

THOROUGHFARE PLAN



Whitestown, IN

Note: Text shown in red has been updated for the 2020 plan document.

UPDATED: 2020



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Key Terms

There are several technical terms used throughout this plan that are specific to transportation planning. Some of these key terms are listed below.

Annual Average Daily Traffic (AADT): The total traffic volume passing a point or segment of a highway facility in both directions for one year divided by the number of days in a year.

Capacity: The maximum rate of flow at which persons or vehicles can be reasonably expected to traverse a point or uniform segment of a lane or roadway during a specified time period under prevailing roadway, traffic and control conditions, usually expressed as vehicles per hour or persons per hour.

Functional Classification: Classification of roadways based on two key characteristics: roadway mobility (traffic volume) and roadway accessibility (entry and exit onto the roadway).

Land Use: Classification of geographic areas of land according to their primary use. Examples can include agricultural, residential, commercial, industrial, open space and recreation.

Level of Service: Qualitative measure describing operational conditions within a traffic stream, generally described in terms of such factors as speed and travel time, freedom to maneuver, traffic interruptions, safety, comfort and convenience.

Multi-Modal: Utilizing multiple forms of transportation, including transit, vehicular, cycling and pedestrian.

Right of Way: Publicly owned land reserved for public infrastructure purposes such as roadways, railroads, utilities, greenways, etc.

FHWA: Federal Highway Administration. Agency within the U.S. Department of Transportation that supports state and local governments in the design, construction and maintenance of the nation's highway system (Federal Aid Highway Program) and various federally and tribally owned lands.

Indianapolis MPO: Indianapolis Metropolitan Planning Organization. Responsible for conducting a continuing, cooperative and comprehensive transportation planning process within the Indianapolis region.

INDOT: Indiana Department of Transportation

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SECTION 1:

EXECUTIVE SUMMARY

PURPOSE OF THE 2020 UPDATE

The Town of Whitestown has been named the fastest growing community in the State of Indiana for **eight** consecutive years by the IU Kelley School of Business Indiana Research Center. Whitestown and Boone County's growth is being driven in part due to its proximity to Interstate 65 and downtown Indianapolis. This plan update is a necessary step for the Town to continue to make the changes proposed in both the 2018, and 2014 Thoroughfare Plans. This update addresses several projects that will help create a clean, safe, and efficient road network in Whitestown to reflect the growth the community has seen over the past several years.

This is intended as an incremental update to the 2018 plan to account for continued strategic planning of the transportation system, approved development plans, and updated interchange development decisions. More specifically, this update addresses:

1. **Mid-Point Interchange:** INDOT has finalized plans and bid the project for the mid-point interchange. These changes have informed an updated Thoroughfare Plan Map.
2. **CR 575 E Corridor:** With the mid-point interchange location finalized, the route for the CR 575 E Corridor was also established. Right-of-way requirements and conceptual plans for the corridor have been incorporated.
3. **Approved Developments:** Numerous developments have been approved since the previous plan was adopted. The Thoroughfare Plan Map has been adjusted based on these approved plans.
4. **Intersection Improvements:** Recommendations have been included to preserve right-of-way for future intersection improvements.
5. **Roundabout Standards:** Standard sizes and right-of-way dedication requirements have been developed and incorporated into the plan.

THE WHITESTOWN THOROUGHFARE PLAN HAS BEEN DEVELOPED AROUND THE FOLLOWING GOALS AND OBJECTIVES:

PROVIDE A TRANSPORTATION NETWORK WHICH FULLY EMBRACES MULTI-MODAL OPTIONS AND CONNECTIVITY BETWEEN OPTIONS, INCLUDING: WALKING, BICYCLING AND THE USE OF PUBLIC TRANSPORTATION

The transportation network is not limited to vehicular traffic. Alternative modes of transportation, including motorcyclists, cyclists and pedestrians should be considered when planning for infrastructure improvements. To further this goal, Whitestown should:

- Identify locations for improved multi-modal connectivity options between neighborhoods, commercial centers and throughout the community
- Require multi-modal options in development standards to new developments
- Coordinate planned multi-modal improvements with planned transportation network improvements
- Combine major pedestrian and vehicular thoroughfares to provide an arterial multi-modal network within the town

PROVIDE A TRANSPORTATION NETWORK WHICH DELIVERS A HIGH LEVEL OF SAFETY FOR ALL USERS, INCLUDING MOTORISTS, PEDESTRIANS AND BICYCLISTS

The transportation network should safely and comfortably serve a variety of users, including automobiles, motorcyclists, cyclists, pedestrians, transit users, school bus riders, delivery and service personnel, freight haulers and emergency responders. To further this goal, Whitestown should:

- Identify intersections and thoroughfares to increase safety and capacity
- Incorporate quality of life improvements, such as aesthetic streetscape design standards, to thoroughfare projects
- Ensure the continuity of major corridors and thoroughfares between jurisdictions and throughout the region
- Maintain primary arterial routes through the town to efficiently move traffic, but ensure these improvements are sensitive to the impact they have on existing and future residential areas

PROVIDE A TRANSPORTATION NETWORK THAT SUPPORTS ONGOING AND FUTURE ECONOMIC DEVELOPMENT EFFORTS IN THE TOWN AND THE REGION.

A robust and thorough transportation network helps drive and promote economic development, as a strong relationship exists between infrastructure and development. To further this goal, the transportation network should:

- Improve accessibility to regional employment and activity centers, with a focus on access to the arterial roadway network
- Support public transit options, which link areas with high concentrations of employers to areas with high concentrations of potential employees
- Reflect development opportunities which will impact the transportation network
- Bring together major infrastructure investments between jurisdictions
- Provide connectivity between existing and future interchanges along Interstate 65 to maximize the economic development potential of the community
- Reflect a prioritization of strategic investments in transportation networks to support the continual growth of the community
- Leverage road improvements to act as a catalyst to drive the location and type of non-residential and mixed-use development desired by the community

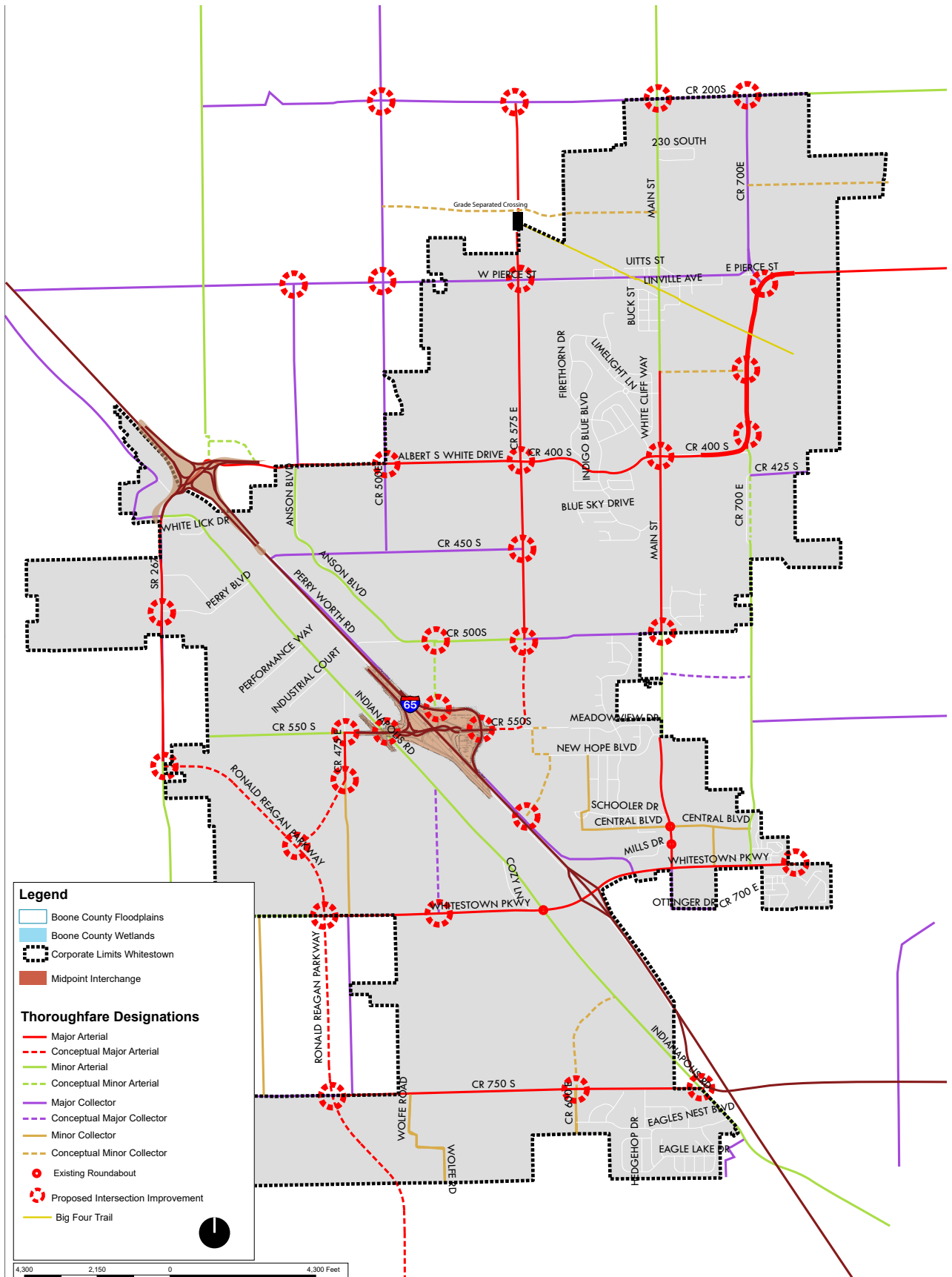
FUTURE THOROUGHFARE PLAN

The Future Thoroughfare Map (Exhibit A) lays out the future roadway network for the town. The thoroughfare map utilizes the same terminology as the existing INDOT functional classification map (arterials and collectors) to ensure continuity for future funding. Roadways shown in the future thoroughfare map may someday be included in the functional classification map. However, the future thoroughfare plan map is specifically for the town to plan for changes to its transportation network to the year 2037.

The roadway classifications in the future thoroughfare plan map also relate to right-of-way and flexible street design standards presented in this plan. All classified roadways in the map will be required to provide a minimum right-of-way dedication and meet certain standards. These standards may include lane widths, curb/gutter and sidewalk or trail standards depending on the classification and location.

Exhibit A also identifies intersections that need improvement. Additional details can be found in Section 4, Transportation Plan of this document.

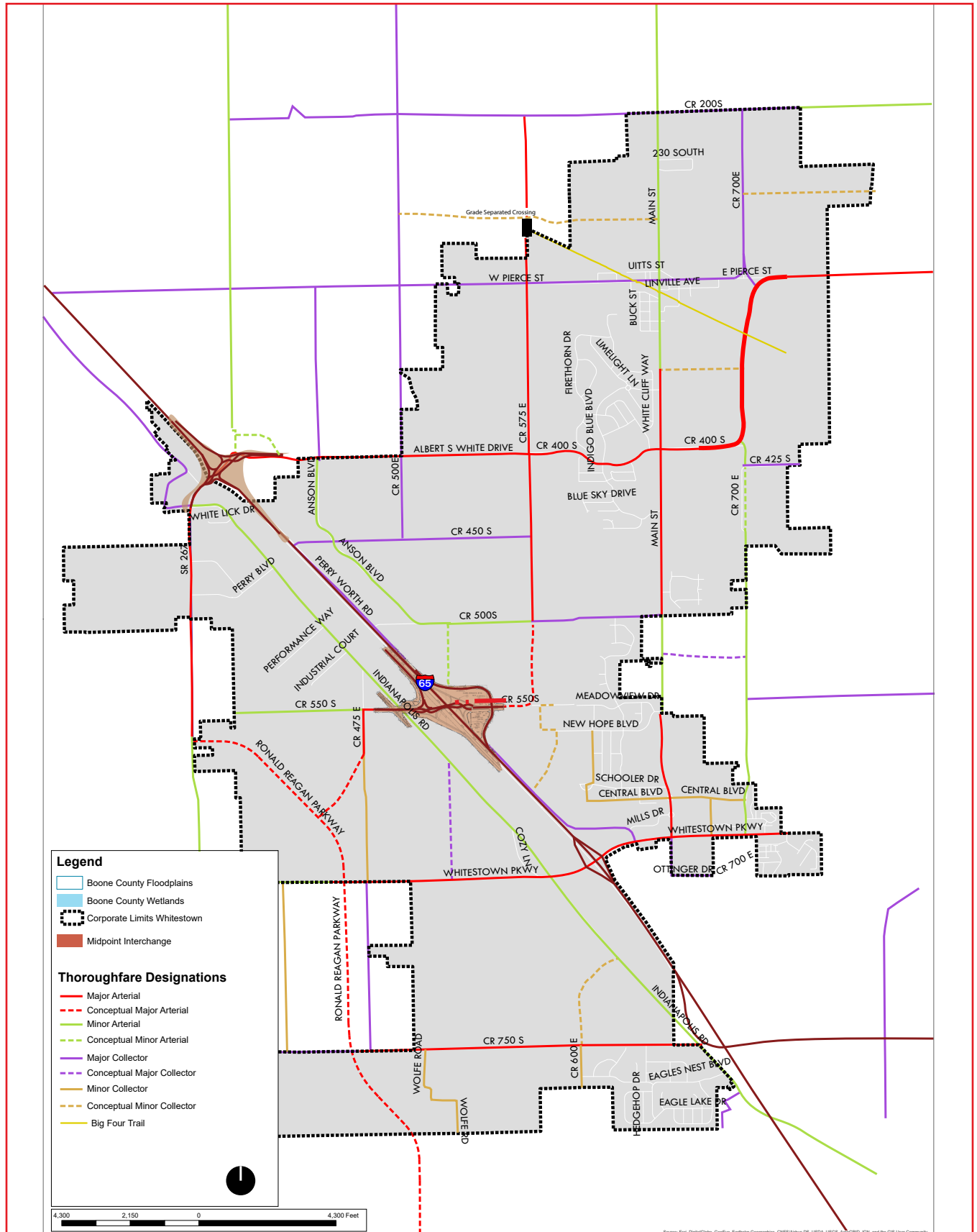
EXHIBIT A: FUTURE THOROUGHFARE MAP



FUNCTIONAL CLASSIFICATIONS

The recent surge in development and anticipated continued growth brings about the opportunity to revisit the functional classification of the town of Whitestown's roadways. As the town becomes more densely populated, the traffic flow of collectors and arterial roadways increases. As more industrial complexes and retail centers are constructed, improved roadways will be needed to connect these destinations and to serve the residential areas that desire to frequent them. As part of the thoroughfare planning process, the steering committee evaluated classifications with respect to the changes in land use and urbanization in the Town of Whitestown since the last thoroughfare plan was published. Exhibit B is the future functional classification map that was created out of this planning process.

EXHIBIT B: FUTURE FUNCTIONAL CLASSIFICATION MAP



IMPROVEMENTS RECOMMENDATION SUMMARY

The recommended transportation improvements and policy guidelines were influenced by the goals, objectives, and transportation analysis. The recommended improvements include intersection improvements, reconstruction of existing roadways, creation or realignment of roadways as well as policies for access management, traffic impact studies and updates to existing planning documents that serve as guides for development. The recommended improvements and policies are summarized below:

- Improvements to Whitestown Parkway west of the Interstate 65 interchange to SR 267 in anticipation of continued growth along this corridor
- Exit 133 Interstate 65 interchange construction
- Construction of the Interstate 65 mid-point interchange
- Coordinate with Boone County on the Ronald Reagan Parkway connections to Whitestown Parkway, CR 550 S, the mid-point interchange, SR 267, and Indianapolis Road
- Complete Anson Boulevard to CR 500 S
- Reconstruct CR 750 S from Indianapolis Road to Ronald Reagan Parkway as a three lane roadway.
- Resurface Main Street from CR 500 S to the Legacy Core district boundaries and coordinate trail construction concurrently.
- Complete intersection improvements at Whitestown Parkway and Stonegate Drive
- Intersection improvements at Main Street and Whitestown Parkway
- Improvements to Perry Worth Road from mid-point interchange to Whitestown Parkway
- Improvements to Indianapolis Road from Whitestown Parkway to SR 267
- Reconstruct Whitestown Parkway from Indianapolis Road to Ronald Reagan Parkway
- Complete intersection improvements at CR 575 E and Albert S. White Drive
- Resurfacing improvements to Albert S. White Drive to CR 575 E

- Intersection improvements to SR 267 and Indianapolis Road
- Intersection improvements at Albert S. White Drive and Main Street
- Intersection improvements at Whitestown Parkway and Heartland Road
- Intersection improvements at Whitestown Parkway and Veterans Drive
- Complete CR 575 E Corridor from the mid-point interchange to the northern corporate limits of the town

POLICY RECOMMENDATIONS SUMMARY

- Adopt an access management policy for the Ronald Reagan Parkway CR 575 E corridor, and the 146th Street extension corridors
- Develop traffic impact study requirements for future development
- Consideration of the implementation of road impact fees
- Update the Whitestown Unified Zoning Ordinance to reflect the recommendations and language of this plan
- Update street design standards to reflect this plan
- Coordinate road improvements with Bicycle and Pedestrian Master Plan and Legacy Core District Master Plan

SECTION 2:

PROCESS & BACKGROUND

PURPOSE OF THE PLAN

The Whitestown Thoroughfare Plan serves as a long-range transportation planning tool for public officials, property owners, developers, residents and other parties involved in development and transportation projects. The plan provides guidance on creating a transportation system to support the town's needs in the short-term and long-term.

The plan is not a traffic study intended only to address immediate traffic concerns. The plan does not establish rules and procedures for dealing with neighborhood traffic conditions, such as traffic calming mechanisms. Projects identified in this plan will be considered for implementation as funding at the federal, state and local level permits.

The creation of this plan requires analyzing and understanding the following:

- Existing conditions of transportation networks
- Potential future travel demands
- Transportation network priorities
- Development opportunities which will impact the transportation network

This thoroughfare plan is an update to the town's 2018 Transportation Plan and contributes to the town's transportation policies presented in the 2015 Comprehensive Plan. Those policies are intended to:

- Provide a transportation network which fully embraces multi-modal options and connectivity between options, including: walking, bicycling and the use of public transportation
- Provide a transportation network which delivers a high level of safety for all users, including motorists, pedestrians and bicyclists
- Provide a transportation network that supports ongoing and future economic development efforts in the town and the region

2020 UPDATE

Much of the content in the balance of this chapter was developed for the 2018 plan. Because of the brevity between plan updates, demographic data and related content was not updated for this 2020 update except where indicated.

PLANNING PROCESS - 2018 UPDATE

Formation of this plan update was developed through input and feedback from a variety of sources including:

STEERING COMMITTEE

An eight person steering committee comprised of public officials, citizens, public safety organizations and town departments set the priorities, goals and objectives presented in the plan.

CONCURRENT PLANNING EFFORTS

The Bicycle and Pedestrian Master Plan and Legacy Core District Master Plan were developed concurrently with this planning effort. Boone County and the City of Lebanon also completed thoroughfare plan updates prior to the implementation of this process. These concurrent planning efforts helped all plans coordinate regional and local transportation matters.

STAKEHOLDER INTERVIEWS

A series of informal interviews were held with stakeholders representing agricultural, commercial, industrial and residential interests in and around the community. These key stakeholders identified issues, concerns and priorities that informed this planning process.

TRANSPORTATION ANALYSIS

Existing traffic count data, local growth projections, existing traffic patterns, Metropolitan Planning Organization (MPO) data on projected growth, employment data and traffic conditions were analyzed to create the future thoroughfare map and future functional classification map.

This analysis included existing AADT (Average Annual Daily Travel), traffic congestion and accident and crash data.

REFERENCED PLANNING DOCUMENTS

Many other plans were also reviewed and consulted when their content and goals related to objectives identified in this plan.

PLANS AND DOCUMENTS REVIEWED AS PART OF THE PROCESS INCLUDE:

REGIONAL:

- Indianapolis Metropolitan Planning Organization (MPO) 2035 Long Range Transportation Plan
- Indianapolis MPO Regional Pedestrian Plan
- Indianapolis MPO Complete Streets Policy
- Indy Connect Regional Transit System Plan
- INDOT Complete Streets Guideline and Policy
- INDOT Statewide Transportation Improvement Plan

LOCAL:

- 2017 Boone County Thoroughfare Plan
- 2009 Boone County Comprehensive Plan
- 2015 Lebanon Bike and Pedestrian Plan
- 2017 Lebanon Thoroughfare Plan
- 2014 Whitestown Transportation Plan
- 2018 Whitestown Thoroughfare Plan
- 2015 Whitestown Comprehensive Plan
- 2011 Zionsville Transportation Plan
- 2010 Zionsville Comprehensive Plan

2020 UPDATE PROCESS:

Since the 2020 update mostly addresses technical updates, the plan was updated by working with town staff. After development, updates were presented to the public for input and review.

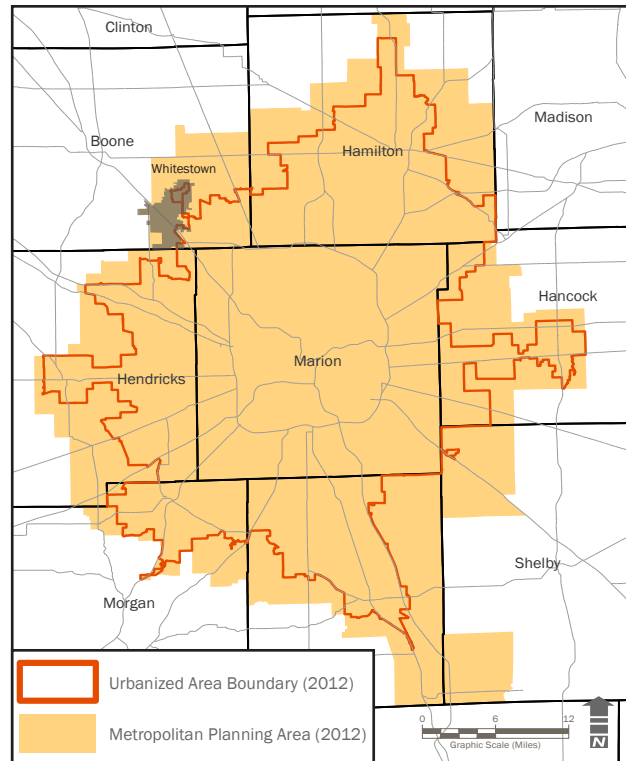
KEY THEMES

The listed plans typically had specific planning areas and topics, however, there were some key themes that impact the Town of Whitestown and provide a foundation for this transportation plan. These include:

- The importance of Boone County as one of the fastest growing areas in the state.
- Urbanization trends radiating out along major interstate and highway corridors from Indianapolis and Marion County will continue.
- Growing emphasis on multi-modal transportation networks, which consider more than just vehicular users.
- The need for coordination between multiple agencies as transportation networks grow and become more complex and more regionally impactful.
- Road networks within new subdivisions should link to existing road networks in neighboring subdivisions and developments.
- Access, entrances and curb cuts on major arterials or near intersections must be managed.
- Priorities for the town's capital improvements program must be established.
- Plans should promote pedestrian circulation.

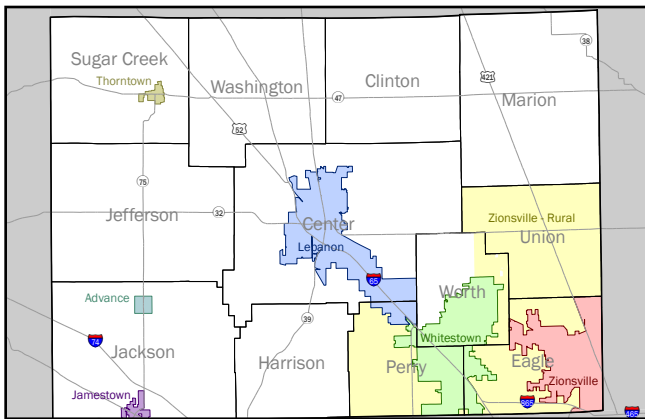
GEOGRAPHIC ADVANTAGE

Whitestown has many economic development advantages, including its location on I-65 and proximity to the Indianapolis Metropolitan area. Located within Boone County, Indiana, Whitestown incorporates parts of three townships: Eagle, Perry and Worth serving two school districts: Lebanon and Zionsville Community Schools. Northwest of Indianapolis and part of the MPO (Metropolitan Planning Organization) planning area, Whitestown is part of the continued growth of the Indianapolis Metro Area. Whitestown’s inclusion in the MPO is significant as urbanization trends continue to advance outward along Interstate 65 into Boone County. Being at the northwest corner of the MPO boundary, Whitestown is uniquely placed where regional corridors are located, such as Interstate 65, 146th Street extension and the Ronald Reagan Parkway. These corridors connect the town and the county to all areas of the Indianapolis MPO area.

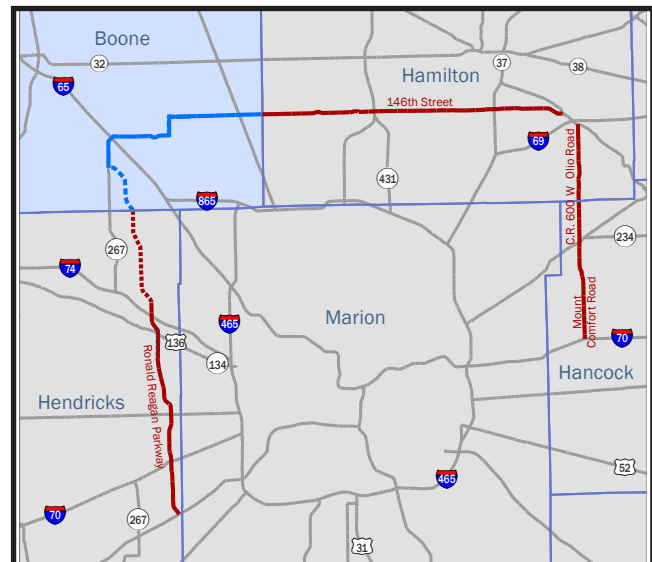


MPO Boundary and US Census Urbanized area

Source: Indianapolis MPO



County context map displaying Boone County townships and municipalities.



Regional Context Map highlighting the original alignment of the Ronald Reagan Parkway and the regional corridors formed by Hendricks, Boone, Hamilton and Hancock Counties.

POPULATION GROWTH

Boone County has been one of the fastest growing counties in the State of Indiana for sixth consecutive years according to the IU Business Research Center. Between 2010 and 2015, the county grew by nearly 12 percent. The majority of the county’s growth is in the southeastern corner, where Whitestown is located.

Whitestown’s 2010 census identified 2,867 people within the town limits. Since then, Whitestown annexed unincorporated areas and underwent a special census. The special census, which was completed in late 2016, showed the town’s population more than doubling to 7,814. This special census has confirmed that Whitestown is one of the youngest communities in the state, with a median age of 30 years, compared to the state’s median age of 35. This creates a different set of needs and challenges than may exist in a community with an older population base.

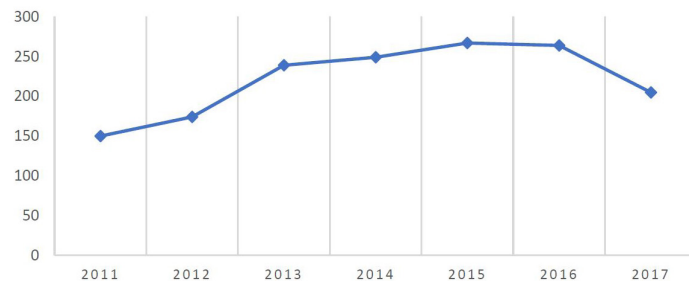
PERMIT HISTORY

The number of residential building permits in Whitestown has remained robust for the past six years. Commercial, industrial and retail permits are increasing as well. Whitestown’s commercial/industrial building permits have risen significantly since the town’s 2011 annual report.

