

**From:** [Linda Naas](#)  
**To:** [APC](#); [Jesse Pohlman](#)  
**Cc:** [Andy Cook](#); [Robert Horkay](#); [Steve Hoover](#); [Rob Stokes](#); [John Dippel](#); [Jim Ake](#); [Bob Smith](#); [Cindy Spoljaric](#)  
**Subject:** Fw: 1309-CPA-02 Public Hearing 09/03/13  
**Date:** Tuesday, September 10, 2013 9:07:34 PM  
**Attachments:** [Part 032812 Road Impact Fee ZI Plan.pdf](#)

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To continue our comments on this subject, please refer to the few pages we have copied out of the Westfield Road Impact Fee Zone Improvement Plan dated 3/28/12, barely over a year ago.

161st Street, a Secondary Arterial , is now being upgraded to a Primary Arterial 1, with no new traffic studies.

- This is a considerably wider street design requiring significantly more land to be acquired.
- The 3/28/12 report estimated traffic out to 2021.
- This plan was based on knowing and projecting traffic counts based on the US31 improvements.
- The newly designed underpass at 156th Street **will lower** the traffic counts on 161st Street not raise them.
- There is no data that projects increases beyond what this above mentioned Plan projects.
- Previously we asked that Westfield not change street classifications without actual traffic counts. (see email below)

On a side note but important, please ask about the proposed street design on 161st Street, as it appears that this street will not follow the center of the road when widened but will widen to the north affecting multiple properties and **NOT** affecting Pulte's Viking Meadows or possible Springs and Enclave PUD.

Since much of the added traffic is to support Pulte properties, why is the increasing amount of property taken for streets being taken from everyone but Pulte This design needs to change.

This plan was promoted for the Grand Park, there is no need for a change to 161st Street.

We don't believe anything has changed from last year to substantiate this upgrade.

**SUGGESTION: Amend this 1309-CPA-02 by removing the upgrade classification of 161st Street west of Hwy US31.**

Pages including traffic counts, estimated costs and construction schedules

----- Forwarded by Linda Naas/LogicKeyMail on 09/10/2013 07:34 PM -----

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**Date:** 09/03/2013 03:37 PM  
**Subject:** 1309-CPA-02 Public Hearing 09/03/13

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Jesse Pohlman, Senior Planner, and Westfield APC members,

I submit this to the APC and ask that you read it at tonight's (9/3/13) meeting in my

absence. I have a previous commitment.

Linda Naas  
161st Street Neighbors

How thoroughly have you reviewed this amendment? Is there Council support of this? I know it was presented at Council.

SUGGESTION: postpone this amendment and only consider it in a total review of the Comp Plan with much more community discussion and input.

Change street designations only with supporting traffic counts.

During US31 improvements is definitely not a time when you can take traffic counts so we should rely on the latest counts prior to construction. After construction is complete, would be a more appropriate time to again take traffic counts. Much of Westfield changes are based on "dreams" but no real facts or numbers. Our population is not growing exponentially. We are not even at the growth levels we thought were happening in the early 2000's before the economic slow-down. It is very costly and problematic to build ahead of growth, example is Monon Elementary School which has financial repercussions on the entire school district. Again, this plan can be looked at as a land grab for the City paid for by the community. Anyway you explain how to get the money, it all comes back to the taxpayers, residents and property owners.

Too many changes to the Thoroughfare Plan - 2007, 2009, 2010, 2011 all during an economic slowdown - and again we are changing things that were changed in those amendments.

Where is the long-range plan that the community can plan for and depend upon? Westfield changes things over and over and spends money changing things over and over. The need to build trails now has cost us more money to redesign and rebuild and seems to continue.

The only sure thing about this amendment is that the Thoroughfare Plan will change again shortly.

More public input needed than just a public hearing on this amendment: - Comp Plan study would provide that input.

There are significant changes being made to our Comprehensive Plan with the use of Thoroughfare Plan Amendments without enough input from the public. Over 200 people were involved in the last Comp Plan revision and clearly those people are not aware of all the changes being made by staff and approved by Council.

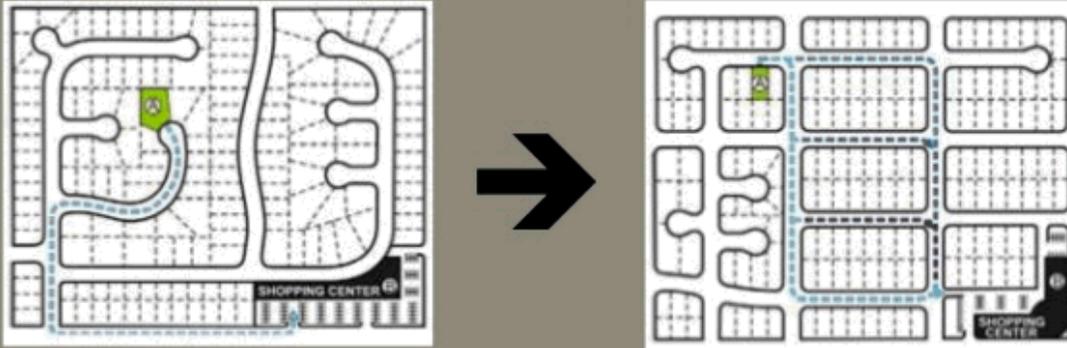
More study into the sources for Complete Streets,

Did the Council go to the sources noted in the Complete Streets Policy; i.e.

<http://www.smartgrowthamerica.org/complete-streets>? The changes described here do not seem to me to be what the community envisioned for Westfield in our Comp Plan. These changes radically effect the development of our community in a very different way than envisioned at the last Comp Plan meetings. This plan has not been approved in half of our states and definitely not in Indiana.

