Meeting Notes

I-69 Section 5 Project Office
One City Centre, Suite 106/108
120 W. 7th Street
Bloomington, IN 47404 U.S.A.
(812) 355-1390

Location	Section 5 Project Office	**Project:**	I-69 Tier 2 EIS – Section 5
Date/Time	April 13, 2005	**Notes Prepared By:**	Kurt Weiss, MK Floyd
Subject	Monroe County Land Use Expert Panel Meeting		
Participants	Dr. David Ripple, Dean Munn (PMC) Wendy Vachet, Kurt Weiss, Mary Keith Floyd (Baker) Bob Cowell, Mary Ogle, Toby Turner (Monroe County) Steve Crider (Crider & Crider) Travis Vencel (Vencel Services) Lori Abram (Bloomington Board of Realtors) Patrick Shay (Bloomington-Monroe MPO) Frank Nierzwicki (Town of Ellettsville) Bruce Hudson (DLZ Section 4)		

Notes	**Action**
The purpose of the meeting was to review preliminary household and employment forecasts for Monroe County to be used in the I-69 Corridor Travel Demand Model in forecasting year 2030 traffic for the No Build Condition (without I-69). If time permitted, the panel would also identify possible shifts in households and employment resulting from the I-69 Build Alternative 3C. The meeting began at 1:00 p.m. Following introductions, Dr. David Ripple (DR) passed out tables (recording the year 2000 and preliminary year 2030 household and employment forecasts by Travel Analysis Zone), and presented various plots (aerial photography, household change and employment change by Travel Analysis Zone) to be used during the meeting. Mary Keith Floyd described other resource plots showing existing land use, sewer and water service areas, and significant environmental constraints. DR briefly defined the meaning of Travel (or Traffic) Analysis Zone (TAZ), and described the base year (2000) and preliminary future year (2030) forecasts that will be used in the I-69 Corridor Travel Demand Model being prepared by the PMC. At the previous meeting, some of panel members (city, county, and town planners) worked with the Indiana Statewide Travel Demand Model (ISTDM) TAZ household and employment forecast maps. The current meeting will concentrate on a dis-aggregation of the Statewide TAZs to be used in the I-69 Corridor Travel Demand Model which focuses on a more detailed roadway network in counties along the proposed I-69 corridor. The maps represent a translation of the Monroe County/Bloomington Metropolitan Planning Organization's (MPO's) adopted transportation plan TAZ forecasts for approximately 30 years of growth to the Statewide TAZs. Two sets of maps representing two sets of figures are incorporated:	

1) Households: Having translated the MPO TAZ household change (between years 1997and 2025) forecasts to the Statewide TAZs, the last decade of population growth was used to disaggregate household growth for the next 30 years from each Statewide TAZ to its subset of Corridor TAZs. The panel would be evaluating these figures to estimate how accurate they are, or how they should be adjusted based on their knowledge of development activity and adopted development policies. For example, there may be instances where an area is completely built out, and thus no more development is expected. Or, there could be areas where more growth is likely than originally anticipated.
2) Employment: Having translated the MPO TAZ employment change (between years 1997and 2025) forecasts to the Statewide TAZs, the portion of total employment of the Corridor TAZ to its parent Statewide TAZ was used to disaggregate the 30-year change in employment from each Statewide TAZ to its subset of Corridor TAZs. Again, the panel would be asked to correct or confirm these figures as appropriate.

DR noted that the panel should predict future growth on the basis of existing development trends and adopted development policies (i.e., local comprehensive plans) assuming I-69 is never built. This will constitute the No Build scenario without I-69. Panel members were asked to provide order-of-magnitude estimates , and not to be too concerned with minimal potential differences, such as the exact numbers of lots in proposed subdivisions. The relative relationship of growth between Corridor TAZs was of greatest importance, and would be maintained in any adjustment to Countywide control totals for the No Build scenario. If Corridor TAZs within a Statewide TAZ are consistently higher than Corridor TAZs in other Statewide TAZ, the Statewide TAZ forecasts may be adjusted. For the No Build scenario, population totals will not vary on a countywide basis from the current Statewide and Corridor travel demand models, may vary somewhat at the Statewide TAZ level, and are likely to vary at the Corridor TAZ level compared to the preliminary forecasts being reviewed today.However, for the Build scenario, there could be a slight increase in countywide growth (i.e., better transportation accessibility frees up more money to be spent for other business purposes, which leads to expansion of businesses, more jobs, more employees and thus more people) over the No Build scenario, and there are likely to be shifts in future growth as a result of changes in accessibility from a limited number of interchanges created in the Build scenario.