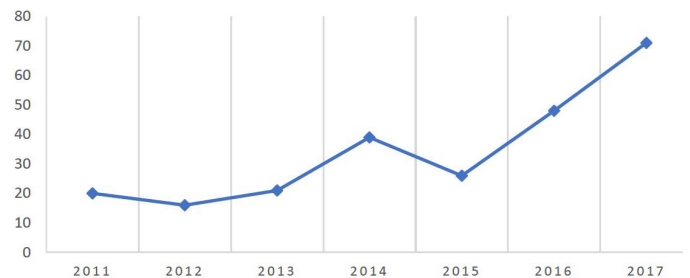
Many factors contribute to the town’s significant growth:

- Proximity to downtown Indianapolis
- Proximity to Interstate 65 for commerce, travel and commuting
- Connectivity to other growing counties, such as Hamilton County and Hendricks County
- Land costs for development are comparatively affordable
- Highly rated school systems within Boone County
- Annexation of areas to the north and south created development opportunities
- A desire for enhanced density identified in the 2015 Comprehensive Plan to utilize the town’s relatively fixed boundaries

**NEW RESIDENTIAL PERMITS
2011-2017**



**NEW COMMERCIAL PERMITS
2011-2017**



Permit Data

Source:TownofWhitestown

EMPLOYMENT

Total employment also grew 28 percent between 2010 and 2014 for Boone County. According to STATS Indiana, the biggest increases in employment were seen in:

- Retail Trade (87 percent)
- Administration and Waste Services (54 percent)
- Information (46 percent)
- Real Estate, Rental Leasing (42 percent)
- Accommodation and Food Service (33 percent)

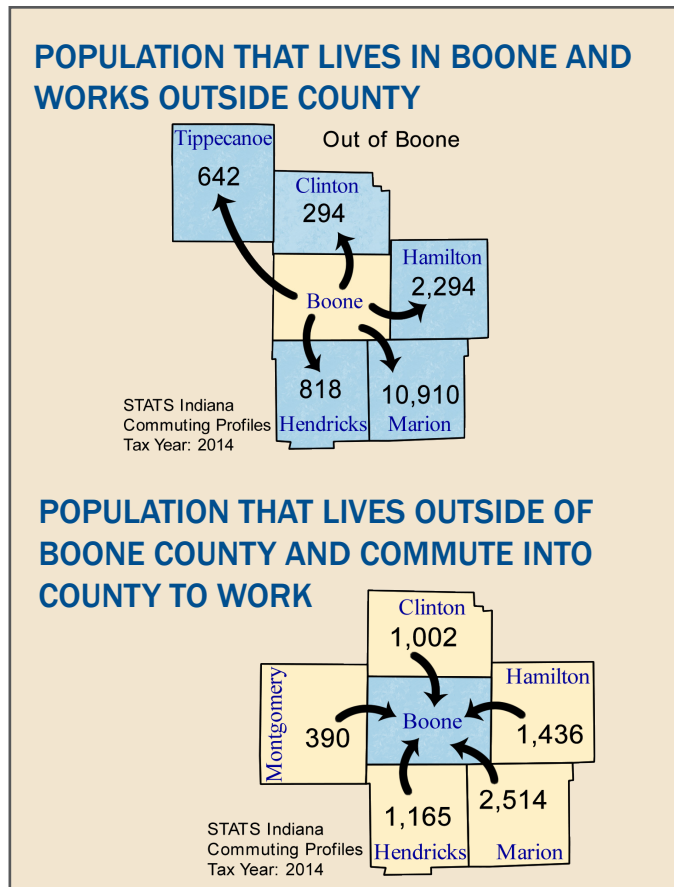
This job growth will continue to put pressure on the existing road networks in Whitestown. It will be important as improvements are planned near non-residential areas and around the interstate that adequate consideration is given to the traffic demands that will be generated by future non-residential development.

COUNTY COMMUTER TRENDS

STATS Indiana compiled commuting data on all Indiana counties based on Indiana IT-40 returns for tax year 2014. Their analysis indicates the following commuting characteristics:

Commute shed: Thirty-eight percent of the implied resident labor force for Boone County commute outside of the county. Of those commuting out of the county, 67 percent commute to Marion County and another 14 percent commute to Hamilton County.

Labor shed: Twenty-three percent of the Boone County implied workforce for Boone County commutes into the county. Marion County and Hamilton County are the biggest sources of workers outside of Boone County, representing 7 percent and 4 percent of the county work force, respectfully. Nearly 19 percent of workers commute into the county from the five adjacent counties.

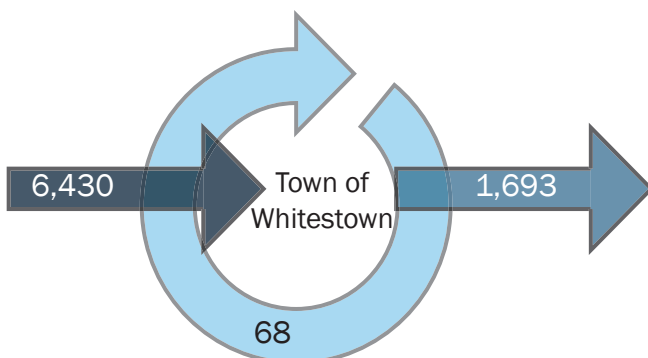


TOWN COMMUTER DATA

Of the 93 percent of workers using a car, truck or van to get to work, only 7 percent carpooled, while the remainder traveled alone. Of those individuals commuting to their primary job, 96 percent commute via private vehicle, either driving alone or carpooling.

According to Onthemap.census.gov, more people commute into Whitestown than out for their primary job, as indicated in the graphic below. This indicates the job pool within the town is attracting commuters outside of the town to work. This may be a result of major industrial employers such as Express Scripts, Telemon, Amazon, Amerisource Bergen and Rego-Fix. Currently, Whitestown imports more employees everyday than leave the community to go to work. This is important because Whitestown differs from the trend of Boone County overall. If this trend continues, it will significantly impact the need for transportation improvements into the community and around employment areas.

Whitestown's job base is expected to continue to grow over time. This will create new opportunities for people to choose to live and work in Whitestown as well as creating opportunity for additional residential growth.



Source: Onthemap.ces.census.gov

FUTURE LAND USE AND DEVELOPMENT

The future land use map (Exhibit C) from the 2015 Whitestown Comprehensive Plan was evaluated by the steering committee as part of this plan. In general, the committee felt the land uses are consistent with how the town desires to continue to grow. Recreational open space and mixed use development should act as a buffer between the single-family subdivisions and industrial areas. The future land use map shows proposed uses for annexed land to the north. This area is primarily planned for residential or agricultural use to preserve the rural character and encourage commercial and retail development south of Albert S. White Drive.

As part of the Comprehensive Plan, special development areas were identified throughout the town. These areas focus on neighborhood amenities where commercial, office, or recreational development should be encouraged to support ongoing residential growth. In order to connect these areas, a logical east/west and north/south transportation network should be established. Strong major corridors help create regional connection to adjoining jurisdictions as well.

Because of the town's fixed jurisdictional boundary, the 2015 Comprehensive Plan addresses a variety of densities and mixed use areas that offer various development opportunities. These densities will have a significant impact on the need for future transportation improvements. This includes multi-modal infrastructure and enhanced connectivity within and between developments.

Exhibit D displays an aerial showing the current state of development in 2020, along with recently approved plats in Whitestown. These future developments will impact traffic and congestion in the community and should be considered during the planning process.

EXHIBIT C: 2015 COMPREHENSIVE PLAN LAND USE MAP

4: LAND USE

Special Development Areas (with 2014 proposed annexation)

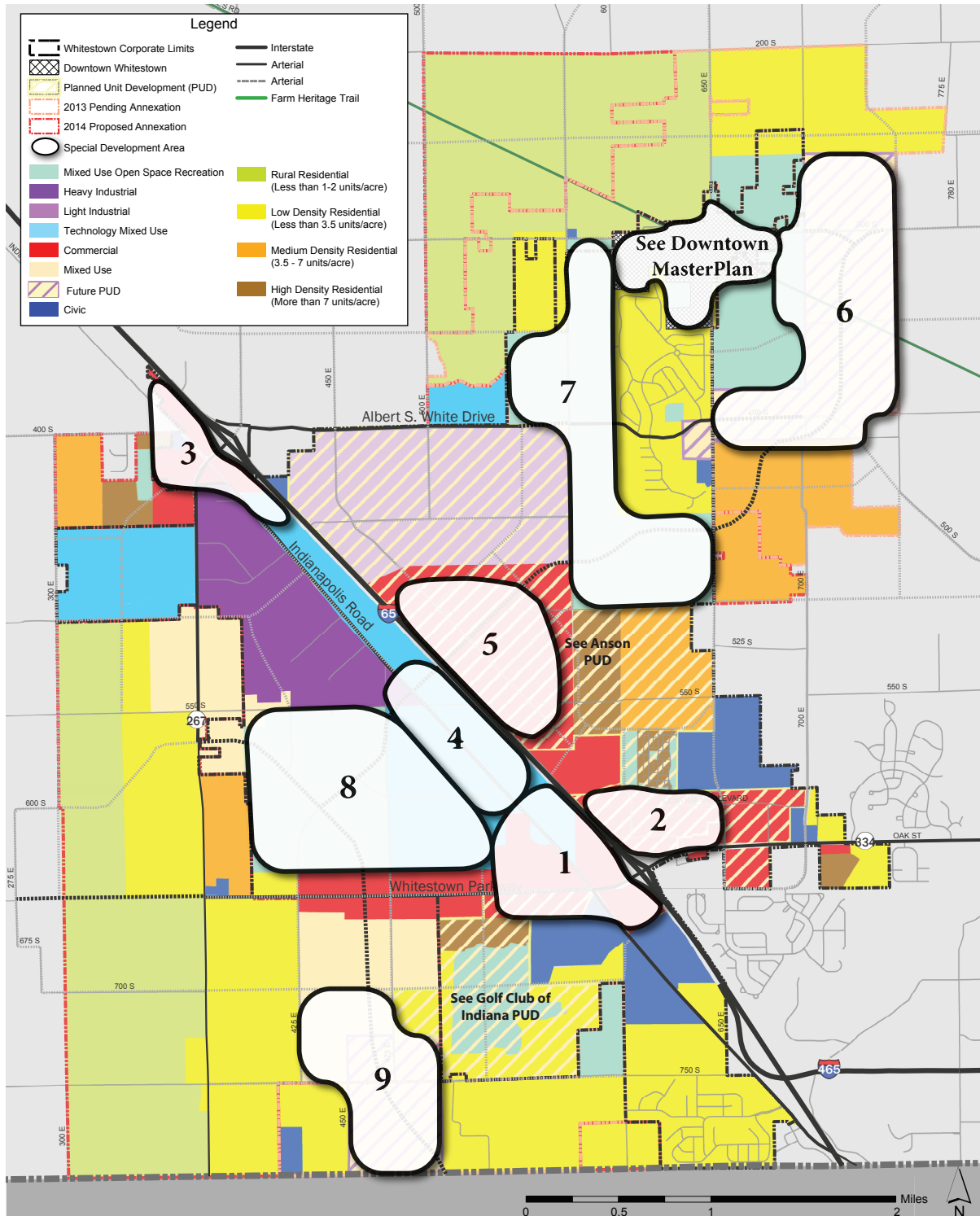
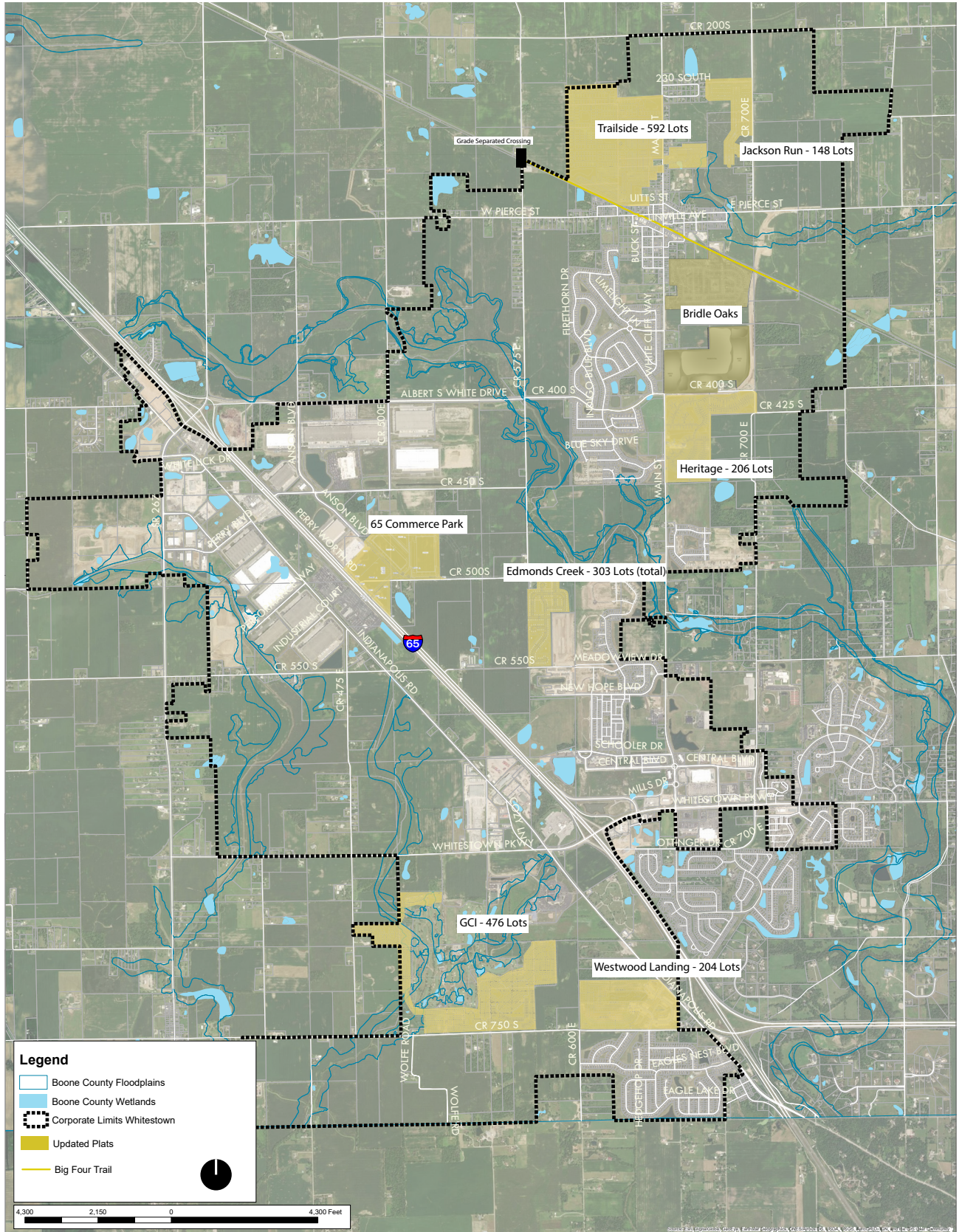


EXHIBIT D: APPROVED DEVELOPMENT MAP



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SECTION 3: NETWORK ANALYSIS

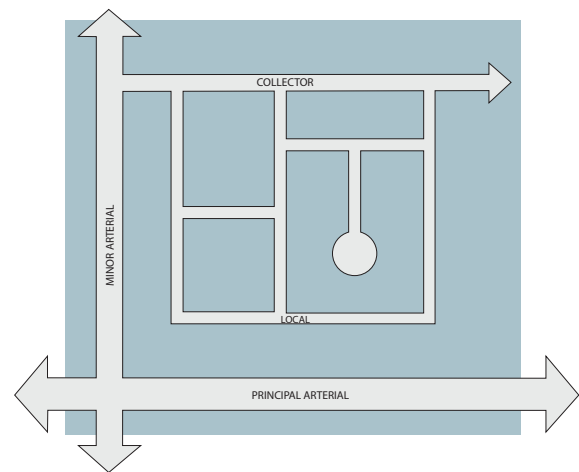
EXISTING CONDITIONS

EXISTING ROAD NETWORK

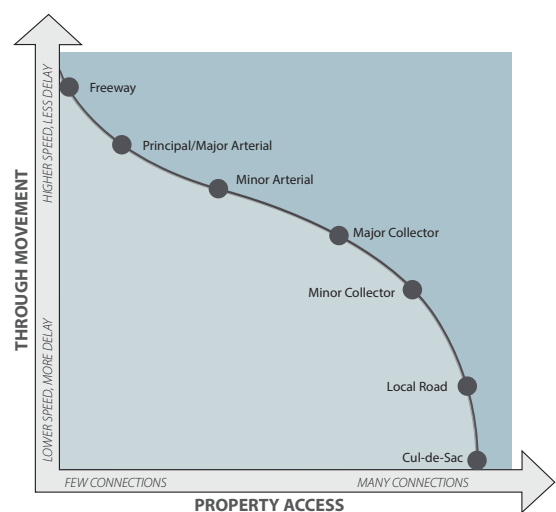
Whitestown's existing roadway network consists of an interstate, state highways, rural roads, local roads and urban streets. These roadways serve different purposes and should be classified accordingly. Some carry vehicles at a high speed over a long distance, others provide access to businesses and residences. The Federal Highway Association (FHWA) defines functional classification designations based on the priority of mobility for through traffic versus access to adjacent land. Other important factors related to functional classification include access control, speed limit, traffic volume, spacing of routes, number of travel lanes, and regional significance. The existing functional classification map indicated by INDOT is shown as Exhibit D.

This plan looks at current and future roads that are classified as collectors and above. Local roads are not analyzed as part of this planning effort, but are important for the overall transportation network of the town.

As with Chapter 2, much of the content in the balance of this chapter was developed for the 2018 plan. Because of the brevity between plan updates, network analysis and related content was not updated for this 2020 update except where indicated.



Roadway classifications establish a hierarchy, which serve to create a functioning and efficient roadway network



Roadway classifications occur along diverging axis of through movement (mobility) and property access (accessibility)

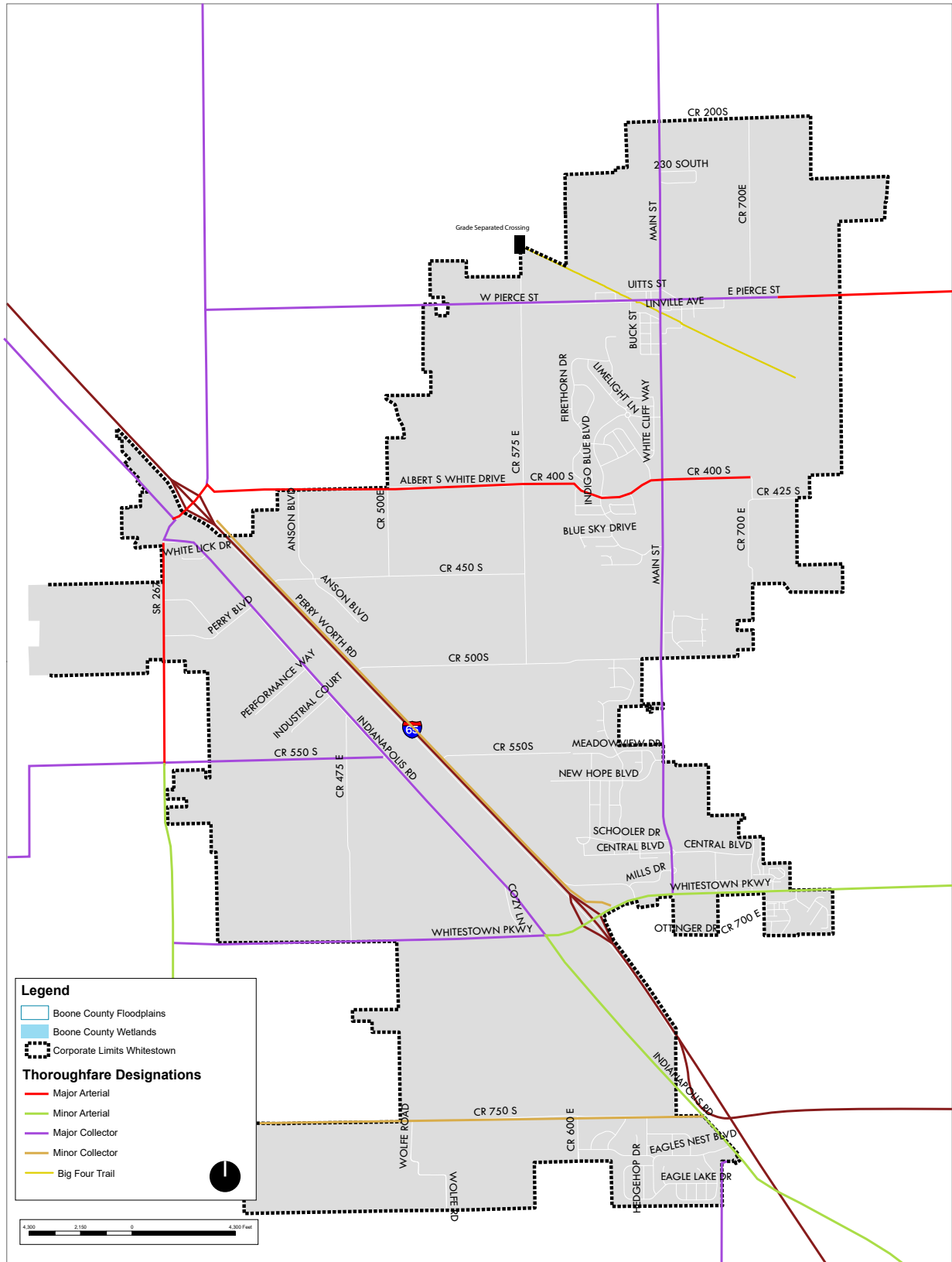
FHWA CLASSIFICATION DEFINITIONS

The Federal Highway Association (FHWA) defines functional classification designations based on the priority of mobility for through-traffic versus access to adjacent land. In other words, streets are designed along opposing continuum to either connect to destinations or to carry through-traffic. Other important factors related to functional classification include access control, speed limit, traffic volume, spacing of routes, number of travel lanes and regional significance.

- **Interstates**, such as Interstate 65, are the highest classification of roadway. They prioritize mobility and have extremely limited access. Interstates are high speed, high volume and have statewide or national significance. They are planned and maintained by state authorities with federal oversight.
- **Other Freeways & Expressways** look very similar to interstates, but without the interstate designation. These have regional or statewide significance. US 31 in Hamilton County is an example of this classification.
- **Major Arterials** carry high volumes of regional traffic. They serve major cities from multiple directions and provide connectivity between cities in rural areas. Arterials provide direct access to adjacent land, but may limit the number of intersections and driveway to give generally higher priority to through-traffic. Principal arterials are spaced at two to three miles in suburban areas and farther apart in rural areas. The Ronald Reagan Parkway and 146th Street extension are examples of major arterials within the town.
- **Minor Arterials** are similar to principal arterials, but are spaced more frequently and serve trips of moderate length. Spacing of minor arterials is one to three miles in suburban areas and further apart in rural areas. Minor arterials connect most cities and larger towns and provide connectivity between principal arterials. East Whitestown Parkway and SR 267 are existing minor arterials.
- **Major Collectors** gather traffic from the local roads and connect them to the arterial network. They provide a balance between access to land and corridor mobility. Major collectors provide connectivity to traffic generators not already on the arterial system, such as schools, parks and major employers. Main Street, Albert S. White Drive, Indianapolis Road and parts of Whitestown Parkway are currently considered major collectors within the town.
- **Minor Collectors** are similar to major collectors, but are used for shorter trips. They provide traffic circulation in lower-density developed areas and connect rural areas to higher-class roadways. Perry Worth Road and Veterans Drive are currently classified as minor collectors.
- **Local Roads** make up the largest percentage of roadways in the town. Their primary function is to provide access to parcels. Trips are short, speeds are lower and cut-through traffic may be discouraged. All remaining roads that are not arterials or collectors are considered local roads. In most cases, local roads are not part of the system of roads eligible for federal funding.

EXHIBIT D: EXISTING FUNCTIONAL CLASSIFICATION MAP

Source: Existing Functional Classifications sourced from INDOT.



AVERAGE ANNUAL DAILY TRAFFIC AND CONGESTION

EXISTING AADT

The Average Annual Daily Traffic volumes (AADTs) were based on traffic counts conducted by INDOT in 2016-2017 and supplemented with counts by Shrewsbury in 2015 and 2017. The AADT is shown for each roadway that is classified as a collector or higher, or that is a local road of interest in Exhibit E.

EXISTING CONGESTION

The existing AADT at each intersection, and the type of intersection control (all-way stop, two-way stop, signal, or roundabout) were used to estimate the degree of congestion. Exhibit F shows the results of this congestion analysis. There are two intersections with high congestion: Whitestown Parkway and Indianapolis Road, and SR 267 and Indianapolis Road. It is worth noting that because of the large distribution and fulfillment facilities near the interchange, there are significant seasonal impacts to traffic patterns, especially in November and December. While it is not reasonable to design roads to the “worst” case scenario, it is important to design improvements that will allow for adjustment to these roads on the temporary basis to accommodate these seasonal impacts. The remaining intersections are low to very low in congestion.

FUTURE AADT

For the year 2037, several sources of information were used to determine forecasted traffic volumes. First, the historical INDOT counts and data were compared to current counts and data to determine a historical growth factor. Second, the Indianapolis Metropolitan Planning Organization (MPO) creates a travel demand model that is used to determine 2016-2037

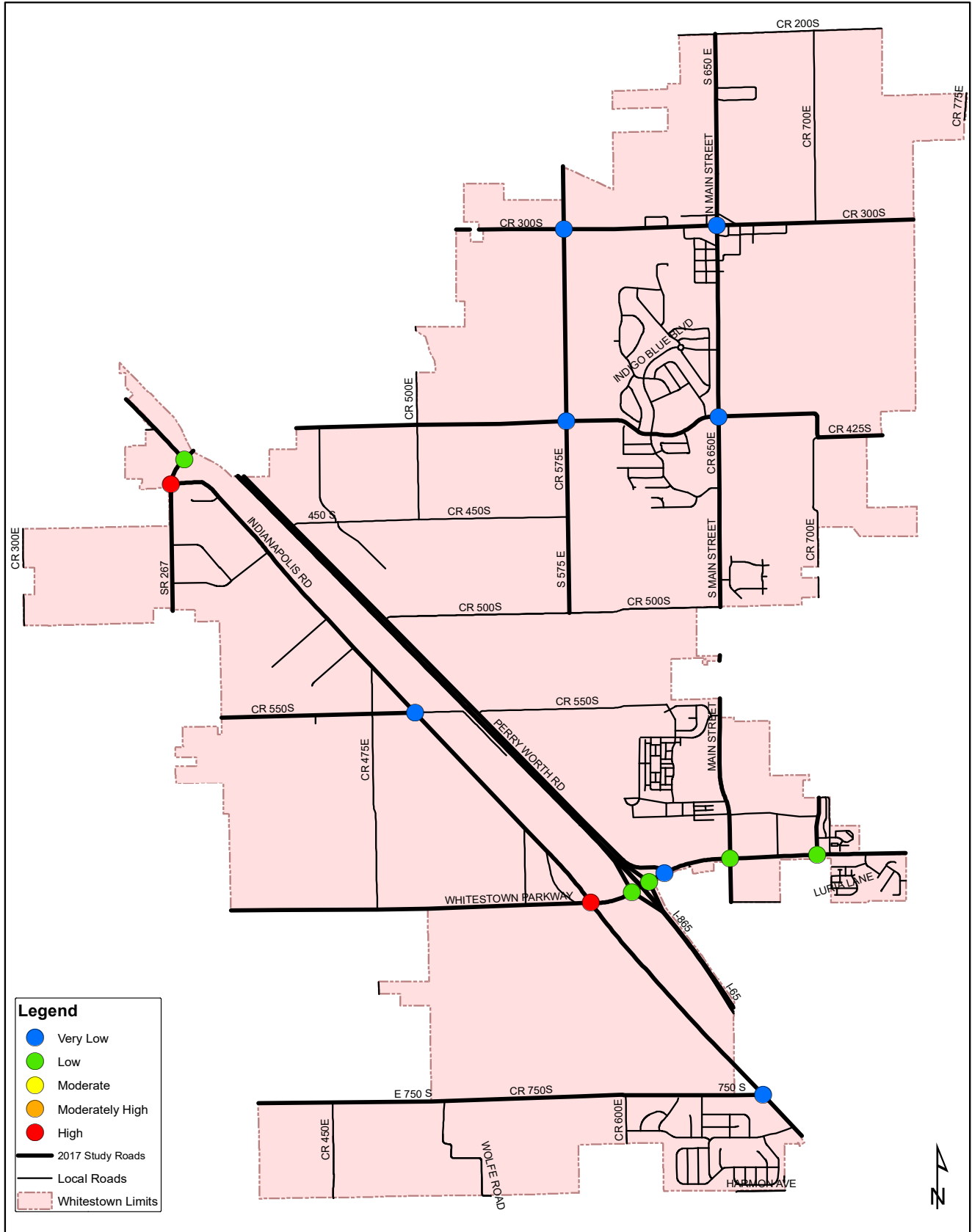
future growth trends, while also taking into account new major roadways/extensions. The historical growth factor was compared to the MPO growth rate, adjusted as needed, and an average annual growth rate was assigned to each study roadway. These growth rates were applied to the base year traffic data to calculate 2037 AADTs.

The culmination of this analysis is the 2037 forecasted AADT volumes as seen in Exhibit G. This is a very rough estimate, as much will depend on potential new development and major new roadways. Multiple large developments with significant traffic impacts have been proposed to the town. Whether or not these developments are constructed as planned, as well as the build-out time will significantly impact on the projected roadway volumes. In addition, a new interchange is proposed on Interstate 65 between Whitestown Parkway and SR 267. This interchange will connect to the Ronald Reagan Parkway and to Albert S. White Boulevard on alignments to be determined. This new interchange will impact both existing and projected traffic flows within the town.

