



MERIDIAN·KESSLER NEIGHBORHOOD ASSOCIATION

August 2, 2020

To: Mayor Joseph Hogsett
DPW Director Daniel Parker
Deputy DPW Director for Engineering, David Borden
CCC Zach Adamson-Chair, Public Works
CCC Keith Potts-District 2
CCC John Barth-District 7
CCC William Oliver-District 9
Ms. Ericka Miller, DPW Chief Engineer
Mr. Dustin Gilmer, Office of Disability Affairs
Mr. Greg Garrett, Mayor's Neighborhood Advocate

Re: 2020 Meridian-Kessler Neighborhood Infrastructure Needs for 2021 DPW Budget

To All:

Accompanying this letter are the prioritized infrastructure needs report for which Meridian Kessler is requesting budget support in the 2021 DPW Budget. We ask that you review these requests for each of our three CCC Districts. The residents of Meridian Kessler thank each of you for your role in providing many infrastructure improvement projects during 2020.

We understand that funds are always limited, especially for 2021. Our hope is to glean Meridian-Kessler's **proportionate** share of the DPW budget to address the obvious needs which are illustrated in the following document. Some of the requests only involve less expensive street pavement markings, not just costly street and sidewalk repairs/replacement.

We would like to meet with each of you personally in the near future to briefly review this report. However, if meeting personally is not feasible, should any of you have questions or comments, please direct them to me at bookmanjerrey@yahoo.com or by text message to 317-201-5095.

Sincerely,

Jerrey D Finnegan,
MKNA Secretary
Co-Chair, MKNA Infrastructure Committee

Matthew Albaugh,
MKNA President

Chelsea Marburger,
MKNA Executive Director

Cc: MKNA Infrastructure Committee Members:

Dominic Byrd-McDevitt, Co-Chair MKNA Infrastructure Committee
Greg Bright Nate Cooper Nathan Kelly
Brandon Kendera Pete McNamara Bart Peterson
Jordan C. Williams



MERIDIAN·KESSLER
NEIGHBORHOOD ASSOCIATION





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DISTRICT 2:
PRIORITY # 1: Broadway Street Sidewalks (5400 - 5700)
(project priority 1 of 9)

Photos were taken in 2018. Deterioration has exponentially increased since.


Photographic Evidence/Support of Issue	Side of St	Address	Issue Shown
 <p>5620 Broadway Driveway Ramp and Sidewalk ADA Issues</p>	East and West Sides	54 th to 57 th along Broadway St	Typical of total failure of sidewalk along this stretch of the street. Sidewalk is unusable for strollers and bikes and unsafe for walkers.
 <p>5444 Broadway Sidewalk and Driveway Ramp ADA Issues</p>	East and West Sides	54 th to 57 th along Broadway St	Typical of total failure of sidewalk along this stretch of the street. Sidewalk is unusable for strollers and bikes and unsafe for walkers.

DISTRICT 2:**Priority #2: Central Avenue Sidewalks (5700 - 5800/both sides)***(priority project 2 of 9)*

Photos were taken in June, 2020 and indicative of numerous problems to be verified and fixed.

Photographic Evidence/Support of Issue	Side of St	Address	Issue Shown
	East	5775 Central Ave	Sidewalk trip hazards such that several panels need to be replaced along with driveway ramps. This is major access to CFI 84 and IHM.
	East	5713 Central Ave	Sidewalk trip hazards with several panels needing to be replaced This is heavily used access to CFI 84 and IHM. Note kids in the street.

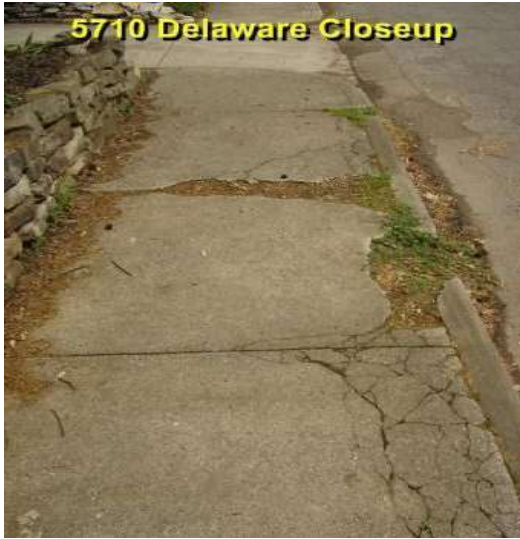

DISTRICT 2:
Priority #3: Pennsylvania Street Strip-Patch/Repave
(5400 - Westfield Blvd./both sides)
(project priority 3 of 9)
 Photo was taken Jun. 23, 2020.

