Near West Neighborhood Land Use Plan  
Transportation Work Group  
Second meeting  
Haughville Branch Library  
May 15, 2013

**Attendance:**
Anthony Burke, MCPHD  
Amy Cordray, Fairfax  
Richard Cornell, WINC  
Tom Glass, 500 View Neighborhood Association  
Joanne Hamilton, MCANA-Wayne Township  
Martha Judkins, Fairfax Neighborhood  
Elizabeth McMillin, SWNO  
Mitzi Miner, Fairfax  
Kathy Parker, 500 View Neighborhood Association  
Sally Root, Fairfax Neighborhood  
Sharon Tyus  
Matthew D Whooley, Near West Collaborative

**Guest:**
Annette Darrow, IndyGo

**Staff:**
Alice Gatewood  
Keith Holdsworth

**Summary:**
The meeting began with a review of the previous meeting and confirmation of the meeting’s results. No additions were made to the Work’s Groups goals for the neighborhood. Some additions were made to the proposed bikeways map. These additions were:

- Warman Avenue from Washington Street to Morris Street  
- Oliver Street from Belmont Avenue to Kentucky Avenue

It was noted that the pavement markings used to set off bike lanes seem to get dirty and are hard to see. Greater reflectivity or use of a bright yellow paint may make them more visible and safer. Additions were also made to the proposed sidewalks map. These additions were:

- Garden Avenue from Rochester Avenue to Tibbs Avenue  
- Tibbs Avenue from 16th Street to 22nd Street

It was also noted that the sidewalks on Luett Street were in very bad condition and need to be replaced.
The next portion of the meeting was dedicated to transit issues including the proposed bus rapid transit line on Washington Street, current IndyGo operations and the Adopt-a-Stop program. Annette Darrow answered questions about the potential bus rapid transit on Washington Street, what it might look like and how it might operate. She also answered questions about current IndyGo operations. She explained the changes planned when the new Wishard (Eskenazy) Hospital opens. She also described current bus security. All buses have eight cameras and two microphones and drivers are trained in security. A security firm, hired with federal grant money, has been providing off-duty IMPD officers to monitor bus stops in the downtown and elsewhere. IndyGo reports safety statistics on a regular basis. She noted that although crimes occasionally occur on buses, they are generally very safe.

A request was made to extend the 20-minute headway service on the 10th Street route from Tibbs to Holt.

A request was made for more bus benches and shelters. Ms. Darrow noted that IndyGo would like to have more bus stops upgraded with benches and shelters but there are many constraints. For example, on 10th street the right-of-way is very narrow so there is little or no room for enhanced stops unless an adjoining business would volunteer to have the bench or shelter placed on their property. Other considerations for enhanced bus stops are:

- High number of boardings,
- Existing sidewalks and curbs,
- Not in front of single-family homes.

Enhancement of the bus stop adjacent to the Haughville Library will be occurring soon.

Ms. Darrow also explained IndyGo’s Adopt-a-Stop program. Modeled on the City’s Adopt-a-Median program, the adopter picks up litter and empties the trashcan at the adopted stop (IndyGo supplies adopter with trash bags). The adopter reports damage or other issues to IndyGo. In return, IndyGo provides adopter with five one-day fare passes for fixed route service and furnishes the stop with a sign featuring the adopter’s name. People can volunteer to adopt a stop through IndyGo’s website.

The next topic of discussion was vehicular traffic. A map of traffic accidents on the Near West was displayed. Not surprisingly, the busiest streets have the most accidents. However, some of the arterial streets seemed to have more than their share of accidents given their amount of traffic. 10th Street was most notable in this regard. This is likely due to 10th Street being narrow and having a number of offset intersections. Improvements to intersection of 10th and Tibbs are due in 2014.

Participants were asked for suggestions for intersections that need improved crosswalks. The responses were:

- 10th and Belmont (near School #63)
- White River Parkway at 10th, New York, Oliver and Michigan
- Michigan at the Kroger grocery
- Harding and Oliver
• Tibbs and Michigan (near School #67)
• The offset streets along 10th Street

Other concerns that were raised were:
• Condition of Luett Street
• A desire for better notification of upcoming street construction work
• Straightening out Tibbs Avenue as it approaches and intersects with Washington Street
• Warman Street under the railroad is in bad condition
• A desire to have the downtown trashcan program expanded across the river
• Sidewalk crossings of railroad tracks are in bad condition throughout the neighborhood.
• The north-south alleys between Tibbs and Holt are in poor condition in the Fairfax, 500 View and Rainbow Ridge neighborhoods.
• Many alleys in the Haughville neighborhood are in poor condition.
• A concern that east-west travel may be compromised by the Town of Speedway’s proposed realignment of 16th Street.

It was noted that trees along Tibbs north of 16th Street had been tagged for removal, but no one in the meeting knew why. (It was later learned that the removals are for a sewer project.)