

05

Thoroughfare Plan

Chapter Overview

Vision and Purpose

As Westfield experiences rapid growth and evolving mobility needs, the Thoroughfare Plan serves as a long-term roadmap to create a safe, efficient, and resilient multimodal transportation system. Developed in tandem with the Westfield Comprehensive Plan, this document ensures that infrastructure investments align with land use, economic development, and housing strategies.

The Plan marks a strategic shift from a purely auto-oriented network to one that prioritizes modernization, reduces reliance on automobiles, and expands access to walking, bicycling, and transit. The goal of the Thoroughfare Plan is to create a connected network that supports the City's prosperity while enhancing the quality of life for residents of all ages and abilities.

Planning Context and Challenges

Westfield's current network is anchored by regional backbones such as US 31, SR 32, and 146th Street, which facilitate high-volume movement but sever local connectivity.

Current Status: The City remains primarily auto-oriented. While many segments currently operate at acceptable levels, traffic projections for 2050 indicate significantly increased congestion (Level of Service D or E) along major arterials if no action is taken.

Safety: Between 2019 and 2023, the City averaged 41 fatal or incapacitating crashes per year. The Plan prioritizes safety interventions, such as roundabouts and geometric improvements, to reduce crash severity.

A Dual-Framework Approach

This Plan introduces an approach to roadway design that utilizes two complementary classification systems:

1. Functional Classification

This traditional framework categorizes roads based on their priority between mobility (speed/throughput) and access (connectivity). The Plan updates the 2013 classifications:

- **Primary Arterials:** (e.g., Highways) High mobility, limited access.
- **Secondary Arterials:** Balance of mobility and access.
- **Collectors:** Connect neighborhoods to arterials.
- **Local Roads:** Direct property access.

2. Street Types (The Context)

New to this Plan, Street Types ensure roadways reflect the character of the surrounding land use (Placetypes). This context-sensitive approach dictates the look and feel of the street including lane width, lighting, and pedestrian facilities.

The five Street Types are:

- **Regional Boulevard:** High volume, multimodal support.
- **Crosstown Avenue:** Connects neighborhoods to commerce; strong bike/pedestrian focus.
- **Mixed-Use/Low Density Commercial Connector:** Supports retail/office areas with slower speeds.
- **Neighborhood Avenue:** Residential focus, traffic calming, pedestrian-scale lighting.
- **Agricultural/Industrial:** Freight-focused, wide lanes, minimal pedestrian infrastructure.

Multimodal Connectivity and Innovation

The Plan places a heavy emphasis on closing gaps in the pedestrian and bicycle network to leverage assets like the Monon and Midland Trace Trails.

Trail Gaps: A detailed analysis identifies Immediate, Secondary, and Future priority gaps to be filled through capital projects and development requirements.

Alternative Mobility: The Plan incorporates forward-looking mobility options, including potential circulator shuttles (connecting Grand Park and Downtown), bike-share programs, and the integration of golf carts on designated low-speed streets and crossings.

Implementation and Right-of-Way

To realize this vision, the Plan establishes clear Right-of-Way (ROW) standards to be secured during the development process (150' for Primary Arterials, 120' for Secondary, 100' for Collectors), which are consistent with current practice and remain appropriate for guiding future development.

The implementation strategy focuses on four key objectives:

1. **Modernize the Street Network:** Right-sizing roadways and expanding the grid to include more east-west connections.
2. **Establish Design Standards:** Utilizing roundabouts, traffic calming, and dark-sky lighting to enhance safety and aesthetics.
3. **Comprehensive Trail Expansion:** Updating the trails master plan and funding missing segments.
4. **Public Transportation:** Exploring shuttle feasibility and regional transit partnerships.

By adhering to these guidelines, Westfield aims to build a transportation network that not only moves traffic but also defines the public realm, fosters community connection, and supports sustainable growth.

Introduction

A safe, efficient, and resilient multimodal transportation system is essential to Westfield's continued success as a growing and vibrant community. The way people travel influences how neighborhoods develop, where businesses invest, and how residents experience access to jobs, schools, parks, and essential services. The transportation system is more than a network of streets and intersections. It is a defining element of the public realm that affects quality of life, economic competitiveness, and community identity.

Westfield's Thoroughfare Plan provides a long-term vision for how the transportation network will evolve in response to rapid growth and changing mobility needs. The Plan establishes a functional classification system for roadways that aligns each corridor's purpose with its surrounding land use context. It also outlines design standards and right-of-way needs that will guide future construction and improvements. Through this coordinated approach, the Plan ensures that infrastructure investments contribute to a modern, accessible, and safe network for residents, visitors, and businesses.

This update was developed in tandem with the Westfield Comprehensive Plan to ensure both documents reinforce one another. The two plans are designed to work as a unified framework for growth by aligning land use, housing, economic development, and transportation strategies so that future decisions are coordinated and mutually supportive. The Thoroughfare Plan provides the mobility foundation that enables the Comprehensive Plan's vision to be realized, while the Comprehensive Plan provides the land use context that guides transportation priorities.

Planning Purpose

The purpose of this Plan is to support a transportation strategy that prioritizes modernization of the street network while expanding access to multiple travel options. The City of Westfield intends to support alternate modes by creating environments where walking, bicycling, and transit are convenient and comfortable choices. The transportation system must support higher density housing types and mixed use development patterns that integrate daily needs within close proximity. Providing a connected network of facilities for people of all ages and abilities is central to this strategy.

This Plan will strengthen public and private decision-making. It establishes consistent expectations for right-of-way dedication and roadway design through the development review process. It informs coordination with nearby communities, state agencies, and the Indianapolis Metropolitan Planning Organization (IMPO), whose participation is essential in securing state and federal transportation funding. Ultimately, the Plan supports long-term prosperity by ensuring transportation investments meet community goals and respond to future growth.

Planning Context

Existing Roadway Network

Each roadway in Westfield serves a distinct role, from moving people and goods through the City, to providing access to neighborhoods, schools, jobs, and other destinations. The network is anchored by three state highways and a major county arterial that form the backbone of regional and local mobility.

US 31 is the most heavily traveled corridor in the city, functioning as a limited-access highway that provides fast, reliable north–south travel between Indianapolis and northern Indiana communities. Additional, local north–south travel relies on a grid of parallel corridors—Towne Road, Spring Mill Road, Ditch Road, Oak Ridge Road, Union Street, Carey Road, and Gray Road. While these routes offer several options south of SR 32, gaps and jogs north of SR 32 still affect network continuity and remain priorities for future improvements.

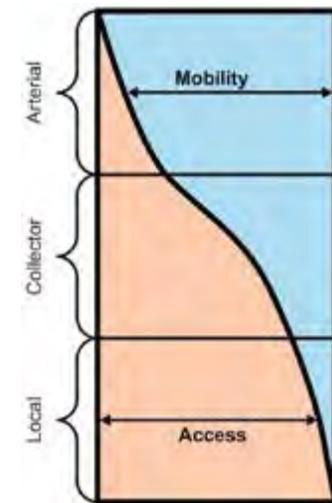
East–west travel is primarily carried by SR 32 and 146th Street. SR 32 connects Westfield with neighboring Lebanon and Noblesville and has received targeted improvements to handle growing traffic. 146th Street is a four-lane divided arterial supporting cross-county travel between US 31 and I-69 while also serving major destinations within the City. SR 38 provides additional regional access along the northeast side of the planning area. Local east–west options are more limited. Only SR 32 and 146th Street provide continuous crossings; streets such as 151st, 156th, 161st, and 166th serve as important connectors but vary in capacity and continuity.

Functional Classification

Roadways are categorized by functional classification, which indicates whether their primary role is mobility (moving people efficiently) or access (connecting to destinations). Most roads provide a mix of both, but classification identifies their dominant purpose.

Westfield's Thoroughfare Plan, adopted in 2007 and last amended in 2013, identifies the following roadway types, from highest to lowest function:

- **Primary Arterial**
- **Secondary Arterial**
- **Collector**
- **Local**

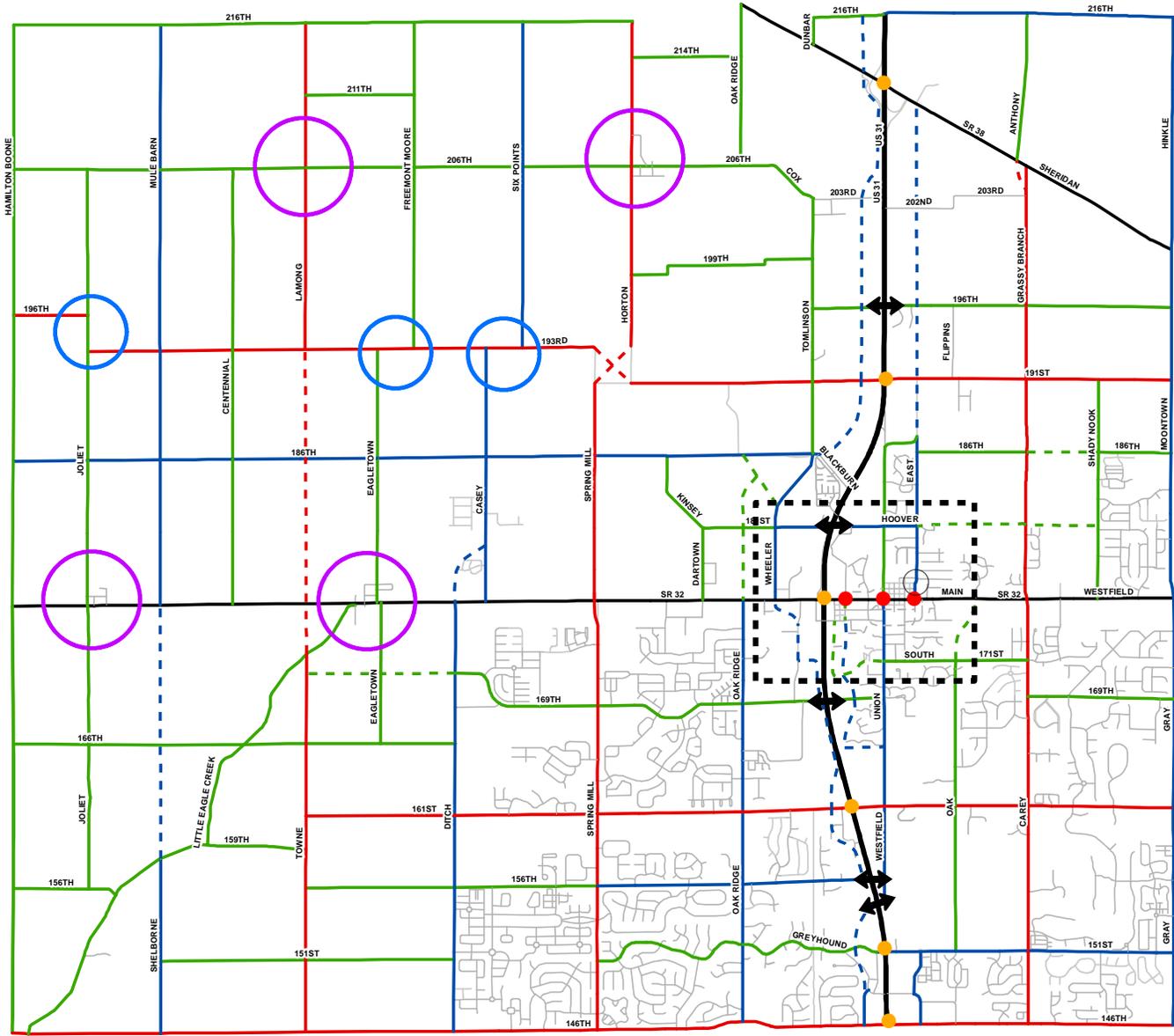


Further descriptions of these classifications can be found later in this chapter. A map of Westfield's 2013 Thoroughfare Plan is shown on the following page followed by a map of roadway ownership within the City of Westfield.

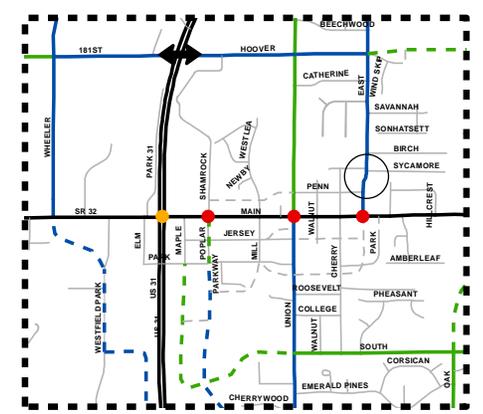


Thoroughfare Plan

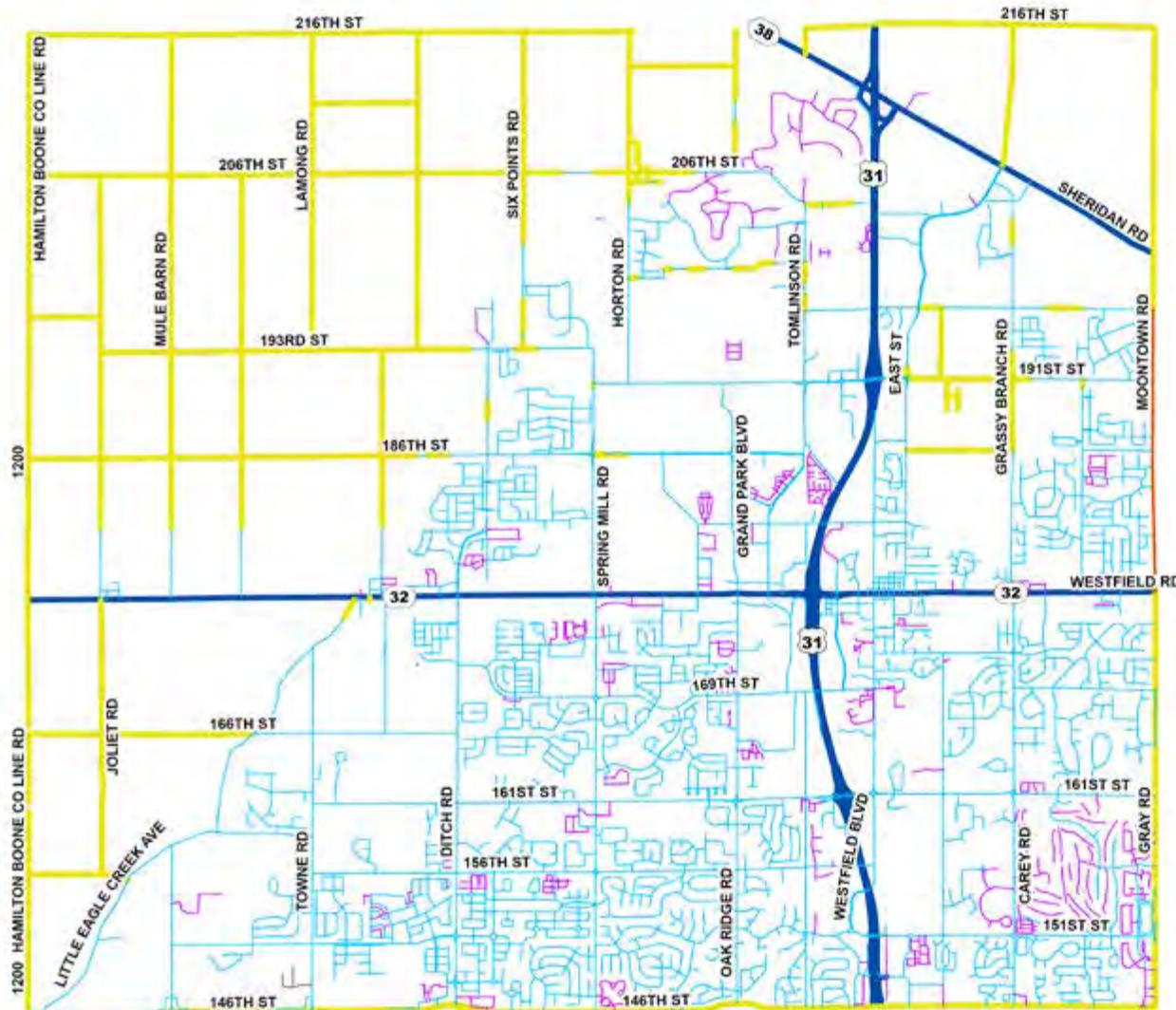
Collector System Map
Supersedes Figure 4.7
from 2011 Summer Amendment



- Local
- - - Proposed Local
- Collector
- - - Proposed Collector
- Primary Arterial 1
- Primary Arterial 2
- - - Proposed Primary Arterial 2
- Secondary Arterial
- - - Proposed Secondary
- Proposed Full Access Intersections
- Interchanges
- ↔ Under/Over Passes
- Safety Improvements
- Context Sensitive Areas
- Realignment Areas



Roadway Ownership Map



Roadway Ownership

- INDOT
- County
- Westfield
- Inter Local
- Private
- Unknown



Current Traffic Conditions

Traffic Volumes

Westfield is primarily an auto-oriented community, with most travel occurring by personal vehicle. Understanding the traffic volumes on major roads helps illustrate travel patterns, roadway capacity, and implications for future improvements.