Photographic Evidence/Support of Issue	Side of St	Address	Issue Shown
	West	5400 to Westfield Blocks of Penn St.	Various stretches of Penn from 54 th to Westfield need to be repaved or have major strip patching



DISTRICT 2:
Priority #4: Delaware Street / Kessler Blvd. Intersection Repair
(project priority 4 of 9)
 Photo was taken Jun. 23, 2020.

Photographic Evidence/Support of Issue	Side of St	Address	Issue Shown
	West	Delaware and Kessler Intersection	This section of street needs to be repaved or heavily strip patched


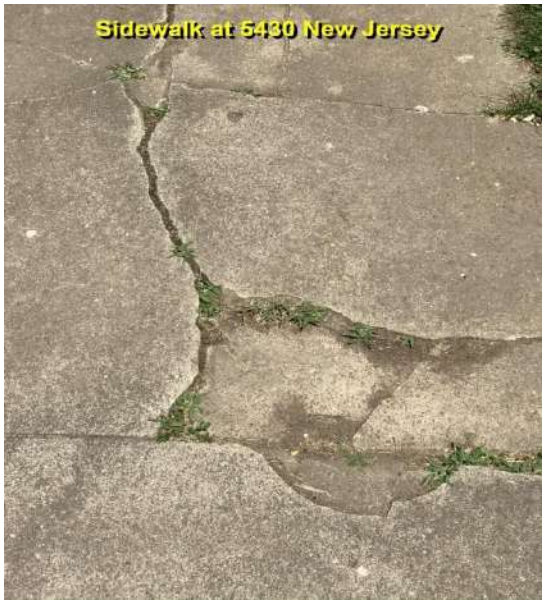
DISTRICT 2:
Priority #5: Delaware Street Sidewalk Replacement/Repair (5700)
(project priority 5 of 9)
 Photo was taken Jun. 23, 2020.

Photographic Evidence/Support of Issue	Side of St	Address	Issue Shown
 <p>5710 Delaware Closeup</p>	West	5710 Delaware St	<p>Sidewalk has many trip hazards. Many panels were badly broken or heaved. Curbs broken or badly broken. Many ADA access issues due to driveway cuts.</p>
 <p>5723 Delaware ADA Issue at Driveway Ramp</p>	East	5723 Delaware St	<p>Replace broken panels, mill trip hazards, replace broken curbs, or replace entire sections– <u>do whatever is the most cost effective work to remedy the problem.</u></p>


<p style="text-align: center;">DISTRICT 2:</p> <p style="text-align: center;">Priority #6: East 55th Street Sidewalk Replacement/Repair</p> <p style="text-align: center;"><i>(project priority 6 of 9)</i></p> <p style="text-align: center;">Photo was taken June 2020.</p>

Photographic Evidence/Support of Issue	Side of St	Address	Issue Shown
	South	200 to 300 East 55 th St	There are multiple trip hazards caused by tree roots that require panels to be replaced or milled. DPW to inspect and select those for fixing.
	North	200 to 300 East 55 th St	There are multiple cracked sidewalk panels that require panels to be replaced or milled. DPW to inspect and select those for fixing.


DISTRICT 2:
Priority #7: New Jersey Street Sidewalks Replacement/Repair (5400)
(project priority 7 of 9)
 Photo was taken June 2020.

Photographic Evidence/Support of Issue	Side of St	Address	Issue Shown
 <p>Sidewalk at 5407 New Jersey</p>	East	5407 New Jersey	Severely cracked and broken sidewalk sections and panels which are a trip hazard. Sections or panels need to be replaced as needed.
 <p>Sidewalk at 5430 New Jersey</p>	West	5430 New Jersey	Badly broken sidewalk panels on this side of the street need to be replaced on a selective basis. DPW to inspect and select panels



DISTRICT 2:
Priority #8: East 58th Street Sidewalk Replacement/Repair (400)
(project priority 8 of 9)
 Photo was taken June 2020.

