



Resource Agency, Stakeholder & Public Involvement #2 Appendices

12/6/2024



Prepared By:



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Appendix A: Purpose and Need Press Release

May 20, 2024



May 20, 2024

INDOT releases initial insights from ProPEL Indy study

Public feedback requested through the end of June

INDIANAPOLIS, Ind. –The Indiana Department of Transportation (INDOT) is releasing initial insights from ProPEL Indy, a two-year study that will inform the next 20 years of investment in I-65 and I-70 by developing a bold vision to modernize interstates inside the I-465 loop.



ProPEL Indy has spent the last year asking for the public's ideas about the future of I-65 and I-70. During the study's Visioning Phase, the study team received more than 1,100 comments from several hundred stakeholders who use, work, or live near the interstates. This feedback informed ProPEL Indy's collection and analysis of data for the study.

The study team today released a draft Purpose and Need Report using this data alongside the public's feedback to define the transportation issues, opportunities, and desired outcomes in the study area. Community feedback on this report is requested through the end of June. A brief video overview of the report is available [here](#). The full report and supporting documents can be found on the study's website.



"Feedback from residents, neighborhoods, businesses, and organizations has fueled ProPEL Indy and guided us to this point in the PEL process," said INDOT Commissioner Mike Smith. "Continued participation from all stakeholders will be crucial as the study progresses."

ProPEL Indy has identified bridge and pavement conditions, safety, mobility, and multimodal connectivity issues in the study area and in this next phase will be focused on why potential improvements are being considered and why they are important to Indianapolis and surrounding communities.

The study will provide several opportunities to engage with the study team during the public comment period. These opportunities include both public information meetings, known as Community Conversations, and Neighborhood Office Hours throughout the study area. A list of upcoming events can be found [here](#).

INDOT encourages the public to continue sharing input throughout all stages of the study at ProPELIndy.com.

Stay up to date with study progress by following ProPEL Indy on social media or by subscribing to the In the Loop newsletter.

[Facebook](#) | [Instagram](#) | [LinkedIn](#)



Click the image above to view a brief video about the draft Purpose and Need Report.

Stay Informed

Get updates on INDOT projects and programs via:

- Facebook: facebook.com/indianadepartmentoftransportation
- X (formerly Twitter): [@INDOT](https://twitter.com/INDOT)
- TrafficWise: 511in.org
- Mobile App: [iTunes App Store](#) and the [Google Play store for Android](#)



Appendix B: Public Meeting Press Release

June 4, 2024



Indiana Department of Transportation News Release

INDOT to host Community Conversation meetings for ProPEL Indy

INDOT requests feedback from the public through the end of June

INDIANAPOLIS, Ind. - The Indiana Department of Transportation (INDOT) invites the public to Community Conversation meetings to learn more about initial insights from ProPEL Indy, a two-year study of I-65 and I-70 within the I-465 loop in Indianapolis.



The study will inform the next 20 years of investment in transportation infrastructure by developing a bold vision to modernize interstates inside the loop.

These meetings will be held in June 2024. A presentation will begin 30 minutes after doors open:

Tuesday, June 11

Rhodium Park Family Center
1720 W. Wilkins St. Indianapolis, IN 46221
6:30 to 8 p.m.

Thursday, June 13

Julia M. Carson Government Center
300 E. Fall Creek Parkway N. Drive Indianapolis, IN 46205
4 to 6 p.m.

Tuesday, June 18

Martin University
2186 N. Sherman Drive Indianapolis, IN 46218
3 to 5 p.m.

Wednesday, June 26

Guion Creek Middle School
4401 W. 52nd St. Indianapolis, IN 46254
4 to 6 p.m.

ProPEL Indy has identified bridge and pavement conditions, safety, mobility, and multimodal connectivity issues within the study area. The next study phase will focus on why potential improvements are being considered, as well as their importance to Indianapolis and surrounding communities.

Additional information can be found in the study's draft Purpose and Need Report, which was released last month. A brief video overview of the report is available [here](#). The full report and supporting documents can be found on the study's [website](#).

Community feedback on this report is requested through June 30, 2024.

INDOT encourages the public to continue sharing input throughout all stages of the study at ProPELIndy.com.

Stay up to date with study progress by following ProPEL Indy on social media.

[Facebook](#) | [Instagram](#) | [LinkedIn](#)

Appendix C: Social Media Posts



ProPEL Indy is data-driven and fueled by your feedback. Head to our website to learn about the transportation issues (needs) and desired outcomes (purposes) we've identified in the study area in our draft Purpose and Need report.

We want to hear from you! The public comment period for this report ends June 30, 2024. Share your feedback at ProPELIndy.com.

#ProPELIndy #CommunityFeedback

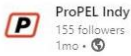


**JUST RELEASED
DRAFT
PURPOSE AND NEED
REPORT**



**SUBMIT YOUR COMMENTS AT:
PROPELINDY.COM**

COMMENT PERIOD CLOSES JUNE 30, 2024.



We want to hear from you! Head to our website to learn about the transportation issues (needs) and desired outcomes (purposes) we've identified in the study area in our draft Purpose and Need Report.

The public comment period for this report ends on June 30th. Share your feedback at ProPELIndy.com/resources.

#CommunityFeedback

REMINDER

**REVIEW DRAFT
PURPOSE AND NEED
REPORT**

SUBMIT YOUR COMMENTS >>> [PROPELINDY.COM](https://ProPELIndy.com)

**COMMENT PERIOD CLOSES
JUNE 30, 2024**



Calling all central Indiana residents!

Do you use, work, or live near I-65 or I-70 within the I-465 loop? If so, we want to hear from YOU!

Mark your calendars for an exciting opportunity to shape the future of our city's transportation system! ProPEL Indy is hosting four Community Conversations this June.

Join us at any of our four upcoming meetings for your chance to learn about the study and share your feedback.

Presentations will begin 30 minutes after doors open. Don't miss out on making an impact on our city's future!

ProPELIndy.com

#ProPELIndyforward #Indianapolis #Indiana #CommunityConversations

COMMUNITY CONVERSATIONS

JUNE

- 11 RHODIUS PARK FAMILY CENTER**
TIME: 6:30 - 8:30 PM ADDRESS: 1720 W. WILKINS ST. INDIANAPOLIS, IN 46221
- 13 JULIA M. CARSON GOVERNMENT CENTER**
TIME: 4:00 - 6:00 PM ADDRESS: 300 E. FALL CREEK PARKWAY N. DR. INDIANAPOLIS, IN 46205
- 18 MARTIN UNIVERSITY**
TIME: 3:00 - 5:00 PM ADDRESS: 2186 N. SHERMAN DR. INDIANAPOLIS, IN 46218
- 26 GUION CREEK MIDDLE SCHOOL**
TIME: 4:00 - 6:00 PM ADDRESS: 4401 W. 52ND ST. INDIANAPOLIS, IN 46254

VISIT
ProPELIndy.com



UPCOMING EVENTS

ProPEL Indy
155 followers
4w • 🌐

Join us during our second round of Community Conversations for the ProPEL Indy study!


📍 **Rhodius Park Family Center**
1720 W. Wilkins St. Indianapolis, IN 46221
Tuesday, June 11th from 6:30 – 8:30 pm

This is your chance to provide feedback on the draft Purpose and Need Report, gain insights directly from the study team, and ask any questions you may have.

Your participation is crucial in shaping the future of our transportation system. Don't miss this opportunity to make your voice heard!

Visit <https://lnkd.in/gWyQ9kc8> to see upcoming events and where we'll be next.

#ProPELIndy #CommunityConversation #PublicEngagement #Indianapolis #Indiana



RHODIUS PARK FAMILY CENTER

TIME: 6:30 - 8:30 PM
ADDRESS: 1720 W. WILKINS ST. INDIANAPOLIS, IN 46221

PROPEL COMMUNITY CONVERSATION

ProPEL Indy
155 followers
3w • 🌐

Join us during our second round of Community Conversations for the ProPEL Indy study!


📍 **Julia M. Carson Government Center**
300 E. Fall Creek Parkway N Dr. Indianapolis, IN 46205
Thursday, June 13th from 4 – 6pm

This is your chance to provide feedback on the draft Purpose and Need Report, gain insights directly from the study team, and ask any questions you may have.

Your participation is crucial in shaping the future of our transportation system. Don't miss this opportunity to make your voice heard!

Visit <https://lnkd.in/gWyQ9kc8> to see upcoming events and where we'll be next.

#ProPELIndy #CommunityConversation #PublicEngagement #Indianapolis #Indiana



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TIME: 4:00 - 6:00 PM
ADDRESS: 300 E. FALL CREEK PARKWAY N. DR. INDIANAPOLIS, IN 46205

PROPEL COMMUNITY CONVERSATION

ProPEL Indy
155 followers
3w • 🌐

Join us during our second round of Community Conversations for the ProPEL Indy study!


📍 **Martin University**
2186 North Sherman Dr. Indianapolis, IN 46218
Tuesday, June 18th from 3pm – 5pm

This is your chance to provide feedback on the draft Purpose and Need Report, gain insights directly from the study team, and ask any questions you may have.

Your participation is crucial in shaping the future of our transportation system. Don't miss this opportunity to make your voice heard!

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#ProPELIndy #CommunityConversation #PublicEngagement #Indianapolis #Indiana



MARTIN UNIVERSITY

TIME: 3:00 - 5:00 PM
ADDRESS: 2186 N. SHERMAN DR. INDIANAPOLIS, IN 46218

PROPEL COMMUNITY CONVERSATION

ProPEL Indy
155 followers
2w • 🌐

Join us today during our second round of Community Conversations for the ProPEL Indy study!

📍 **Guion Creek Middle School**
4401 W 52nd St. Indianapolis, IN 46254
Wednesday, June 26th from 4 – 6 pm

This is your chance to provide feedback on the draft Purpose and Need Report, gain insights directly from the study team, and ask any questions you may have.

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Visit <https://lnkd.in/gWyQ9kc8> to see upcoming events and where we'll be next.

#ProPELIndy #CommunityConversation #PublicEngagement #Indianapolis #Indiana



GUION CREEK MIDDLE SCHOOL

TIME: 4:00 - 6:00 PM
ADDRESS: 4401 W. 52ND ST. INDIANAPOLIS, IN 46254

PROPEL COMMUNITY CONVERSATION

P ProPEL Indy
155 followers
1w • 🌐

We want to hear from you! Head to our website to learn about the transportation issues (needs) and desired outcomes (purposes) we've identified in the study area in our draft Purpose and Need Report.
Reminder: The public comment period for this report ends on June 30th. Share your feedback at ProPELIndy.com/resources

#CommunityFeedback

WE WANT YOUR FEEDBACK!

REVIEW DRAFT PURPOSE AND NEED REPORT

SUBMIT YOUR COMMENTS AT: PROPELINDY.COM

COMMENT PERIOD CLOSES JUNE 30, 2024.

P ProPEL Indy
155 followers
2d • 🌐

Thank you to everyone who attended the second round of community conversations last month. While the comment period on the draft Purpose and Need report has ended, we encourage you to stay involved with the study.

If you missed the in-person meetings or want to revisit the discussions, we've got you covered! 📺 Watch our virtual meeting on our website at your convenience and stay up-to-date with the topics discussed:

ProPELIndy.com/resources/

Join us in creating smarter transportation and stronger communities!

#ProPELIndy #CommunityEngagement

ProPEL Indy
Virtual Community Conversation

www.ProPELIndy.com

WATCH NOW

Welcome to our virtual Community Conversation for ProPEL Indy

0:04 1x

Appendix D: Stakeholder Email Blasts

January 2024

In The Loop

As we embark on a new year, we extend our warmest wishes for a prosperous and joyful 2024.

Your active participation and dedication to the ProPEL Indy study have been instrumental. We express our thanks for the shared commitment to progress, collaboration, and community-driven achievements. Here's to another year of shaping the future of Indianapolis together!

To look back at the community milestones and collective involvement we achieved in 2023, the study team invites you to check out our new video at ProPELIndy.com.

Click here to watch our latest video!



We have an exciting event coming up at the end of January! More than 50 diverse stakeholders, representing a broad collection of neighborhoods, businesses, and organizations are coming together for our first Stakeholder Advisory Committee Meeting. We look forward to working with our committee members to provide feedback, share information and serve as a link to the community throughout the study.

Follow our social media channels in the coming weeks as we share more about this meeting.

Where We're Headed

We are nearing the end of the Visioning/Data Collection phase of the study, where we have asked for your bold ideas and feedback. Your engagement has helped inform the collection and analysis of data, which we will use in the next phase of the study.

Next, we're moving into the Purpose and Need/Evaluation Criteria phase, where we will identify transportation challenges and desired outcomes based on data analysis and community feedback. This spring, we will hold another round of in-person and virtual public meetings to provide updates on the study's progress and continue to seek your input.



Keep sharing your ideas, and together we'll uncover ways to enhance the region's overall mobility, ensuring that everyone has access to the many opportunities Indianapolis has to offer.

To stay informed about the ProPEL Indy study and see where we're headed next, visit our website and follow us on social media.



ProPELIndy.com | [Facebook](#) | [Instagram](#) | [LinkedIn](#)

Join us on this inspiring journey. Together, we're building smarter transportation and stronger communities.



February 2024

In The Loop

Last month a group of more than [50 diverse stakeholders](#), representing a broad collection of neighborhoods, businesses, and organizations, came together at our first Stakeholder Advisory Committee Meeting. [Watch a quick recap video of the meeting here.](#)



Thank you to everyone who participated. Our committee members will serve as a link to the community throughout the study process. Their diverse perspectives and dedication will play an important role as we collectively work toward a brighter future for Indianapolis.

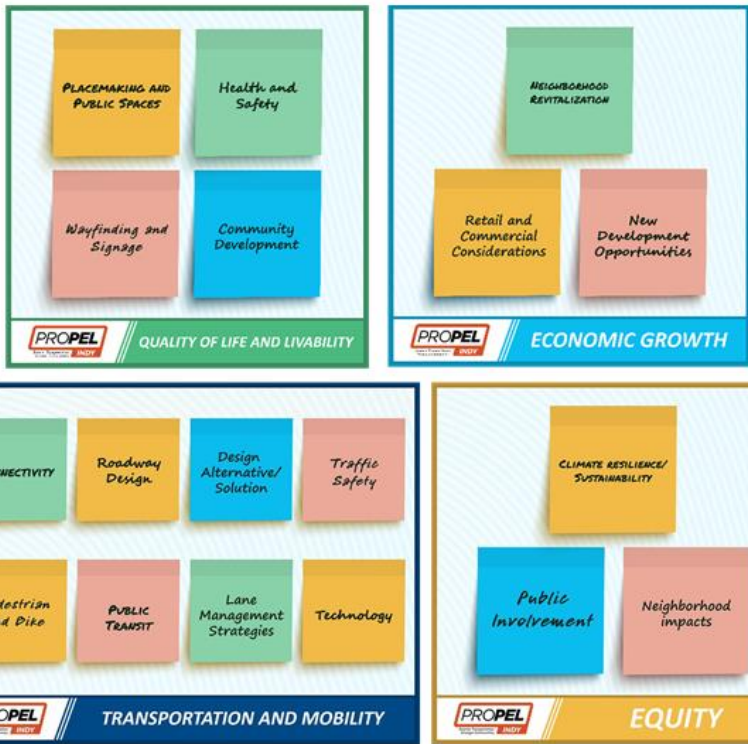
Stay tuned in the coming months as we spotlight some of our stakeholders and share more about their valuable contributions to the study.

What We've Heard

Since the launch of ProPEL Indy last spring, we've heard from a wide variety of Indianapolis residents, commuters, businesses and communities. To date, we have received more than 1,000 comments from several hundred individuals, and we are carefully considering and assessing all concepts and ideas.

Throughout this process, we have identified several key themes that align with the study's four pillars: Quality of Life and Livability, Economic Growth and Opportunity, Transportation and Mobility, and Equity.

Here's a look at what we've heard so far during the Visioning Phase of the study:



[Keep sharing your ideas](#), and together we'll uncover ways to enhance the region's overall mobility, ensuring that everyone has access to the many opportunities Indianapolis has to offer.

To stay informed about the ProPEL Indy study and see where we're headed next, visit our website and follow us on social media.

JOIN THE CONVERSATION

@ProPEL.Indy
 @ProPEL Indy
 @ProPEL Indy

Learn more at ProPELIndy.com

ProPELIndy.com | [Facebook](#) | [Instagram](#) | [LinkedIn](#)

Together, we're building smarter transportation and stronger communities.



In The Loop



As spring blossoms around us, we hope you're enjoying the extra hour of sunlight. As we look ahead to the upcoming months, the ProPEL Indy study team is eagerly gearing up to connect with the community right where they are.

In April, we're excited to embark on a series of public engagement events, meeting with neighborhood associations, businesses and organizations in the area. We're also thrilled to participate in the Haitian Community Festival on April 13th, where we'll have the opportunity to engage with diverse voices and perspectives.

Are you interested in having the study team meet with your neighborhood association or business? We welcome all opportunities to foster meaningful dialogue and collaboration within our community. Visit ProPELIndy.com to schedule an appointment with the study team and let your voice be heard.

Stakeholder Spotlight

During our first advisory committee meeting in January, we asked a few of our stakeholders why they were excited to participate in the ProPEL Indy and why fellow Hoosiers should get involved. Their answers were so good we had to share them with you. [Watch the videos on our website here.](#)



Keep sharing your ideas, and together we'll uncover ways to enhance the region's overall mobility, ensuring that everyone has access to the many opportunities Indianapolis has to offer.

To stay informed about the ProPEL Indy study and see where we're headed next, visit our website and follow us on social media.



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Together, we're building smarter transportation and stronger communities.



April 2024

In The Loop

April is Distracted Driving Awareness Month. ProPEL Indy joins the Buckle Up Phone Down movement, a safety-focused initiative launched by the Indiana Department of Transportation. We encourage all Hoosiers to prioritize safety behind the wheel each and every time you get in a vehicle. Visit [BUPDIN.com](https://www.bupdin.com) to learn more and take the pledge!



TAKE THE PLEDGE!

BUCKLE UP PHONE DOWN

PLEDGE TO BUCKLE UP & PUT THE PHONE DOWN.
EVERY TRIP. EVERY TIME.

As we continue our journey toward enhancing the future of transportation in Indianapolis, we are reminded of the fundamental principles that guide our efforts. Transportation is more than just roads and bridges; it's a pathway to economic growth, quality of life, improved mobility, and equity for all members of our community. To ensure that our study comprehensively addresses each of these critical aspects, we remain focused on our four study pillars: **Quality of Life and Livability**; **Economic Growth and Opportunity**; **Transportation and Mobility**; and **Equity**. These pillars are the cornerstones of the study - while we work together to modernize interstates in Indianapolis.

ProPEL Indy Pillars



1 Quality of Life and Livability

Assessment of transportation systems that consider quality of life and livability



3 Transportation and Mobility

Assessment of transportation systems that consider safety, connectivity, and mobility options



2 Economic Growth and Opportunity

Assessment of transportation systems that support current and future economic opportunities for business at every scale



4 Equity

Assessment of transportation systems that reduce inequality and meet the needs of the adjacent communities



ProPEL Indy: Data driven, fueled by feedback.

The ProPEL Indy study is data driven and fueled by your feedback. We have taken your input and used it to inform the collection and analysis of data we'll incorporate into the next phase of the study.

Our next milestone is the release of the draft Purpose and Need report, where we will share the transportation challenges, opportunities and desired outcomes identified by the study team. We anticipate this report will be released later this spring, and we will need your feedback.

[Keep sharing your ideas](#), and together we'll uncover ways to enhance the region's overall mobility, ensuring that everyone has access to the many opportunities Indianapolis has to offer.

To stay informed about the ProPEL Indy study and see where we're headed next, visit our website, and follow us on social media.



ProPELIndy.com | [Facebook](#) | [Instagram](#) | [LinkedIn](#)

Together, we're building smarter transportation and stronger communities.



May 2024

In The Loop

ProPEL Indy has spent the last year asking for your big ideas about the future of I-65 and I-70 inside the I-465 loop. During the study's Visioning Phase, we received more than 1,100 comments from several hundred stakeholders who use, work, or live near the interstates. This feedback informed our collection and analysis of data for the study.

Today we released a [draft Purpose and Need Report](#) using this data alongside your feedback to define the transportation issues, opportunities, and desired outcomes in the study area.



[Watch our latest video](#) for a brief overview of the report. You can view the full report and supporting documents at ProPELIndy.com.

Your feedback has guided us to this point in the study, and we are still listening.

[Public comment on the draft Purpose and Need Report is requested through June 30, 2024.](#)

Engage with us this summer and share your feedback!

We will have several opportunities to engage with the ProPEL Indy study team during the public comment period. This includes public information meetings, known as Community Conversations, Neighborhood Office Hours and Community Events throughout the study area. A list of upcoming events can be found [here](#).

To stay informed about the ProPEL Indy study and see when we'll be in your community, visit our website, and follow us on social media.



ProPELIndy.com | [Facebook](#) | [Instagram](#) | [LinkedIn](#)

Together, we're building smarter transportation and stronger communities.



In The Loop



ProPEL Indy: Upcoming Community Conversations

You're invited to our upcoming Community Conversation meetings to learn more about initial insights from ProPEL Indy, a two-year study of I-65 and I-70 within the I-465 loop in Indianapolis.

These meetings will be held in June 2024. A presentation will begin 30 minutes after doors open:

Tuesday, June 11

Rhodium Park Family Center
6:30 to 8 p.m.
1720 W. Wilkins St.
Indianapolis, IN 46221

Thursday, June 13

Julia M. Carson Government Center
4 to 6 p.m.
300 E. Fall Creek Parkway N. Drive
Indianapolis, IN 46205

Tuesday, June 18

Martin University
3 to 5 p.m.
2186 N. Sherman Drive
Indianapolis, IN 46218

Wednesday, June 26

Guion Creek Middle School
4 to 6 p.m.
4401 W. 52nd St.
Indianapolis, IN 46254

ProPEL Indy has identified bridge and pavement conditions, safety, mobility, and multimodal connectivity issues within the study area. The next study phase will focus on why potential improvements are being considered, as well as their importance to Indianapolis and surrounding communities.

Additional information can be found in the study's [draft Purpose and Need report](#), which was released last month. A brief video overview of the report is available [here](#). The full report and supporting documents can be found on the study's [website](#).

[Community feedback](#) on this report is requested through June 30, 2024.

INDOT encourages the public to continue sharing input throughout all stages of the study at ProPELIndy.com.

Stay up to date with study progress by following ProPEL Indy on social media.

[Facebook](#) | [Instagram](#) | [LinkedIn](#)



In The Loop

Happy Summer! ProPEL Indy is excited to be out in the community sharing initial study insights. From Neighborhood Office Hours to Community Conversations, there are many opportunities to connect with the study team this month. We are seeking your feedback on the study's Draft Purpose and Need Report, which identifies transportation issues and desired outcomes in the ProPEL Indy study area.

A brief video overview of the report is available [here](#). The full report and supporting documents can be found on the study's [website](#).

[Public comment on the draft Purpose and Need Report is requested through June 30, 2024.](#)



Remaining Community Conversation meetings will be held:

Tuesday, June 18th from 3 PM - 5 PM

Presentation at 3:30 PM

Location: Martin University (2186 N. Sherman Dr. Indianapolis, IN 46218)

Wednesday, June 26th from 4 PM - 6 PM

Presentation at 4:30 PM

Location: Guion Creek Middle School (4401 W. 52nd St. Indianapolis, IN 46254)

Your input is invaluable, and we encourage you to share your feedback at these events or online at ProPELIndy.com. For a list of all upcoming events visit [our website](#).



We encourage you to review the Draft Purpose and Need Report and share your comments.

Your feedback has guided us to this point in the study, and we are still listening.

Public comment on the draft Purpose and Need Report is requested through June 30, 2024.

To stay informed about the ProPEL Indy study and see when we'll be in your community, visit our website, and follow us on social media.



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Together, we're building smarter transportation and stronger communities.



In The Loop

ProPEL Indy: Purpose and Need comments requested by June 30th

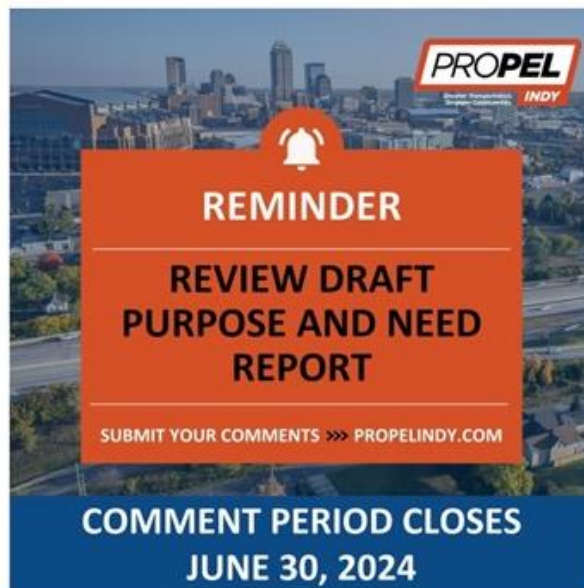
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A brief video overview of the report is available [here](#).

View the presentation and materials from our Community Conversations [here](#).

The full report and supporting documents can be found on the study's [website](#).

[Share your feedback with the study team here.](#)



We encourage you to review the Draft Purpose and Need Report and share your comments.

Your feedback has guided us to this point in the study, and we are still listening.

[Public comment on the draft Purpose and Need Report is requested through June 30, 2024.](#)

To stay informed about the ProPEL Indy study and see when we'll be in your community, visit our website, and follow us on social media.

JOIN THE CONVERSATION 



 @ProPEL.Indy
 @ProPEL Indy
 @ProPEL Indy

Learn more at ProPELIndy.com

ProPELIndy.com | [Facebook](#) | [Instagram](#) | [LinkedIn](#)

Together, we're building smarter transportation and stronger communities.



Appendix E: Public Notice

DES# 2201129

NOTICE OF PUBLIC REVIEW AND COMMENT PERIOD

The ProPEL Indy study team has released the Draft Purpose and Need Report for public review and comment. The report is the next step in the Planning and Environment Linkages (PEL) study on I-65 and I-70 inside the I-465 loop.

The Draft Purpose and Need Report identifies transportation issues and desired outcomes in the ProPEL Indy study area. The Draft Purpose and Need Report and supporting documents are available at <https://propelindy.com/resources/>.

Public comments on the Draft Purpose and Need Report will be accepted until **June 30, 2024**. Links to the draft report and the study feedback form are available at <https://propelindy.com/>.

The ProPEL Indy study team will host public information meetings to discuss the Draft Purpose and Need Report. The meetings will be held:

Thursday, June 13th from 4 PM – 6 PM

Presentation at 4:30 PM

Julia M. Carson Government Center (300 E. Fall Creek Pkwy, Indianapolis, IN 46205)

Tuesday, June 18th from 3 PM – 5 PM

Presentation at 3:30 PM

Martin University (2186 N. Sherman Dr. Indianapolis, IN 46218)

Meeting attendees will have time to view informational display boards, participate in engagement activities and speak with study team representatives during an informal open house session before the presentation begins, as well as after the presentation concludes. To accommodate those unable to attend in person, the recorded presentation and opportunities to comment will be available after the meeting at www.propelindy.com. Public comments on the draft Purpose & Need statement will be accepted until June 30, 2024.

In the event of inclement weather resulting in hazardous driving conditions, please check the study website (www.propelindy.com) to learn of any postponement of the public meeting. If the public meeting is postponed due to inclement weather, it will be rescheduled for future date, time and location to be determined (TBD). Additionally, the public comment period would be extended.

In addition, a copy of the Draft Purpose and Need Report will be available during the upcoming neighborhood office hours listed below. Study team members also will be available to answer questions.