Annual Average Daily Traffic

INDOT and local agencies measure traffic using Annual Average Daily Traffic (AADT), the average number of vehicles passing a point each day. These counts help determine a roadway's importance, evaluate level of service, track changes over time, project future volumes, and assess capacity for right sizing or reconfigurations to better support all modes.

According to 2022 INDOT data, US 31 near 161st Street carries the highest volume in Westfield with an AADT of 74,702. State Road 32 between Oak Ridge Road and US 31 is the only other roadway above 25,000 AADT, at 27,425. Elsewhere along SR 32, AADT ranges from about 14,000 to 23,500. E 146th Street carries the next-highest volumes, with 22,427 vehicles near US 31 and just under 12,000 near the City's western edge.

US 31 and SR 32 are owned and operated by INDOT, and 146th Street by Hamilton County. As principal or minor arterials not owned by the City, Westfield has limited control over traffic volumes on these corridors. The Traffic Volume Map on the following page shows 2022 AADT volumes from INDOT.

Annual Average Daily Truck Traffic

Similar to AADT, the Annual Average Daily Truck Traffic (AADTT) identifies the average volume of truck traffic for a one day (24-hour period) during a data reporting year. US 31 carries the highest truck traffic in Westfield, followed by 146th Street and State Road 32.

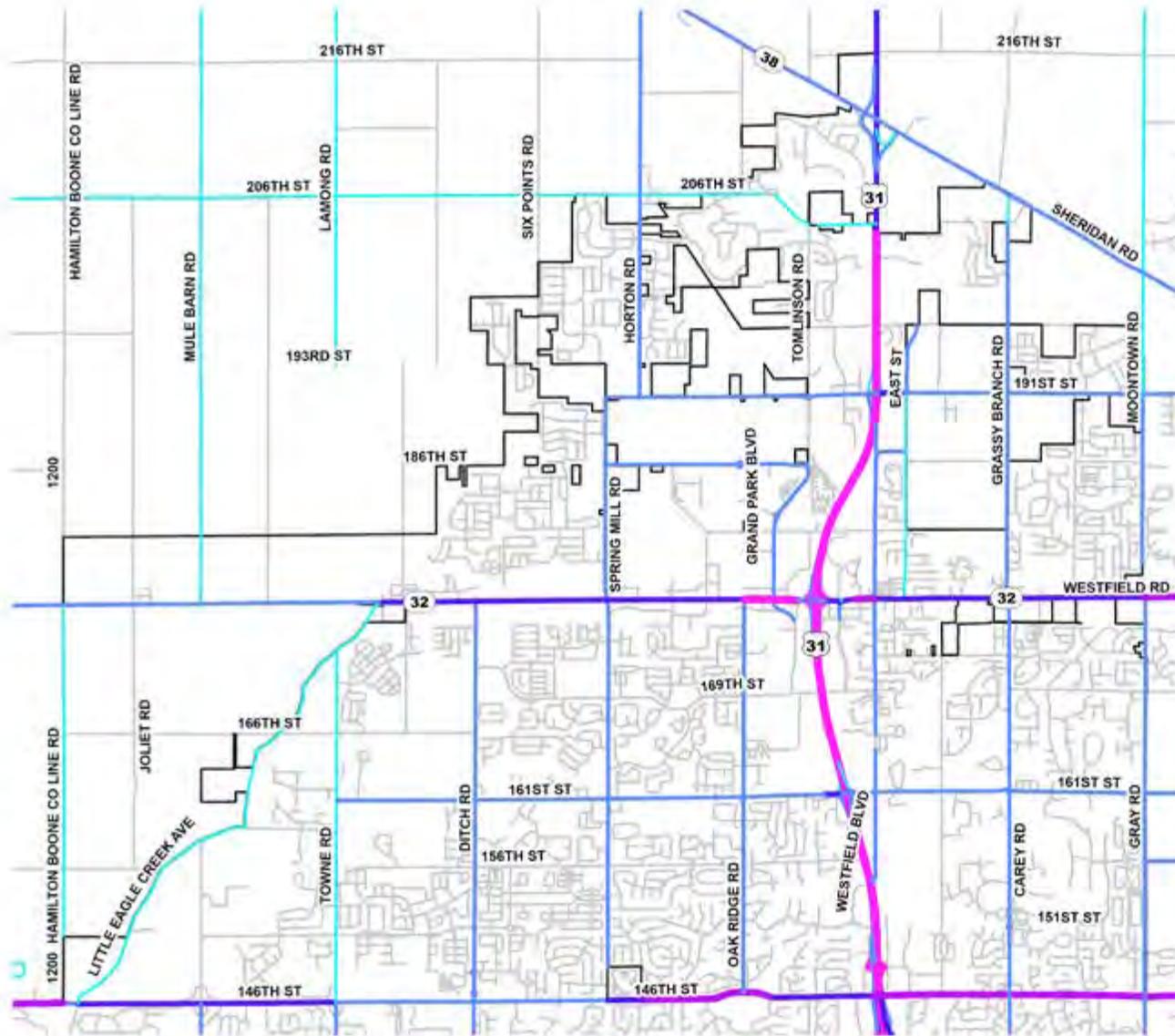
Truck Routes

The National Network supports interstate commerce by regulating the size of trucks on its routes. National Network routes in the City of Westfield are shown to the right. US 31 and State Road 32 are both part of the National Network, shown below.

Truck Network Map



Traffic Volume Map



AADT

- 2,000 or Less
- 2,001 to 10,000
- 10,001 to 20,000
- 20,001 to 25,000
- 25,001 or Greater
- City Limits



Traffic Operations

Existing Conditions

The operations, or success, of a roadway network to operate at free flow speed are measured in terms of Level of Service (LOS). LOS measures the delay experienced by motorists at intersections. LOS is quantified by six Levels of Service (LOS), shown in Table 5-1, which range from LOS A (“Free Flow”) to LOS F (“Fully Saturated”). LOS C is normally used for design purposes and represents a roadway with volumes ranging from 70% to 80% of its capacity. LOS D is generally considered acceptable for peak period conditions in urban and suburban areas and would be an appropriate benchmark of acceptable traffic for the study area road system.

The Indianapolis Metropolitan Planning Organization (IMPO) provided the regional Travel Demand Model (TDM) data for Westfield. This data includes volume to capacity (V/C) ratios for roadway segments which is representative of congestion on a roadway and can be used to illustrate LOS along a roadway segment. Based on the V/C ratios, LOS ranges from level A (less than .3) down to LOS F (more than 1) as shown in the table that follows.

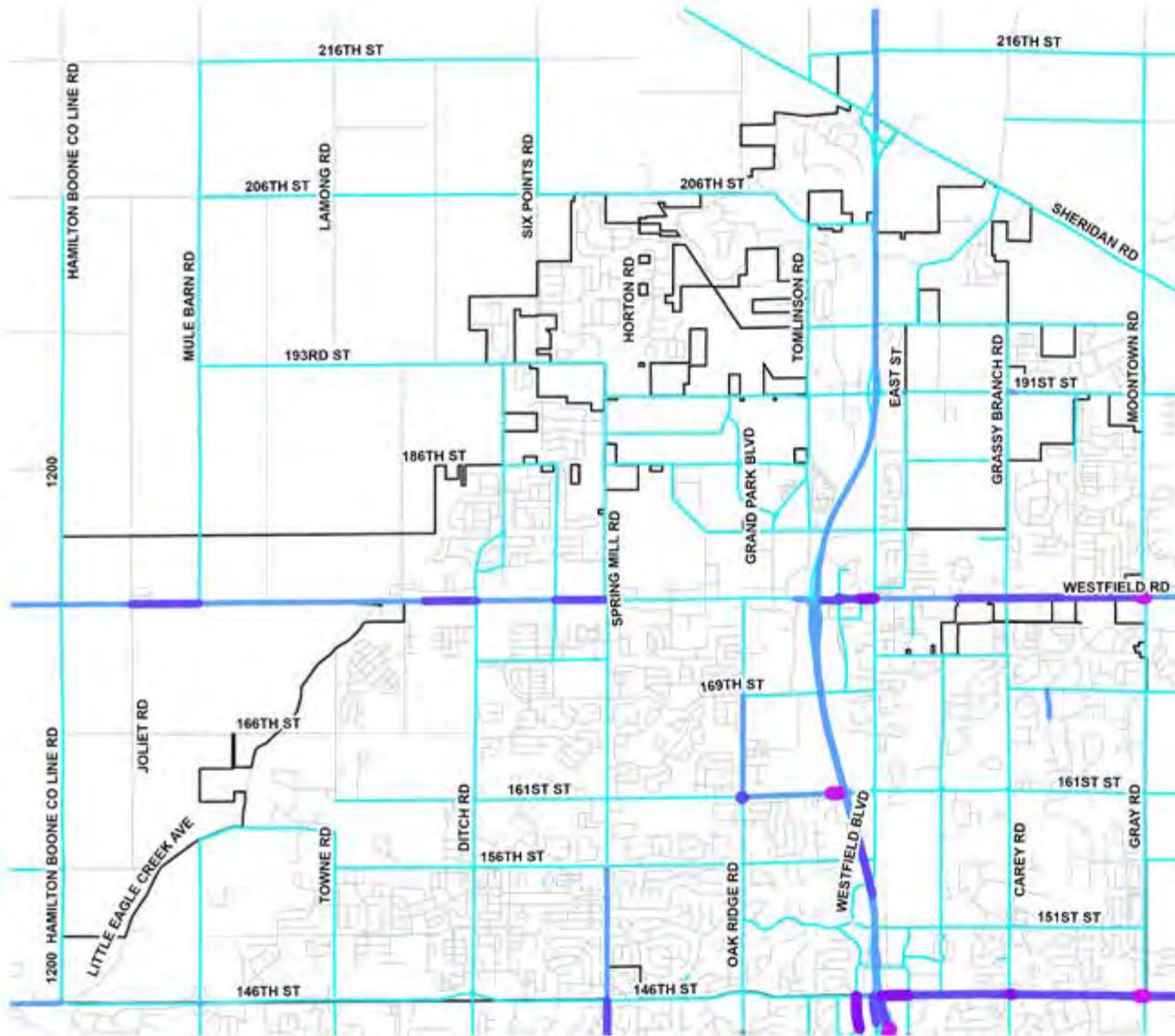
The 2024 baseline year segment LOS for afternoon peak hour traffic in the northbound and eastbound directions is shown on the following page in the 2024 Traffic Level of Service Map. The afternoon northbound and eastbound directions are shown to visualize afternoon rush hour, typically the worst hour of operation. All segments operate with LOS D or better. However, select segments at intersections operate at LOS E including State Road 32 at Gray Road, 146th Street at Gray Road, and 161st Street at US 31.

Table 5-1: LEVEL OF SERVICE LEVELS

LEVEL OF SERVICE	CONTROL DELAY PER VEHICLE (SECONDS/VEHICLE)		V/C RATIO SEGMENT
	Signalized	Unsignalized	
A	< 10	0-10	<0.30
B	> 10-20	> 10-15	0.30-0.50
C	> 20-35	> 15-25	0.51-0.70
D	> 35-55	> 25-35	0.71-0.84
E	> 55-80	> 35-50	0.85-1.00
F	> 80	> 50	>1.00



2024 Traffic Level of Service



LOS

- A
- B
- C
- D
- E
- F
- City Limits



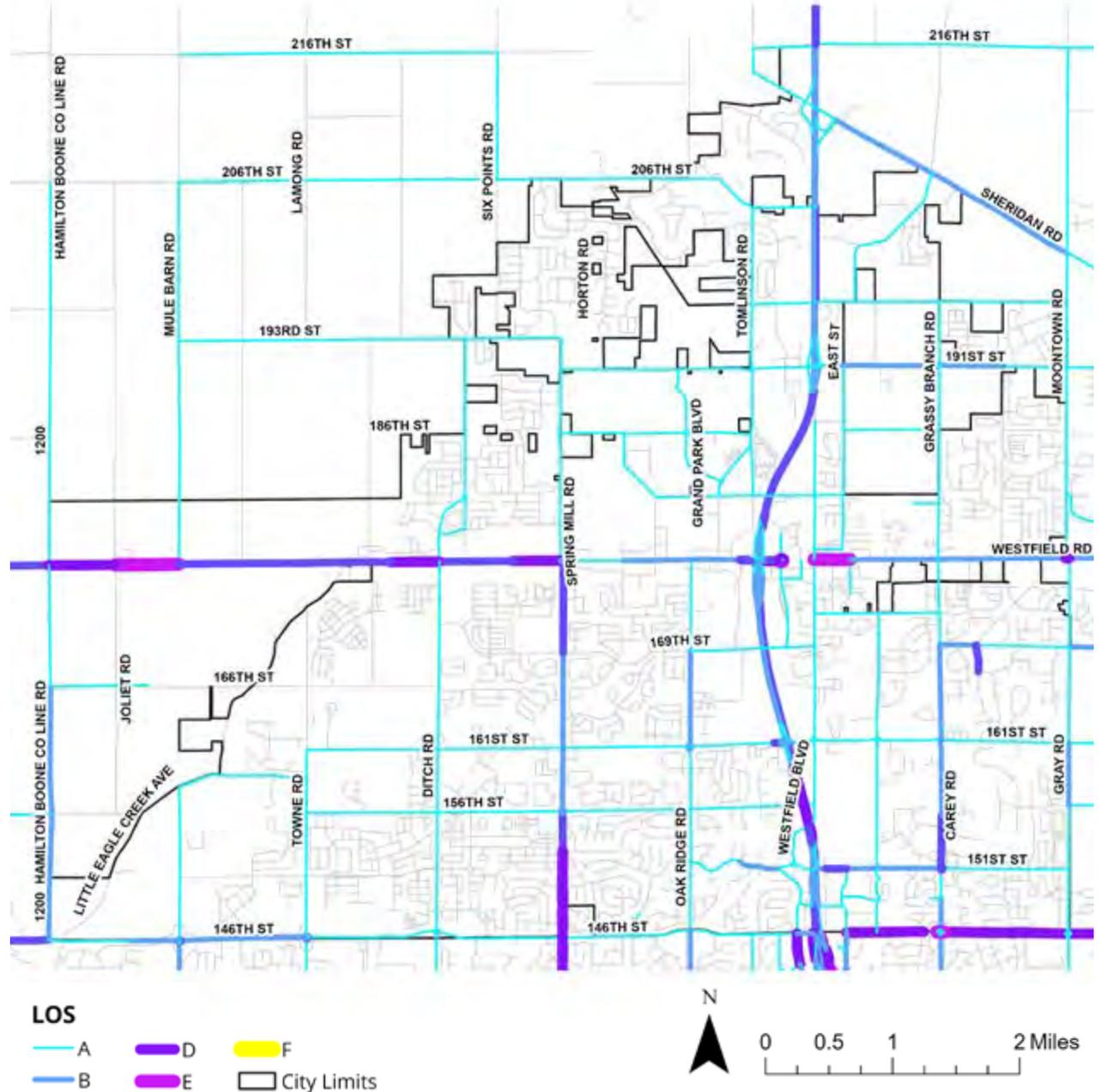
Future Forecast

The 2050 future year segment LOS for afternoon peak hour traffic in the northbound and eastbound directions is shown in the map to the right. The future forecast considers projected traffic growth and planned network improvements based on the Indianapolis Metropolitan Planning Organization (IMPO) regional TDM.

