



CANA Membership Meeting
7:00 pm, Tuesday, July 28, 2015
Firefighters' Union Hall

Sally Spiers called the meeting to order at 7:00.

Minutes from the June 30th membership meeting were approved as submitted. Sally Spiers also noted that we will be looking for a new neighborhood secretary and have two board vacancies to fill.

Reports

IMPD had no report.

BlueIndy:

Sally Spiers noted that BlueIndy is a new electric car share program. Bob Briggs, the director of business development, shared materials related to the program had said that BlueIndy works like the bike share program. You can become a member and get a card to identify yourself at a station, which you swipe to learn which car you receive. Your time of rental is based on when you unplug and plug in the car. The company, which is based out of Paris, is a family-owned business of \$12 billion called Bollere. They make the cars, batteries, etc.

Paris has 900 stations, each with 5 stations for cars (4,500 spaces and 3,500 cars), and they do 100,000 transactions every week. Members have no cost for parking, fuel, maintenance or insurance. The goal of the program is to move away from fossil fuels and to extend public transit. BlueIndy has worked with the city, IndyGo and others to determine the placement of stations so that there are near buses and bikeshares. BlueIndy will build 200 stations by June of next year and have a 15-year contract. Bob noted that parking will continue to get more and more scarce with increased density in the city, and BlueIndy aims to promote vehicle sharing to help relieve parking issues. Membership costs \$10/month for an annual membership, and then the rate is \$4 for first 20 minutes and then \$0.20 per minute after that.

Barb Tegarden asked when cars would arrive. Bob said they will be here in the next two weeks, as they are currently are on a boat from Europe. The cars that here now are demos only to introduce the concept.

Indy is the first city for this program in the United States. The company has introduced the program in Paris, Lyon and Bordeaux and will introduce it in London and Milan in the next two weeks. Other US cities, including Chicago, Portland and Los Angeles, have expressed interest.

indy was chosen because Mayor Ballard is a strong proponent for sustainable energy, and Bob noted that political support is necessary to make it work.

CANA members asked why this wasn't brought to the city before the stations were installed, and Bob noted that BlueIndy has been talking to the city and followed their lead on how to talk to the neighborhoods and admitted that communication with residents has been poor.

Barb Tegarden noted that small businesses have lost valuable parking spaces, including some that are needed for overnight parking, and that has engendered a lot of ill feeling. Bob said that in Paris, businesses have begun to request having spaces for the program out front.

Sally Spiers asked how the city decided on locations, since there were no public hearings or notice. Bob said that stations were announced last May for the first 25 locations, based on 11 criteria, including visibility, public right of way, right-hand parking, and sidewalks. He also noted that there will eventually be 1,000 charging stations where private electric vehicle owners can charge their cars, and lack of those has made it hard to own electric car historically.

Don Hanlin asked what minimum density the program needs to be successful, noting that Indy is not comparable to Paris or London in terms of density. Bob said that they don't yet know but have an urban planner who is helping determine locations, which are not purely based on density. They plan to build out to the suburbs as well.

Steve Tegarden said that with the bike share program, there was an effort to make it affordable for urban poor and asked if BlueIndy will have a similar effort? Bob said they are investigating how to do that, noting that lots of people don't own vehicles because they're too expensive and this will give them an alternative they don't have right now.

Lynn Pike asked about the financing with the city. Bob said that the city wanted put in \$16 million from line extensions with IPL. They said that was too much, and IPL is putting in \$3.7 million through a rate hike. Bollore is putting in \$42 million, and city is putting in \$6 million. They will have a profit sharing program with the city and IPL to pay back the investment over time.

In response to a question about verification of drivers, Bob said that when individuals sign up as members, BlueIndy verifies their license using a video connection. When driving, they have to verify they are who they say they are and that they aren't under influence. Bollore will take on the cost of insurance. He also said that out-of-

state/visitor drivers can join online or through enrollment kiosks around town. Using a credit card, they can get a pass and join immediately for a day, a week, a month, etc. They have not yet determined if membership will transfer to other cities in the future. Russell Menyhart shared that his family has been discussing whether they need a second car, and now that BlueIndy is coming, they have decided not to get one. He said that's a full time car that we won't have on the street.

In response to a question about what happens when parking stations are full, Bob noted that they will have ambassadors who can retrieve cars. The driver would use an On-Star-style button to notify the program where they are parking, and the ambassador will come get it. BlueIndy will track the cars, so they can relocate them as needed. Bob acknowledged that the airport in particular will present a logistical challenge.

Bob noted that each station is about \$70,000 to build, so it will take a while to turn a profit. The program has 85 station locations set and there will be 200.

Paul Ross asked how we can learn about the stations. Bob said they will have an interactive map on the website when they are open.

Don Hanlin asked about the average age of users, which Bob said is 25-35 and 55-70. Bob said that the vehicles are manufactured by Bolloré by Pininfarina, who makes the Ferrari. The mileage range on 1 charge is 150 miles. BlueIndy will take reservations 1.5 hours in advance, as well as a parking spot, but otherwise cars and spots will be first come first serve. They anticipate 7 or 8 trips per day per vehicle. Interested residents can pledge to join now and get a \$20 usage credit.

CityWay YMCA

Sean Reaves, the associate executive director of new CityWay YMCA shared information on the new location and gave out guest passes. He said that growth downtown has been phenomenal and driven the push for a new downtown Y to complement the two current locations, which they are not planning to close. He noted that this will bring new amenities to downtown residents, including three basketball courts, a lap pool, a program pool, and an elevated track. They will have a teaching kitchen with cooking classes in partnership with St. Francis Hospital, a living wall full of plants, green roofs with fruits and vegetables that will be used in the cafe and distributed to organizations around the city.

The location will be the largest Y in the state. Membership at the Athenaeum Y will work at CityWay. Avondale and Lebanon are the only locations with center-only rates, but otherwise, memberships work anywhere.

Sean noted that fees will be comparable to NIFS and that there will be subsidies or scholarships for those who make less than \$50,000.

The location will have 220 parking spots in a lot, and they anticipate some folks will walk over. For parking, members have a two-hour window per day and pay a small fee after that time.

The development is a partnership with Lilly, and Buckingham Development was involved in helping develop it, but Sean noted that he did not have specifics on the purchase.

Sean noted that they are currently hiring directors and will be hiring other positions starting late August. He also said that joining prior to the opening will give members access to special deals.

If you join before opening, there will be some special deals. Opening is anticipated in December.

Street Signs

Annie Lear reported that the Foundation is hoping that the signs will go in at the end of August or early September. Clay Miller reminded everyone that fees to join the Association are low intentionally to encourage everyone in the neighborhood to make a tax-deductible donation to the Foundation, and the Foundation has historic signs available as an incentive to donate. He reminded members that one of our major expenses is power for our historic street lights, which is not covered by dues, and encouraged residents to donate.

Wine Tasting

Doug Steen reported that CANA is targeting the afternoon of Oct. 10 for a fall wine-tasting fundraiser at the Mass Ave Wine Shop.

Parking Committee

Sally Spiers noted that we are doing a survey of the neighborhood to gather data on who has parking and garages and cars to determine how big the parking problem is currently.

John Mendoza reported that the committee is putting the survey out now to collect data, beginning with available email addresses, the Yahoo listserv, Next Door, and a realtor database. They will then walk around the neighborhood to get input from those not reached through the electronic survey. They are also examining models from other neighborhoods of how they are organized, their regulations and restrictions. For example, Fletcher Place is the most recent that has turned to permit parking.

The meeting adjourned at 8:15.