Wednesday, May 22nd from 12:30 PM – 2:30 PM

Switchboard (735 Shelby St. Indianapolis, IN 46203)

Thursday, May 30th from 10 AM – 12 PM

Indianapolis Public Library, Haughville Branch (2121 W Michigan St. Indianapolis, IN 46222)

Thursday, June 6th from 11 AM – 1 PM

The Coffee Haus at Guggman (1701 Gent Ave Indianapolis, IN 46202)

Thursday, June 20th from 4 PM – 6 PM

American Legion Post 64 (601 S. Holt Rd. Indianapolis, IN 46241)

After public comments are considered, INDOT will publish a final Purpose and Need Report on the study [website](#).

INDOT intends to use the information, analysis and decisions from the PEL study process to inform future federal environmental reviews conducted in accordance with the National Environmental Policy Act (NEPA).

In accordance with the Americans with Disabilities Act (ADA), and Title VI of the Civil Rights Act of 1964, persons and/or groups who require study information in alternative languages or formats should contact Lisa Wall at liwall@hntb.com or 317-917-5237.

This notice is published in compliance with: 1) Code of Federal Regulations, Title 23, Section 771 (CFR 771.111(h)(1) stating, “Each State must have procedures approved by the FHWA to carry out a public involvement/public hearing program.”; 2) 23 CFR 450.210(a)(1)(ix) stating, “Provide for the periodic review of the effectiveness of the public involvement process to ensure that the process provides full and open access to all interested parties and revise the process, as appropriate.”; and 3) The INDOT Public Involvement Policies and Procedures approved by the Federal Highway Administration on July 7, 2021.

Indianapolis Recorder*

DES# 2201129

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Planning and Environment Linkages (PEL) study on I-65 and I-70 inside the I-465 loop.

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Presentation at 4:30 PM
Julia M. Carson Government Center (300 E. Fall Creek Pkwy, Indianapolis, IN 46205)

Tuesday, June 18th from 3 PM – 5 PM
Presentation at 3:30 PM
Martin University (2185 N. Sherman Dr., Indianapolis, IN 46218)

Meeting attendees will have time to view informational display boards, participate in engagement activities and speak with study team representatives during an informal open house session before the presentation begins, as well as after the presentation concludes. To accommodate those unable to attend in person, the recorded presentation and opportunities to comment will be available after the meeting at www.propelindy.com. Public comments on the draft Purpose & Need statement will be accepted until June 30, 2024.

In the event of inclement weather resulting in hazardous driving conditions, please check the study website (www.propelindy.com) to learn of any postponement of the public meeting. If the public meeting is postponed due to inclement weather, it will be rescheduled for future date, time and location to be determined (TBC). Additionally, the public comment period would be extended.

In addition, a copy of the Draft Purpose and Need Report will be available during the upcoming neighborhood office hours listed below. Study team members also will be available to answer questions.

Thursday, June 6th from 11 AM – 1 PM
The Coffee Haus at Guggman (1701 Gent Ave Indianapolis, IN 46202)

Thursday, June 20th from 4 PM – 6 PM
American Legion Post 64 (601 S. Holt Rd, Indianapolis, IN 46241)

After public comments are considered, INDOT will publish a final Purpose and Need Report on the study website.

INDOT intends to use the information, analysis and decisions from the PEL study process to inform future federal environmental reviews conducted in accordance with the National Environmental Policy Act (NEPA).

In accordance with the Americans with Disabilities Act (ADA), and Title VI of the Civil Rights Act of 1964 persons and/or groups who require study information in alternative languages or formats should contact Lisa Wall at lwall@indh.com or 317-817-5237.

This notice is published in compliance with: 1) Code of Federal Regulations, Title 23, Section 771 (CFR 771.111(h)(1) stating "Each State must have procedures approved by the FHWA to carry out a public involvement/public hearing program."; 2) 23 CFR 450.210(a)(1)(ix) stating "Provide for the periodic review of the effectiveness of the public involvement process to ensure that the process provides full and open access to all interested parties and revise the process, as appropriate."; and 3) The INDOT Public Involvement Policies and Procedures approved by the Federal Highway Administration on July 7, 2021.
5320-991608
05/31/24

AFFIDAVIT OF PUBLICATION

STATE OF INDIANA
SS.
COUNTY OF MARION

The undersigned, as publisher/agent of Indianapolis Recorder* of Marion County, State of Indiana, states that this newspaper is a qualified newspaper, published and of general circulation in said county, was published in regular edition of said paper, and that the notice, a copy of which is attached hereto, was published for One (1) consecutive weeks, on the following date(s)

5/31/2024

Affiant Signature

Subscribed and Sworn before me on this 31st day of May, 2024.
A.D.

My commission expires:

Advertising: \$84.92



AFFIDAVIT OF PUBLICATION

Hntb Corporation
111 Monument CIR # 1200
Indianapolis IN 46204-5404

STATE OF WISCONSIN, COUNTY OF BROWN

The Indianapolis Star, a daily newspaper published in the city of Indianapolis, Marion County, State of Indiana, and personal knowledge of the facts herein state and that the notice hereto annexed was Published in said newspapers in the issue:

05/24/2024, 05/26/2024

and that the fees charged are legal.
Sworn to and subscribed before on 05/26/2024

Legal Clerk Keyan Moran
Notary State of WI, County of Brown Nancy Heyrman
5.15.27

My commission expires

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Please do not use this form for payment remittance.

NANCY HEYRMAN
Notary Public
State of Wisconsin

NOTICE OF PUBLIC REVIEW AND COMMENT PERIOD
The ProPEL Indy study team has released the Draft Purpose and Need Report for public review and comment. The report is the next step in the Planning and Environment Linkages (PEL) study on I-65 and I-70 inside the I-465 loop.

The Draft Purpose and Need Report identifies transportation issues and desired outcomes in the ProPEL Indy study area. The Draft Purpose and Need Report and supporting documents are available at <https://propelindy.com/resources/>.

Public comments on the Draft Purpose and Need Report will be accepted until June 30, 2024. Links to the draft report and the study feedback form are available at <https://propelindy.com/>.

The ProPEL Indy study team will host public information meetings to discuss the Draft Purpose and Need Report. The meetings will be held:

Thursday, June 13th from 4 PM – 6 PM

Presentation at 4:30 PM
Julia M. Carson Government Center (300 E. Fall Creek Pkwy, Indianapolis, IN 46205)

Tuesday, June 18th from 3 PM – 5 PM

Presentation at 3:30 PM
Martin University (2186 N. Sherman Dr. Indianapolis, IN 46218)

Meeting attendees will have time to view informational display boards, participate in engagement activities and speak with study team representatives during an informal open house session before the presentation begins, as well as after the presentation concludes. To accommodate those unable to attend in person, the recorded presentation and opportunities to comment will be available after the meeting at www.propelindy.com. Public comments on the draft Purpose & Need statement will be accepted until June 30, 2024.

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In addition, a copy of the Draft Purpose and Need Report will be available during the upcoming neighborhood office hours listed below. Study team members also will be available to answer questions.

Thursday, May 30th from 10 AM – 12 PM

Indianapolis Public Library, Haughville Branch (2121 W Michigan St. Indianapolis, IN 46222)

Thursday, June 6th from 11 AM – 1 PM

The Coffee Haus at Guggman (1701 Gent Ave Indianapolis, IN 46202)

Thursday, June 20th from 4 PM – 6 PM

American Legion Post 64 (601 S. Holt Rd. Indianapolis, IN 46241)

After public comments are considered, INDOT will publish a final Purpose and Need Report on the study website.

INDOT intends to use the information, analysis and decisions from the PEL study process to inform future federal environmental reviews conducted in accordance with the National Environmental Policy Act (NEPA).

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This notice is published in compliance with: 1) Code of Federal Regulations, Title 23, Section 771 (CFR 771.111(h)(1) stating, "Each State must have procedures approved by the FHWA to carry out a public involvement/public hearing program."; 2) 23 CFR 450.210(a)(1)(ix) stating, "Provide for the periodic review of the effectiveness of the public involvement process to ensure that the process provides full and open access to all interested parties and revise the process, as appropriate."; and 3) The INDOT Public Involvement Policies and Procedures approved by the Federal Highway Administration on July 7, 2021.

HSPAXLP
May 24, 26 2024
LSBN0106034

Appendix F: Resource Agency/Tribal Nation Coordination

From: [Kia Gillette](#)
To: amy.wunder@indy.gov; bmccord@dnr.in.gov; [Busch, Meg T](#); [Chad Slider \(CSlider@dnr.IN.gov\)](mailto:Chad.Slider@dnr.IN.gov); dbrier@dnr.in.gov; debra.jenkins@indy.gov; egummere@dnr.in.gov; environmentalreview@dnr.in.gov; eric.washburn@uscg.mil; [Erik Sandstedt](#); GCWrin@idem.IN.gov; [John Allen](#); john-hazlett@iaswcd.org; [Marsh Davis \(mdavis@indianalandmarks.org\)](#); [Matt Buffington \(mbuffington@dnr.in.gov\)](mailto:Matt.Buffington@dnr.in.gov); membership@mchsindy.org; Mwro.Compliance@nps.gov; pelloso.elizabeth@epa.gov; phyllis.boyd@indy.gov; [Randy Braun \(rbraun@idem.in.gov\)](mailto:Randy.Braun@idem.in.gov); RegulatoryApplicationsLRL@usace.army.mil; [Robin McWilliams-Munson \(Robin_McWilliams@fws.gov\)](#); [Steven Barnett \(srbarnett44@yahoo.com\)](mailto:Steven.Barnett@dnr.in.gov); [Tait, Erica \(FHWA\)](#); tgiffin@dnr.in.gov; "Tharp, Wade"; tewardowski@indot.in.gov; [Turnbow, Alisha](#)
Cc: [Timothy Miller](#); [Lisa Wall](#); [Flum, Sandra](#); [Jonathan Wallace](#); [Laura Hilden \(lhilden@indot.IN.gov\)](mailto:Laura.Hilden@indot.IN.gov); cowebb@indot.in.gov; [Passmore, Andrew D](#); [Mauro, Cindy E](#); [Matthew Coon - Indiana Department of Transportation \(mcoon@indot.IN.gov\)](#); [Sandra Bowman \(SBowman@indot.IN.gov\)](mailto:Sandra.Bowman@indot.IN.gov); [Alexander, Kelyn](#); [Brinker, Haley](#); [Ryan Huebschman](#)
Subject: ProPEL Indy - Resource Agency Invitation Letter, Draft Purpose and Need Report, and Draft Environmental Constraints Report
Date: Monday, May 20, 2024 3:47:00 PM
Attachments: [ProPELIndy_ResourceAgencyInvitationLetter_20240520.pdf](#)
[image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)

Dear Resource Agencies,

The Indiana Department of Transportation (INDOT) has initiated ProPEL Indy, a Planning and Environment Linkages (PEL) study on I-65 and I-70 within I-465 in Indianapolis, Indiana.

Attached is a letter introducing you to the ProPEL Indy study, transmitting the Draft Purpose and Need Report and Draft Environmental Constraints Report, and inviting you to participate in a virtual Resource Agency Meeting on Friday June 14, 2024, from 1 to 2:30 p.m. (Eastern time) via Microsoft Teams.

Information for accessing the meeting was sent in a previous Outlook meeting invitation and is included in the attached letter.

Please let me know if you do not wish to receive information about the study and we will remove you from the email list.

Thank you,
Kia

Kia Gillette
Environmental Project Manager
Tel (317) 917-5240 Cell (317) 695-0825 Email kgillette@hntb.com

HNTB CORPORATION
111 Monument Circle, Suite 1200 | Indianapolis, IN 46204 | www.hntb.com

 **100+ YEARS OF INFRASTRUCTURE SOLUTIONS**





May 20, 2024

RE: Des. No. 2201129 - Invitation to Participate in ProPEL Indy Study, Draft Purpose and Need Report, and Draft Environmental Constraints Report

Dear Resource Agency,

The Indiana Department of Transportation (INDOT) has initiated ProPEL Indy, a Planning and Environment Linkages (PEL) study on I-65 and I-70 within I-465 in Indianapolis, Indiana.

Planning and Environment Linkages (PEL) Overview

A PEL study is a way for transportation agencies to make and document planning decisions. PEL studies are a collaborative and integrated approach to transportation decision making that considers environmental, community, and economic goals early in the planning process. PEL studies precede any project programming or design activities, which will allow INDOT to better understand community needs and to develop alternative solutions that meet those needs. ProPEL Indy will be conducted in coordination with resource agencies, Tribal Nations, stakeholders, and the public. Transportation planning products from the PEL process will shape and inform subsequent project-specific environmental reviews conducted in accordance with the National Environmental Policy Act (NEPA).

ProPEL Indy is a unique opportunity for Indianapolis residents to envision the future of the urban interstates. This process will inform the next 20 years of investment in our interstates as INDOT identifies ways to modernize these roads and improve the region's overall mobility, equity, economic opportunity, and quality of life. The goal of ProPEL Indy is to identify transportation needs and community goals along I-65 and I-70 inside I-465. ProPEL Indy will develop a set of alternatives to be considered that meet transportation needs and community goals. This will set the long-term vision for investment in the interstates.

Study Limits

The ProPEL Indy study limits include approximately 11 miles of I-65, 14 miles of I-70, and 1 mile where I-65 and I-70 overlap. The study limits are broken into the following 4 "spokes" as an organizational tool:

- 65 Spoke – From the I-465/I-65 interchange on the northwest side to the 21st Street interchange
- 65/70 Downtown Spoke – I-65 from the 21st Street interchange south to Alabama Street (west end of North Split project), I-65/I-70 from Washington Street (south end of North Split project) south to the South Split interchange, and I-70 from just west of West Street interchange east to the South Split interchange
- 70 West (W) Spoke – From the I-465/I-70 interchange on the west side to just west of the West Street interchange
- 70 East (E) Spoke – From just west of the Keystone Avenue/Rural Street interchange (east end of North Split project) to the I-465/I-70 interchange on the east side

The study limits extend slightly beyond I-465 and the I-65/I-70 South Split interchange to consider the potential influence of those system interchanges. Two active, federally funded projects, I-65/I-70 North Split and I-65 Safety and Efficiency, are largely excluded from the study limits. ProPEL Indy's study area does overlap with the I-65 Safety and Efficiency project on the southeast side of Indianapolis. The overlap with I-65 Safety and Efficiency Project extends from north of Fletcher Ave on I-65/I-70 to the South Split interchange ending south of Morris Street along I-65. The remainder of the I-65 Safety

and Efficiency project area, which extends south on I-65 to I-465, is excluded from the study limits. A map showing the limits of the study spokes is provided below.

Additional information for the ProPEL Indy study is available at: <https://propelindy.com/>



Invitation to Participate in the PEL Study

To encourage early and meaningful community, stakeholder, resource agency, and Tribal Nation engagement, INDOT invites you to participate in the ProPEL Indy study. Through the study, INDOT will work with the community, stakeholders, resource agencies, and Tribal Nations to identify a purpose and need, as well as community goals. Following the identification of needs and goals, INDOT will again work with the community, stakeholders, and resource agencies to identify and evaluate potential solutions to the study area needs and goals.

During ProPEL Indy, agency coordination will occur through the transmittal of documentation for review and comment, as well as two virtual agency coordination meetings. Resource agency reviews of documentation and meetings are anticipated at the following three main steps in the study:

1. PEL Study Initiation Letter, Draft Environmental Constraints Report, and Draft Purpose and Need Report (report/memo review and meeting)
2. Alternatives Screening Memoranda
 - a. Universe of Alternatives Identification and Screening (memo review only)
 - b. Preliminary Alternatives Identification and Screening (memo review and meeting)
3. PEL Study & Recommendations Report (report review only)

The study team would like your input to better understand any potential considerations that your agency believes are important to this study. By way of this letter, INDOT invites you to participate in the ProPEL Indy study.

At this time the study team is requesting your review of the Draft Purpose and Need Report and the Draft Environmental Constraints Report. The reports are available at: <https://propelindy.com/resources/>

A brief description and links to these documents is included below.

Draft Purpose and Need Report

The ProPEL Indy Draft Purpose and Need Report is available for your review at the link above. The purpose and need statement establishes “why” a study or project is being proposed and sets the foundation for the alternatives development and evaluation. The statement identifies specific transportation challenges (needs) to be addressed and describes specific desired outcomes (purposes). The purpose and need statement helps determine a reasonable range of alternatives. Potential alternatives determined not to meet the purpose and need will be eliminated from further consideration. Additionally, community goals that are desirable, but not required outcomes, can guide the development and screening of potential alternatives, along with other factors, such as transportation performance, environmental impacts, benefits, and cost.

The Existing Transportation Conditions Report provides additional information regarding the existing conditions of the interstates and was used in the development of the Draft Purpose and Need Report. It is available at the link above for reference.

Draft Environmental Constraints Report

The ProPEL Indy Draft Environmental Constraints Report is available for your review at the link above. This report documents potential environmental resources within the study area and is intended to be used as a tool during the PEL study. Information in the report was collected using on-line database searches, review of aerial imagery and Google maps, desktop GIS analysis, and limited field reconnaissance. Additional, more detailed field studies will be completed once projects and funding are identified, during normal project development coordination.

Virtual Resource Agency Meeting Invitation

We invite you to participate in a virtual Resource Agency Meeting on June 14, 2024, from 1:00 to 2:30 pm (Eastern time) via Microsoft Teams. An Outlook meeting invitation was previously sent out to all invitees with the Microsoft Teams link. At this meeting, we will provide an overview of the PEL process, discuss the ProPEL Indy study, discuss the Draft Purpose and Need Report, summarize the results of the Draft Environmental Constraints Report, and answer any questions you may have on this study.

Microsoft Teams

[Join the meeting now](#)

Meeting ID: 239 687 463 747

Passcode: yrbyx4

Dial in by phone

[+1 816-702-6618, 948710495#](tel:+18167026618948710495)

Phone conference ID: 948 710 495#

Requested Input

The ProPEL Indy study team requests the following information from resource agencies at this time:

1. Please indicate if you are willing to participate in the ProPEL Indy study.
2. Please provide information on important resources along the study corridor if not included in the Draft Environmental Constraints Report.
3. Please indicate if there are resources of specific concern or importance along the study corridors.
4. Please provide any comments on the Draft Purpose and Need Report.
5. Please indicate if any permits or approvals may be required by your agency once a project (or projects) are identified.
6. Please provide any questions or concerns regarding the study if not listed above.

If possible, please respond by June 30, 2024 to:

Kia Gillette
HNTB Corporation
111 Monument Circle, Suite 1200, Indianapolis, IN 46204
Phone: (317) 695-0825
Email: kgillette@hntb.com

INDOT looks forward to your participation. For questions concerning the study, please contact Kia Gillette at (317) 695-0825 or at kgillette@hntb.com.

Sincerely,



Kia M. Gillette
Environmental Lead
ProPEL Indy

cc: Sandra Flum, INDOT Project Manager
Jonathan Wallace, INDOT Project Manager
Laura Hilden, INDOT Director of Environmental Services
Cindy Mauro, INDOT NEPA Major Projects/LPA Review Liaison
Sandy Bowman, INDOT Ecology and Waterway Permitting

Matt Coon, INDOT Manager, Cultural Resources Office
Kelyn Alexander, INDOT Cultural Resources Office
Haley Brinker, INDOT Cultural Resources Office
Tim Miller, HNTB Corporation
Lisa Wall, HNTB Corporation

Resource Agency List

Federal Agencies

Erica Tait, Federal Highway Administration
Regional Environmental Coordinator, National Park Service, Midwest Regional Office
Erik Sandstedt, US Department of Housing & Urban Development, Chicago Regional Office
Robin McWilliams Munson, US Fish and Wildlife Service, Bloomington Field Office
Deb Snyder, US Army Corps of Engineers, Louisville District, Indianapolis Regulatory Office
John Allen, Natural Resources Conservation Service
Elizabeth Pelloso, US Environmental Protection Agency, NEPA Implementation Section Region 5
Eric Washburn, US Coast Guard, Eighth District

State Agencies

Alisha Turnbow, Indiana Department of Environmental Management, Groundwater Section
Randy Braun, Indiana Department of Environmental Management, Wetlands and Stormwater
Graham Wrin, Indiana Department of Environmental Management, Wetlands and Stormwater
Environmental Coordinator, Indiana Department of Natural Resources, Division of Fish and Wildlife
Matt Buffington, Indiana Department of Natural Resources, Division of Fish and Wildlife
Erica Gummere, Indiana Department of Natural Resources, Division of Outdoor Recreation
Dale Brier, Indiana Department of Natural Resources, Division of Outdoor Recreation
Tyler Lewandowski, Indiana Department of Transportation, Office of Aviation
Beth McCord, Indiana Department of Natural Resources, Division of Historic Preservation and Archaeology
Chad Slider, Indiana Department of Natural Resources, Division of Historic Preservation and Archaeology
Toni Giffin, Indiana Department of Natural Resources, Division of Historic Preservation and Archaeology
Wade Tharp, Indiana Department of Natural Resources, Division of Historic Preservation and Archaeology

Local Agencies

Meg Busch, Indianapolis Historic Preservation Commission
Steven Barnett, Marion County Historian
Marion County Historical Society
Marsh Davis, Indiana Landmarks
Debra Jenkins, Marion County Surveyor's Office
John Hazlett, Marion County Soil and Water Conservation District
Amy Wunder, Marion County Construction and Business Services (County Floodplain Administrator)
Phyllis Boyd, Indy Parks and Recreation

From: [Coon, Matthew](#)
To: cspeck@delawarenation-nsn.gov; thpo@estoo.net; thpo@miamination.com; [Burgundy Fletcher](#); [Matthew Bussler](#); Section106@shawnee-tribe.com; [Larus Lonqie](#)
Cc: [Timothy Miller](#); [Lisa Wall](#); [Flum, Sandra](#); [Wallace, Jonathan N](#); [Mauro, Cindy E](#); [Alexander, Kelyn](#); [Brinker, Haley](#); [Kia Gillette](#); [Tait, Erica \(FHWA\)](#)
Subject: INDOT ProPEL Indy – Study Invitation Letter and Archaeological Cultural Resources Identification Memorandum
Date: Wednesday, May 22, 2024 1:28:21 PM
Attachments: [image005.png](#)
[ProPELIndy TribalNationsLetter1_20240521.pdf](#)
[ProPELIndy ArchResources & Appendix.pdf](#)

External Email: Use caution when clicking on links, replying, or opening attachments.

Dear Tribal Nation Partners,

The Indiana Department of Transportation (INDOT) has initiated ProPEL Indy, a Planning and Environment Linkages (PEL) study on I-65 and I-70 within I-465 in Indianapolis, Indiana.

Attached is a letter inviting you to participate in the ProPEL Indy study and the ProPEL Indy - Archaeological Cultural Resources Identification Memorandum if you wish to review and provide comments.

The following documents are also available for review, comment, and reference here:

<https://propelindy.com/resources/>

- Draft Purpose and Need Report
- Existing Transportation Conditions Report
- Draft Environmental Constraints Report

Tribal Nation Representatives please respond to INDOT's Acting Tribal Liaison, Matt Coon at MCoon@indot.in.gov (317) 697-9752 with any responses pertaining to this study including to provide INDOT/Indiana FHWA additional information about Tribal resources/concerns and questions/comments regarding cultural resources. The FHWA point of contact is Erica Tait at Erica.Tait@dot.gov (317) 226-7481.

Thank you in advance for your input,

Matt Coon

Manager, Cultural Resources Office

Interim Archaeology Team Lead

Acting Tribal Liaison

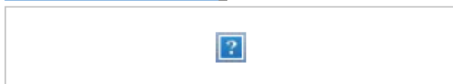
Indiana Department of Transportation

Central Office

Cell: 317-697-9752

Email: mcoon@indot.in.gov

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May 21, 2024

RE: Des. No. 2201129 - Invitation to Participate in ProPEL Indy Study, Archaeological Cultural Resources Identification Memorandum, Draft Purpose and Need Report, and Draft Environmental Constraints Report

Dear Tribal Nation Partners,

The Indiana Department of Transportation (INDOT) has initiated ProPEL Indy, a Planning and Environment Linkages (PEL) study on I-65 and I-70 within I-465 in Indianapolis, Indiana.

Planning and Environment Linkages (PEL) Overview

A PEL study is a way for transportation agencies to make and document planning decisions. PEL studies are a collaborative and integrated approach to transportation decision making that considers environmental, community, and economic goals early in the planning process. PEL studies precede any project programming or design activities, which will allow INDOT to better understand community needs and to develop alternative solutions that meet those needs. ProPEL Indy will be conducted in coordination with resource agencies, Tribal Nations, stakeholders, and the public. Transportation planning products from the PEL process will shape and inform subsequent project-specific environmental reviews conducted in accordance with the National Environmental Policy Act (NEPA).

ProPEL Indy is a unique opportunity for Indianapolis residents to envision the future of the urban interstates. This process will inform the next 20 years of investment in our interstates as INDOT identifies ways to modernize these roads and improve the region’s overall mobility, equity, economic opportunity, and quality of life. The goal of ProPEL Indy is to identify transportation needs and community goals along I-65 and I-70 inside I-465. ProPEL Indy will develop a set of alternatives to be considered that meet transportation needs and community goals. This will set the long-term vision for investment in the interstates.

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- 65 Spoke – From the I-465/I-65 interchange on the northwest side to the 21st Street interchange
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- 70 West (W) Spoke – From the I-465/I-70 interchange on the west side to just west of the West Street interchange
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The study limits extend slightly beyond I-465 and the I-65/I-70 South Split interchange to consider the potential influence of those system interchanges. Two active, federally funded projects, I-65/I-70 North Split and I-65 Safety and Efficiency, are largely excluded from the study limits. ProPEL Indy’s study area does overlap with the I-65 Safety and Efficiency project on the southeast side of Indianapolis. The overlap with I-65 Safety and Efficiency Project extends from north of Fletcher Ave on I-65/I-70 to the South Split interchange ending south of Morris Street along I-65. The remainder of the I-65 Safety and Efficiency project area, which extends south on I-65 to I-465, is excluded from the study limits. A map showing the limits of the study spokes is provided below.

Additional information for the ProPEL Indy study is available at: <https://propelindy.com/>



Invitation to Participate in the PEL Study

To encourage early and meaningful community, stakeholder, resource agency, and Tribal Nation engagement, INDOT invites you to participate in the ProPEL Indy study. Through the study, INDOT will work with the community, stakeholders, resource agencies, and Tribal Nations to identify a purpose and need, as well as community goals. Following the identification of needs and goals, INDOT will again work with the community, stakeholders, resource agencies, and Tribal Nations to identify and evaluate potential solutions to the study area needs and goals.

During ProPEL Indy, coordination with Tribal Nations will occur through the transmittal of documentation for review and comment. Tribal Nation reviews of documentation are anticipated at the following three main steps in the study:

1. PEL Study Invitation Letter, Archaeological Cultural Resources Identification Memorandum, Environmental Constraints Report, and Draft Purpose and Need Report
2. Alternatives Screening Memoranda
 - a. Universe of Alternatives Identification and Screening
 - b. Preliminary Alternatives Identification and Screening
3. PEL Study & Recommendations Report

The study team would like your input to better understand any potential considerations that you believe are important to this study. By way of this letter, INDOT invites you to participate in the ProPEL Indy study.

At this time the study team is requesting your review of the Archaeological Cultural Resources Identification Memorandum, Draft Purpose and Need Report, and the Draft Environmental Constraints Report. The Archaeological Cultural Resources Identification Memorandum is attached to the transmittal email. The reports are available at: <https://propelindy.com/resources/>

A brief description of these documents is included below.

Archaeological Cultural Resources Identification Memorandum

The ProPEL Indy Archaeological Cultural Resources Identification Memorandum is attached to the transmittal email for your review.