A comparison of the 2024 and 2050 LOS maps indicates increased congestion along several key corridors. While many roadway segments currently operate at LOS D or better, a notable increase in segments experiencing LOS E is expected, particularly along major arterial roadways and highway interchanges. Several segments along US 31 are projected to experience worsening congestion, with many segments reaching LOS D and E, particularly near major intersections. The 146th Street corridor, which already sees moderate congestion in 2024, is expected to face increased delays by 2050, especially east of US 31, where conditions deteriorate to LOS D or E. Similarly, State Road 32 west of Spring Mills Road is anticipated to worsen with an LOS of E in some segments.

Beyond major corridors, additional localized congestion increases are expected, particularly in commercial and high-growth residential areas, leading to greater delays and reduced travel efficiency. The intersection at 161st Street and US 31 is one area that is projected to improve service. These findings highlight the need for proactive transportation planning, including infrastructure expansions, signal timing optimizations, and multimodal enhancements to help mitigate congestion and maintain an acceptable level of service across the study area.

2025 Forecasted Traffic Level of Service



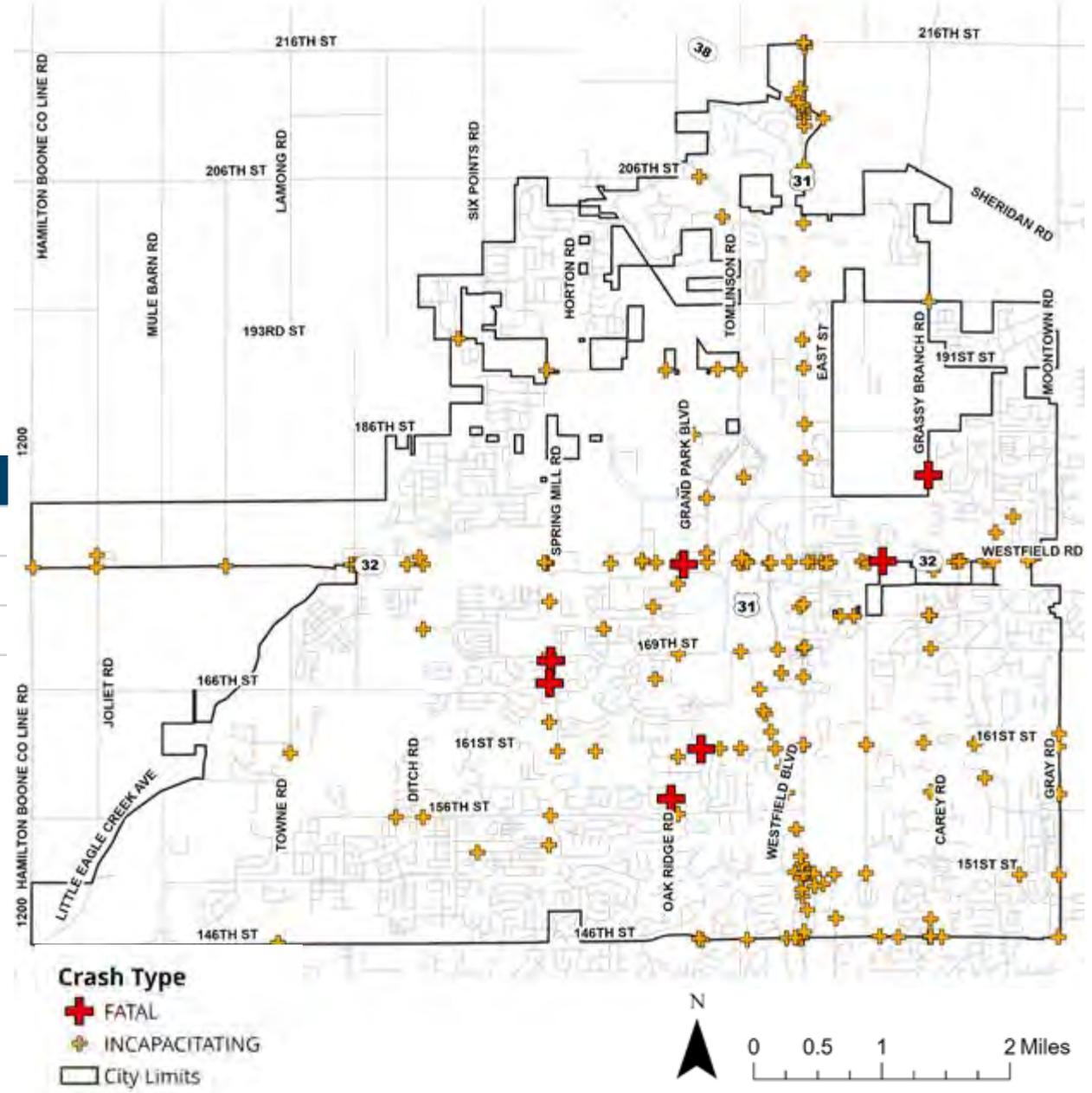
Vehicle Crashes 2019-2023

Roadway Safety

There were 204 fatal and incapacitating injury crashes in the City of Westfield from 2019 through 2023, averaging 41 crashes per year. The table below shows the severity of all crashes by year. The total number of fatal and incapacitating crashes reached a low in 2020 after peaking in 2019. It should be noted that no fatal crashes occurred in 2020, 2021, or 2022.

Table 5-2: Crash Severity

SEVERITY	2019	2020	2021	2022	2023	TOTAL
Fatal	3	-	-	-	4	7
Incapacitating	50	30	43	39	35	197
Total	53	30	43	39	39	204



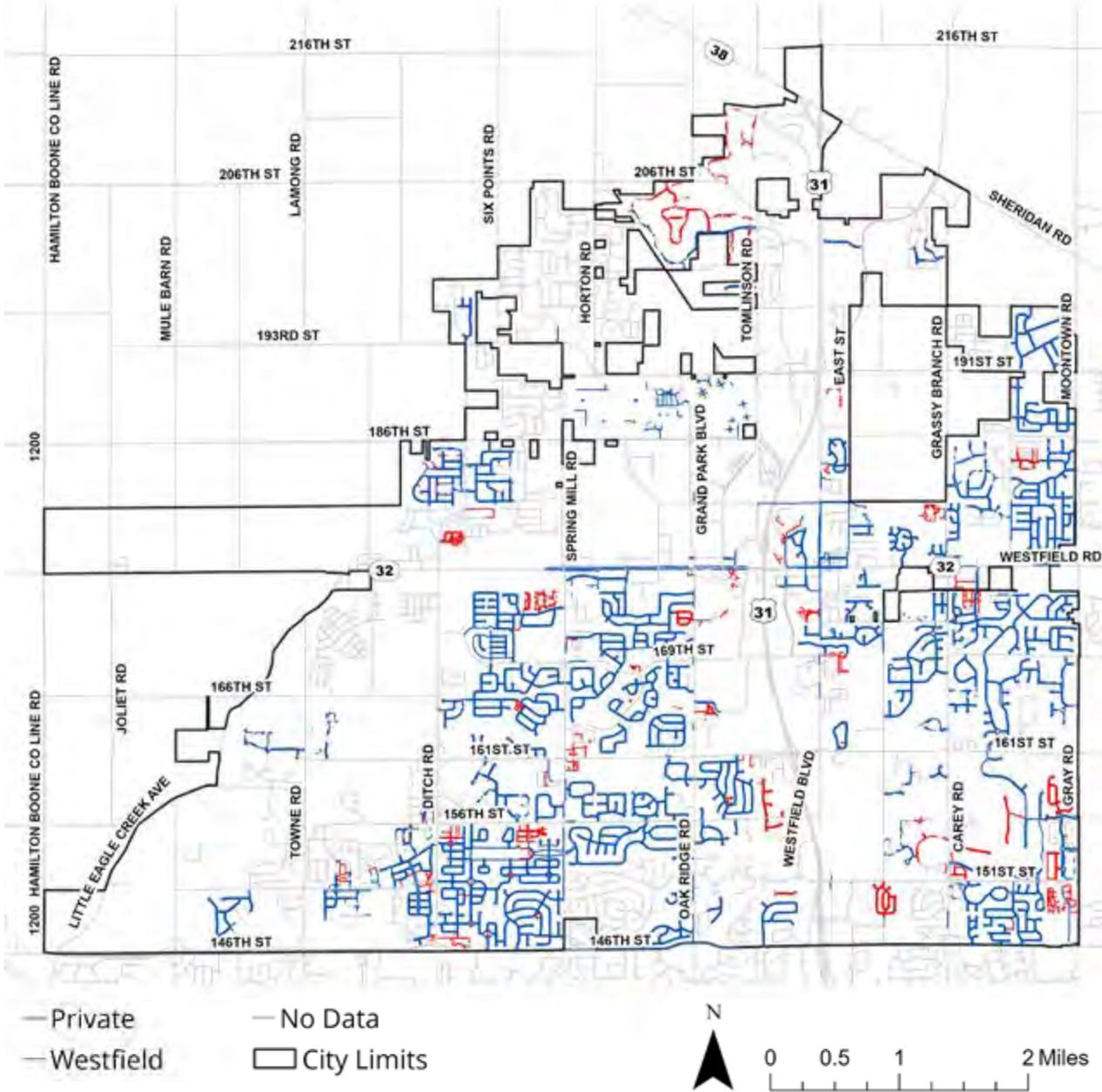
Sidewalk Ownership

Multimodal Network

Sidewalks, trails, and on-street bikeways like bicycle lanes and signed bicycle routes are integral components of the transportation network. These facilities are necessary to create a robust multimodal transportation system. Existing pedestrian and bicycle facilities are summarized below.

Sidewalks

The pedestrian network includes upwards of 278 miles of public and private sidewalk per spatial data provided by the City of Westfield Public Works Department. Approximately 242 miles of sidewalk is owned by the City of Westfield. The location and ownership of sidewalks in Westfield are shown on the map. Note that not all sidewalks in the City are included in the spatial data provided.



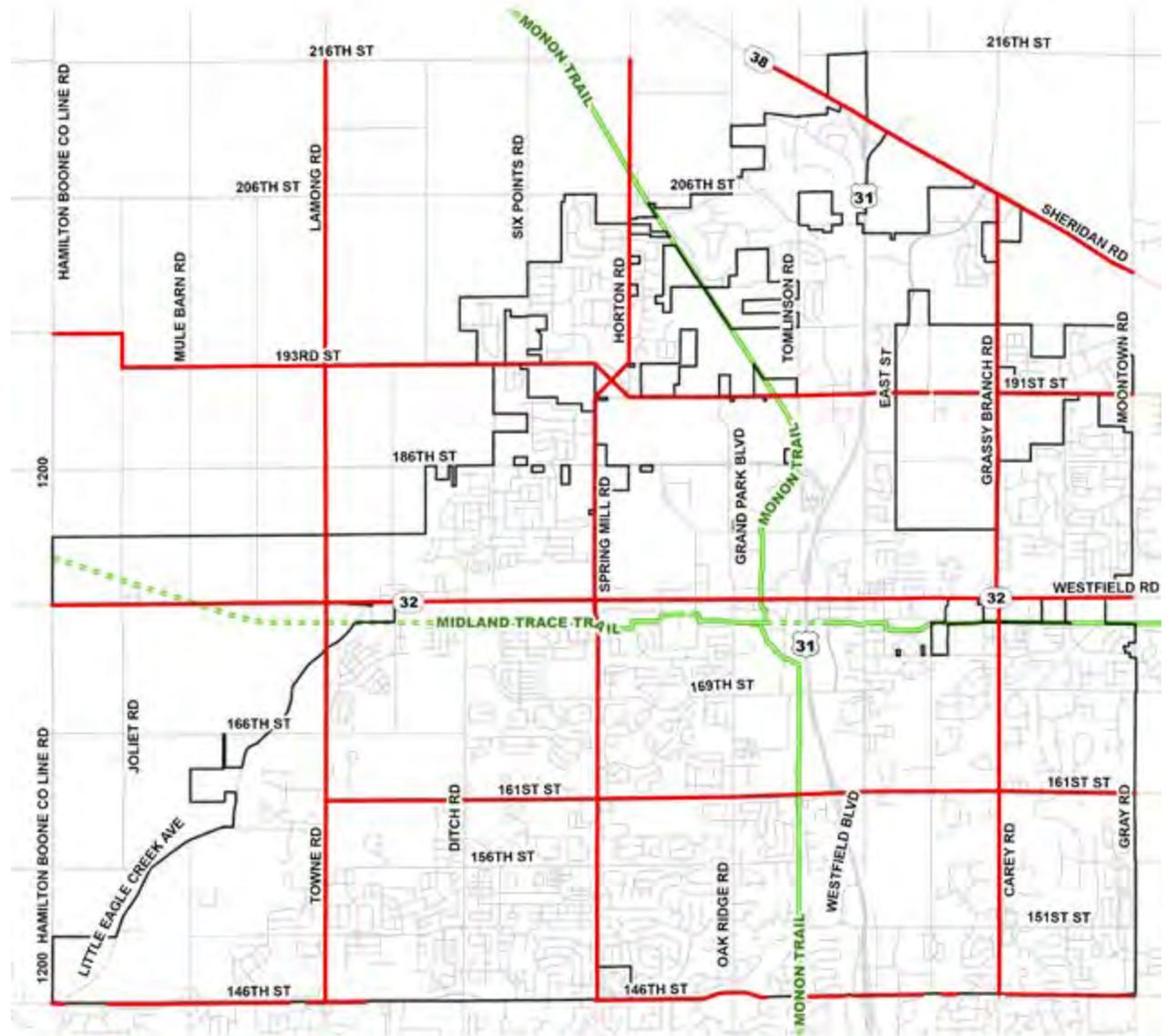
Cycle Corridors

Based on 2013 Thoroughfare Plan Amendment



Bike Facilities

The majority of bike facilities in Westfield are separated shared use paths and trails with limited on-street facilities. On-street bike lanes do exist on 186th Street from Kinsey Road to Tomlinson Road, however the facilities are unprotected, and markings are faded. Unprotected bike lanes are marked on John Dippel Boulevard from Grand Park Boulevard to the roundabout at Wheeler Road where the bike lanes end and share-the-road markings begin. Share-the-road pavement markings are marked on Wheeler Road from the roundabout at John Dippel Boulevard and Wheeler Road to 181st Street. These on-street facilities are made redundant by the existing trails and trails under construction. The 2013 amendment to the Thoroughfare Plan proposed Cycle Corridor Routes which are shown on the map below. The Monon Trail is also a designed Cycle Corridor Route.