FUTURE CONGESTION

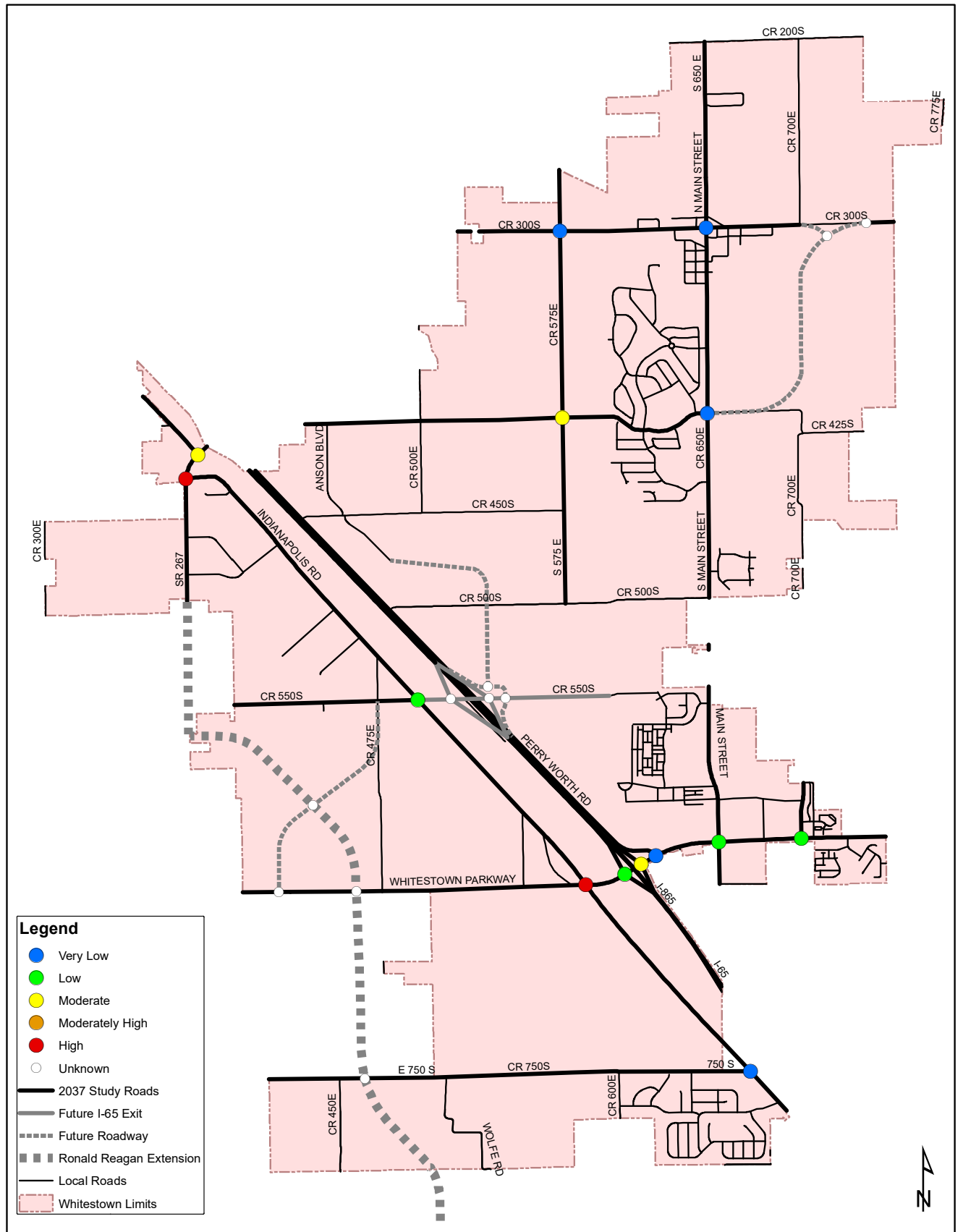
The degree of future congestion will depend greatly on the timing and location of major new developments, the timing and alignment of major new roadways, and the shift in travel patterns that will result from those projects. With so many variables, the future congestion analysis as shown in Exhibit H is speculative. To better plan for future infrastructure needs, the town will need to complete detailed traffic studies for each major development and roadway improvement. This is discussed more in the recommendations section.

EXHIBIT F: EXISTING CONGESTION



Date: 7/11/2017

EXHIBIT H: PROJECTED CONGESTION



Date: 1/30/2018

CRASHES AND SAFETY

EXISTING CRASHES AND SAFETY

Crash data for all of Boone County was obtained from ARIES from December 2012 to December 2016. Crashes were summarized for the intersections of collector and arterial roadways. Locations with more traffic tend to have more crashes. To account for volume the average crashes per year was divided by the traffic volume, multiplied by conversion factors, to yield the crashes per million entering vehicles (MEV). This rate of crashes per MEV levels the playing field to show which intersections have the highest risks for drivers, regardless of volume.

Most of the Whitestown intersections had relatively low crash rates compared to other intersections around Boone County. Generally, a crash rate greater than 2.0 indicates a need for evaluation and crash mitigation. The crash rate map is shown in Exhibit I.

The top two intersections for crashes are listed below:

- The southbound ramp junction of Interstate 65 and Whitestown Parkway had 37 crashes in four years and 1.6 per MEV. This intersection is controlled by INDOT.
- The northbound ramp junction of Interstate 65 and SR 267 had 74 crashes in four years and 1.5 per MEV. This intersection is controlled by INDOT.

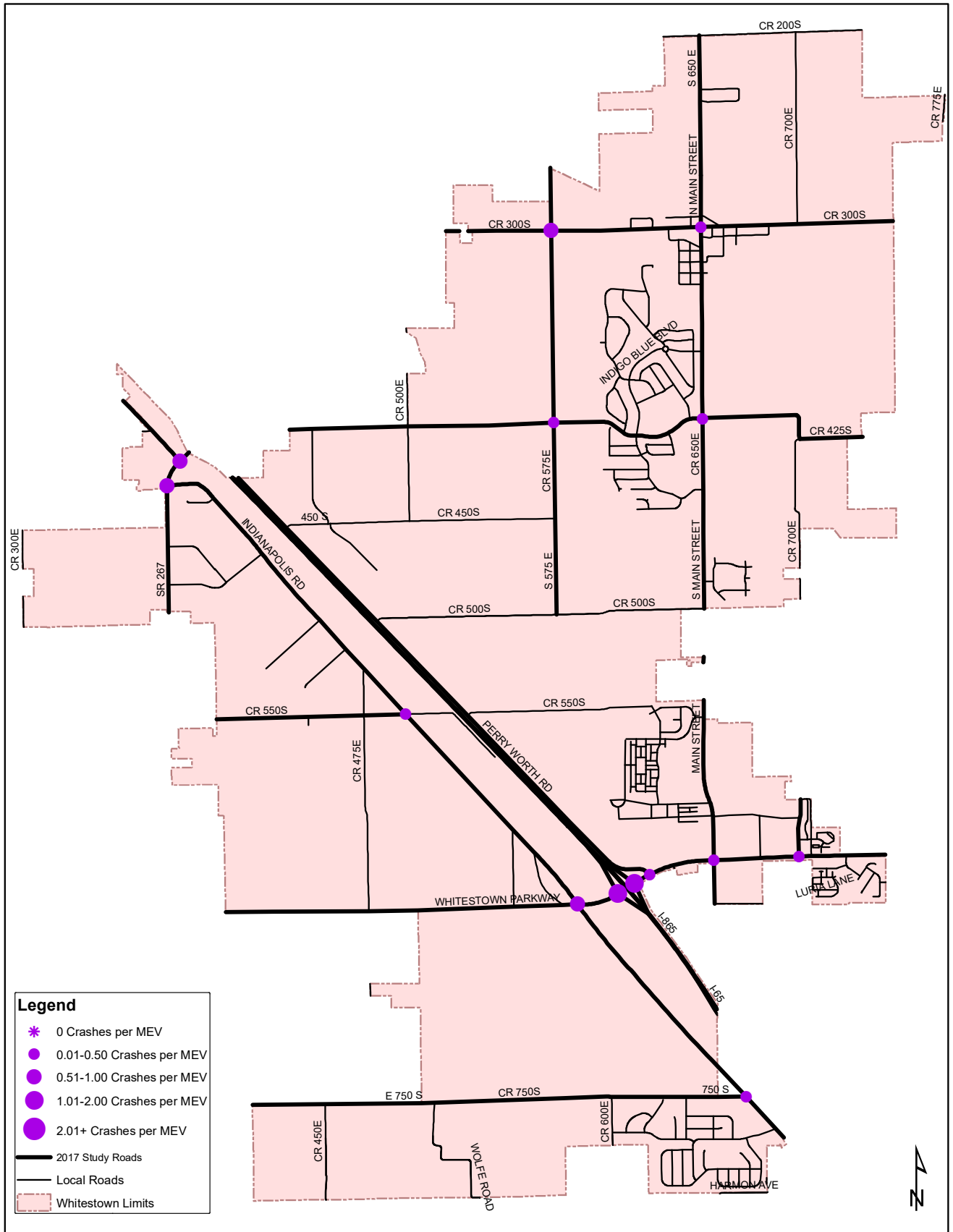
The northbound offramp was reconstructed in 2016 to channelize the right-turn movement and add a second right-turn lane. According to the steering committee, this improvement has decreased crashes. This intersection is controlled by INDOT.

The intersection at SR 267 and Indianapolis Road had several illegal U-turns, which resulted in collisions. This intersection has been realigned to be farther away from the interchange. The original intersection remains as a right-in, right-out (RIRO) access point protected by a center curb median, while the relocated intersection offers full access to Indianapolis Road, while vehicles exiting Interstate 65 to go to Love's/McDonald's need to travel south on SR 267 past the development, turn left on Indianapolis Road, then turn left into the development. Vehicles returning to the interstate can use the right-out driveway for quick access back to the interchange. Unfamiliar drivers, believing they have missed the turn for Love's/McDonald's, are making illegal U-turns at the end of the center curb median. The median ends about 300 feet south of the RIRO drive, while the full access at Indianapolis Road is about 800 feet away. There were eight crashes in this area resulting from an illegal U-turns.



Illustration of crash points on SR 267

EXHIBIT I: EXISTING CRASH RATE PER INTERSECTION



Date: 7/11/2017

NETWORK ANALYSIS RECOMMENDATIONS

The results of the existing capacity and crash data analysis helped to identify several deficiencies within the existing roadway network. Some of the deficiencies occur on highways under INDOT’s jurisdiction. For those, Whitestown should maintain communication with INDOT as a partner in making improvements. These recommendations are intended for the overall thoroughfare network, however, the town should consider a requirement for local studies such as traffic studies, corridor studies and scoping studies as the town continues to grow.

- **ISSUE:** Congestion exists at the intersection of Whitestown Parkway and Indianapolis Road. This is a four-way stop intersection located near a truck stop and features heavy truck traffic.

Recommendation: The town already has improvements under design. A roundabout will be constructed at this intersection. **2020 Update:** The roundabout has been constructed and has improved congestion issues.

- **ISSUE:** Traffic on Indianapolis Road may experience long delays at the intersection with SR 267 due to Indianapolis Road having a stop condition, while SR 267 is free-flowing. In addition, the intersection had a moderate number of crashes.

Recommendation: A traffic signal warrant analysis was performed in accordance with the Indiana MUTCD. As part of the signal warrant, eight hours of the day are required to meet minimum traffic volumes. Only three hours met the warrant thresholds in 2017. As growth occurs, regular counts and warrant analyses should be performed, and eventually a signal will likely be justified. A roundabout is an alternative solution that would improve traffic delays for Indianapolis Road. However, further analysis is needed to determine whether a roundabout is a good fit operationally and

geometrically. This intersection is under the jurisdiction of INDOT.

- **ISSUE:** Growth and development is occurring at a rapid pace, fueling the construction of roadway and intersection improvement projects.

Recommendation: Require traffic analysis to be completed for new developments. Two options for addressing this are available.

Option 1: Developer Prepares Traffic Impact Study. Require traffic impact studies to be performed for new developments or new phases of development if the traffic generated is over a certain threshold. Completion of a study should be tied to some stage of development approval. INDOT’s Applicant’s Guide to Traffic Impact Studies (May 2015) and Institute of Transportation Engineers’ (ITE’s) Transportation Impact Analyses for Site Development (September 2010) are two recommended resources for guiding the town’s traffic impact study policy. Concurrent developments must be considered in each other’s study, or consolidated into one comprehensive study. The study should be prepared by and independently reviewed by engineers qualified in the area of traffic and transportation engineering. - **Option 2: Town Completes Traffic Impact Study (Added in 2020 Update)**

Option 2: The challenge with a developer prepared traffic impact study is that it is challenging to fully account for the cumulative impacts of pending and in-process development in Whitestown’s fast-growth environment.

A second option is for the town to be responsible for completing the traffic impact studies. For this approach, the town would work with a consultant to develop and maintain a detailed computer model of the transportation network. The model would include both existing and

approved developments, so that it can better predict the traffic impacts of additional growth.

Furthermore, the town should develop a policy regarding how the improvements identified in the study shall be funded. For example, the developer may be required to fully fund improvements to mitigate their traffic impacts, or they may be required to contribute their proportional share of an intersection improvement. Some improvements may be funded by the town through TIF (Tax Increment Finance) districts or other funding mechanisms. Traffic impact fees can take out the guesswork by requiring a flat fee based on the volume of traffic generated. The town may also elect to negotiate the developer's contribution on a case-by-case basis.

INDOT will require a traffic impact study if driveway access is requested for a state-controlled roadway, such as SR 267. In this case, the scope of study should be determined jointly by INDOT and the town to ensure all public roadways are adequately analyzed.

- *ISSUE: The crash data analysis is rendered obsolete as major roadway improvements are constructed.*

Recommendation: Conduct regular town-wide crash data analysis every three to five years in order to identify any worsening crash trends and to evaluate the safety benefit of recently completed projects.

- *ISSUE: Illegal U-turns are the cause of several crashes on SR 267 north of Indianapolis Road.*

Recommendation: This roadway is controlled by INDOT. Adding street lights will help with visibility. In addition, wayfinding signs would

be helpful to direct drivers to the appropriate access point for Love's/McDonald's and future businesses. Alternately, the center curb median could be extended an additional 500' to the intersection of SR 267 and Indianapolis Road.

- *ISSUE: Interjurisdictional upgrades to Albert S. White Drive connection to CR 400 E in the new interchange design.*

Recommendation: CR 400 E is within Lebanon's jurisdiction and will be impacted by the new Interstate 65 interchange design for Exit 133. Albert S. White Drive should allow access to CR 400 E as this is a connector road to SR 32.

ADDITIONAL FUTURE/CAPACITY CONSIDERATIONS

The improvement recommendations identified in Section 5 of this plan were created after thorough conversations with stakeholders, staff and analysis of the existing and proposed future transportation network. **Note that the following projects/recommendations has been updated as part of the 2020 update.**

EXIT 133 I-65 INTERCHANGE

As the northernmost Interstate 65 interchange for the town, this interchange experiences high volumes of truck traffic. INDOT is in the process of designing an update at this interchange.

I-65 MID-POINT INTERCHANGE

This new mid-point interchange to Interstate 65 will provide additional development opportunities for the town as well as relieve traffic from the busy Exit 133 north Interstate 65 interchange previously mentioned. **This project has been bid by INDOT, and is expected to start construction in 2020. It is recommended that the interchange have a direct connection to the CR 575 E Corridor (See Chapter 4) and have an indirect connection to the future Ronald Reagan Parkway. If the mid-point interchange is opened before the connection to the CR 575 E Corridor can be made then, Meadowview Drive will be barricaded until CR 575 E is built.**

ANSON BOULEVARD EXTENSION TO CR 500 E

As an immediate need to complete the network for the new I-65 mid-point interchange, this extension will complete the connection to future development with the Allpoints at Anson Industrial Park. This extension will help mitigate the amount of truck traffic on local roads.

WEST WHITESTOWN PARKWAY

From Indianapolis Road to CR 425 E, this stretch should be reconstructed within the next three to five years to accommodate the expected traffic growth from ongoing development.

CR 750 S RECONSTRUCTION

This corridor is continually seeing additional development and therefore resurfacing should be a priority within one to three years.

MAIN STREET RECONSTRUCTION

From CR 500 S to the Legacy Core boundaries, this corridor currently serves as the primary

north/south corridor and is in need of resurfacing and potential widening if right-of-way allows. Reconstruction should start within one to three years. The Main Street Trail project identified in the Bicycle and Pedestrian Master Plan should also be constructed at the time of this reconstruction.

INTERSECTION IMPROVEMENTS AT WHITESTOWN PARKWAY AND MAPLE GROVE BOULEVARD

A roundabout is preferred at this location due to its proximity to the existing traffic light at Veterans Drive. This intersection improvement is warranted immediately as traffic and development continues to increase for this area.

ROUNDAABOUT AT ALBERT S. WHITE DRIVE AND CR 575 E

The roundabout intersection improvement is expected to be needed within three to five years. Timing this project with the completion of the **CR 575 E Corridor and** mid-point interchange will be critically important.

ROUNDAABOUT AT HEARTLAND DRIVE AND WHITESTOWN PARKWAY

This intersection continues to be confusing to motorists and hard to navigate. Improvements at this intersection should be considered within three to five years.

CR 500 S RESURFACING

This resurfacing project should be completed within three years as this roadway will carry additional traffic from residential neighborhoods and expected commercial development.

PERRY WORTH ROAD

As a north/south corridor, this roadway will require upgrades to an urban cross section to allow development to occur between the three interchanges within town.

INTERSECTION IMPROVEMENT AT ALBERT S. WHITE DRIVE AND CR 400 E

As designs become finalized for the north interchange, Exit 133, the town should coordinate with the Boone County on realignment of the intersection of CR 400 E and Albert S. White Drive. Identified as a minor arterial in the 2017 Boone County Thoroughfare Plan, this roadway connects Albert S. White Drive to SR 32.

INDIANAPOLIS ROAD

Also a north/south corridor, this roadway carries more truck traffic than most roadways within the town. Also identified as a trail corridor, this roadway should be upgraded to an urban cross section to allow multi-use transportation and wider lane widths.

INTERSECTION IMPROVEMENT AT INDIANAPOLIS ROAD AND SR 267

Identified as a challenging intersection, this intersection will require upgrades as development continues to generate more vehicular traffic from Interstate 65 and the proposed Ronald Reagan Parkway. Given the intersection falls within INDOT's jurisdiction, the town should continue to communicate the importance of this improvement with the state.

CR 575 CONNECTOR

The mid-point interchange slated to open by 2022. As currently configured, it would direct traffic onto CR 550 S, which is a residential street between the mid-point interchange and Main Street. Instead, the Town's vision is that CR 575 E would be extended to connect to the new interchange. In that configuration, the corridor would serve as a major north-south route for the community. Recommendations for the development of the corridor are provided in Chapter 4.

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SECTION 4: TRANSPORTATION PLAN

THOROUGHFARE PLAN OUTLINE

The transportation plan contained in this section includes several components including:

- Proposed changes to existing INDOT functional classifications
- Thoroughfare classifications
- Reference to Bicycle and Pedestrian Plan map
- Reference to Legacy Core District Master Plan
- Right-of-way standards
- **Intersection Improvement Standards**
- Typical street sections and standards
- Flexible design standards and sections
- Potential improvement recommendations

Priorities and policy recommendations based on the transportation plan, network analysis and steering committee/stakeholder input can be found in the Implementation Plan, Section 5.

FUTURE THOROUGHFARE PLAN MAP ALTERNATIVES

Exhibit J displays the Future Thoroughfare Plan Map, lay out the envisioned future roadway network for the town. These thoroughfare maps utilize terms similar to the existing INDOT functional classifications to ensure continuity for future funding. These classifications are created based on the current and projected traffic counts produced by the Metropolitan Planning Organization (MPO) as adjusted as part of this analysis. These counts are determined by projected population growth and development patterns.

Roadways shown in Future Thoroughfare Plan Map may someday be included in the functional classification map. However, this plan has an intentionally long-term focus allowing the town to plan for changes to its transportation network through 2037.

As state roads are not included on the thoroughfare maps, it is critical that the town require any new development or redevelopment along these routes to be reviewed and/or approved by INDOT to ensure proper right-of-way dedication. If the town obtains control of these corridors in the future, they will need to be added to the Future Thoroughfare Plan Map to ensure recommendations contained in this plan are applied.

The roadway classifications in the Future Thoroughfare Plan Map Alternatives also relate to right-of-way and flexible street design standards presented in this plan. All classified roadways in the Future Thoroughfare Plan Map Alternatives will be required to provide a minimum right-of-way dedication and meet certain other standards, such as lane widths, curb/gutter and sidewalk standards depending on the classification and its adjacent land use.

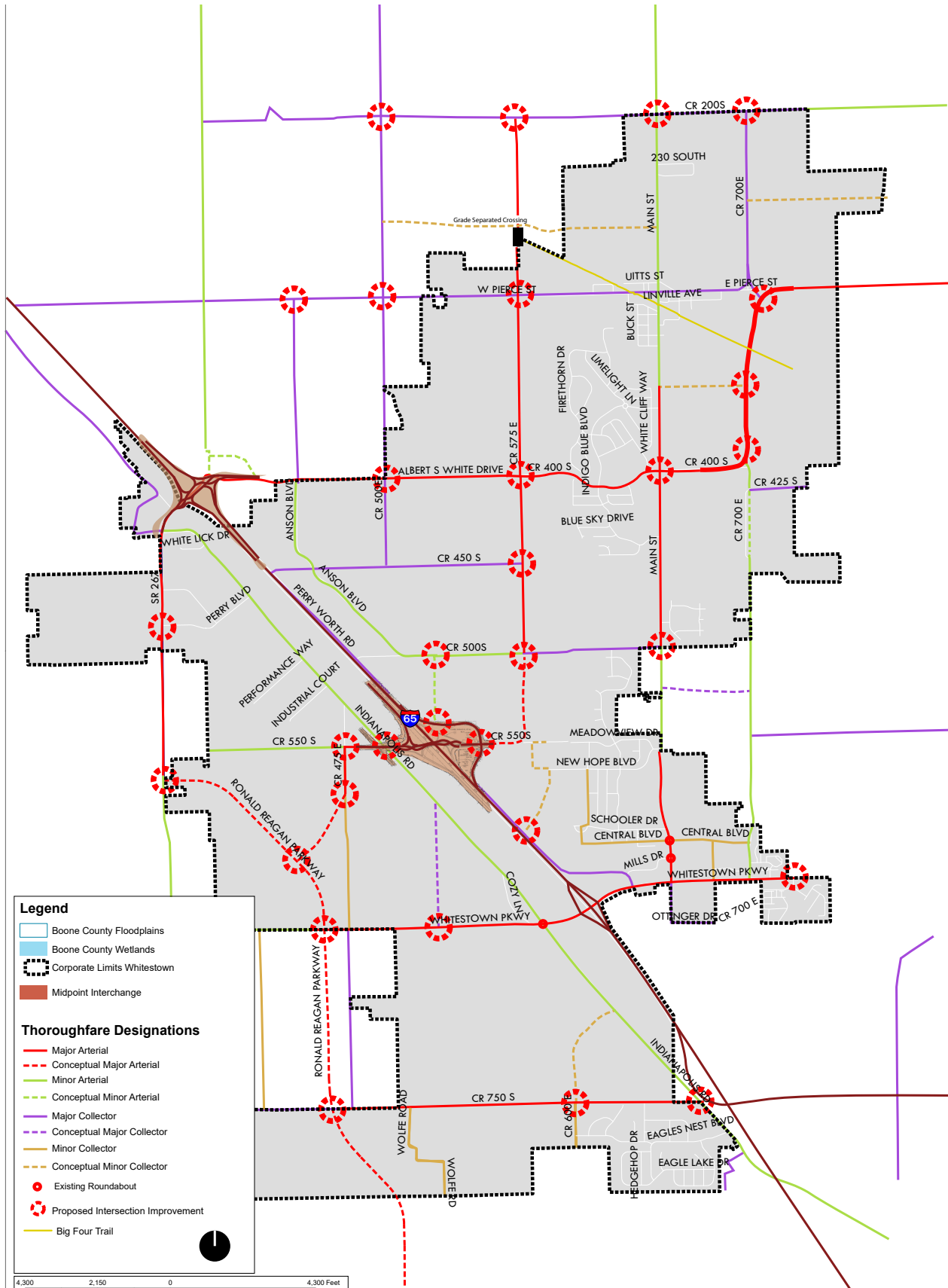
Roadway alignments and proposed road segments illustrated on the Future Thoroughfare Plan Map are representations only and do not indicate actual design alignments. Detailed surveys and studies will be required for any new right-of-way dedication or new road construction projects.

Efforts have been made to coordinate other jurisdictional thoroughfare plans and designations into the Future Thoroughfare Plan Map. However, if the Whitestown Thoroughfare Plan classifications differ with those adopted thoroughfare classifications in other jurisdictions, the classification with the more restrictive design standard should prevail.

The table below outlines the right-of-ways and the number of lanes for the roadway classifications within the Future Thoroughfare Plan Map (Exhibit J).

FUTURE THOROUGHFARE MAP RIGHT-OF-WAY STANDARDS		
	NO. OF LANES	MINIMUM RIGHT-OF-WAY
Major Arterial	4	120'
Minor Arterial	3 or 4	90'
Major Collector	2 or 3	75'
Minor Collector	2	65'
Local Road	2	50'

EXHIBIT J: FUTURE THOROUGHFARE PLAN MAP



INTERCHANGES

Whitestown currently has two interchanges on Interstate 65 and both experience high levels of traffic. INDOT and the town made improvements that updated traffic flows at the Whitestown Parkway/Interstate 65 interchange in late 2016. This update created free flowing movement onto and off of the ramps moving north and south onto Interstate 65. The update has reduced the number of conflicts and waiting time at the existing traffic lights.

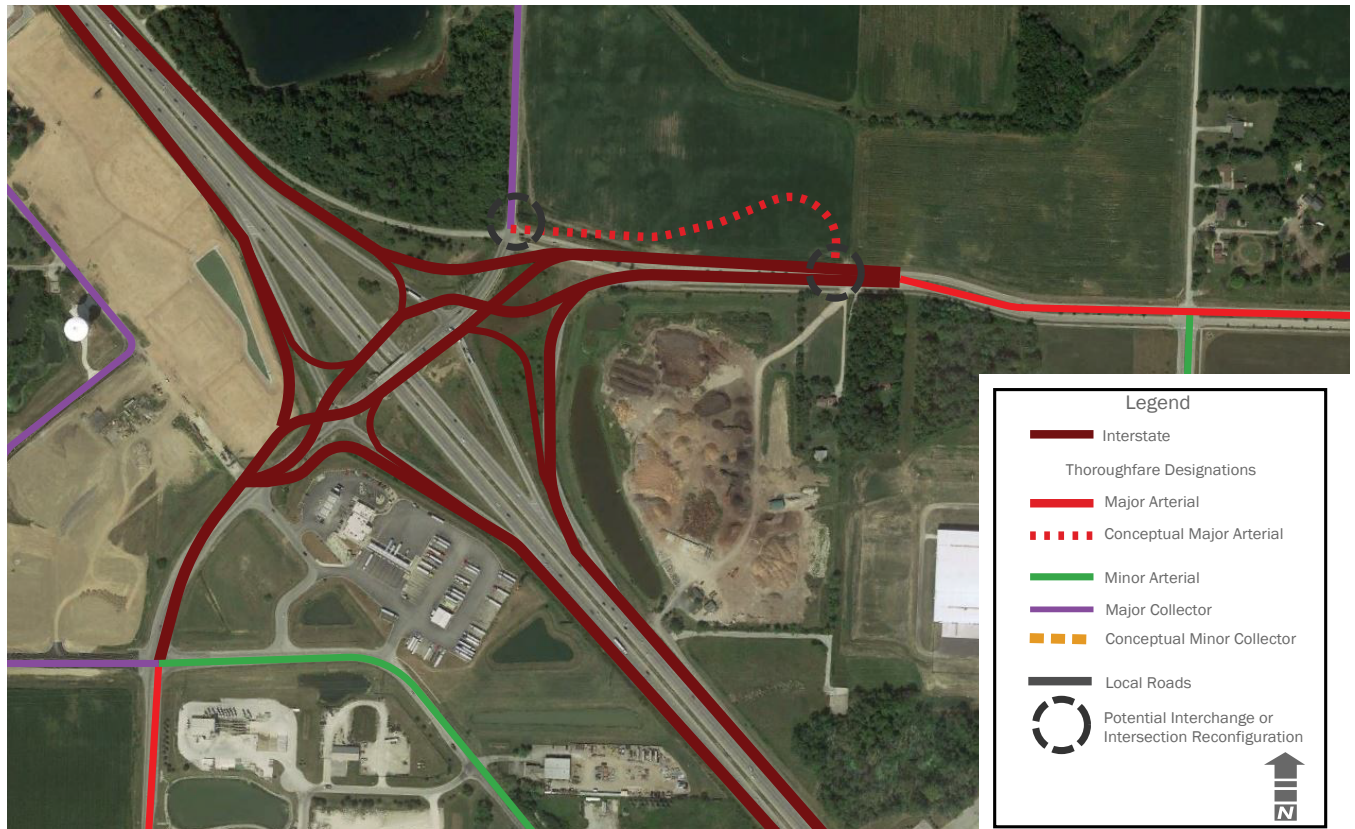
Despite these alternatives, the interchange still carries heavy industrial traffic. This interchange (located at SR 267, Indianapolis Road and Interstate 65) feeds into two industrial parks; Perry Industrial Park and Allpoints at Anson. Concern was raised by the plan's steering committee related to the need to improve safety and reconstruct this interchange to better suite the truck traffic. Located at this interchange is a fuel, convenience and truck stop. This draws an influx of semi truck and transient visitors. Access to this location is difficult and results in numerous traffic accidents at SR 267 and Indianapolis Road. **Given that this interchange involves a state road, the town will need to work closely with INDOT on the design of these improvements.**

As mentioned previously, Whitestown is working with INDOT on the construction of a new mid-point interchange. This interchange on Interstate 65 is scheduled to be located at approximately CR 550 and is intended to connect the Ronald Reagan Parkway to the Albert S White/146th Street extension. This interchange is expected to draw additional commercial, retail and residential development to the area. Exhibit N shows the indirect connection of the Ronald Reagan Parkway into this mid-point interchange in an effort to create an arterial loop around the town.

