

# Ohio River Greenway Development Commission Strategic Planning Meeting

Sept. 28, 2006

4:00 to 8:00 pm

Endris Lodge at Lapping Park, Clarksville

## *In Attendance:*

Mayor James Garner – New Albany

Mayor Rob Waiz – Jeffersonville

Paul Kraft –Clarksville Town Board President

Rick Dickman – Project Coordinator

Matt Schuler – USACE Project Manager

Sharon Wilson – Town of Clarksville, Planning

Bryan Kaluzny - Town of Clarksville, Parks

Jane Sarles – Clarksville, (Commission Vice Chairman)

Gilbert Campbell – Clarksville

Scott Wood – City of New Albany, Planning

Pat Leist – New Albany (Commission Treasurer)

Ann Banet – New Albany

Chester Hicks – City of Jeffersonville, Planning

Philip Hendershot – Jeffersonville (Commission Chairman)

Al Goodman – Loop Island Wetlands

Carl Percy – Congressman Sodrel Representative

## **MAJOR ITEMS DISCUSSED AND/OR RESOLVED (see Agenda for objectives)**

1. We should drop the word “Development” from our title. Would entail change in state legislation to make it official.
2. We should push INDOT to have a representative participate in the Commission, per our Charter.
3. *Priority for Non-Vehicular Connections* – Considerable discussion was devoted to the vehicular vs non-vehicular features of the overall project. There was essentially consensus among participants that priorities moving forward should be non-vehicular connections (i.e. Clarksville to New Albany via Goodman railroad bridge; Louisville to Jeffersonville via Big 4 Bridge; Louisville to New Albany via K&I Bridge; Interpretive Center to Clark Home via floodwall). Even if features are outside of Greenway project limits, these connections should be pursued through the most expedient and cost-effective means. Vehicular access throughout the 7-mile corridor was an original feature in the Federally-authorized project and must stay in the project unless Federal project definition

is officially changed. However, Commission and USACE can prioritize the order of construction as they see fit.

4. *Big 4 Bridge Update* –
  - Conceptual designs have been completed by KZF under contract to City of Jeffersonville, using funding through KPDA and private donor
  - Plans have been shared with resident groups, and the preferred option for Mayor/City and residents is the “hanging bridge” or ramp option, with approx. constructed cost of \$2.9 Million.
  - \$500,000 has been earmarked for Big 4 connection by Sodrel (federal fiscal year 2007), but has not been passed through an appropriations bill and signed
5. *New Albany Sequencing* – beyond completion of the current scope in the “Scribner Place” segment, New Albany’s priorities are as follows:
  - Stabilizing the bank and completing the remaining 1000 feet of lower trail & roadway improvements in the Scribner Place segment [Note: \$592,000 remains on 1999 TE grant to pursue this]
  - Design/construct roadway & trail upriver to 18<sup>th</sup> Street and provide connection to K & I.
  - Design/construct State Street levee cut or alternative access
6. *Bank Stabilization Update* –
  - Current boundaries of federal “authorization” for pursuing bank stabilization ends downstream at K&I Bridge (coincides with federal wildlife conservation area boundary)
  - The non-Greenway bank stabilization project from Clark Home Site to K&I Bridge is estimated as \$14 Million, including the portion spent near Mill Creek Bridge in 2005 (approx. \$1 Million). These plans likely include a breakwater within channel to “deflect” flow from lower McAlpine gates.
  - Highest priority for bank stabilization within Greenway corridor is currently the remaining 1000 feet at New Albany, which is outside the federal authorization boundary. Sodrel and staff have expended considerable effort to secure funding/authorization outside of Greenway project for this work, but have not gotten it yet.
7. *Alternative Silver Creek Crossing via Goodman Railroad Bridge* – Considerable discussion was devoted to this non-vehicular connection, which is not currently in the Greenway master plan.
  - Goodman railroad bridge and Loop Island Wetlands is not within the federally-authorized corridor/project limits
  - Unless Greenway corridor is amended /extended, this effort would have to be completed with joint cooperation of Clarksville and New Albany with non-Greenway funding sources [ACTION: M. Schueler to determine the process for amending/extending Greenway corridor boundaries.]
  - Clarksville’s preferred path for reaching Goodman bridge is to construct multi-use trail parallel-to and east-of Emery Crossing Road heading north outside of corridor boundary. Trail would cross road and proceed straight to bridge via former rail easement (now privately owned). A. Goodman advises this as preferred path as well.

- New Albany connection to Goodman bridge would extend from 18<sup>th</sup> Street levee cut along base of levee, largely within Flood Control easement. Will also involve private land acquisition.
8. *Clarksville Levee Trail Update* - Town of Clarksville is still exploring the feasibility of diverting unspent TE funding (up to \$1 Million) related to Lewis & Clark Bicentennial to multi-use trail connecting Interpretive Center to Clark Home Site via the levee. If allowed, would be conducted as a Clarksville/INDOT project outside of Greenway Commission or USACE oversight.
- This levee trail is included in Greenway Master Plan, therefore design & construction costs can be credited toward non-federal obligation for overall Greenway project.
  - USACE must review/approve plans to secure credit [NOTE: Current levee trail design in New Albany can be used as a prototype]
9. *Funding Source Update* - Other than \$500,000 earmarked for Big 4 Bridge (see Item 4) there is no Federal funding pending for Greenway project in FY 2007 or 2008. Current projects in Jeffvl and New Albany are funded with remaining dollars from Federal FY 2005 and 2006. Other available or potentially available construction funds for near-term Greenway use include:
- \$592,000 from 1999 TE grant, earmarked for completion of Scribner Place segment in New Albany (see Item #5)
  - Up to \$1,000,000 from non-Greenway TE grants secured by Clarksville (see Item #8)
  - Approximately \$130,000 in Commission reserves, over and above operating budget.

Primary potential sources for future non-federal funding include TE program [NOTE: Next round of applications extended to March 2007], and CMAG.

**AGENDA**  
**Ohio River Greenway**  
**Strategic Planning Session**  
**September 28, 2006**

*Objective:*

Determine short-term (1 to 2 year) and mid-term (2 to 5 year) priorities for design and construction efforts

*History:*

1. State Law Creating Greenway Commission
2. Mission Statement
3. Highlights of project 1993-present

*Path Forward:*

1. Overview - Greenway Segments and July 2003 Planning Session
2. Connecting the Pieces
3. Loop Island Wetlands & Silver Creek Connection
4. Private Properties "Land Acquisition"
5. Big 4 Bridge
6. K and I Bridge
7. Clarksville TE Funds for Trail Extension

*Funding:*

1. Non-Federal Funding of Greenway Using TE, Local Funds, other
  - a. TE grant application for 2007
  - b. Prospects for private funding
2. Indianapolis Contacts (Valla Ann)
3. CMAC Funding (Chester Hicks)
4. Federal Government
  - a. Status of FY 2007 funds
  - b. Prospects for FY 2008 & beyond

*Limitations and Complications:*

1. Vehicle vs Non-Vehicle Priorities (i.e. bridge across Silver Creek)
2. Property Issues (Ownership)
3. Bank Stabilization
4. Floodwall in New Albany
5. Corridor/Project Boundaries
6. Railroad
  - a. New Albany
  - b. K and I Bridge