# Why adopt a policy?

To gradually create a complete network of streets that serve all users.



Source: <http://www.smartgrowthamerica.org/complete-streets/changing-policy>

There is more concerning information on this website that doesn't seem to be in agreement with the community's desires in our Comp Plan.

## 1309-CPA-02 [PUBLIC HEARING]

### *Thoroughfare Plan Amendment 2013*

The City of Westfield requests approval of an amendment to the Westfield Thoroughfare Plan, a part of the Westfield-Washington Township Comprehensive Plan.

Documents: [Exhibit 1: Staff Report](#) | [Exhibit 2: Addendum and Resolution](#) | [Exhibit 3: Existing Thoroughfare Plan Maps](#) | [Exhibit 4: Complete Streets Policy](#)



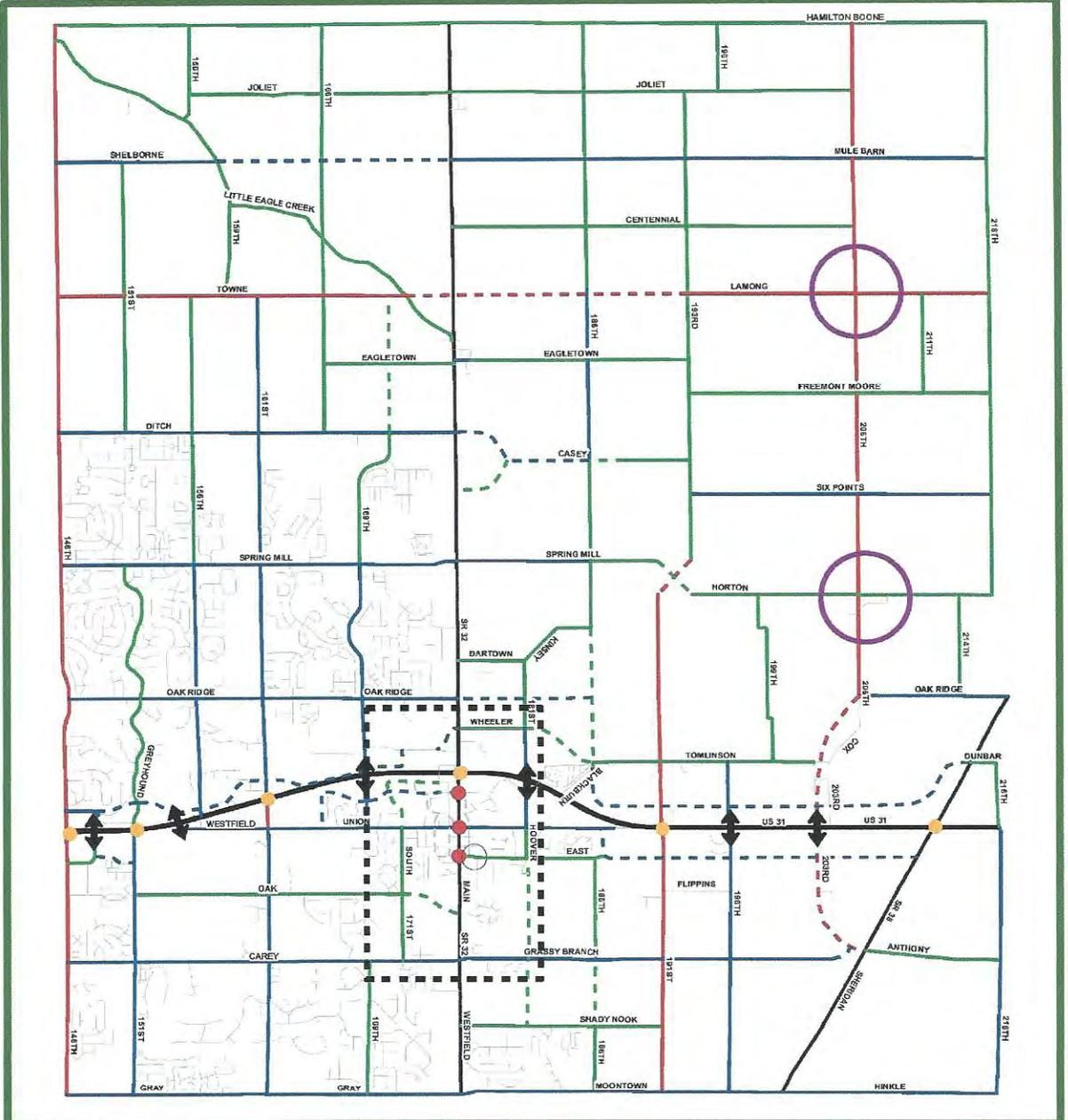
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## **WESTFIELD ROAD IMPACT FEE**

### **Zone Improvement Plan**

March 28, 2012



# City of Westfield Thoroughfare Plan

Collector System Map  
Supersedes Figure 4.7  
from 2010 Summer Amendment

- Legend**
- Local
  - Proposed Local
  - Collector
  - Proposed Collector
  - Primary Arterial 1
  - Primary Arterial 2
  - Proposed Primary Arterial 2
  - Secondary Arterial
  - Proposed Secondary
  - Proposed Full Access Intersections
  - Interchanges
  - Under/Over Passes
  - Safety Improvements
  - Context Sensitive Areas



**Maps Are Not To Scale**

**Westfield**  
City of Westfield  
Indiana

Disclaimer: The City of Westfield, Indiana has created this map in an attempt to increase the availability of public information and enhance public knowledge. The City is continually collecting, gathering and disseminating information. Because of this, the information displayed on this map is not guaranteed to be completely accurate or all-inclusive. The City of Westfield reserves the right to change the content of this map without notice. The City of Westfield does not assume any liability for any errors or omissions on this map. The City of Westfield is not responsible for any damage or loss of property, income, or other financial loss that may result from the use of this map. The City of Westfield is not responsible for any damage or loss of property, income, or other financial loss that may result from the use of this map. The City of Westfield is not responsible for any damage or loss of property, income, or other financial loss that may result from the use of this map. The City of Westfield is not responsible for any damage or loss of property, income, or other financial loss that may result from the use of this map.

