WESTFIELD-WASHINGTON
ADVISORY PLAN COMMISSION

Petition Number	0801-CPA-01
Zoning Ordinance Section	
Title	Comprehensive Plan Amendment
Request(s)	To amend the Text of Transportation Plan as a Component of the Comprehensive Plan with regard to the Bicycle and Pedestrian Plan Pages 4-14 through 4-16 and Figure 4-6.
Exhibits	1) Staff Report, WCD, 02/01/08 2) Amended document, WPWD, 02/01/08

SUMMARY

The proposed amendment is to draft text to reflect the addition of the continuance of the Midland Trace, Monon Trail and Natalie Wheeler loop, see page 4-16.

RECOMMENDATION

Plan Commission to hold a public hearing on February 19, 2008 for formal consideration of the amendment by which to also issue a positive recommendation to the Westfield City Council for amending the Transportation Plan and Comprehensive Plan by reference to include the looped system.

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These three areas are village mixed-use pedestrian districts. This district type includes historic downtown areas with flexible boundaries to accommodate new growth. Downtown Westfield is located adjacent to school campuses and is therefore also considered a campus pedestrian district.

Bicycle and Pedestrian Plan Refinements

Westfield is fortunate to have the opportunity to develop two rail-trail projects that will serve local circulation needs while liking the community directly with state and regional systems. The Monon Trail will link with completed sections to the south to provide a non-motorized route to downtown Indianapolis. The Midland Trace Trail will establish an east-west corridor between Boone County and (potentially) Noblesville, eastern Hamilton County, and beyond. These trails will cross in the vicinity of downtown Westfield.

Although the junction of these two trails near downtown provides a significant opportunity, it also provides significant challenges for planning and design. Largely in recognition of the need for a better plan for this area, the Westfield Advisory Plan Commission formulated a special subcommittee to review components of the Regional Pedestrian Plan and suggest refinements.

The Monon Corridor is located very close to US 31 where a major interchange is planned with SR 32 when US 31 is upgraded to a freeway. An existing development on the north side of SR 32 requires realignment through that area. Moreover, the location of the Monon Corridor west of US 31 limits opportunities to connect with Westfield schools and the downtown area on the east side of US 31.

If constructed within the old rail corridor, the Midland Trace Trail would be located within the interchange of US 31 and SR 32. This would provide a less than desirable route for the trail, and in any case, INDOT has deemed this option unacceptable in terms of their designs. The challenge is to develop a plan that provides regional continuity through this area for both the Midland Trace Trail and the Monon Trail, while establishing local access and a major trailhead junction in the vicinity of downtown Westfield.

Responding to these challenges and opportunities, the Westfield planning subcommittee devised a new trail configuration identified as the Westfield Monon-Midland Trace Loop. This loop would serve as a collector-distributor for regional trail traffic to and from all directions, while providing direct access to Westfield schools and establishing a major regional trailhead downtown.

As shown on Figure 4.5, the Westfield Monon-Midland Trace Loop would utilize an extension of the Natalie Wheeler trail through the downtown area on the east, the Monon corridor and Wheeler Street on the west, the 161st Street corridor on the south, and the 181st Street (Hoover Street) corridor on the north. The 169th Street corridor would also be an option

for east-west travel. The western leg follows SR 32 for a short distance to Wheeler Street to avoid an existing development in that area.

The benefits of the Westfield Monon-Midland Trace Loop for trail connectivity and continuity are clear. Opportunities are provided for movements in all directions. In addition, the loop can be used as a local travel or recreation facility in its own right. All major destinations in the vicinity are served. It is anticipated that the concept will be developed further in the context of the downtown plan instituted by Westfield in February, 2007.

Other adjustments to the Regional Pedestrian Plan to meet the needs of Westfield are more modest. Trails within pipeline corridors were deemed infeasible by the planning subcommittee and are eliminated. Several routes are adjusted to reflect thoroughfare plan changes to roadway corridors. Pedestrian corridors and pedestrian districts shown in the regional plan are retained, although the SR 32 pedestrian corridor is widened to include the Midland Trace Trail and runs throughout the entire township.

