **frontage road** on west side of US31 (between 186<sup>th</sup> Street and SR38) to take into account existing parcel lines, floodplain and existing and proposed streets



**II. Alternative Transportation Plan:** Below is a summary of the trail changes incorporated into the proposed amended Alternative Transportation Plan Map:

- 1) Removed **Little Eagle Creek Trail** south of SR32
- 2) Removed **Anna Kendall Trail** connection under US31
- 3) Removed **Monon Trail** north of Anna Kendall and south of SR32
- 4) Removed **Monon Trail** north of 181st Street on the old rail corridor
- 5) Added **Anna Kendall Trail** along future extension of Poplar Street to 161st Street
- 6) Adjusted **Monon Trail** alignment to follow on the west side of the new Wheeler Road extension up to the original corridor
- 7) Adjusted alignment of **Cool Creek Trail** to follow route through Kolarama Park to the Midland Trace Trail to the north and the sidewalk on the south side of 171st Street on the west side of Oak Road

**III. Cycle Corridors Map**

The Cycle Corridors Map is a new exhibit to the Thoroughfare Plan and would supplement the Alternative Transportation Plan. The design for these corridors will be determined at the time of implementation; however, the Cycle Corridors have all been classified as Primary Arterials on the amended Thoroughfare Plan Map.

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**PUBLIC HEARING COMMENTS**

The addendum's narrative has been modified to reflect comments made at the public hearing. The modifications are redlined in **Exhibit A** of the resolution. Written comments that were received prior to the public hearing and presented at the public hearing are attached hereto as **Exhibit 5**. Comments that have been received since the public hearing are attached hereto as **Exhibit 6**.

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**STAFF COMMENTS**

Staff recommends forwarding Petition No. 1309-CPA-02 to the City Council with a favorable recommendation.

If any APC member has questions prior to the public hearing, then please contact Jesse Pohlman at 317.402.4380 or [jpohlman@westfield.in.gov](mailto:jpohlman@westfield.in.gov).