

**Aspire Large Group**  
**Feb 27, 2019**  
**White River Library**

Welcome – Steve Jarosinski

Colin – FCFUC sponsor- Founded in 1953, served Fort Benjamin Harrison for payroll. Mission- feeding the hungry, financial literacy, supporting the military and their families. Started Indiana Military Veterans Hall of Fame. Honor 15 former veterans per year. Take nominations yearly in November at Fort Benjamin Harrison- has a brochure to nominate a resident. Also 99 medal recipients. Learned about Sargent Joseph Proctor from Whiteland. Let him know if you have questions.

**I-69 Presentation-** Chris Hamm- Senior Planner from HWC Engineering- Thank you for coming today to learn about I-69. Excited to share with some new faces. HWC was engaged about 2 years ago to look at the impacts of I-69 for Johnson County. Now entering into section 6 phase. Hold up had been funding but INDOT has now found the money to move forward. Shaved 3 years off the construction timeline. Starting construction in approximately 18 months-2 years. Tremendous opportunity for development in that corridor. Shortening the distance from Indianapolis to Bloomington. Looked at a variety of components- future traffic, land use/ future development. Unusual to find such a large unincorporated area (White River Township). Joint effort between Bargersville and Johnson County to study future land use. Interchanges-Smith Valley, County Line and 144, on the west side, opportunities for mixed use or light industrial development (in areas that aren't flood plains). Understanding land use was critically important before they could look at future traffic. Pulled accident data within the township to develop a heat map understanding of where accidents happen. Site issues, traffic volume information, gave basis of safety perspective. Looked at areas for potential future development and the capacity for development within those areas of the county. Traffic counts existing and MPO future traffic count data. State road 135 and 37 traffic pressure currently. Not to say they are bad all day long; there are certain times of the day (peak hour) when they don't function. As you move to projected 2035 (without any road improvements) you see significant change- 135 becomes impassable. Alters traffic patterns at 144, Stones Crossing, and county line road. See pressure increases there, but also along Morgantown road. Morgantown road is a key component to manage long-term traffic for White River as it is the only other north/south corridor. Not designed to handle current traffic today, let alone future traffic. Developed a future thoroughfare map. Significant number of east/west roads that need improvements- road widths. Putting them on a system network (classified) makes them eligible for state funding.

Improvements to various roads – Morgantown, 144, lots of projects on the north end of the township. Not as many in Bargersville because it's not as developed. Existing pressure from traffic in White River currently. This is a worst-case scenario list. If you were to improve Morgantown road, you might find that other north/south improvements aren't as necessary- it's a fluid, living document that can adjust to the county. Some of this work would be necessary even if I-69 didn't happen. Morgantown still needs to be improved overtime. With I-69 though, some of these improvements become a higher need.

**Policies that need implemented:**

- implement corridor overlay districts
- access management, curb cuts everywhere on 135, need to manage access on 144, so you don't run into those traffic concerns
- seek new transportation funding alternatives (we don't have the money to build/ fund all of these road projects). There will have to be a local funding component.

-Activate CR144 interchange with required utilities. It's a clean slate to develop and has tremendous potential; only has water in place currently.

-East/west regional corridor discussion. Greenwood did improvements to Worthsville Road but argue that Whiteland road needs to be discussed as an opportunity. Challenges are potentially bypassing the town of Whiteland.

-Ongoing conversations with INDOT: impacted local road network, frontage roads, special study for SR 135, coordinate stormwater analysis along I-69 (water access points/ flood plains), interchanged aesthetics (INDOT could design structures. HWC showed possible ideas that came through conversations with public/ Aspire). Decision has been made to shut down part of I69 in Martinsville. Will need to build interchanges. Suggested improving frontage road from 144 to Stones Crossing. Asked them to expand to Olive Branch as well, also county line to Smith Valley. Most people like to find the path of least resistance- Wakefield subdivision- only going to get worse. Recommended special study for 135- challenge in and of itself. Need to get serious about it.

Interchange design features timeless look, brick, names of the road interchanges. Landscape materials- evergreen, natural, native materials. Whatever we put in, our communities have to maintain.

Meetings have taken place between county officials and INDOT. Had about 2 weeks after the formal approval of the plan to have those conversations with INDOT. Plan is 135 pages long; available on Aspire website ([www.aspirejohnsoncounty.org/our-successes](http://www.aspirejohnsoncounty.org/our-successes)) . Lots to be done, need is sooner than later and is going to be expensive. There will be a traffic concern in White River Township so phasing and timing will be crucial. Continue to work with INDOT and local to find creative ways to finance improvements.

Chris thanks committee that was involved, Aspire for their involvement in the conversation. Thank you for your effort.

### **Questions**

Aesthetics and interchanges- smith valley and 144. He sees as a gateway to the city of Greenwood. Who is engaged and partnering with INDOT? Chris said that county officials, transportation, county planning, Dana sat in on that conversation as well. Commissioners are engaged, but heavy lifting is being done by county staff. Chris doesn't offer judgement as to how sewer gets to 144, it just needs to get there.

Martinsville closure- rumor is 37 to be closed for 1 year. Is the next East /west corridor connecting 37 to 65 465? Marion county has its own plan. Not sure what their plans are. Did talk to Indy about County Line road. Current thinking that county line needs to be 4 lanes all the way across the county.