Draft Purpose and Need Report

The ProPEL Indy Draft Purpose and Need Report is available for your review at the link above. The purpose and need statement establishes “why” a study or project is being proposed and sets the foundation for the alternatives development and evaluation. The statement identifies specific transportation challenges (needs) to be addressed and describes specific desired outcomes (purposes). The purpose and need statement helps determine a reasonable range of alternatives. Potential alternatives determined not to meet the purpose and need will be eliminated from further consideration. Additionally, community goals that are desirable, but not required outcomes, can guide the development and screening of potential alternatives, along with other factors, such as transportation performance, environmental impacts, benefits, and cost.

The Existing Transportation Conditions Report provides additional information regarding the existing conditions of the interstates and was used in the development of the Draft Purpose and Need Report. It is available at the link above for reference.

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The ProPEL Indy Draft Environmental Constraints Report is available for your review at the link above. This report documents potential environmental resources within the study area and is intended to be used as a tool during the PEL study. Information in the report was collected using on-line database searches, review of aerial imagery and Google maps, desktop GIS analysis, and limited field reconnaissance. Additional, more detailed field studies will be completed once projects and funding are identified, during normal project development coordination.

Tribal Nation Representatives please respond to INDOT's Acting Tribal Liaison, Matt Coon at MCoon@indot.in.gov (317) 697-9752 with any responses pertaining to this study including to provide INDOT/Indiana FHWA additional information about Tribal resources/concerns and questions/comments regarding cultural resources. The FHWA point of contact is Erica Tait at Erica.Tait@dot.gov (317) 226-7481.

Thank you in advance for your input,

Sincerely,



Matthew S. Coon, Manager
Cultural Resources Office
Environmental Services

cc: Erica Tait, FHWA
Sandra Flum, INDOT Project Manager
Jonathan Wallace, INDOT Project Manager
Laura Hilden, INDOT Director of Environmental Services
Cindy Mauro, INDOT NEPA Major Projects/LPA Review Liaison
Matt Coon, INDOT Manager, Cultural Resources Office
Kelyn Alexander, INDOT Cultural Resources Office
Haley Brinker, INDOT Cultural Resources Office
Tim Miller, HNTB Corporation
Lisa Wall, HNTB Corporation

Tribal Nation Distribution List

Delaware Nation of Oklahoma
Eastern Shawnee Tribe of Oklahoma
Miami Tribe of Oklahoma
Peoria Tribe of Indians of Oklahoma
Pokagon Band of Potawatomi Indians
Shawnee Tribe
Turtle Mountain Band of Chippewa Indians



ProPEL Indy – Meeting Summary

Meeting Name: Resource Agency Meeting # 1
Meeting Date/Time: 6/14/2024 1:00 to 1:35 p.m.
Location: Microsoft Teams

Attendees:

Name	Company
Sandra Flum	INDOT Major Projects
Jonathan Wallace	INDOT Major Projects
Laura Hilden	INDOT ESD
Cindy Mauro	INDOT ESD
Andrew Passmore	INDOT ESD
Matt Coon	INDOT CRO
Kelyn Alexander	INDOT CRO
Haley Brinker	INDOT CRO
Sandra Bowman	INDOT EWPSO
Erica Tait	FHWA
Chad Slider	IDNR DHPA
Wade Tharp	IDNR DHPA
Matt Buffington	IDNR DFW
Elizabeth Pelloso	USEPA
Alisha Turnbow	IDEM Groundwater
Don Colvin	Indy Parks & Recreation
Alena Jones	City of Indianapolis, Stormwater
Amy Wunder	City of Indianapolis
Tim Miller	HNTB
Kia Gillette	HNTB
Lisa Wall	HNTB
Eric Jagger	HNTB
Ryan Huebschman	HNTB

Meeting Items:

Item #	Topic Discussion / Action Items	Owner
Agenda Item 1 – Welcome, Introductions, and Agenda		
1.1	Welcome and meeting agenda <ul style="list-style-type: none"> Kia Gillette from HNTB started the meeting and introduced project team members, INDOT and FHWA representatives, and resource agency participants. The meeting agenda includes: 	Gillette

Item #	Topic Discussion / Action Items	Owner
	<ul style="list-style-type: none"> • An introduction to ProPEL Indy • A summary of the Draft Environmental Constraints Report • A summary of the Draft Purpose and Need Report • An overview of the community outreach and feedback to date • And the next steps in the study 	
Agenda Item 2 – ProPEL Indy Introduction		
2.1	<ul style="list-style-type: none"> • ProPEL Indy is a 2-year transportation study with a unique opportunity for residents, neighborhoods, businesses, and commuters to envision the future of I-65 and I-70 inside of I-465 in Indianapolis. • The study includes 5 steps: <ul style="list-style-type: none"> • 1) Visioning and data collection – this occurred from the study launch in the spring 2023 through early 2024 • 2) Purpose and Need – this is the current step in the study • 3) Identify alternative concepts – anticipated for late summer/fall 2024 • 4) Alternative scenario development and evaluation – anticipated early 2025 • 5) PEL study report and recommendations – anticipated summer 2025 • The ProPEL Indy study area includes 26 miles of I-65 and I-70 inside the I-465 loop. It includes a total of 26 miles, 11 miles on I-65, 14 miles on I-70, and 1 mile where I-65 and I-70 overlap. The study limits exclude the recently constructed North Split project and the I-65 Safety and Efficiency project which is currently in NEPA. 	Gillette
2.2	<ul style="list-style-type: none"> • ProPEL Indy is a planning study and not a project. The PEL in ProPEL Indy stands for Planning and Environment Linkage. • A PEL is used early in planning, before needs, solutions, or projects are identified. • A PEL considers several factors: transportation needs, environmental resources, community goals, economic objectives, and public and agency input. • Information from the PEL can be carried into NEPA. INDOT intends to carry the information, analysis, and decisions from ProPEL Indy into the NEPA process for any projects that may follow it. 	Gillette
Agenda Item 3 – Draft Environmental Constraints Report Summary		
3.1	<ul style="list-style-type: none"> • The Draft Environmental Constraints Report identifies existing socioeconomic, natural, cultural, and human resources within the study area. • Data sources used for the report include: publicly available databases, previous plans and studies, aerial photography, limited windshield surveys, and coordination with local planning agencies. 	Jagger

Item #	Topic Discussion / Action Items	Owner
	<ul style="list-style-type: none"> The study area was generally a 0.5-mile buffer, but did expand to 3.8 miles for airports, 1 mile for underserved communities, and a 500-foot buffer was used to identify noise sensitive area. 	
3.2	<ul style="list-style-type: none"> Land uses, community facilities, and infrastructure and water resources within the study area were discussed. Land uses generally include: commercial, industrial (light and heavy), residential, mixed use, and other (parks, floodway, and special use). Community facilities in the study area include: <ul style="list-style-type: none"> 43 education facilities 146 places of worship 1 hospital 10 fire/EMS stations 5 police stations 5 libraries Infrastructure resources include: <ul style="list-style-type: none"> 28 active/abandoned railroads 19 airports 17 underground pipelines 37 electric transmission lines 	Jagger
3.3	<ul style="list-style-type: none"> Water resources within the study area include: <ul style="list-style-type: none"> 98 National Wetland Inventory (NWI) wetlands 98 lakes/ponds 336 river segments 52 IDEM 303(d) impaired streams 1 special status stream – the White River is a navigable water and is listed in the National Park System’s Nationwide Rivers Inventory and the IDNR Outstanding Rivers List 1 historic canal – the Central Canal 172 floodplain polygons 2 flood hazard mitigation properties 	Jagger
3.4	<ul style="list-style-type: none"> Based on a review of the USFWS Information for Planning and Consultation (IPaC) website, protected species that may occur within the study area include: <ul style="list-style-type: none"> Federally endangered Indiana bat and northern long-eared bat Federally proposed endangered tricolored bat Federal experimental population (non-essential) whooping crane Federal candidate monarch butterfly No critical habitat was identified within the study area. The IDNR Endangered, Threatened, and Rare Species list identified the potential for 13 federally-listed species, 35 state endangered species, and 27 state extirpated, special concern, or watch list species within Marion County. 	Jagger
3.5	<ul style="list-style-type: none"> An Above-Ground Cultural Resources Identification Memorandum identified the following above-ground resources within the study area: 	Jagger

Item #	Topic Discussion / Action Items	Owner
	<ul style="list-style-type: none"> • 270 Indiana Historic Sites and Structures Inventory (IHSSI) Outstanding or Notable properties • 98 properties on the National Register of Historic Places (NRHP) or Indiana Register • 12 historic bridges • 3 National Historic Landmarks • An Archaeological Cultural Resources Identification Memorandum identified the following above-ground resources within the study area: <ul style="list-style-type: none"> • 47 previously recorded archaeological sites • 2 sites listed in the NRHP • 3 sites NRHP eligible • 3 sites potentially NRHP eligible • There are 5 cemeteries within the study area. 	
3.6	<ul style="list-style-type: none"> • Section 4(f) of the U.S. Department of Transportation Act prohibits the use of certain public and historic lands for federally funded transportation facilities unless there is no feasible and prudent alternative. • Potential Section 4(f) resources and known Land and Water Conservation Fund (LWCF) properties in the study area include: <ul style="list-style-type: none"> • 48 managed lands • 49 parks, playgrounds, schools, etc. • 43 trails • 3 LWCF properties near the interstates (2 with Eagle Creek Park and 1 with the Major Taylor Velodrome/Lake Sullivan) 	Jagger
3.7	<ul style="list-style-type: none"> • For the ProPEL Indy study, Underserved Communities within a one-mile radius on the interstates include communities with Environmental Justice (EJ) Concerns, Disadvantaged Communities, and other underserved communities • Communities with EJ Concerns within the study area include: <ul style="list-style-type: none"> • 53 census block groups with elevated minority populations • 44 census block groups with elevated low-income populations • 71 census block groups with both elevated minority and low-income populations • Disadvantaged Communities were identified using the Council on Environmental Quality (CEQ) Climate and Economic Justice Screening Tool (CEJST) data and include those facing disadvantages such as transportation access, health, environmental, economic, resilience, and equity. • Other underserved communities include those with limited English proficiency, disabilities, limited vehicle access, and limited internet access. 	Jagger
Agenda Item 4 – Draft Purpose and Need Report Summary		
4.1	<ul style="list-style-type: none"> • A summary of the Draft Purpose and Need Report was provided. 	Gillette

Item #	Topic Discussion / Action Items	Owner
4.2	<ul style="list-style-type: none"> • The purpose and need: <ul style="list-style-type: none"> • Identifies the transportation issues or needs within the study area. • States the desired outcomes or purpose of a project. • Establishes a baseline for the evaluation of proposed solutions or alternatives. If a potential solution does not address any of the needs, it does not move forward in the study. • The 4 needs identified in the study area are: <ul style="list-style-type: none"> • Aging bridge and pavement conditions – bridges and pavement sections are nearing the end of their life span; 5 of 123 bridges and 5 of 11 pavement sections will require major work or replacement by 2030 • Roadway safety – From 2018 – 2022 there were over 10,500 crashes within the study area (7% of those were fatal or incapacitating), and 8 interstate segments and 22 intersections showed a crash frequency or severity greater than what is expected • Roadway mobility – there is decreased mobility on the interstates due to congestion and operational issues caused by geometric deficiencies; this is expected to worsen over time • Limited multimodal and neighborhood connections – there are gaps in the pedestrian/bicycle network across and near the interstates, and approximately 100 street connections were lost during construction of the interstates • Example maps and figures from the Report were reviewed with meeting participants. 	Gillette
4.3	<p>The Purpose of ProPEL Indy is to identify potential solutions to:</p> <ul style="list-style-type: none"> • Improving aging bridges and pavement • Improve safety along and at intersections near the interstates by reducing the frequency and/or severity of crashes • Reduce congestion and improve mobility by addressing operational and geometric deficiencies • Improve multimodal connectivity across and near the interstates 	Gillette
Agenda Item 5 – Community Outreach and Feedback		
5.1	<p>The Draft Purpose and Need Report also included community goals. These goals are opportunities that could be addressed by potential solutions identified in the study area. The community goals are:</p> <ul style="list-style-type: none"> • Quality of Life and Livability <ul style="list-style-type: none"> • Identify community enhancements that improve the quality of life of adjacent neighborhoods. • Avoid and/or minimize impacts to the natural and human environment. • Economic Growth and Opportunity <ul style="list-style-type: none"> • Provide transportation infrastructure to support local, regional, and statewide economic development goals. 	Wall

Item #	Topic Discussion / Action Items	Owner
	<ul style="list-style-type: none"> • Ensure efficient and reliable transportation to support the visitor experience. • Transportation and Mobility <ul style="list-style-type: none"> • Support emerging technologies and related infrastructure. • Consider INDOT’s Carbon Reduction Strategy, National Electric Vehicle Infrastructure Plan, and future Resilience Plan during alternative development. • Equity <ul style="list-style-type: none"> • Actively engage stakeholders who use, cross, work, or live near the interstates throughout the study. • Provide accessible, fair, safe, affordable, reliable, and sustainable mobility along and across the interstates for community members based on identified needs and input received. 	
5.2	<p>During the past year during the Visioning phase, the study team asked for the public’s ideas about the future of I-65 and I-70. The study team has engaged with the public with:</p> <ul style="list-style-type: none"> • One-on-one conversations • Presentations to HOAs, businesses, organizations, etc. • Street fairs • Podcasts • Media shows • Community conversations • Stakeholder meetings • Neighborhood meetings • Community events • Neighborhood office hours 	Wall
5.3	<ul style="list-style-type: none"> • During the Visioning phase, the study team received 1,104 public comments, have 620 registered stakeholders, have 45 stakeholder advisory committee members, and held 61 engagement events. • Key themes were identified and aligned with the study pillars. The comments were grouped by these key themes which are included in the Draft Purpose and Need Report. 	Wall
Agenda Item 6 – Next Steps		
6.1	<p>The next steps of the study are:</p> <ul style="list-style-type: none"> • Provide a summary of this meeting and presentation slides to the resource agencies • Revise the Draft Purpose and Need Report based on agency and public comments • Alternative identification and development • Next report will be sent to the agencies for review in late summer/early fall 	Gillette

Item #	Topic Discussion / Action Items	Owner
6.2	Upcoming community events in June include: <ul style="list-style-type: none"> • Community Conversation – June 18 from 3-5 pm at Martin University • Community Conversation – June 26 from 4-6 pm at Guion Creek Middle School • Neighborhood Office Hours – June 20 from 4-6 pm at American Legion Post 64 • Community Events – June 22 from 10 am – 2 pm at Patchwork Indy Community Resource Fair 	Gillette
Action Items	<ul style="list-style-type: none"> • Provide a summary of the meeting and the presentation slides to resource agencies • Submit any comments or questions to Kia Gillette (kgillette@hntb.com) by June 30, 2024 	Gillette



ProPEL Indy

Resource Agency Meeting #1

June 14, 2024

1



Agenda

- Welcome and Introductions
- Introduce ProPEL Indy
- Draft Environmental Constraints Report Summary
- Draft Purpose and Need Report Summary
- Community Outreach and Feedback Overview
- Next Steps

2

Introductions

INDOT Project Managers

- Sandra Flum
- Jonathan Wallace

INDOT Environmental Services

- Laura Hilden
- Matt Coon
- Corey Webb
- Cindy Mauro
- Katelyn Alexander
- Sandy Bowman

THWA

- Haley Brinker
- Erica Tall

Consultant Team

- Tim Miller
- Lisa Wall
- Ryan Huebchman
- Eric Jagger
- Kia Gillette


3

Introductions

Resource Agencies


- Beth McCord, IDNR DHPA
- Toni Gillin, IDNR DHPA
- Chad Slider, IDNR DHPA
- Wade Tharp, IDNR DHPA
- Meg Busch, HPC
- Matt Buffington, IDNR DFW
- Brian Bozoz, IDNR DFW
- Dan Colvin, Indy Parks & Recreation
- Alena Jones, Indianapolis Stormwater

4



What is ProPEL Indy?

5



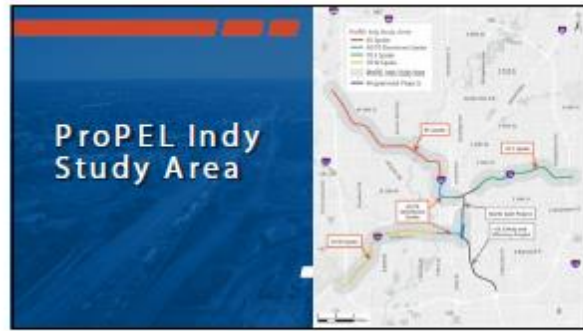
ProPEL Indy Overview

ProPEL Indy is a 2-year transportation study with a unique opportunity for residents, neighborhood, businesses, and commuters to envision the future of I-45 and I-70 in Indianapolis.

6



7



8

Planning and Environment Linkage (PEL)

- Planning study
- Used early (pre-NEPA development)
 - Before needs and solutions are identified
- Considers several factors
 - Transportation needs
 - Environmental resources
 - Community goals
 - Economic objectives
 - Public and agency input
- Can be used in NEPA*

*INDOT intends to carry forward the information, analysis and decisions from ProPEL Indy into the NEPA process

9



10

Draft Environmental Constraints Report

- Identifies existing socioeconomic, natural, cultural, and human resources that exist within the study area
- Data Sources
 - Publicly available databases
 - Previous plans and studies
 - Aerial photography
 - Limited field reconnaissance
 - Coordination with local planning agencies
- Study Area
 - 0.5-mile buffer
 - 1.5-mile buffer for airports
 - 1-mile buffer for underserved community data
 - 500-foot buffer for noise sensitive areas

11

Land Use	Community Facilities	Infrastructure
<ul style="list-style-type: none"> • Commercial • Industrial <ul style="list-style-type: none"> – Light and heavy • Residential • Mixed Use • Other <ul style="list-style-type: none"> – Parks – Roadway – Special use 	<ul style="list-style-type: none"> • 43 education facilities • 146 places of worship • 1 hospital • 10 fire and/or EMS stations • 5 police stations • 5 libraries 	<ul style="list-style-type: none"> • 28 active/abandoned railroads • 19 airports • 17 underground pipelines • 37 electric transmission lines

12

Water Resources

- 98 National Wetland Inventory wetlands
- 98 Lakes/Ponds
- 336 River/stream segments
- 52 IDEM 303(d) Impaired Streams
- 1 Special Status Stream – White River
- 1 Historic Canal Route – Central Canal
- 172 Floodplain polygons
- 2 Road Hazard Mitigation Properties

13

Protected Species

- Federally Endangered**
 - Indiana bat
 - Northern long-eared bat
- Federally Proposed Endangered**
 - Tricolored bat
- Experimental Population, Non-Essential**
 - Whooping Crane
- Candidate**
 - Monarch butterfly
- IDNR Endangered, Threatened, & Rare Species List**
 - 13 Federally-Listed Species
 - 23 State-Listed Species
 - 27 State-Extincted, Special Concern, or Watch List Species

14

Cultural Resources

- Above-Ground Resources**
 - 270 IN351 Outstanding or Notable properties
 - 88 properties on NRHP and/or Indiana Register
 - 12 Historic bridges
 - 3 National Historic Landmarks
- Archaeology**
 - 47 previously recorded archaeological sites
 - 2 listed to the NRHP
 - 4 NRHP eligible
 - 8 potentially NRHP eligible
- Cemeteries**
 - 5 cemeteries

15

Section 4(f) & Section 6(f) Recreation Areas

- 48 Managed lands
- 49 Recreational facilities
 - Parks, playgrounds, schoolyard, etc.
- 43 Trails
 - 12 intersect or are adjacent
- 3 Land and Water Conservation Fund properties
 - 2 with Eagle Creek Park
 - 1 with the Major Taylor Velodrome/Lake Sullivan

16

Underserved Communities

- Communities with Environmental Justice Concerns**
 - 53 block groups with minority populations
 - 44 block groups with low-income (below poverty level) populations
 - 71 block groups with both
- Disadvantaged Communities**
 - Facing disadvantages such as transportation access, health, the environment, economics, resilience, and equity
- Other Underserved Communities**
 - Limited English proficiency
 - Disabilities
 - Limited vehicle access
 - Limited informal access

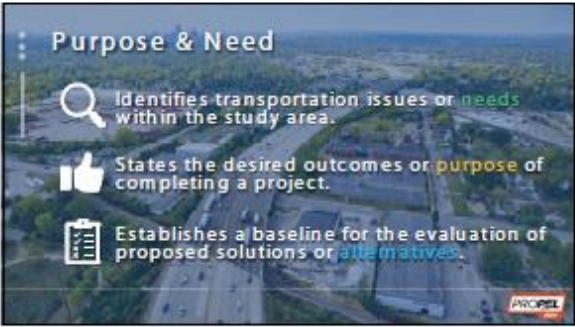
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Questions?

18



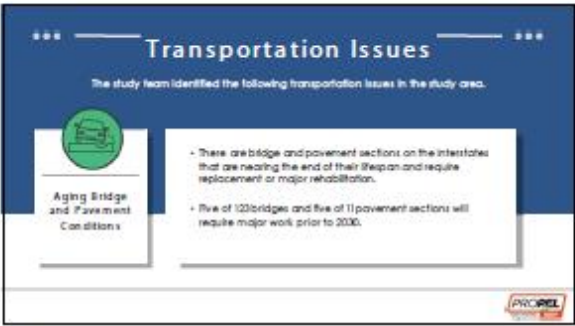
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23



24

Transportation Issues

The study team identified the following transportation issues in the study area.




- From 2018 - 2022 there were over 10,500 crashes within the study area 7% resulted in fatal or incapacitating injuries.
- Eight interstate segments and 22 intersections showed a crash frequency or severity greater than what is expected.

25



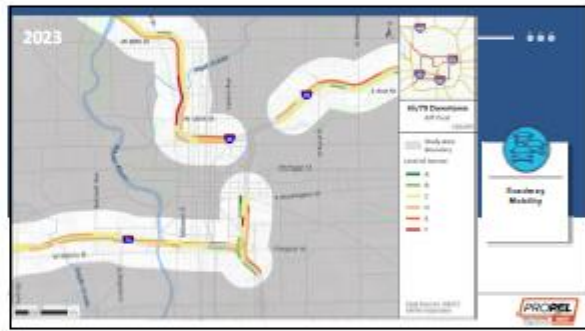
Transportation Issues

The study team identified the following transportation issues in the study area.



- Decreased mobility on the interstates due to traffic congestion. This is projected to worsen over time.
- Operational issues caused by geometric deficiencies in the roadway design, such as weaving segments and left side entrance ramps, also contribute to decreased mobility.

27



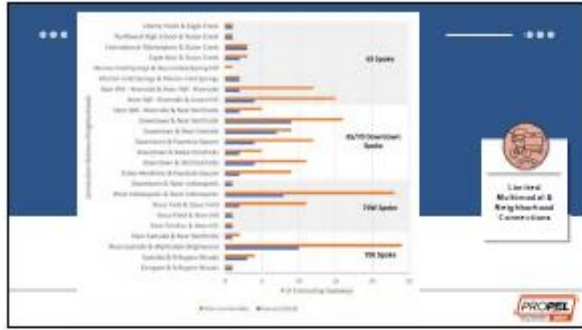
Transportation Issues

The study team identified the following transportation issues in the study area.



- There are gaps in the pedestrian/bicycle infrastructure across and near the interstates.
- Approximately 100 street connections were lost during the construction of the interstates. Or when connections across the interstates were implemented, adequate accommodations for non-motorized traffic were not provided.

30



31

The purpose of ProPEL Indy is to identify potential solutions to:

- Improve aging bridges and pavement
- Improve safety along with at intersections near the interchange by reducing the frequency and/or severity of crashes
- Reduce congestion and improve mobility by addressing operational and geometric deficiencies
- Improve multimodal connectivity across and near the interchange

32

Community Goals

33

Study Pillars

Community goals were developed using public feedback and aligned with the study's four pillars:

- QUALITY OF LIFE AND LIVABILITY
- ECONOMIC GROWTH & OPPORTUNITY
- TRANSPORTATION AND MOBILITY
- EQUITY

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Community Goals

<p>Improve Quality of Life</p> <p>Identify community infrastructure that improve the quality of life of adjacent neighborhoods.</p> <p>Avoid and/or minimize impacts to the natural land from an infrastructure.</p> <p>Support emerging technologies and related infrastructure.</p> <p>Consider resiliency capabilities for existing and future infrastructure, such as future sea level rise and storm surge impacts.</p>	<p>Improve Safety</p> <p>Provide transportation infrastructure to support local, regional, and statewide economic development goals.</p> <p>Ensure efficient and reliable transportation to support the visitor experience.</p> <p>Analyze and optimize infrastructure to be safe, work, or flow near the interchange, throughout the study.</p> <p>Provide accessible, safe, and reliable infrastructure, and consider the mobility of long and short-term users near the interchange, such as transit and wheelchair users, and report on annual.</p>
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35

Questions?

36

Visioning Phase

ProPEL Indy has spent the last year asking for the public's ideas about the future of I-45 and I-70 within the I-465 loop.




37

How have we engaged with the public?

- One-on-one conversations
- Presentations to HOAs, Businesses, Organizations etc.
- Street Fairs
- Podcasts
- Media shows




38

Community Engagement

Community Conversations

- 101 - Greater Northwest
- 102 - Eastside
- 103 - Indianapolis Public Library - East Side
- 104 - Lawrence/Morrisville
- 105 - East Side Neighborhood Center
- 106 - East Side Neighborhood Center
- 107 - East Side Neighborhood Center
- 108 - East Side Neighborhood Center
- 109 - East Side Neighborhood Center
- 110 - East Side Neighborhood Center

Stakeholder Meetings

- 111 - East Side Neighborhood Center
- 112 - East Side Neighborhood Center
- 113 - East Side Neighborhood Center
- 114 - East Side Neighborhood Center
- 115 - East Side Neighborhood Center
- 116 - East Side Neighborhood Center
- 117 - East Side Neighborhood Center
- 118 - East Side Neighborhood Center
- 119 - East Side Neighborhood Center
- 120 - East Side Neighborhood Center

Neighborhood Meetings

- 121 - East Side Neighborhood Center
- 122 - East Side Neighborhood Center
- 123 - East Side Neighborhood Center
- 124 - East Side Neighborhood Center
- 125 - East Side Neighborhood Center
- 126 - East Side Neighborhood Center
- 127 - East Side Neighborhood Center
- 128 - East Side Neighborhood Center
- 129 - East Side Neighborhood Center
- 130 - East Side Neighborhood Center

Neighborhood Office Hours

- 131 - East Side Neighborhood Center
- 132 - East Side Neighborhood Center
- 133 - East Side Neighborhood Center
- 134 - East Side Neighborhood Center
- 135 - East Side Neighborhood Center
- 136 - East Side Neighborhood Center
- 137 - East Side Neighborhood Center
- 138 - East Side Neighborhood Center
- 139 - East Side Neighborhood Center
- 140 - East Side Neighborhood Center

Community Events

- 141 - East Side Neighborhood Center
- 142 - East Side Neighborhood Center
- 143 - East Side Neighborhood Center
- 144 - East Side Neighborhood Center
- 145 - East Side Neighborhood Center
- 146 - East Side Neighborhood Center
- 147 - East Side Neighborhood Center
- 148 - East Side Neighborhood Center
- 149 - East Side Neighborhood Center
- 150 - East Side Neighborhood Center

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Community Engagement

ProPEL Indy Engagement Events





1,104
Public Comments



620
Stakeholders



45
Committee Members



61
Engagement Events

40

What We Heard

The study team identified key themes within the content of the public comments and aligned them with the study's four pillars.