**Westfield  
Road Impact Fee Study**

**Figure 1-2  
Westfield Thoroughfare Plan**



### 3.3 Levels of Service and Infrastructure Needs

Roadway segment levels of service and intersection levels of service were determined under existing 2011 conditions using the criteria and methods described in Section 2, **Community Level of Service Criteria**. Table 3-1 lists the roadway segments that currently do not meet the roadway cross section LOS criterion of a 22-foot minimum paved width for segments carrying at least 5,000 vehicles per day. Figure 3-3 shows the intersections and segments in the study area that do not meet minimum acceptable traffic operations LOS under existing conditions.

Figure 3-4 summarizes the existing roadway improvement needs for roads that are currently the responsibility of the City of Westfield. Widening in order to meet minimum standards for 2-lane road width is needed on Springmill Road, Oakridge Road, Carey Road, Gray Road and 151<sup>st</sup> Street. Although daily volumes do not warrant a signal at the intersection of 161<sup>st</sup> and Carey, a new roundabout is necessary to achieve adequate traffic operation LOS. Detailed evaluation could reveal that this intersection meets signal warrants. Analysis of the intersection of 156<sup>th</sup> and Springmill indicates that new left turn lanes are required on the north and south approaches to achieve adequate traffic operation LOS. While existing operational deficiencies are also indicated on US 31, SR 32 and 146<sup>th</sup> Street, these facilities are not the responsibility of the City of Westfield.

**Table 3-1: 2011 Roadway Segment Cross Section Deficiencies**

Road	Begin	End	Average Daily Traffic Volume	Typical Paved Width (feet)
Carey Road	Saddlehorn Drive	151st Street	8,300	21
Carey Road	151st Street	161st Street	7,500	21
Gray Road	Guerin Way	161 <sup>st</sup> Street	6,300	19
Gray Road	161 <sup>st</sup> Street	169 <sup>th</sup> Street	5,100	19
Gray Road	169 <sup>th</sup> Street	Golden Hinde Way	5,000	19
Oakridge Road	Sapphire Way	Greyhound Pass	5,100	20
Oakridge Road	Greyhound Pass	156th Street	6,500	19
Oakridge Road	156th Street	169th Street	5,300	19
Springmill Road	City Limit	Greyhound Pass	10,400	20
Springmill Road	Greyhound Pass	156th Street	9,700	20
Springmill Road	156th Street	161st Street	8,200	20
Springmill Road	161st Street	169th Street	7,100	20
Springmill Road	169th Street	SR 32	6,500	20
151 <sup>st</sup> Street	Carmel Landing	Carey Road	6,300	20



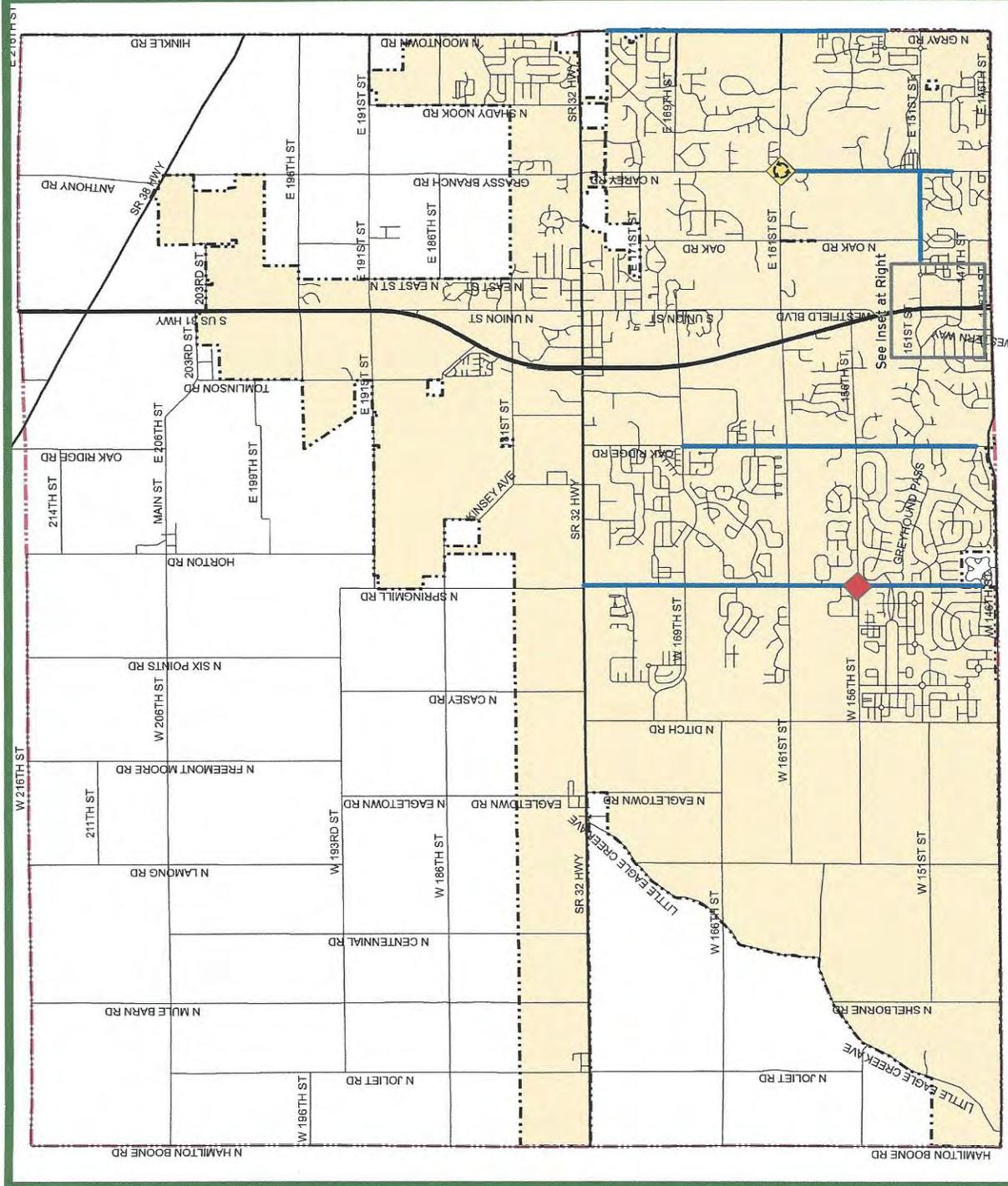
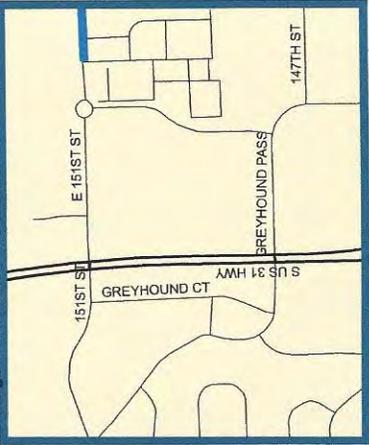
**Road Impact Fee Study  
Figure 3-4  
2011 Roadway  
Improvement Needs**