What talks have been around pedestrians/ connectivity? He thinks it's the intent that pedestrian connectivity will be upgraded as the roads are upgraded. Big conversation was about trails, roads, sidewalks, etc.

Morgantown road- heard plan to be widened? What about Stones Crossing from 135 to Morgantown Road to the high school? HWC plan envisions both improvements. They've envisioned that Morgantown could be primary arterial road of 4 lanes. If traffic volumes projected by MPO come true, then you'll need 4 lanes. Stones Crossing is a critical piece, envision upgrading it and think it will need to be done over time. Dana said that the county is paying attention to roads that are listed as a high priority.

Discussions about funding? Have been some conversations about what funding is or isn't available. Has Chris gotten a good reception from Johnson County officials? Formally presented to council and approved the plan in December. Morgan county funding? Not sure that they've had those conversations yet. Martinsville was successful in negotiating with INDOT for funding. How did Monroe fund their improvements? Not sure how many of those road improvements have been made. Process in Monroe was very different than here. Believe Johnson County has embraced the opportunity of I-69.

Once 69 is near complete- how will traffic differ compared to traffic now (as State Road 37)? Chris can tell us that the bang for the buck is connecting Indy to Bloomington. Completion of the corridor is the important part. Will be a traffic increase as people use the connection to Bloomington. Indot has projected higher traffic counts. Traffic will move faster even if it's the same volume as it was before (seen on US 31 north), so maybe won't feel any different. Shortened commutes could change where people want to live; don't know the tertiary impacts to the I69 improvements but could change the dynamic of Johnson County and southern Marion county.

144 being an opportunity, which of the 3 exits do you see developing first? County line and Smith Valley are going to be attractive as a redevelopment effort. Almost always easier to take a blank slate, so if all things were equal, 144 would be the most interesting, but it doesn't have sewers today. Feels confident that activity will happen over time. Have to have willing sellers and willing buyers. Plan contemplates possibility of redevelopment to those areas but has to be sensitive to the surrounding areas and homes. Market will want non-residential development at all 3 exits. The practical side makes redeveloping Smith Valley road difficult. As Bargersville grows, 144 interchange may not look much different with density than Smith Valley road, but with a different mix.

What is the soonest we can expect closures on 37? Don't know. INDOT mentioned under construction in 3-5 years. Big question are they going to do the western frontage road. Want it done by 2024. Breaking into 5 sections for bid.

Eric- thank you Center Grove high school for letting us use the space for our I-69 conversation to educate the public. During that event we brought up the fact that the community wanted to have a say in the exits and INDOT said we had 2 days to get in contact. Chris was able to get that information to them from the plan. We're not there yet, but we've gotten things rolling.

Last question- looking at 144. When do they need to start thinking about growth? Will have some trepidation until I69 is under construction. Need to be preparing now, sure they are. Also, for growth potential in Bargersville, serviced by Center Grove Schools. Reality is not if, but when. Need to prepare long term for when they get so many kids in their district for whatever the outcome is.

Dana- letting everyone know that we did a steering team retreat last week. Ready to move forward on strategic plan for next 3 years. Going through the process if you have any input. What issues? what is impacting your life- education, advocacy? Reach out to Jennifer, Dana, any of the team co-chairs, Steve, Eric, etc.

Updates- Lisa- Talent Team- March 7<sup>th</sup> 7pm at Endress+Hauser 2<sup>nd</sup> annual Parent & Student forum. Trades opportunity and representatives, speakers after high school.

Also, in March 11<sup>th</sup> on 6pm JCPL will present Clark Pleasant library expansion to US31. Had to have approval for debt to grow. Still collecting comments if you want to post on their website.

Also working on Work Ready Communities- going to be where ever we can to tell people about it. Have 2-year goals to earn NCRC through Work Keys testing. Employers commit to the value of the NCRC or profiling jobs at their company. Had our first business sign up to want to do the job profiling.

Community engagement now has new co-chair- Eileen Williams.

Growth and Planning- 6 people runners/walkers or 3 volunteers left to qualify to Rock the Block [www.rocktheblockrun.org](http://www.rocktheblockrun.org) on April 27<sup>th</sup>. Can sign up to run, walk or volunteer to help Aspire/ Johnson county trails by Thursday midnight. Can volunteer the night before to pass out t-shirts. Trails update- been meeting with an engineering firm to get a trails plan.

Dana invited Eric and Aleks Davis to come up. JCDC is committed behind Aspire and tasked with further partnerships. Lugers Group and the Elevator sponsored I-69 Community Conversation as well as the Growth and planning team.

Community engagement now has a sponsor, B2S Life Sciences. Located on the square in Franklin, they now have a biotech company. They officially started their 30<sup>th</sup> employee last week. Member of the community, believes in the mission of the Community Engagment team to reach out to community members to bring them food, mental health resources, take care of the people that live here. Money doesn't just go to events but also promoting Aspire to the public. Will use his sponsorship to help get the word out.

B2S life sciences works to support drug development. Create products and help them streamline and help them develop those faster.

Next month meeting is an annual meeting at Franklin college March 20<sup>th</sup> from 11:30-1:30pm. Please RSVP though: <https://www.eventbrite.com/e/jcdc-aspire-annual-meeting-tickets-56207545281>. There will be no morning meeting next month.

Eric thank you for your participation. Small teams are always open for participants. It's not that much time to attend and help.

Minutes submitted by Jennifer Hollingshead