Transportation

- 1 - Transportation
- 2 - Transportation
- 3 - Transportation
- 4 - Transportation
- 5 - Transportation

Neighborhood Development

- 6 - Neighborhood Development
- 7 - Neighborhood Development
- 8 - Neighborhood Development
- 9 - Neighborhood Development
- 10 - Neighborhood Development

Public Safety

- 11 - Public Safety
- 12 - Public Safety
- 13 - Public Safety
- 14 - Public Safety
- 15 - Public Safety

Quality of Life

- 16 - Quality of Life
- 17 - Quality of Life
- 18 - Quality of Life
- 19 - Quality of Life
- 20 - Quality of Life

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Next Steps

- Summary of today's meeting and presentation slides will be provided to resource agencies.
- Revise Purpose and Need Report
- Alternative Identification & Development
- Next report for review in the late summer/early fall.




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June Community Events

Community Conversations Tuesday, June 17 th 6:30 PM – 8 PM Rhodius Park Family Center Thursday, June 18 th 4 PM – 6 PM Julia M. Carson Government Center Tuesday, June 18 th 3 PM – 5 PM Martin University Wednesday, June 26 th 4 PM – 6 PM Guion Creek Middle School	Neighborhood Office Hours Thursday, June 6 th 11AM – 1PM The Coffee Haus at Guggman Thursday, June 20 th 4 PM – 6 PM American Legion Post 64 Community Events Wednesday, June 12 th 10 AM – 1:30 PM The Original Farmers Market at Monument Circle Saturday, June 22 nd 10 AM – 2 PM Patchwork Body Community Resource Fair
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43

44

Thank you!

Please send comments to kjillette@iuhd.com

Comment period ends
June 30, 2024

45

From: [Turnbow, Alisha](#)
To: [Kia Gillette](#)
Subject: RE: ProPEL Indy - Resource Agency Invitation Letter, Draft Purpose and Need Report, and Draft Environmental Constraints Report
Date: Wednesday, June 19, 2024 6:14:42 PM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[image006.png](#)
[image007.png](#)
[image008.png](#)
[image009.png](#)
[image010.png](#)

External Email: Use caution when clicking on links, replying, or opening attachments.

Hi Kia,

The 65 Spoke of Des No 2201129 is located in Citizens Water – Indianapolis’ Source Water Assessment (SWA) Area and Wellhead Protection (WHP) Area. The 65 Spoke is also located within 350 feet of Speedway Water Works’ SWA Area.

The 65/70 Downtown Spoke of Des No 2201129 is located in Citizens Water – Indianapolis’ WHP Area.

The contact for Citizens Water – Indianapolis is John Havard and he can be reached at JHavard@citizensenergygroup.com and 317-693-8716.

The contact for Speedway Water Works is Ronnie E Smith and they can be reached at rsmith@speedwayin.gov and 931-319-2565.

Let me know what questions you have.

Sincerely,



Alisha Turnbow
Environmental Manager
Office of Water Quality
Drinking Water Branch, Groundwater Section
(317) 233-9158 - aturnbow@idem.IN.gov

Indiana Department of Environmental Management



IDEM values your feedback.

Please take two minutes and complete this brief survey.



From: Kia Gillette <kgillette@HNTB.com>

Sent: Monday, May 20, 2024 3:47 PM

To: amy.wunder@indy.gov; McCord, Beth K <BMccord@dnr.IN.gov>; Busch, Meg T <meg.busch@indy.gov>; Slider, Chad (DNR) <CSlider@dnr.IN.gov>; Brier, Dale <dbrier@dnr.IN.gov>; debra.jenkins@indy.gov; Gummere, Erica <EGummere@dnr.IN.gov>; DNR Environmental Review

Division of Historic Preservation & Archaeology-402 W. Washington Street, W274 Indianapolis, IN 46204-2739
Phone 317-232-1646/Fax 317-232-0693 dhpa@dnr.IN.gov

June 19, 2024

Kia Gillette
HNTB Corporation
111 Monument Circle, Suite 1200
Indianapolis, Indiana 46204

Federal Agency: Indiana Department of Transportation (“INDOT”),
on behalf of Federal Highway Administration, Indiana Division
 (“FHWA”)

Re: ProPEL Indy - Resource Agency Invitation Letter, archaeological cultural resources
identification memorandum (ASC Group, Inc., 11/15/2023), above-ground cultural resources
identification memorandum (ASC Group, 01/30/24), draft purpose and need report, Existing
Conditions Report, and Draft Environmental Constraints Report; for the study on I-65 and I-
70 within I-465 in the City of Indianapolis, Indiana.

Dear Ms. Gillette:

The staff of the Indiana State Historic Preservation Officer (“Indiana SHPO”) has received your May 24, 2024, submission, which enclosed the archaeological cultural resources identification memorandum (ASC Group, Inc., 11/15/2023), the above-ground cultural resources identification memorandum (ASC Group, 01/30/24), the draft purpose and need report, the Existing Conditions Report, and the Draft Environmental Constraints Report; all of which were received by our office the same day, for proposed project locations along I-65 and I-70 within I-465 in the City of Indianapolis, Indiana.

From the information provided, it is the staff of the Indiana SHPO’s understanding that the Indiana Department of Transportation (“INDOT”) is conducting Planning and Environment Linkages (PEL) studies on I-65 and I-70 within I-465 in Indianapolis, Indiana. The archaeological cultural resources identification memorandum (ASC Group, Inc., 11/15/23) and the above-ground cultural resources identification memorandum (ASC Group, Inc., 04/12/23) were prepared specifically for the I-65 and I-70 within I-465 in Indianapolis, Indiana study. Additionally, it is our understanding that as part of the data-gathering phase of these studies, the memoranda’s purpose is to collect information on previously identified cultural resources that are listed in or eligible for listing in the National Register of Historic Places (“NRHP”) or may be potentially eligible for listing in the NRHP.

The memoranda specifically state that any improvement projects that develop with federal involvement as a result of these PEL studies must comply with Section 106 of the National Historic Preservation Act (“NHPA”) and its implementing regulations under 36 CFR Part 800. Under Section 106, federal agencies must identify and assess their actions on those cultural resources that are listed in or eligible for listing in the NRHP and seek ways to avoid, minimize and/or mitigate adverse effects. The memoranda state that formal determinations of NRHP eligibility will occur in the future to comply with the Section 106 process for any federally funded or approved project programmed from the ProPEL studies. Our office will assist the federal agency responsible for administering the project by

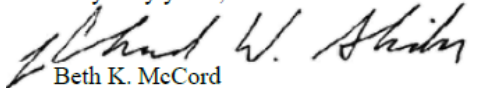
Kia Gillette
June 19, 2024
Page 2

evaluating the historical significance of the properties within the area of potential effect that will be part of future submissions to our office.

The Indiana SHPO staff's archaeological reviewer for this project is Wade T. Tharp, and the structures reviewer is Toni Lynn Giffin. however, if you have a question about the Section 106 process, please contact initially the INDOT Cultural Resources staff members who are assigned to this project.

In all future correspondence about the ProPel study on I-65 and I-70 within I-465 in Indianapolis, Indiana, please refer to DHPA No. 32338.

Very truly yours,


Beth K. McCord
Deputy State Historic Preservation Officer

BKM:TLG:WTT:wt

emc: Matt Coon, Ph.D., Indiana Department of Transportation
Susan Branigin, Indiana Department of Transportation
Kia Gillette, HNTB Corporation
Toni Lynn Giffin, Indiana DNR-DHPA
Wade T. Tharp, Indiana DNR-DHPA

From: [Kia Gillette](#)
To: [Boyd, Phyllis](#)
Cc: [Colvin, Don](#); [Denman, Andre T](#)
Subject: RE: ProPEL Indy - Resource Agency Invitation Letter, Draft Purpose and Need Report, and Draft Environmental Constraints Report
Date: Thursday, May 30, 2024 7:43:00 AM
Attachments: [image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)

Hi Phyllis,

Thank you for the update. I have removed you from the list, and added Don and Andre to the list and meeting invitation.

Thank you,
Kia

Kia Gillette
Environmental Project Manager
Email kgillette@hntb.com

From: Boyd, Phyllis <Phyllis.Boyd@Indy.Gov>
Sent: Wednesday, May 22, 2024 10:46 AM
To: Kia Gillette <kgillette@HNTB.com>
Cc: Colvin, Don <Donald.Colvin@indy.gov>; Denman, Andre T <Andre.Denman@indy.gov>
Subject: RE: ProPEL Indy - Resource Agency Invitation Letter, Draft Purpose and Need Report, and Draft Environmental Constraints Report

External Email: Use caution when clicking on links, replying, or opening attachments.

Hi Kia – I'd like to remove myself from your email list and would like for you to add instead members of the Indy Parks planning team copied here. Thanks -- Phyllis

Phyllis Boyd (she/her)
Director
Indy Parks & Recreation
200 E. Washington Street
Suite 2301
Indianapolis, IN 46204
C: (317) 995-5326
[Facebook](#) | [Twitter](#) | [Instagram](#) | [Website](#)

From: [Busch, Meg T](#)
To: [Kia Gillette](#)
Subject: RE: ProPEL Indy - Resource Agency Invitation Letter, Draft Purpose and Need Report, and Draft Environmental Constraints Report
Date: Wednesday, May 22, 2024 10:46:14 AM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)

External Email: Use caution when clicking on links, replying, or opening attachments.

Requested Input

The ProPEL Indy study team requests the following information from resource agencies at this time:

1. Please indicate if you are willing to participate in the ProPEL Indy study. **YES**
2. Please provide information on important resources along the study corridor if not included in the Draft Environmental Constraints Report. **Anything with a local, state or federal historic designation and/or Indiana Landmark Covenant Properties**
3. Please indicate if there are resources of specific concern or importance along the study corridors.
4. Please provide any comments on the Draft Purpose and Need Report. **None at this time**
5. Please indicate if any permits or approvals may be required by your agency once a project (or projects) are identified. **YES**
6. Please provide any questions or concerns regarding the study if not listed above. **How was the public engaged, or more specifically, how were they made aware of the engagement efforts that were made? I did not see that in the information online. Sorry if I missed it.**

From: Kia Gillette <kgillette@HNTB.com>

Sent: Monday, May 20, 2024 3:47 PM

To: Wunder, Amy <Amy.Wunder@indy.gov>; bmccord@dnr.in.gov; Busch, Meg T <Meg.Busch@indy.gov>; [Chad Slider \(CSlider@dnr.IN.gov\)](mailto:CSlider@dnr.IN.gov) <CSlider@dnr.IN.gov>; dbrier@dnr.in.gov; [Jenkins, Debra S.](mailto:Debra.Jenkins@indy.gov) <Debra.Jenkins@indy.gov>; egummere@dnr.in.gov; environmentalreview@dnr.in.gov; eric.washburn@uscg.mil; [Erik Sandstedt](mailto:Erik.Sandstedt@erik.r.sandstedt@hud.gov) <erik.r.sandstedt@hud.gov>; GCWrin@idem.IN.gov; [John Allen](mailto:John.Allen@usda.gov) <john.allen@usda.gov>; john-hazlett@iaswcd.org; [Marsh Davis \(mdavis@indianalandmarks.org\)](mailto:mdavis@indianalandmarks.org) <mdavis@indianalandmarks.org>; [Matt Buffington \(mbuffington@dnr.in.gov\)](mailto:Matt.Buffington@dnr.in.gov) <mbuffington@dnr.in.gov>; membership@mchsindy.org; Mwro_Compliance@nps.gov; pelloso.elizabeth@epa.gov; [Boyd, Phyllis](mailto:Boyd,Phyllis@Phyllis.Boyd@Indy.Gov) <Phyllis.Boyd@Indy.Gov>; [Randy Braun \(rbraun@idem.in.gov\)](mailto:Randy.Braun@idem.in.gov) <rbraun@idem.in.gov>; RegulatoryApplicationsLRL@usace.army.mil; [Robin McWilliams-Munson](mailto:Robin.McWilliams-Munson@Robin_McWilliams@fws.gov) <Robin_McWilliams@fws.gov>; [Steven Barnett](mailto:Steven.Barnett@srbarnett44@yahoo.com) <srbarnett44@yahoo.com>; [Tait, Erica \(FHWA\)](mailto:Tait, Erica (FHWA)@erica.tait@dot.gov) <erica.tait@dot.gov>; tgiffin@dnr.in.gov; 'Tharp, Wade' <WTharp1@dnr.IN.gov>; tlewandowski@indot.in.gov; [Turnbow, Alisha](mailto:Turnbow, Alisha@ATurnbow@idem.IN.gov) <ATurnbow@idem.IN.gov>

Cc: [Timothy Miller](mailto:Timothy.Miller@tnmiller@HNTB.com) <tnmiller@HNTB.com>; [Lisa Wall](mailto:Lisa.Wall@liwall@HNTB.com) <liwall@HNTB.com>; [Flum, Sandra](mailto:Flum, Sandra@SFlum@indot.IN.gov) <SFlum@indot.IN.gov>; [Jonathan Wallace](mailto:Jonathan.Wallace@JWallace2@indot.IN.gov) <JWallace2@indot.IN.gov>; [Laura Hilden](mailto:Laura.Hilden@lhilden@indot.IN.gov) <lhilden@indot.IN.gov>; cowebb@indot.in.gov; [Passmore, Andrew D](mailto:Passmore, Andrew D@APassmore@indot.IN.gov) <APassmore@indot.IN.gov>; [Mauro, Cindy E](mailto:Mauro, Cindy E@CMAuro@indot.IN.gov) <CMAuro@indot.IN.gov>; [Matthew Coon - Indiana](#)

THIS IS NOT A PERMIT

State of Indiana
DEPARTMENT OF NATURAL RESOURCES
Division of Fish and Wildlife
Early Coordination/Environmental Assessment

DNR#: ER-26546

Request Received: May 20, 2024

Requestor:

Kia Gillette
HNTB Corporation
111 Monument Circle, Suite 1200
Indianapolis, IN 46204

Project:

ProPEL Indy: Planning and Environment Linkages (PEL) study on I-65 and I-70 within I-465, Indianapolis; Des #2201129

meeting request June 14th

County/Site Info: Marion County

The Indiana Department of Natural Resources has reviewed the above referenced project per your request. Our agency offers the following comments for your information and in accordance with the National Environmental Policy Act of 1969.

If our agency has regulatory jurisdiction over the project, the recommendations contained in this letter may become requirements of any permit issued. If we do not have permitting authority, all recommendations are voluntary.

Regulatory Assessment:

This proposal may require the formal approval of our agency pursuant to the Flood Control Act (IC 14-28-1) for any proposal to construct, excavate, or fill in or on the floodway of a stream or other flowing waterbody which has a drainage area greater than one square mile. To determine if a permit will be required, the Indiana Floodplain Information Portal (INFIP) is a mapping application developed by the DNR, Division of Water to generate a Floodplain Analysis and Regulatory Assessment (FARA) that provides floodplain information. The portal is on the Division of Water's webpage at infip.dnr.in.gov.

Natural Heritage Database:

The Natural Heritage Program's data have been checked. The Division of Nature Preserves does not anticipate any significant impacts to the below-listed community. The following have been documented within .5 mile of the project area:

Properties

Eagle Creek Park

Communities

Central Till Plain Flatwoods

Animal Assemblages

Migratory Bird Concentration Area
Raptor Migratory Concentration Area
Shorebird Migratory Concentration Area
Wading Bird Colony

Fauna

Kirtland's snake (*Clonophis kirtlandii*), State endangered
Black-crowned Night-heron (*Nycticorax nycticorax*), State endangered
Cerulean Warbler (*Setophaga cerulea*), State endangered
Golden-winged Warbler (*Vermivora chrysoptera*), State endangered
Henslow's Sparrow (*Centronyx henslowii*), State endangered
Upland Sandpiper (*Bartramia longicauda*), State endangered
Black-and-white Warbler (*Mniotilta varia*), State special concern
Broad-winged Hawk (*Buteo platypterus*), State special concern
Common Nighthawk (*Chordeiles minor*), State special concern
Hooded Warbler (*Setophaga citrina*), State special concern
Peregrine Falcon (*Falco peregrinus*), State special concern
Worm-eating Warbler (*Helmitheros vermivorus*), State special concern
Rabbitsfoot (*Theiaderma cylindrica*), State endangered
Snuffbox (*Epioblasma triquetra*), State endangered
Little Spectaclecase (*Villosa lianosa*), State special concern
Rainbow (*Villosa iris*), State special concern
Spike (*Eurytnia dilatata*), State special concern
Badger (*Taxidea taxus*), State special concern
An Antmimic Spider (*Castianeira alata*), State endangered

Fish and Wildlife Comments:

It is understood that no site-specific projects are detailed at this time. The following recommendations and guidelines should be considered generalized at this time:

Avoid and minimize impacts to fish, wildlife, and botanical resources to the greatest extent possible, and compensate for impacts. The following are recommendations that address potential impacts identified in the proposed project area:

A) Heritage Species

Considerations should be made to minimize impacts to local populations of Kirtland's Snakes, especially along the I-65 corridor near Eagle Creek Park and the I-70 corridor as it approaches the airport. For more information on how to minimize impacts to Kirtland's Snakes, please contact State Herpetologist Nate Engbrecht (nengbrecht@dnr.in.gov, 812-822-3403).

The Division of Fish and Wildlife does not anticipate any significant impacts to the above-listed bird or mussel species due to this project.

Badgers are a wide-ranging species that prefer an open, prairie-type habitat, with Indiana being at the eastern edge of their natural range. The range of the Badger continues to expand as a result of land-use changes from forest to farmland and open pastureland. Impacts to the Badger or its preferred habitat are unlikely as a result of this project.

B) Stream Crossing Design

Bridges are preferred over culverts, and three-sided culverts are preferred over box or pipe culverts. Multiple culverts or culverts with multiple openings are not recommended for approval. These types of structures are often problematic for fish and wildlife passage as they tend to accumulate debris and become blocked. If box and pipe culverts are used, the culvert bottoms should be sumped a minimum of 6" (or 20% of the culvert height or diameter, whichever is greater up to a maximum of 2') below the stream bed elevation. Sumping is not required for bridges or three-sided culverts. Crossings must span the entire channel width (a minimum of 1.2 times the ordinary high-water mark width). Crossings must maintain the natural stream substrate within the structure (natural stream substrate must be replaced in sumped box and pipe culverts up to the existing flowline). Scour protection at the inlet and outlet must not extend above the existing flowline elevation. Stream depth, channel width and water velocities in the crossing structure during low-flow conditions must approximate those in the natural stream channel.

The new/replacement/rehabilitated crossing structure, and any bank stabilization under or around the structure, must not create conditions that are less favorable for wildlife passage when compared to existing conditions. Upgrading wildlife passage for replacement/rehabilitated structures is recommended whenever possible to improve wildlife/vehicle safety. White-tailed deer passage must be incorporated into all new structures where no structure previously existed. Minimum structure dimensions for white-tailed deer passage are 20 feet of width clearance (overall span of the structure) and 8 feet of height clearance measured from the ordinary high-water mark (OHWM). Bank lines must be maintained or restored within structures to allow for wildlife passage above the OHWM. All wildlife passage designs must include a smooth level pathway preferably 3 feet wide but a minimum of 1-2 feet in width composed of natural substrate (soil, sand, gravel, etc.) or compacted aggregate fill over riprap (#2, #53, #73, etc.) tied into existing elevations both upstream and downstream. The width and location of the wildlife pathway is dependent on the wildlife species using the area.

There are several techniques and materials for incorporating wildlife passage into the design of a crossing structure. Coordination with a Regional Environmental Biologist to address wildlife passage issues before submitting a permit application (if required) is encouraged to avoid delays in the permitting process. The following links are good resources to consider in the design of stream crossing structures to maintain fish and wildlife passage:

- <https://www.fs.usda.gov/ccrc/tool/fishxing-fish-passage-learning-systems>
- <https://www.fs.usda.gov/wildlifecrossings/library/index.php>
- https://www.fhwa.dot.gov/clas/ctip/wildlife_crossing_structures/
- <https://www.fhwa.dot.gov/engineering/hydraulics/pubs/11008/hif11008.pdf>

C) Streambank Stabilization

Some form of bank stabilization is almost always needed with the construction, repair, replacement, or modification of a stream channel or crossing structure. For streambank stabilization and erosion control, regrading to a stable slope (2:1 or shallower) and establishing native vegetation along the banks are typically the most effective techniques and allow a vegetated stream bank to develop. A variety of methods to accomplish this include planting plugs, whips, container stock, seeding, and live stakes. In addition to vegetation establishment, some additional level of bioengineered bank stabilization may be needed under certain circumstances (inability to regrade to a stable slope, flow velocities that exceed the limits of vegetation alone, etc.). Combining vegetation with any of the following bank stabilization methods can provide additional bank protection while not compromising benefits to fish, wildlife, and botanical resources:

- Geotextiles (erosion control blankets and/or turf reinforcement mats that are heavy-duty, biodegradable, and net free or that use loose-woven / Leno-woven netting to minimize the entrapment and snaring of small-bodied wildlife such as snakes and turtles)
- Vegetated geogrids or soil lifts, fiber rolls, glacial stone, or riprap.

Riprap or other hard bank stabilization materials should be used only at the toe of the sideslopes up to the OHWM with the exception of areas directly under bridges for instance. The banks above the OHWM should be restored, stabilized, and revegetated using geotextiles and a mixture of grasses, sedges, wildflowers, shrubs, and trees native to Central Indiana and specifically for stream bank/floodway stabilization purposes as soon as possible upon completion. Information about bioengineering techniques can be found at the following link to a USDA/NRCS document that outlines many different bioengineering techniques for streambank stabilization: https://irrigationtoolbox.com/NEH/Part650_EngineeringFieldHandbook/H_210_650_16.pdf.

D) Riparian Habitat

We recommend a mitigation plan be developed (and submitted with the permit application, if required) for any unavoidable habitat impacts that will occur. The DNR's Habitat Mitigation Guidelines (and plant lists) can be found online at: <https://www.in.gov/nrc/files/IB-17.pdf>.

Impacts to non-wetland forest of one (1) acre or more in a rural or urban area should be mitigated at a minimum 2:1 ratio based on area of impact. Impacts to non-wetland forest under one (1) acre but at least 0.10 acre in a rural or urban area should be mitigated at a minimum 1:1 ratio based on area of impact. Impacts under 0.10 acre in a rural area typically do not require mitigation or additional plantings beyond seeding and stabilizing disturbed areas, though there are exceptions for high quality habitat sites. Impacts under 0.10 acre

in an urban area should be mitigated by replacing trees that are 10" diameter-at-breast height (dbh) or greater by planting five trees, 1" to 2" in dbh, for each tree which is removed that is 10" dbh or greater. Seeding and stabilizing disturbed areas is required regardless of the impact amount and location. If floodway impacts to forested wetland and non-wetland habitat areas combine to be 0.10 acres or more, mitigation should be done and coordinated with the biologist, as needed.

The mitigation site should be located in the floodway, downstream of the one (1) square mile drainage area of that stream (or another stream within the 8-digit HUC, preferably as close to the impact site as possible) and adjacent to existing forested riparian habitat.

E) Street Trees

The Division of Fish and Wildlife recommends avoiding removing urban trees to the greatest extent possible and replacing trees that must be removed. Street trees are important to fish and wildlife resources in urban areas. Indiana's street trees also provide millions of dollars of tangible benefits to Indiana communities by their presence in the urban environment. Their shade and beauty contribute to the quality of life. They provide significant increases in real estate values, create attractive settings for commercial businesses, and improve community neighborhood appeal. Trees decrease energy consumption by providing shade and acting as windbreaks. They reduce water treatment costs and impede soil erosion by slowing the runoff of stormwater. Trees also cool the air temperature, cleanse pollutants from the air, and produce oxygen while absorbing carbon dioxide. Trees are an integral component of the urban environment. Proactively managing and maintaining a street tree population will ultimately maximize the benefits afforded by their aesthetic and ecological functions. The following links give a good overview of the benefits of a street tree program and how to select the right species to avoid the negative impacts of non-native invasive species such as the common and popular Bradford pear: <https://www.in.gov/dnr/forestry/forestry-publications-and-presentations/> (scroll down to the Community & Urban Forestry section).

F) Wetlands

Due to the presence or potential presence of wetland habitat on site, we recommend contacting and coordinating with the Indiana Department of Environmental Management (IDEM) 401 program and the US Army Corps of Engineers (USACE) 404 program.

G) Drainage and Stormwater Management

The Division of Fish and Wildlife recommends considering a more sustainable approach to stormwater management. The traditional model of stormwater management aims to drain runoff as quickly as possible with the help of channels and pipes, which increases peak flows and costs of stormwater management. This type of solution only transfers drainage problems from one section of a basin to another. A more sustainable approach should aim to rebuild the natural water cycle by using storage techniques (retention basins, constructed wetlands, raingardens, etc.) and recharging groundwater using infiltration techniques (infiltration basins or trenches, pervious pavement, etc.). The following links give a good overview of traditional and sustainable stormwater management systems and their pros and cons for consideration during the design of the proposed project: <https://www.epa.gov/greeningepa/epa-facility-stormwater-management>; <https://www.epa.gov/greeningepa/stormwater-management-practices-epa-facilities>.

H) Pavement Rehabilitation

Pavement rehabilitation projects typically do not have a significant impact on fish, wildlife, and botanical resources if best management practices (BMPs) are in place to limit the migration of polycyclic aromatic hydrocarbons (PAHs) into local waterways. PAHs are a byproduct of asphalt and coal tar-based sealants and negatively impact aquatic systems. The use of sealants that are free of petroleum and coal tar-based products is encouraged whenever possible. Contaminated road runoff can significantly impact the aquatic environment through increased turbidity and release of sediment into the stream which can be harmful to fish and other aquatic organisms, their eggs, and their food supply. Where possible, road runoff should be directed to riprap turnouts and sediment filtration prior to entering a stream to reduce impacts to aquatic species. We recommend the use of pollutant trapping technology such as storm drain inserts to reduce the runoff of roadside pollutants where appropriate.

I) Induced Demand/Traffic

There is some scientific evidence to suggest that adding additional travel lanes along a particular transportation corridor may increase traffic congestion rather than decrease it. It is understood that the proposed project is also intended to improve motorist safety in addition to adding capacity. The Division of Fish and Wildlife recommends at a minimum considering the potential negative impacts of increasing capacity into the planning process. It appears that pedestrian facilities are being considered for inclusion. Including these types of transportation alternatives is recommended for inclusion in a project of this type to potentially offset some of the negative impacts of induced demand/traffic. The following is a link to a Federal Highway Administration Office of Planning webpage that discusses the basics of induced travel: <https://www.fhwa.dot.gov/planning/itfaq.cfm>.

J) Noise Barriers

The Division of Fish and Wildlife recommends further exploring the purpose and need for the use of prefabricated concrete panel noise walls. Many studies have indicated that concrete panel noise walls are only marginally effective at blocking sound waves and can create negative impacts such as reflecting rather than absorbing sound waves thereby amplifying noise levels under certain conditions. Other negative impacts of noise walls have been identified that affect both humans and the surrounding environment. For wildlife, roads in general present physical barriers to animals, dividing populations and causing deaths (both human and wildlife) through collisions with vehicles. Long vertical barriers such as noise walls have been found to exacerbate these problems, particularly for smaller animals, by concentrating wildlife movement near the ends of the walls. Noise walls can also affect wildlife communication, migration, and reproductive success. Noise barriers should be situated such that they do not impact existing travel corridors to bridges or culverts under the roadway or funnel wildlife to areas that could create wildlife/vehicle conflicts that are less favorable for wildlife when compared to current conditions. Alternatives to prefabricated concrete panel noise walls and/or additional noise management measures include Eco Sound Barrier, vegetated earthen berms, continuous reinforced concrete pavement, "Next Generation" pavement grooving, and jointless concrete bridges.

K) LED Lighting

Most transportation corridor designers and municipalities are trending toward LED lighting. Lighting in forested areas and along creeks, streams, and rivers should be the lowest intensity feasible and shielded to cast light downwards onto the road and not up- or outwards into the surroundings to avoid disturbing wildlife circadian rhythms and disorienting night-migrating birds.

