



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: David George, Todd Zimmerman, David Becker, Doug True, Jim White, Jimmy Cerone

Members Not Present: Kimberly Mills, Jim Moffitt, Yaw Aning, Amy Ahlersmeyer

Others Present: Dale Davis, Steven Fehribach, Connie Nimmo, Rachel Johnson, Leah McGrath, Sean Northrup

### KEY DISCUSSION POINTS

- Indianapolis Metropolitan Planning Organization explained mass transit options in Fishers.
  - In 2016, Marion County will have a referendum allowing for taxes to help establish mass transit.
    - Hamilton County would also need a referendum, but details have not been determined.
    - It would be beneficial for Hamilton County to have a referendum in 2016 as it can utilize the media bought for Marion County's referendum.
  - The Indy Connect Plan would establish bus rapid transit routes that provide a unified rider experience from Marion to Hamilton Counties.
    - Bus rapid transit emulate trains with dedicated lanes, allowing for speed and quality.
    - Five lines would run from Hamilton County to Indianapolis.
    - Cleveland and Nashville are good examples of successful bus rapid transit routes. Chicago and Minneapolis have plans for bus rapid transit.
  - The Red Line would extend from Westfield to Indianapolis.
    - 250,000 riders are anticipated.
    - City funds will pay for operations, while state and federal funds would pay for capital construction.
    - A small tax increase would expedite construction.
    - The Green Line would mimic the type of service provided by the Red Line.
  - The Green Line would extend from Noblesville to downtown Indianapolis, with stops in Fishers.
    - The established right-of-way along the railroad tracks provide a route for the Green Line.
      - Bicycle and pedestrian paths could be constructed along this corridor, however additional right-of-way may be needed.
    - Light rail transit is viable for this route.
      - Capital investment for light rail is more expensive than bus rapid transit.
      - It would be more difficult to add more tracks after initial construction and is less flexible.
      - It would be faster and have fewer stations than bus rapid transit.
      - It may attract more riders than bus rapid transit.
      - The maintenance and staffing of light rail mixed with bus rapid transit on other lines offer significant challenges.
      - The rail would stop more frequently than bus rapid transit.
    - Intersections between the route and major roads can be dealt with through bridges, grade separation, gates or stop lights.
      - Gates and stop lights would stop traffic and could be timed with surrounding traffic lights.
      - Gates, grade separation and bridges would eliminate the need for a whistle or horn.
    - Vehicles would travel approximately 50 miles per hour, fueled by diesel alternatives.

- Electric powered vehicles would be ideal, provided it is cost efficient.
    - If a public hearing is held in early 2016, a referendum could be viable in November 2016.
      - The route could be operational by 2023, if all phases of the project occur on time.
  - Residents can help the process by commenting during public hearings.
  - The Hamilton County Transit Forum has helped in this process.
    - It looks to establish routes that connect East to West and North to South.
    - It recommends service to adjacent counties and communities serviced by Indy Go.
- Sense of place can be created through roads and streetscapes.
  - Pedestrian safety is a major concern in Fishers.
    - Markings can help pedestrians safely cross roads.
  - 96<sup>th</sup> Street is a gateway into the community and needs to reflect it.
  - South Street should reconnect to Commercial Drive, with a bicycle and pedestrian corridor.
  - The Airport could use a centralized park with pedestrian paths to help a campus/community feel.
    - It could feature two lanes with relief onto Hague Road.
  - 116<sup>th</sup> Street and Allisonville Road has very limited access.
    - Maintenance of roads and paths could reinvigorate the area.
    - Pedestrian access from surrounding residences would promote more trade.
    - Trails from Connor Prairie to the Nickel Plate District could stop in this area.
    - A roundabout would help redefine the area and change use.
  - Highway 37 is impassable for bicyclists or pedestrians.
    - Hwy 37 should be on a lower grade, below roads and paths.
    - Paths should be crossable on both sides of Hwy 37.
    - Pedestrian tunnels or bridges provide safe crossing.
    - A school bus garage access can be more direct, yielding less traffic in the surrounding area.
  - Fall Creek and Brooks School is in need of sidewalks and paths
    - A lane could be taken away from the bridge and be converted into a path with amenities.

#### **ACTION ITEMS**

- **Visit locations on the bus tour map before the November 18 meeting if you were not able to attend the bus tour – All Members**

#### **ADDITIONAL SUPPORTING DOCUMENTS**

- [Green Rapid Transit Project Guide](#)
- [Traffic Counts](#)
- [Land Use Category Descriptions \(Draft\)](#)