An INDOT designation number has been assigned to both the new construction of a mid-point interchange and reconstruction of the Interstate 65/SR 267 interchange. This project number identifies early coordination of the National Environmental Policy Act (NEPA) and other environmental impacts affected with these projects. The Future Thoroughfare Plan Map has taken into consideration the projected alignments of these improvements as they exist at the time of the drafting of this plan.

The southernmost Interstate 65 interchange is located at Whitestown Parkway. This interchange was recently updated in 2016 to relieve congestion during peak travel times. Additional turn lanes from and onto the interstate were added to allow free-flowing traffic movements. This update was chosen in lieu of a full upgrade at this location at the time.

The impacts of having three access points to Interstate 65 is advantageous for the town. Development has thrived at the existing two interchanges; both offering different opportunities for development. The mid-point interchange is anticipated to offer similar development opportunities. As future improvements are made to these interchanges, consideration should be given to pedestrian and bicycle connections across Interstate 65. Proposals to INDOT should include efficient vehicular traffic flow as well as separated multi-use paths at all Interstate 65 crossings.



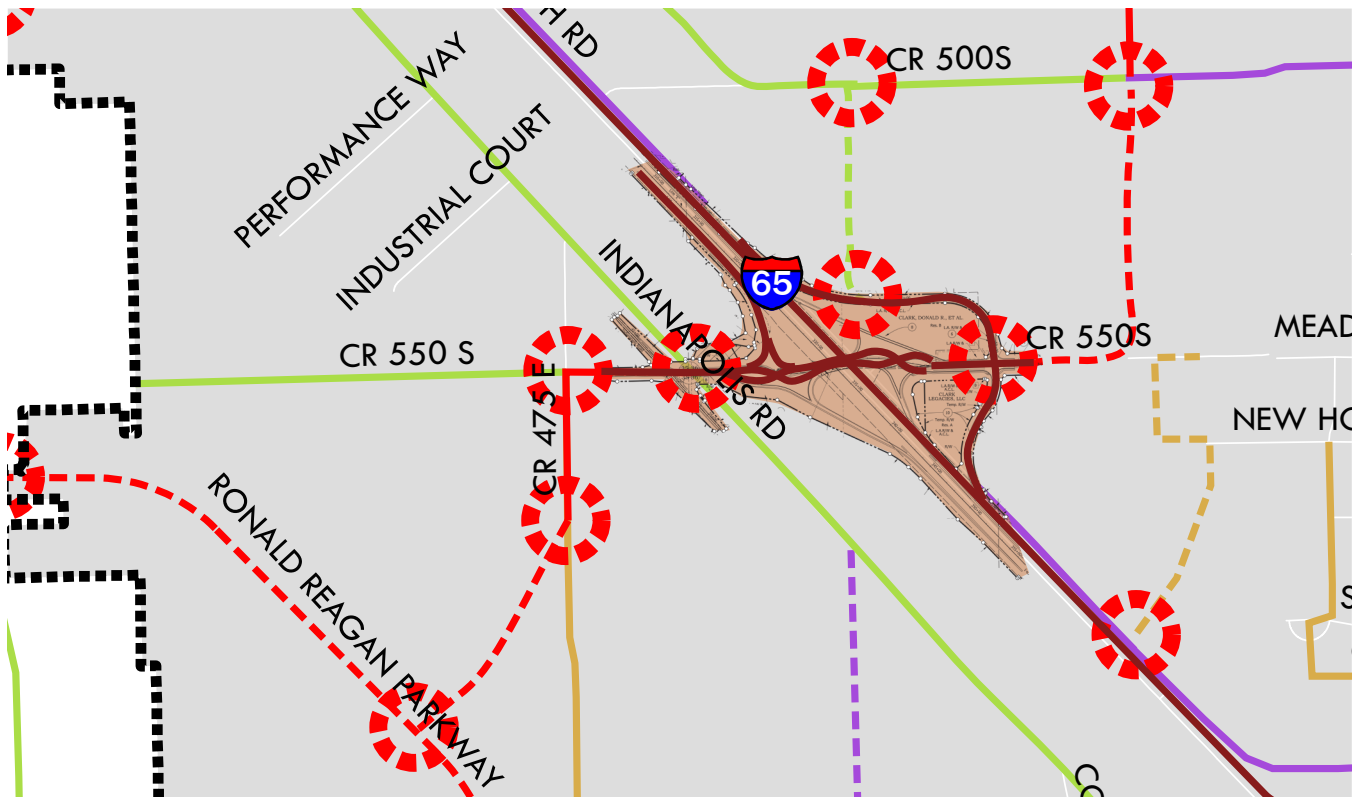
SR 267 INTERCHANGE

Exhibit K above shows the conceptual redesign of the northernmost interchange to Interstate 65 (SR 267) currently being discussed between INDOT and the town. Improvements are needed at this location as it is the gateway to the industrial parks along the interstate and has operational challenges. These improvements include:

- Reconstruction of egress/ingress ramps
- Reconstruction of access to CR 400 E and SR 267
- Ease of traffic across Interstate 65 from west to east

This design is expected to enhance free flowing traffic on and off the interstate while providing connection to new development opportunities. Commercial and retail land uses have been identified for the northwestern corner of the interchange. These proposed land uses will create additional traffic to the existing infrastructure that experiences high level of industrial traffic, especially during peak shipping seasons. This conceptual design was created to ensure efficient traffic flow, specifically from SR 267, Indianapolis Road and Albert S. White Drive share most of the areas industrial truck traffic today.

EXHIBIT L: NEW MID-POINT INTERCHANGE



MID-POINT INTERCHANGE

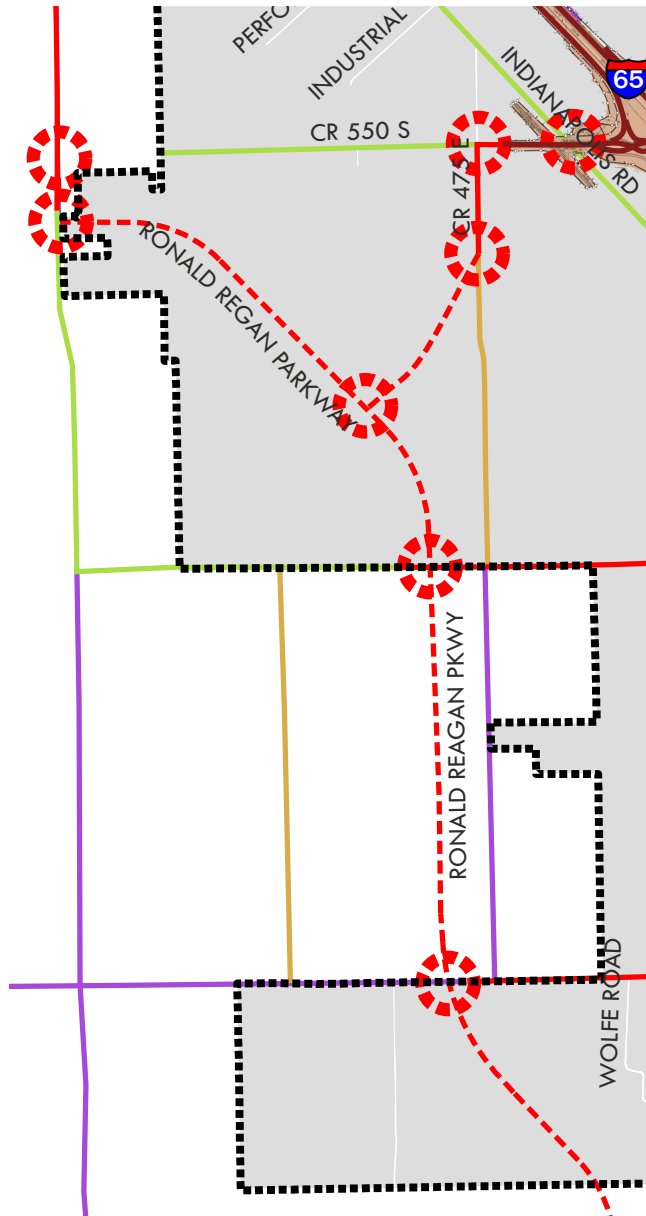
Exhibit L shows the proposed design of the Interstate 65 mid-point interchange. This interchange has been identified as a priority for the town in the previous 2018, 2014, and now the 2020 transportation plan, as well as the 2015 Comprehensive Plan. It is important that this mid-point interchange is designed to adequately accommodate anticipated commercial, retail and residential growth. The mid-point interchange will enhance east/west connectivity for the town by creating connections to the Ronald Reagan Parkway and Albert S. White Drive to the 146th Street extension.

Existing conditions for the alignment of this mid-point interchange must be taken into consideration. CR 550 S is currently a rural residential roadway that ties into a residential subdivision. This exhibit also identifies the need to extend CR 575 E south to tie into CR 550 S at the new interchange. This connection

is purposefully located east of the interchange to separate, as best as possible, regional and local traffic. West of Indianapolis Road, CR 550 S is also currently a county residential road and will need to be improved in the future to support the anticipated non-residential development planned for the area. Exhibit L identifies a potential roundabout connection where Ronald Reagan diverts towards CR 475 and again towards SR 267 to keep interstate and Ronald Reagan traffic off of CR 550 S.

As development occurs at this interchange, it will be important that the town requires driveway connections to occur on local, collector or minor arterials in order to maintain the flow of traffic on major arterials. Except where the plan indicates a future intersection improvements, driveway connections should be discouraged on the Major Arterials (including portions of CR 550 S, CR 575 E, CR 475 E and Ronald Reagan Parkway).

EXHIBIT M: RONALD REAGAN PARKWAY



RONALD REAGAN PARKWAY

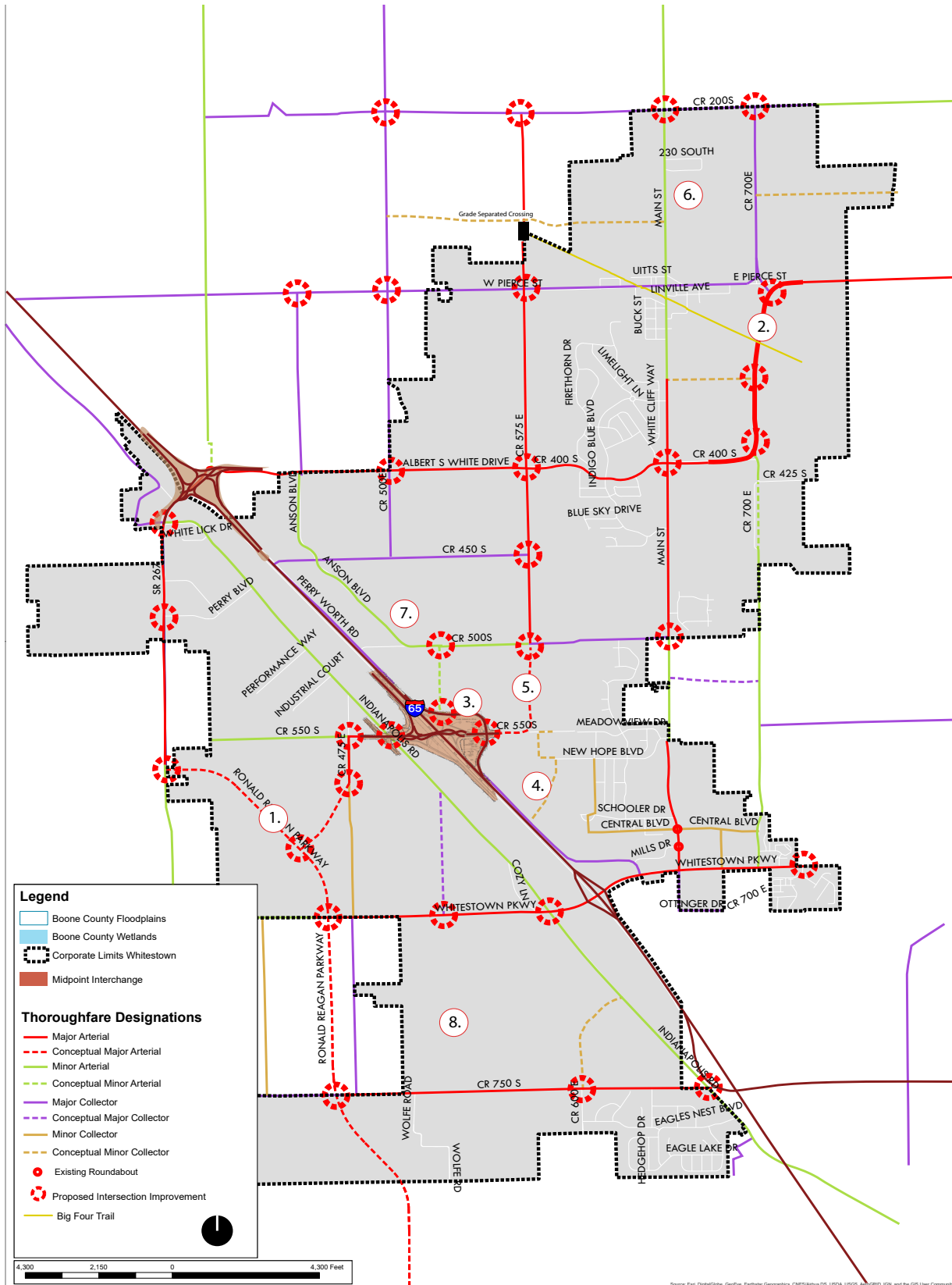
Exhibit M identifies the proposed route for Ronald Reagan Parkway near the proposed mid-point interchange. While the 2018 Thoroughfare Plan depicted multiple options for a connection between the Ronald Reagan corridor and the new mid point interchange, approved plans for the interchange and area development have narrowed the connection to the preferred route indicated.

This updated graphic indicates the town's preference that the Ronald Reagan Parkway connect to SR 267 on its way to Exit 133 on Interstate 65. The connection between the mid-point and Ronald Reagan (via CR 475 E and CR 550 S) is intended as an arterial roadway, but not as the Ronald Reagan Parkway itself.

The final route for the Ronald Reagan Parkway has not been finalized. The location illustrated in Exhibit M is intended to show town priorities for the corridor, including:

- Ensure that the Reagan Parkway provides adequate connectivity to all three interchanges along Interstate 65
- Provide adequate connectivity to both State Road 267 and Albert S White/146th Street from Hamilton County
- Find the most efficient and effective long term methodology to provide the needed connectivity locally and regionally
- The alignment that best serves the long-term economic development potential of the area

EXHIBIT N: THOROUGHFARE PLAN MAP DIFFERENCES

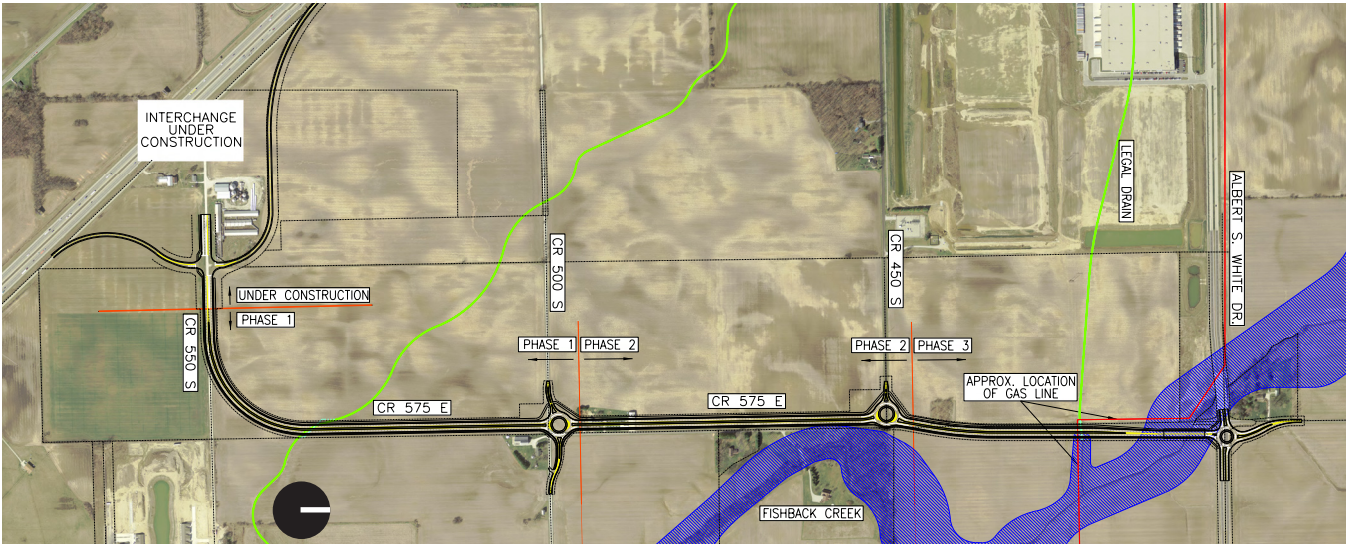


PROPOSED THOROUGHFARE PLAN MAP DIFFERENCES

The proposed thoroughfare network in Exhibit Q has changed since the creation of the existing 2018 thoroughfare map. These changes are identified in Exhibit N and in Table 1 below.

TABLE 1: THOROUGHFARE PLAN DIFFERENCES	
ROUTE	PROPOSED CHANGE
1. Ronald Reagan Parkway	Revised alignment of Parkway and connecting roadways due to Mid-Point interchange geometry
2. Albert S. White Dr.	Has been built in this area
3. Mid-point Interchange	Design has been finalized
4. Subdivision connection to Perry Worth Road	New route has been determined based on the CR. 575 Connector
5. CR. 575 Connector	New route with improved intersections
6. CR 250 S. between Main St. and CR 700 E	Proposed to be removed due to bridge infrastructure needed
7. Anson Blvd.	Revised alignment based on approved development plans
8. CR 650 S.	Revised alignment and proposed east west connector based on approved PUD for Golf Club of Indiana

EXHIBIT O: CR 575 E CORRIDOR



CR 575 E. CORRIDOR

The CR 575 E corridor is intended to become the major north-south roadway north of Interstate 65. It is envisioned as a four lane boulevard with limited access in order to meet its purpose as a major arterial. A graphic showing the proposed route for the corridor is shown in Exhibit O.

The intent of the project is to begin the corridor at the mid-point interchange/CR 550 S intersection. From there, it would turn north via a new terrain route and connect to CR 475 E at CR 500 S.

When complete, there should not be a connection from the corridor to CR 550 S (east of the corridor). CR 550 S is a residential street to the east and is not intended for higher volume of traffic. The thoroughfare plan map does include a future connecting roadway between CR 550 S and Perry Worth so that the road does not dead end.

The CR 575 E corridor would continue north from CR 500 S generally following the existing CR 575 E alignment. The medium to long-term goal is to extend the improved corridor to the northern corporate limits. For the short term, the goal is to see the road developed as a four lane section to Albert S. White Drive.

Access control along the full length of this corridor should be carefully managed. Access points throughout the corridor should be limited to the improved intersections shown in Exhibit O or on the Thoroughfare Plan Map. Where direct drive access is absolutely required the town should include provisions allowing the drive to be converted to right-in/right-out access only in the future. An engineering study has been completed for the corridor with right-of-way dedication needs outlined. Details for the right-of-way can be found in the Appendix.

Phases for this project are envisioned as follows:

- Phase 1: Perry Worth Road to CR E 500 S, including roundabout
- Phase 2: CR E 500 S to CR E 450 S, including roundabout
- Phase 3: CR E 450 S to Albert S. White Dr., including roundabout

The minimum right-of-way dedication for this corridor shall be 130 feet. Maps depicting the location of the right-of-way can be found in the Appendix. Additional information regarding the corridor can be found in the Appendix of this document on page XIII.

KEY CORRIDORS

Maintaining primary east/west and north/south connectivity was an important consideration in the development of this plan.

Exhibit P displays these Key Corridors. Some key corridors that were identified during this planning effort were:

MAIN STREET

Classified as a major arterial from Whitestown Parkway to Albert S. White Drive, Main Street serves as a primary north/south access road to a majority of the town's residential subdivisions. Entering the Legacy Core District, this street transitions to a minor arterial, as this area will include more traffic calming conditions with narrow right-of-way widths. With the rerouting of CR 300 S around the Legacy Core District, traffic entering the Legacy Core will primarily be for those who live in this district and for visitors and residents looking to shop, eat and play. Sidewalks should be required along this street with a shared-use trail to connect southern amenities and residential areas to the Legacy Core District. Specific design standards are referenced within the Whitestown Bicycle and Pedestrian Plan.

ALBERT S. WHITE DRIVE

This corridor is the most important east/west connector to the north interchange. This roadway is classified as a major arterial as it has high amounts of truck and residential traffic. With the recent completion of the bypass section connecting this corridor to CR 300 S, the roadway is a critically important regional network to adjacent counties outside of the town's jurisdictional boundaries. Development along this corridor should be planned and direct access to the road should be managed to limit the number of access points **and** ensure proper traffic flow in the future. This corridor

is also identified as a major shared-use trail network within the Bicycle and Pedestrian Plan. This trail network will connect to the Big 4 Trail, which is also a regional connection to outside counties.

CR 575 E

Currently a rural road, CR 575 E is expected to increase in traffic as growth continues along Interstate 65 and the mid-point interchange begins to develop. The Future Thoroughfare Plan Map identifies this road as a major arterial from the Interstate 65 mid-point interchange to Albert S. White Drive and eventually CR 200 S. This connection runs parallel to Main Street and will serve both regional and local traffic needs. The bulk of traffic along this section will be a result of the new Interstate 65 mid-point interchange and associated development. While it may not serve as a major arterial for the first few years, it is important to anticipate the growth of traffic flow and plan on expanding this road to a major arterial in the future. North of CR 300 S, this roadway also serves an important function in alleviating traffic congestion on Main Street and in the Legacy Core. The intent is to encourage development northwest of the Legacy Core to connect to CR 575 E at intersections specified on the Thoroughfare Map.

CR 550 S

The nature of this road changes significantly with the development of the mid-point interchange. This corridor will now become a multi-modal bridge connecting the east and west sides of the interstate and will potentially be a primary connector between the Ronald Reagan Parkway and 146th Street regional corridors. Given the amount of traffic that is projected as a result of the new mid-point interchange, it will be important to redirect east bound traffic east of the interstate to mitigate the potential impacts to existing residential development in the area.

WHITESTOWN PARKWAY

This corridor carries the bulk of traffic from commuting, shopping, and interstate stops, as a majority of the retail and commercial uses currently within the town are located here. Because of its high traffic volume, this corridor is classified as a major arterial. It is important to ensure curb cuts off this corridor are limited to prevent interruptions to traffic flow. Access or frontage roads into retail subdivisions should be utilized wherever possible. It is expected that this corridor will continue to serve as a major east/west connector to Interstate 65, SR 421, Ronald Reagan Parkway and SR 267. It is intended that this corridor should be updated to an urban cross section as it continues to build out. This urban cross section should include curb, gutter and pedestrian access.

INDIANAPOLIS ROAD

Indianapolis Road runs parallel to Interstate 65 and accesses major industrial facilities. Most of the traffic along this corridor is truck deliveries or employees to these industries. Classified as a minor arterial. This road should be built and designed as an urban cross section to include curb, gutter and pedestrian access as it is vital in providing recreational paths and sidewalks for current and future employees and residents. The Bicycle and Pedestrian Plan anticipates a shared-use trail network along this corridor. It is important, as development occurs, to ensure proper right-of-way acquisition to provide this trail network in the future.

SR 267

Because SR 267 is a state road, the town of Whitestown cannot dictate the type of curb cuts or design standards along this roadway, but the town should continue to encourage the state to upgrade these elements in the future. We recommend that the town continue to encourage safety and maintenance improvements along this corridor. As the proposed Ronald Reagan Parkway will connect to SR 267 in the future, traffic is expected to increase. When the northwest corner of the Interstate 65 Exit 133 develops, retail, commercial and potentially hotels will also increase the traffic along this state road. This change will require special attention be paid to intersections, including the Indianapolis Road/ SR 267 intersection. This intersection was previously identified as one of the most critical crash intersections in this study.

RONALD REAGAN PARKWAY

The Boone County Highway Department is coordinating the planning of the proposed Ronald Reagan Parkway within Boone County. Specific connection points have yet to be determined but Whitestown will benefit from the extension of the Ronald Reagan Parkway from Hendricks County and the 146th Street corridor extension to Hamilton County. These two significant regional projects will help create a secondary loop connection, outside of Interstate 465, which will serve not just local traffic, but regional traffic as well. We recommend the town coordinate and stay highly involved with Boone County and the town of Zionsville throughout this process and that all parties continue to work together to expeditiously deliver this project in ways that a both regional and local interests will be secured.

CR 750 S

This roadway is currently serving mostly residential traffic but as the town continues to develop it will become an increasingly important southern corridor for the community. Once major development begins along this corridor, it is important to preserve proper right-of-way, hence the reason that this corridor is classified as a minor arterial for future expansion. This corridor will serve as an important east/west connector between Indianapolis Road and the Ronald Reagan Parkway. Shared-use paths are also highly recommended along this corridor to complete regional and local trail connectivity.

146TH STREET EXTENSION

The CR 300 S/146th Street corridor, as well as the connector to Albert S. Whites Drive is part of a greater regional network described previously. To the west, this corridor connect to Albert S. White Drive, Interstate 65 and Ronald Reagan Parkway. To the east, this corridor connects to Zionsville and then 146th Street Hamilton county.

Access management along this corridor will be critical, and driveway connections should be limited to the locations with intersection improvements shown on the Thoroughfare Plan Map.

PERRY WORTH ROAD

Once a frontage road, Perry Worth Road has been upgraded to carry traffic from Whitestown Parkway to Albert S. White Drive, connecting all interchanges along Interstate 65. Because of its importance to the interstate, it also serves as an alternative to other north/south corridors on the ease side of Interstate 65. As development continues to occur, this roadway needs to be upgraded to an urban cross section to enhance the aesthetics of the corridor.

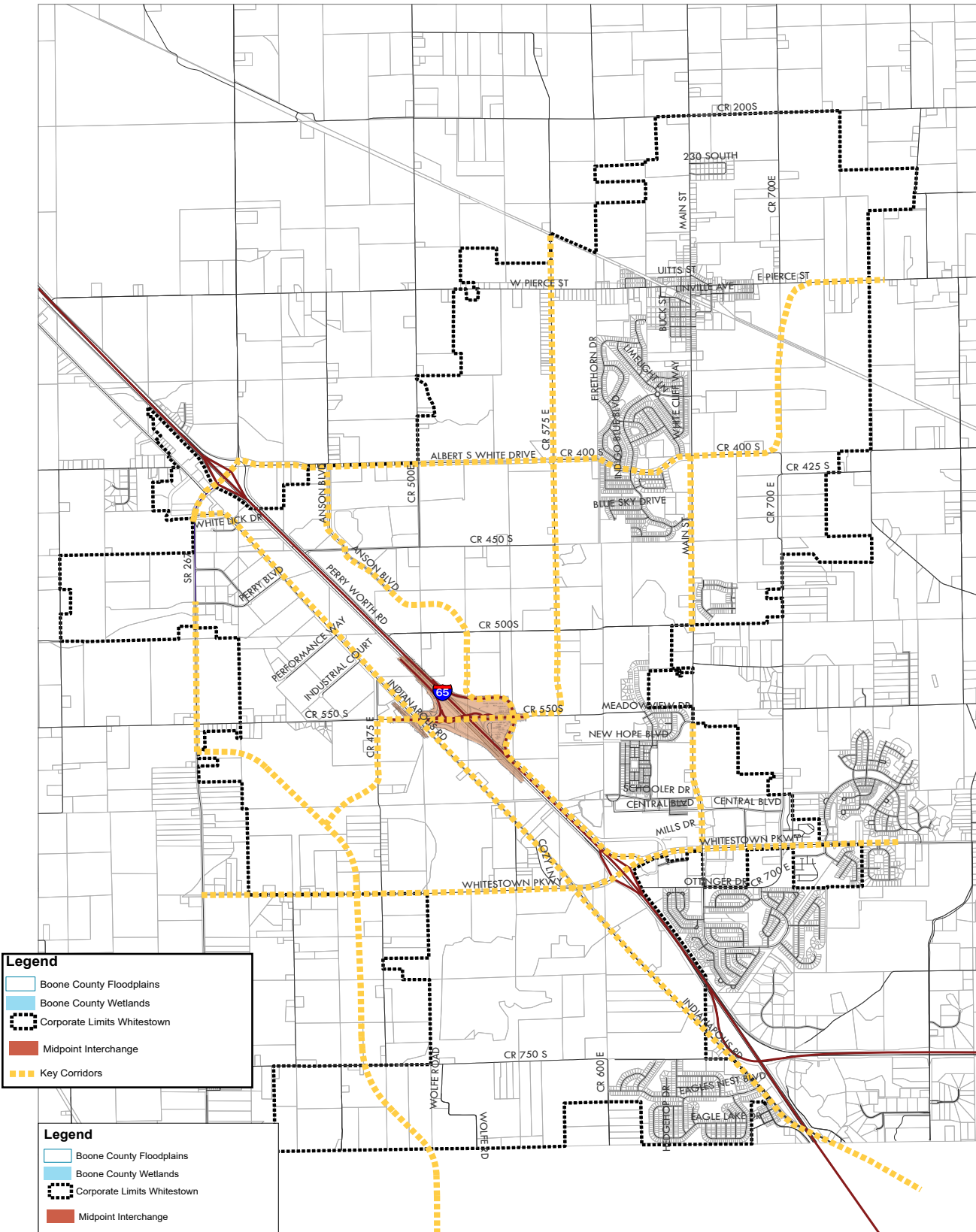
CR 700 E

This roadway provides an important role in mitigating traffic congestion on Main Street, in the Legacy Core and specifically at the Pierce Street/Main Street intersection. Whenever feasible, development northeast of the Legacy Core should connect to CR 700 to limit the volume of traffic accessing Main Street.