- City of Westfield
- Washington Township
- Widen & Overlay - 2 Lanes
- Added Intersection Lanes
- New Roundabout



**HNTB** April 2012

**Greyhound Pass Inset**





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## Road Impact Fee Study

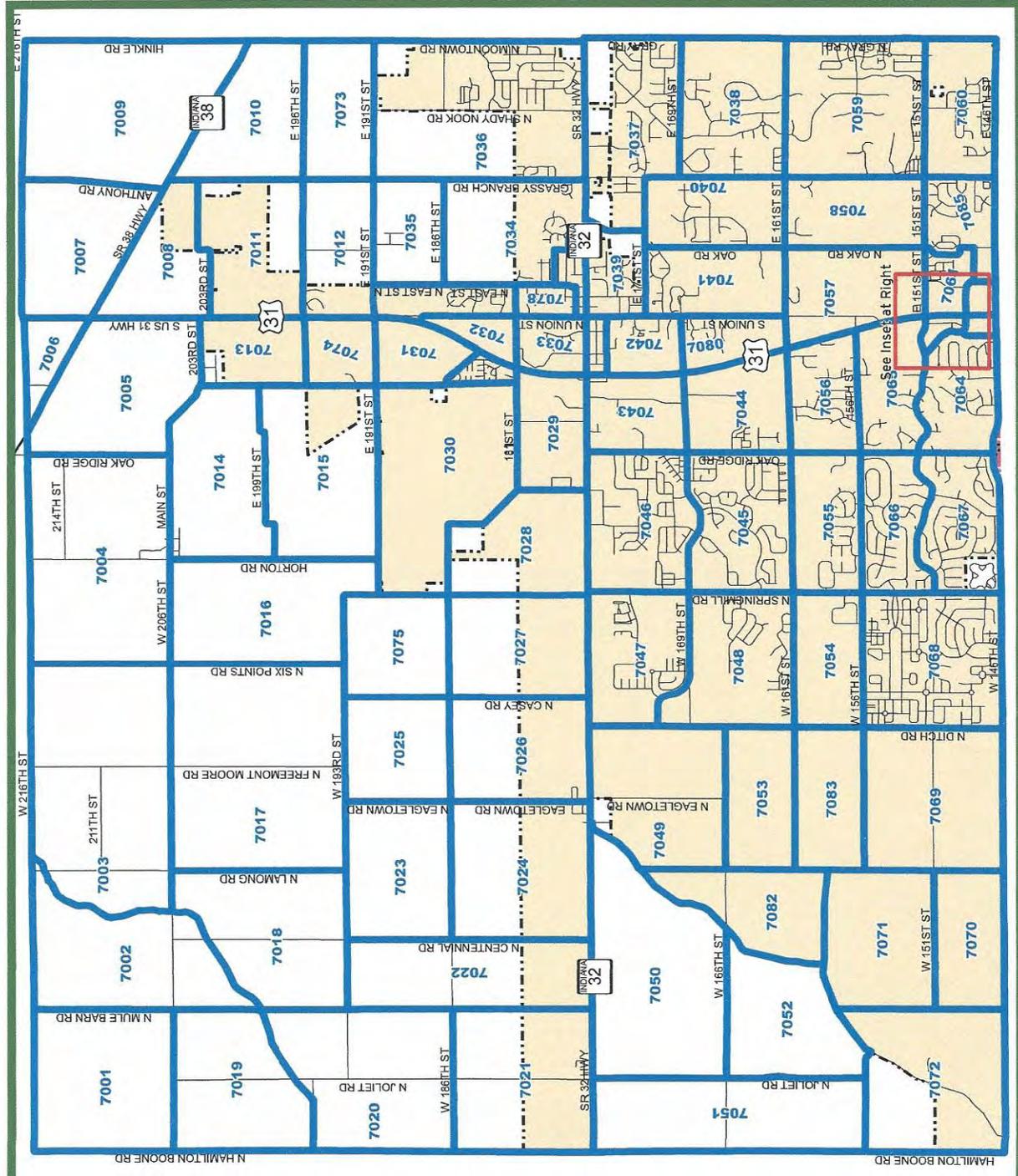
**Figure 4-2**  
**Traffic Analysis Zones**