Certain types of LED lighting can have negative impacts on both human and wildlife health and safety. The International Dark-Sky Association has developed a set of recommendations for those choosing LED lighting systems. These suggestions will aid in the selection of lighting that is energy and cost efficient, yet ensures safety and security, protects wildlife, and promotes the goal of reducing light pollution:

- Always choose fully shielded fixtures that emit no light upward.
- Use "warm-white" or filtered LEDs (CCT < 3,000 K; S/P ratio < 1.2) to minimize harmful blue light emission.
- Look for products with adaptive controls like dimmers, timers, and motion sensors.
- Consider dimming or turning off lights during non-peak overnight hours.
- Avoid the temptation to over-light because of the higher luminous efficiency of LEDs.
- Only light the exact space and in the amount required for particular tasks.

The Division of Fish and Wildlife strongly encourages visiting the following link to learn more about the potential negative impacts of improperly selected LED lighting systems: <http://darksky.org/light-pollution/light-pollution-solutions/>.

The additional measures listed below should be implemented to avoid, minimize, or compensate for impacts to fish, wildlife, and botanical resources:

1. Revegetate all bare and disturbed areas that are not currently mowed and maintained with a mixture of grasses, sedges, and wildflowers native to Central Indiana and specifically for stream bank/floodway stabilization purposes as soon as possible upon completion; turf-type grasses (including low-endophyte, friendly endophyte, and endophyte free tall fescue but excluding all other varieties of tall fescue) may be used in currently mowed areas only. A native herbaceous seed mixture must include at least 5 species of grasses and sedges and 5 species of wildflowers.
2. Minimize and contain within the project limits in-channel disturbance and the clearing of trees and brush.
3. Do not work in the waterway from April 1 through June 30 without the prior written approval of the Division of Fish and Wildlife.
4. Do not cut any trees suitable for Indiana Bat or Northern Long-eared Bat roosting (3 inches or greater diameter-at-breast height, living or dead, with loose hanging bark, or with cracks, crevices, or cavities) from April 1 through September 30.
5. Do not construct any temporary runarounds, access bridges, causeways, cofferdams, diversions, or pumparounds.
6. Use minimum average 6-inch graded riprap stone extended below the normal water level to provide habitat for aquatic organisms in the voids.
7. Do not use broken concrete as riprap.
8. Underlay the riprap with a bedding layer of well graded aggregate or a geotextile to prevent piping of soil underneath the riprap.
9. Minimize the movement of resuspended bottom sediment from the immediate project area.
10. Do not deposit or allow construction/demolition materials or debris to fall or otherwise enter the waterway. Any incidental fallen material or debris in the waterway must be removed within 24 hours using best management practices, particularly lifting material out of the waterway and not dragging it across the streambed whenever possible.
11. Appropriately designed measures for controlling erosion and sediment must be implemented to prevent sediment from entering the waterbody or leaving the construction site; maintain these measures until construction is complete and all disturbed areas are stabilized.
12. Seed and protect all disturbed streambanks and slopes not protected by other methods that are 3:1 or steeper with erosion control blankets that are heavy-duty, biodegradable, and net free or that use loose-woven / Leno-woven netting to minimize the entrapment and snaring of small-bodied wildlife such as snakes and turtles (follow manufacturer's recommendations for selection and installation); seed and apply mulch on all other disturbed areas.

Contact Staff:

Our agency appreciates this opportunity to be of service. Please contact me at RVanVoorhis@dnr.IN.gov or (317) 232-8163 if we can be of further assistance.

Rachel Van Voorhis
Rachel Van Voorhis
Environmental Coordinator
Division of Fish and Wildlife

Date: June 19, 2024

From: [Larus Longie](#)
To: [Coon, Matthew](#)
Subject: RE: INDOT ProPEL Indy – Study Invitation Letter and Archaeological Cultural Resources Identification Memorandum
Date: Thursday, June 6, 2024 1:23:38 PM
Attachments: [image001.png](#)

**** This is an EXTERNAL email. Exercise caution. DO NOT open attachments or click links from unknown senders or unexpected email. ****

Please contact the nearest THPO/SHPO office to the APE for assistance.

From: Coon, Matthew <mcoon@indot.IN.gov>
Sent: Wednesday, May 22, 2024 12:25 PM
To: cspeck@delawarenation-nsn.gov; thpo@estoo.net; thpo@miamination.com; Burgundy Fletcher <bfletcher@peoriatribe.com>; Matthew Bussler <Matthew.Bussler@pokagonband-nsn.gov>; Section106@shawnee-tribe.com; Larus Longie <larus.longie@tmbci.org>
Cc: Timothy Miller <tnmiller@hntb.com>; Lisa Wall <liwall@HNTB.com>; Flum, Sandra <SFlum@indot.IN.gov>; Wallace, Jonathan N <JWallace2@indot.IN.gov>; Mauro, Cindy E <CMAuro@indot.IN.gov>; Alexander, Kelyn <KAlexander3@indot.IN.gov>; Brinker, Haley <HBrinker@indot.IN.gov>; Kia Gillette <kgillette@HNTB.com>; Tait, Erica (FHWA) <erica.tait@dot.gov>
Subject: INDOT ProPEL Indy – Study Invitation Letter and Archaeological Cultural Resources Identification Memorandum

Dear Tribal Nation Partners,

The Indiana Department of Transportation (INDOT) has initiated ProPEL Indy, a Planning and Environment Linkages (PEL) study on I-65 and I-70 within I-465 in Indianapolis, Indiana.

Attached is a letter inviting you to participate in the ProPEL Indy study and the ProPEL Indy - Archaeological Cultural Resources Identification Memorandum if you wish to review and provide comments.

The following documents are also available for review, comment, and reference here:

<https://propelindy.com/resources/>

- Draft Purpose and Need Report
- Existing Transportation Conditions Report
- Draft Environmental Constraints Report

Tribal Nation Representatives please respond to INDOT's Acting Tribal Liaison, Matt Coon at MCoon@indot.in.gov (317) 697-9752 with any responses pertaining to this study including to provide INDOT/Indiana FHWA additional information about Tribal resources/concerns and questions/comments regarding cultural resources. The FHWA point of contact is Erica Tait at Erica.Tait@dot.gov (317) 226-7481.

Appendix G: Equity Committee Meeting Materials



ProPEL Indy – Equity Committee Meeting Summary

Meeting Name: Equity Committee Meeting
Meeting Date/Time: 04/29/2024 | 11:30 AM to 1:00 PM
Location: Indiana Urban League

Attendees:

Name	Organization	Role
Tim Miller	HNTB	ProPEL Indy PM
Sandra Flum	INDOT	ProPEL Indy PM
Jonathan Wallace	INDOT	ProPEL Indy PM
Kia Gillette	HNTB	Study Team
Lisa Wall	HNTB	Study Team
Brandi Crawford	HNTB	Study Team
Matti McCormick	McCormick Group	Study Team
Perry Griffith	Dennison Parking	SAC Member
Amy Conrad Warner	Indiana University - Indianapolis	SAC Member
Mark Russell	Indianapolis Urban League	SAC Member
Mark Adler	Keep Indianapolis Beautiful	SAC Member
Jed Fuller	Old Southside Neighborhood Group	SAC Member

Meeting Overview

The ProPEL Indy Equity Committee met on April 29, 2024. The purpose of the meeting was to recap what was discussed at the Stakeholder Advisory Committee meeting in January, continue the discussion as to what Equity looks like for ProPEL Indy, and set the stage for the next Stakeholder Advisory Committee meeting in June.

Meeting Summary

- The study team identified four key points from the meeting in January to cover during the meeting:
 - What does Equity look like for ProPEL Indy?
 - How will your feedback be used?
 - Challenges with the interstate system
 - How will INDOT collaborate with other agencies?
- When developing equity goals for ProPEL Indy, the study team reviewed both the Department of Transportation’s definition of equity as well as INDOT’s equity statement.
- ProPEL Indy’s draft equity goals for consideration are:
 - Actively engage stakeholders who use, work, or live near the interstates throughout the study to provide input into decision-making.
 - Consider alternatives that provide accessible, fair, safe, affordable, reliable, and sustainable mobility for all community members based on identified needs and input received.
- Committee members provided the following feedback on these goals:
 - Important to demonstrate how the study team is actively engaging with stakeholders
 - Considerations for incorporating people who pass by the interstates via transit such as IndyGo
 - Consider contacting IndyGo for a representative to join the Equity Committee

- Looking forward to what impact the transition to EVs could have on equity considerations
- Considerations for Uber/Lyft deserts within the study area
- Language for second goal should be adjusted to lead with provide accessible, fair etc.
- Expand goal language to indicate mobility outside of just the interstates (pedestrian, bike, etc.)
- Considerations for the use of sound barriers along interstates, specifically why are they less prominent in the inner parts of the city
 - In some cases, there are communities who do not want sound barriers
- Considerations for landscaping, sound, lighting, as it relates to equity
 - Study team shared there will be other community goals for the study and these items will be aligned with another pillar (Quality of Life, etc.)
- The study team walked through how feedback from the public will be used throughout the study.
 - All public and stakeholder feedback shared to date has been reviewed by the study team.
 - All feedback at each step of the study will be summarized in a memo called the Resource Agency, Stakeholder, and Public Involvement Summary (RASPI) and posted to the study website. The RASPI will contain all 1100 comments we received in the visioning phase, and each will have a response explaining how it will be considered by the study team in the next phase of the study.
 - Feedback at each step of the study will influence the next step.
- ProPEL Indy is data driven and fueled by feedback. Feedback shared to date has been reviewed by the study team and considered in the development of:
 - Existing Transportation Conditions Report
 - Draft Purpose & Need Report
- These items are currently in final review stages and will be shared with the public next month.
- The public will be asked to submit comments on the draft Purpose and Need Report which will identify transportation challenges (needs) and desired outcomes (purpose) as well as community goals for the study.
- The study team reviewed challenges or concerns with the interstate system that were shared by committee members at the meeting in January. Including:
 - Lost neighborhood connectivity
 - User's safety crossing interstates
 - Inadequate lighting and light pollution
 - Neighborhood beautification
 - Long-term maintenance
 - Alleviate congestion and improve quality of life
 - Connected regional transportation system
 - Considerations for all transportation modes: transit, pedestrian, bicycle, etc.
- The study team noted that all these concerns are likely not all able to be addressed by INDOT and discussed the difference.
 - Concerns that could potentially be addressed by INDOT included:
 - Connectivity in and around the interstates
 - Safety concerns for pedestrians and cyclists
 - Inadequate lighting and light pollution in and around the interstates
 - Interstate congestion concerns
 - Concerns that need to be referred to other agencies:
 - Neighborhood beautification beyond the interstates
 - Maintenance concerns outside of INDOT's right-of-way
 - Concerns related to public transit access
- Committee members asked about beautification efforts (landscaping, etc.) within INDOT's right-of-way.
 - This could potentially be addressed by INDOT. Study team is developing a graphic to demonstrate what is and is not in INDOT's right of way to share during public outreach.
- Concerns outside of INDOT's right-of-way will be shared by the study team with other agencies. The study team will have ongoing coordination with DPW, Indianapolis MPO, IndyGo, etc. throughout the study.

- Committee members suggested including City Councilors in briefing with other agencies.
- Feedback specific to the agency will be shared by the study team, and each agency will have to determine their next steps based on the feedback provided.
- The study team shared a screenshot of an equity dashboard tool being used to assist in the study's goal to actively engage all stakeholders throughout the study.
 - This tool provides the study team a snapshot of how our outreach is performing against key metrics. The percentages shown on the dashboard illustrate how our outreach is performing against Marion County averages in different categories.
 - The tool is populated using census data and stakeholder data entered into the public comment form via the study's public information management application.
 - The study team is using this tool to identify opportunity areas in our outreach and develop target areas for additional outreach efforts.
 - Committee members asked about the potential of this dashboard being public facing. The study team will investigate the best method for sharing these metrics with the public without compromising stakeholder data.
 - A committee member mentioned the Fair Housing Act of 1968 and that it directed HUD to first look for businesses to provided services within the neighborhood, then the area, then the state. The idea is to start local to benefit the local community. INDOT could also use this approach for maintenance, construction, or other needed services.
- Committee members were asked for recommendations for additional outreach leads to assist the study team in reaching low-income, minority, LEP and HHs with no internet communities. Suggestions included:
 - Indiana Community Action Institute
 - Indiana Latino Institute
 - Indiana Business Research Institute
 - Contact Mayor Neighborhood Advocates for Neighborhood Office Hour Locations
 - Marion County Public Library
 - Indy Parks
- Committee members were asked for any additional feedback for the study team to consider as the study progresses:
 - Considerations for additional barriers to transportation (ex: inability to get a drivers license, etc.)
 - Considerations for Haitian and Burmese communities in Indianapolis
 - Impacts of upcoming local and national elections to equity considerations in transportation
 - Example of other studies like ProPEL Indy where public input was used to develop long term transportation planning
 - Study team pointed to CityMAP in Dallas: <https://www.dallascitymap.com/>
- Study team thanked attending committee members for their time and would look to regroup at the next Stakeholder Advisory Committee meeting in June.



**ProPEL Indy
Equity
Committee
Meeting**

April 29, 2024

1



Welcome & Introductions

2



Activity

- Take 2 - 3 minutes to introduce yourself to your partner.
- Try to include a fun or interesting fact for your partner to share with the group.
- Everyone will take turns introducing their partner to their group.

3



Meeting Agenda

- Purpose of the Meeting
- What We Heard at Equity Committee No. 1?
- What does Equity look like for ProPEL Indy?
- How will feedback be used?
- Equity Dashboard
- Open Discussion
- Next Steps

4



Purpose of Meeting

- Recap what we heard from you at our last meeting in January.
- Continue the discussion as to what Equity looks like for the ProPEL Indy study.
- Prepare us for our next Stakeholder Advisory Committee meeting in June.

5



What We Heard from you:

-  **What does Equity look like for ProPEL Indy?**
-  **How will your feedback be used?**
-  **Challenges with the interstate system.**
-  **How will INDOT collaborate with other agencies?**

6

USDOT Equity Definition

Equity means the consistent and systematic fair, just, and impartial treatment of all individuals, including individuals who belong to underserved communities that have been denied such treatment, such as Black, Latino, and Indigenous and Native American persons, Asian Americans and Pacific Islanders and other persons of color; members of religious minorities; lesbian, gay, bisexual, transgender, and queer (LGBTQ+) persons; persons with disabilities; persons who live in rural areas; and persons otherwise adversely affected by persistent poverty or inequality.

INDOT Equity Statement

“At the Indiana Department of Transportation, an equity program seeks to provide accessible, fair, safe, affordable, reliable, and sustainable mobility for all community members. Equity in transportation is achieved, in part, through decision-making processes that provide public engagement opportunities for everyone, including those who are part of equity-focused communities, both urban and rural, that have historically experienced underinvestment. Transportation equity removes barriers to ensure all people have the opportunity to achieve positive outcomes including healthy and active lifestyles, economic opportunity, and a high quality of life.”

What does Equity look like for ProPEL Indy?

EQUALITY: Everyone gets the same - regardless if it is needed or right for them.

EQUITY: Everyone gets what they need - understanding the difference.

Equity is about meeting individual needs. Equity will mean different things to different people based upon their life experiences. It will mean different things to different neighborhoods along the Interstates.

What does Equity look like for ProPEL Indy?

- Actively engage stakeholders who use, work, or live near the Interstates throughout the study to provide input into decision-making.
- Consider alternatives that provide accessible, fair, safe, affordable, reliable, and sustainable mobility for community members based on identified needs and input received.

What are your initial reactions to these equity goals for the study?

- Actively engage stakeholders who use, work, or live near the Interstates throughout the study to provide input into decision-making.
- Consider alternatives that provide accessible, fair, safe, affordable, reliable, and sustainable mobility for community members based on identified needs and input received.


How will your feedback be used?

- All public and stakeholder feedback shared to date has been reviewed by the study team.
- All feedback at each step of the study will be summarized in a memo called the Resource Agency, Stakeholder, and Public Involvement Summary (RASPI).
- Feedback at each step of the study will influence the next step.

Study Schedule


1. PUBLIC NOTICE
2. IDENTIFY NEEDS AND INTERESTS
3. IDENTIFY CULTURE AND COMMUNITY NEEDS
4. ALTERNATIVE AND ACTION DEVELOPMENT
5. EVALUATION AND RECOMMENDATION

ProPEL Indy: Data Driven. Fueled by Feedback.




Existing Transportation Conditions Report

- Existing roads, bridges, bike/ped facilities, transit routes, railroads
- Safety, congestion, infrastructure condition, connectivity



Draft Purpose and Need Report

- Requirement of federal environmental process
- Needs = Transportation Challenges
- Purpose = Desired Outcomes
- Community Goals



13

What are the challenges with the interstate system?





Local neighborhood connectivity



Long-term maintenance



User's safety crossing interstates



Alleviate congestion and improve quality of life



Inadequate lighting and light pollution



Connected regional transportation system



Neighborhood beautification



Consider all transportation modes: transit, pedestrian, bicycle etc.



14



What concerns can potentially be addressed by INDOT?

- Connectivity in and around interstates.
- Safety concerns for pedestrians and cyclists.
- Inadequate lighting and light pollution in and around interstates.
- Interstate congestion concerns.



What concerns need to be referred to other agencies?

- Neighborhood beautification beyond the interstates.
- Maintenance concerns outside of INDOT's right-of-way.
- Concerns related to public transit access.



15

How will INDOT collaborate with other agencies?

- Ongoing coordination with DPW, Indianapolis MPD, IndyCo, etc. throughout the duration of the study.
- Opportunity for agencies to attend future stakeholder advisory committee meetings.
- Feedback specific to the agency will be shared by the study team.
- Each agency will have to determine their next steps based on the feedback provided.




16

What questions do you have?




17

Equity Dashboard



Progress by 6th District	
Total Events	68
Subscribers	411
Event Attendance	116
Received	1,113
Feedback	23
Comments	

10.7% Low Income Population
 14.0% Minority Population
 12.9% Disabled Population
 4.0% 65+ Population
 4.9% 80+ with no Vehicle
 10.6% 80+ with no Hearing



18

We need your input.



- Does the group have recommendations on outreach leads that will help us to reach **low-income, minority, LEP and HIs with no internet** communities.
- Are there specific outreach tactics we should be considering?



19

Open Discussion




20

Next Steps



1. Recap feedback from today's session and share with the group.
2. Review feedback and incorporate into next meeting.
3. Next Stakeholder Committee Meeting on June 3rd



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Thank You



 www.ProPELIndy.com



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Appendix H: Stakeholder Advisory Committee Meeting Materials



ProPEL Indy – Stakeholder Advisory Committee Meeting #2

Meeting Name: Stakeholder Advisory Committee Meeting #2
Meeting Date/Time: 06/03/2024 from 3 PM – 4:30 PM
Location: Ivy Tech Community College Culinary and Conference Center, Indianapolis

Attendees:

Name	Organization	Role
Jonathan Wallace	INDOT	ProPEL Indy PM
Andrea Zimmerman	INDOT	Deputy Chief of Staff
Jessica Miller	INDOT	Director Project Delivery
Danielle Judin	INDOT	Business Engagement
Jeff Cummins	AES Indiana	SAC Member
Vernon Compton	Brightwood Concerned Citizens	SAC Member
Kathy Mathena	Children's Museum of Indianapolis	SAC Member
Jeff Willman	Citizens Energy Group	SAC Member
Leslie Schulte	Community Heights Neighborhood Organization	SAC Member
Phyllis Carr	Crosstown Community Neighborhood Association	SAC Member
Lawrence McCormack	Cummins	SAC Member
Tim Boruff	Downtown Indy Inc.	SAC Member
Danny Pierson	Eli Lilly	SAC Member
Taylor Firestine	Health by Design	SAC Member
Paula Brooks	Hoosier Environmental Council	SAC Member
Matthew White	Indiana Black Expo	SAC Member
Melissa Thompson	Indiana Sports Corp	SAC Member
Amy Conrad Warner	Indiana University - Indianapolis	SAC Member
Todd Cavender	Indianapolis Airport Authority	SAC Member
Taylor Hughes	Indy Chamber	SAC Member
Brooke Thomas	IndyGo	SAC Member
Kyle Hardie	IU Health	SAC Member
Andy Cummings	Ivy Tech Community College	SAC Member
John Girton	Martin University	SAC Member
Chris Pryor	MIBOR	SAC Member
Natalie Robinson	National Federation of Independent Business (NFIB)	SAC Member
Jed Fuller	Old Southside Neighborhood Group	SAC Member
Lori Miser	Pacers Sports and Entertainment	SAC Member
Jay Wasson	Purdue University	SAC Member
Brenda Freije	ReThink I-65 / I-70 Coalition	SAC Member
Amy Waggoner	Salesforce	SAC Member
Nancy Mobley	Southdale Neighborhood Association	SAC Member
Bruce Colville	Southeast Neighborhood Alliance	SAC Member
Lisa Laffin	West Indianapolis Development Corporation	SAC Member
Jessica Moore	YMCA of Greater Indianapolis	SAC Member
Tim Miller	HNTB	ProPEL Indy PM

ProPEL Indy Stakeholder Advisory Committee Meeting

Kia Gillette	HNTB	Study Team
Lisa Wall	HNTB	Study Team
Stacey Osburn	HNTB	Study Team
Jason Rhoades	HNTB	Study Team
Ryan Huebschman	HNTB	Study Team
David Garza	HNTB	Study Team
Erica Tait	FHWA	Study Team
Matti McCormick	McCormick Group	Study Team
Ron Taylor	TSW	Study Team

Meeting Summary

The second ProPEL Indy Stakeholder Advisory Committee meeting was held June 3, 2024. This meeting included members from all committees. The purpose was to provide study updates, review the Draft Purpose and Need Report, answer questions, and facilitate stakeholder feedback.

Introductions and Opening

- Presenter Tim Miller welcomed attendees and thanked them for their participation in the meeting.
 - Presenter: Tim Miller, ProPEL Indy project manager
 - Presenter: Lisa Wall, communications
- The study team reviewed what had happened with the study since the last Stakeholder Advisory Committee meeting in January. This included:
 - Additional outreach efforts, including meetings with businesses, neighborhoods, and members of the Equity Committee.
 - Finalizing the review of all public comments received and developed responses.
 - Completing the study's visioning phase data collection and analysis.
 - Releasing the Draft Purpose and Need Report on May 20, 2024.
- Tim introduced the study's latest video that provided an overview of the Draft Purpose and Need Report, the content of which would be the focus of the meeting.
- Following the video, Lisa provided a brief overview for the structure of the afternoon's breakout sessions.
 - Committee members would be splitting into their designated committees (Quality of Life and Livability; Economic Growth and Opportunity; Transportation and Mobility; and Equity) in four separate rooms.
 - Over the next hour, members of the study team would rotate through each room to facilitate a specific breakout session on one of these four topics:
 - Purpose and Need
 - Community Goals
 - Data Deep Dive
 - What We Heard
 - Each session would be facilitated by the same members of the study team, with the understanding that the sessions wouldn't be received by the committee members in the same order. The sessions were intended to inform each other and have the information presented in a consistent manner.
- Attendees were then instructed to move into their assigned committees to begin the breakout sessions.

Committee Breakout Sessions

The four committees each participated in four breakout sessions during the meeting. Below is a summary of each session, with feedback summarized for all committees.

Purpose and Need

- In this session, study team facilitators began with a brief presentation that:
 - Explained the role of the Purpose and Need in the study.
 - Walked through each of the transportation needs identified by the study team and provided a high-level look at the data considered to identify the need. The identified needs included:
 - Bridge and Pavement Conditions
 - Roadway Safety
 - Roadway Mobility
 - Multimodal and Neighborhood Connections
 - Shared the purpose of ProPEL Indy as it relates to the identified needs.
- Following the presentation, each committee member was provided with a card that asked them to identify their overall level of support for each of the identified needs. The results of this activity were:

Identified Need					
	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
Bridge & Pavement Conditions	12	13	2		
Roadway Safety	16	8	2		
Roadway Mobility	8	12	4	3	
Multimodal & Neighborhood Connections	18	7	2		

- Participation in this activity was voluntary, so not all committee members elected to complete a card.
- After the activity, the study team opened the floor for questions and discussion with members of each committee. The following is a summary of these discussions:
 - Committee members asked the study team about the qualitative criteria used in the development of the Purpose and Need. The team shared that Purpose and Need was developed using the public’s feedback alongside the collection and analysis of data. Data collected can be reviewed in the study’s [Existing Transportation Conditions Report](#). Qualitative criteria are informed by said data sources and include quantifiable information regarding deteriorated bridge and pavement condition, roadway safety, roadway mobility, and limited multimodal and neighborhood connections across and near the interstates that impact corridor mobility.
 - Committee members asked the study team for examples of limited multimodal access in the study area. The team cited 38th Street and I-70 East at Keystone Avenue.
 - Committee members asked if the analysis of traffic and crash data included times both during and outside peak hours. The study team confirmed existing traffic volumes are based on traffic counts collected in the spring of 2023 at various locations around Indianapolis over a 24-hour period. For roadway safety, a crash analysis was performed over a five-year period from 2018 to 2022.
 - Committee members asked if the impacts of remote and hybrid work schedules were considered in the traffic data. The study team confirmed they were and shared that most of the traffic data was captured post-COVID.
 - Committee members asked if the study team could identify what was causing the significant increase in traffic on the interstates in the future, and what percentage was commuter traffic vs. through traffic. The study team shared future travel demand modeling is based upon known future development projects and baseline population growth conditions anticipated over the horizon year of 2050. The percentage of commuter traffic and local traffic using the Inner Loop may be determined by trip origin-destination analysis. This analysis will be performed in the study’s next stages.
 - Committee members shared feedback related to areas of concern in the study area as it relates to mobility, including West Street, Martin Luther King Jr. St., and the area around IUPUI.
 - Committee members expressed concerns related to alerting drivers to reduce their speeds when they are entering local neighborhoods from interstates. They suggested road calming measures and a more “neighborhood” appearance to try and show drivers they are now in a neighborhood and not on an interstate. They also suggested having drivers stop at the intersecting road rather than being able to merge directly onto it.

- Committee members suggested the study team coordinate with emergency responders and educational institutions for feedback in the study process. The study team shared they have met with both Indiana University Indianapolis and Purdue University and will conduct outreach with emergency responders.
- Committee members asked about neighborhood participation in the study and suggested engagement with Community Alliance of the Far Eastside and West Indianapolis Neighborhood Congress.
- Committee members expressed concerns about downtown being the focus of INDOT projects and neighborhoods being left behind.
- Committee members expressed the importance of planning the timing of INDOT construction projects due to their impacts on mobility around the city.
- Committee members asked where economic development is included since it is not identified as a study need. The study team shared that economic growth and opportunity are identified as community goals for the study. Community goals are opportunities that could be addressed by potential solutions identified by the study, and they will be considered alongside other factors as the study progresses.

Community Goals

- In this session, study team facilitators began with a brief presentation that:
 - Explained the role of Community Goals in the study and how they differ from Purpose and Need.
 - Shared how the goals have been aligned to study pillars.
 - Walked through each of the Community Goals identified by the study team.
- Following the presentation, each committee member was provided with three dots and asked to identify and rank their organization’s three priorities as it relates to the Community Goals. The results of this activity were:

GOAL	Priority 1	Priority 2	Priority 3
Enhancements that improve quality of life.	13	4	6
Minimize impacts to the natural and human environment.	1	4	
Support local, regional, and statewide economic goals.	6	6	5
Support the visitor experience.	2	3	
Support emerging technologies.			6
Consider INDOT’s Carbon Reduction Strategy, NEVI plan, etc.		2	
Actively engage all stakeholders.	4	5	2
Provide accessible, fair, safe, affordable, reliable, and sustainable mobility.	3	2	8

- Participation in this activity was voluntary, so not all committee members in attendance participated. In some cases, only one or two priorities were identified by participants.
- After the activity, the study team opened the floor for questions and discussion with members of each committee. Here is a summary:
 - Committee members indicated investments that improve quality of life are important when looking at the future of the interstates.
 - Committee members shared quality of life improvements would be different based on who they were for, such as local residents, commuters, etc.
 - Committee members noted the importance in the connection between quality of life and economic development within the study area.
 - Committee members whose organizations were focused on economic development generally prioritized goals in that area. They said this did not diminish the importance of transportation and equity goals but

noted that the missions of their organizations were more aligned and linked to quality of life and economic development initiatives.

