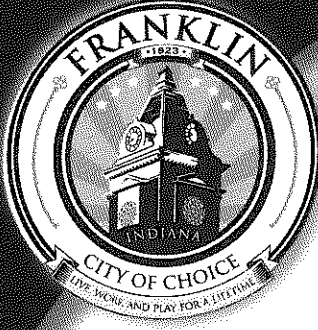




CITY OF FRANKLIN

DEPARTMENT OF PLANNING & ECONOMIC DEVELOPMENT · DEPARTMENT OF ENGINEERING

MINUTES

FRANKLIN CITY PLAN COMMISSION

October 17, 2017

Members Present:

Joe Abban	Member
Pam Ault	Member
Jan Giles	Member
Georganna Haltom	Member
Tim Holmes	Member
Jim Martin	President
Kevin McElyea	Vice President
Mark Richards	City Engineer
Deb Swinehamer	Member

Members Absent:

Suzanne Findley	Secretary
Diane Gragg	Member

Others Present:

Alex Getchell	Senior Planner I
Julie Spate	Recording Secretary

Call to Order:

Jim Martin called the meeting to order at 7:00 p.m.

Roll Call & Determination of Quorum

Pledge of Allegiance

Approval of Minutes

Pam Ault made a motion to approve the September 19, 2017 minutes. Kevin McElyea seconded. Passed.

Swearing In:

Report of Officers and Committees

Technical Review Committee Report

Old Business

None.

New Business:

PC 2017-36: Thoroughfare Plan:

Alex Getchell reported this case to have been posted in the newspaper appropriately and identified it to be before Plan Commission for purpose of approval and Plan Commission's recommendation to be forwarded to City Council for adoption. A public hearing will need to be held.

Landscape architect Kyle Lueken of HWC Engineering presented and introduced Chris Hamm with HWC and Dean Munn with Convergence Planning in attendance with him.

Mr. Lueken offered the purposes of the Thoroughfare Plan.

1. Review and update right-of-way standards
2. Model and analyze roadway networks
3. Provide guidance for roadway design standards
4. Identify potential short-term and long-term improvements to transportation network
5. Identify potential policy improvements to help achieve the goals of the plan

Mr. Lueken went on to enumerate the key components of the plan.

1. Future Thoroughfare Map
2. Right-of-Way Standards
3. Flexible Design Standards
4. Traffic Modeling Analysis
5. Economic Impact Analysis
6. Priority Policy Recommendations
7. Improvement Recommendations

Mr. Lueken explained that the future thoroughfare map illustrates the main thoroughfares through the city and all the components considered to create it. The plan also looked at dividing the city in to two context zones, recognizing the difference between the downtown core and historic part of the city and the outlying areas. He also pointed out the design standards table in the plan. The modeling analysis looked out to 2045. He also reviewed potential improvement recommendations.

Priority Policy Recommendations were presented.

1. Update INDOT roadway classifications
2. Pursue discussions with INDOT regarding a future interstate interchange at Earlywood Drive
3. Evaluate adopting traffic impact fees
4. Update city ordinances to require traffic impact studies
5. Develop a bike and pedestrian plan
6. Access management policies
7. Access management policy for the truck route, including Eastview Drive, Arvin Drive, Commerce Parkway and Commerce Drive

Mr. Lueken further offered key recommendations for improvements.

1. Complete improvements currently funded and scheduled for construction

2. Pursue additional improvements with short to medium-term benefits
 - a. Extension of Arvin Drive between Graham Road and Younce Street
 - b. Improve capacity of Commerce Parkway between Arvin Drive and Graham Street
 - c. Extension of CR 100 E between CR 200 N and Westview Drive
 - d. Realignment of Graham Road on the north and south of Earlywood Drive
3. Continued improvements to follow through with INDOT include
 - a. I-65 interchange at CR 300N
 - b. Congestion mitigation along US 31 within city limits

Some of the pedestrian improvements received through public comment were highlighted.

1. Sidewalks along Forsythe Street between the Greenway Trail and King Street and along State Street/Old US 31 between Wilson Way and South Street

Mr. Lueken then spoke of future improvements.

1. Improving the capacity of 200 N between SR 144 and US 31 as a connector to the future I-69 corridor
2. Improving the capacity of Graham Road between Commerce Drive and Earlywood Drive
3. Dependent on an interstate interchange, improving the capacity of Earlywood Drive/CR 300 N between I-65 and US 31

Joe Abban asked about sidewalks on the north side closest to Whiteland to reach south with the population in the area of the high school. Mr. Lueken suggested that perhaps residents from that area did not offer their feedback in the public forums but recognized it as a valid concern and anticipates it would be considered as planning continues.

Georganna Haltom asked who is prioritizing and how they are making those decisions. Mr. Leuken explained that they worked with their working group including the Mayor's office, the Planning and Engineering office, Economic Development, Mr. Munn's modeling and feedback, which areas have the potential to create the best impact. Funding eligibility is also key. Ms. Haltom followed up by asking if funding is received outside of Franklin jurisdiction, will there be guidelines as to how those monies can be used. Mr. Leuken put forth several different types of funding—local and INDOT calls for projects to receive state funding. Ms. Haltom sought confirmation that having a thoroughfare plan will enhance the potential securement of funding. Mr. Leuken assured that to be the case. Ms. Haltom further asked if funding for sidewalks and trails would be more local and Mr. Leuken said generally, yes, but there would still be possible INDOT funding as well.

Mr. Abban asked why the CR 300 N interchange would be 25 years out when it is needed now. Mr. Lueken believed this could be sooner as a more medium-term project. Mr. Richards added with regards to the interchange, it takes five to eight years to develop. He stated the focus is convincing INDOT that it's needed, with Greenwood's Worthsville Road interchange taking 10-15 years and was made to happen by Greenwood's commitment for funding half the project cost. Mr. Richards added that the thoroughfare plans shows forethought and study that helps secure better scoring on projects submitted for federal funding. Mr. Richards went on to state Franklin currently has three pedestrian-related projects. The first is the trail being constructed along the truck route. Second is the West Jefferson Street trail project out to Westview Drive. The third is on South Main Street. With HWC's help, an application for another planning grant was submitted to the MPO for a bike and pedestrian plan. Franklin is 10th on the list and within the next year funds should be received for it.

Mr. McElyea asked when the thoroughfare plan study began. Mr. Getchell identified it to be after the first of the year, shortly after Mayor Steve Barnett's appointment.

Ms. Haltom asked how the public will be made aware of funding received. Mr. Richards said The Daily Journal was the best tool. He further offered the possibility of providing the Commission an update on a quarterly basis. Mr. Abban also highlighted the city's website.

Ms. Haltom expressed affirmation for the information presented and that it is very exciting.

Mr. Martin opened the public hearing by asking if there was anyone in the audience wishing to speak for or against the request. No one appeared.

Mr. Martin requested staff's recommendation. Mr. Getchell presented staff recommendation for approval and forward to City Council with a favorable recommendation.

Mr. McElyea made a motion for approval and forward with favorable recommendation to City Council. Ms. Haltom seconded. The motion passed unanimously.

Mr. Abban asked what City Council meeting it will go before. Mr. Getchell will have to check as there may be a waiting period.

Adjournment:

A motion was made by Ms. Haltom and seconded to adjourn. There being no further business, the meeting was adjourned.

Respectfully submitted this 17th day of November 21, 2017.



Jim Martin
President



Suzanne Findley
Secretary