Photographic Evidence/Support of Issue	Side of St	Address	Issues Shown
	South	58 th street between Central Ave and New Jersey St	Broken sidewalk panels need to be replaced to avoid tripping hazards




DISTRICT 2:
Priority #9: Washington Blvd. & 58th Street Four-Way Stop
(project priority 9 of 9)
 Photo was taken June 2020.

	North and South	Washington Blvd and 58 th street	Only a 2-way stop in a high speed traffic area, need a 4-way stop since this is a heavily travelled route to CFI 84 and IHM
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DISTRICT 7:
Priority #1: Pennsylvania Street Repave/Strip Patch (4600 - 5400)
(project priority 1 of 4)
 Photo was taken June 2020.



Photographic Evidence/Support of Issue	Side of St	Address	Issue Shown
	East	Section between 46 th and 54 th Streets 4801 Pennsylvania St	View is looking north. It illustrates the significant asphalt deterioration due to multiple patches. Pavement is seriously deteriorating
		Section between 46 th and 54 th Streets 4625 Pennsylvania St	Photos show need for major strip patching or repaving along this section of Pennsylvania St

DISTRICT 7:
Priority #2: East 46th Street Repave/Strip-Patch
(project priority 2 of 4)
 Photo was taken June 2020.

Picture of Issue to be Addressed		Side of St	Address	Issue Shown
		Entire Street	46 th Street between Washington Blvd and Delaware St <u>(NOTE: photo at left is looking east along 46th Street</u>	Strip patch this bad stretch is between Washington Blvd and Delaware St. This view illustrates the significant asphalt deterioration due to multiple patches; pavement has seriously deteriorated.
 <p>Northbound Lane</p>	 <p>Southbound Lane</p>		46 th Street between Meridian St and Pennsylvania St from Meridian St Looking East	This bad section needs to be strip patched <i>at bare minimum.</i>

DISTRICT 7:
Priority #3: East 39th Street (500)
(project priority 3 of 4)

Photo was taken May 2018. Deterioration has exponentially increased since.

Photographic Evidence/Support of Issue	Side of St	Address	Issue Shown
	North	39 th St between Ruckle St and Central Ave	Sidewalk has bad cracks and is breaking apart. Curb is sunken. Heaving at various places along the entire stretch to Central Ave.
	North	39 th St between Ruckle St and Central Ave	Above said problems cannot be fixed by milling. Entire sidewalk is a pedestrian hazard.



DISTRICT 7:
Priority #4: East 44th Street (900)
(project priority 4 of 4)
Photo was taken July 2020.

44th Street sidewalks from Winthrop to College need to be milled to eliminate tripping hazards.




DISTRICT 9:
Priority #1: Winthrop Avenue Sidewalk Replacement/Repair
(4900 - 5200)

(project priority 1 of 8)
 Photos taken in 2018 and again in 2020.

Photographic Evidence/Support of Issue	Side of St	Address	Issue Shown
	East	5019 Winthrop Ave	Total sidewalk failure. (Both sides of street) *Noted as the worst section of sidewalk in the entire neighborhood
	West	4916 Winthrop Ave	Total sidewalk failure. (Both sides of street) *Noted as the worst section of sidewalk in the entire neighborhood



DISTRICT 9:
Priority #2 & #3: Carrollton Avenue Repave/Strip-Patch & Sidewalk Replacement/Repair (5400-5600)

(project priority 2 and 3 of 8)
 Photos taken in 2019 and again in 2020.



Photographic Evidence/Support of Issue	Side of St	Address	Issue Shown
	Main Traffic Lane	5500 block of Carrollton looking south to 54 th St	Carrollton Ave from 5400 to 5660 needs strip patching particularly south of 5600. In winter the roadway is cratered and at times almost impassable. This work has been delayed for decades and now needs to be done.

		5400 - 5600 block of Carrollton on <i>both</i> sides of the street	Sidewalks on both sides have many trip hazards with many panels badly broken and/or heaved. Fixing the problem by any cost effective combination of panel replacements, new sidewalk sections, or trip hazard grinding is needed.
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DISTRICT 9:
Priority #4: Winthrop Avenue Repave/Strip-Patch (3800-4000)
(project priority 4 of 8)
 Photos taken in 2019.