-  City of Westfield
-  Washington Township
-  Traffic Analysis Zones (TAZ)



**HNTB** April 2012

### Greyhound Pass Inset



TAZ	2011 Households	2021 Households	HH Growth	2011 Employment	2021 Employment	Emp. Growth
7015	36	243	207	0	300	300
7016	144	157	13	0	6	6
7017	30	30	0	6	6	0
7018	33	33	0	9	9	0
7019	6	6	0	3	3	0
7020	31	31	0	2	2	0
7021	62	62	0	46	46	0
7022	13	13	0	6	6	0
7023	17	17	0	13	13	0
7024	43	43	0	11	11	0
7025	23	23	0	0	0	0
7026	58	507	449	9	9	0
7027	63	397	334	170	408	238
7028	13	13	0	122	1443	1321
7029	3	3	0	489	1157	668
7030	29	715	686	6	888	882
7031	10	34	24	38	692	654
7032	0	0	0	145	145	0
7033	90	90	0	506	672	166
7034	236	354	118	247	247	0
7035	54	54	0	14	14	0
7036	655	1017	362	57	57	0
7037	478	564	86	504	504	0
7038	201	282	81	78	78	0
7039	247	247	0	363	379	16
7040	146	412	266	29	29	0
7041	380	524	144	20	20	0
7042	100	349	249	213	218	5
7043	21	21	0	728	728	0
7044	98	98	0	502	502	0
7045	819	904	85	358	358	0
7046	914	1039	125	537	562	25
7047	468	762	294	104	104	0
7048	236	641	405	6	6	0
7049	28	28	0	61	61	0
7050	47	47	0	74	74	0
7051	54	54	0	25	25	0

#### 4.4 Committed Network Improvements

In order to correctly model future roadway conditions, it is necessary to reflect the transportation improvement projects that are already funded and are expected to be in place by 2021. These “committed” projects are coded into the travel demand model. This allows analysis of the future network to focus on areas where there are additional improvement needs that are not currently being addressed. Table 4-2 lists the committed projects that are included as part of the 2021 roadway network. These projects are either under construction in 2011 or have construction funding identified in the 2012-2015 Regional Transportation Improvement Program maintained by the Indianapolis Metropolitan Planning Organization.

**Table 4-2: Committed Network Capacity Improvements in 2021 Travel Demand Model**

Road	Location	Description	Responsible
US 31	96 <sup>th</sup> St to 216 <sup>th</sup> St	Upgrade to Freeway. Widen to 6 lanes. Add interchanges, frontage roads, and relocated property access points	INDOT
146 <sup>th</sup> St	Spring Mill Rd to Ditch Rd	Widen to 4 lanes. Roundabout at Ditch.	Hamilton County
156 <sup>th</sup> St	At Springmill Rd	Construct roundabout	Westfield
161 <sup>st</sup> St	At Oakridge Rd	Construct roundabout	Westfield
161 <sup>st</sup> St	At Cool Creek	Replace existing 1-lane bridge #147	Hamilton County
186 <sup>th</sup> St	Tomlinson Road to Grand Park Entrance	New road on new alignment	Westfield
Towne Rd*	131 <sup>st</sup> St to 146 <sup>th</sup> St	Widen to 4 lanes with roundabouts	Carmel

\*under construction in 2011

The upgrade of US 31 to a limited access freeway facility from 96<sup>th</sup> Street to 216<sup>th</sup> Street will have by far the most significant impact on travel in the Westfield area. Transportation patterns in and around Westfield are expected to shift appreciably when improvements are made to US 31. Within Washington Township, US 31 interchanges are planned for 146<sup>th</sup> Street, 151<sup>st</sup> Street, 161<sup>st</sup> Street, SR 32, 191<sup>st</sup> Street and SR 38. Many of these east-west roads will experience increased traffic demand from travelers accessing US 31, while many roads parallel to US 31 will experience less growth or possibly a decrease in traffic demand from existing conditions. The US 31 freeway upgrade is expected to be in place through Westfield by 2017



