Summary of August 30th Meeting

Approximately 22 persons attended the meeting at the Fleming Garden Christian Church. Staff began the meeting with introductions and a brief overview of the previous meeting before starting the breakout sessions.

Notes from the Sidewalk Work Group:

- Staff reviewed the committee’s work to date. Questions were asked about timing and location of the sidewalks along Washington Street. Currently there is no timeframe for the construction of the sidewalks; it will depend upon the availability of funding and how the new sidewalks are prioritized. The Division of Planning has recommended the Washington Street sidewalks as one of the projects for the money the City may receive upon the proposed sale of the Water Company. Location of the sidewalks will be variable. Conditions are complex along Washington Street with varying right-of-way widths, driveways, building locations, parking lot configurations and utility locations. Sidewalk location can not be one-size-fits-all, but will need to be considered on a lot-by-lot basis. Ideally, the sidewalks will be in a location that is safest for pedestrians, fit well with the needs of the abutting businesses and, with the addition of curbs, solve some of the area’s drainage issues.

- Staff reviewed the proposed crosswalk locations. The Department of Public Works has supplied the Planning staff with their standards for crosswalks, which include a traffic-controlled intersection (stop sign or stoplight) and handicapped accessibility. All but one of the recommended crosswalk locations is at a traffic controlled intersection. Handicap accessibility will be an issue to be worked out at all the locations.

Notes from the Housing, Recreation and Neighborhoods Work Group

- This was the first meeting for this Work Group. A description of the work group and the issues that it will work on was handed out. The first topic for this group will be recreation. Andre Denman from Indy Parks helped the group with their discussion.

- In the first, issue-development phase of the planning process, it was noted that there is a lack of park space west of Lynhurst Drive. Staff analyzed the area and found five potential park locations. The locations are all accessible by a public street, over one-half acre in size and are mostly clear and open. Staff provided a map of the sites, notes about each site and aerial and ground-level photos of each site.

- Site 1 is the long, narrow open space along the west side of Hardin Boulevard that was left behind by the rebuilding of I-465 and the construction of a new sound wall. The meeting participants decided that this site warranted further investigation. Some ideas were to develop the site as a dog park or skate park. The question was asked whether the State will landscape the site when they finish their construction. Staff did not know the answer to this question, but will attempt to find out.

- Sites 2 and 3 are adjacent sites along Mickley Avenue, north of Washington Street. Their locations are more accessible to the community. However these sites are privately owned, which may make their conversion to park land more difficult. The meeting participants recommended further investigation of both of these sites. It was noted that a stream runs from these sites to Site 1 and that a connection between them may be possible.

- Sites 4 and 5 are also located along Mickley Avenue, but south of Washington Street. Site 4 is small, less than one acre. Site 5 is located along a busy railroad track. The meeting participants did not recommend that these sites be investigated further.

- The next topic of discussion was Christina Oaks Park. This park is located along Washington Street and is split east and west by Roena Street. A playground sits on the
east side of the park and a basketball court and a mostly-unused tennis court are located on the west side of the street. Parking for the park was identified as an issue. The closing of Roena Street was recommended, thereby tying the two sides of the park together and making it safer. This would also provide space for a small parking area in the southern portion of the vacated right-of-way. To provide for a crosswalk adjacent to the park, it was suggested that the stoplight at Fleming Street could be moved one block east to Taft Avenue which runs along the west side of the park. Conversion of the tennis court to a skate park was suggested. Planting of additional trees was also recommended.

- The Work Group finished the evening with a discussion of Ridenour Park and the Eagle Creek Greenway. Ridenour Park is in an isolated location, so it is not well-known and is prey to suspect activities. Development of a trail along the Eagle Creek Greenway would bring much-needed natural surveillance to the park. Development of the trail is anticipated to occur from south to north, so this segment of the trail would be relatively early in the construction. It was noted that the Eagle Creek levee is often used for dirt-biking, which can tear up the turf.

Notes from the Transit Work Group:

- This was the first meeting of the work group. A description of the work group and the issues that it will work on was handed out. The first topic for this group will be issues related to IndyGo Bus Transit.
- It was noted that only one bus route, the east-west Route 8 Washington Street, serves the corridor study area. The group was in agreement that there is a need for a north-south route to serve the area. In the past, IndyGo has recommended a north-south route on Lynhurst Drive in their Comprehensive Operational Analysis (COA) document. It is anticipated that recommendation will continue when the COA is revised later this fall. The group acknowledged this route would be a good addition to the area, as the other north-south arterials do not connect well to other routes and have less residential uses.
- The existing bus stop locations on Route 8 were identified and acknowledged as being adequate. Discussion was held on the need for sidewalks to provide access to the existing bus stops.
- There is a need for more benches and bus shelters at the existing bus stops on Washington Street. It was noted that only one bench exists on the north / westbound side of Washington Street. It was recommended that a bus shelter should be located at least every 4 stops for both the east bound and west bound portions of Route 8.
- There was a recommendation for a bench and/or shelter specifically for the bus stop on the south side of Washington Street at Lyons Avenue.
- Access from Washington Street to the Airport is not signed well, and needs to be improved.
- There was a discussion on the need for increasing density through zoning to make allow for a larger population to access the future light rail / transit route.