- Committee members shared concerns on the need for safety improvements at ramp terminals at numerous locations in the study area. They also requested that roads connecting to the interstates be designed in a way to minimize speeds so local residents can safely walk.
- Committee members discussed carbon reduction and the need to identify innovative solutions that can be implemented systemwide, ultimately providing health benefits for the neighborhoods and larger community.
- Committee members provided feedback related to noise considerations and the impacts they can have on quality of life.
- Committee members who did not select transportation goals as a priority indicated that they felt the identified goals for transportation and mobility were things INDOT should already be doing and that other goals need more follow-up and attention.
- Committee members who prioritized equity goals shared they identified stronger connections between economic growth and quality of life issues as supportive of equity.
- Committee members identified the need for outreach beyond the digital space, such as mail, printed collateral, etc.
- Committee members encouraged the study team to look at things through a “people centered” lens to avoid adding to the lack of trust between residents and INDOT.
- Committee members shared concerns over infrastructure dividing communities and the need for solutions providing alternative routes for local connectivity, mobility, and transit connections.

Data Deep Dive

- In this session, study team facilitators began with a presentation that:
 - Provided a more in-depth look at the data collected and considered by the study team in the development of the Purpose and Need. The data included:
 - Asset Condition
 - Crash Data
 - Roadway Operations
 - Geometric Deficiencies
 - Connectivity
- After the presentation, the study team opened the floor for questions and discussion with members of each committee. The following is a summary:
 - Committee members asked about the use of Level of Service (LOS) as a measurement of mobility and whether it determines the need for more lanes on an interstate. The study team shared that LOS is a standard measurement of traffic models but does not directly determine the need for more lanes.
 - Committee members asked the study team to consider dedicated lanes on the interstate to move people between downtown and areas outside downtown that are experiencing population growth, like Hamilton County.
 - Committee members asked if there was available data that rates sidewalks. The study team shared sidewalk conditions are not rated like pavement; therefore, the data doesn't exist.
 - Committee members asked if the study team considers lessons learned from past projects. The study team shared they always try to consider lessons learned with each new project. Data for ProPEL Indy is a mix of pre and post North Split, and the team is learning from that project in real time.
 - Committee members asked the study team if the crash data included entrance and exit ramps along the corridor. The study team confirmed this and pointed to the maps in the presentation that show crashes appeared to be most frequent and severe at spots where the interstate connects to local roads.
 - Committee members asked if the traffic data considers population growth and shifts in traffic patterns. The study team confirmed this, adding that the data also considers where most trips are starting and ending.

- Committee members asked why traffic projections assume the interstate will exist if the study could say we should not have a highway in the future. The study team shared that modeling to date is based on existing and no-build conditions, which include interstates. This study considers all options and does not assume the highways won't be there in the future, but that does not mean they will remain. Should a decommissioning concept be advanced, additional travel demand modeling may be required.
- Committee members asked whether recessed sections of the interstate hold up better or need less maintenance than an at-grade highway. The study team shared that pavement condition is largely a function of the pavement's age and being recessed or at grade has little to no influence on durability.
- Committee members asked the study team if the shift to remote work has impacted the number of people driving. The study team shared that all study data was gathered post-COVID, but it does not necessarily translate to fewer cars on the road. The study team said that it considers daily traffic trends and that Wednesday is the busiest day for driving trips to downtown.

What We Heard

- In this session, study team facilitators began with a brief presentation that:
 - Provided an overview of the public engagement conducted during the study's visioning phase.
 - Highlighted key themes within the public comments and provided brief examples of what was included in each.
 - Directed members to the website to view the Resource Agency Stakeholder and Public Involvement summary memo for a complete summary and comment responses.
- Following the presentation, committee members were shown What We Heard graphics to illustrate some of the many ideas that were received by the study team during the visioning phase. These graphics featured quotes from public comments as well as photos of what these ideas could look like using examples from around the country.
 - The intention of these graphics was to bring visuals to the Purpose and Need phase for the committee members to share their feedback on both the idea and the incorporation of public feedback.
- Committee members were asked to scan a QR code and indicate their level of favorability for each idea using a digital poll. The graphics shared with the committee members included:
 - Decommissioning
 - Design Elements
 - Recessed Roadway
 - Managed Lanes
 - Viaduct
 - Local Mobility Improvements
 - Multimodal Considerations
 - Signature Bridge
- Design Elements, Multimodal Considerations, and Local Mobility Improvements were rated the highest among committee members.
- Participation in this activity was voluntary, so not all committee members participated. A total of 23 committee members submitted responses.
- After the activity, the study team opened the floor for questions and discussion with members of each committee. The following is a summary:
 - Committee members shared they liked the way the information in What We Heard graphics was presented and thought this format would help the public.
 - Committee members asked about coordination with IndyGo as it relates to bus ridership numbers and impacts of future improvements with their routes.
 - Committee members asked for the study team to consider the movement of people through the study area, not just cars.
 - Committee members asked if similar cities had been through this process. The study team pointed to the Dallas CityMAP as an example.

ProPEL Indy Stakeholder Advisory Committee Meeting

- Committee members asked about the definition of a viaduct and if whether a viaduct's height impacts the cost of maintenance.
- Committee members asked how many alternatives the study team will consider. The study team shared it will identify a range of alternatives and do not have an exact number yet. Alternative concepts will be shared with them in the next phase of the study.
- Following the committee breakout session, attendees reassembled in the main room to conclude the meeting.
 - The study team thanked the committee members for their time and indicated a summary of the meeting would be shared with them in the coming weeks.
- The study team concluded the session by outlining next steps for attendees, including:
 - The public comment period for the Draft Purpose and Need report concludes on June 30, 2024.
 - Encouraging attendees to share information about ProPEL Indy with their organizations and to encourage participation.
 - Sharing dates of upcoming Community Conversations, neighborhood office hours, and community events.
 - The next Stakeholder Advisory Committee meeting is expected to occur in the late summer/early fall with the release of identified alternatives.



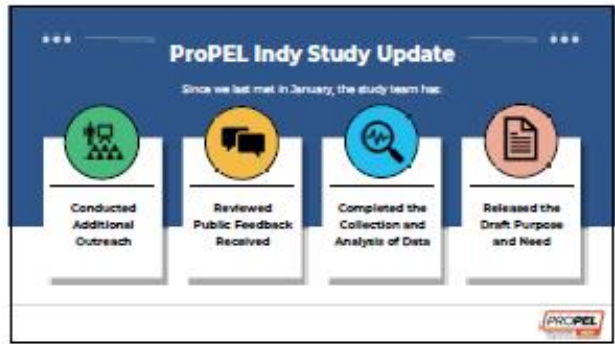
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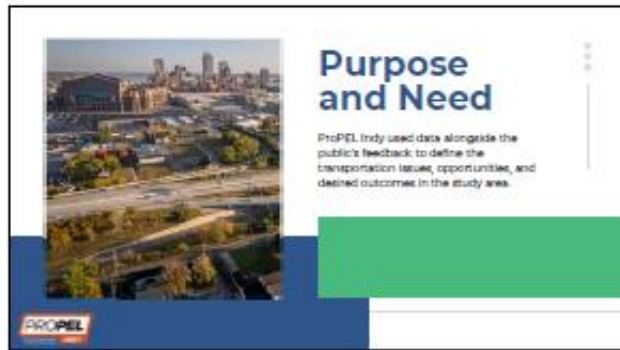
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11




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13

Transportation Issues

The study team identified the following transportation issues in the study area.



Roadway Safety

- From 2010 - 2022 there were over 10,500 crashes within the study area. 7% resulted in fatal or incapacitating injuries.
- Eight interchange segments and 22 intersections showed a crash frequency or severity greater than what is expected.


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15

Transportation Issues

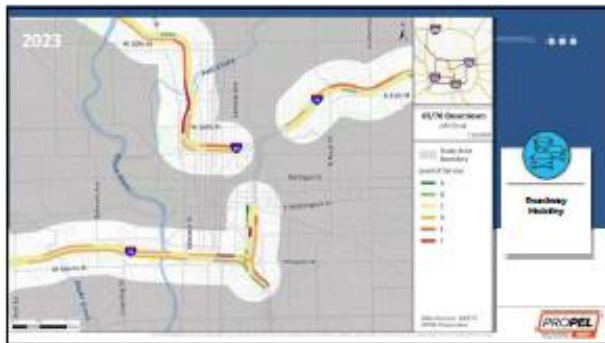
The study team identified the following transportation issue in the study area.



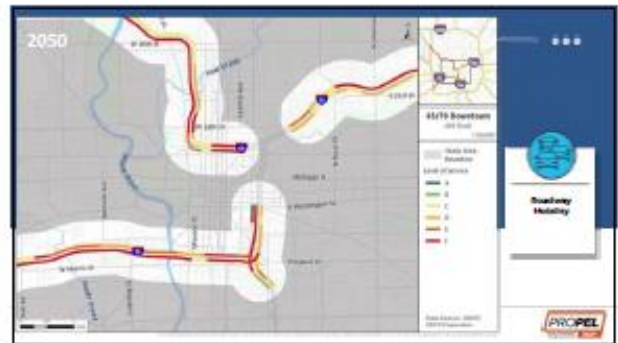
Roadway Mobility

- Decreased mobility on the interstates due to traffic congestion. This is projected to worsen over time.
- Operational issues caused by geometric deficiencies in the roadway design, such as weaving segments and left side entrance ramps, also contribute to decreased mobility.

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18

Transportation Issues

The study team identified the following transportation issue in the study area.

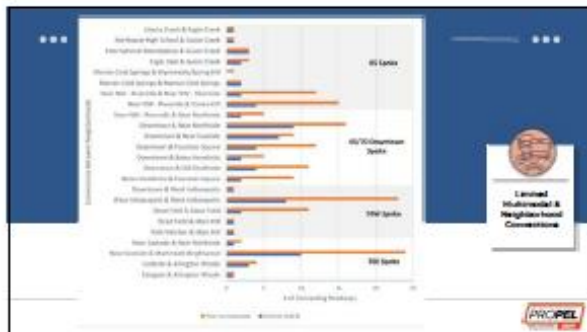


Limited Multimodal & Neighborhood Connections

- There are gaps in the pedestrian/bicycle infrastructure across and near the interstates.
- Approximately 100 street connections were lost during the construction of the interstates. Or when connections across the interstates were implemented, adequate accommodations for non-motorized traffic were not provided.



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The purpose of ProPEL Indy is to identify potential solutions to:

- Improve aging bridges and pavement
- Improve safety along and at intersections near the interstates by reducing the frequency and/or severity of crashes
- Reduce congestion and improve mobility by addressing operational and geometric deficiencies
- Improve multimodal connectivity across and near the interstates



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Transportation Issues

The study team identified the following transportation issue in the study area.



Aging Bridge and Pavement Conditions



Roadway Safety



Roadway Mobility



Limited Multimodal & Neighborhood Connections



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Open Discussion



23

Community Goals



24

Study Pillars

Community goals were developed using public feedback and aligned with the study's four pillars.

QUALITY OF LIFE AND LIVABILITY

ECONOMIC GROWTH & OPPORTUNITY

TRANSPORTATION AND MOBILITY

EQUITY

25

Quality of Life and Livability

- Identify community enhancements that improve the quality of life of adjacent neighborhoods.
- Avoid and/or minimize impacts to the natural and human environment.

26

Economic Growth and Opportunity

- Provide transportation infrastructure to support local, regional, and statewide economic development goals.
- Ensure efficient and reliable transportation to support the visitor experience.

27

Transportation and Mobility

- Support emerging technologies and related infrastructure.
- Consider INDOT's Carbon Reduction Strategy, National Electric Vehicle Infrastructure Plan, and future Resilience Plan during alternative development.

28

Equity

- Actively engage stakeholders who use, cross, work, or live near the interstates throughout the study.
- Provide accessible, fair, safe, affordable, reliable, and sustainable mobility along and across the interstates for community members based on identified needs and input received.

29

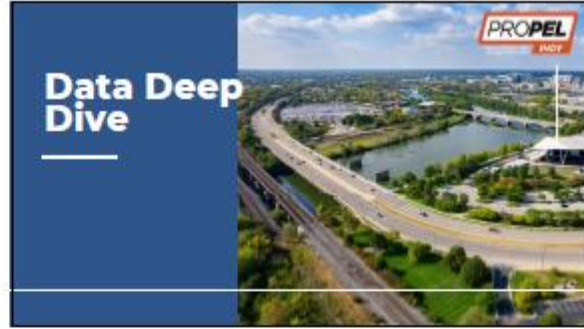
Community Goals

<p>Quality of Life and Livability</p> <ul style="list-style-type: none"> Identify community enhancements that improve the quality of life of adjacent neighborhoods. Avoid and/or minimize impacts to the natural and human environment. 	<p>Transportation and Mobility</p> <ul style="list-style-type: none"> Provide transportation infrastructure to support local, regional, and statewide economic development goals. Ensure efficient and reliable transportation to support the visitor experience.
<p>Economic Growth and Opportunity</p> <ul style="list-style-type: none"> Support emerging technologies and related infrastructure. Consider INDOT's Carbon Reduction Strategy, National Electric Vehicle Infrastructure Plan, and future Resilience Plan during alternative development. 	<p>Equity</p> <ul style="list-style-type: none"> Actively engage stakeholders who use, cross, work, or live near the interstates throughout the study. Provide accessible, fair, safe, affordable, reliable, and sustainable mobility along and across the interstates for community members based on identified needs and input received.

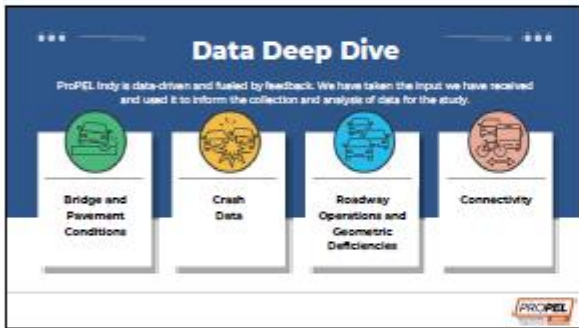
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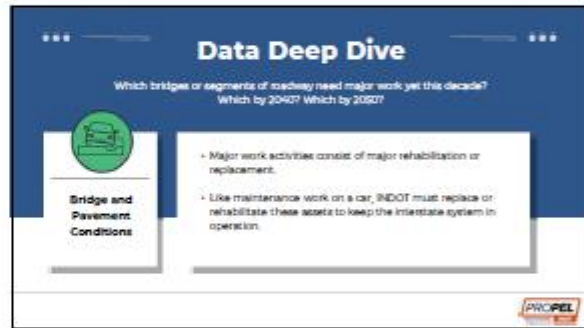
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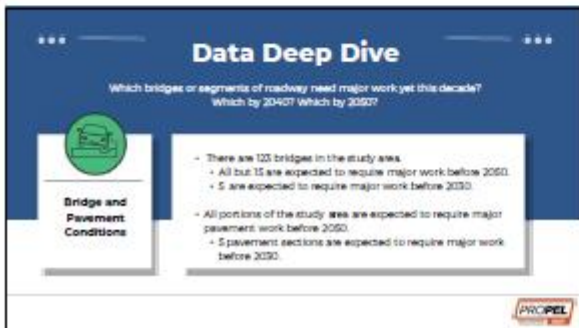
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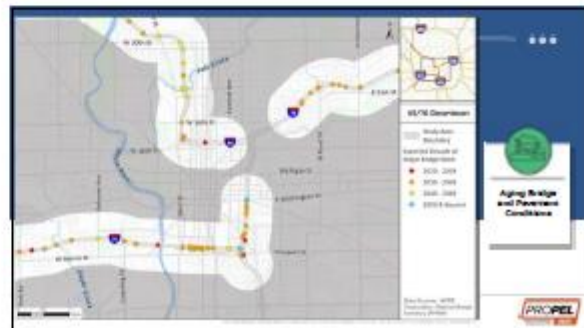
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Data Deep Dive

Where are crash frequency and/or crash severity elevated based on historical data?

Crash Data

- From 2010 - 2022 there were over 10,000 crashes within the study area 7% resulted in fatal or incapacitating injuries.
- Eight interstate segments and 22 intersections showed a crash frequency or severity greater than what is expected.

38



39

Data Deep Dive

What is the Level of Service today and what is expected by 2040? Expected by 2050?

Roadway Operations

- Traffic operations were evaluated using both current traffic counts and future estimates to identify locations of traffic congestion in the study area.
- Level of Service D is the minimum standard for Interstates. In the ProPEL study area:
 - 15 Interstate segments do not meet this in 2023.
 - 29 Interstate segments do not meet this in 2050.

40



41



42



43



44

Data Deep Dive

Where do geometric deficiencies exist today?

Geometric Deficiencies

- Geometric deficiencies in the roadway design that were identified in the study area include:
 - Horizontal Stopping Sight Distance
 - Substandard Shoulder Widths
 - Weaving Segments
 - Left Side Entrance/Exit Ramps
 - Route Continuity

45



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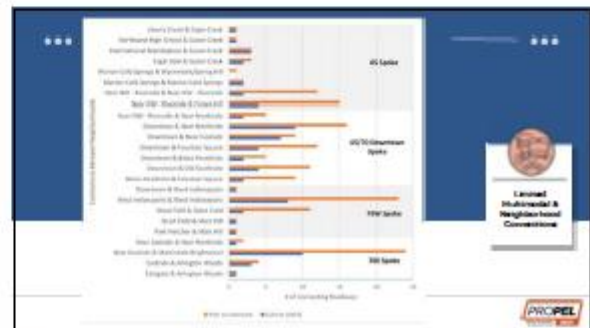
Data Deep Dive

Where were connections between local neighborhoods severed by construction of the interstate system?

Connectivity

- Existing physical conditions were evaluated to understand impacts of interstate construction on neighborhood access.
- Approximately 100 street connections were lost during the construction of the interstates.

47




48

Data Deep Dive

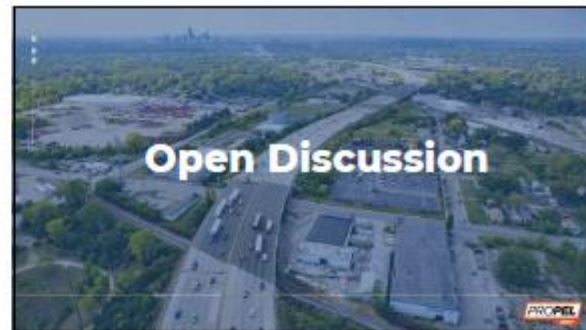
Where were connections between local neighborhoods severed by construction of the interstate system?

Connectivity

- Existing physical conditions were evaluated to understand impacts of interstate construction on cross-corridor mobility for non-motorized travel options.
- Approximately 40% of the total study area was found to have insufficient opportunities for pedestrians to cross the interstate.
- Designated bike facilities are not present at 83% of grade separated crossings.



49



50

What We Heard

Data driven.
Fueled by feedback.




51

Visioning Phase

ProPEL Indy has spent the last year asking for the public's ideas about the future of I-65 and I-70 within the I-465 loop.




52

Community Engagement

ProPEL Indy engagement events



As of 8/2023

1,104 Public comments	620 Stakeholders
45 Committee Members	61 Engagement Events



53

What We Heard

The study team identified key themes within the content of the public comments and aligned them with the study's four pillars.

<ul style="list-style-type: none"> Transportation Infrastructure System Transportation Safety Equity and Inclusion Community Development 	<ul style="list-style-type: none"> Neighborhood Revitalization Local and International Connections Job Management Opportunities 	<ul style="list-style-type: none"> Environment Quality of Life Public Safety Community 	<ul style="list-style-type: none"> Climate Resilience & Sustainability Public Transportation Neighborhood Projects



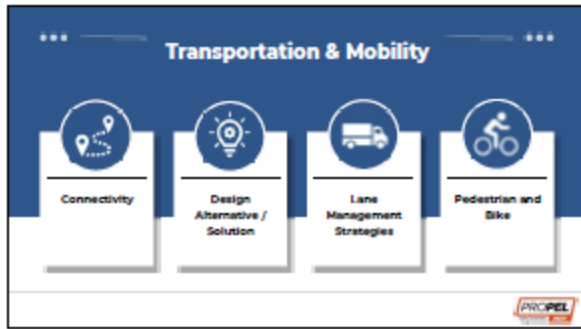
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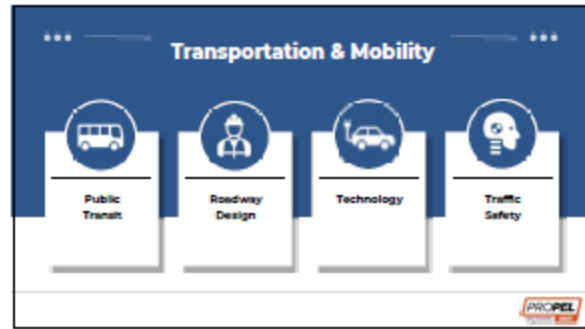
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56



57



58



59



60

PROPEL WHAT WE HEARD | Decommissioning

DESCRIPTION
Removal of structures or elements from transportation infrastructure to allow for new uses or to improve safety and efficiency. This includes the removal of old structures, bridges, and other infrastructure that are no longer needed or that are unsafe.

PUBLIC COMMENTS
- I would like to see the old structures removed as soon as possible.
- I would like to see the old structures removed as soon as possible.
- I would like to see the old structures removed as soon as possible.

EXAMPLES
- **Indiana Toll Road**
- **Indiana Toll Road**

DESIGN OPTIONS
- **Indiana Toll Road**
- **Indiana Toll Road**

VISIONS
- **Indiana Toll Road**
- **Indiana Toll Road**

Scan to share your feedback



61

PROPEL WHAT WE HEARD | Design Elements

DESCRIPTION
Lighting, wayfinding, signage and other visual design improvements that enhance the user experience and improve safety and efficiency. This includes the use of lighting, signage, and other visual design elements to improve the user experience and improve safety and efficiency.

PUBLIC COMMENTS
- I would like to see the old structures removed as soon as possible.
- I would like to see the old structures removed as soon as possible.
- I would like to see the old structures removed as soon as possible.

EXAMPLES
- **Indiana Toll Road**
- **Indiana Toll Road**

DESIGN OPTIONS
- **Indiana Toll Road**
- **Indiana Toll Road**

VISIONS
- **Indiana Toll Road**
- **Indiana Toll Road**

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62

PROPEL WHAT WE HEARD | Revised Roadway

DESCRIPTION
A road's layout, width, and other physical characteristics that are revised or redesigned to improve safety and efficiency. This includes the use of revised roadways to improve safety and efficiency.

PUBLIC COMMENTS
- I would like to see the old structures removed as soon as possible.
- I would like to see the old structures removed as soon as possible.
- I would like to see the old structures removed as soon as possible.

EXAMPLES
- **Indiana Toll Road**
- **Indiana Toll Road**

DESIGN OPTIONS
- **Indiana Toll Road**
- **Indiana Toll Road**

VISIONS
- **Indiana Toll Road**
- **Indiana Toll Road**

Scan to share your feedback



63

PROPEL WHAT WE HEARD | Managed Lanes

DESCRIPTION
Management of road space that is reserved for certain users or for certain purposes, such as carpooling, transit, or emergency vehicles. This includes the use of managed lanes to improve safety and efficiency.


PUBLIC COMMENTS
- I would like to see the old structures removed as soon as possible.
- I would like to see the old structures removed as soon as possible.
- I would like to see the old structures removed as soon as possible.

EXAMPLES
- **Indiana Toll Road**
- **Indiana Toll Road**

DESIGN OPTIONS
- **Indiana Toll Road**
- **Indiana Toll Road**

VISIONS
- **Indiana Toll Road**
- **Indiana Toll Road**

Scan to share your feedback



64

PROPEL WHAT WE HEARD | Viaduct

DESCRIPTION
An elevated roadway or bridge structure that carries traffic over an obstacle, such as a road, river, or other infrastructure. This includes the use of viaducts to improve safety and efficiency.

PUBLIC COMMENTS
- I would like to see the old structures removed as soon as possible.
- I would like to see the old structures removed as soon as possible.
- I would like to see the old structures removed as soon as possible.

EXAMPLES
- **Indiana Toll Road**
- **Indiana Toll Road**

DESIGN OPTIONS
- **Indiana Toll Road**
- **Indiana Toll Road**

VISIONS
- **Indiana Toll Road**
- **Indiana Toll Road**

Scan to share your feedback



65

PROPEL WHAT WE HEARD | Local Mobility Improvements

DESCRIPTION
Local mobility improvements that enhance the user experience and improve safety and efficiency. This includes the use of local mobility improvements to improve safety and efficiency.

PUBLIC COMMENTS
- I would like to see the old structures removed as soon as possible.
- I would like to see the old structures removed as soon as possible.
- I would like to see the old structures removed as soon as possible.

EXAMPLES
- **Indiana Toll Road**
- **Indiana Toll Road**

DESIGN OPTIONS
- **Indiana Toll Road**
- **Indiana Toll Road**

VISIONS
- **Indiana Toll Road**
- **Indiana Toll Road**

Scan to share your feedback



66

PROPEL WHAT WE HEARD | Multimodal Consideration

DESCRIPTION	PUBLIC COMMENTS	EXAMPLES
<p>Public comments received during the meeting highlighted the importance of multimodal transportation options, including walking, biking, and public transit, to improve connectivity and reduce traffic congestion. Key concerns included the need for more pedestrian-friendly infrastructure, such as wider sidewalks and crosswalks, and the importance of integrating different modes of transport to create a seamless travel experience.</p>	<p>Comments from attendees emphasized the need for more frequent public transit service and the importance of ensuring that transit options are accessible to all community members, including those with disabilities. Several attendees also expressed interest in exploring new transit routes and modes, such as bike-sharing and micro-mobility options.</p>	<p>Examples of multimodal transportation options shown include a modern tram, a bicycle lane, and a pedestrian-friendly street design. The examples illustrate how different modes can be integrated to create a more efficient and sustainable transportation network.</p>

Scan to share your feedback



67

PROPEL WHAT WE HEARD | Skyshare Bridge

DESCRIPTION	EXAMPLES
<p>Public comments received during the meeting highlighted the importance of innovative transportation solutions, such as the Skyshare Bridge, to improve connectivity and reduce traffic congestion. Key concerns included the need for more pedestrian-friendly infrastructure, such as wider sidewalks and crosswalks, and the importance of integrating different modes of transport to create a seamless travel experience.</p>	<p>Examples of innovative transportation solutions shown include the Skyshare Bridge, a modern tram, and a bicycle lane. The examples illustrate how different modes can be integrated to create a more efficient and sustainable transportation network.</p>

Scan to share your feedback



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69



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Next Steps

- Summary of today's meeting will be provided to the group in the next 2 weeks.
- Next meeting in the late summer / early fall.
- Follow up communication from the study team throughout the summer.