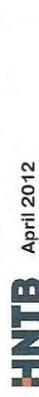


# Road Impact Fee Study

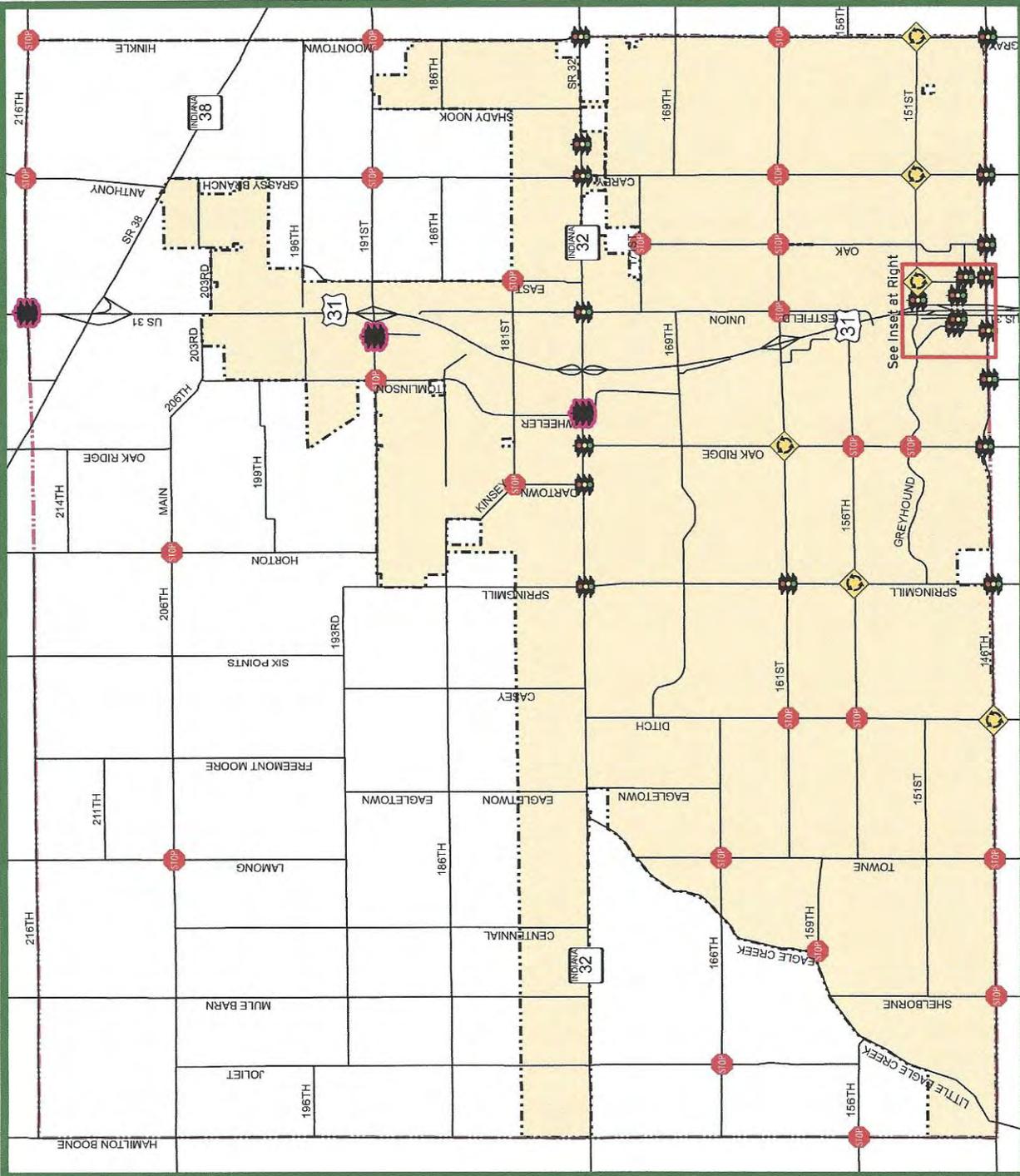
## Figure 5-1 2021 Committed & Warranted Traffic Control

- City of Westfield
- Washington Township
- Existing or Committed All-Way Stop
- Existing or Committed Traffic Signal
- Existing or Committed Roundabout
- Daily Volumes Warrant New Traffic Signal

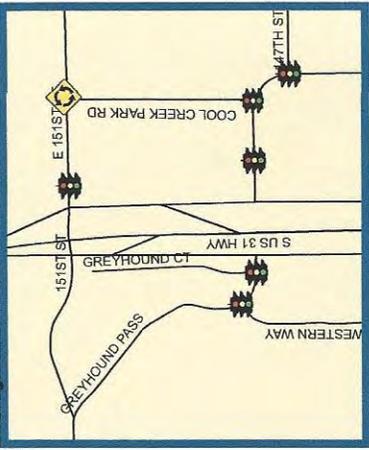
NOTE: US 31 ramp intersection control not shown