ANSON BOULEVARD

Anson Boulevard connects crucial employment centers to major roadways like Albert S. White Drive and will extend to the new mid-point interchange. This boulevard is designated on the future thoroughfare plan map as a Minor Arterial. The increased capacity will help mitigate truck traffic on residential and rural roads.

EXHIBIT P: KEY CORRIDOR MAP



FUTURE FUNCTIONAL CLASSIFICATION

The recent surge in development, and the anticipated continued growth it brings, creates the need to revisit the functional classification of Whitestown's roadways. As areas become more densely populated, the density of collectors and arterials increases as well. As more industrial complexes and retail centers are constructed, improved roadways are needed to connect these destinations. The steering committee evaluated classifications with respect to the changes in land use and urbanization in the town since the last thoroughfare plan was published.

Functional classification maps are important for towns and cities to establish and update in order to secure proper right-of-way and potential funding. INDOT also utilizes these maps to evaluate transportation networks for every city and town.

Exhibit Q, the Existing Functional Classification Map identifies the primary roadways as major collectors. At the time of the last thoroughfare plan was created, Whitestown had not experienced the growth and demand for roadway classification upgrades. The Future Functional Classification Map, Exhibit R, better reflects the transportation network and the functions of some key corridors. As development has occurred throughout town, some corridors have been upgraded to accommodate existing and anticipated future traffic. New connections have also been made, such as connecting collector roads to arterials. The Future Functional Classification map identifies a major arterial loop throughout town, connecting the 146th street extension to the mid-point interchange and connecting to the Ronald Reagan Parkway and Interstate 65.

EXHIBIT Q: EXISTING FUNCTIONAL CLASSIFICATIONS

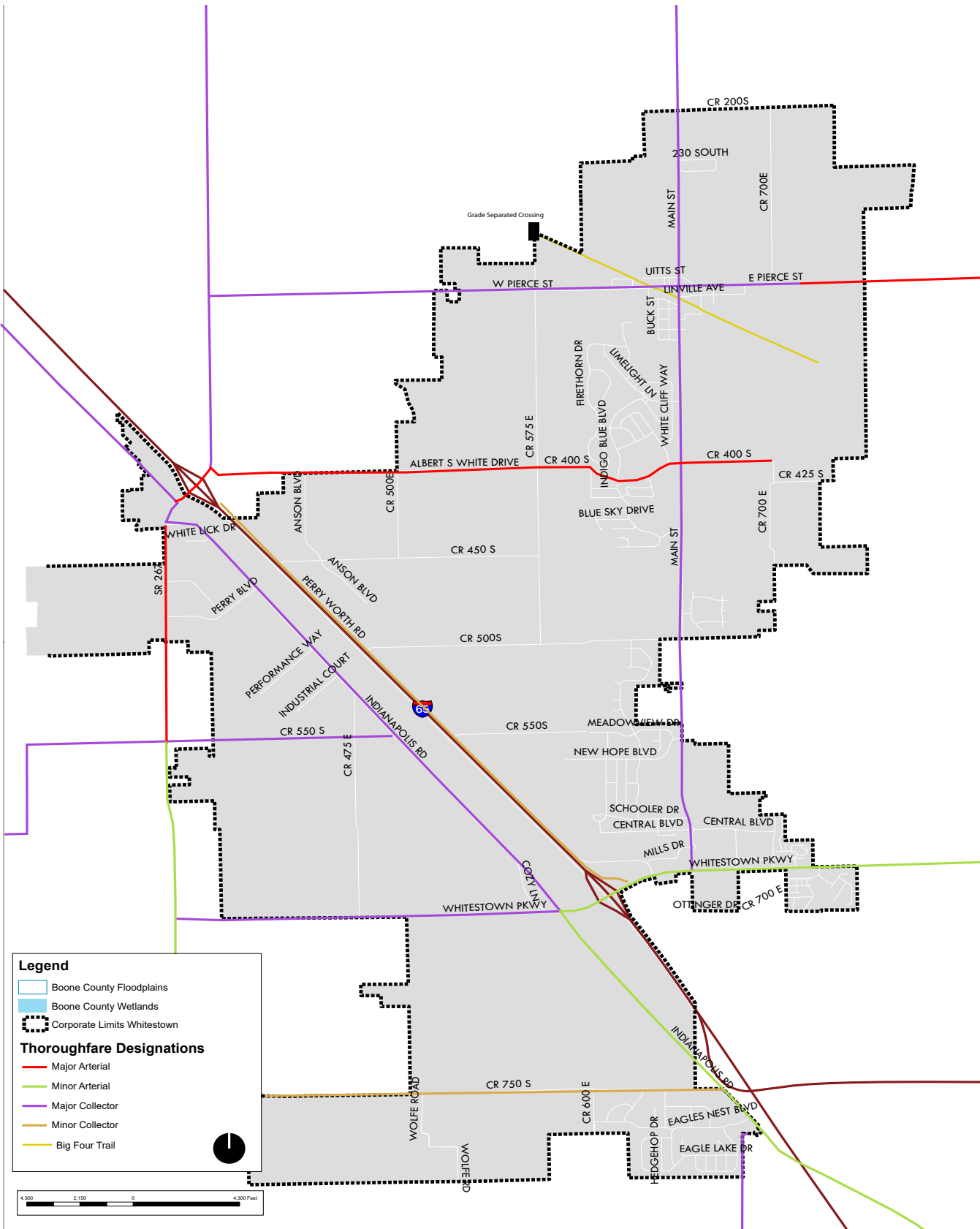
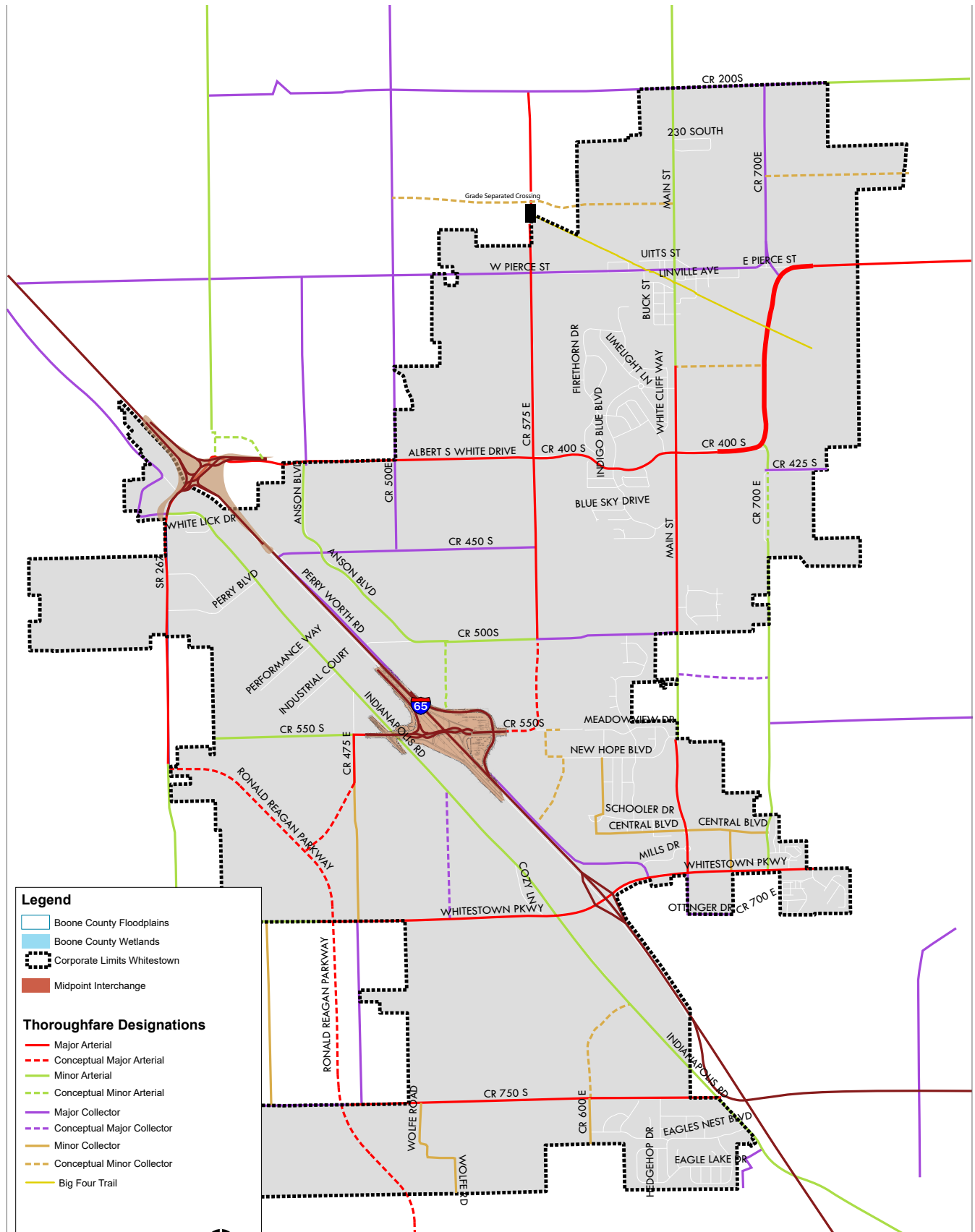


EXHIBIT R: FUTURE FUNCTIONAL CLASSIFICATION MAP

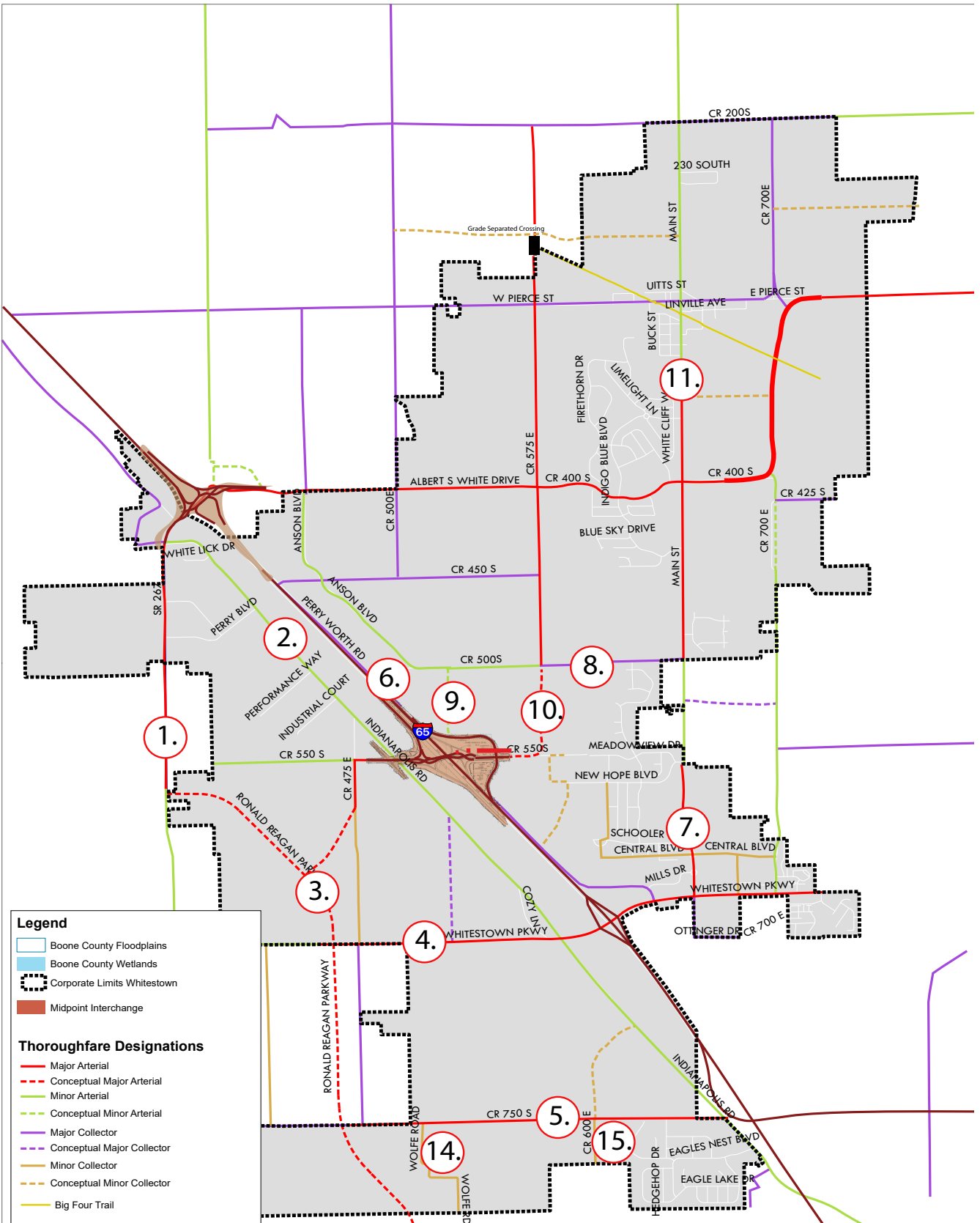


The roadways shown in Table 2 are recommended for consideration of reclassification by INDOT. These recommendations are also shown in Exhibit S as the proposed revisions to existing classifications.

TABLE 2: FUNCTIONAL CLASSIFICATION RECOMMENDED RECLASSIFICATIONS

ROUTE	CURRENT CLASSIFICATION	PROPOSED CLASSIFICATION
1. SR 267	Minor Arterial	Major Arterial
2. Indianapolis Road	Major Collector	Minor Arterial
3. Ronald Reagan Parkway	N/A	Major Arterial
4. Whitestown Parkway	Major Collector	Primary Arterial
5. CR 750 S	Minor Collector	Primary Arterial
6. Perry Worth Road	Minor Collector	Major Collector
7. Main Street from Albert S. White to Whitestown Parkway	Major Collector	Primary Arterial
8. CR 550 S.	N/A	Major Collector/ Primary Arterial
9. Anson Boulevard	NA	Minor Arterial
10. CR 575	N/A	Primary Arterial
11. Main Street from Albert S. White to CR 200 S.	Major Collector	Minor Arterial
12. CR 575 E from CR 500 S to Albert S. White Drive	N/A	Major Arterial
13. CR 425 S.	N/A	Major Collector
14. Wolfe Rd.	N/A	Minor Collector
15. CR 600 E.	N/A	Minor Collecto

EXHIBIT S: RECOMMENDED CHANGES TO EXISTING FUNCTIONAL CLASSIFICATIONS



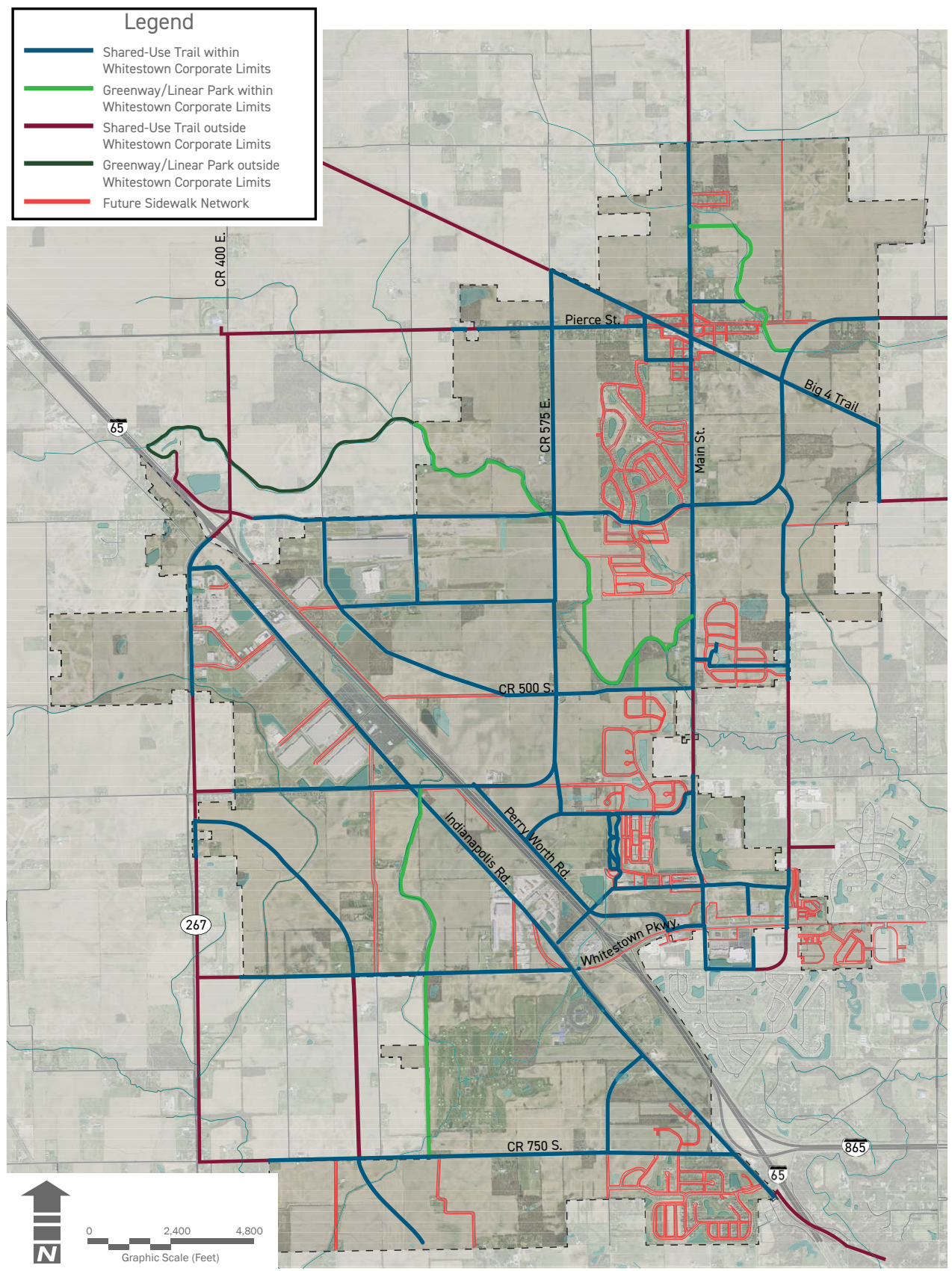
BIKE AND PEDESTRIAN PLAN COORDINATION

The Bicycle and Pedestrian Master Plan was created in 2018 and addresses the pedestrian, bicycle, and alternative transportation modes and propose a new network based on existing infrastructure and public input. Parts of this plan directly impact transportation improvements and these improvements reflect the public's desire identified as part of the Bike and Pedestrian Master Plan. The Bike and Pedestrian Network map can be seen in Exhibit T. This Thoroughfare Plan addresses how the regional trail network relates to the roadways and each future transportation project should incorporate the strategies identified within the Bike and Pedestrian Master Plan.

A public engagement session indicated that safety of traveling on paths and sidewalks is strongly desired. The cross sections established in this plan seek to provide the flexibility to accommodate appropriate street standards, path separations and path widths desired within the Bike and Pedestrian Master Plan. Specific standards regarding sidewalk and trail design are outlined in Chapter 3 of the Bicycle and Pedestrian Master Plan.

- Develop a comprehensive bicycle and pedestrian infrastructure network which minimizes prioritization of cars for local travel needs
- Provide support facilities in addition to the pedestrian and bicycle network that encourage walking and bicycling.
- Require developments of all types to create bicycle and pedestrian friendly environments.

EXHIBIT T: BICYCLE AND PEDESTRIAN NETWORK MAP



PRIORITY TRAIL NETWORK

During the development of this thoroughfare plan, some transportation corridors were also identified as priority trail corridors. Roads that are also priority trail corridors are:

MAIN STREET

Main Street from Whitestown Parkway to Albert S. White Drive is a major arterial and one of the primary north/south corridors in the town. A complete shared-use trail and sidewalk network along Main Street is a top priority in the Bicycle and Pedestrian Master Plan and is classified as a major trail, which requires a full 15 foot path on both sides of the corridor. This corridor will connect the Legacy Core to Whitestown Parkway retail and commercial amenities. Because of the nature of the available right-of-way along Main Street north of Albert S. White Drive, it proves difficult to incorporate a complete sidewalk and trail system parallel to the street. The street standards within this plan have accommodated these right-of-way constraints by having a flexible design.

CR 500 S

CR 500 S is expected to connect Anson Boulevard to Main Street. The Bicycle and Pedestrian Master plan identifies this roadway as a priority trail. This multi-use trail is expected to be a connector point that connects four major development subdivisions: AllPoints at Anson Industrial Park, Walker Farms Subdivision, Anson Neighborhoods and the Interstate 65 mid-point interchange. As development occurs on this road, it is important that the town acquires proper right-of-way for any future road expansion projects. It is also important for future improvements adhere to the design standards established outlined in Chapter 6 of the Bicycle and Pedestrian Master Plan.

CR 575 E

CR 575 E has been identified as an arterial within this Thoroughfare Plan while it has a more rural traffic pattern, this is anticipated to change in the future. This roadway is classified as a major arterial from the future Interstate 65 mid-point interchange to Albert S. White Drive. Classification then changes to a minor arterial north of Albert S. White to CR 300 S into the Legacy Core District. CR 575 E plays a critical role in the regional traffic pattern influenced by the 146th Street extension and Ronald Reagan parkway project. The Bicycle and Pedestrian Master Plan proposes a priority multi-use trail as an alternative north/south connection from the proposed Main Street trail. This trail network along CR 575 E is classified as a major shared-use trail network that would serve as a cross country, rural trail for recreational bicycle and running enthusiasts. Because of the arterial transportation classification, the town should consider requiring a larger separation from the 14 foot path to the roadway to ensure safety. Design flexibility is identified in Chapter 6 of the Bicycle and Pedestrian Master Plan.

LEGACY CORE DISTRICT PLAN COORDINATION

Along with the Bicycle and Pedestrian Master Plan, Whitestown is updating its Downtown Revitalization Plan, now referred to as The Legacy Core District Plan. This plan will guide development and redevelopment within this area of the town. Because of ongoing projects, the Legacy Core is expected to see a multitude of development and redevelopment opportunities in the future.

The Legacy Core plan defines transportation network expectations for the area in and around the Legacy Core. The Thoroughfare Plan has been designed to coordinate with the Legacy Core Plan and address road improvements existing in the Legacy Core area. As the Legacy Core plan begins to be activated, or as transportation projects are initiated around the Legacy Core area, it will be important that the objectives of both plans be taken into consideration as you move into, and out of, the district.

STREET STANDARDS

UPDATES TO THE CURRENT STANDARDS

The town’s current street standards should be updated as part of this planing effort. There are inconsistencies with the current right-of-way standards matrix, which should be updated to reflect the proposed roadway classifications, lane widths, median alternatives and parking widths identified in this plan.

The town is in the process of updating the overall construction standards, which includes adding crosswalk design, signage, street standards, etc. It is recommended that the street standards also be updated to reflect the necessary right-of-way requirements for the proper street classifications. There are additional amendments that will be required as a result of the Bicycle and Pedestrian Master Plan. It will be ideal to consolidate the standards update process to ensure consistency between implementation or plan recommendation.

DESIGN FLEXIBILITY

It should be noted that the 2015 Comprehensive Plan identifies special development areas where street standards may be determined based on the character of these areas. There is flexibility of travel lane widths, parking and median widths to accommodate the underlying land use within these areas. Pedestrian amenities, such as walking trails and sidewalks, are to be determined by the underlying land use as shown in the Bicycle and Pedestrian Master Plan.

The town’s street standards should reflect the minimum standards for sidewalk and multi-use trails.

RIGHT-OF-WAY STANDARDS MATRIX

Establishing right-of-way requirements and standards for the classified thoroughfares within the town is an important element of the thoroughfare plan, particularly for a growing town such as Whitestown. Providing the designated right-of-way is crucial for roadways to be designed appropriately for future vehicular, pedestrian and bicycle traffic needs

Exhibit U identifies the right-of-way standards matrix that has been updated to reflect the street standards identified as part of this planning effort.

It is recommended that these standards be implemented into the Whitestown Unified Development Ordinance to establish compliance standards for new development projects.

Right-of-way standards within Planned Unit Developments (PUD) can be found in the Appendix.

INTERSECTION RIGHT-OF-WAY STANDARDS

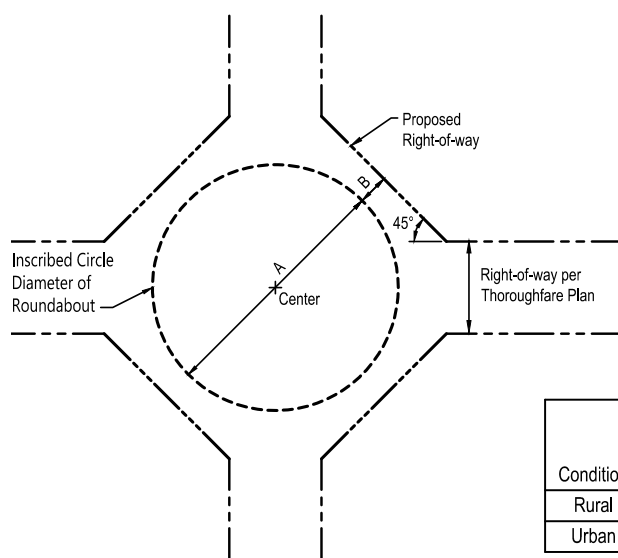
In addition to reserving right-of-way for future roadways, this plan has identified intersections where right-of-way should be reserved to accommodate future intersection improvements.

Locations for proposed intersection improvements are indicated on the Thoroughfare Plan Map. These intersections were chosen because they are the busiest intersections along the Key Corridors (see Exhibit P).

Right-of-way requirements for intersection treatments should be based on the area needed to accommodate a future roundabout.

Roundabouts are a safer alternative to stop control or signalized intersections as they reduce the number of fatal/injury crashes. They also reduce the amount of time a car spends idling, which supports improved air quality in the community.

INTERSECTION RIGHT-OF-WAY DEDICATION



Condition:	Inscribed Circle Diameter of Roundabout (A)	Offset for Pedestrian/Drainage Accommodation (B)
Rural	200'	25'
Urban	150'	25'

Note: Offset dimension (B) shall be increased when required to achieve adequate intersection sight distance.

As development is proposed at a location scheduled for future intersection improvements, the town should conduct a site-specific evaluation to identify the right-of-way requirements. Each location must be considered independently since roadway alignment, existing utilities, drainage conditions, sight distance and other factors will influence the type of intersection and associated right-of-way. While roundabouts are preferred, they may not be appropriate in each instance.

Where truck traffic is anticipated to be a significant portion of the traffic at a roundabout, the town's design standard is for a rural roundabout section. Where truck traffic is minimal, a smaller urban roundabout section is appropriate. Exhibit W displays minimum intersection right-of-way standards. In some cases, more right-of-way will need to design the appropriate intersection improvements.

Additionally, roundabouts along arterial roadways are expected to be two-lane facilities. Others may be single lane roundabouts. The graphic below displays the right-of-way dedication requirements for intersections in the thoroughfare plan. The Town has a separate document referencing roundabout standards.

EXHIBIT U: UPDATED ROW STANDARDS MATRIX

		Major Arterial	Minor Arterial	Major Collector	Minor Collector	Local Street
STREET SECTION	Minimum ROW	120'	90'	75'	65'	50'
	Design Speed	50	45	35	25	20
	# Of Travel Lanes	4	3 or 4	2 or 3	2	2
	Travel Lane Width	12'	12'	11'	11"	11"
	Total Pavement Width	66'	56'	42'	34'	31'
	Curb	2' Chairback C&G	2' Chairback C&G	2' Chairback C&G	2' Chairback C&G	2' Roll C&G
	Parking	n/a	**	**	+8' optional	+8' optional
	Median	10' grass median or 16' center turn lane	4' center curb	16' center turn lane	n/a	n/a
BORDER SECTION	Pedestrian Amenities*	Reference Bicycle and Pedestrian Master Plan				

Notes:

* Depending on underlying land use, roadways should include a minimum of a 5 foot separation from the shared-use trail. See Chapter 3 of Bicycle and Pedestrian Master Plan for details.

**Alternative standards may apply in Legacy Core District Master Plan.

Minimum right-of-way may be influenced by special development areas in the 2015 Comprehensive Plan.

Optional parking widths may be influenced by travel lane widths.

TYPICAL CROSS SECTIONS

The cross sections on the following pages correspond to the updated right-of-way street standards matrix in Exhibit V. It is important to note that these sections are intended to illustrate the typical or minimum required section. These sections illustrate some potential components of the table per each type of thoroughfare. Detailed dimensions have not been provided, except for the minimum right-of-way, which is an established standard as part of this plan.

