



MEETING DATE:

November 18, 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, Kimberly Mills, Todd Zimmerman, Doug True, Jim White, Jimmy Cerone

Members Not Present: David Becker, Jim Moffitt, Yaw Aning, Amy Ahlersmeyer

Others Present: Dale Davis, Steven Fehribach, Connie Nimmo, Robert Queer, Sean O'Grady, Gary Moon, Gail Moon, Larry Mikesell, Lynn Mikesell, Jill Steinhauer, David Fugit

KEY DISCUSSION POINTS

- Maintenance Discussion:
 - Sean O'Grady presented maintenance challenges for the Department of Public Works.
 - Maintaining concrete is more extensive than maintaining other materials.
 - Concrete joints are difficult to patch.
 - In some areas, the development specifications only required a certain depth of pavement.
 - Shallow pavement and poor construction for the amount of traffic a road handles causes sinking and other problems.
 - Specifications and inspection processes should be stricter.
 - DPW currently patches concrete and asphalt to maintain roads.
 - Repaving entire roads are the preferred method of maintenance, however that is too costly.
 - Last year, the City spent approximately \$2.5 million on road maintenance.
 - Funding is limited.
 - Curbs and gutters with underdrains help the longevity of roads.
 - Roads and sidewalks are brought up to ADA requirements when improvements are made.
 - All paths should be 10 feet wide.
 - A sealing coat over paths would help keep water out and increase the life of the path.
 - Robert Queer explained how the Department of Engineering prioritizes roads.
 - The Department evaluates road quality by assigning a Paser score.
 - A score of 10 would indicate a new road. One through four indicates a need for full reconstruction or repavement.
 - There are 350 miles of road in the City.
 - Inspectors evaluate road conditions and update the Department of Engineering.
- Priority Discussion:
 - ADA compliance is required and the City is aware of areas that will need to be in compliance in the future. It is addressed in the development, redevelopment and maintenance processes.
 - Capacity of roads greatly affect maintenance. Roads that were constructed with the intent of low traffic volume, but eventually have high traffic volume degrade quickly.
 - 106th St. is a more immediate concern.
 - Mass transit is a lower priority.
 - Ideally, pedestrian trails would be accessible throughout most of the City.
 - Subdivisions would look better if roads are resurfaced, creating a healthy aesthetic for the community.

- The Task Force recommends the following prioritization:
 - Maintenance
 - New Roads
 - New Sidewalks
 - New Trails
 - New Bike Lanes
 - New Greenways
 - Mass Transit
 - Pedestrian Bridges
 - Widen Existing Sidewalks/Trails
- Corridor Identity:
 - Allisonville Rd. (north of 116th St.)
 - The southern portion of Allisonville Rd. (from 96th to 126th Sts.) should have four lanes.
 - The northern portion of Allisonville Rd. (north of 126th St.) should have two lanes.
 - This portion may have three lanes, with a center left turn lane.
 - There should be a 10-foot shared use path on both sides of the road.
 - Paths should connect Conner Prairie to the Nickel Plate District, with destination nodes along the way.
 - USA Pkwy.
 - The new site for IKEA will generate more traffic.
 - The 106th St. interchange will alleviate some traffic.
 - There is currently no pedestrian facilities on that road.
 - There should be a path on the currently undeveloped side of USA Pkwy. and a sidewalk on the other.
 - The queue line at intersections will widen and support them. The traffic signal will move to Oak Dr.
 - Lantern Rd. (96th St. to 106th St.)
 - There should be a four lane road with bike lanes and a 10-foot path on both sides.
 - There would be more of a cultural trail feel as it connects to the Nickel Plate trail.
 - Trails could be paved over the ditches north of 106th St.
 - 106th St. (east of Lantern Rd.)
 - The road should be two 12-foot lanes, but have four lanes from both roundabouts, extending on either side of the bridge.
 - There should also be a bike and pedestrian path with green buffer.
 - 106th St. (west of Lantern Rd.) has some immediate concerns.
 - The public wants the speed limit reduced.
 - The public mentioned that there is not enough right-of-way to widen the roads, add lanes or add paths.
 - Curbs and gutters would help lessen the likelihood of hydroplaning and improve safety.
 - Southeastern Pkwy.
 - There should be a two 16-foot lanes with a path on both sides.
 - The road could be extended to four lanes if right-of-way allows.
 - It is a major corridor to the eastern portion of the City.
 - 116th Street
 - Alleys could be used as pedestrian corridors.
 - Destinations, such as parks could be added along the trails.
 - Maple and South Sts. will be improved.
 - A smarter corridor identity will encourage redevelopment in the Nickel Plate District.
- East Fishers Road Network Discussion:
 - Florida and Cyntheanne Rds. are in need of improvements, such as upgraded intersections.
 - Roads could be realigned to support connectivity.
 - Some roads, such as 126th St. would not benefit from increased capacity due to realignment.

ADDITIONAL SUPPORTING DOCUMENTS

- [Staff Presentation](#)