The project team also presented the data they had collected to date regarding existing land uses, planned developments, environmental constraints, and water and sewer infrastructure. The group discussed how to make sure the TAZ household and employment numbers represented development completed since 2000, and planned and reasonably expected development in the future.

Panel members then began looking at the subset of maps showing the 30-years change in employment by Corridor TAZ, and marking their estimated changes to the preliminary forecast figures for employment. Once this

was accomplished, they moved on to do the same with the preliminary household 30-year change figures on the other subset of maps.

During the meeting, all the maps displaying the preliminary 30-year change in employment by I-69 Corridor TAZ were reviewed and changes were made in the change by TAZ as deemed appropriate. The review of the preliminary 30-year change in households was begun, but not completed. City and county planners offered to complete the exercise at the household level during the next week and to provide the results to the project office. These No Build land use projections will be incorporated into the I-69 Corridor level travel demand model and the Statewide travel demand model (as appropriate), and presented at the next meeting. The next meeting will also cover changes in land use associated with the Build Alternative 3C corridor and other alternatives that may be developed by that time. The next land use expert panel meeting is tentatively scheduled for the week of May 9 or May 16th.

The meeting ended at approximately 4:00 pm.

Meeting Notes

I-69 Project Management Consultant Office
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Location:	Section 3 Project Office	**Project:**	I-69 Tier 2 EIS – Sections 2, 3 and 4
Date/Time:	May 6, 2005	**Notes Prepared By:**	Dave Ripple

Subject: Daviess, Greene and Pike Counties' Expert Land Use Panel Meeting

Participants :
Dr. David Ripple (BLA - PMC)
Richard Ray (The Corradino Group – Section 3 EEAC)
Hilary Perkins (Jacobs – Section 2 EEAC)
Brian Shaw (MS Consultants with DLZ – Section 4 EEAC)
Paul Lake (Pike County Growth Council)
Tom Ash (for Steve Meyers, Daviess County Commissioner)
Larry Hasler (Greene County Commissioner)
Charley Dibble (Ex. Dir., Greene County Economic Development Corporation)
Blake Hutchinson (Eastern Greene Township Development Association)
W. Edward Cullison (Greene County Council and local financial institution)
Darla Miles (Daviess County Growth Council)
Jon Craig (Mayor, City of Petersburg)
C Shelby (Daviess County Chamber of Commerce)
David Able (Mayor, City of Washington)

Notes: | **Action**

The meeting began at 1:00 PM. Richard Ray (RR) welcomed everyone to the Section 3 Office, and reported on the aerial photography displays on the I-69 Corridor and facilities available at the Section 3 Office. Following introductions, Dr. David Ripple (DR) thanked Richard Ray for coordinating the Daviess-Greene-Pike Expert Land Use Panel meeting date and place for the Section 2, 3 and 4 EEAC's. DR reported that the Expert Land Use Panel had two tasks to accomplish this afternoon:

- First, for the No Build Condition/Scenario (without I-69), the panel was to review preliminary year 2030 household and employment forecasts for Daviess, Greene and Pike Counties. These forecasts would be used in the I-69 Corridor Travel Demand Model (TDM) in forecasting year 2030 traffic.
- Second, for the Build Condition/Scenario (with I-69), the panel was to identify possible shifts and increases in households and employment over the No Build Condition resulting from the assumed completion of the I-69 Tier 1 Build Alternative 3C (with its associated interchange locations). These Build Condition household and employment forecasts would be used in the I-69 Corridor TDM in forecasting year 2030 traffic for the Build Condition (with I-69), and would also help to identify land use impacts of proposed I-69.

To assist in this two-step process for each county, DR reported that preliminary forecast tables (showing the year 2000 and preliminary year 2030 household and employment forecasts by Travel Analysis Zone), and preliminary forecast aerial photography (showing the preliminary 30-year household change and employment change by Travel Analysis Zone) are provided for the panel to use.