EXHIBIT V: ROAD CLASSIFICATIONS: TYPICAL CROSS SECTIONS

MAJOR ARTERIAL

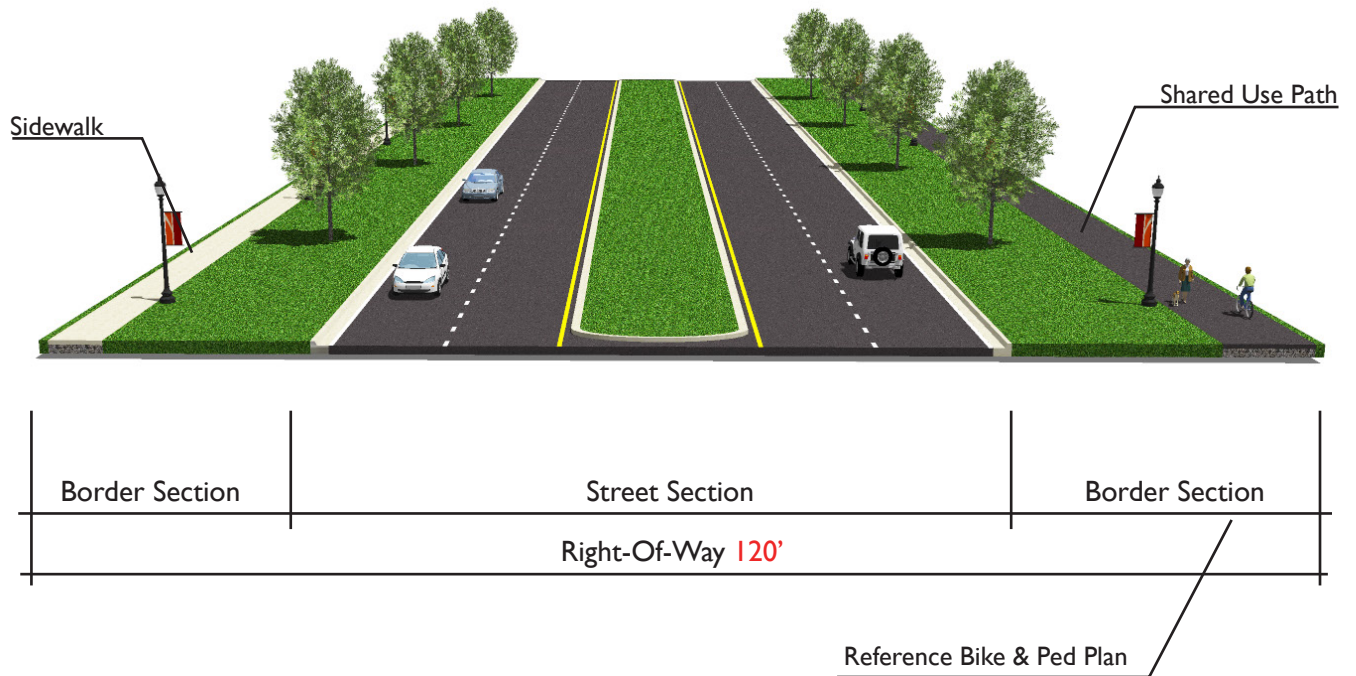
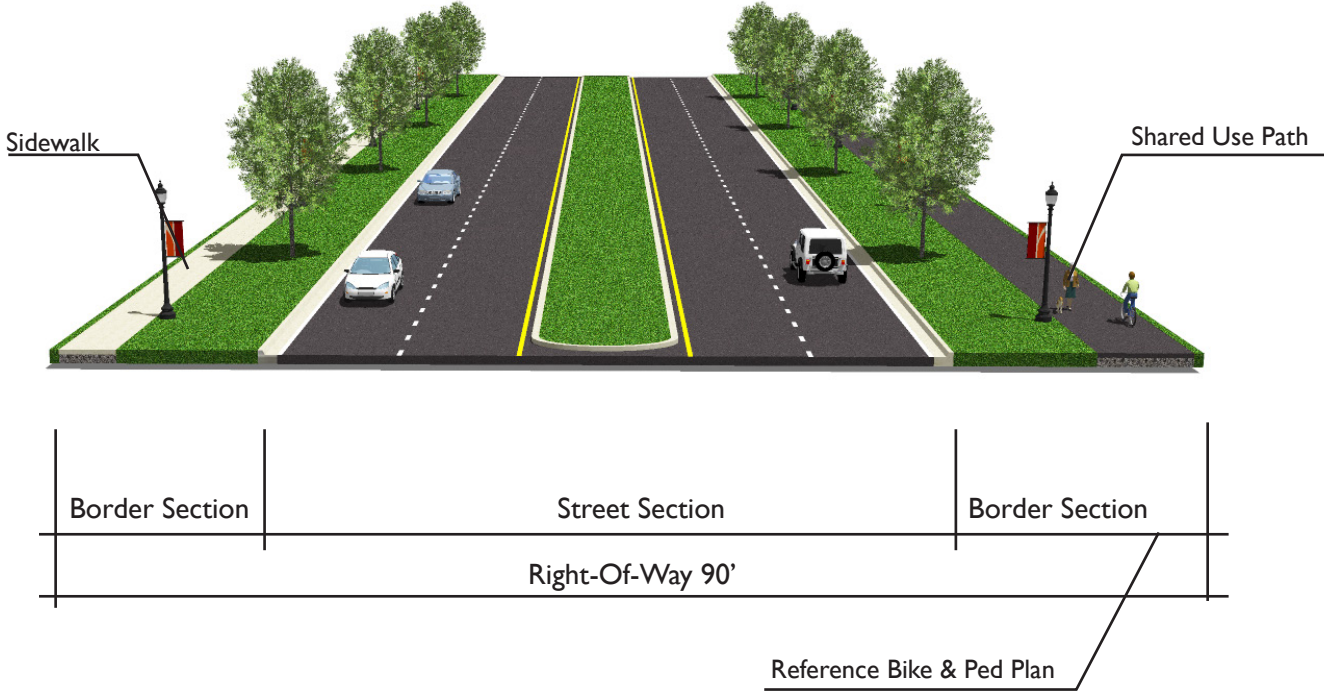


EXHIBIT V: ROAD CLASSIFICATIONS: TYPICAL CROSS SECTIONS CONT.

MINOR ARTERIAL



MAJOR COLLECTOR

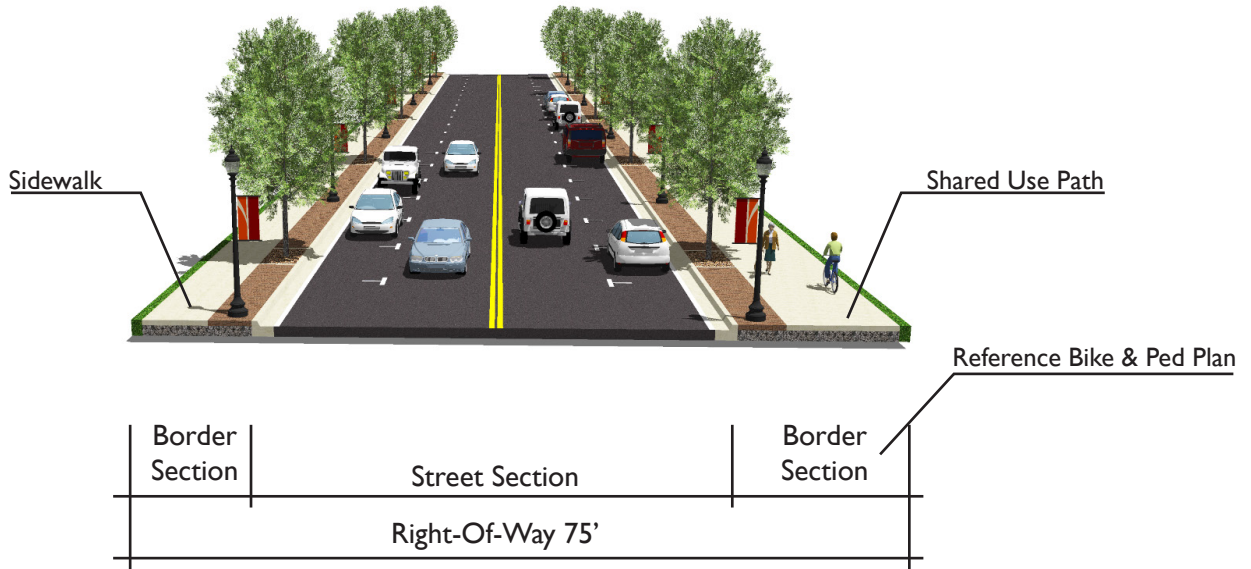
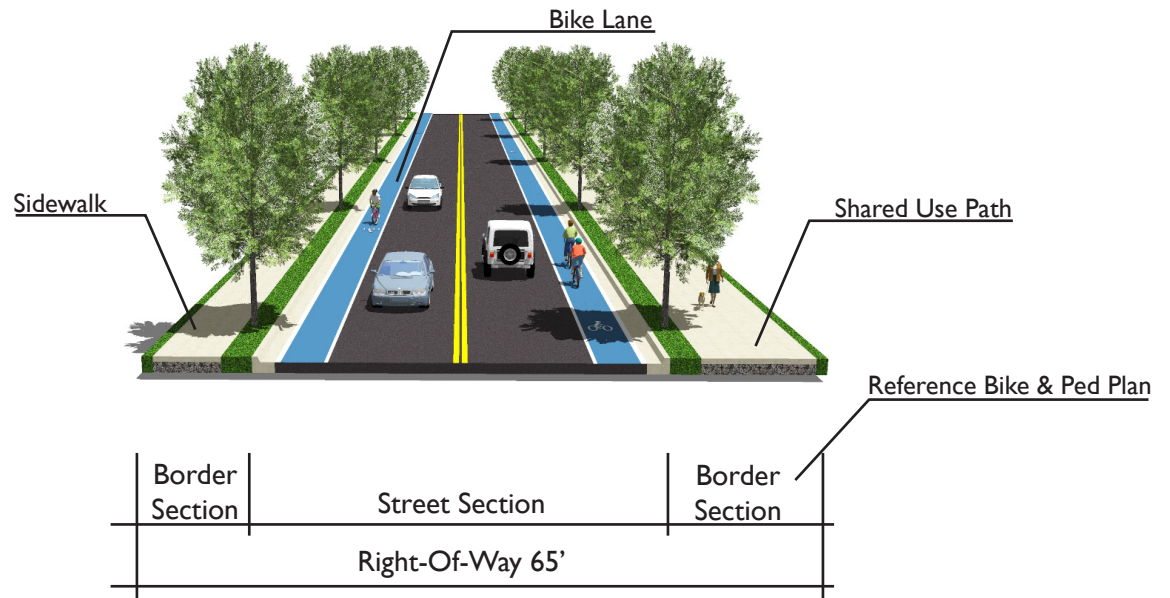


EXHIBIT V: ROAD CLASSIFICATIONS: TYPICAL CROSS SECTIONS CONT.

MINOR COLLECTOR



REGIONAL CORRIDOR PLAN

PURPOSE

With the construction of the 146th Street extension, mid-point interchange, Ronald Reagan Parkway, **Albert S. White Drive**, and the Big 4 Trail system, Whitestown is poised to experience significant changes throughout the next several years. It is also positioned to have a significant influence on regional planning efforts on the northwest side of Indianapolis.

It will be important to develop a framework for the town to consider how to capitalize on these major projects and manage issues including land use, jurisdictional oversight, access management, and design standards.

BOONE COUNTY CORRIDOR PLAN

As part of the recent update to the Boone County Thoroughfare Plan, mini-corridor plans were created to address issues such as land use, site access and aesthetic controls along the future 146th Street extension and the Ronald Reagan Parkway. This document has influenced many parts of this plan and should continue to be a point of reference for the town. Key elements of the plan are discussed below and further details have been provided with the Appendix.

LAND USE

Major corridor networks, such as the Ronald Reagan Parkway and 146th Street extension, will in many ways be defined by the land uses along the corridors. It is important, as best as possible, to create a coordinated understanding of the intended land uses along the corridors between the different jurisdictions along the corridors.

JURISDICTIONAL OVERSIGHT

To ensure the most efficient development along the transportation network, the development of a multi-jurisdictional overlay district should be considered for each corridor. An overlay district would have many benefits, including:

- Allowing the most efficient method to purchase and maintain right-of-way
- Securing funding for the construction of improvements within the corridors
- Presenting a unified voice for potential economic development opportunities
- Lessening the confusion for potential developers seeking permits and understanding right-of-way requirements

For the purposes of future transportation planning related to the Reagan Parkway and 146th Street extension it will be important for multiple jurisdictions to coordinate planning efforts. Boone County should take the lead in coordinating discussions between impacted partner communities. While each community may have their own thoughts on the appropriate policy and implementation standards for each corridor, the county is in the best position to help facilitate discussions between the communities to build consensus in order to ensure the best overall regional impact of the projects.

SITE AND DESIGN STANDARDS

An overlay district should also consider additional site and design standards along the corridors depending on the adjacent land use.

Design standards for these corridors should take into consideration the Ronald Reagan Corridor Design Guidelines developed by Brownsburg, Indiana. Design guidelines would ensure continuity along the corridor and take the following into consideration:

- Consistency of material and color selections along the corridor
- Lighting treatments
- Landscape treatments
- Bridge and wall treatments
- Pedestrian facility amenities
- Sign requirements, i.e. way finding, gateways and commercial districts
- Access management

Beyond the corridor itself, it would also be beneficial to consider specific site development standards to ensure cohesive and quality development along the corridors, further defining the corridor through the county. Aspects of site development standards to consider include:

- Building and development setbacks from the right-of-way line
- Green space and open space requirements
- Landscape design requirements
- Parking requirements
- Architectural design requirements, such as building massing, facade treatments, roofs, and entryways
- Building elements and accessory structures
- Signage standards

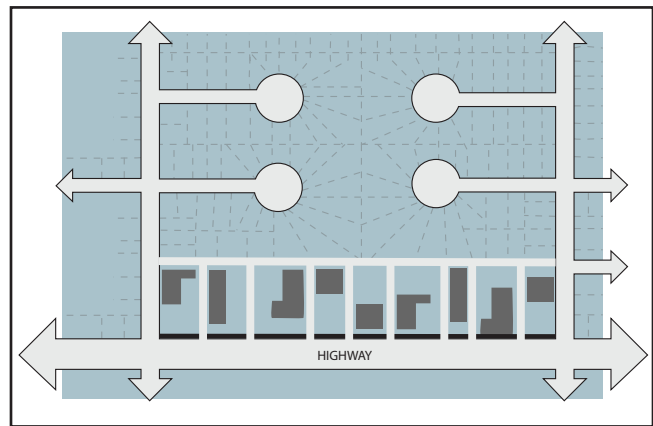
ACCESS MANAGEMENT

Due to its importance to regional connectivity and access to commercial and residential uses along the major corridors, several access management strategies are recommended to influence future design criteria for arterials within the town, including:

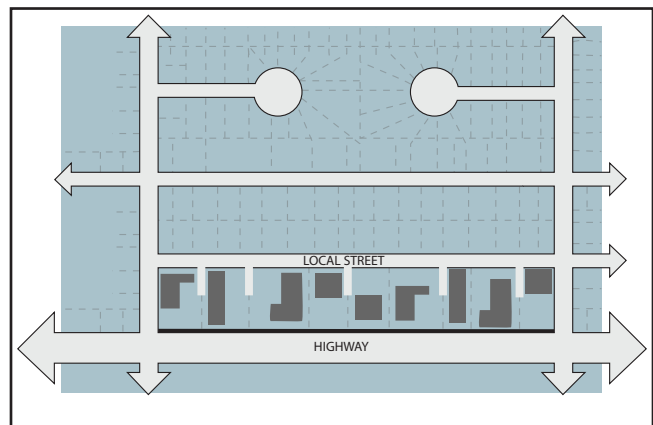
- Access to individual tracts along the corridors should be gained by frontage roads if access does not exist.
- Require that shared access drives be provided with contiguous lots.
- Full access intersections should be spaced no closer than one-half mile minimum intervals within commercial and industrial areas and one mile minimum intervals in residential areas. These access points should primarily be from existing roads and roads that are planned as part of this thoroughfare plan process.
- Primary intersection access points to the arterials should be limited, as best as possible, to existing county roads.
- Direct access to the corridors should be considered only where physical limitations and/or traffic impacts studies show there is no other feasible option or where enhancement to traffic flow can be demonstrated. Additional access points may be considered, but in no case should direct access occur at intervals of less than 600 feet. These access points should be “right turn only” and no median cuts should be allowed.
- While the corridor develops, farm access should be maintained where feasible and appropriate. Preserved farm access should not guarantee a future development access or intersection.

These access standards should be adopted into the overlay district. The Ronald Reagan Corridor Master Plan, developed for Hendricks County, contains a model ordinance, which may serve as a template for the proposed overlay ordinance.

Boone County and the town already have an overlay district in place for portions of land along Interstate 65, which contains some requirements for access management. This is a starting point for a future corridor overlay discussions.



Without Access Management



With Access Management

SECTION 5:

IMPLEMENTATION PLAN

PRIORITY STRATEGIES

The Thoroughfare Plan Recommendations section contains a list of immediate, short-term, mid-term and long-term improvements and policy recommendations based on the results of the capacity and crash data analysis of the existing and future conditions, demographic and policy analysis, community input, working group feedback and review of current and previous planning efforts. However, there are several projects and policies which should be considered priority strategies due to their impact on the town or their ability to lay the groundwork for other identified recommendations. Not all of these priority strategies are short-term. Some may be long-term, but require action in the short-term to ensure success. Some of these projects occur on roadways under INDOT's jurisdiction, therefore, coordination with the state will be required. Despite being outside of the town's jurisdiction, Whitestown should maintain communication with INDOT as a partner in improving area roadways. The priority strategies are identified below:

IMPROVEMENTS

- Initiate construction of new mid-point interchange to Interstate 65.
- Improvements to Whitestown Parkway west of the Interstate 65 interchange to SR 267 in anticipation of continued growth along this corridor
- Complete Anson Boulevard to CR 500 S
- Reconstruct CR 750 S from Indianapolis Road to Ronald Reagan Parkway
- Resurface Main Street from CR 500 S to Legacy Core district boundaries and coordinate trail construction consecutively
- Complete intersection improvements at Whitestown Parkway and Stonegate Drive
- Add a roundabout at Albert S White Drive and CR 575 E
- Coordinate improvements to CR 550 S to support the mid-point interchange project
- **Complete CR 575 E. Corridor from the mid-point interchange to the northern corporate limits of the town.**

POLICIES

- Update INDOT roadway functional classifications as needed to ensure funding eligibility for future roadway projects
- Update street **and intersection** standards to address findings of this plan, as well as Bike and Pedestrian Master Plan
- Evaluate adopting local traffic impact fees
- Coordinate Bicycle and Pedestrian Master Plan priorities with all proposed transportation projects
- Adopt policy for traffic study requirements for new developments

EXHIBIT X: CAPACITY IMPROVEMENT RECOMMENDATIONS

ROAD SEGMENT	DESCRIPTION	TIMELINE
Exit 133 I-65 Interchange	Construction of north interchange	Immediate
I-65 Midpoint Interchange	Construction of new interchange	Immediate
Anson Boulevard Extension to CR 500 S	Road completion	Immediate
Whitestown Parkway and Maple Grove Boulevard/Stonegate Drive	Intersection improvement	Immediate
Whitestown Parkway and Indianapolis Road	Roundabout design being finalized	Immediate/on-going
CR 750 S	Upgrade road to Major Arterial classification	Short
Main Street (CR 500 S to Legacy Core boundary)	Resurfacing and bicycle and pedestrian improvements	Short (combine with Main Street Trail Project)
Albert S. White Drive & CR 575 E	Intersection improvement	Short
West Whitestown Parkway (East of CR 425 E)	Indianapolis Road to Ronald Reagan Parkway	Short
CR 500 S	Resurfacing	Short
Albert S. White Drive	Resurfacing	Short
Anson Boulevard/CR 500 S & CR 575 E	Intersection improvement	Medium
Perry Worth Road	Upgrade to urban cross section	Medium
Indianapolis Road	Realignment for mid-point interchange, upgrade to urban cross section	Medium
SR 267 and Indianapolis Road	New intersection improvements warranted	Medium
Main Street and Whitestown Parkway	Intersection improvement	Medium
Veterans Drive and Whitestown Parkway	Intersection improvement	Medium

EXHIBIT X: CAPACITY IMPROVEMENT RECOMMENDATIONS CONT.

ROAD SEGMENT	DESCRIPTION	TIMELINE
Heartland Drive & Whitestown Parkway	Intersection improvement	Medium
Albert S. White Drive and CR 400 E	New alignment of Exit 133 will require coordination with Boone County for connection to CR 400 E	Medium
CR 575 E (Mid-point Interchange to Albert S. White Drive)	Construction of New Corridor	Immediate
CR 750 S	Upgrade road for future growth needs and regional traffic flow	Medium
Ronald Reagan Parkway	Alignment to mid-point interchange	Long
146th Street Extension	Regional Transportation Project	Long

POLICY RECOMMENDATIONS

After analysis of current town ordinances and plans, it is recommended that some updates to these documents be completed after adoption of this plan. The Whitestown Unified Development Ordinance and the Whitestown Comprehensive Plan should consider updating its language to include the items below:

TRAFFIC STUDY REQUIREMENTS

Development increases traffic to the site. This additional traffic may create greater traffic concerns to a specific spot that is already in need of improvements. The town should consider requiring developers to provide a traffic study when there are potential concerns or exponential increase of traffic to an area. These traffic studies can be required on a case-by-case basis to fully understand the impacts of the proposed development and the affects of surrounding properties. This also allows the town to consider requirements as part of the development to help mitigate any concerns.

STREET STANDARD UPDATES

The town’s initiative to become the most walkable and bikeable community in the county requires updates to a variety of street standards. As the thoroughfare plan identifies classifications of roads, the Bicycle and Pedestrian Master Plan also includes sidewalk and trail systems sometimes parallel to those roads. To ensure proper separation and preserve right-of-way for any future expansion, the town should consider offering a variety of street standards based on those classifications. A major collector with a multi-use trail may eventually turn into a minor arterial that will require additional right-of-way in the future. These roadways should have flexible standards to be able to plan the for the future accordingly.

The Whitestown Unified Development Ordinance should identify these street standards more detailed, along with distinguishing between a sidewalk, trail and path. The current text references all three to be installed at a 5 foot width, while the Bicycle and Pedestrian Master Plan and Whitestown Street Standards identify a different widths for each of the classifications. Included in this should be the recommended intersection improvements and considerations for new development. **The Town should use the standards of this plan to determine intersection needs throughout the community.**

COMPLETE STREETS POLICY

The town currently has a Complete Streets Policy, adopted in 2014. This policy is intended to promote multi-modal transportation through the development of safe, reliable and efficient access for numerous users. The complete policy can be found in the Appendix. Performance measures are identified in this policy and should be revisited annually to evaluate the success of this policy’s intent. Some evaluation measures include:

- Number of ADA accommodations
- Linear feet of pedestrian accommodations
- Complaints received
- Compliments received
- Crosswalk and intersection improvements
- Bicycle, Pedestrian, and Multi-modal Levels of Service (LOS)
- Rate of crashes, injuries, and fatalities by mode
- Percentage of transit stops accessible via sidewalks and curb ramps

SAFETY IMPROVEMENTS

The town should conduct a town-wide crash data analysis every three to five years in order to identify any intersections of crash trends that may have been affected by recently completed projects.

COORDINATE WITH BICYCLE AND PEDESTRIAN NETWORKS

Through the public process of this plan and the Bicycle and Pedestrian Master Plan, there was a demand for separation between sidewalks and trails and the roads they run along. That separation should be implemented as roadways expand or develop. This is made possible by appropriate coordination of roadway projects and acquiring proper right-of-way to build both the trail or sidewalk and the road improvement simultaneously. The Bicycle and Pedestrian Plan is a reference to street, sidewalk and trail design and should be utilized as reference for any future road projects.

COORDINATE WITH LEGACY CORE DISTRICT PLAN

The Legacy Core District Plan identifies the roadways within that study area at a greater scale. Main Street and Pierce Street are the two main roadways that run through the district. These are classified as minor arterials by the Future Thoroughfare Plan. Because the district plan proposes an influx of development, these two main roadways will likely change to accommodate parking, lane widths, sidewalks, etc. The town may consider creating the Legacy Core as a separate PUD with specific development standards. These specific standards are expected to differ from the town's general zoning requirements since this area holds its own unique character and feel, much like a traditional downtown. The Legacy Core District Plan goes into more detail on the street standards and should be referenced for any road improvements in or near the district.

COORDINATE POTENTIAL IMPROVEMENTS WITH THE INDIANA DEPARTMENT OF TRANSPORTATION (INDOT)

The State of Indiana has jurisdiction of the interstate, its interchanges, and SR 267. With this in mind, it is essential that the town continue to coordinate with INDOT regarding needed improvements to existing interchanges as well as the construction of the new mid-point interchange. Future considerations should be given to pedestrian access across the interchanges, the aesthetic conditions of current and future interchanges and the potential funding of projects outside of the Interstate 65 corridor which may help improve traffic flow at and between the interchanges themselves. Coordination with the Indianapolis Metropolitan Planning Organization (MPO) will also be important as projects identified within the plan seek future funding.

CORRIDOR OVERLAY DISTRICTS

Whitestown’s Unified Development Ordinance (UDO) currently has an overlay district chapter. This chapter includes one overlay district, the I-65 South Corridor Overlay Zoning District. This district is located 600 feet east and west of the Interstate 65 right-of-way, approximately where Perry Worth Road and Indianapolis Road are located. The language within the overlay district details out the architectural features, orientation of facades, entrances and parking lots with small discussion of allowable allowed uses.

The development standards table within Chapter 3 Overlay Districts of the Whitestown UDO includes basic information such as minimum height of buildings and whether municipal water and sewer are required. However, this table lacks detail in areas such as minimum road frontage, yard setbacks, open space requirements and maximum density units per acre allowed. Pedestrian access standards and basic street standard requirements are not included in this table.

A thorough review of the current overlay district should be completed to ensure consistency with the issues and standards identified within this Thoroughfare Plan document.

CREATION OF NEW OVERLAY DISTRICTS

It is recommended that the town consider adding new overlay districts to better plan for the future 146th Street extension and the Ronald Reagan Parkway project. The 146th Street extension ties Albert S. White Drive at Main Street to CR 300 S. This major east/west connector will be a prime location for medium density residential and mixed-use commercial development as identified in the 2015 Whitestown Comprehensive Plan.

The Ronald Reagan Parkway, once completed, will provide access from Hendricks County through Whitestown to Interstate 65. Large portions of this corridor are located within Whitestown and development is expected along this limited access major arterial. The town should implement an overlay corridor district to help guide development accordingly.

APPENDIX

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ORDINANCE 2014 - 26

AN ORDINANCE ESTABLISHING A
"COMPLETE STREETS" POLICY
FOR THE TOWN OF WHITESTOWN, INDIANA

WHEREAS, the Town of Whitestown, Indiana ("Town") desires to make multimodal transportation more comfortable and convenient on the Public ways in the Town; and

WHEREAS, the Town Council for the Town of Whitestown, Indiana ("Town Council") anticipates that a "Complete Streets" program will help achieve the desired result of accommodating multimodal transportation in and around the Town; and

WHEREAS, the Town Council anticipates that a Complete Streets program may provide increased access to locations within the Town; and

WHEREAS, the Town Council anticipates that a Complete Streets program will assist with improving residents' transportation choices while at the same time offering less expensive and, in some instances, healthier transportation options; and

WHEREAS, the Town Council anticipates that a Complete Streets program will encourage multimodal transportation review and needs assessment prior to approval of prospective final street designs; and

WHEREAS, the Town Council anticipates that a network of Complete Streets may increase safety for residents who choose non-motorized modes of transportation.

NOW, THEREFORE, BE IT ORDAINED by the Town Council of the Town of Whitestown, Indiana, as follows:

Section 1. That the Complete Streets program for the Town of Whitestown, Indiana is hereby established.

Section 2. Attached hereto as Exhibit A and incorporated herein by reference is the Town of Whitestown, Indiana Complete Streets Policy ("Policy").

Section 3. The Policy attached hereto as Exhibit A shall be used as a planning document in the development of Complete Streets within the Town of Whitestown, Indiana. The Policy shall not be interpreted as creating any rights or interests in any individual or entity.

Section 4. The Town of Whitestown, Indiana will endeavor to implement this Policy when and where appropriate.

Section 5. Notwithstanding any provision to the contrary, nothing herein shall limit or restrict the authority of the Town to exercise discretion to amend or waive any term or requirement herein or in the attached Policy.

Section 6. The provisions of this Ordinance and the attached Policy are separable, and if a court of competent jurisdiction declares any portion of this Ordinance or any portion of the attached Policy unconstitutional, invalid, or unenforceable for any reason, such declaration shall not affect the remaining portions of this Ordinance and/or the attached Policy.

Section 7. This Ordinance is effective immediately upon passage.

PASSED AND ADOPTED by the Whitestown, Indiana Town Council this 9th day of September, 2017.



THE TOWN COUNCIL OF THE TOWN OF WHITESTOWN, INDIANA

YAY/NAY

Eric Miller
Eric Miller, President

YAY

Julie Whitman
Julie Whitman, Vice President

Y

Dawn Semmler
Dawn Semmler, Member

Y

Susan Austin
Susan Austin, Member

Y

Kevin Russell
Kevin Russell, Member

Y

ATTEST:
Amanda Andrews

Amanda Andrews, Clerk-Treasurer
Town of Whitestown, Indiana

2611667_1



EXHIBIT A

Complete Streets Policy

**TOWN OF WHITESTOWN****COMPLETE STREETS POLICY****1.0 Vision Statement**

This Complete Streets Policy (“Policy”) is intended to promote the development of safer, more reliable, more efficient, and more integrated and connected multimodal transportation systems within the Town of Whitestown, Indiana which should promote access, health, and mobility for numerous users.