71

Next Steps

- Draft Purpose & Need Report is available for public comment through June 30, 2024
- Multiple outreach and engagement activities scheduled June
- Alternative Identification & Development

72

Upcoming Events

<p>Community Conversations Tuesday, June 17th 6:30 PM – 8 PM Rhodius Park Family Center</p> <p>Thursday, June 19th 4 PM – 6 PM Julia M. Carson Government Center</p> <p>Tuesday, June 18th 3 PM – 5 PM Martin University</p> <p>Wednesday, June 26th 4 PM – 6 PM Gulon Creek Middle School</p>	<p>Neighborhood Office Hours Thursday, June 6th 11 AM – 1 PM The Coffee Haus at Guggman</p> <p>Thursday, June 20th 4 PM – 6 PM American Legion Post 64</p> <p>Community Events Wednesday, June 12th 10 AM – 1:30 PM The Original Farmers Market on Massman Circle</p> <p>Saturday, June 22nd 10 AM – 2 PM Patzworth Indy Community Resource Fair</p>
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73

Questions?

Share your feedback at
ProPELindy.com



Public comment period ends
 June 30, 2024



74

Thank you!

Share your feedback at
ProPELindy.com



Public comment period ends
 June 30, 2024



75

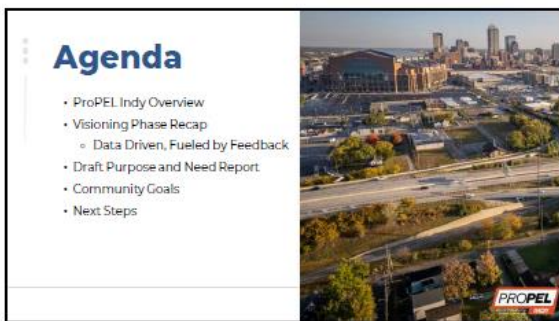
Appendix I: Community Conversations Presentation



1



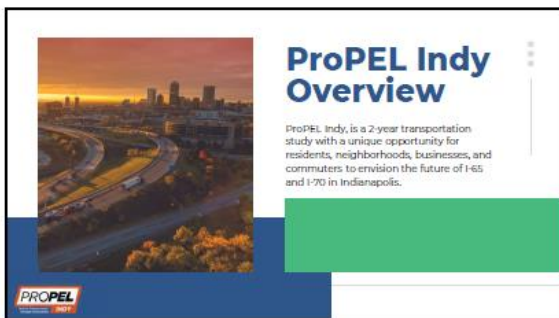
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2



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3



6

Visioning Phase



ProPEL Indy has spent the last year asking for the public's ideas about the future of I-65 and I-70 within the I-465 loop.



7

What We Heard

18 Key Themes were identified by the study team, they include:



- Preserving and Public Space
- Health and Safety
- Neighborhood Revitalization
- Climate Resilience / Sustainability
- Wayfinding and Signage
- Community Development
- Retail and Commercial Corridors
- New Development Opportunities
- Public Transportation
- Neighborhood Improvements



10

Community Engagement

ProPEL Indy Engagement Events



As of 4/26/24


- 1,104 Public Comments
- 620 Stakeholders
- 45 Committee Members
- 61 Engagement Events



8

Data driven, fueled by feedback.

- Bridge and Pavement Conditions
- Crash Data and Roadway Operations
- Current and Projected Traffic Volumes
- Previous Studies & Environmental Constraints





11

Study Pillars

The study team identified key themes within the content of the public comments and aligned them with the study's four pillars.

- QUALITY OF LIFE AND LIVABILITY
- ECONOMIC GROWTH & OPPORTUNITY
- TRANSPORTATION AND MOBILITY
- EQUITY



9

Draft Purpose and Need Report




12

Purpose & Need

- Identifies transportation issues or **needs** within the study area.
- States the desired outcomes or **purpose** of completing a project.
- Establishes a baseline for the evaluation of proposed solutions or **alternatives**.

13

Transportation Issues

The study team identified the following transportation issues in the study area.

- Aging Bridge and Pavement Conditions
- Roadway Safety
- Roadway Mobility
- Limited Multimodal & Neighborhood Connections

16



14

Transportation Issues

The study team identified the following transportation issues in the study area.

- Aging Bridge and Pavement Conditions
 - There are bridge and pavement sections on the interstates that are nearing the end of their lifespan and require replacement or major rehabilitation.
 - Five of 123 bridges and five of 11 pavement sections will require major work prior to 2030.

17

Purpose and Need

PROPEL Indy used data alongside the public's feedback to define the transportation issues, opportunities, and desired outcomes in the study area.

15

Transportation Issues


The study team identified the following transportation issues in the study area.

- Roadway Safety
 - From 2018 - 2022 there were over 10,500 crashes within the study area. 7% resulted in fatal or incapacitating injuries.
 - Eight interstate segments and 22 intersections showed a crash frequency or severity greater than what is expected.

18


Transportation Issues

The study team identified the following transportation issues in the study area.



Roadway Mobility

- Decreased mobility on the interstates due to traffic congestion. This is projected to worsen over time.
- Operational issues caused by geometric deficiencies in the roadway design, such as weaving segments and left side entrance ramps, also contribute to decreased mobility.



19


Community Goals




22


Transportation Issues

The study team identified the following transportation issues in the study area.



Limited Multimodal & Neighborhood Connections

- There are gaps in the pedestrian/bicycle infrastructure across and near the interstates.
- Approximately 100 street connections were lost during the construction of the interstates. Or when connections across the interstates were implemented, adequate accommodations for non-motorized traffic were not provided.



20

Community Goals

<p>Quality of Life & Livability</p> <p>Identify community enhancements that improve the quality of life of adjacent neighborhoods.</p> <p>Avoid and/or minimize impacts to the natural and human environment.</p>	<p>Support Economic Opportunity</p> <p>Provide transportation infrastructure to support local, regional, and statewide economic development goals.</p> <p>Ensure efficient and reliable transportation to support the visitor experience.</p>
<p>Transportation Mobility</p> <p>Support emerging technologies and related infrastructure.</p> <p>Consider INDOT's Carbon Reduction Strategy, National Electric Vehicle Infrastructure Plan, and future Resilience Plan during alternative development.</p>	<p>Active & Safe Transportation</p> <p>Actively engage stakeholders who use, cross, work, or live near the interstates throughout the study.</p> <p>Provide accessible, fair, safe, affordable, reliable, and comfortable mobility along and across the interstates for community members based on identified needs and input received.</p>



23

The purpose of ProPEL Indy is to identify potential solutions to:

- Improve aging bridges and pavement
- Improve safety along and at intersections near the interstates by reducing the frequency and/or severity of crashes
- Reduce congestion and improve mobility by addressing operational and geometric deficiencies
- Improve multimodal connectivity across and near the interstates



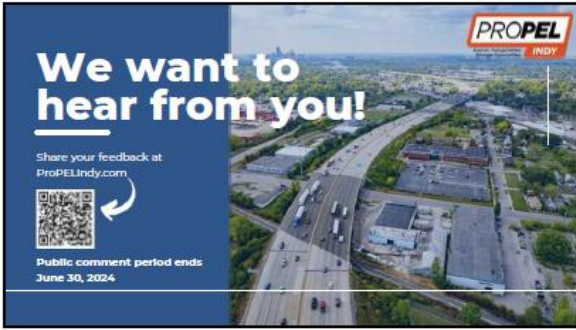
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Next Steps

- Draft Purpose & Need Report is available for public comment through June 30, 2024
- Multiple outreach and engagement activities scheduled in June.
- Alternative Identification & Development



24



25



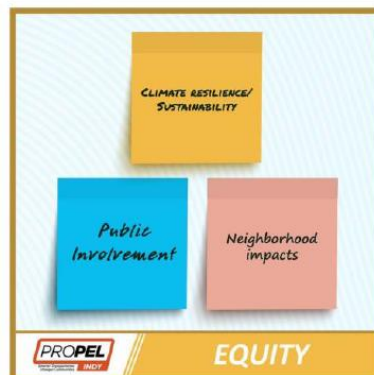
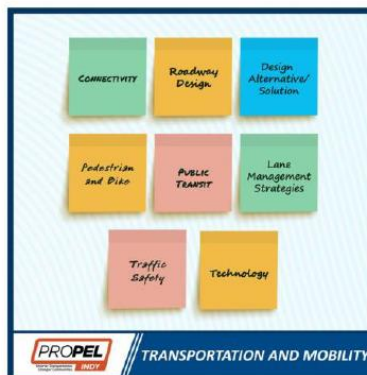
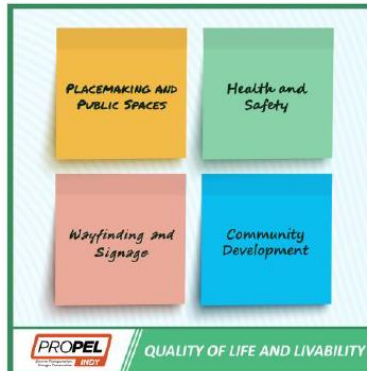
26

Appendix J: Community Conversations Boards

WHAT WE HEARD

ProPEL Indy has spent the last year asking for the public's ideas about the future of I-65 and I-70 within the I-465 loop. We received more than 1,100 comments from several hundred stakeholders who use, work, or live near the interstates.

The study team identified key themes within the content of the public comments and aligned them with the study's four pillars:



ProPEL Indy has spent the last year asking for the public's ideas about the future of I-65 and I-70 within the I-465 loop. We met with a variety of neighborhoods, businesses, and organizations to gain a greater understanding of our community's needs and ideas for improvement.

COMMUNITY ENGAGEMENT

1,104
Public Comments

620
Stakeholders

45
Committee Members

61
Engagement Events

LEARN MORE ABOUT PROPEL INDY'S COMMUNITY ENGAGEMENT



ProPEL Indy is data-driven and fueled by feedback. We have taken the input we have received and used it to inform the collection and analysis of data for the study.

WHAT WE ASKED



Bridge and Pavement Conditions

Which bridges or segments of roadway need major work yet this decade? Which by 2040? Which by 2050?

WHAT WE FOUND



There are 123 bridges in the study area.

- All but 15 are expected to require major work before 2050.
- 5 are expected to require major work before 2030.



All portions of the study area are expected to require major pavement work before 2050.

- 5 pavement sections are expected to require major work before 2030.



Bridge and Pavement Conditions

Which bridges or segments of roadway need major work yet this decade? Which by 2040? Which by 2050?



Bridge and Pavement Conditions

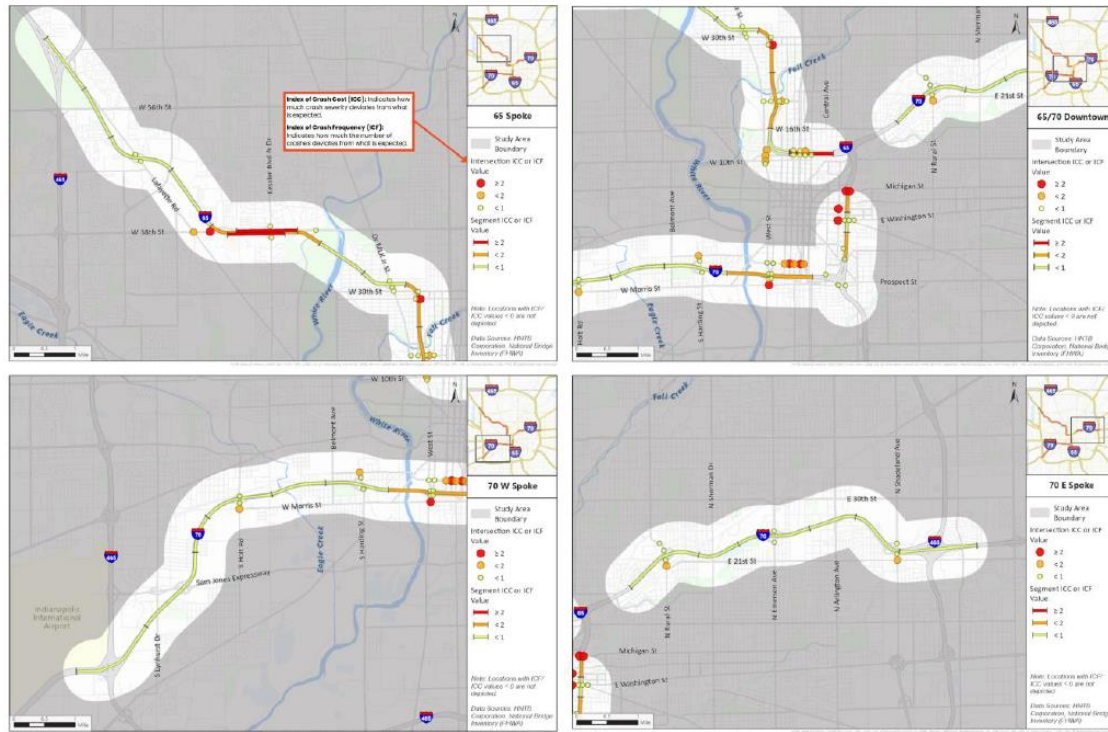
Which bridges or segments of roadway need major work yet this decade? Which by 2040? Which by 2050?





Roadway Safety

Where are crash frequency and/or crash severity elevated based on historical data?



ProPEL Indy is data-driven and fueled by feedback. We have taken the input we have received and used it to inform the collection and analysis of data for the study.

WHAT WE ASKED



Crash Data

Where are crash frequency and/or crash severity elevated based on historical data?

WHAT WE FOUND



From 2018 - 2022 there were over 10,500 crashes within the study area.

7% resulted in fatal or incapacitating injuries.



Eight interstate segments and 22 intersections showed a crash frequency or severity greater than what is expected.



ProPEL Indy is data-driven and fueled by feedback. We have taken the input we have received and used it to inform the collection and analysis of data for the study.

WHAT WE ASKED



Roadway Operations

What is the Level of Service today and what is expected by 2040? Expected by 2050?

WHAT WE FOUND

Traffic operations were evaluated using both current traffic counts and future estimates to identify locations of traffic congestion in the study area. Traffic operations are measured using Level of Service, which describes congestion on roadways using "grades" on a letter scale, LOS A to LOS F.



Level of Service D is the minimum standard for interstates. In the ProPEL Indy study area:

- 15 interstate segments do not meet this in 2023.
- 29 interstate segments do not meet this in 2050.



Roadway Operations

What is the Level of Service today and what is expected by 2050?



65 Spoke



Roadway Operations

What is the Level of Service today and what is expected by 2050?



70 West Spoke





Roadway Operations

What is the Level of Service today and what is expected by 2050?



65/70 Downtown Spoke



Roadway Operations

What is the Level of Service today and what is expected by 2050?



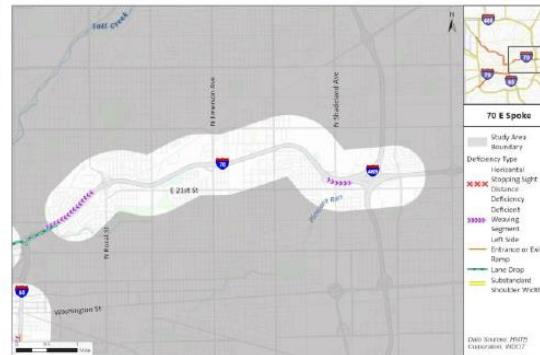
70 East Spoke





Geometric Deficiencies

Where do geometric deficiencies in the roadway design exist today?



ProPEL Indy is data-driven and fueled by feedback. We have taken the input we have received and used it to inform the collection and analysis of data for the study.

WHAT WE ASKED



Geometric Deficiencies

Where do geometric deficiencies in the roadway design exist today?

WHAT WE FOUND



Operational issues caused by geometric deficiencies in the roadway design contribute to decreased mobility. Geometric deficiencies in the study area include:

Horizontal Stopping Sight Distance

- Deficient sight distance prevents motorists from seeing around curves. 5 locations exist in the study area.

Substandard Shoulder Widths

Shoulder does not meet the standard width of 10ft. 2 locations exist in the study area.

Weaving Segments

- Distance does not meet the minimum spacing required between ramps. 6 locations exist in the study area.

Left Side Entrance/Exit Ramps

- Undesirable from a safety and operational perspective. 3 exist in the study area.

Route Continuity

- Lack of route continuity exists in 3 locations in the study area.



ProPEL Indy is data-driven and fueled by feedback. We have taken the input we have received and used it to inform the collection and analysis of data for the study.

WHAT WE ASKED



Connectivity

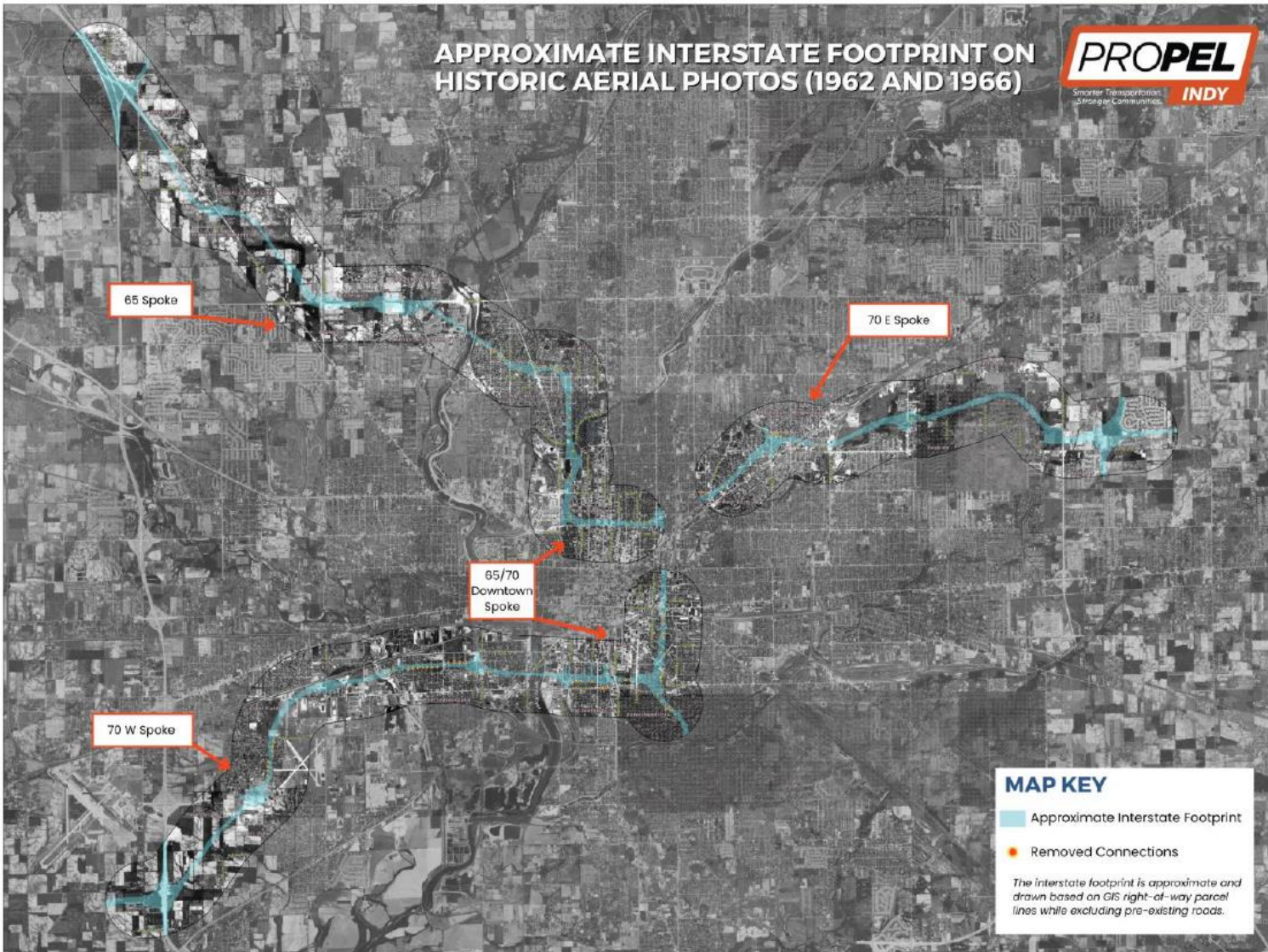
Where were connections between local neighborhoods severed by construction of the interstate system?

WHAT WE FOUND



Existing physical conditions were evaluated to understand impacts of interstate construction on neighborhood access and cross-corridor mobility for non-motorized travel options.

- Approximately 100 street connections were lost during the construction of the interstates.
- Approximately 46% of the total study area was found to have insufficient opportunities for pedestrians to cross the interstates.
- Designated bike facilities are not present at 83% of grade separated crossings.





ProPEL Indy asked for your ideas about the future of I-65 and I-70 within the I-465 loop. Public feedback alongside the study team's collection and analysis of data helped ProPEL Indy identify transportation issues, opportunities, and desired outcomes in the study area.

TRANSPORTATION ISSUES



Bridge & Pavement Conditions

There are bridge and pavement sections on the interstates that are nearing the end of their lifespan and will need to be replaced.



Roadway Safety

Between 2018 and 2022, there were more than 10,500 crashes within the study area. Seven percent resulted in fatal or incapacitating injuries.



Roadway Mobility

Decreased mobility on the interstates due to roadway operational issues and traffic congestion. This is projected to worsen over time.



Multimodal & Neighborhood Connections

There are gaps in the pedestrian and bicycle infrastructure across and near the interstates.



The purpose of ProPEL Indy is to identify potential solutions to improve bridge and pavement conditions, safety, congestion, mobility, and multimodal connectivity.

[SHARE YOUR FEEDBACK AT PROPELINDY.COM](https://www.propelindy.com)



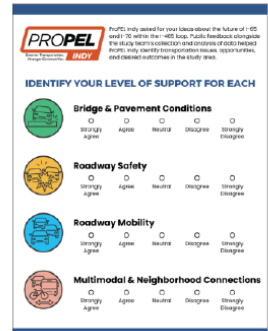
ProPEL Indy asked for your ideas about the future of I-65 and I-70 within the I-465 loop. Public feedback alongside the study team's collection and analysis of data helped ProPEL Indy identify transportation issues, opportunities, and desired outcomes in the study area.

SHARE YOUR FEEDBACK WITH THE STUDY TEAM

Step 1: Review the identified transportation issues.



Step 2: Indicate your level of support for each issue on the card provided.



Step 3: Share additional feedback with the study team by using the space on the back of the card.

Step 4: Place your card in the box provided.

COMMUNITY GOALS

ProPEL Indy has used public feedback to identify community goals for the study. Aligned with the study's four pillars, these goals are opportunities that could be addressed by potential solutions identified by the study, and they will be considered alongside other factors as the study progresses.

SHARE YOUR FEEDBACK WITH THE STUDY TEAM

Step 1: Review each of the study's Community Goals.

Step 2: Use the dots provided to indicate your top three priorities utilizing the following ranking system.

- First Priority
- Second Priority
- Third Priority



Quality of Life & Livability

Identify community enhancements that improve the quality of life of adjacent neighborhoods.

Avoid and/or minimize impacts to the natural and human environment.

Economic Growth & Opportunity

Provide transportation infrastructure to support local, regional, and statewide economic development goals.

Ensure efficient and reliable transportation to support the visitor experience.

Transportation & Mobility

Support emerging technologies and related infrastructure.

Consider INDOT's Carbon Reduction Strategy, National Electric Vehicle Infrastructure Plan, and future Resilience Plan during alternative development.

Equity

Actively engage stakeholders who use, cross, work, or live near the interstates throughout the study.

Provide accessible, fair, safe, affordable, reliable, and sustainable mobility along and across the interstates for community members based on identified needs and input received.

Appendix K: Community Conversations Feedback Opportunities



COMMUNITY GOALS

ProPEL Indy has used public feedback to identify community goals for the study. Aligned with the study's four pillars, these goals are opportunities that could be addressed by potential solutions identified by the study, and they will be considered alongside other factors as the study progresses.

SHARE YOUR FEEDBACK WITH THE STUDY TEAM

Step 1: Review each of the study's Community Goals.

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- First Priority
- Second Priority
- Third Priority



Quality of Life & Livability

Identify community enhancements that improve the quality of life of adjacent neighborhoods.

Avoid and/or minimize impacts to the natural and human environment.



Economic Growth & Opportunity

Provide transportation infrastructure to support local, regional, and statewide economic development goals.

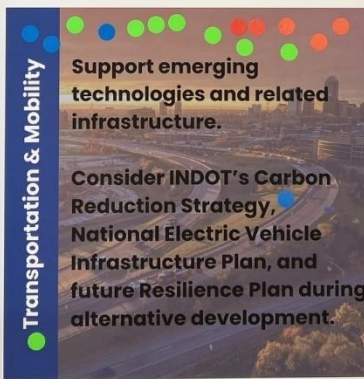
Ensure efficient and reliable transportation to support the visitor experience.



Transportation & Mobility

Support emerging technologies and related infrastructure.

Consider INDOT's Carbon Reduction Strategy, National Electric Vehicle Infrastructure Plan, and future Resilience Plan during alternative development.




Equity

Actively engage stakeholders who use, cross, work, or live near the interstates throughout the study.

Provide accessible, fair, safe, affordable, reliable, and sustainable mobility along and across the interstates for community members based on identified needs and input received.




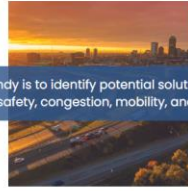

Appendix L: Community Conversations Handouts



ProPEL Indy asked for your ideas about the future of I-65 and I-70 within the I-465 loop. Public feedback alongside the study team's collection and analysis of data helped ProPEL Indy identify transportation issues, opportunities, and desired outcomes in the study area.

TRANSPORTATION ISSUES

- Bridge & Pavement Conditions**
There are bridge and pavement sections on the interstates that are nearing the end of their lifespan and will need to be replaced.
- Roadway Safety**
Between 2018 and 2022, there were more than 10,500 crashes within the study area. Seven percent resulted in fatal or incapacitating injuries.
- Roadway Mobility**
Decreased mobility on the interstates due to roadway operational issues and traffic congestion. This is projected to worsen over time.
- Multimodal & Neighborhood Connections**
There are gaps in the pedestrian and bicycle infrastructure across and near the interstates.

The purpose of ProPEL Indy is to identify potential solutions to improve bridge and pavement conditions, safety, congestion, mobility, and multimodal connectivity.

SHARE YOUR FEEDBACK AT PROPELINDY.COM



ProPEL Indy has used public feedback to identify community goals for the study. Aligned with the study's four pillars, these goals are opportunities that could be addressed by potential solutions identified by the study, and they will be considered alongside other factors as the study progresses.

COMMUNITY GOALS

Quality of Life & Livability	<p>Identify community enhancements that improve the quality of life of adjacent neighborhoods.</p> <p>Avoid and/or minimize impacts to the natural and human environment.</p>	Economic Growth & Opportunity	<p>Provide transportation infrastructure to support local, regional, and statewide economic development goals.</p> <p>Ensure efficient and reliable transportation to support the visitor experience.</p>
Transportation & Mobility	<p>Support emerging technologies and related infrastructure.</p> <p>Consider INDOT's Carbon Reduction Strategy, National Electric Vehicle Infrastructure Plan, and future Resilience Plan during alternative development.</p>	Equity	<p>Actively engage stakeholders who use, cross, work, or live near the interstates throughout the study.</p> <p>Provide accessible, fair, safe, affordable, reliable, and sustainable mobility along and across the interstates for community members based on identified needs and input received.</p>

SHARE YOUR FEEDBACK AT PROPELINDY.COM



ProPEL Indy is a transportation study on I-65 and I-70 within I-465 loop that will inform how we plan investments in our interstates over the next 20 years.

The goal of ProPEL Indy is to identify transportation needs and community goals along I-65 and I-70, inside the I-465 loop.


Your feedback is critical to the success of ProPEL Indy. We want to hear your concerns, needs, and creative ideas for the future of our interstates.

Join the Conversation


Help us ProPEL Indy forward!

