

Monroe County SR 37 Corridor Plan Meeting Notes

Date: Monday, February 23, 2009 @ 10:00am.

Location: Monroe County Courthouse, Nat U. Hill Meeting Room

Attendees: Gregg Zody, Bill Williams, Mark Stoops, Richard Martin, Kevin Enright, John Irvin; Tom Trakowski (sp);

EGT: Scott Burgins, SDG; Cory Whitesell & Lisa Dunaway, HWC

INDOT

- INDOT has published all current information on their website relating to I-69 and that's all that will be shared to facilitate this project. Until the Environmental Impact statement comes out in 12 months, we have all the information we will get.
- Anything adopted as a formal ordinance/policy must be *considered* as I-69 is planned. The first environmental impact statement (for Section One) was written so that they don't have to do very much. They are rationalizing their way out of doing much and went in anticipating that they wouldn't do much.
- INDOT sets a level to compare before and after conditions, such as noise, and if there is a change they will act.
- The grant is supposed to be I-69 planning-related. We need to determine the best use of 37 with or without I-69 in the next 9 or 10 months.

Wildlife Corridors

- We have ideas for how to facilitate wildlife movement along major highways, i.e. a vegetated buffer to channel wildlife movement to culverts & tunnels. The new terrain route is mostly along a hilltop. I-69 will cut in half the largest continuous canopy area in the County. Our recommendations for wildlife movement facilitation will be considered by I-69 but will likely be expensive.

Interchanges

- Kinser and Walnut interchanges are challenges. Kinser feeds into a residential area and those roads aren't designed for an increase in traffic. Citizens don't want to see the historic iron bridge fall into disrepair. Either interchange would be an overpass.
 - Which option does give the best economic benefit? Current zoning has a small designated mixed-use area off of Kinser Pike (light industrial?) which is underutilized even though it has direct access to the highway. All zoning to the west of there is ag and a historic district. The N. Walnut area has no economic opportunities at the

intersection (because of floodplain) except the east side of the road could be further developed, and is more or less being developed. There is as much opportunity there as there is on the east side of Kinser & I-69.

- The big parcel east of Kinser (zoned ag) is up for sale and would need to be rezoned, but less than five houses from east of Kinser until it drops off. It has the potential for a nice industrial parcel. It's too small for development at this time. But with UPS and etc. being unhappy with too much traffic, perhaps that is a prime target now. A sewer could drop down all the way to the sewage treatment plant.
 - Floodplain surrounding Walnut is a problem but there will be frontage roads north for economic development.
 - The City doesn't support I-69. The MPO has discussed possibilities for interchanges. Because of historic district and floodplain at Walnut, it would be expensive. Kinser is zoned for a business park type development. Walnut is viewed at the gateway to Bloomington and we might lose that if Kinser is chosen. Historically Kinser has had the access but it hasn't panned out as the City thought it would.
 - First responders are near Walnut. They serve Bloomington and Washington townships. How does that fit in with the thoroughfare plan? They will get improved frontage roads.
 - We need to come up with a draft plan for each intersection for the next meeting. That will help start to inform these discussions.
- Grade separation at Tapp is preferred by the City according to City's growth plan. Not an interchange. We can't really get a frontage road between 45 and Tapp. Not connecting a state highway will be tough for INDOT. 3 miles between interchanges is their preference in a rural area. 1 mile for urban. The plan will keep Victor Pike open but it won't be released. They promised to send it to us but we haven't received it yet.
 - One proposal had a split interchange between 2nd & Tapp. They would function as one interchange. It could be an either/or or a split concept. That might answer some access questions with the hospital.
 - INDOT hasn't made any decisions at this area. At Rockport, there may be funding for the frontage roads. They will judge it based on distance from interchanges.

Alternative Transportation

- Connect from Clear Creek into Jackson Creek was part of the plan.
- 2nd Street intersection needed a trail connection across. Myrtle Pike as well. A couple of other places where the plans were matching up well. Where they do match up, our recommendations must be to enforce those areas.
- Match Alt Trans plan up with the wildlife corridors since they are already naturalized areas.
- Need Alt Trans Corridor Study did by Schneider. Conceptual drawing.

New Terrain

- On new terrain route at County line: route through Monroe is the likely option. It avoids wetlands and other issues. They will do an alignment straight into 45/445. Close Carter Road.

Grad separation at County Road. There will be little impact on your County as it is currently defined. Development impact will probably be at 45/445. County Line is far enough away from Monroe County as to have little impact on their ag lands.

- ER vehicles come from Kirkston currently. How will that play out? What are the costs to the township?
 - Old 37, and then the next connection is in Greene County?
 - Yes and possibly a connection from County Line to 45/445. No access between 37 and the County line.
 - ER vehicles can't leave their township so they will have come up with joint service agreements between townships.

Next Steps

- Normally we come up with a set of recommendations for the client. We have the Comp Plan and know the direction.
- Make sure there are no conflicts between all the information. Look at this as part of a thoroughfare plan. Address specific issues like Alternative Transportation plan, scarce resources, economic development related to specific improvements, emergency services, and etc.
- INDOT is pushing for somewhat more restrictive controls i.e. environmental controls. We'll have a sample ordinance to show. We'll just bring the "tough" of our normal "easy/tough/toughest" plan. Make sure there is synthesis in tone. Making sure there is consistency with non-res development and rural character.
- Staff is doing an analysis of the existing zoning along Section 5.