**HNTB** April 2012



### Greyhound Pass Inset



See Inset at Right



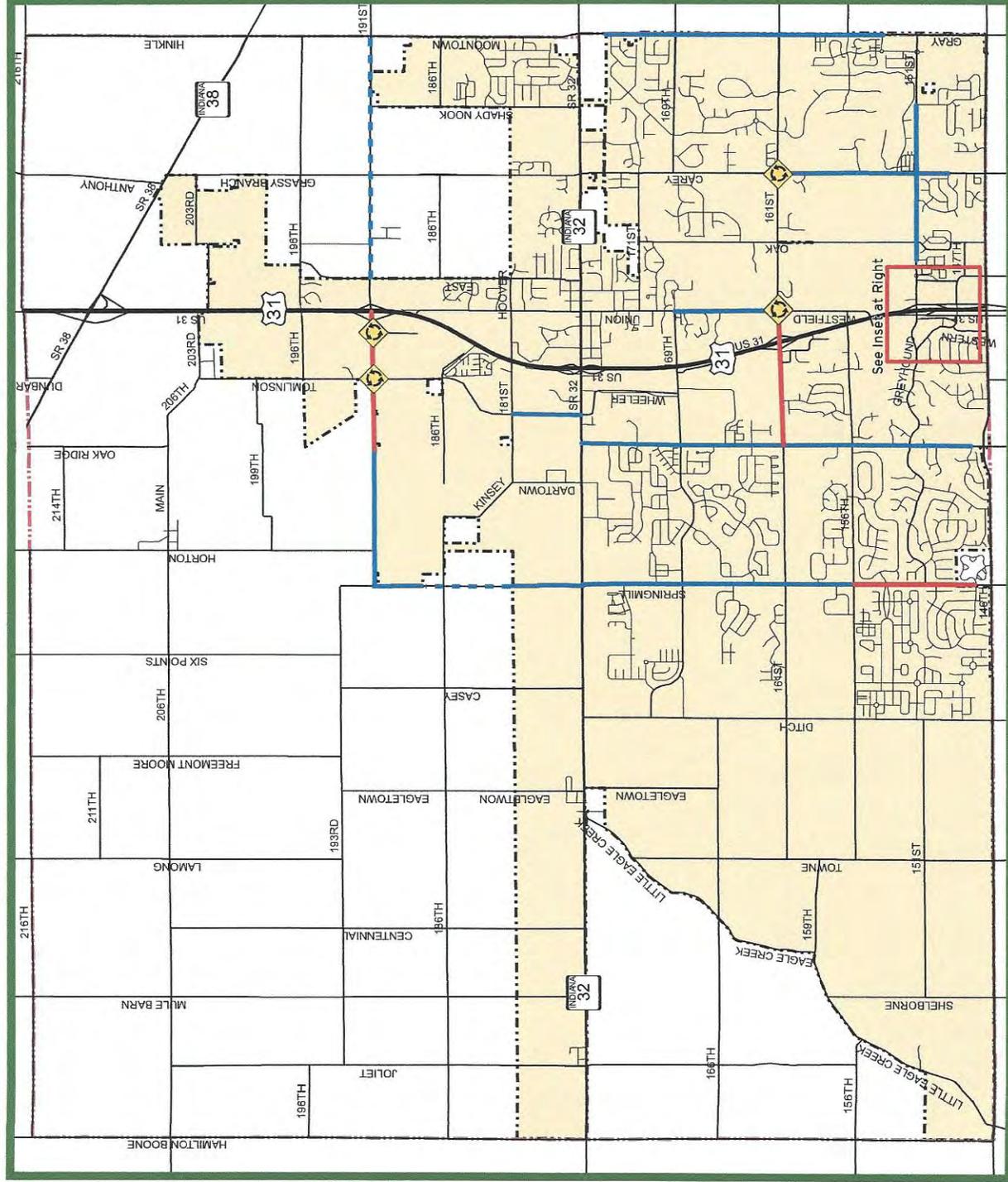
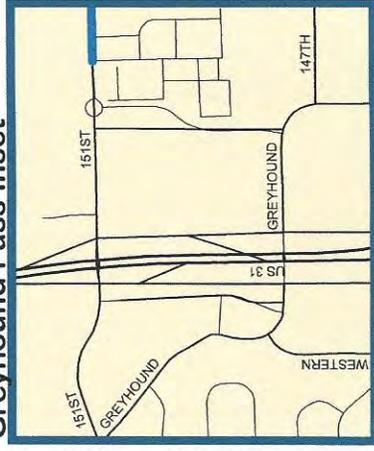
**Road Impact Fee Study**  
**Figure 5-3**  
**2021 Roadway**  
**Improvement Needs**

- City of Westfield
- Washington Township
- Widen & Overlay - 2 Lanes
- Widen & Overlay - 2 Lanes (Potential Future Westfield Road)
- Widen/Reconstruct - 4 Lanes
- New Roundabout



**HNTB** April 2012

**Greyhound Pass Inset**



See Inset at Right



Table 6-2: 2021 Improvement Costs

Road	Begin	End	Project	Typical Section	Cost to Meet 2021 LOS				Cost to Meet 2011 LOS	Impact Fee Cost
					Construction	Design, Survey & Inspection (15%)	Right-of-Way Acquisition	Total		
Carey Road	Saddlehorn	161st Street	Widen and Resurface, Roundabout at 161st	2-lane with shoulders	\$2,451,600	\$367,700	\$23,000	\$2,842,300	\$2,842,300	\$0
Springmill Road	City Limits	156th Street	Widen and Reconstruct	4-lane with median, curb & gutter	\$4,533,500	\$680,000	\$144,500	\$5,358,000	\$880,000	\$4,478,000
Springmill Road	156th Street	161st Street	Widen and Resurface	2-lane with shoulders	\$359,000	\$53,900	\$4,300	\$417,200	\$417,200	\$0
Springmill Road	161st Street	SR 32	Widen and Resurface	2-lane with shoulders	\$1,015,600	\$152,300	\$26,400	\$1,194,300	\$1,194,300	\$0
Springmill Road	SR 32	191st	Widen and Resurface	2-lane with shoulders	\$669,300	\$100,400	\$65,800	\$835,500	\$0	\$835,500
Gray Road	Guerin Way	161st Street	Widen and Resurface	2-lane with shoulders	\$916,500	\$137,500	\$39,200	\$1,093,200	\$1,093,200	\$0
Gray Road	161st Street	Golden Hinde Way	Widen and Resurface	2-lane with shoulders	\$1,031,900	\$154,800	\$59,700	\$1,246,400	\$1,246,400	\$0
151st Street	Garmel Landing	Carey Road	Widen and Resurface	2-lane with shoulders	\$558,100	\$83,700	\$0	\$641,800	\$641,800	\$0
151st Street	Carey Road	Setters Road	Widen and Resurface	2-lane with shoulders	\$389,600	\$58,400	\$0	\$448,000	\$448,000	\$0
161st Street	Oakridge Road	US 31	Widen and Reconstruct	4-lane with median, curb & gutter	\$4,633,900	\$695,100	\$1,301,400	\$6,630,400	\$0	\$6,630,400
161st Street	US 31	Union Street	Widen and Reconstruct, Roundabout at Union	4-lane with median, curb & gutter	\$2,950,300	\$442,500	\$131,500	\$3,524,300	\$0	\$3,524,300
Oakridge Road	Sapphire Drive	161st Street	Widen and Resurface	2-lane with shoulders	\$979,600	\$146,900	\$65,700	\$1,192,200	\$1,192,200	\$0
Oakridge Road	161st Street	169th Street	Widen and Resurface	2-lane with shoulders	\$995,800	\$149,400	\$8,500	\$1,153,700	\$1,153,700	\$0
Oakridge Road	169th Street	Pine Ridge Drive	Widen and Resurface	2-lane with shoulders	\$448,700	\$67,300	\$1,700	\$517,700	\$0	\$517,700
Wheeler Road	SR 32	181st Street	Widen and Resurface	2-lane with shoulders	\$380,800	\$57,100	\$40,900	\$478,800	\$0	\$478,800
Union Street	161st Street	David Brown Drive	Widen and Resurface	2-lane with shoulders	\$514,400	\$77,200	\$29,000	\$620,600	\$0	\$620,600
191st Street	Springmill Road	Grand Park Entrance	Widen and Resurface	2-lane with shoulders	\$736,700	\$110,500	\$83,500	\$930,700	\$0	\$930,700
191st Street	Grand Park Entrance	Tomlinson Road	Widen and Reconstruct, Roundabout at Tomlinson	4-lane with median, curb & gutter	\$6,176,100	\$926,400	\$1,034,800	\$8,137,300	\$0	\$8,137,300
191st Street	Tomlinson Road	US 31	Widen and Reconstruct, Roundabout at West Access	4-lane with median, curb & gutter	\$4,041,800	\$606,300	\$2,230,300	\$6,878,400	\$0	\$6,878,400
<b>TOTAL:</b>					<b>\$33,783,200</b>	<b>\$5,067,400</b>	<b>\$5,290,200</b>	<b>\$44,140,800</b>	<b>\$10,661,100</b>	<b>\$33,479,700</b>

