

Monroe County SR 37 Corridor Plan Meeting Notes

Date: Monday, April 13, 2009 @ 10:00 a.m.

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

Attendees: Gregg Zody, Bill Williams, Richard Martin, Kevin Enright, John Irvin

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

The committee started the meeting discussing the input of the City regarding intersections in the corridor plan, having the EGT draft letter to INDOT to officially ask them for information regarding various topics, and the committee mentioned having Steve Smith attend a future meeting of the steering committee. The committee also discussed adding the corridor to the updated comprehensive plan.

Scott noted the revised development principles and asked the committee to email him revisions via email. Cory noted the basis of planning report discussion from the previous meeting and asked the committee to let him know if there were categories that were not addressed. He then proceeded into a discussion of interchanges along the corridor as follows:

Intersection – Chambers / Pike

- we don't want any development here – zoned forest preserve and it needs to stay that way
- what are the impacts on the tax base w/ removal of homes by frontage roads; by eliminating driveways and these small homes a lot of these will not be on the roles anymore
- 21 cross overs in this area
- There is no paved road b/t Bloomington and Martinsville; do we need to address this?
- What do you do when the interstate is shut down?
- Should this plan have interstate closing info?
- Ideally you want to make sure you have another alternate route instead of highway
- Need to preserve hilly 100 – this area was important to make connection to existing routes; they vary the route
- Keep rural to maintain character! Areas that are now zoned for smaller lots be rezoned to larger lots – (from 1 acre to 2.5 acre); conservation residential here; may want to convert all to conservation residential
- In the south commercial is going to become preexisting business can't expand and all residential will go to lower density; (red area of map)

Intersection – Sample

- Same would apply to this area; we will rezone corridor and cp will reflect long term vision;
- Could use tier one width – 2 miles; like to stay narrow at forest; or could go 2 miles at interchanges and 1 mile along corridor?
- Need to improve Simpson chapel road as part of INDOT improvements

Intersection – Walnut / Kinser

- For tier 2 we need to see the local connectors on the maps
- In floodplain –no development zone
- Kinser has all land in city; the area near walnut not in a floodplain has been agreed to be sewerred by city; the resultant land use would be residential
- TIF is north of Acuff
- There is some developable land in this area
- stouts creek watershed is impaired now – so more impervious will further damage – slim chance to improve; b/c of the existing development and commitments to development improving the quality of water in the watershed will be very difficult (already promised / approved Crider development)
- There are superfund sites in this area
- What is INDOT’s long term strategy for dealing w/ 46 and 37?
- The long range transportation plan addressed some sort of bypass in this area? – we need to address this if we are not going to do it

The concerns we have with Kinser are:

- Adding traffic
- No plan to increase density to west of intersection and w/ that intersection that close will have a lot of pressure for development – and close to Historic district;
- Issue w/ water shed there where there are very few option to mitigate stout’s creek – b/c of approved development

The concerns with Walnut are:

- Limited dev opportunities b/c in floodplain
- Would give us better access to north and west into that part of county where we have core service here
- Issue w/ Bloomington township fire dept and Washington township

Intersection – Bloomington interchanges

- Most if former fringe – should be business / industrial
- All is done and developed thru here
- East / west access vernal and 17th street is an issue
- Will lose access to mall and we will need crossing
- The train track or underpass – monon – part of alternative trans plan

Intersection – Tapp Road

- Not going to push for an interchange at Tapp Road – grade separation only
- Interchange will be at Fullerton
- South of Tapp – how deal w/ frontage roads; there was some program for multi use lanes
- Connector b/t tap and 45 – are we going to push for that? That grade crossing is contingent upon having link to 45

Intersection – Fullerton pike

- Good spot for interchange made more attractive by potential for bridge across creek going east / west
- Have to be able to connect roads – Fullerton, Rhohr road- they meet at the creek – critical to success of the interchange – could also bridge clear creek trail
- South of Rockport - would live to revisit the BIO overlay – will go away in our new planning – it has been ineffective – this area has been going residential for years – will convert BIO to high density residential where sewers exist
- There are historic limestone walls here too

Interstate w/ SR 37

- Need to address that is not good for truck stop – victor pike – we know that is where the market will go
- Lots are karst in this area – lots of sinkholes – would like to see sink holes addressed in haz mat areas to be protected
- Limit development west of interchange w/ SR 37

New terrain areas

- All of Indian creek township would be agriculture
- Want to keep this area rural and not developed
- It seems we that we are not going to have grade separations here just going to let the roads end

Next steps:

- Need to check w/ Greene and Lawrence County and what they are doing for corridor planning
- Draft doc is next – will write over 6 to 8 weeks
- Focus group will be held soon and will run these same exercises w/ the group
- The committee will choose the names of the focus group and will forward to EGT – maybe keep the original focus group that you had for CP – w/ a few substitutions (like adding Add Cheryl Munson, etc)

Next meeting will be June 1st at 10 a.m.