

Little Flower Neighborhood Association
10TH Street Emerging Cultural District Committee

10th and Bosart Mini-Town Hall

05/02/2026, 1-2:30 PM

Many thanks to Love Indy Bar and Grill

Attended by 2 businesses owners and 3 residents.

Facilitated by: Jakob Morales

Favorite Things About 10th St

- Strong diversity of people
 - Highly walkable area
 - Good variety of food and drink options
 - Convenient access to everyday destinations
 - Presence of independent/local businesses
 - Ability to live without relying on a car for most needs
-

Least Favorite Aspects

Infrastructure & Safety

- Poor lighting, especially in alleys
- Streets and alleys are not well maintained
- Snow and ice in winter create hazards, especially for older residents
- Low-hanging tree branches
- Lack of apparent traffic control near schools leading to severe traffic congestion for Southbound traffic on Bosart turning onto 10th.

Connectivity & Access

- Weak connection between Bosart businesses and the broader neighborhood
- Not enough parking

Cleanliness & Upkeep

- The area needs more trash cans and cleanups.

Public Safety Concerns

- Presence of addiction-related issues and petty theft
 - People sleeping in alleys at night makes it an unattractive option to place benches.
 - Congregation around certain areas (e.g., funeral home) impacting perceived safety
-

Ideas & Suggestions

- Improve lighting (e.g., string lights in alleys)
 - Add and maintain more public trash cans
 - Increase communication and outreach (especially beyond social media)
 - Install murals and beautification efforts for storefronts and alleys
 - Repave and maintain shared/back alley spaces
 - Provide naloxone access points (keep distance from federally regulated businesses)
 - Seek clarity about rules regarding parking on the sidewalk and concrete pads surrounding businesses.
-

Vision for the Next 5–10 Years

Business & Development

- Fill vacant storefronts and encourage active businesses (e.g., open kitchens)

Streetscape Improvements

- Make alleys and storefronts more attractive and pedestrian-friendly
- Add more crosswalks (especially at Drexel)
- Concern about installation directly in front of Emerson Theatre. It could instead be 1 more parking spot.

- Slow down traffic safely (without unattractive solutions like plastic bollards because they will get run over. Look to 16xMonon for inspiration)

Community & Connectivity

- Strengthen ties between the businesses and neighborhood
- Increase local patronage of nearby businesses

Cleanliness & Maintenance

- Consistent trash management and street upkeep
- Long-term maintenance plans for public infrastructure

Appendix: Handout

Temporary Safety/Streetscaping Demonstration

Concepts provided on the other side.

Project Benefits

Prevents dangerous passing maneuvers in the outer lanes, which will slow traffic, reduce reckless behavior, making parking safer, and reduce air and noise pollution.

- Noise pollution is a major concern for dining and music venues

Self-enforces illegal parking close to intersections which obstruct lines of sight and is associated with increases in crashes and reduced yielding to pedestrians in unmarked crossings, resulting in serious and even fatal injury.

Increases pedestrian space for amenities such as planters, benches and tables, and bike racks while testing a walking/bike trail configuration.

- A permanent build out could include trees, which have benefits including noise absorption, traffic calming, lower ambient heat by preventing solar radiation absorption by concrete, asphalt, and skin, while improving aesthetics.

One idea is the pedestrianization of the alley next to Number One Stop Shop, which would prevent illegal parking in the alley, activate the space, and encourage foot traffic.

Create dedicated parking/loading zones which would prevent illegal parking on the sidewalk:

- Regular parking spots have low turnover, while loading zones excel at ensuring turnover for businesses to provide carry-out services, customers to pick up furniture/appliances or be picked up/drop-off for events and prevent deliveries from obstructing traffic.

Prevents further damage to sidewalks because parking/driving vehicles on the sidewalk causes stress and irreversible damage to the concrete, proportional to the

axel weight cubed (weight^3). Sidewalks are not built to withstand the weight of automobiles.

- Public sidewalks are shared infrastructure. Damaged or obstructed sidewalks create accessibility issues, create a rundown/uncared for feel, hinder walkability, provide unnecessary points of conflict between vulnerable road users and automobile traffic, and further encourage the illegal parking behavior through social behavior contagion.

Questions:

- What do you like about it?
- What is the right mix of regular spots and loading zones, and how many minutes for loading (e.g. 15, 20, 30)?
- What would you change for a temporary project like this?
- What would you change about the block in a permanent build-out?