City Limits

□ City Limits

Midland Trace/Monon Trail

— Built

— Proposed

Proposed Cycle Corridor Routes

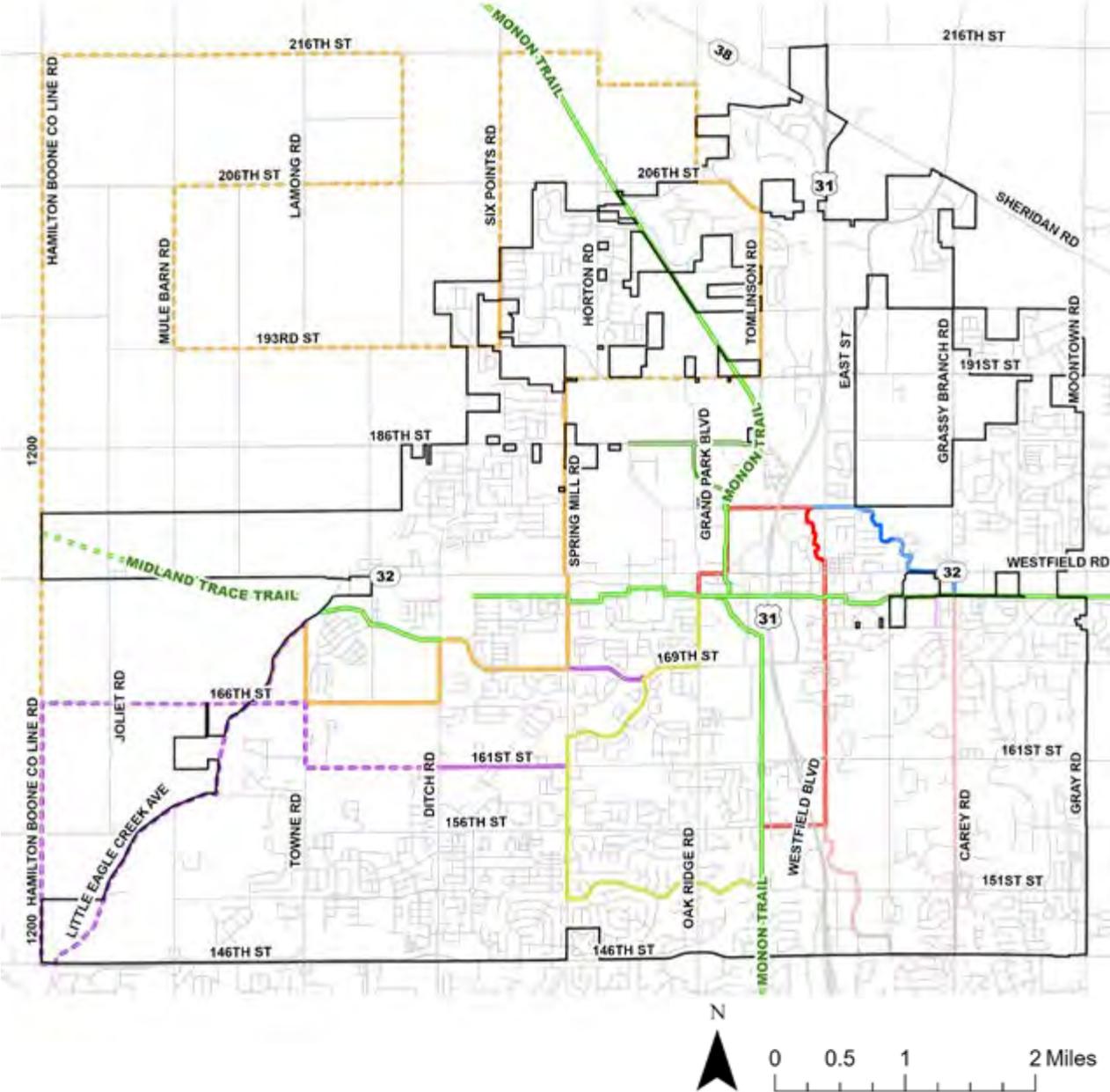
— Proposed Cycle Corridor Routes

Westfield Trail System

Trail System

The trail system in Westfield includes over 80 miles of trails owned by the City of Westfield. Notably, the Westfield portion of the Monon Trail runs north-south through the center of the City, connecting Westfield to Downtown Indianapolis. The Midland Trace Trail runs east-west through the City, providing access to Noblesville. Existing trails owned by the City of Westfield are shown on the map.

- City Limits**
- City Limits
- Midland Trace/Monon Trail**
- Built
- Proposed
- Name**
- All Roads Loop
- Asa Freedom Loop
- Asa Simon Line
- Little Eagle Creek Loop
- Midland Cool Creek Loop
- Monon Midland Inner Loop
- Monon Midland Outer Loop
- Northwest Border Loop
- Quaker Monon Line
- Streets With Bike Lane



Transit

The City of Westfield does not operate a fixed-route public transit system. In place, Janus operates an affordable, on demand public transit system for Hamilton County. The Hamilton County Express is a demand-response, origin-to-destination service available to all members of the public in Hamilton County. Riders call in advance to schedule a ride. Vehicles are handicapped-accessible with wheelchair lifts. Service is available from 6 a.m. to 6 p.m. Monday through Friday, Saturdays 7 a.m. to 3 p.m., and is unavailable on Sundays and major Holidays

Table 5-3: FARE PRICING

FARE	PRICE (\$)
One-Way Trip	3.00
Round-Trip	6.00
10-Trip Pass	30.00

Source: janus-inc.org/hamilton-county-express

Adopted Ordinances & Existing Plan Recommendations

Unified Development Ordinance

The City of Westfield adopted the most recent zoning ordinance, the “Westfield-Washington Township Unified Development Ordinance” (UDO), in August, 2023. Pertinent specifications for transportation in the UDO include block length and connectivity requirements.

- *The maximum length of a block in a single-family residential Subdivision shall not exceed one thousand two hundred and fifty (1,250) feet; except where an Internal Street or Frontage Road parallels an Expressway or Arterial.*
- *Streets shall align and connect with existing or planned streets and provide for connections with adjacent property. Proposed streets, where appropriate, shall be extended to the boundary line of the tract to be developed so as to provide for normal circulation of traffic within the vicinity.*

In addition to the above, the UDO discourages cul-de-sacs, permits only temporary dead-end streets for future connections, and includes provisions for pedestrian connections between cul-de-sacs for likely pedestrian destinations. The UDO requires that sidewalks and pedestrian paths and trails for new developments be constructed in accordance with the Thoroughfare Plan.

Downtown Westfield Plan

The Downtown Westfield Plan, “A Vision for Downtown” was completed in November 2022 by the Downtown Westfield Association. It envisions what Downtown Westfield could be by outlining what responsible growth looks like, while improving walkability and properly planning for current and future traffic congestion. Potential improvements include various new connections including possible extensions on Shamrock Boulevard, Hoover Street, Westfield Boulevard, North Street, Penn Street, Maple Street, 171st Street, Jersey Street, Walnut Street, Oak Road, and Jersey Street.

Westfield Capital Improvements 2024-2028 CIP

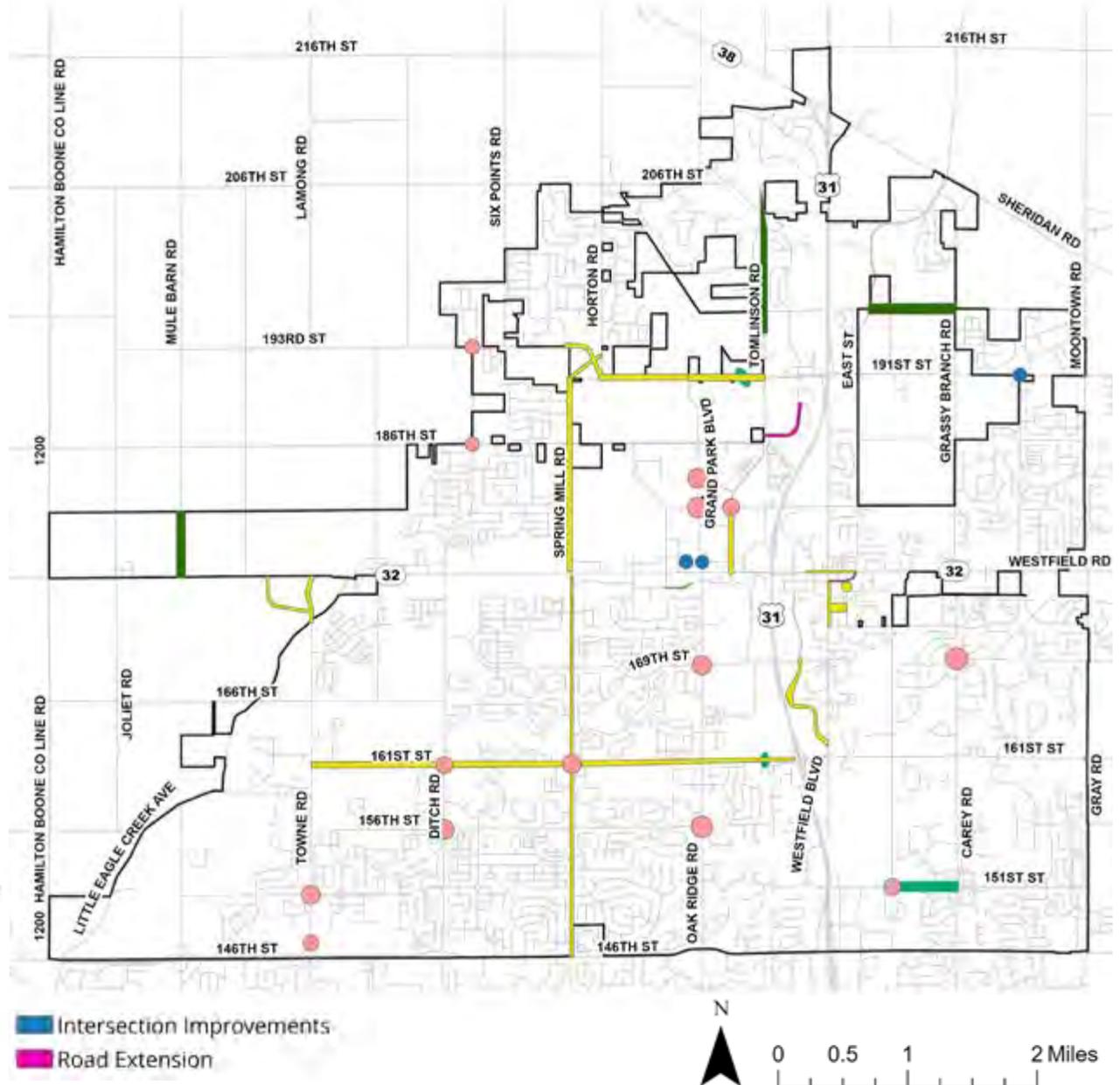
Planned & Future Projects

Westfield's Capital Improvement Plan includes 39 projects totaling \$222 million, funded through sources such as RIF, INDOT, ARPA, GO bonds, MPO, the 2024 budget, and developer contributions. The projects range from road reconstructions, extensions, improvements, widenings, and roundabouts to intersection upgrades, bridge reconstruction, drainage improvements, and new trails. Roundabouts at locations like 151st and Towne and 181st and Wheeler will improve traffic flow and safety, while widening projects on Mule Barn Road and Tomlinson Road will reduce bottlenecks and support growth. Intersection upgrades and new trails will enhance connectivity, promote walking and cycling, and improve pedestrian safety. Economic benefits include revitalizing the SR 32 downtown corridor, while drainage improvements will reduce flooding risks. These investments also lower emissions through improved traffic flow and encourage active lifestyles through expanded trail networks. Guided by traffic studies and strategic planning, these projects position Westfield for sustainable growth, improved mobility, and a stronger community.

Capital Improvements 2024-2028

Project Type

- Trail Project
- Road Improvements
- Roundabout
- Widening
- Intersection Improvements
- Road Extension



Thoroughfare Plan

The Thoroughfare Plan is the mapped classification of existing roadways by type which designates the role and function of each route within the transportation network. Roadways are typically classified using Functional Classifications which are linked with design guidelines and standards for right of way to be set aside as development occurs. The Thoroughfare Plan also identifies planned, future roadways and connections to provide a roadmap as development occurs and to aid planning efforts. The Thoroughfare Plan is focused on vehicular roadways and future corridors. Multimodal facilities for bicycle and pedestrian accommodations are addressed separately later.

Purpose and Approach

The purpose of the Thoroughfare Plan is to classify all roadways within Westfield by their role in the transportation network and plan for future roadways, connections, or extensions. The Thoroughfare Plan will utilize the Functional Classification system framework, developed by the Federal Highway Administration in 1974, to classify each roadway in Westfield.

Functional Classification System Framework

Functional Classification is one classification framework for categorizing roads according to their function within the transportation system. Within the Functional Classification framework, roadways serve two primary travel needs: access and mobility. Access is the ability to travel to various destinations within a given amount of time. Mobility is the ability to travel freely to a destination in a given amount of time. While most roads in the network provide some combination of access and mobility, a roadway's Functional Classification indicates its primary purpose. The Functional Classification framework is primarily concerned with access and mobility in the context of motor vehicle trips and does little to consider surrounding context or other modes. This mitigating factor will be addressed later by introducing the complementary classification framework of Street Types.

Functional Classification Definitions

The Functional Classification of a road typically guides design decisions such as roadway width, roadway elements, and access management standards. It can have funding impacts as well; oftentimes federal funding is restricted from "local" roads. Definitions of each Functional Class are based on their basic role within the roadway network in terms of access and mobility. Four classifications of roadways are used in Westfield which is consistent with Hamilton County and the Indianapolis MPO as described below.

Primary Arterials

Primary arterials chiefly serve through traffic movements rather than land access. Full or partial access control is desirable on these facilities. In rural areas, these facilities serve substantial statewide or interstate travel. Within urbanized areas, these facilities serve both through trips and longer intra-city trips. It is important that primary arterials are coordinated across jurisdictional lines since, by definition, they serve trips that typically originate or end outside the planning area.

Secondary Arterials

Secondary arterials prioritize mobility but provide land access to a greater extent than primary arterials. Generally, they provide lower travel speeds and accommodate shorter trips than primary arterials. Secondary arterials connect with and supplement the primary arterial system. These facilities provide for major intra-city trips and provide connections to the surrounding primary and secondary arterial system. Although secondary arterials have an access role, they should not penetrate neighborhoods and good access management practices should be applied to protect their essential mobility function.

Collectors

Collectors serve a balanced role with respect to mobility and access. As the name implies, they collect traffic from local roads and provide a link with arterials. Collectors provide service to residential, commercial and industrial areas. If not served directly by an arterial, all major traffic generators and neighborhoods should be served by a collector roadway. Collectors penetrate neighborhoods to link the arterial network with local streets.

Local Roads and Streets

All public roads and streets not classified as arterials or collectors are classified as local roads and streets. They provide direct access to abutting properties and are intended to serve only local traffic movements. Traffic speeds and volumes are generally low, and through traffic is discouraged.

Note, US 31 and SR 32 are viewed as “Highways” by the City of Westfield and fall outside the four Functional Classes defined above.

Table 5-4: ARTERIAL SPACING

AREA TYPE	ARTERIAL SPACING
Central Business District	1/8 to 1/2 mile
Urban	1/2 to 1 mile
Suburban	1 to 2 miles
Low Density Development	2 to 3 miles

Functional Classification Application Process

Guidelines provided by the Federal Highway Administration provide a structured approach for the classification of roadways within a transportation network. Basic principles and the process used to classify roadways in Westfield are described below.