Figure 4.5 Monon – Midland Trace Loop

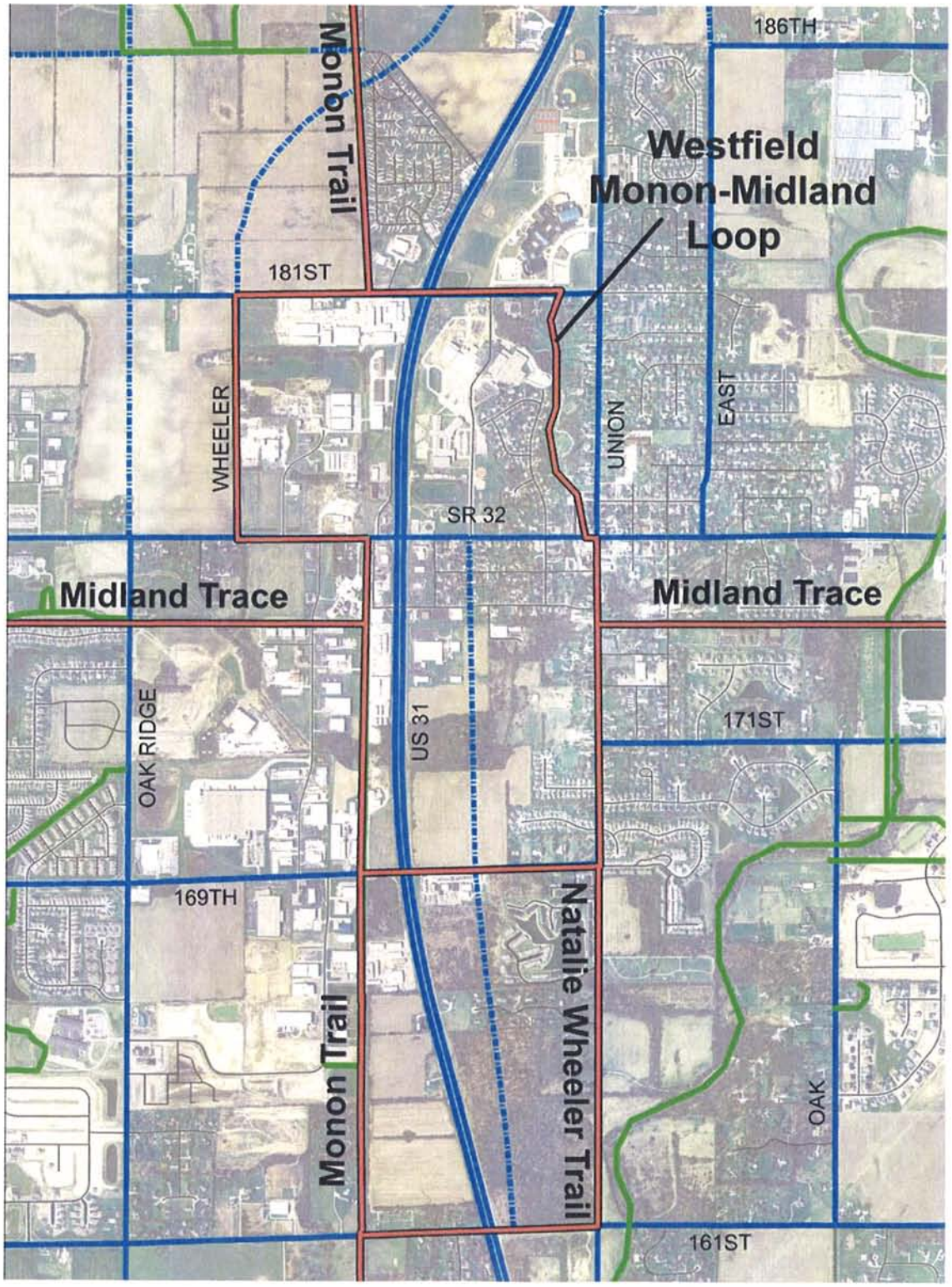
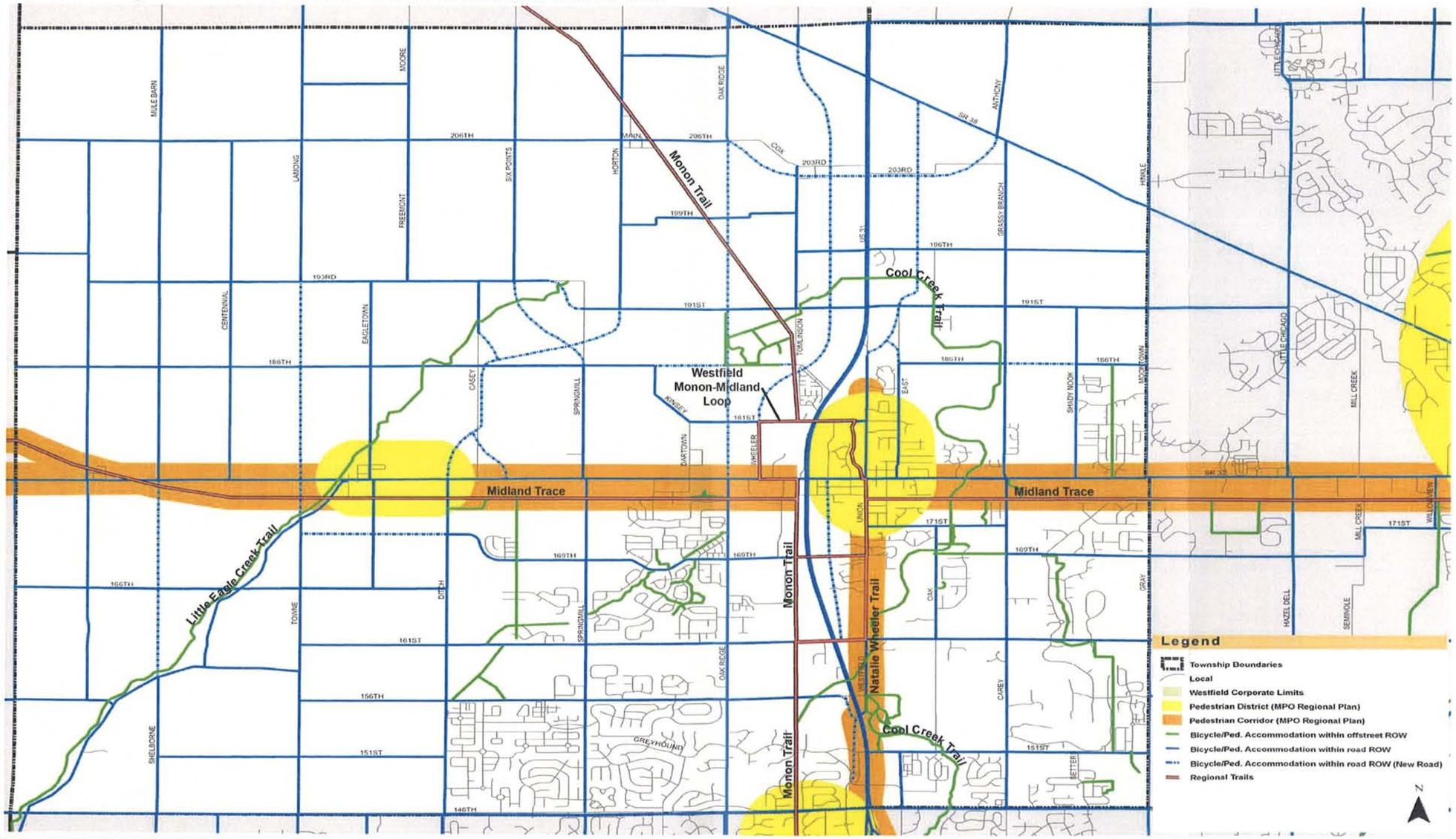


Figure 4.6: Bicycle and Pedestrian Plan – DRAFT REVISION JANUARY 2008



NOTE:
This map based on Draft Regional Pedestrian Plan of the Indianapolis MPO. Revisions were made to fit local conditions.