DR briefly defined the meaning of Travel (or Traffic) Analysis Zone (TAZ), and described the base year (2000) and preliminary future year (2030) forecasts that will be used in the I-69 Corridor Travel Demand Model being prepared by the PMC. The county-by-county population and employment control totals are from the Indiana Statewide Travel Demand Model (ISTDM) reviewed by the MPO's and RPO's in May of 2004; these control totals are not a subject of panel review. The preliminary housing forecast by TAZ is based on the population change in the TAZ between the years 1990 and 2000 translated to a ten-year absolute change in households. For growing TAZs, the 10-year household rate of change is assumed to continue for the next three decades. For TAZs losing households, the 10-year rate of household loss was assumed to spread over the next 30 years, so that the rate of loss was cut to one-third. (If the same rate of loss were to continue at the same rate for another three decades, older communities would have virtually no households remaining.) The 30-year TAZ household change was then adjusted to the countywide change control maintaining the proportional share of the TAZ change to the total county change. The preliminary employment forecast by TAZ is based on the 30-year total county change allocated to each TAZ by the TAZ's ratio of employment to that of the county in the year 2000. The 30-year change in households and employment by TAZ is subject to panel review.

DR noted that the panel should first predict future growth on the basis of existing development trends and adopted development policies (i.e., local comprehensive plans, industrial parks being developed, etc.) assuming I-69 is never built. This will constitute the No Build Scenario without I-69. Panel members were asked to provide order-of-magnitude estimates, and not to be too concerned with minimal potential differences, such as the exact numbers of lots in proposed subdivisions. The relative relationship of growth between I-69 Corridor TDM TAZs was of greatest importance, and would be maintained in any adjustment to countywide control totals for the No Build Scenario. For the No Build Scenario, household and employment totals will not vary on a countywide basis from the current Statewide and Corridor travel demand models, may vary somewhat at the Statewide TAZ level, and are likely to vary at the Corridor TAZ level compared to the preliminary forecasts being reviewed today.

The panel was first asked to correct or confirm the 30-year employment change figures by TAZ for their county on the aerial photography (showing the TAZ boundaries, TAZ identification numbers, and 30-year change number), and then to do the same for the 30-year household change figures. For Daviess and Pike Counties, the panel members marked changes in the number of households and jobs by TAZ from the preliminary forecast. The Daviess County panel members paid particular attention to the change in employment in Washington resulting from the new Super Wal-Mart store being built on the northwest corner of the intersection of SR 57 and the US 50 Bypass. They assumed the existing Washington Wal-Mart store on east Business US 50 would be reoccupied by another tenant, but at a slightly lower employment density. For Greene County, the panel members marked the changes in the number of jobs by TAZ and the percent change in households by township. In Greene County, the 30-year household growth was focused in the three eastern townships bordering Monroe County. Once corrections had been made to the 30-year household and employment change by TAZ for the No Build Scenario, the panel was asked to identify shifts in growth or an increase in growth induced by the assumed completion of I-69 on the basis of Tier 1 Alternative 3C for the Build Scenario.

For the Build Scenario, DR stated that there could be a slight increase in countywide growth (i.e., better transportation accessibility frees up more money to be spent for other business

purposes, which leads to expansion of businesses, more jobs, more employees and thus more people) over the No Build Scenario, and there are likely to be shifts in future growth as a result of changes in accessibility from a limited number of interchanges created in the Build Scenario. If I-69 were built, there would be an increase above the No Build Scenario of about 300 households and 500 jobs in Daviess County, 300 households and 400 jobs in Greene County, and 100 households and 100 jobs in Pike County. The panel members were asked to mark shifts in growth and allocate the additional I-69 growth to TAZs in their county. Again, the Daviess County and Pike County representatives marked the change in the number of households and jobs by TAZ over the No Build Scenario. The Greene County representatives marked the change in the number of jobs by TAZ over the No Build Scenario, and identified a change in the percent of household growth for the three eastern townships in Greene County for the Build Scenario.

DR concluded the meeting by reporting that the PMC would factor up or down the TAZ refinements for the No Build and Build Scenarios to match the established countywide household and employment control totals. The meeting ended at approximately 4:00 PM.