Functional Classification Principles

The classification of a roadway by function is dependent on a number of considerations. These considerations include:

- Rural vs. urban
- Adjacent land use
- Internal vs. external trips
- Typical trip lengths
- Traffic volumes
- Destinations served
- Spacing
- System balance of road miles and vehicle miles traveled

System balance should be achieved that reflects the fact that most roadway mileage within any jurisdiction is on local streets, while most vehicle miles of travel occurs on arterial streets. Spacing of roadways of different functional classes is another consideration in establishing a system. The spacing of arterials should correspond with the density of development, as illustrated in the table.

In addition to the previous guidelines, key considerations include system linkages and continuity. In this regard, two “rules” should be applied in establishing a Functional Classification system:

- Arterials and collectors link to form a continuous network. By definition, these classifications do not “end.” They connect to other arterials or collectors.
- All arterials and collectors end at intersections. These classifications do not change on a roadway section between intersections.

With those principles in mind, the process of determining the Functional Classifications for a transportation system is as follows:

1. Identify future land use patterns
2. Identify highways as primary arterials
3. Identify entering arterials from adjacent areas
4. Identify secondary arterials based on spacing and role within the system, considering linkages from other communities
5. Review the arterial system for area coverage
6. Identify the collector street system based on spacing and role within the system
7. Identify the local street system as the remaining roadways
8. Review the system as a whole for “balance and reasonableness”

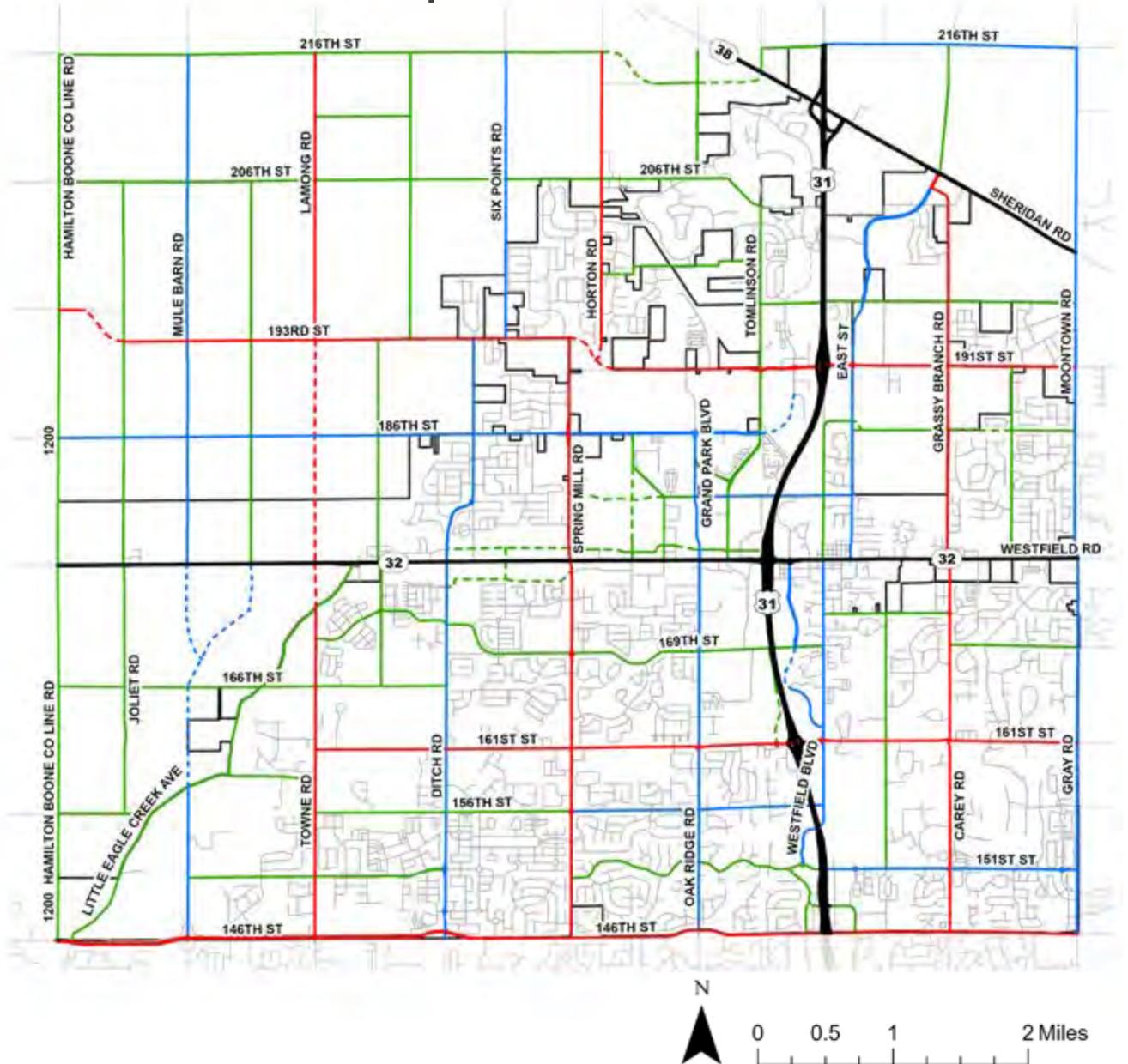
A review of the above process indicates that the key considerations in establishing a Functional Classification system are land use, adjacent plans, roadway spacing, and system linkages and continuity. Each of these factors is considered in applying the process for Westfield.

Thoroughfare Plan Updated 2025

Recommended Functional Classifications

The recommended Functional Classification system for Westfield largely consists of the existing designations from the 2013 Thoroughfare Plan update. Adjustments to existing designations are detailed in the following map, along with recommended extensions, new connections, and targeted spot improvements to strengthen network continuity and address localized mobility or safety concerns.

-  Highway
-  Primary Arterial
-  Proposed Primary Arterial
-  Secondary Arterial
-  Proposed Secondary Arterial
-  Collector
-  Proposed Collector
-  Local
-  Proposed Local



Right of Way Standards

Right of way is publicly owned land reserved for a transportation facility or other public uses. One primary purpose of the Thoroughfare Plan is to classify roadways to guide the preservation of right of way as development occurs to ensure the integrity of the roadway network while minimizing cost and disruption. Right of way set-aside standards for new development differ from the process used to acquire right of way from existing property owners in already developed areas. This section describes the process for each scenario and recommends right of way standards for the differing Functional Classifications.

Right of Way Preservation (new development)

Right of way is ordinarily set aside as a condition of rezoning or other development approval action for proposed developments based on Functional Classifications identified in the Thoroughfare Plan and standards adopted as part of the community's subdivision control ordinance. Typically, half of the needed right of way is requested from developments located on one side of a road.

Additional right of way may be set aside as part of the approval process for individual projects if the need is identified by traffic impact studies associated with the development. This additional requirement is frequently driven by a need for auxiliary lanes, approach realignment, roundabout construction at intersections, or to accommodate multimodal facilities.

Where there is no rezone, plan approval or other action by the Plan Commission or Council, right of way is acquired only for specific project needs, as described in the next section. The Thoroughfare Plan and associated right of way standards have no direct relationship to the right of way acquisition from individual property owners for areas already developed.

Right of Way Acquisition for Projects (existing property owners)

In the absence of development approval action as described previously, right of way is acquired from property owners on a case-by-case basis as projects are developed. Right of way needs are identified based on specific project requirements identified through the project design process.

Generally, the process is as follows:

1. A project is identified through engineering and environmental studies
2. Hearings are held to inform the public of the project.
3. Field surveys are conducted to define existing features and property lines
4. Designs are refined to identify specific project details and right of way needs.
5. More hearings are held to present project details to the public.
6. Right of way needs are identified for each adjoining parcels to meet specific project needs.
7. Right of way is acquired in accordance with state law and funding program requirements. Some of this right of way may be temporary for off site grading or in order to construct drive connections. Either way, property owners are compensated.
8. The project is bid and constructed.

Although the Thoroughfare Plan can (and should) be a factor in driving the definition of project definition and design, it has no direct relationship to the acquisition of property from individual property owners.

Minimum right of way standards are intended for the reservation of right of way in new development areas as projects are being reviewed. Minimum right of way standards are NOT intended for general right of way acquisition from existing property owners. Where necessary, right of way will be acquired from existing property owners through a separate project design that will be sensitive to each unique set of circumstances. Design features, such as those listed below, can be used to minimize the amount of land needed from existing property owners.

1. Use of roundabouts.
2. Shifting from 8 foot paths to 5 foot sidewalks.
3. Eliminating sidewalks or paths from one or both sides of street.
4. Offsetting the centerline of the road.
5. Acquiring temporary construction easements instead of ROW.
6. Acquiring landscape easements instead of ROW.

Recommended Right of Way Standards

Roadway rights of way must be wide enough to accommodate travel lanes, auxiliary turning lanes, medians, parking lanes, sidewalks, bicycle and pedestrian facilities, roadway drainage, utilities, safety buffers, and landscaping. Sufficient right of way should be set aside at the time development occurs to accommodate all necessary uses.

It is important to identify right of way requirements in advance so that adequate space will be set aside for transportation needs as an area is developed. While these widths will accommodate the additional right and left turn lanes typically required at driveways and intersections, additional right of way could be required to accommodate unusual circumstances or traffic flow patterns.

Conversely, when a road is to be constructed or improved in an area that is already developed or is environmentally sensitive, the City may request less right of way at the time of development. A roadway facility should typically be centered within the right of way, but this may also be altered at the discretion of the City in order to accommodate special circumstances.

The minimum right of way to be set aside at the time of new development is based on the Functional Classification of the roadway. The following minimum right of way widths are recommended:

Primary Arterials - 150 FT

Secondary Arterials - 120 FT

Collectors - 100 FT

In most cases, the recommended right of way widths are adequate to provide sufficient roadway capacity, along with multi-use paths and the other items listed above. Right of way recommendations by Functional Classification are described on the following page.

Primary Arterials

Right-of-way for primary arterials is recommended to be 150 feet to provide room for a four-lane divided roadway and two multi-use paths. Travel lanes are 12 feet wide and the center median is 16 feet wide to accommodate a 4-foot median and a 12-foot left turn lane. Multi-use paths are assumed to be 8 feet wide to accommodate users flowing primarily with traffic. There is sufficient right-of-way to accommodate wider paths in lieu of selected landscape components. This right-of-way width is adequate to allow for the construction of additional through lanes, right-turn lanes, deceleration lanes and acceleration lanes as necessary. The right-of-way will allow for the construction of utilities without placing the utilities under the roadway pavement.

Secondary Arterials

The minimum right-of-way for secondary arterials is set at 120 feet to accommodate a four-lane divided roadway, with two multi-use paths and a modest degree of landscaping. Travel lane and median dimensions are the same as primary arterials. The right-of-way width is adequate to allow for the construction of auxiliary lanes and the provision of utilities without the need to place them under the roadway pavement.

Collectors

A minimum right-of-way width of 100 feet is recommended for collectors to accommodate a three-lane roadway and two multi-use paths. Travel lanes are 12 feet wide and the center lane is 16 feet wide to accommodate a two way left turn lane (TWLTL) or a future raised median (4 feet) and a 12-foot left turn lane. These multi-use paths are 8 feet wide to accommodate users flowing primarily with traffic. This right-of-way will allow for the construction of right-turn lanes, deceleration lanes and acceleration lanes as necessary. Utilities can generally be installed outside pavement areas

Local Roadways

Local roadway right of way widths are covered by standard drawings which are included in the Westfield Construction Standards and Specifications. These standards cover items such as on-street parking, street trees and underdrains Roadway width is to be a minimum of 31 feet back of curb to back of curb with a 59 foot right of way set aside. Right-of-way width varies and is dependent on the roadway alternative selected by the developer. The use of narrow streets requires the provision of off-street parking. Wider streets can accommodate on-street parking.

Roundabouts

Similar to nearby Indianapolis suburbs, Westfield has adopted roundabouts as a frequently used intersection safety improvement. Roundabouts require different right of way consideration and to ensure future construction is possible, additional right of way reservation at public road intersections is preferable to allow for future roundabout construction.

In the absence of site-specific studies, right of way is recommended to be set aside in a manner similar to roadways using Functional Classification designations. It is recommended that an area within a 300-foot diameter circle centered on the intersection should be reserved as right of way at arterial intersections. This right of way reservation typically provides sufficient area to construct either a single lane roundabout or a two-lane roundabout.

At any other public road intersection, an area within a 200-foot diameter circle centered on the intersection should be reserved as right of way. The right of way reservation at these locations typically provides sufficient area to construct a single lane roundabout. Location specific adjustments and design decisions may be made to accommodate unique circumstances. These design decisions could result in the need to acquire additional right of way beyond that reserved by these typical requirements. For simplicity in right of way description, a straight-line corner cut could be used between the points where the required diameter crosses the right of way lines of the approach roads.

Access Management

Access management typically involves ordinances that control the location, spacing and design of intersections and driveways on arterial and collector roads. Proper access management can preserve throughput of a corridor, reduce congestion, minimize crashes, improve aesthetics, increase pedestrian safety and comfort, encourage development, and increase property values.

Access management procedures are important in Westfield, where growth and development are continuing. Westfield has included some of the past access management recommendations from the 2013 Thoroughfare Plan in its 2025 Unified Development Ordinance. Recommendations remaining to be implemented include:

- Establish intersection and driveway spacing requirements for arterial and collector roads including setback requirements from freeway ramp terminals
- Encourage property access requirements to support shared access to adjacent developments.
- Require that existing properties be brought into compliance with access management requirements upon:
 - Subdivision of property
 - Change in zoning
 - Significant increase in trip generation by the property
 - Request for new driveway permit

Additional Transportation Improvements

Intersection Improvements

Building on the Thoroughfare Plan, intersection improvements play a critical role in creating a safer and more efficient transportation network. Intersections are often the most complex and high-risk points in any roadway system, where conflicting movements and heavy traffic volumes can lead to congestion and crashes. Addressing these challenges requires a combination of strategies, including the installation of modern roundabouts, signal upgrades, and geometric modifications that streamline traffic flow and enhance visibility.

Roundabouts, for example, reduce severe collisions by eliminating left-turn conflicts and lowering vehicle speeds, while signal improvements can optimize timing to minimize delays during peak periods. Geometric changes, such as adding turn lanes or adjusting approach angles, further improve operational efficiency and accommodate future traffic demands. Together, these targeted upgrades complement the City's broader mobility goals by reducing travel times, improving safety for all users—including pedestrians and cyclists—and supporting economic growth through reliable access to key destinations.

Potential intersections for improvements were selected based on the City's future land use and Placetypes Plan, with consideration of anticipated growth patterns, traffic volumes, and safety priorities. This approach ensures that improvements are focused on locations where they will have the greatest long-term impact, supporting both current needs and the evolving transportation demands of the community.

The following map and tables are intended as a starting point, illustrating potential locations for intersection improvements rather than definitive project sites. Any intersection located on or above a collector roadway should be carefully evaluated for improvement opportunities. These locations are subject to further engineering analysis and community input to ensure that proposed solutions align with safety priorities, operational needs, and stakeholder expectations. Recommended design solutions and estimated cost ranges are provided to ensure that these investments remain strategic and transparent.