2.0 Promotion of Multimodal Transportation

It is the policy of the Town of Whitestown to assess whether a planned road project can accommodate multimodal transportation, including pedestrians, bicyclists, and motorists. Further, the Town of Whitestown will endeavor to consider whether a planned road or transportation project can accommodate users of varying ages and abilities. To the extent the planned project does not accommodate these various modes of transportation, the Town of Whitestown shall endeavor to take reasonable steps to incorporate infrastructure or designs into the plan that would more reliably accommodate such users and various modes of transportation.

The Town desires to support walking, biking, and motorized transportation options so that users may reach multiple destinations using various transportation methods. Accordingly, it is the Town’s policy that Town-owned transportation facilities in the public right of way including, but not limited to, streets, bridges, and other connecting right of ways be designed, constructed, operated, and maintained so as to provide access to users of various ages and abilities, whenever reasonable and practicable.

All privately constructed streets and parking lots in the Town shall adhere to this Policy as well.

COMPLETE STREETS POLICY CONT.

3.0 Approach to Projects

It shall be the policy of the Town of Whitestown to approach each and every transportation improvement project and/or phase thereof as an opportunity to promote the development of safer, more accessible streets for users of various modes of transportation. At each phase of the transportation improvement project (whether of a new street, rehabilitation of an older street, or repairs to current streets) the Town of Whitestown and/or its agents shall assess whether the project or existing right-of-way accommodates various modes of transportation. In the event that the right-of-way does not accommodate various modes of transportation, the Town shall endeavor to take reasonable steps to design, develop or install such improvement, roadway, or other right-of-way projects in such a manner as to accommodate multimodal transportation.

4.0 Design

The Town encourages design standards that encourage multimodal transportation. To that end, the Town of Whitestown looks to several design standards developed by other organizations as guideposts, including, but not limited to, the American Association of State Highway Officials (“AASHO”), state Departments of Transportation, the Institute of Transportation Engineers (“ITE”), the National Association of City Transportation Officials (“NACTO”), the Americans with Disabilities Act (“ADA”), and the Public Right-of-Way Accessibility Guidelines (“PROWAG”). This list is not intended to be exhaustive.

5.0 Community Sensitivity

The Town of Whitestown intends to implement Complete Streets solutions in a manner that is consistent with and/or sensitive to the local context and character, aligns with transportation and land use goals, and recognizes that the needs of users may vary by case, community, or corridor. This Policy is not intended to offer a single solution, but rather to promote and encourage transportation policies, planning, design, and development that support multimodal transportation.

6.0 Exceptions

The Town of Whitestown shall take reasonable efforts to document its attempts to accommodate multimodal transportation modes in the transportation projects that it considers. The Town may determine that an individual transportation improvement project is not or cannot reasonably accommodate one or more modes of transportation. In such circumstances, the Town may document the reasons for taking an exception to this policy. Exceptions may be taken for various reasons including, but not limited to, the following:

1. State, local or federal law prohibits use by specified users (for example, a state highway project);
2. The costs for the multimodal accommodation is disproportionate to the need or probable use by those various modes of transportation;

COMPLETE STREETS POLICY CONT.

3. When in the judgment of the Town and/or its agents the existing and planned use of the particular roadway project and its surrounding area is of such a nature to demonstrate an absence of current or future need for multimodal transportation;
4. The existing or planned roadway project is of such a nature that there is no existing or planned service for certain users;
5. Where the project is of such a limited nature (i.e. routine maintenance) that it would simply be infeasible or not necessary to also include a transportation accommodation in connection with that repair project;
6. Where roadways or transportation corridors in the same or similar area are of such a nature as to already properly accommodate the multimodal transportation user such that the project itself does not need any additional accommodation;
7. Where other concerns or needs are present that illustrate that accommodating multimodal transportation on a particular project is simply infeasible in light of the totality of the circumstances.

7.0 Performance Evaluation

The Town of Whitestown will attempt to measure the success of this Complete Streets Policy using performance measures, including but not limited to the following:

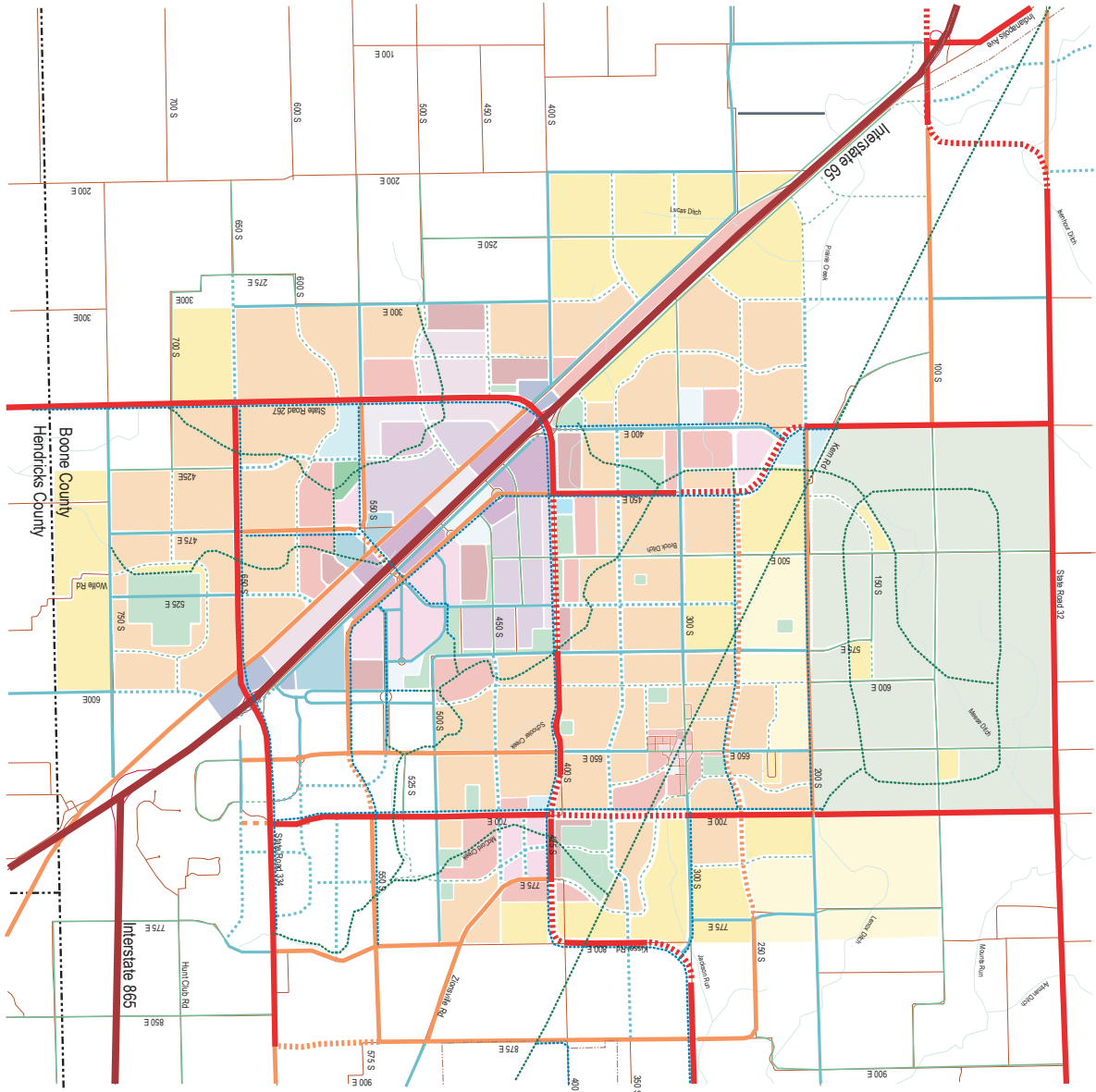
1. Total miles of bike lanes/trails built or striped;
2. Linear feet of pedestrian accommodation;
3. Number of ADA accommodations;
4. Number of transit accessibility accommodations;
5. Number of curb ramps on Town streets;
6. Number of trees along Town Streets;
7. Compliments received;
8. Complaints received;
9. Bicycle, Pedestrian, and Multimodal Levels of Service (“LOS”);
10. Transportation mode shift;
11. Crosswalk and intersection improvements;

COMPLETE STREETS POLICY CONT.

12. Percentage of transit stops accessible via sidewalks and curb ramps;
13. Rate of crashes, injuries, and fatalities by mode;
14. Vehicle Miles Traveled (“VMT”) or Single Occupancy Vehicle (“SOV”) trip reduction;
15. Number of exemptions from this Policy.

I-65 PUD STREET STANDARDS

I-65 PUD							
	Residential Avenue	Neighborhood	Boulevard	"The Commons"	Main Street	Commerce Boulevard	Commerce Road
Minimum RW	75'	50'	120'	66'	83'	110'	60'
Design Speed	20	20	30	30	30	30	30
# of Travel Lanes	2	2	4	2 one-way lanes	2	4	2
Travel Lane Width	12'	13'	12'	12'	12'	12'	12'
Total Pavement Width	49'	30'	80'	66' (see note)	41'	66'	25'
Curb	Straight	Roll C&G	Straight	Straight	Straight	Straight	Straight
Parking	16' standard	n/a	16' standard	8' standard	16' standard	n/a	n/a
Median	7' parkway	n/a	14' parkway	n/w	n/a	16' parkway	n/a
Tree Plot	5'	5'	n/w	Three tree plot strips (widths vary)	11'	12'	n/a
Pedestrian Amenities	5' concrete sidewalk both sides	5' concrete sidewalks both sides	20' concrete sidewalk both sides	10' concrete sidewalk (one)	10' concrete sidewalk both sides	10' concrete sidewalk both sides	17.5' concrete sidewalk both sides
Notes			Tree grates in sidewalk at 50' o.c. max	Additional 21' pavement outside ROW in "commons Park" comprised of 12' travel alen and 8' parking with straight curb		12'	Tree grates in sidewalk at 50' o.c. max



Town of Whitestown



Transportation Plan

Legend

- Interstate (limited access, on-ramps, very high speed)
 - Major Arterial (limited access, signed intersections, high speed)
 - Minor Arterial (access management, moderate speeds)
 - Major Collector (collects minor collector and local street traffic)
 - Minor Collector (collects local street traffic)
 - Local Street/County Road (feeds into minor and major collectors)
 - Alternative Transportation System (non-sidewalks)
- Dashed roads indicate future road locations and their color indicates the intended street classification.
- Equestrian/Agriculture District
 - Open Space/Recreation
 - Very Low Intensity Residential (0 to .5 d.u. per acre)
 - Low Intensity Residential (.5 to 1 d.u. per acre)
 - Medium Intensity Residential (1 to 2 d.u. per acre)
 - High Intensity Residential (3 to 5 d.u. per acre)
 - Very High Intensity Residential (5 to 9 d.u. per acre, multifamily)
 - Office/Institutional
 - Moderate Intensity Commercial
 - High Intensity Commercial
 - Highway Commercial
 - Mixed Use Village
 - Low Intensity Industrial
 - Medium Intensity Industrial
 - High Intensity Industrial
 - Mixed Use Commerce Park

Last Revised: September 21, 2005

Map Prepared By:



Ground Rules
website: www.groundrulesinc.com



PUBLIC TRANSIT**PUBLIC TRANSIT**

Whitestown is currently served by Boone County Senior Services and the Central Indiana Regional Transportation Authority.

Boone County Senior Services is an on-demand service for Boone County residents over age 60. The service is available weekdays from 7:30 a.m. to 4:30 p.m. Boone County Senior Service also operates the Boone Area Transit System (BATS), which is available to any Boone County resident weekdays from 7:30 a.m. to 4:30 p.m. Both services offer rides to all locations within the county.

Whitestown is also served by real time ride-sharing services, such as Uber and Lyft, which serve the greater Indianapolis region.

Pressure currently exists for increased public transportation options for Whitestown. Several industries have indicated they are unable to fill all available job positions due to workforce availability issues. As an example of current demand, during the peak holiday season, Amazon busses hundreds of people from Indianapolis to its distribution center. Potential businesses and industries have also indicated to developers that public transportation is a critical component in their decision making.

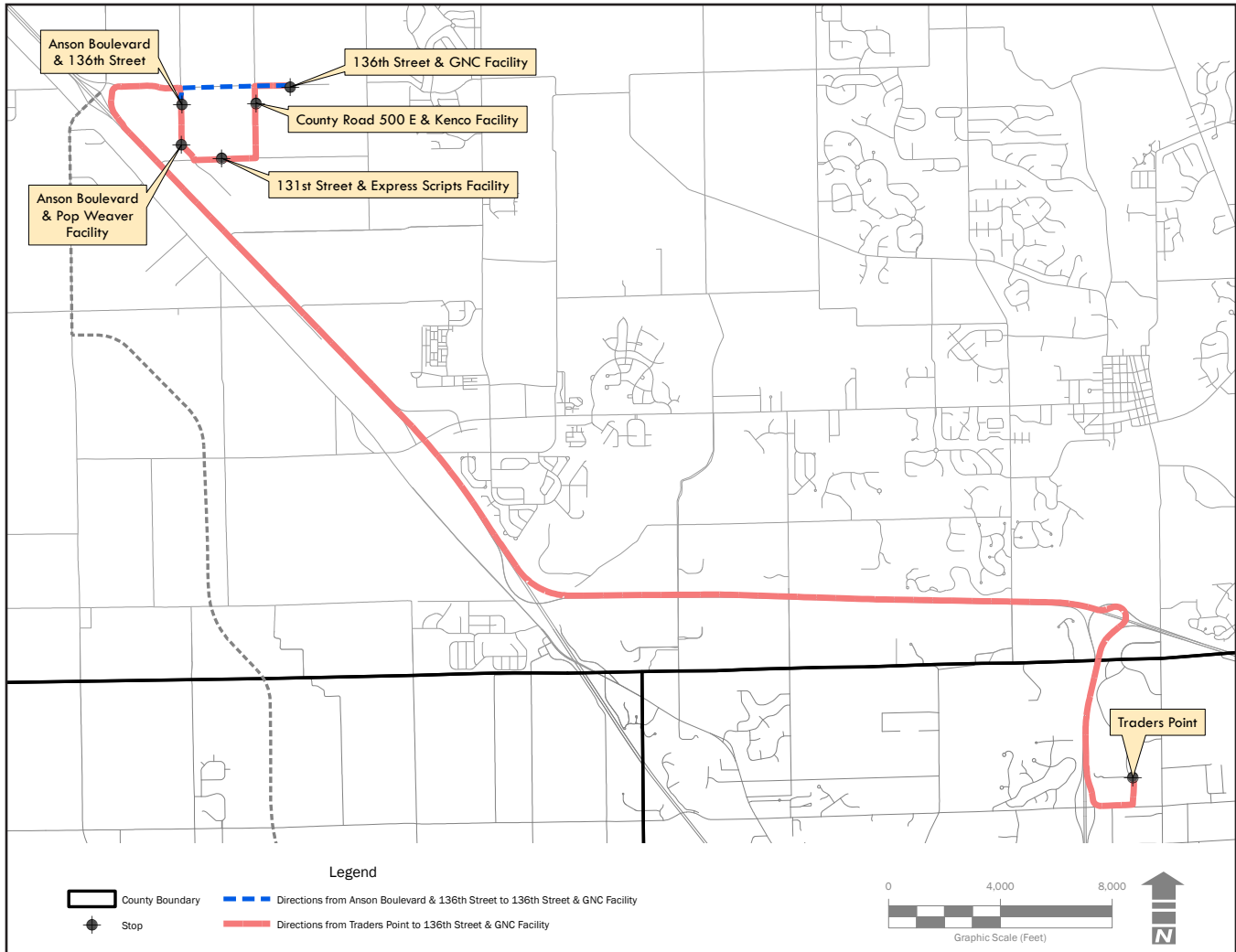
The town has started to respond to this need with the Whitestown Connector, which connects several businesses in the Anson industrial park to the public transportation network of Indianapolis and Marion County. Implemented by the Central Indiana Regional Transportation Authority, the route runs from Whitestown to Zionsville, and connects to the IndyGo public transit system in Marion County/Indianapolis. The connector travels through the Allpoints at Anson industrial park area, making five stops and providing access to employment centers such as Amazon, Express Scripts, GNC, Kenco and Weaver Popcorn. The connector runs Monday through Saturday (see Exhibit XI).

The town should continue working with the county to look for opportunities to work with CIRTA to promote and improve public transportation options throughout Boone County. Options may exist to partner with large regional employers for additional public transportation choices.

An example of this type of partnership can be found in Plainfield, where the North and South Plainfield Connectors were established. The grant money has run out for the connector, but the town council approved the creation of an Economic Improvement District to fund the project, which includes 59 businesses south of US 40. The owners of those businesses pay more in property taxes, which will go towards an estimated \$334,000 per year to allow for the commuter buses established by the South Plainfield Connector to continue running. Last year, there were 28,000 one-way trips on the South Plainfield Connector.

EXHIBIT XI: WHITESTOWN CONNECTOR PUBLIC TRANSIT ROUTE

Source: Central Indiana Regional Transportation Authority



REGIONAL CORRIDOR MINI PLANS

CORRIDOR MINI-PLANS

PURPOSE

These mini corridor plans seek to develop a framework for the town to consider how to mitigate and capitalize on major projects in the future while still preserving the thoroughfare purpose of the road way networks.

The corridor mini plans explored in this chapter include:

- Ronald Reagan Parkway
- 146th Street Extension
- CR 575 Corridor

RONALD REAGAN CORRIDOR MINI PLAN

BACKGROUND

The Ronald Reagan Parkway is a planned major north-south primary mobility corridor through the town of Whitestown. The parkway is currently built or under construction in Hendricks County from an interchange on I-70 near the Indianapolis International Airport to CR 600 N, including an interchange on I-74.

ALIGNMENT

Alignment analysis of the 9.8 mile parkway extension from CR 600 N in Hendricks County to Interstate 65 in Whitestown is currently underway. Most of the roadway will be constructed on undeveloped terrain east of SR 267. The Whitestown Thoroughfare plan offers two alternatives to how the Ronald Reagan Parkway might ultimately connect into Interstate 65. One alternative is to tie into the existing interchange at SR267 and the other would be to connect directly into the planned new mid-point interchange. The ultimate alignment should be negotiated between impacted parties to ensure that the best local and regional impact of the new corridor.

INDOT is also exploring a mid-point interchange on Interstate 65 to alleviate traffic pressure on the 267 interchange while allowing direct access into the town. This connector would link the north/south portions of Ronald Reagan and the east/west portions of 146th Street through the town.

The roadway is planned to continue the Hendricks County Roadway typical cross-section, with four 12 foot travel lanes, a 16 foot raised center median/turn lane, and a 230 foot right-of-way.

PRIMARY GOALS FOR THE RONALD REAGAN PARKWAY CORRIDOR

- Balance needs for regional traffic flow and mobility with access to businesses and destinations along the corridor.
- Maximize opportunity for desired development through land use planning.
- Manage future growth and development along the corridor.
- Enhance the aesthetics and visual appeal of the corridor through corridor design standards and site design standards for development adjacent to the corridor.
- Provide for multi-modal transportation opportunities along the corridor.

LAND USE

Land use along the corridor is within the town’s jurisdictional corporate limits and parts of Zionsville’s rural district limits.

Based on the 2009 Boone County Comprehensive Plan, the 2007 Center Township Comprehensive Plan and the 2014 Whitestown Comprehensive Plan, the land uses along the corridor are:

- Residential south of Whitestown Parkway and west of SR 267
- A mix of commercial and industrial uses between Whitestown Parkway and Interstate 65 interchange
- Commercial corridor along Whitestown Parkway
- Commercial node around the Interstate 65 interchange

It is recommended that an overlay district be established to further promote these land uses.

SITE AND ARCHITECTURAL DESIGN STANDARDS



Illustration of potential site and design standards

A significant portion of the adjacent land along the Ronald Reagan Parkway in Whitestown is proposed as commercial or industrial uses. Site and architectural design standards will be critical to ensure development quality and cohesion.

There is a delicate balance that must be achieved between the community's desired aesthetics and market supported development standards. The county needs to make extra efforts to clearly define its aesthetic value expectations when it comes to the following key features for new development along the corridor:

- Architectural styles and standards
- Efficient access
- Business and wayfinding signs
- Lighting standards
- Complete road networks for ease of navigation
- Fit, finish, and durability of exterior building materials
- Landscape and screening treatments, including roadside buffer
- Building setback distances
- Parking lot orientation and circulation patterns
- Pedestrian connectivity and amenities

It is recommended that a multi-jurisdictional overlay district be established for the corridor.

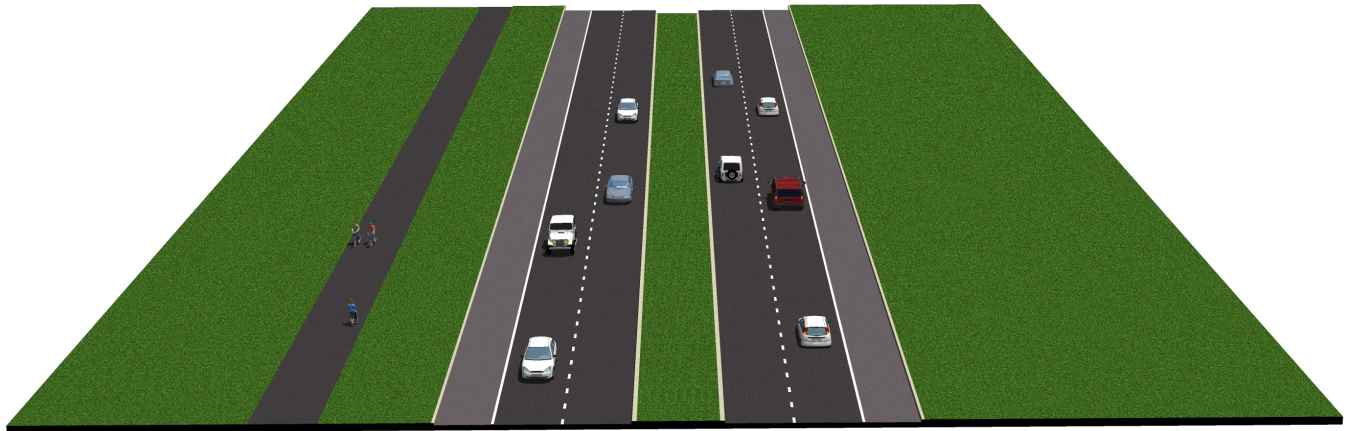
CORRIDOR DESIGN STANDARDS

The current roadway section proposed for the Ronald Reagan Parkway includes four 12 foot travel lanes with a 10 foot shoulder, curb and gutter, and a 16 foot median. The current section also provides for a 10 foot wide multi-use path and provides drainage along the corridor through swales. The current proposed right-of-way for the Ronald Reagan Parkway is approximately 230 feet.

The corridor should consider also providing additional design components and standards which create a welcoming gateway into the county and the communities within. Additional design standards for consideration could include such items as:

- Landscaping
- Street trees
- Decorative lighting
- Decorative signal arms and regulatory signage

PROPOSED CROSS SECTION RONALD REAGAN PARKWAY



230' Right-of-Way

Minimum Standards

- 12 foot travel lanes
- 4 lanes
- 16 foot median
- Multi-use trail on one side

146TH EXTENSION STREET MINI PLAN

BACKGROUND

The 146th Street extension is a planned major east/west primary regional mobility corridor in Whitestown that will connect to Interstate 65. The extension is comprised of three road segments:

- CR 300 S (146th Street in Hamilton County)
- A new north/south connector road between CR 300 S and CR 400 S
- The existing Albert S. White Boulevard

ALIGNMENT

The alignment of this corridor will follow CR 300 S from the Boone County/Hamilton County line until CR 700 E. At this point, the corridor will turn south to CR 400 S/Albert S. White Boulevard. From this point, there are two alternatives for the future corridor. One option is to continue along Albert S. White Drive to the existing Interstate 65/SR 267 interchange. The other option is to continue along Albert S. White Drive to a future roundabout intersection at CR 575 E and turn south to CR 550 S and then to the proposed new mid-point interchange.

The corridor will have varying road sections along its length, including:

- 146th Street: 140 foot right-of-way
- CR 300 S/CR 400 S Connector: 160 foot right-of-way
- Albert S. White Boulevard: 110 foot right-of-way

PRIMARY GOALS FOR THE 146TH STREET EXTENSION CORRIDOR

- Balance needs for regional traffic flow and mobility with access to businesses and destinations along the corridor.
- Maximize opportunity for desired development through land use planning.
- Manage future growth and development along the corridor.
- Enhance the aesthetics and visual appeal of the corridor through corridor design standards and site design standards for development adjacent to the corridor.
- Provide for multi-modal transportation opportunities along the corridor.

LAND USE

Land use along the corridor is primarily within the town's jurisdiction, with portions within the Zionsville Rural District.

Based on the 2009 Boone County Comprehensive Plan, 2007 Center Township Comprehensive Plan, and the 2014 Whitestown Comprehensive Plan, the land uses along the corridor are:

- Primarily residential along most of the corridor east of Whitestown along 146th Street;
- A mix of industrial and commercial around the Interstate 65 interchange and along Albert S. White Boulevard; and
- Mixed use around the CR 300 S/ CR 400 S north/south connector.

It is recommended that an overlay district be established to further promote these land uses.

SITE AND ARCHITECTURAL DESIGN STANDARDS



Illustration of potential site and design standards along the Albert S. White Parkway

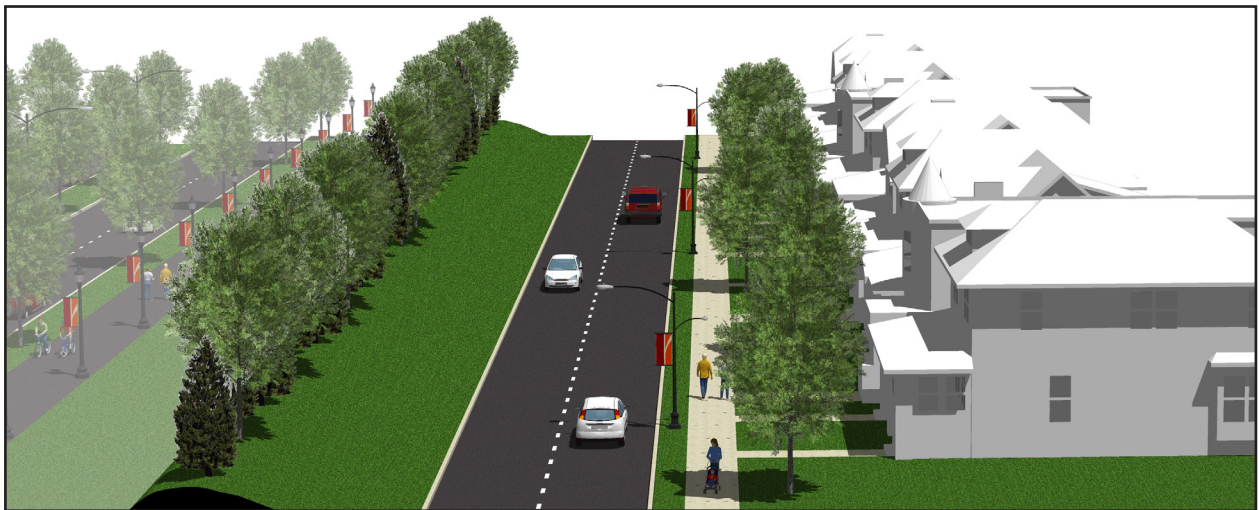


Illustration of potential site and design standards along the 146th Street Corridor

Two separate land use scenarios are present along this corridor. A majority of the 146th Street extension will run through residential areas. The western half of the corridor along the north/south connector and Albert S. Boulevard is generally mixed use and industrial uses.

However, in both cases, site and architectural design standards will be critical to ensure quality development and cohesion.

CORRIDOR DESIGN STANDARDS

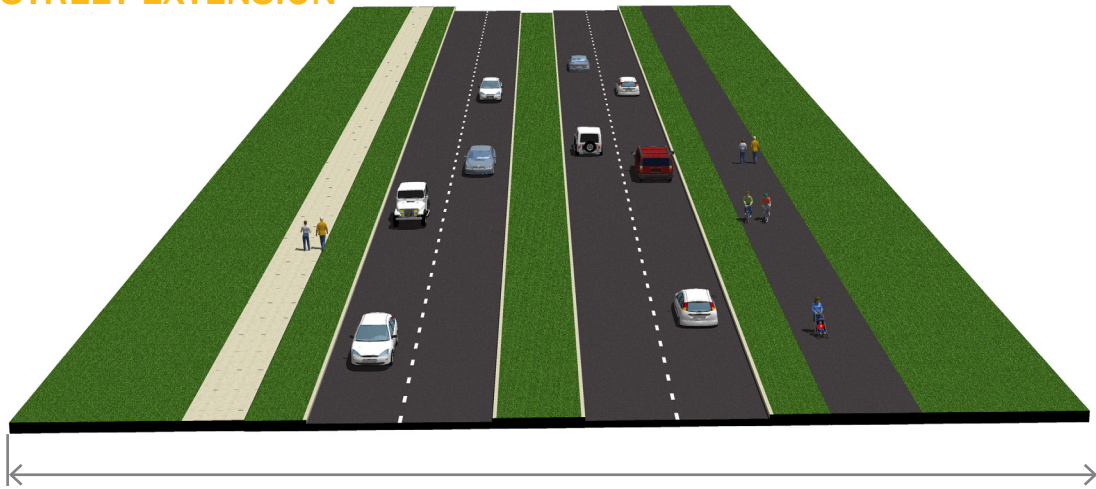
The roadway section along this corridor varies depending on the road segment. For the existing Albert S. White Parkway, the roadway section includes four 12 foot travel lanes, divided by a 16 foot median or center turn lane. A multi-use path already exists along this segment.