Meeting Notes

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120 W. 7th Street
Bloomington, IN 47404 U.S.A.
(812) 355-1390

Location	Section 5 Project Office	**Project:**	I-69 Tier 2 EIS – Section 5
Date/Time	May 25, 2005	**Notes Prepared By:**	Kurt Weiss, MK Floyd, Dave Ripple
Subject	Monroe County Land Use Panel Meeting		
Participants	Dr. David Ripple (BLA - PMC) Kurt Weiss, Mary Keith Floyd (Baker) Bob Cowell, Bill Williams (Monroe County) Travis Vencel (Vencel Services) Lori Abram (Bloomington Board of Realtors) Tom Micuda, Patrick Shay (Bloomington-Monroe MPO) Frank Nierzwicki (Town of Ellettsville) Bruce Hudson (DLZ Section 4)		

Notes	**Action**
The meeting began at 1:00 p.m. Dave Ripple (DR) and Bruce Hudson (BH) provided information to the expert land use panel regarding the results of the expert land use panel in Greene County on May 6th and an alternative interchange on I-69 at the Greene/Monroe County Line, respectively. BH stated that there would be no abutting property access along the proposed connector from the alternative interchange to SR 45 if the alternative I-69 interchange were built. Thus, the Bloomington-Monroe County expert land use panel should assume that no access is provided in southwestern Monroe County along I-69 inducing new development. BH said that they were currently discussing options to provide emergency access near the Monroe/Green County line. This emergency access would be important for the Van Buren Fire Department to respond to accidents and hazmat spills on I-69. The Van Buren Fire Dept has a higher classification than other departments in the area, and could provide swat team responses to hazardous materials spills in the area (specifically in Section 4 of proposed I-69). DR provided TAZ maps with the 2030 No Build land use (households and employment) to Baker, the City of Bloomington, the Town of Ellettsville and Monroe County. He stated that based on the previous expert land use panel meeting of April 13th, the household changes identified by the panel were within 36 households of the control total for Monroe County in year 2030. To match the control total, he reduced some household growth in the Ellettsville area. Here, Frank Nierzwicki had identified in-fill residential growth in acres (rather than households) that was similar to a build out level and that likely would continue beyond the 2030 target year. The allocated employment by the expert panel on April 13th was lower than the county control total, so DR had factored up the identified allocations to match the 2030 employment control totals. In conclusion, DR asked that	

all present review the 2030 land use maps at their leisure so that they could sign-off on the maps as an accurate reflection of the consensus on household and employment growth by TAZ at the April 13th meeting.

DR stated that the purpose of the current exercise was to:

1. Identify any shifts in households or employment from the 2030 No Build as a result of the Build Alternatives (due to improved or reduced access based on interchange locations and/or access roads).
2. Allocate Monroe County's share of induced development (development resulting as a result of the Build Alternative), which was estimated at 330 households and 600 jobs.

DR then explained how the additional development related to the Build Alternative was determined. In Tier I of the I-69 EIS, a Regional Economic Models, Inc. (REMI) economic model was used to quantify the regional cost savings benefits of the Build Alternatives. Improved accessibility to an area results in travel-time savings, which translate into cost savings benefits for businesses (both in terms of freight movement and employee travel). Businesses can then expand into other areas, including increased employment, which translates to new population and employment growth for the region. Compared to other regions like rural southwest Indiana, Monroe County had a much smaller share of predicted new population and employment growth.

DR stated that, as with the No Build land use allocations, the Build allocations would be translated into acres of residential and commercial land uses to determine indirect and cumulative land use impacts of the project. The panel would identify any potential shifts in land use and the location(s) of the additional development for the 3C alternative at each interchange location north to south in Monroe County. Two additional alternatives are being developed for Section 5 that will provide different access at some locations than the the 3C alternative. When different access is a possibility, alternative land use scenarios will be discussed.

Members of the expert land use panel noted that, in general, there would be relatively insignificant land use changes between the No Build and Build because access is currently provided and induced development levels are relative low to the overall growth projected to 2030. (According to the panel, the induced growth approximated that of one typical year.) They noted that shifts would most likely occur where access *is not* provided as opposed to where access *is* provided – and that specifically, access would likely speed up the rate of development, but not necessarily increase the total amount of development.

Chambers Pike/Sample Road Interchange:

- Within the county, this area has the greatest potential for "unexpected" growth compared to the No Build due to the high number of one-acre lots available for development near Crossover Road west of SR 37.
- An interchange at either location would encourage more

household growth to the west of SR 37. The area west of SR 37 between Crossover Road and Sample Road might have an increased absorption rate of up to 10 dwelling units per year.