Potential Intersection Improvement Locations

Number	Cross Street 1	Cross Street 2
1	166th Street	Towne Road
2	166th Street	Eagletown Road
8	206th Street	Horton Road
3	SR32/176th Street	Spring Mill Road
4	SR32/176th Street	Ditch Road
6	191st Street	Moontown Road
7	191st Street	Shady Nook Road
5	SR32/176th Street	Mule Barn Road
9	171st Street	Oak Road
10	186th Street	Eagletown Road

 Intersection Improvements

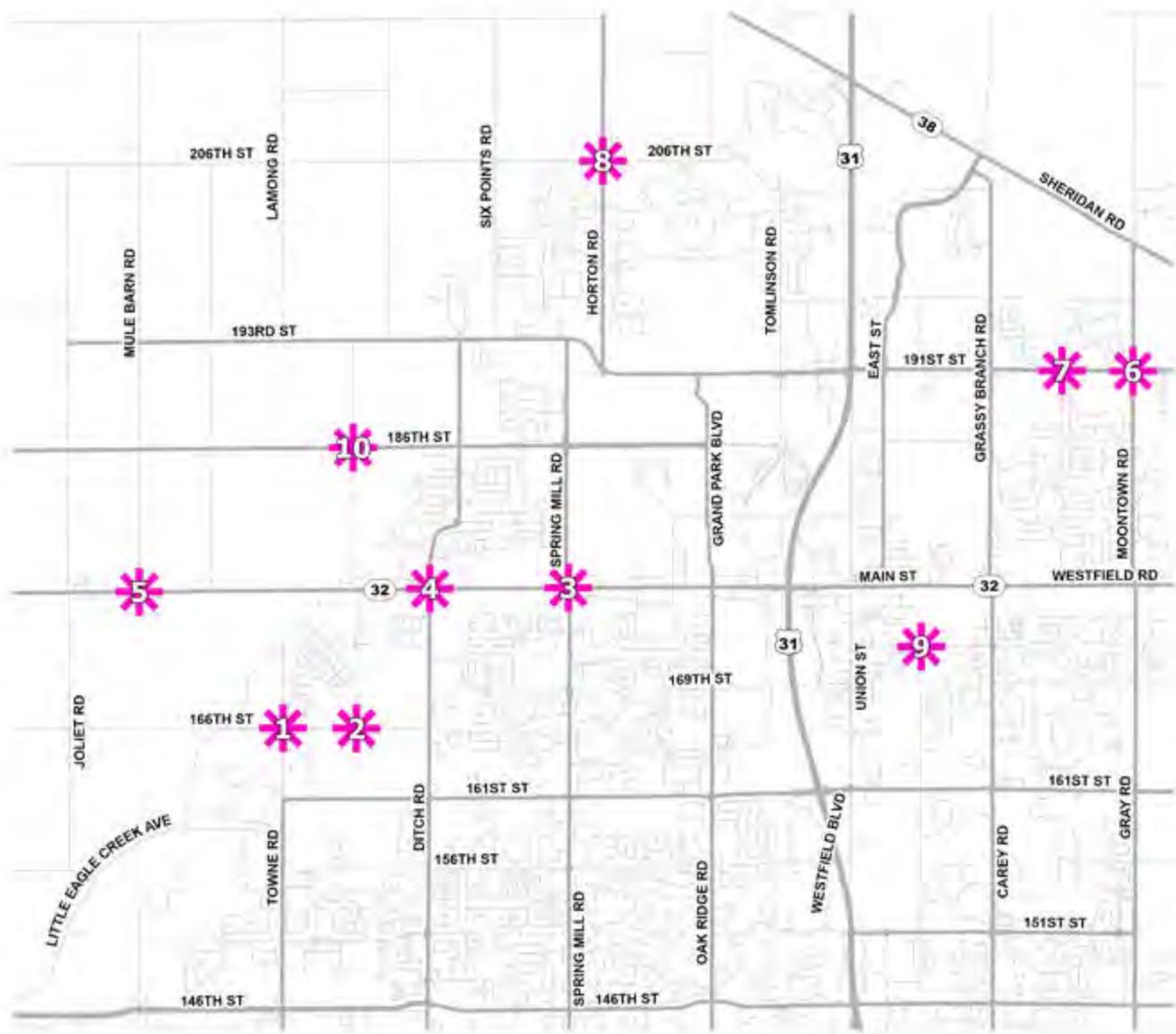
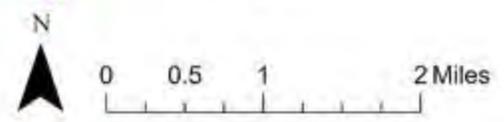


Table 5-5: INTERSECTION IMPROVEMENT PROJECTS

#	Cross Street 1	Cross Street 2	Recommended Improvements
1	166th Street	Towne Road	Roundabout - \$\$\$\$ Dedicated Right/Left Turn Lanes - \$\$\$ Systemic Stop-Controlled Countermeasures - \$ Crosswalk Enhancements - \$ Enhanced Delineation - \$
2	166th Street	Eagletown Road	Roundabout - \$\$\$\$ Dedicated Right/Left Turn Lanes - \$\$\$ Systemic Stop-Controlled Countermeasures - \$ Crosswalk Enhancements - \$ Enhanced Delineation - \$
3	SR 32/176th Street	Spring Mill Road	Roundabout - \$\$\$\$ Protected Left Turns - \$ Yellow Change Intervals - \$ Signage - \$ Dilemma Zone Detection - \$ Crosswalk Enhancements - \$
4	SR 32/176th Street	Ditch Road	Protected Left Turns - \$ Yellow Change Intervals - \$ Signage - \$ Dilemma Zone Detection - \$ Crosswalk Enhancements - \$
5	SR 32/176th Street	Mule Barn Road	Roundabout - \$\$\$\$ Dedicated Right/Left Turn Lanes - \$\$\$ Systemic Stop-Controlled Countermeasures - \$ Enhanced Delineation - \$
6	191st Street	Moontown Road	Roundabout - \$\$\$\$ Dedicated Turn Lanes - \$\$\$ Enhanced Delineation - \$ Systemic Stop-Controlled Countermeasures - \$

#	Cross Street 1	Cross Street 2	Recommended Improvements
7	191st Street	Shady Nook Road	Roundabout - \$\$\$\$ Dedicated Turn Lanes - \$\$\$ Enhanced Delineation - \$ Systemic Stop-Controlled Countermeasures - \$
8	206th Street	Horton Road	Roundabout - \$\$\$\$ Dedicated Right/Left Turn Lanes - \$\$\$ Systemic Stop-Controlled Countermeasures - \$ Enhanced Delineation - \$
9	171st Street	Oak Road	Roundabout - \$\$\$\$ Dedicated Right/Left Turn Lanes - \$\$\$ Systemic Stop-Controlled Countermeasures - \$ Enhanced Delineation - \$
10	186th Street	Eagletown Road	Roundabout - \$\$\$\$ Dedicated Right/Left Turn Lanes - \$\$\$ Systemic Stop-Controlled Countermeasures - \$ Enhanced Delineation - \$

LEGEND

SYMBOL	Cost Range
\$	Less than \$100,000
\$\$	\$100,000 to \$500,000
\$\$\$	\$500,000 to \$1,000,000
\$\$\$\$	Greater than \$1,000,000

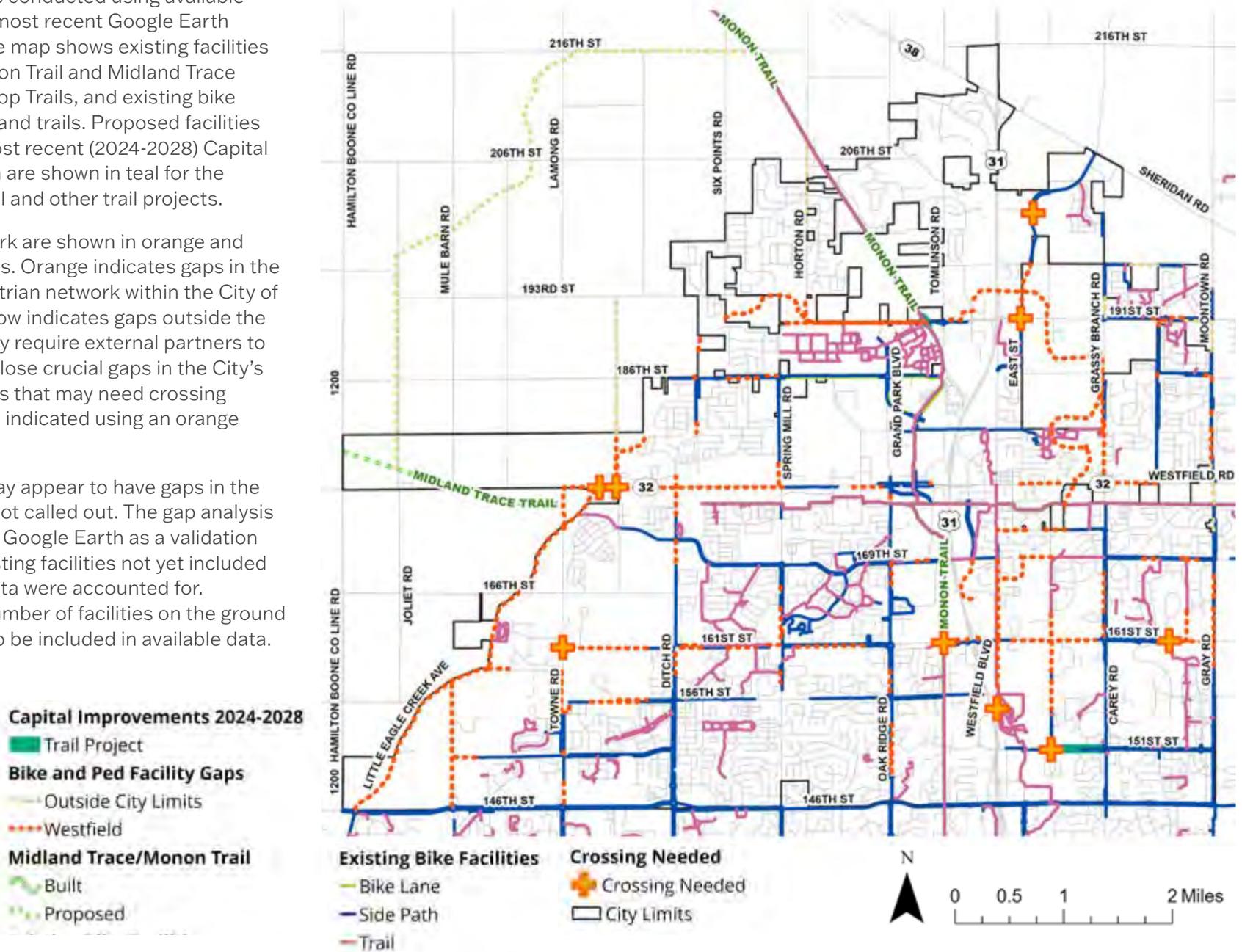
Bicycle and Pedestrian Improvements

A gap analysis was conducted using available GIS data and the most recent Google Earth aerial imagery. The map shows existing facilities including the Monon Trail and Midland Trace Trail, Westfield Loop Trails, and existing bike lanes, side paths, and trails. Proposed facilities included in the most recent (2024-2028) Capital Improvement Plan are shown in teal for the Midland Trace Trail and other trail projects.

Gaps in the network are shown in orange and yellow dashed lines. Orange indicates gaps in the bicycle and pedestrian network within the City of Westfield and yellow indicates gaps outside the City limits that may require external partners to address but that close crucial gaps in the City's network. Locations that may need crossing improvements are indicated using an orange cross.

The map below may appear to have gaps in the network that are not called out. The gap analysis was created using Google Earth as a validation tool to ensure existing facilities not yet included in available GIS data were accounted for. Westfield has a number of facilities on the ground that are too new to be included in available data.

Bicycle and Pedestrian Gaps



Several different types of trail improvements may be used depending on local context and alignment with proposed street types.



Shared-Use/Side Path: Paved 8-12’ path, fully separated from motor vehicle traffic. Best for Regional Boulevards and Low-Density Residential roadways.

Bicycle Lanes: 3-6’ On-Street Facilities, can either be buffered, separated, or adjacent to traffic. Should be found on Crosstown Avenues and Mixed-Use/Low Density Commercial Collectors.

Shoulders and Shared Lanes: Limited or no dedicated space for cyclists on the roadway. Shared lane markings are appropriate for Neighborhood Avenues.

Additional Resources: NACTO Urban Bikeway Design Guide, FHWA Bikeway Selection Guide

Filling in these trail gaps will be a multi-phase process that requires significant coordination and funding. Improvements have been prioritized based on crash data, public input, and system connectivity, with highest priority gaps being areas that should immediately be targeted as potential project candidates. Note that some immediate gaps may already be in the process of being filled pending the completion of current capital projects.

Note: Percentages represent the level of comfort that people feel bicycling, according to peer-reviewed surveys as recently as 2016.
Source: FHWA Bikeway Selection Guide: https://safety.fhwa.dot.gov/ped_bike/tools_solve/docs/fhwasa18077.pdf
 For more information, please visit FHWA’s Bicycle and Pedestrian Program webpage: https://www.fhwa.dot.gov/environment/bicycle_pedestrian/

Table 5-6: Priority: Immediate

SEGMENT	TO	FROM	RECOMMENDED IMPROVEMENT
156th Street	Towne Road	Edenvale Drive	Bike Lanes or Shared-Use Path
159th Street	Eagle Creek Avenue	Existing Path Terminus	Bike Lanes or Shared-Use Path
161st Street	Towne Road	Ditch Road	Bike Lanes or Shared-Use Path
161st Street	Ditch Road	Spring Mill Road	Bike Lanes or Shared-Use Path, where needed
161st Street	Spring Mill Road	Oak Ridge Road	Bike Lanes or Shared-Use Path, south side
161st Street	Monon Trail	Union Street	Shared-Use Path across US-31
161st Street	Union Street	Carey Road	Bike Lanes or Shared-Use Path
161st Street	Colleton Court	Gray Road	Bike Lanes or Shared-Use Path
169th Street	Carey Road	Gray Road	Shared-Use Path where needed or mid-block crossings
169th Street	Oak Ridge Road	Westfield Park Road	Bike Lanes or Shared-Use Path
171st Street	Futch Way	Union Street	Bike Lanes or Shared-Use Path
176th Street	Dartown Road	Oak Ridge Road	Bike Lanes or Shared-Use Path, south side
186th Street	Casey Road	Spring Mill Road	Bike Lanes or Shared-Use Path
191st Street	Spring Mill Road	Tomlinson Road	Bike Lanes or Shared-Use Path
191st Street	Grassy Branch Road	Moontown Road	Bike Lanes or Shared-Use Path, within city limits
32/Main Street	East Street	Carey Road	Buffered/Separated Bicycle Lanes or Shared-Use Path
Carey Road	161st Street	169th Street	Bike Lanes or Shared-Use Path, west side

SEGMENT	TO	FROM	RECOMMENDED IMPROVEMENT
Ditch Road	156th Street	Casey Road/ Hamilton Way	Bike Lanes or Shared-Use Path, where needed
East Street	191st Street	196th Street	Bike Lanes or Shared-Use Path
Grassy Branch Road	32/Main Street	Mere Boulevard	Bike Lanes or Shared-Use Path
Gray Road	Killarney Drive	169th Street	Bike Lanes or Shared-Use Path
Gray Road	32/Main Street	186th Street	Bike Lanes or Shared-Use Path, where needed
Horton Road	191st Street	Brunson Street/ Lone Isle Road	Bike Lanes or Shared-Use Path
Oak Road	151st Street	Oak Manor Road	Shared-Use Path, Bike Lanes, or Shared Lanes
Oak Ridge Road	146th Street	32/Main Street	Buffered or Separated Bike Lanes, or Shared-Use Path, where needed
Shady Nook Road	186th Street	191st Street	Bike Lanes or Shared-Use Path. Where needed
Shelborne Road	146th Street	Little Eagle Creek Avenue	Bike Lanes or Shared-Use Path
Spring Mill Road	156th Street	169th Street	Bike Lanes or Shared-Use Path, where needed
Spring Mill Road	SR 32/Main Street	186th Street	Bike Lanes or Shared-Use Path
Sun Park Drive	SR 32/Main Street	Current Path Terminus	Bike Lanes or Shared-Use Path
Towne Road	146th Street	161st Street	Bike Lanes or Shared-Use Path
Union Street	161st Street	169th Street	Bike Lanes or Shared-Use Path
State Road 32	Carey Road	Gray Road	Bike Lanes or Shared-Use Path, where needed