Photographic Evidence/Support of Issue	Side of St	Address	Issue Shown
	View Looking South	3947 Winthrop Ave	Roadway has been patched so many times it now requires either repaving or extensive strip patching.
	View Looking South	3843 Winthrop Ave	Heavy gravel accumulation on the traffic lane side and where water collects has led to serious pavement deterioration.



DISTRICT 9:
Priority #5: Winthrop Avenue Repave/Strip-Patch (4600-4900)
(project priority 5 of 8)
 Photos taken in 2019.

Photographic Evidence/Support of Issue	Side of St	Address	Issue Shown
	East (North View)	4601 Winthrop Ave	There are many potholes as well as general road deterioration. Winthrop also slants, to the east side of the street. This fact accounts for the poor condition of that side since water pools in the depression along this side.
	West (South View)	4702 Winthrop Ave	This view shows how the sheer amount of gravel from deteriorated road, repeated pothole patches is sidewalk-high (5-6 inches) in many areas. It results in an uneven, hazardous drive, as well as the pooling of water.

DISTRICT 9:
Priority #6: Winthrop Avenue Repave/Strip-Patch (5800-Kessler Blvd)
(project priority 6 of 8)
 Photos taken in June 2020.

Photographic Evidence/Support of Issue	Side of St	Address	Issue Shown
 <p>5889 Winthrop at Kessler Looking North</p>	East	5889	Entire intersection needs to be strip patched or repaved to Forest Lane and Winthrop point. (March, 2020 photo)
 <p>Pavement at 5871 Winthrop Looking South</p>	East	5871	Sections of street need to be strip patched to a point south of Kessler based on DPW recdn (Photo from March, 2020)

DISTRICT 9:
Priority #7: Winthrop Avenue Repave/Strip-Patch (5600-5800)
(project priority 7 of 8)
 Photos taken May 2020.

Photographic Evidence/Support of Issue	Side of St	Address	Issue Shown
 <p>Winthrop/58th/Wildwood Intersection</p>	East	Winthrop and 58 th and Wildwood	Broad areas need strip patching
 <p>Winthrop/Northview Intersection</p>	East	Winthrop and Northview	Almost all of this area needs to be strip patched or repaved

DISTRICT 9:
Priority #8: Miscellaneous Sidewalk Panel Replacement
(project priority 8 of 8)
Photos taken in 2018 & 2019.

Replace selected panels on 4700 block of Winthrop Ave and 5400 block of Guilford Ave.



Neighborhood-wide Priority: ADA Accessibility



This photo is typical of where an alley intersects a street north of 54th St in Meridian Kessler. Though there may be ADA ramps at the corner intersections, there are often impediments like this mid-block especially in District 9 between College and Carrollton, Carrollton and Guilford, and Guilford and Winthrop where main east/west streets intersect an alley.

This obvious problem totally negates the utility of the sidewalk for an impaired person with a walker, a parent with a stroller, or a disabled person in a wheelchair.

Though reported to an ADA survey team a few years back, no action to address this problem has resulted.

Intersection Inventory

The purpose of this section is to identify:

- **Pavement marking needs**
- **Identify lack of ADA ramps**
- **Identify ADA ramps in needs of modification/improvement**

The intersection tables that are provided include the following areas of Meridian Kessler:

- 54th St to Kessler Blvd Intersections-College to Meridian-CCC District 2;
- 38th St to 53rd St Intersections-College to Meridian-CCC District 7
- Forest Hills Street Intersections-CCC District 9.

The intersection attributes which are identified are as follows:

- The type of intersection: i.e. 4, 2, 1-way stop with/without signal
- The presence of and/or condition of a “painted” crosswalk at the intersection;
- The presence of and/or condition of a “painted” stop bar at the intersection;
- Whether or not an ADA ramp is present and if there are issues with it per notes.

The objective is to provide DPW with an accurate list of conditions that can be inexpensively fixed within Meridian Kessler. The survey does not cover all of Meridian Kessler, all in CCC District 9 due to time and manpower constraints.