- 40 acres of commercially zoned land is available near the Star of Indiana site; this would be more attractive with an interchange at Sample. However, due to lack of water and sewer it is less attractive overall compared to the Acuff/Kinser and Tapp/Fullerton areas.

North Walnut Street Interchange:

- Due to the floodplain, this area is as developed as it can be.
- A western connection with a new road between West Maple Grove Road and Bottom Road would encourage residential growth (about 20 dwelling units) at the northeastern edge of Ellettsville in TAZ5300905 (bounded by North Maple Grove Road, West Maple Grove Road and Stout Creek).

Kinser Pike/Acuff Road Interchange:

- The area between these two roads east of SR 37 is already slated for a TIF district for a business park; the main impact would be development at a faster rate with an I-69 interchange. An interchange at either Kinser Pike or Acuff Road would not increase total employment levels.
- If interchange were located between Kinser Pike and Acuff Road, the result would be lower employment levels because developable land would be lost.
- With any interchange, the same type of development (office) is anticipated. A shift to highway-related retail development is not anticipated.

SR 46 Interchange:

- The Build Alternative may encourage development at a faster rate, particularly in the North Park development.
- The No Build still assumes full build-out of North Park and surrounding areas.
- The build alternatives would not change the type or amount of development, just potentially the rate of development.

SR 48 and SR 45 Interchanges:

- No change from No Build is anticipated for the Build Alternative.
- These areas are currently approaching build-out already.
- A ramp for Whitehall Crossing (between Vernal Pike and 3rd Street) from SR 37 was provided in 1996. The removal of this connection will be opposed by some people, but would not change land use.

Tapp Road Interchange:

- Having just an overpass will slow the rate of development near Tapp Road, but the amount of employment would be similar,

based on a frontage road system connecting Tapp Road northward to 3rd Street and southward to Fullerton Pike.

- If there is an interchange here, employment will creep northward from Fullerton Pike (which would not have an interchange). This would result in:
    - An additional 100 employees in the northeast quadrant of SR 37/Tapp Road interchange (TAZ 5300426).
    - An additional 300 employees in the southeast quadrant of SR 37/Tapp Road interchange (TAZ 5300728).

If an interchange is provided at Tapp Road, , Tapp Road is likely to be extended from North Leonard Springs Road to SR 45. , This would encourage residential growth (100 to 200 dwelling units) in TAZ 5301503 (bounded by SR 45, Duncan Road, West Leonard Spring Road and North Leonard Springs Road).

Fullerton Pike Interchange:

- Having just an overpass will slow the rate with of development, but the amount of employment would be similar, based on a frontage road system connecting northward to Tapp Road.
- If there is an interchange here, employment will creep south from Tapp Road. This will result in:
    - An additional 100 employees in the northeast quadrant of the interchange (TAZ 5300728).
    - An additional 50 employees in the southeast quadrant of the interchange (TAZ 5300729).
    - An additional 250 employees in the southwest quadrant of the interchange (TAZ 5303311).
- An interchange at Fullerton Pike will also stimulate residential growth (100 to 200 dwelling units) in the area bounded by Rockport Road, Fullerton Pike, West Branch of Clear Creek and That Road (TAZ 5300721).
- In either scenario, the planned hospital (on the southwest corner of SR 37 and Fullerton Pike) would already be developed, but other development (hotel, restaurant, etc.) would likely expand more with an interchange than an overpass.
- The Expert Panel preferred access at Fullerton Pike compared to Tapp Road.

Connection with Section 4:

- If a connector roadway (Southeast Arterial) were to be provided from the I-69/SR 37 system interchange (just north of Victor Pike) to Business 37, the Fullerton Pike interchange would likely not be built. However, the Expert Panel thought that such a connection would be difficult because of the splitting of properties and adverse impact on a prominent church. No induced growth changes were identified along the connector.

Southwestern Monroe County:

- Without an interchange at the Monroe/Greene County Line, no growth change from the No Build is expected.

- With an interchange at the Monroe/Greene County Line, residential development would “leap” to Greene County due to lower cost of land and similar travel-time savings.

An additional meeting may be required to review possible land use impacts of build alternative variations not addressed today. . This meeting would likely occur in late summer – early fall. Similar to the sign-off requested on the No Build growth allocation maps provided today for review, the Build Alternative growth patterns will mapped and provided to the panel for review and signoff.

The meeting ended at approximately 3:00 p.m.