Table 5-7: Priority: Secondary

SEGMENT	TO	FROM	RECOMMENDED IMPROVEMENT
32/176th Street	Eagletown Road	Spring Mill Road	Shared-Use Path (extension)
Cool Creek Trail	Following alignment of Cool Creek to 191st Street/ Tomlinson	Midland Trace Trail	Shared-Use Path/ Off-street trail
Cool Creek Trail	Oak Road	Union Street	Shared-Use Path/off street trail
Eagletown Road	176th Street	City Limits	Bike Lanes or Shared-Use Path
Grassy Branch Trail	169th Street/ Westfield Boulevard	161st Street	Bike Lanes or Shared-Use Path
Little Eagle Creek Trail	Moose Ridge Lane, following alignment of Little Eagle Creek	146th Street	Shared-Use Path/ Off-Street Trail
161st Street	North to Miller Way	Colleton Court	Shared-Use Path/ Off-Street Trail

Table 5-8: Priority: Future

SEGMENT	TO	FROM	RECOMMENDED IMPROVEMENT
Eagletown Road	193rd Street	City Limits	Shared-Use Path
Gray Road	Scofield Farms Boulevard along 191st Street	City Limits south	Shared-Use Path
196th Street	Moontown Road	Grassy Branch Road	Shared-Use Path
Grassy Branch Road	19th Street	City Limits	Shared-Use Path
Gray Road	City Limits	Westfield Road	Shared-Use Path
Gray Road	Outside City Limits	Whitney Road	Shared-Use Path or mid-Block Crossing
Horton Road	Monon Trail	City Limits	Shared-Use Path

The remaining trail gaps are all located outside of Westfield city limits and are designated as “future” projects accordingly.

Additional Transportation Considerations

Westfield's transportation system is evolving to meet the diverse mobility needs of its residents, workers, and visitors. While the City does not currently operate a fixed-route public transit system, it benefits from the Hamilton County Express, an on-demand, origin-to-destination transit service operated by Janus. This service is available to all members of the public and is especially valuable for seniors, individuals with disabilities, and those without access to a personal vehicle. While this system provides essential coverage, it is limited in frequency and geographic flexibility. As Westfield continues to grow, especially in areas like Grand Park and the downtown core, there is increasing interest in expanding mobility options beyond personal vehicles and demand-response transit.

Circulator Shuttle

One concept under consideration is a circulator shuttle or trolley service that would connect key destinations such as Grand Park, downtown Westfield, and other commercial or recreational hubs. This service could operate during peak hours and special events, reducing parking demand and encouraging local exploration. A circulator would also support tourism and economic development by improving access to restaurants, shops, and entertainment venues.

Bike Share Program

Westfield's extensive trail system—including the Monon Trail and Midland Trace Trail—makes it an ideal candidate for a bike share program. Such a program could be deployed at strategic locations like:

- Downtown Westfield
- Grand Park
- YMCA and Library campuses

Bike share would provide flexible, short-distance travel options for residents and visitors, especially those who do not own a bicycle. It would also complement the City's goals for active transportation and sustainability.

Golf Cart Integration

Golf carts are increasingly popular in Westfield neighborhoods and could play a larger role in local mobility. The City already permits golf carts on certain low-speed streets and shared-use paths with speed limits of 25 mph or less. Future planning could include:

- Designated golf cart crossings at major roads
- Golf cart parking areas near trailheads and commercial centers
- Safety signage and rules for shared-use paths

Golf carts offer a low-emission, low-speed alternative for short trips and are particularly useful in residential areas and near recreational facilities.

Future Considerations

As Westfield continues to grow, the City may explore additional transportation options such as:

- Microtransit services that use smaller vehicles and flexible routing
- Partnerships with ride-hailing platforms to subsidize trips for underserved populations
- Electric vehicle (EV) charging infrastructure to support the transition to cleaner transportation
- Multimodal hubs that integrate parking, bike share, transit, and trail access

These ideas reflect Westfield's commitment to building a transportation system that is inclusive, adaptable, and aligned with its placemaking goals.

Contextual Solutions

Context Sensitive Design

Designing streets is not just about moving vehicles efficiently; it is about creating transportation corridors that respect and enhance the character of the places they serve. This principle, known as context-sensitive design, emphasizes tailoring street design to its surrounding environment rather than applying a uniform standard everywhere. A context-sensitive approach considers land use, community identity, safety, and quality of life alongside mobility needs. It seeks to balance transportation efficiency with social, economic, and environmental priorities, ensuring that streets function as public spaces as well as travel routes.

Street Types build on this philosophy by providing a framework for classifying and designing streets in a way that reflects both their role in the transportation network and their relationship to adjacent land uses. Instead of focusing solely on vehicle movement, Street Types define how a street should look, feel, and operate within its context. This includes design elements such as lane widths, sidewalks, bicycle facilities, landscaping, lighting, and transit accommodations. By integrating context-sensitive principles, Street Types help create streets that are safe, efficient, and aligned with community character, supporting mobility while reinforcing a sense of place.

What Are Street Types?

Street Types are a way of classifying and designing streets that looks beyond simply moving vehicles from one place to another. They categorize streets based on their design, intended use, and role in the transportation network, while also considering how the street fits into its surrounding environment. Each Street Type describes how a street should look, feel, and function. This includes elements such as lane widths, medians, sidewalks, bicycle facilities, landscaping, lighting, and transit accommodations. For example, a Regional Boulevard may be designed with multiple lanes, wide medians, and shared-use paths to serve commuters and freight, while a Neighborhood Avenue emphasizes walkability, slower speeds, and pedestrian-scale lighting.

How Functional Classification Fits In

Functional classification is the foundation for understanding how streets operate within the overall transportation network. It traditionally groups streets into categories such as arterials, collectors, and local streets based on their role in moving traffic—arterials carry high volumes over longer distances, collectors connect neighborhoods to arterials, and local streets provide direct access to properties. While this system is useful for defining connectivity and traffic flow, it does not address how a street should look or feel, nor how it interacts with surrounding land uses.

Street Types incorporate functional classification as one component of their framework but go further by specifying design elements and considering the character of adjacent areas. For example, two streets classified as collectors may function similarly in the network, but one in a suburban commercial area will have different design features than one in a residential neighborhood. Functional classification explains the street's role in mobility, while Street Types translate that role into a context-sensitive design that balances transportation efficiency with community priorities like safety, aesthetics, and economic vitality.

Street Types and Placetypes

While Street Types describe the physical design and operational role of the street, Placetypes describe the land use context that surrounds it. The Comprehensive Plan established a Placetype framework to guide future development patterns, intensity, and character across the city. That same framework is used here to ensure transportation decisions align with the land use vision adopted in the Comprehensive Plan.

Street Types tell us: How should the street function and feel?

Placetypes tell us: What kind of place does the street run through?

Used together, they ensure streets and land uses complement one another. This combined approach creates streets that reflect their environment, making them safer, more efficient, and more recognizable to the people who use them every day.

Street Types Framework

The Street Types framework provides a structured way to align design, mobility, and community character. Each type includes:

- **Functional classification:** the role of the street within the larger network, such as arterial, collector, or local.
- **Design elements:** the physical components of the street, such as lanes, medians, sidewalks, bicycle facilities, and transit accommodations.
- **Context features:** the character-defining elements that connect the street to its surroundings, such as signage, lighting, landscaping, and other placemaking cues.

This framework creates predictability and clarity for engineers, planners, and developers. At the same time, it allows flexibility so that streets can be adapted to fit their context rather than forcing a one-size-fits-all solution. Street Types also play an important role in shaping community identity. By using consistent design elements such as crosswalk patterns, lighting styles, landscaping, and signage, streets can visually reinforce the brand of a city or neighborhood. Coordinated wayfinding, branded street furniture, or distinctive street trees signal to residents and visitors that they are in Westfield rather than a neighboring community. Over time, these details build a sense of place and create streetscapes that are both memorable and recognizable. In this way, Street Types are not only technical classifications. They are also placemaking tools that contribute to neighborhood pride and help define how a community presents itself to the outside world.

Although Street Types are valuable for integrating transportation and community character, they do have limitations:

- **Oversimplification:** Rigid application can miss the nuances of complex urban environments.
- **Equity gaps:** If not applied thoughtfully, designs may overlook accessibility or the needs of vulnerable populations.
- **Changing conditions:** New mobility options, emerging technologies, and future growth may not always fit neatly into existing Street Type categories.
- **Misalignment with Placetypes:** If applied inconsistently, Street Types may conflict with surrounding land uses, creating tension between how the street functions and how adjacent properties are used.

For these reasons, Street Types should be viewed as a flexible framework rather than a rigid standard. They provide a starting point for context-sensitive design that can evolve as community needs and technologies change. The Street Types Plan Map offers an illustrative example of how the Street Types Plan may be applied across the network, but it is not intended to strictly define outcomes.

While Street Types provide a comprehensive framework for most streets in Westfield, not all roadway categories are represented. US 31 functions as a limited-access freeway under INDOT jurisdiction and is therefore treated as its own distinct facility type. Because its design, access management, and operations are controlled entirely by INDOT—and differ substantially from other streets—it is not detailed within the Street Types framework. Nonetheless, its role as a regional mobility corridor is recognized and considered in broader transportation planning for Westfield.

Street Types Plan

Street Types

-  Limited-Access Freeway
-  Regional Boulevard
-  Crosstown Avenue
-  Mixed-Use/Low Density Commercial Connector
-  Neighborhood Avenue
-  Agricultural Industrial
-  Proposed Crosstown Avenue
-  Proposed Mixed-Use/Low Density Commercial Connector
-  Proposed Neighborhood Avenue
-  Proposed Agricultural Industrial

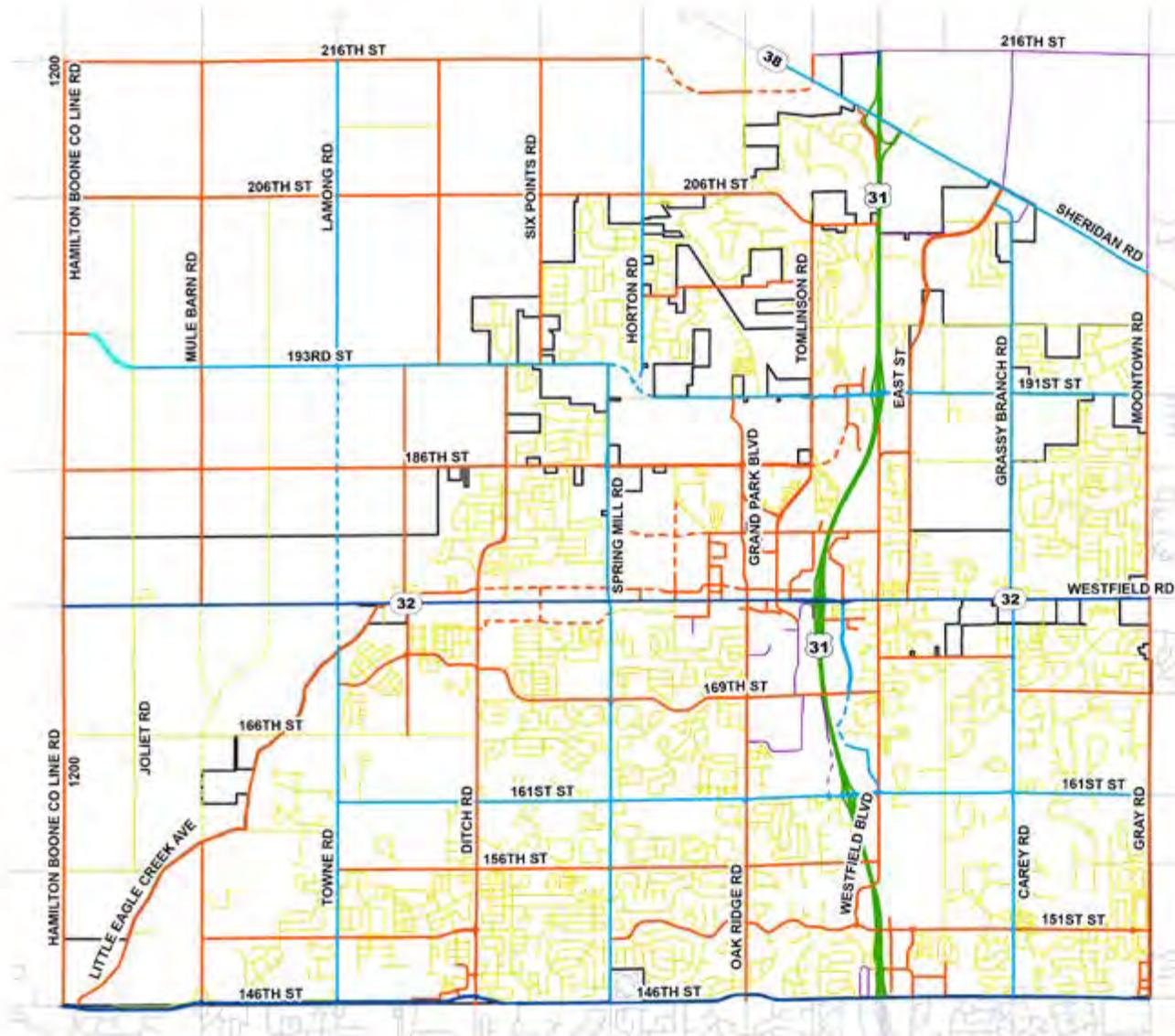


Table 5-9: Street Type by Functional Class

FUNCTIONAL CLASS	STREET TYPES				
	Regional Boulevard	Crosstown Avenue	Mixed-Use/Low Density Commercial Connector	Neighborhood Avenue	Agricultural Industrial
Highway	X	X			
Primary Arterial	X	X			
Secondary Arterial	X	X	X		
Collector		X	X	X	X
Local			X	X	X

Table 5-10: Street Type Characteristics

STREET TYPE	AADT (VEHICLES/DAY)	SPEED LIMIT (MPH)	ROAD WIDTH (FT)	LEVEL OF SERVICE (LOS) TYPICAL RANGE
Regional Boulevard	>17,000	40 - 55	150 (4 lanes, medians, bike/ped facilities)	LOS: D or better preferred; LOS E/F triggers capacity improvements
Crosstown Avenue	8,000 - 20,000	35 - 45	100 - 150 (2-4 lanes, medians, on-street parking, bike/ped facilities)	LOS: C-D typical; LOS E triggers evaluation for improvement
Mixed-Use/Low Density Commercial Connector	2,000 - 12,000	30 - 40	59 - 120 (2-3 lanes, on-street parking, bike/ped facilities)	LOS: C-D typical; LOS D acceptable for brief segments
Neighborhood Avenue	1,000 - 8,000	20 - 35	59 - 100 (2 lanes, on-street parking, bike/ped facilities)	LOS: B-C typical; LOS D for short segments accepted
Agricultural Industrial	Varies; up to several thousand truck trips	25 - 45	59 - 100 (2 lanes, shoulders)	LOS: Functional for freight operations; LOS standards less applicable