Intersection Inventory

54th to 56th STREET INTERSECTIONS-COLLEGE TO MERIDIAN

1st column under street (stop)-type of intersection: -4-way stop: 4 -2-way stop: 2 -1-way stop: 1 2nd column under street (crosswalk): Crosswalk line condition: Good (G), Needed (N) 3rd column under street (stop): Stop Bar line condition: Good (G), Needed (N) 4th column under street (ramp) ADA Ramps: (Y)es or (N)o																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																					
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Intersection Inventory

54th to 56th STREET INTERSECTIONS-COLLEGE TO MERIDIAN

1st column under street	(stop)-type of intersection:	4-way stop: 4	2-way stop: 2	1-way stop: 1	2nd column under street	(crsswlk):	Crosswalk line condition:	Good (G), Needed (N)	3rd column under street	(stpr):	Stop Bar line condition: Good (G), Needed (N)	4th column under street	(ramp)	-ADA Ramps: (Y)es or (N)o
PENNSYLVANIA ST	PENNSYLVANIA ST	PENNSYLVANIA ST	PENNSYLVANIA ST	MERIDIAN ST	MERIDIAN ST	MERIDIAN ST	MERIDIAN ST							
54th ST (NORTH SIDE ONLY)	2	N a	N a	Y	2	N a	N a	Y						
55th ST	2	N a	N a	Y	1	N	N	Y						
56th ST (BOTH SIDES)	4	N a	N a	Y	2	N	N a	Y						
NOTES:	a.	Faded or more than half erased; needs to be redone												
	b.													
OCC District 2														

Intersection Inventory

56th STREET to KESSLER BLVD INTERSECTIONS-COLLEGE TO MERIDIAN

1st column under street (stop)-type of intersection: -4-way stop: 4 -2-way stop: 2 -1-way stop: 1 2nd column under street (crosswalk): Crosswalk line condition: Good (G), Needed (N) 3rd column under street (stop): Stop bar line condition: Good (G), Needed (N) 4th column under street (ramp) ADA Ramps: (Y)es or (N)o																			
		stop	crosswalk	stop	crosswalk	stop	crosswalk	stop	crosswalk	stop	crosswalk	stop	crosswalk	stop	crosswalk	stop	crosswalk	stop	crosswalk
	57TH ST	4	F	F	Y	4	G	Y	Y										
	58TH ST	4	N	N	N	4	G	Y	Y	1	N								
	KESSLER BLVD	2	N	N	N	Light	Y	Y	N	2	N								
NOTES:		a. Light denotes a traffic signal instead of a stop sign																	
		b.																	
XXX DISTRICT 7																			

Intersection Inventory

56th STREET to KESSLER BLVD INTERSECTIONS-COLLEGE TO MERIDIAN

1st column under street (stop)-type of intersection: -1-way stop: 1 -2-way stop: 2 -1-way stop: 1 2nd column under street (crosswalk): Crosswalk line condition: Good (G), Needed (N) 3rd column under street (stop): Stop Bar line condition: Good (G), Needed (N) 4th column under street (ramp) ADA Ramps: (Y)es or (N)o																			
57TH ST 58TH ST KESSLER BLVD MERIDIAN ST	stop	4	T	N	N	Y	1	Y	N	Y	1	N	T	Y	1	N	N	N	Y
	stop	4	T	N	N	Y	1	Y	N	Y	1	N	T	Y	1	N	N	N	Y
	stop	4	T	N	N	Y	1	Y	N	Y	1	N	T	Y	1	N	N	N	Y
	stop	4	T	N	N	Y	1	Y	N	Y	1	N	T	Y	1	N	N	N	Y
	stop	4	T	N	N	Y	1	Y	N	Y	1	N	T	Y	1	N	N	N	Y
	stop	4	T	N	N	Y	1	Y	N	Y	1	N	T	Y	1	N	N	N	Y
	stop	4	T	N	N	Y	1	Y	N	Y	1	N	T	Y	1	N	N	N	Y
	stop	4	T	N	N	Y	1	Y	N	Y	1	N	T	Y	1	N	N	N	Y
	stop	4	T	N	N	Y	1	Y	N	Y	1	N	T	Y	1	N	N	N	Y
	stop	4	T	N	N	Y	1	Y	N	Y	1	N	T	Y	1	N	N	N	Y
	stop	4	T	N	N	Y	1	Y	N	Y	1	N	T	Y	1	N	N	N	Y
	stop	4	T	N	N	Y	1	Y	N	Y	1	N	T	Y	1	N	N	N	Y
	stop	4	T	N	N	Y	1	Y	N	Y	1	N	T	Y	1	N	N	N	Y
	stop	4	T	N	N	Y	1	Y	N	Y	1	N	T	Y	1	N	N	N	Y
	stop	4	T	N	N	Y	1	Y	N	Y	1	N	T	Y	1	N	N	N	Y
	stop	4	T	N	N	Y	1	Y	N	Y	1	N	T	Y	1	N	N	N	Y
	stop	4	T	N	N	Y	1	Y	N	Y	1	N	T	Y	1	N	N	N	Y
NOTES:		a. Light denotes a traffic signal instead of a stop sign																	
		b.																	
CCC District 2																			