Table 8-1: Example Road Improvements Construction Schedule

Project	Road	Begin	End	Description	Years*
1	Carey Road	Saddlehorn Drive	161st Street	Widen and Resurface. Roundabout at 161st	1-3
2	Springmill Road	at 156th Street		Roundabout (committed project)	1-3
3	Oakridge Road	at 161st Street		Roundabout (committed project)	1-3
4	186th Street	Grand Park Entrance	Tomlinson Road	New 2-lane road (committed project)	1-3
5	Oakridge Road	Sapphire Drive	161st Street	Widen and Resurface	1-3
6	Oakridge Road	161st Street	169th Street	Widen and Resurface	1-3
7	Wheeler Road	SR 32	181st Street	Widen and Resurface	1-3
8	161st Street	US 31	Union Street	Widen and Reconstruct. Roundabout at Union	4-6
9	Springmill Road	City Limits	156th Street	Widen and Reconstruct	4-6
10	Springmill Road	156th Street	161st Street	Widen and Resurface	4-6
11	161st Street	Oakridge Road	US 31	Widen and Reconstruct	4-6
12	191st Street	Springmill Road	Grand Park Entrance	Widen and Resurface	4-6
13	191st Street	Grand Park Entrance	Tomlinson Road	Widen and Reconstruct. Roundabout at Tomlinson	4-6
14	191st Street	Tomlinson Road	US 31	Widen and Reconstruct. Roundabout at West Access	4-6
15	Gray Road	Guerin Way	161st Street	Widen and Resurface	7-10
16	Gray Road	161st Street	Golden Hinde Way	Widen and Resurface	7-10
17	151st Street	Carmel Landing	Carey Road	Widen and Resurface	7-10
18	151st Street	Carey Road	Setters Road	Widen and Resurface	7-10
19	Union Street	161st Street	David Brown Drive	Widen and Resurface	7-10
20	Springmill Road	161st Street	SR 32	Widen and Resurface	7-10
21	Springmill Road	SR 32	191st	Widen and Resurface	7-10
22	Oakridge Road	169th Street	Pine Ridge Drive	Widen and Resurface	7-10

\*Illustrative schedule only. See text for assumptions.

Good afternoon Plan Commissioners,

I just wanted to follow up again with you on the Thoroughfare Plan changes, 1309-CPA-02, on the Agenda for Monday night, 9-16-13.

I would again ask that you table this issue and appoint a committee, made up of Plan Commissioners and general citizens, to look into this further with several public meetings so that public concerns can be addressed. I would gladly sit on such a committee if you decided to appoint one.

One of the reasons I'd like to see a committee formed is that this will impact people's property. The right-of-way can be as wide as 150 feet for a Primary Arterial. That can make a huge impact on someone's home, front or back yard could essentially disappear due to the ROW. Please, put yourself in the shoes of those that live on the roadways this item impacts. Would you want to find out you no longer can plant trees in you front or back yard due to the ROW? At least give the residents an opportunity, through a committee, to understand and discuss the impact of these changes.

A second reason for believing a committee should be formed is that there are no traffic studies accompanying these proposed changes. The city did studies to set the Road Impact Fees, the State did studies to determine the impact of 31 becoming an interstate, none of which showed these changes as necessary. So, let the committee be formed so they can commission the traffic studies and then determine if additional ROW is needed.

In conclusion, I think this is too big of an Agenda item to just allow one, not very well publicized Public Hearing, to determine the impacts this will have on many residents of this community.

Thanks you for your time

Sincerely

Ron Thomas