Along the CR 300 S/CR 400 S Connector Road, the roadway section includes four 12 foot travel lanes, divided by a 16 foot median or center turn lane. However, the initial construction of the connector will only include construction of two lanes on one side of the median. The remainder of the full construction will occur at a later date, when traffic demands require it.

Finally, along the 146th Street extension, the roadway section is proposed with four 12 foot travel lanes and a 12 foot median. A multi-use path is recommended along this segment.

In all cases, this corridor should feel consistent with the other three sections and exhibit a character which provides a welcome statement into the county and communities within.

PROPOSED CROSS SECTION 146TH STREET EXTENSION



140' Right-of-Way

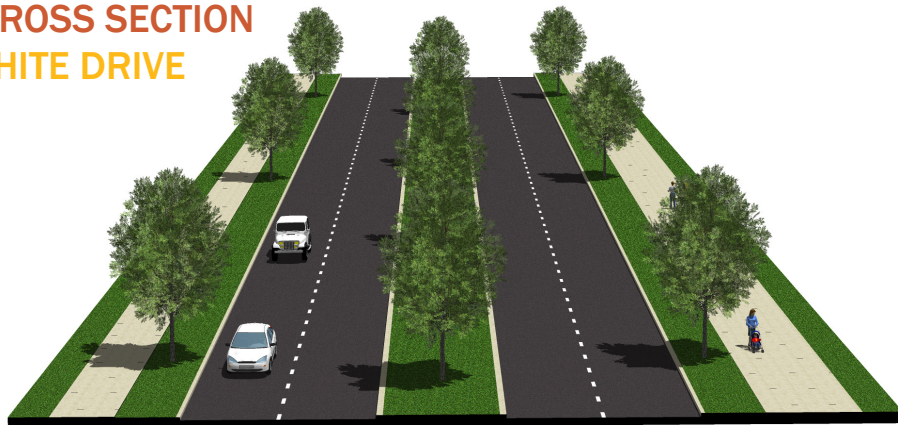
Minimum Standards

- 12 foot travel lanes
- 4 lanes
- 12 foot median
- Multi-use trail on one side

Standards to Consider

- Street trees and landscaping
- Decorative street lighting
- Decorative banners and signage
- Additional pedestrian facilities

PROPOSED CROSS SECTION ALBERT S. WHITE DRIVE



110' Right-of-Way

Minimum Standards

- 12 foot travel lanes
- 4 lanes
- 16 foot median
- Street trees
- Multi-use trail on one side

Standards to Consider

- Additional street trees and landscaping
- Decorative street lighting
- Decorative banners and signage
- Additional pedestrian facilities
- Expanding width of existing multi-use trail

There is a delicate balance which must be achieved between the community's desired standards and market supported development standards. Given the significant amount of residential use in the area, significant consideration will need to be given to buffering and landscaping options. The county needs to make extra efforts to clearly define their visual quality and character expectations when it comes to the following key features of new developments along the corridor. These expectations include:

- Architectural styles and standards
- Efficient access
- Business and wayfinding signs
- Lighting standards
- Complete road networks for ease of navigation
- Fit, finish, and durability of exterior building materials
- Landscape and screening treatments, including roadside buffer
- Building setback distances
- Parking lot orientation and circulation patterns
- Pedestrian connectivity and amenities

We recommend that an overlay district be established by the county and adopted as reference by municipalities along the corridor. The overlay district can provide continuity in addressing the expectations for development along the corridor.

CR 575 CORRIDOR MINI PLAN

BACKGROUND

The CR 575 Corridor is intended to be a major north-south corridor created to mitigate interstate traffic from the mid-point interchange. This corridor is planned to have four lanes designated as a Major Arterial. The connector will impact intersections on the following roadways:

- Albert S. White Dr.
- CR 450 S.
- CR 500 S.
- CR 550 S.

ALIGNMENT

The project is to begin the corridor at the mid-point interchange/CR 550 S intersection. From there, it would turn north via a new terrain route and connect to CR 475 E at CR 500 S.

The CR 575 E corridor would continue north from CR 500 S generally following the existing CR 575 E alignment. The medium to long-term goal is to extend the improved corridor to the northern corporate limits. For the short term, the goal is to see the road developed as a four lane section to Albert S. White Drive.

PRIMARY GOALS FOR THE CR 575 STREET EXTENSION CORRIDOR

- Mitigate interstate traffic on rural and suburban roads like CR 550 S.
- Limit access points and curb cuts along will
- Serve both local and regional needs

LAND USE

Future land use will vary along the corridor. North of Fishback Creek, it is intended to be residential in nature. South of the creek and west of CR 575 E, land is intended as industrial. South of the creek and west of CR 575 E, land is primarily residential.

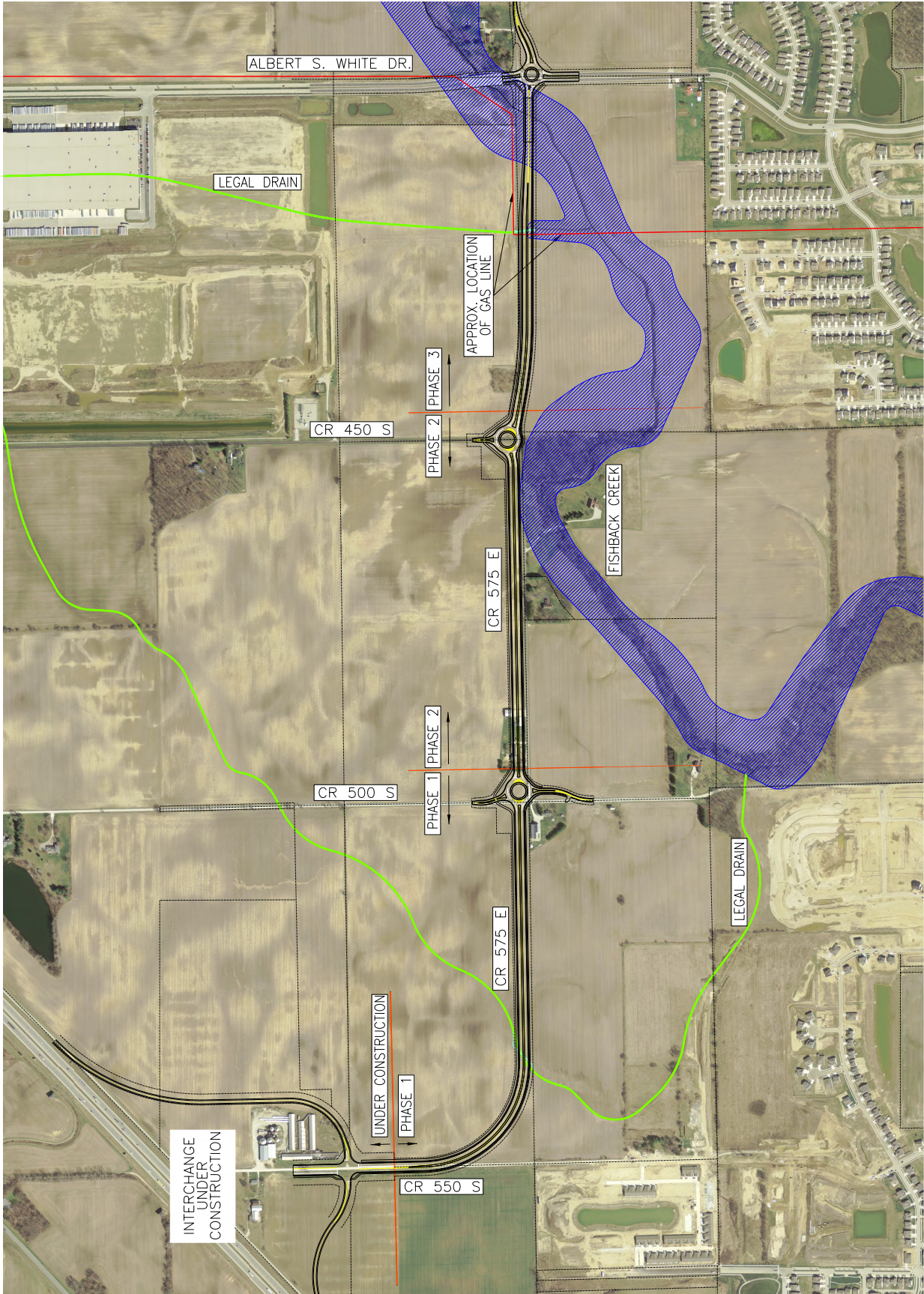
SITE AND ARCHITECTURAL DESIGN STANDARDS

Since the corridor is wholly within the Town's jurisdiction, site development and architectural standards shall conform to Town standards.

Phases for this project are envisioned as follows:

- Phase 1: Perry Worth Road to CR E 500 S, including roundabout
- Phase 2: CR E 500 S to CR E 450 S, including roundabout
- Phase 3: CR E 450 S to Albert S. White Dr., including roundabout

CR 575 CONNECTOR DIAGRAM



PROPOSED CROSS SECTION

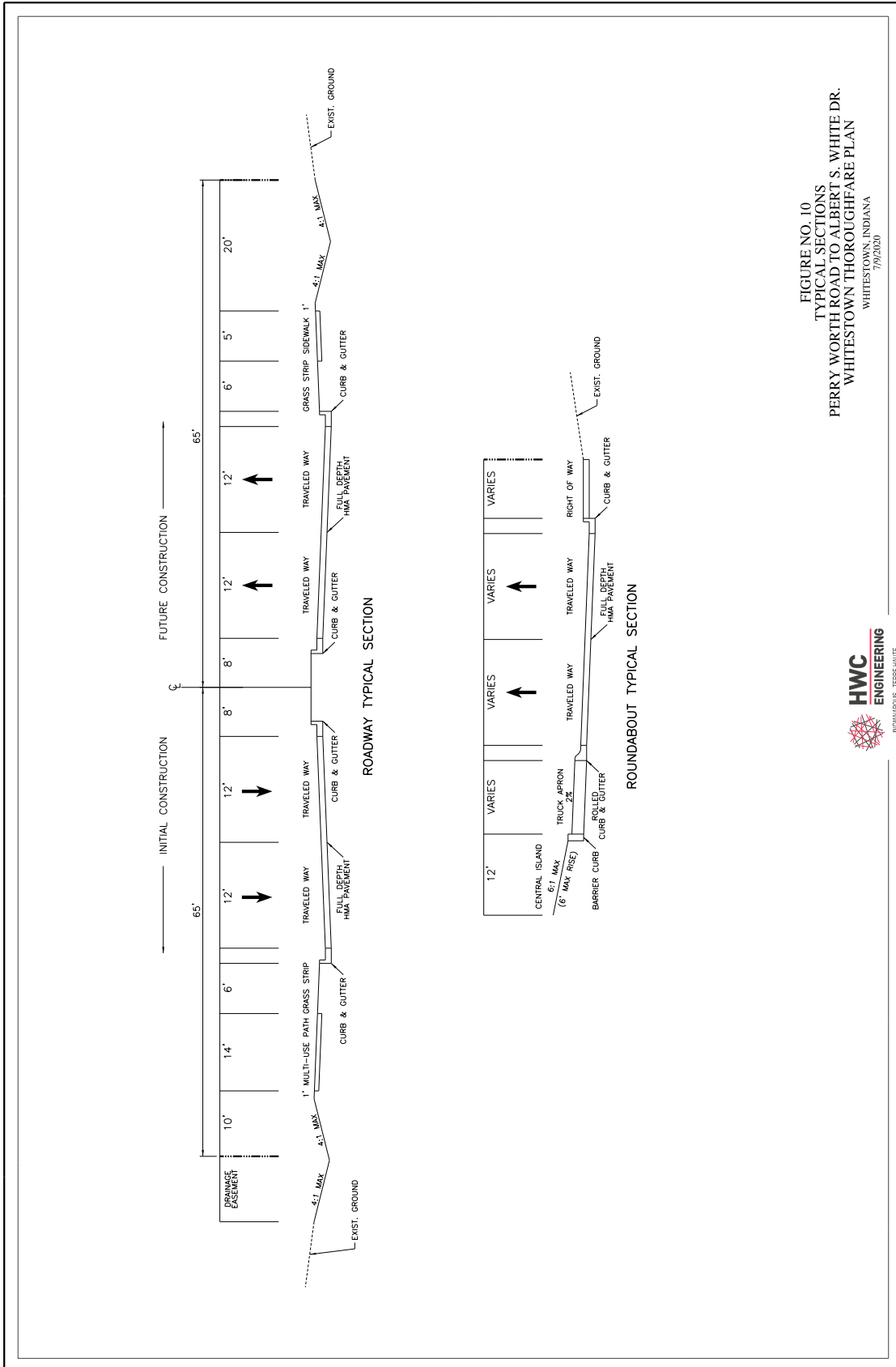
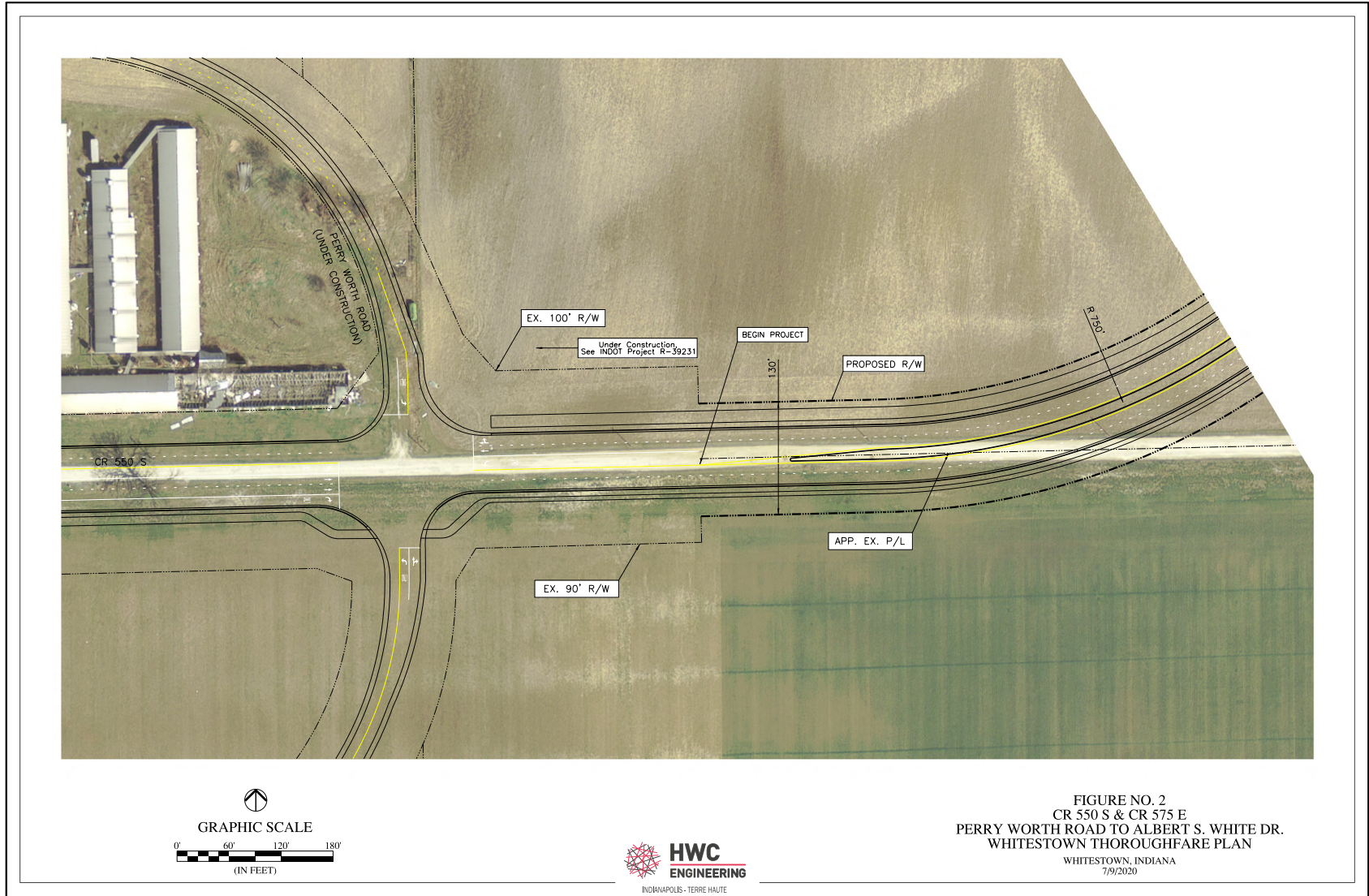
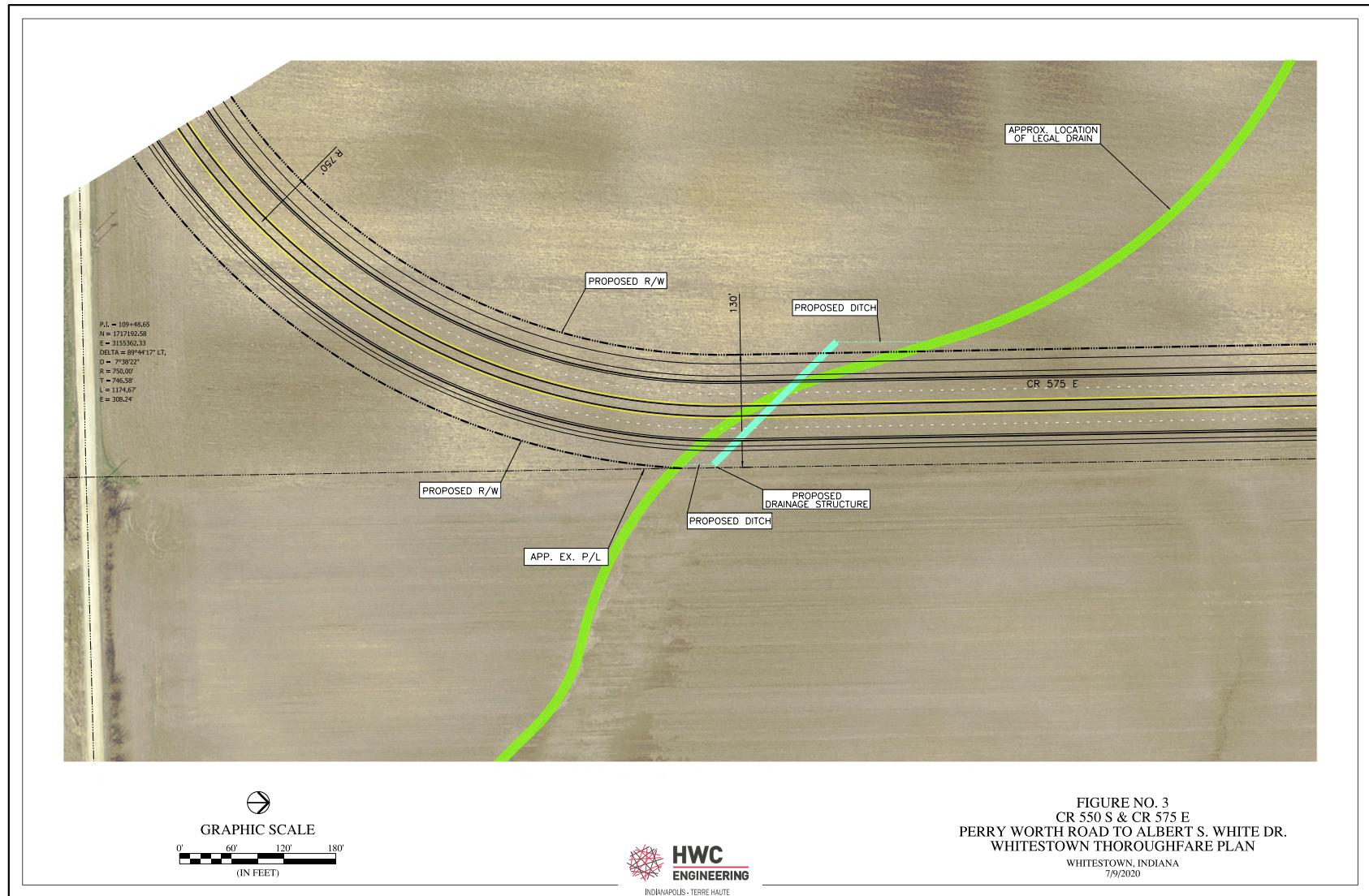


FIGURE NO. 10
 TYPICAL SECTIONS
 PERRY WORTH ROAD TO ALBERT S. WHITE DR.
 WHITESTOWN THOROUGHFARE PLAN
 WHITESTOWN, INDIANA
 7/9/2020







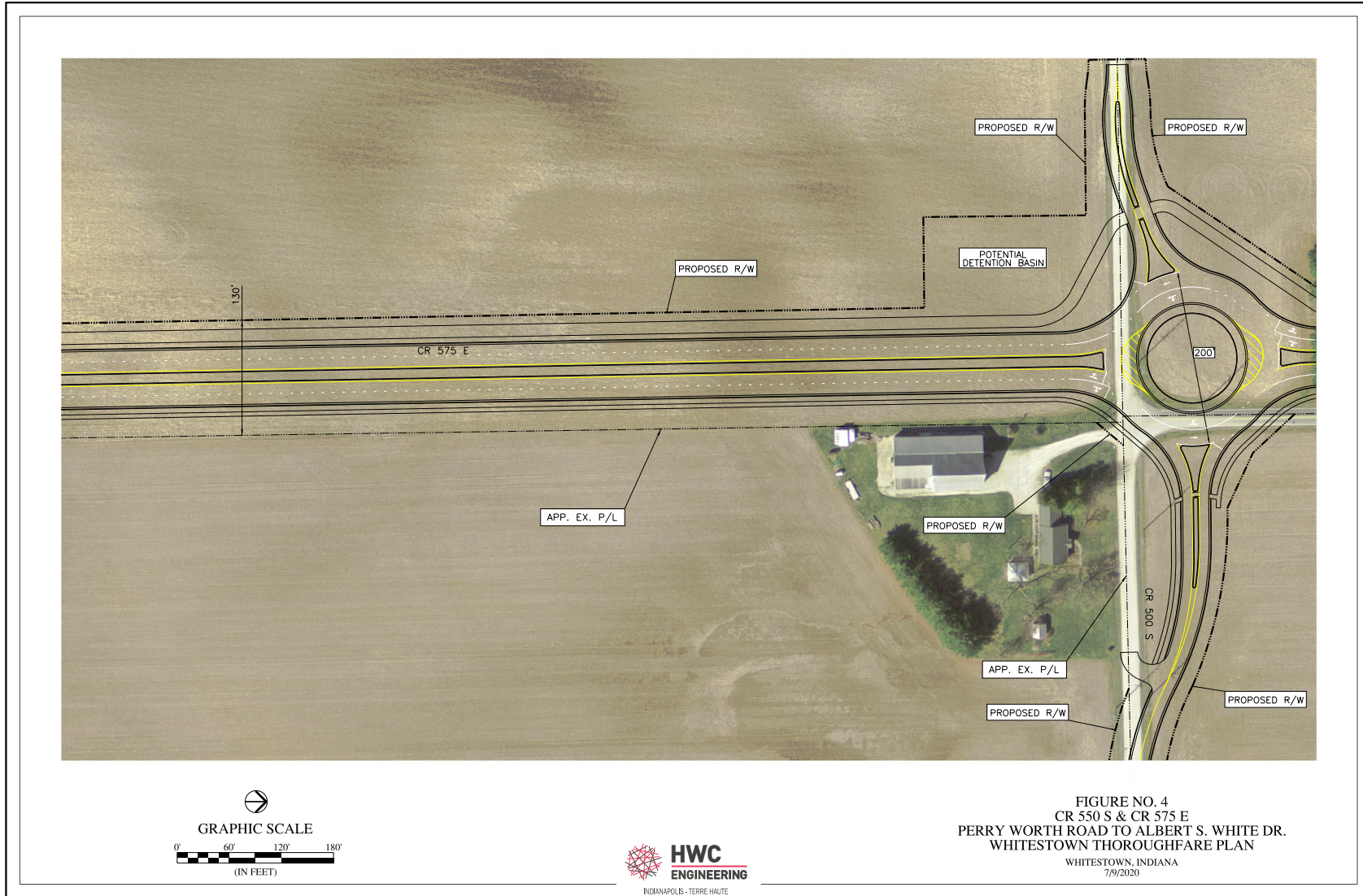


FIGURE NO. 4
CR 550 S & CR 575 E
PERRY WORTH ROAD TO ALBERT S. WHITE DR.
WHITESTOWN THOROUGHFARE PLAN
WHITESTOWN, INDIANA
7/9/2020





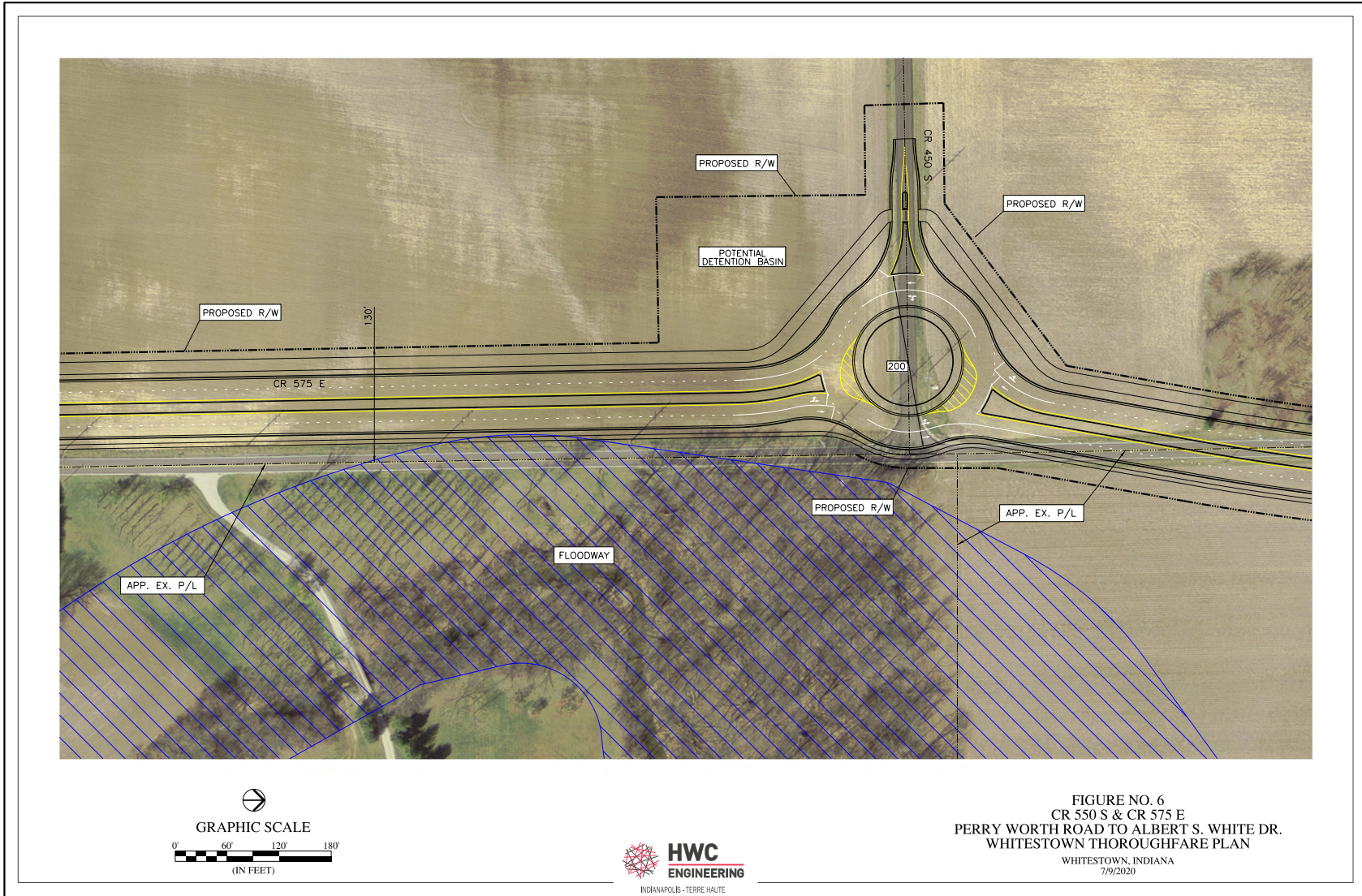


FIGURE NO. 6
CR 550 S & CR 575 E
PERRY WORTH ROAD TO ALBERT S. WHITE DR.
WHITESTOWN THOROUGHFARE PLAN
WHITESTOWN, INDIANA
7/9/2020



DRAFT 08/31/2020