Intersection Inventory

38th to 53rd STREET INTERSECTIONS-COLLEGE TO MERIDIAN

1st column under street	(stop)-type of intersection: -4-way stop: 4 -2-way stop: 2 -1-way stop: 1	2nd column under street	(crosswalk): Crosswalk line condition: Good (G), Needed (N)	3rd column under street	(stop): Stop Bar line condition: Good (G), Needed (N)	4th column under street	(ramp) -ADA Ramps: (Y)es or (N)o
		PENNSYLVANIA ST	stop				
		PENNSYLVANIA ST	crosswalk				
		PENNSYLVANIA ST	stop				
		PENNSYLVANIA ST	ramp				
		DELAWARE ST	stop	4			
		DELAWARE ST	crosswalk				
		DELAWARE ST	stop				
		DELAWARE ST	ramp				
		WASHINGTON BL	stop	2			
		WASHINGTON BL	crosswalk				
		WASHINGTON BL	stop				
		WASHINGTON BL	ramp				
		NEW JERSEY ST	stop	2			
		NEW JERSEY ST	crosswalk				
		NEW JERSEY ST	stop				
		NEW JERSEY ST	ramp				
		CENTRAL AVE	stop	2			
		CENTRAL AVE	crosswalk				
		CENTRAL AVE	stop				
		CENTRAL AVE	ramp				
53 RD STREET	1		stop				
52 ND STREET	4		crosswalk				
51 ST STREET	1		stop				
50 TH STREET	1		stop				
49 TH STREET	4		crosswalk				
48 TH STREET	1		stop				
47 TH STREET	1		stop				
46 TH STREET	4		crosswalk				
45 TH STREET	1		stop				
44 TH STREET	1		crosswalk				
43 RD STREET	4		stop				
42 ND STREET			stop				
41 ST STREET			stop				
40 TH STREET	2		stop				
39 TH STREET	1		stop				
38 TH STREET	4		stop				

NOTE: c. Not across Washington Blvd and it is needed at this busy intersection

CCC District 7

3/18/20

Intersection Inventory

38th to 53rd STREET INTERSECTIONS-COLLEGE TO MERIDIAN

1st column under street													
(stop)-type of intersection: -4-way stop: 4 -2-way stop: 2 -1-way stop: 1													
2nd column under street													
(crosswalk): Crosswalk line condition: Good (G), Needed (N)													
3rd column under street													
(stopbr): Stop Bar line condition: Good (G), Needed (N)													
4th column under street													
(ramp) -ADA Ramps: (Y)es or (N)o													
	stop	crosswalk	stopbr	ramp	stop	crosswalk	stopbr	ramp	stop	crosswalk	stopbr	ramp	
53 RD STREET	2	N/A	N/A	Y	2	N	N	Y					
52 ND STREET	2	G	G	Y	2	G	G	Y					
51 ST STREET	4			Y	2	N	G	Y					
50 TH STREET	1			Y	2	N	G	Y					
49 TH STREET	2			Y	2	N	G	Y					
48 TH STREET	4	N	G	Y	4	N	G	Y					
47 TH STREET	2			Y	1	N	G	Y					
46 TH STREET	2	G	G	Y	2	G	G	Y					
45 TH STREET													
44 TH STREET	4	N	N	Y	2	N	N	Y					
43 RD STREET													
42 ND STREET	4	N	N	Y	2	G d	G	Y	1	N	G	Y	
41 ST STREET													
40 TH STREET	4	N	N	Y	2	G	G	Y	2	N	N	Y	
39 TH STREET	2	N	N	Y	4	G	G	Y	1	N	N	Y	
38 TH STREET	2	G	G	Y	2	G	G	Y	2	G	G	Y	
NOTE: d. Additional pedestrian crossing signs may be needed here													