Table 5-11: Street Type Facilities

STREET TYPE	TRAVEL LANES MEDIANS		MEDIANS	PARKING	BICYCLE FACILITIES	PEDESTRIAN FACILITIES	INTERSECTION CONTROLS	LIGHTING	TRANSIT	GOLF CARTS
	#	Width								
Regional Boulevard	4+	10'-12'	Medians with turning lanes.	Minimal to none. Loading zones and short-term parking near transit stops.	Protected or separated shared-use paths.	Advanced crossings (flashing signals, refuge islands). Wide sidewalks 8' in both directions.	Roundabouts or signalized.	Vehicle scale.	Bus turnouts and transit stops.	None.
Crosstown Avenue	2-4	10'-12'	Medians with turning lanes.	Limited on-street parking near commercial areas as needed. Off street, rear-of-building parking encouraged.	Separated/buffered bicycle lanes or shared-use paths with buffers.	Pedestrian refuge islands when 4 lanes. Wide sidewalks 8' in both directions or 10' shared-use path.	Roundabouts or signalized.	Balanced pedestrian & vehicle scale.	Bus shelters, turnouts.	On shared-use paths only. Include golf cart crossings where trails cross roadway. Cart allowed at 25mph or less.
Mixed-Use/ Low Density Commercial Connector	2-3	10'-11'	None. May have center turn lanes.	Limited on-street parking provided where retail or offices present as needed. Rear-of-building parking encouraged.	Bicycle lanes or shared-use paths where appropriate. Wide shoulders are a possibility.	Wide sidewalks 8' in both directions or 10' shared-use path.	Roundabouts or stop controlled.	Balanced pedestrian & vehicle scale.	Bus stops and shelters integrated as needed.	On shared-use paths only. Include golf cart crossings where trails cross roadway. Cart allowed at 25mph or less.
Neighborhood Avenue	2	10'-11'	None.	On-street on one or both sides. Off-street driveways.	Shared lanes	Shared use path recommended. or sidewalks both sides. Traffic calming features (trees, curves, and visual narrowing).	Stop controlled.	Pedestrian scale.	None.	Shared lanes. Cart allowed at 25mph or less.
Agricultural Industrial	2	12'+	None.	Minimal. Off-street parking/loading at industrial sites.	Limited. Shared paths possible. Wide shoulders.	Wide shoulders.	Stop controlled or yield.	Vehicle scale.	None.	None.

Street Type Descriptions

Regional Boulevard

Regional Boulevards are designed to serve as the City's primary corridors for regional connectivity and high-volume traffic movement. These streets are built to handle significant commuter and freight activity, often functioning as the main arteries that link Westfield to surrounding communities and employment centers. Their design emphasizes vehicle throughput, with wide travel lanes and medians that facilitate turning movements and reduce conflict points. While their primary role is to move vehicles efficiently, Regional Boulevards also incorporate features that support multimodal travel, including protected shared-use paths and wide sidewalks. These corridors typically include signalized intersections or roundabouts to manage traffic flow and improve safety. Lighting is scaled for vehicles and often includes integrated transit stop infrastructure. Although parking is minimal, loading zones near transit stops or business entrances help support commercial activity. These streets are also capable of accommodating high volumes of trucks and buses, and in some cases, may include golf cart paths if adjacent neighborhoods support their use.

- **Travel Lanes:** 4+ (10'-12')
- **Medians:** Medians with turning lanes
- **Parking:** Minimal; loading zones near transit stops or business entrances
- **Bicycle Facilities:** Protected/shared-use paths
- **Pedestrian Infrastructure:** Advanced crossings, wide sidewalks
- **Intersection Controls:** Roundabouts or signalized intersections as needed
- **Lighting:** Vehicle scale; bus turnouts and transit stop integrations

Other Considerations:

- Accommodates high volumes of trucks and buses



Regional Boulevard Example Cross Section.

Crosstown Avenue

Crosstown Avenues are essential connectors within Westfield's transportation network, linking residential neighborhoods to commercial centers and arterial roads. These streets are designed to balance moderate vehicle flow with strong support for pedestrian, bicycle, and transit access. Their lane configurations are flexible, typically ranging from two to four lanes depending on context and demand. Crosstown Avenues often feature buffered or separated bicycle lanes and wide sidewalks on both sides, making them comfortable and safe for non-motorized users. On-street parking is available near commercial areas, and intersections are managed with roundabouts or signals that include marked crosswalks. Lighting is scaled to both vehicles and pedestrians and is often integrated with street trees to enhance the corridor's character. These streets are suitable for mixed traffic, including moderate freight movement, and may include golf cart accommodations where appropriate. Their design supports both mobility and placemaking, making them vital for connecting people to destinations across the City.

- **Travel Lanes:** 2-4 (10'-12')
- **Medians:** Medians with turning lanes
- **Parking:** On-street parallel parking
- **Bicycle Facilities:** Separated/buffered bicycle lanes
- **Pedestrian Infrastructure:** 8' sidewalks on both sides
- **Intersection Controls:** Roundabouts/signalized with marked crosswalks
- **Lighting:** Street tree canopy and pedestrian-scale lighting

Other Considerations:

- Suitable for mixed traffic including moderate freight
- Conditional golf cart facilities integrated with street/network design



Crosstown Avenue Typical Example Section.

Mixed-Use/Low Density Commercial Connector

Mixed-Use and Low-Density Commercial Connectors are tailored to areas where residential, commercial, and office uses are integrated. These streets are designed to support a balanced flow of vehicular traffic while prioritizing pedestrian and bicycle access. Their configuration typically includes two to three travel lanes, with center turn lanes where needed to facilitate access to adjacent properties. On-street parking is provided in areas with retail or office uses, and rear-of-building parking is encouraged to support walkability and reduce visual clutter. Bicycle facilities may include buffered lanes or shared-use paths, and sidewalks are wide enough to accommodate pedestrian activity comfortably. Intersections are managed with roundabouts or stop controls, depending on traffic volumes and surrounding land use. Lighting is designed to provide adequate illumination for both vehicles and pedestrians. These connectors play a key role in supporting vibrant mixed-use environments and encouraging active transportation within Westfield's growing commercial districts.

- **Travel Lanes:** 2-3 (10'-12')
- **Medians:** None, turning lane if needed
- **Parking:** On-street parallel parking when retail or offices present
- **Bicycle Facilities:** Buffered bike lanes preferred
- **Pedestrian Infrastructure:** Wide sidewalks
- **Intersection Controls:** Roundabouts or signalized
- **Lighting:** Adequate roadway illumination



Mixed-Use/Low-Density Commercial Connector Example Cross Section.

Neighborhood Avenue

Neighborhood Avenues are the primary streets within Westfield's residential and mixed-use neighborhoods. These streets are designed to support local travel and provide safe, comfortable access to schools, parks, and community destinations. With two travel lanes and a narrower cross-section, Neighborhood Avenues promote slower vehicle speeds and a more pedestrian-friendly environment. On-street parking is typically available, and bicycle facilities may include shared lanes or off-street shared-use paths. Sidewalks are provided on both sides of the street, often accompanied by traffic calming features such as street trees, curves, and visual narrowing. Intersections are stop-controlled to reinforce neighborhood-scale traffic patterns, and lighting is pedestrian-scale with lower mounting heights to support visibility and safety. These streets may also include golf cart accommodations and additional traffic calming elements based on community preferences. Neighborhood Avenues are central to creating safe, livable, and connected residential areas.

- **Travel Lanes:** 2 (10'-11')
- **Medians:** None
- **Parking:** On-street
- **Bicycle Facilities:** Shared lanes; off-street shared-use paths
- **Pedestrian Infrastructure:** Sidewalks both sides; traffic calming features
- **Intersection Controls:** Stop controlled
- **Lighting:** Pedestrian scale; lower mounting height

Other Considerations:

- Conditional add-ons for golf carts and traffic calming features encouraged



Neighborhood Avenue Example Cross Section.

Agricultural/Industrial

Agricultural and Industrial streets are designed to support the heavy vehicle traffic associated with farming operations and industrial facilities. These roads feature very wide travel lanes to accommodate large trucks, equipment, and farm machinery, with a design that prioritizes durability and operational efficiency. Medians are not included, and on-street parking is minimal, with loading and parking typically provided on site.

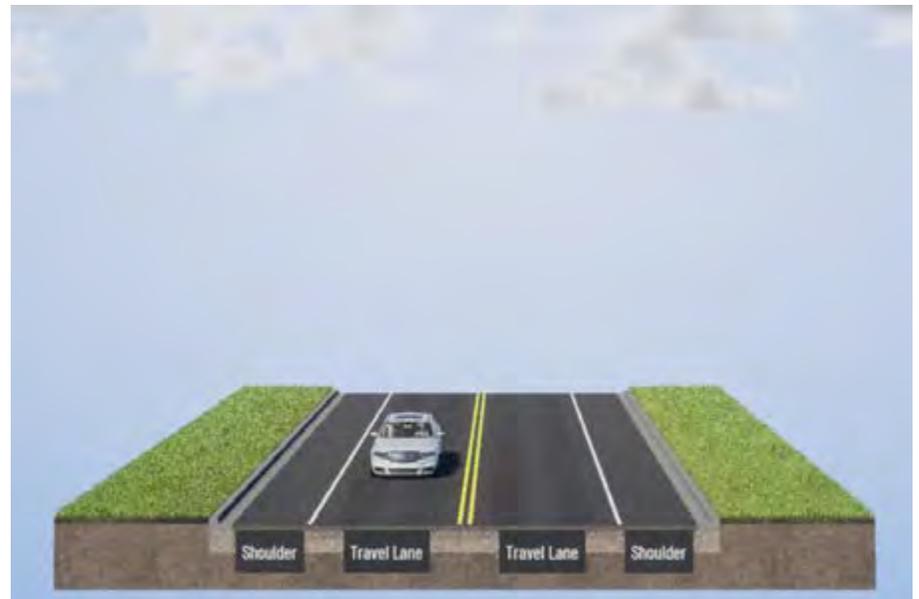
Bicycle and pedestrian facilities are limited; however, wide shoulders or shared paths may be considered where appropriate to support rural connectivity or informal walking and biking. Pedestrian infrastructure is generally minimal, consistent with the low-density and industrial context. Intersections are typically stop-controlled or include caution signage, and lighting is functional and focused on safety at key locations rather than continuous illumination.

These streets play a critical role in facilitating freight movement, industrial access, and agricultural operations. Their simple, flexible design ensures safe, efficient travel in environments where traffic volumes are low but vehicles are large and operational impacts are high.

- **Travel Lanes:** 2 (12'+)
- **Medians:** None
- **Parking:** Minimal on-street; off-street parking provided
- **Bicycle Facilities:** Limited; shared paths or wide shoulders where appropriate
- **Pedestrian Infrastructure:** Minimal, shoulders may serve as walking space
- **Intersection Controls:** Stop controlled, caution or yield signage
- **Lighting:** Functional lighting prioritizing operational needs

Other Considerations:

- Supports freight and industrial vehicle movement and accommodates farm equipment



Agricultural/Industrial Example Cross Section.

Implementation

Westfield's transportation strategy is built around the goal of modernizing the City's street network to support safe, efficient, and multimodal travel. The Plan aims to reduce car dependency, improve infrastructure for pedestrians and cyclists, expand transit options, and integrate transportation with land use patterns that support housing, employment, retail, and services.

Implementation begins with a recommendation for adoption by the Advisory Plan Commission, followed by ordinance adoption by the City Council. After adoption, the City should update local ordinances as needed to fully align with the transportation plan. Continued coordination with the Indianapolis Metropolitan Planning Organization and the Indiana Department of Transportation will help ensure that regional planning efforts reflect Westfield's priorities and that any recommended functional classification updates are reviewed appropriately.

The City should continue regularly evaluating changes in land use, traffic patterns, and regional growth. This ongoing monitoring will allow Westfield to maintain the effectiveness of the transportation network and to update the Plan as needed to address evolving mobility needs. The following objectives and action steps outline how this vision will be achieved.

Goal

Westfield's transportation strategy focuses on the modernization of the street network, ensuring the safe and efficient flow of traffic for all modes, reducing car dependency and supporting higher density housing types through improved pedestrian and bicycle infrastructure, enhanced transit service, and mixed-use development patterns that integrate with housing, employment, retail, and service opportunities.

Objective 1: Maintain and modernize the street network to provide for current and future transportation needs that ensure safety for all modes of transportation.

As Westfield grows, its street network must evolve to meet increasing demand and changing land use patterns. The City's grid of arterial and collector roads provides a strong foundation, but targeted improvements are needed to ensure that all modes of transportation are accommodated safely and efficiently. This includes addressing congestion at key intersections, improving connectivity across the City, and preparing for future growth.

Action Steps:

1. Right-size roadways based on the density and intensity of users, ensuring that truck routes and residential streets are appropriately scaled.
2. Expand the road network to include more east-west connections and additional north-south corridors on the west side of the City.
3. Add electric vehicle (EV) charging station standards to the zoning ordinance to support sustainable transportation.

Objective 2: Establish street design standards including traffic calming tools, landscaping, and lighting standards to enhance safety and the user experience.

Design plays a critical role in shaping how streets function and how safe they feel for all users. Westfield will adopt street design standards that incorporate traffic calming, landscaping, lighting, and wayfinding to enhance both safety and the user experience. These standards will help reinforce the character of different neighborhoods and support placemaking goals.

Action Steps:

1. Develop gateway branding and wayfinding signage to create a sense of arrival and improve navigation.
2. Use design tools such as curving streets and chicanes to slow traffic speeds in residential areas.
3. Implement pedestrian safety features through traffic calming methods, such as curb extensions or crossing islands.
4. Install pedestrian-activated signals at mid-block crossings to improve safety and visibility.
5. Replace traditional four-way stops with roundabouts at appropriate intersections to improve traffic flow and reduce crash severity.
6. Apply visibility standards for landscaping and signage at intersections to ensure clear sightlines.
7. Use dark sky lighting standards to balance safety with low light levels in residential areas.

Objective 3: Create a comprehensive trails plan for trail development and design.

Westfield's trail system is a key component of its multimodal transportation network. With over 80 miles of trails and 278 miles of sidewalks, the City has made significant progress in supporting active transportation. The next step is to develop a comprehensive plan that closes gaps, improves connectivity, and enhances the quality of trail infrastructure.

Action Steps:

1. Inventory and map all existing trails in GIS including year built, width, material, condition, ownership, and maintenance plans.
2. Update the township-wide trails master plan that identifies priorities for expansion and improvement.
3. Fund and build out missing segments in the named trail and perimeter trail network.
4. Update trail design standards that support safe use by pedestrians, cyclists, golf carts, and other micro-mobility options.
5. Increase the use of user-friendly wayfinding signage that provides directional information and distance markers.
6. Incorporate interactive elements, public art, and unique lighting features to enhance the trail experience.
7. Educate the public about safe trail use and trail etiquette to promote shared responsibility and enjoyment.

Objective 4: Provide public transportation between important destinations in and around Westfield.

While Westfield does not currently operate a fixed-route transit system, there is growing interest in expanding mobility options beyond personal vehicles. Public transportation can help reduce congestion, improve access to destinations, and support equitable mobility for residents of all ages and abilities.

Action Steps:

1. Conduct a feasibility study for a shuttle or trolley service between Grand Park and downtown Westfield during major events to reduce parking demand and support tourism.
2. Install bike share stations at key destinations including downtown, Grand Park, the YMCA, and the Library to support short-distance travel and active transportation.
3. Participate in regional planning efforts to explore future public transportation options that connect Westfield to neighboring communities.