NOTE: d. Additional pedestrian crossing signs may be needed here

CCC District 7

Intersection Inventory

38th to 53rd STREET INTERSECTIONS-COLLEGE TO MERIDIAN

1st column under street (stop) type of intersection: -4-way stop: 4 -2-way stop: 2 -1-way stop: 1 2nd column under street (crosswalk): Crosswalk line condition: Good (G), Needed (N) 3rd column under street (stopbr): Stop Bar line condition: Good (G), Needed (N) 4th column under street (ramp) ADA Ramps: (Y)es or (N)o													
	BEVERLY DR	BEVERLY DR	BEVERLY DR	BEVERLY DR	HAMPTON DR	HAMPTON DR	HAMPTON DR	HAMPTON DR	MERIDIAN PL	MERIDIAN PL	MERIDIAN PL	MERIDIAN PL	
	stop	crosswalk	crosswalk	stopbr	ramp	stop	crosswalk	stopbr	ramp	stop	crosswalk	stopbr	ramp
										1	G	G	Y
	PENNSYLVANIA ST	1	N	N	Y					1	G b	N	Y
	DELAWARE ST	1	N	N	Y	0 a	N/A	N/A	N/A				
	WASHINGTON BLVD	2	N	N	Y	1	N	N b	Y				
	NEW JERSEY ST	0 a	N/A	N/A	Y								
	NOTES:	a. 0 for stop sign or signal means none is necessary or not present. b. Faded or needs to be redone.											

CCC District 7

7/4/20

Intersection Inventory

FOREST HILLS STREET INTERSECTIONS

1st column under street ("stop")-type of intersection: -4-way stop: 4 -2-way stop: 2 -1-way stop: 1 2nd column under street ("crosswalk"): Crosswalk line condition: Good (G), Needed (N) 3rd column under street ("stopbar"): Stop Bar line condition: Good (G), Needed (N) 4th column under street ("ramp"): ADA Ramps: (Y)es or (N)o	CARROLLTON AVE	CARROLLTON AVE	CARROLLTON AVE	CARROLLTON AVE	GUILFORD AVE	GUILFORD AVE	GUILFORD AVE	GUILFORD AVE	GUILFORD AVE	FOREST LANE	FOREST LANE	FOREST LANE	FOREST LANE	WILDWOOD AVE	WILDWOOD AVE	WILDWOOD AVE	WILDWOOD AVE	WINTHROP AVE	WINTHROP AVE	WINTHROP AVE	WINTHROP AVE	
	STOP	CROSSWALK	STOPBAR	RAMP	STOP	CROSSWALK	STOPBAR	RAMP	STOP	CROSSWALK	STOPBAR	RAMP	STOP	CROSSWALK	STOPBAR	RAMP	STOP	CROSSWALK	STOPBAR	RAMP		
					1	N/A	N	N/A	Y					1	N	N	Y	1	N/A	Y a	N	
	4	N	N	Y	4	N/A	N	Y						1	N	N	Y		3 j	N	N	
	57TH STREET	4	Y d	Y d	Y e	4	N	N	Y												N b	
	GUILFORD AVE	1	N	N	Y					1	N	N	Y	1	N	N	N c					
	WINTHROP AVE									1	N	N	Y	1	N	N	N c					
	NORTHVIEW AVE	2	N	N	Y	4	N	N	Y h										3 k	N	N f	N g
	NOTES:																					
	a. Faded-needs to be redone																					
b. No ramp needed-curb is at street level																						
c. No ramp needed																						
d. Badly faded crosswalk; needs to be redone; same for stop bars																						
e. Ramp at SE corner is not flush with pavement and not navigable in a wheelchair and a danger to person with walker																						
f. Almost invisible stop bars on Northview																						
g. No ramp at SW and SE corners but one at NW corner; none needed at NE corner																						
h. Badly faded stop bar on Guilford going south																						
i. Ramp is across Wildwood at 58th and across 58th but not across Winthrop																						
j. Private Drive on East Side of Winthrop																						
k. Dead end street section leading to the Monon Trail																						
Ramps are required on south side of Northview at each of the three alley ramps; they are impassable by wheelchairs																						
CCC District 9																						

Infrastructure Project Citizen Input and Transparency

Examples From Other Cities

With limited opportunities for citizens to engage on public infrastructure needs and issues, the MKNA Infrastructure Committee has looked to other cities in how a more transparent, thorough, and sustainable effort could be made in the City of Indianapolis. Increased engagement and transparency as well as a holistic approach to reporting, repairing, and planning are necessary. Examples can found below:

Boston: <http://www.bostonplans.org/about-us> (Select “Development”; see example below)
<http://www.bostonplans.org/projects/capital-construction/kingston-bedford-intersection-improvements>

Seattle: <https://www.seattle.gov/transportation/projects-and-programs>
(Search Capital Projects Dashboard for project status and more information)

Lawrence, KS:
<https://assets.lawrenceks.org/assets/budget/2020/cip/2020CIPGuidelinesandProcedures.pdf>
(This appears to be one of the better programs for communicating projects to/from the public)

Kirkland, WA:
https://www.kirklandwa.gov/depart/Public_Works/Construction_Projects/Capital_Improvements/Suggest_a_CIP_Project_form.htm (Form for suggesting a public works project)

Why is this needed? Suggesting capital improvement projects presently necessitates a report similar to the one preceding this section. Indianapolis does not have a readily transparent process for requesting and subsequently reporting the status of various capital improvement infrastructure projects. Identifying such projects is not a process that is open to the public except with intense lobbying of City-County Councillors and possibly the DPW Director.

How are projects selected for completion? There are no publicly-shared criteria for project selection of one project over another nor is there a function in City government that shares such information regarding how projects are selected.

MKNA is requesting that the City-County Council Public Works Committee, the Mayor’s Office in consultation with the Department of Public Works, and selected citizens and/or citizen groups review the above alternatives and any others that are identified with the following objectives in mind:

1. After conducting a study (no longer than a year), identify how to open up the infrastructure selection process for more citizen input and how to improve the transparency of project status;
2. Define what actions will be taken, if any, and develop the appropriate policies;
3. Put appropriate policies in place and promote and implement these new approaches;
4. After a few years of utilization, examine what works best and adjust the process as needed.

MKNA will be happy to participate as a citizen group should Indianapolis decide to move forward to an open and transparent infrastructure project identification, selection, and reporting process.

Indianapolis Needs a Long Term Infrastructure Plan

Indianapolis has an infrastructure dilemma. Years of underfunded maintenance, a lack of political courage by Mayors and/or City-County Councillors, and a “something-for-nothing” public attitude brought Indianapolis to this point. City leaders need to embrace the following attributes regarding infrastructure: vision, leadership, political courage, transparency and funding.

All leaders, particularly the Mayor, need a vision for Indianapolis infrastructure. It is more than filling the potholes, strip-patching streets, and fixing dilapidated sidewalks. Well-maintained streets, accessible sidewalks, and the proposed Indy Moves, all are parts of this overarching vision.

Leadership must come from the Mayor and the City-County Council. Acknowledgement that Indianapolis has serious infrastructure problems; apply resources to define the scope of today's problems via an outside engineering study; define the funding options to achieve the future vision as part of the engineering study; and finally explain the decades-long duration of this effort. Both branches of government, with help from our State legislators, must face reality. This effort will, of necessity, transcend different Mayors and City-County Councils.

Leadership will necessitate engaging State legislators and other Indiana mayors to define common needs and goals. One revenue neutral process is changing State funding distribution from street miles to lane miles by which every city in Indiana would benefit. This will require coalition building among State legislators and mayors throughout Indiana. Indianapolis cannot go it alone! Other initiatives will require support by State legislators from Indianapolis too.

Political courage is and will be essential. Once the costs are defined, and the options to raise the money are identified, an open debate will be essential to secure the different sources of revenue to realize this long range program. Our leaders have to tell Indianapolis citizens the long term truth about the failing infrastructure and inability to properly maintain it, listen to citizen concerns, and act for the good of all.

Political and financial transparency will be critical: where money comes from, where it goes, to whom it goes, and legislation to assure full transparency will be required. Residents are skeptical of how money is handled by the city, so only full transparency is acceptable.

Lastly, FUNDING! Taxpayers will pay for this infrastructure vision. Perhaps tax payers outside Marion County will pay for part of this long-term plan too. Voter support will be needed for proposed funding referenda. The Mayor and City-County Council must stand up for the vision! There will be no free rides! Infrastructure users are most likely to pay for this though other funding sources will be needed. Remember, this will take 1-2 decades to implement.