- @ProPEL Indy
- @ProPEL.Indy
- @ProPEL Indy

Learn more at ProPELIndy.com



SCAN HERE



PLEASE SCAN QR CODE TO PROVIDE FEEDBACK

www.ProPELIndy.com



ProPEL Indy te mande pou lide pa w yo sou fiti I-65 ak I-70 andedan bouk I-465 la. Fidbak nan men piblik la ansanm ak koleksyon ak analiz done ekip etid la te fè te ede ProPEL Indy idantifye pwoblèm, opòtinite, ak rezilta dezire nan domèn transpò nan zòn kote etid la te fèt.

PROBLEMÈN TRANSPÒ



Kondisyon Pon & Chose

Genyen seksyon nan pon ak chose yo sou otowout yo k ap apwoche fen dire yo epi nou pral oblije ranplase yo.



Sekirite Woutyè

Ant 2018 ak 2022, te genyen plis pase 10,500 aksidan andedan zòn ki te etidye a. Sèt pousan ladan yo te lakòz blezi fatal oswa enkapasite.



Mobilite Woutyè

Mobilite diminye sou otowout yo pou tèt pwoblèm operasyonèl sou wout yo ak konjesyon sikilasyon. Yo pwojete sa a pral vin pi mal pi devan.



Koneksyon Miltimodal & Katye

Genyen twou vid nan enfrastruktiri pyeton ak siklis nan zòn otowout yo.



Objektif ProPEL Indy se idantifye potansyèl solisyon pou amelyore kondisyon, sekirite, konjesyon, mobilite, ak konektivite miltimodal pon ak chose.

BAY FIDBAK PA W SOU PROPELINDY.COM



ProPEL Indy pidiò que aporte sus ideas con respecto al futuro de las carreteras I-65 e I-70 en la curva de la carretera I-465. Los comentarios y opiniones del público conjuntamente con la recopilación y el análisis de los datos del equipo del estudio fueron útiles para que ProPEL Indy detectara problemas en el transporte, oportunidades y los resultados deseados en el área de estudio.

PROBLEMAS CON EL TRANSPORTE



Condiciones de puentes y del pavimento

Existen secciones con puentes y pavimento sobre las carreteras interestatales que se acercan al fin de su vida útil y tienen que reemplazarse.



Seguridad vial

Entre 2018 y 2022, se produjeron más de 10,500 choques en el área de estudio. El siete por ciento de estos choques tuvo como consecuencia fatalidades o lesiones incapacitantes.



Movilidad vial

Se produjo una menor movilidad en las carreteras interestatales debido a problemas operativos viales y por congestiones de tránsito. Se proyecta que esto empeorará con el tiempo.



Conexiones multimodales y entre vecindarios

Existen brechas en la infraestructura para peatones y ciclistas en todas las carreteras interestatales y en sus cercanías.



La finalidad de ProPEL Indy es identificar soluciones potenciales para mejorar las condiciones de los puentes y del pavimento, así como su seguridad, congestiones, movilidad y conectividad multimodal.

ENVÍE SUS OPINIONES Y COMENTARIOS A PROPELINDY.COM



ProPEL Indy sèvi ak fidbak nan men piblik la pou idantifye bi kominote pou etid la. Aliyen avèk kat poto etid la, bi sa yo se opòtinite ki kapab adrese pa potansyèl solisyon ki idantifye pa etid la, epi nou pral konsidere yo ansanm ak lòt faktè pandan etid la pwogrese.

BI KOMINOTÈ

Kalite Vi & Abitabilite	<p>Identifye amelyorasyon nan kominote a ki amelyore kalite vi katye ki bò kote yo.</p> <p>Evite ak/oswa minimize enpak sou anviwonman natirèl ak imen.</p>	Kwasans & Opòtinite Ekonomik	<p>Founi enfrastruktiri transpò pou sipòte bi devlopman ekonomik nan nivo lokal, rejyonal, ak tout eta a.</p> <p>Asire transpò efikas ak fyab pou amelyore eksperyans vizitè nou yo.</p>
Transpò & Mobilite	<p>Sipòte teknoloji emèjan ak enfrastruktiri ki gen rapò avèk li.</p> <p>Konsidere Estrateji Rediksyon Kabon INDOT, Plan Nasyonal sou Enfrastruktiri pou Machin Elektrik, ak Plan Rezilyans nan lavni a pandan devlopman altènatif.</p>	Ekite	<p>Angaje aktifman avèk aksyonè ki itilize, travèse, travay, oubyen viv toupre otowout yo ki nan zòn etid la.</p> <p>Founi mobilite aksesib, ekitaab, an sekirite, abòdab, fyab, ak dirab sou ak atravè otowout yo pou manm kominote a selon bezwen idantifye yo ak fidbak nou resevwa.</p>

BAY FIDBAK PA W SOU PROPELINDY.COM



ProPEL Indy ha utilizado los comentarios y opiniones del público para identificar objetivos comunitarios para el estudio. En línea con los cuatro pilares del estudio, estos objetivos son oportunidades que podrían abordarse con las soluciones potenciales que se identifiquen en el estudio; además, se considerarán conjuntamente con otros factores a medida que avance el estudio.

OBJETIVOS COMUNITARIOS

Calidad de vida y habitabilidad	<p>Identificar las mejores comunitarias que favorezcan la calidad de vida de los vecindarios colindantes.</p> <p>Evitar o minimizar los efectos en el entorno natural y humano.</p>	Crecimiento económico y oportunidades	<p>Facilitar infraestructura de transporte para respaldar los objetivos de desarrollo económico a nivel local, regional, y de todo el estado.</p> <p>Garantizar el transporte eficiente y confiable para respaldar la experiencia de los visitantes.</p>
Transporte y movilidad	<p>Respaldar las tecnologías emergentes e infraestructura relacionada.</p> <p>Considerar la Estrategia de Reducción de Carbono del INDOT, el Plan Nacional de Infraestructura para Vehículos Eléctricos y el Plan de Resiliencia futuro durante el desarrollo de alternativas.</p>	Equidad	<p>Hacer participar activamente a los interesados que utilicen, crucen, trabajen o vivan cerca de las carreteras interestatales durante todo el estudio.</p> <p>Ofrecer movilidad accesible, equitativa, segura, asequible, confiable y sostenible a lo largo y a lo ancho de las carreteras interestatales para los miembros de la comunidad en función de las necesidades identificadas y los aportes recibidos.</p>

ENVÍE SUS OPINIONES Y COMENTARIOS A PROPELINDY.COM



ProPEL Indy သည် I-465 လမ်းကြောင်းတစ်လျှောက်ရှိ I-65 နှင့် I-70 လမ်းများ၏ အနာဂတ်အခြေအနေအထားပတ်သက်၍ သင့်အကြံဉာဏ်များကို မေးမြန်းထားပါသည်။ လူထုအကြံပြုချက်အပြင် လေ့လာရေးအဖွဲ့၏ အချက်အလက်စုဆောင်းမှုနှင့် ဆန်းစစ်မှုသည် လေ့လာမှုပြုလုပ်ရာ ဧရိယာအတွင်းရှိ သယ်ယူပို့ဆောင်ရေးဆိုင်ရာ ပြဿနာများ၊ အခွင့်အလမ်းများနှင့် လိုလားသည့်အကျိုးရလဒ်များကို ဖော်ထုတ်နိုင်စေရန် ProPEL Indy အတွက် အထောက်အကူဖြစ်ခဲ့သည်။



သယ်ယူပို့ဆောင်ရေးဆိုင်ရာ ပြဿနာများ

တံတားနှင့် လူသွားလမ်းအခြေအနေများ
ပြည်နယ်လမ်းဆုံများတွင် ငြိုဖျက်လုနီးပါး တံတားများနှင့် လူသွားလမ်းအပိုင်းများရှိပြီး ၎င်းတို့ကို အသစ်ပြင်ဆင်မှုမခံရန် လိုအပ်ပါသည်။



လမ်းအန္တရာယ် ကင်းရှင်းရေး
2018 ခုနှစ်နှင့် 2022 ခုနှစ်အကြားတွင် လေ့လာမှုပြုလုပ်ရာ ဧရိယာအတွင်းရှိ ယာဉ်တိုက်မှုပေါင်း 10,500 ကျော် ဖြစ်ပွားခဲ့သည်။ ခုနှစ်စဉ်နှိမ်နင်းသည့် အသက်ဆုံးရှုံးသည်အထိ သို့မဟုတ် မသန်စွမ်းခြင်းစေသော ပြင်ဆင်မှုအစီအစဉ်များ ရရှိသည်အထိ ခံစားခဲ့ရသည်။



လမ်းပန်းဆက်သွယ်ရေး
ကားလမ်းပြင်ဆင်မှုအစီအစဉ်များကို စွန့်ခွာရန်နှင့် ယာဉ်ကြောပိတ်ဆို့မှုများကြောင့် ပြည်နယ်လမ်းဆုံများတွင် လမ်းပန်းဆက်သွယ်ရေးဆေးစစ်မှု အားနည်းခဲ့သည်။ အချိန်ကြာလာသည်နှင့်အမျှ ဤပြဿနာပိုမိုဆိုးရွားလာမည်ဟု ခန့်မှန်းထားပါသည်။



ဘက်စုံမျှတဆက်ပို့ဆောင်မှုနှင့် ရပ်ကွက်တွင်းချိတ်ဆက်မှုများ
ပြည်နယ်လမ်းဆုံများတစ်လျှောက်နှင့် အနီးအနားတွင် လူသွားလမ်းနှင့် စက်ဘီးစီးလမ်း လိုအပ်ချက်များ ရှိနေပါသည်။



ProPEL Indy ၏ ရည်ရွယ်ချက်မှာ တံတားနှင့် ပလက်ဖောင်း အခြေအနေများ၊ အန္တရာယ်ကင်းရှင်းရေး၊ ယာဉ်ကြောပိတ်ဆို့မှု၊ လမ်းပန်းဆက်သွယ်ရေးနှင့် ဘက်စုံမျှတဆက်ပို့ဆောင်နိုင်မှုတို့

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ProPEL Indy သည် လေ့လာမှုအတွက် လူမှုအသိုင်းအဝိုင်း ပန်းတိုင်များကို ဖော်ထုတ်သိရှိရန် လူထုအကြံပြုချက်များကို အသုံးပြုသည်။ လေ့လာမှုပြုလုပ်လျက်ရှိသော ကဏ္ဍလေးပွဲနှင့်ကိုက်ညီသည့် ဤပန်းတိုင်များသည် လေ့လာတွေ့ရှိခဲ့သည့် အလားအလာရှိသော ဖြေရှင်းမှုပြင်ဆင်မှုများကို ကိုင်တွယ်ဖြေရှင်းနိုင်မည့် အခွင့်အလမ်းများဖြစ်သည်။ လေ့လာမှုကို ရှေ့ဆက်ဆောင်ရွက်သည့်အမျှ ၎င်းတို့ကို အခြားအချက်များနှင့်တွဲ၍ ထည့်သွင်းစဉ်းစားပါမည်။

လူမှုအသိုင်းအဝိုင်း

လမ်းများအနီးရှိရပ်ကွက်များ၏ ဘဝအရည်အသွေးကို တိုးတက်စေသည့် လူမှုအသိုင်းအဝိုင်း ပြင်ဆင်မှုများကို ဖော်ထုတ်ရန်။
သာယာဝပြော လူပတ်ဝန်းကျင်အပေါ် ထိခိုက်စေသည့်အရာများကို ရှောင်ရွက်ရန်နှင့် / သို့မဟုတ် လျော့ချရန်။

ပြည်တွင်း၊ ဒေသတွင်းနှင့် ပြည်နယ်အနှံ့ စီးပွားရေးဖွံ့ဖြိုးတိုးတက်မှု ပန်းတိုင်များကို အားပေးရန်အတွက် သယ်ယူပို့ဆောင်ရေး အခြေခံစနစ်ကို စီစဉ်ပံ့ပိုးပေးရန်။
တည်ဆောက်မှု၊ ပိုမိုသာယာပျော်ရွှင်စွာ လည်ပတ်နိုင်ရေးအတွက် ထိရောက်ပြီး ယုံကြည်စိတ်ချရသော သယ်ယူပို့ဆောင်ရေး ရရှိစေရန်။

ပြောင်းလဲတိုးတက်လာသော စည်းပညာများနှင့် ဆက်စပ်အခြေခံစနစ်ကို ပံ့ပိုးပေးရန်။
အပြားပြားလမ်းများကို ရွေးချယ်ရာတွင် INDOT ၏ ကာဗွန်လျော့ချရေး ဗျူဟာ၊ နိုင်ငံတော်၏ လျှပ်စစ်မော်တော်ယာဉ်သုံးစွဲရေး အခြေခံစနစ် အစီအစဉ်နှင့် အနာဂတ် ဘေးဒဏ်ခံနိုင်စွမ်း အစီအစဉ်ကို ထည့်သွင်းစဉ်းစားရန်။

လေ့လာနေစဉ်တစ်လျှောက်လုံးတွင် ပြည်နယ်လမ်းဆုံများကို အသုံးပြုသည့် ပြတ်သန်းသွားလာသည့် လမ်းဆုံများအနီးတွင် အလုပ်လုပ်သည့် သို့မဟုတ် နေထိုင်သည့် သက်ဆိုင်သူများနှင့် အင်တိုက်အားတိုက် ပူးပေါင်းဆောင်ရွက်ရန်။
ဖော်ထုတ်တွေ့ရှိထားသော လိုအပ်ချက်များနှင့် လက်ခံချိန်အညီ ပါဝင်အကြံပြုချက်အပေါ် အခြေခံ၍ လူမှုအသိုင်းအဝိုင်းတွင်း နေထိုင်သူများအတွက် ပြည်နယ်လမ်းဆုံများတစ်လျှောက်နှင့် လမ်းဆုံအသီးသီးတွင် လက်လှမ်းမီသော

သင့်အကြံပြုချက်ကို PROPELINDY.COM တွင် ဖွဲ့စည်းပါ

Appendix M: Public Comments and Response

Table I: Public Comments with Response

#	Comment	Response
1	I want I-69/70 to be less destructive to the neighborhoods in Indianapolis. The rethink I-65/70 coalition have a great vision and plan for that.	The ProPEL Indy study team will consider public feedback as it revises the study's Draft Purpose and Need Report, which defines transportation issues, opportunities, and desired outcomes in the study area. Alternatives such as this will be assessed based on the Final Purpose and Need during the alternatives analysis phase of the study. Alternatives will be evaluated based on ability to address purpose and need, address community goals, impacts, feasibility, and cost.
2	I would like to see a recessed interstate as proposed by https://www.rethink65-70.org/ . Elevated freeways are a relic of car-centric infrastructure and redlining. They have broken up our neighborhoods and created a landscape that's inhospitable to human beings. Rethink65/70 has an excellent proposal that will put Indy on par with modern cities that are prioritizing people over vehicles.	The ProPEL Indy study team will consider public feedback as it revises the study's Draft Purpose and Need Report, which defines transportation issues, opportunities, and desired outcomes in the study area. Alternatives such as this will be assessed based on the Final Purpose and Need during the alternatives analysis phase of the study. Alternatives will be evaluated based on ability to address purpose and need, community goals, impacts, feasibility, and cost.
3	I think all freeways inside the loop should be removed and replaced with surface streets and commuter rail lines. City freeways are bad for everyone.	The ProPEL Indy study team will consider public feedback as it revises the study's Draft Purpose and Need Report, which defines transportation issues, opportunities, and desired outcomes in the study area. Alternatives such as this will be assessed based on the Final Purpose and Need during the alternatives analysis phase of the study. Alternatives will be evaluated based on ability to address purpose and need, community goals, impacts, feasibility, and cost.



4	<p>I assume you are looking only for comments regarding interstates INSIDE I-465, so not even including I-465. If you wish for ideas on I-465 or the interstates outside of our beltway, please reach out to me. I'd be happy to join a conversation as well. What I see is the most important issue is what I call the "funnel" effect, where 3 lanes goes down to 2, for example. Requiring drivers to merge dramatically reduces the number of cars that can pass through in a fixed amount of time (say 1 minute). A disappointment with the recent improvements to the spaghetti bowl downtown is heading north on I-65north and I-70east comes to a spot where 2 left lanes are for I-70east and 2 right lanes are for I-65north. Far more vehicles go onto I-70east during rush hour and at other times as well (e.g. after sporting events or other such downtown events). And about 100-200 yards after this split we get a 3rd lane for I-70east. But it is too late, because traffic backs up before that split and cars come to complete stops which makes the backups even worse. The solution: Add a lane for those few hundred yards so 3 lanes goes to 3 lanes, thus no merging. There are several other areas where such backups routinely occur. I suggest riding in a helicopter every morning and evening rush hour for several days to see where these bottlenecks occur. That should be the number 1 focus on improvement, and it would be the least expensive and quickest to resolve.</p>	<p>The ProPEL Indy study team will consider public feedback as it revises the study's Draft Purpose and Need Report, which defines transportation issues, opportunities, and desired outcomes in the study area. Alternatives such as this will be assessed based on the Final Purpose and Need during the alternatives analysis phase of the study. Alternatives will be evaluated based on ability to address purpose and need, address community goals, impacts, feasibility, and cost.</p> <p>Roadway Mobility has been identified as a need within the study area. Potential solutions developed by the study team will be evaluated on their ability to address this need by reducing congestion and improving mobility by addressing geometric deficiencies, such as lane drops as you describe.</p>
5	<p>I would like to see more public transit instituted across the city of Indianapolis, along with many more traffic calming measures. We have ceded far too much of our space to cars.</p>	<p>IndyGo is responsible for planning, design and operation of public transit in Indianapolis. The ProPEL Indy study team is coordinating with IndyGo throughout this study and will work with IndyGo to advance potential solutions involving mass transit should such improvements be identified for advancement beyond this study.</p>
6	<p>Need rethink plan implemented</p>	<p>The ProPEL Indy study team will consider public feedback as it revises the study's Draft Purpose and Need Report, which defines transportation issues, opportunities, and desired outcomes in the study area. Alternatives such as this will be assessed based on the Final Purpose and Need during the alternatives analysis phase of the study. Alternatives will be evaluated based on ability to address purpose and need, address community goals, impacts, feasibility, and cost.</p>
7	<p>Greetings! [REDACTED], Executive Director of Earth Day Indiana, Inc., facilitators of the Earth Day Indiana Festival here. I met two of your staff at the InVolved event at Victory Field last fall. We discussed a sponsorship partnership with ProPEL Indy to provide shuttle transportation at this year's Earth Day Indiana Festival. The gentleman I spoke with was very enthusiastic, and so I wish to resume that conversation at your earliest convenience. Please reply via email, [REDACTED]. Thanks!!</p>	<p>ProPEL Indy study team attended this event on June 1, 2024 at Garfield Park.</p>

8	Would like better bike and pedestrian connectivity between the Bates-Hendricks neighborhood and Fountain Square along Morris St	ProPEL Indy has identified Limited Multimodal and Neighborhood Connections as a need in the study area, due to gaps in the pedestrian/bicycle infrastructure across and near the interstates. Potential solutions developed by the study team will be evaluated on their ability to address this need.
9	I live on the northwest side in the Town of Wynnedale https://www.wynnedale.org/ about 5 blocks north of the West 38th Street I65 corridor. Not sure how this will impact our location, but it would be nice to know what the future might hold.	The ProPEL Indy study team will continue to provide opportunities for all stakeholders to share feedback throughout the study process, including public meetings, online forums, one-on-one interviews, listening sessions, and more. You can follow the study's progress at ProPELIndy.com .
10	There needs to be more lighting on 465 at night.	ProPEL Indy's study area includes approximately 26 miles of I-65 & I-70 within the I-465 loop. It does not include I-465. Public input regarding improved corridor aesthetics, such as lighting, will be considered in future phases of the study as potential alternatives are developed.
11	Stop building interstates. Invest in public transportation and non-motorized transportation instead. Spend the money you would have spent on interstates and use it to prevent crashes involving pedestrians and bicyclists. Every dollar not used to prevent crashes is used to create crashes.	ProPEL Indy has identified Limited Multimodal and Neighborhood Connections and Roadway Safety as needs within the study area. Potential solutions developed by the study team will be evaluated on their ability to address these needs.
12	I am not sure what is exactly being planned for "interstate improvement" but we need to invest less money on vehicle traffic and more in bicycle, pedestrian, and transit infrastructure. It is difficult to get around by bike or on foot and the transit is unreliable and doesn't come often enough.	ProPEL Indy has identified Limited Multimodal and Neighborhood Connections as a need in the study area, due to gaps in the pedestrian/bicycle infrastructure across and near the interstates. Potential solutions developed by the study team will be evaluated on their ability to address this need. IndyGo is responsible for planning, design and operation of public transit in Indianapolis. The ProPEL Indy study team is coordinating with IndyGo throughout this study and will work with IndyGo to advance potential solutions involving mass transit should such improvements be identified for advancement beyond this study.

13	<p>4 Primary Suggestions: #1 Enact an 'inner-loop' trolley/shuttle bus set of routes that operate daily roughly between 16th street north/I70 east/ I70 south/White River Parkway west. These smaller vehicles would run 8am-8pm daily to enable connectivity between areas. Cashless minimal fee. Many seniors are not able to walk 3+ blocks between museums, sports venues, restaurants when downtown. This also supports out of town visitors. #2 A rail passenger transport that runs 24/7 from IIA (IND) to a terminal location downtown. This corridor would be greatly improved aesthetically with trees etc. #3 All commercial vehicles with GVW ratings of 20,000 lbs+ required to limit speed on incoming/outgoing Interstate highways to 50 MPH thru downtown beginning 2 miles out from downtown designated area. Very visible signage would clearly mark borders. #4 Create a basic bus system that connects downtown Indy with direct runs to various locations/towns/cities in Hamilton county.</p>	<p>IndyGo is responsible for planning, design, and operation of public transit in Indianapolis. The ProPEL Indy study team is coordinating with IndyGo throughout this study and will work with IndyGo to advance potential solutions involving mass transit should such improvements be identified for advancement beyond this study.</p> <p>The ProPEL Indy study team will evaluate potential solutions to address the purpose and need. The benefits, impacts and costs of these potential solutions will be compared to identify the best use of public funds.</p>
14	<p>It's no secret that much of the interstate inside 465 was built at the expense of neighborhoods largely occupied by minorities. Many remaining neighborhoods in the area still are. As well, neighborhoods immediately adjacent to major roadways are notorious for poor air quality and adverse health impacts of residents including but not limited to shortened life averages, COPD, blood pressure issues. The improvements downtown came with SOME landscaping including trees largely planted along the northern (and wealthiest) stretch of the improvements. Are these plants also being maintained? Will they be replanted if they die? Is this just for appearance or to reduce the air pollution these super roadways generate? Hope y'all take a moment to consider our poorest neighbors as we once again uproot them and endanger them in the name of progress for visitors and commuters</p>	<p>In the draft Purpose and Need Report, ProPEL Indy identified Community Goals for the study, which include identifying community enhancements that improve the quality of life of adjacent neighborhoods. These goals will be considered in the development and evaluation of potential alternatives.</p>
15	<p>Since we are dreaming of ideal transportation, I propose covered moving walkways as an addition to bike lanes to move pedestrians to the Red, Purple and Blue lines, AND to the Monon like bike routes! So many times there are people who would bus or bike to their destination, but it is simply too far to walk to get to the safe pathways or these new bus line routes (without having to catch a scheduled bus rout stop). It's imaginative but could seriously change our ability to connect residents to static transportation lines!</p>	<p>Thank you for your comment, it has been documented with the official study record. Feedback specific to assets managed by the City of Indianapolis, such as local street connections to public transit, will be shared with DPW.</p>
16	<p>Is the project going to include all of the parties within Indy, specifically Indianapolis DPW, Indygo, and the IAA. Without including the other major agencies, this could create longer delays due to competing project areas and similar project scopes.</p>	<p>The study team has met with a number of other agencies during the visioning phase of ProPEL Indy and will have ongoing coordination with DPW, Indianapolis MPO, IndyGo, Indianapolis Airport Authority etc. throughout the duration of the study.</p>
17	<p>Stop expanding roads, build trains and public transportation in a way to not disproof existing neighborhoods.</p>	<p>IndyGo is responsible for planning, design and operation of public transit in Indianapolis. The ProPEL Indy study team is coordinating with IndyGo throughout this study and will work with IndyGo to advance potential solutions involving mass transit should such improvements be identified for advancement beyond this study.</p>

18	Reduce the number of lanes on the interstates and run light rail public transit in the medians with parking areas at the major interchanges. Do this along 65, 70, and 465. Direct all thru commercial traffic around 465. This would greatly reduce noise and air pollution within the city. Future projects could include extending the light rail system along Binford, Michigan Rd, 31 S, and outside of 465 along 69, 74, 65, and 70 to the suburbs. Every transportation study shows that more lanes just lead to more traffic. Highway accidents cause too many injuries and deaths already. We need to join the other cities of the US and the world with light passenger rail public transit and get people off the roads. Plus, as the interstates generally destroy property values and create economically depressed neighborhoods though the city, getting people out of cars and using light rail could vastly improve large portions of the city.	<p>The ProPEL Indy study team will consider public feedback as it revises the study's Draft Purpose and Need Report, which defines transportation issues, opportunities, and desired outcomes in the study area. Alternatives such as this will be assessed based on the Final Purpose and Need during the alternatives analysis phase of the study. Alternatives will be evaluated based on ability to address purpose and need, address community goals, impacts, feasibility, and cost.</p> <p>IndyGo is responsible for planning, design and operation of public transit in Indianapolis. The ProPEL Indy study team is coordinating with IndyGo throughout this study and will work with IndyGo to advance potential solutions involving mass transit should such improvements be identified for advancement beyond this study.</p>
19	The exits need to be evaluated around merging interstates for safety (ex: meridian exit from 65N onto 70W)	ProPEL Indy has identified Roadway Safety like this, as a need within the study area. Potential solutions developed by the study team will be evaluated on their ability to address safety as well as other identified needs.
20	I would like to see better public transit infrastructure with high speed or commuter rail to other Indiana and Midwest cities. This will promote bidirectional tourism and employment with intrastate and out-of-state partners, reduce road congestion to preserve streets, and bring in more regional income to the state. Looking for viable ways to reduce vehicles on the road seems like a more productive use of taxpayer funds versus putting bandages on the current issue. You have the South Shore line taking people to Illinois. Why not expand rail access and other public transit options to bring Hoosiers and out of state visitors to Indianapolis without the excess cars?	<p>IndyGo is responsible for planning, design and operation of public transit in Indianapolis. The ProPEL Indy study team is coordinating with IndyGo throughout this study and will work with IndyGo to advance potential solutions involving mass transit should such improvements be identified for advancement beyond this study.</p> <p>In addition, ProPEL Indy's study area includes approximately 26 miles of I-65 and I-70 within the I-465 loop. Feedback for locations outside the study limits will be shared with INDOT.</p>
21	Mow the grass around Bean Creek more often. It only gets mowed once per season. This is especially frustrating when you live here and it looks like your neighborhood doesn't care.	The ProPEL Indy study team has received your comment, and it has been documented with the official study record. Feedback on current INDOT projects will be shared with the agency.
22	Can I think about it and come back?	The ProPEL Indy study team will continue to provide opportunities for all stakeholders to share feedback throughout the study process, including public meetings, online forums, one-on-one interviews, listening sessions, and more.



23	<p>The entire ramp section near 10th and MLK is a disaster and needs reworked. You have like 6 roads intersecting and traffic is an absolute mess during rush hour. I can't imagine being a pedestrian or student at Crispus Attucks having to navigate that area on foot. Updates should include a total rework of this section. All updates should have a priority focus on downtown commuters and pedestrians, not out-of-Indy drivers who commute to the city. Prioritize safe walkability and bike routes around the entire project. People over cars, Indy residents over suburb commuters. The people mover track should be turned into an elevated walking path to safely move people around these car-ridden area. Despite what the Indiana legislature demand, the people still want light rail and/or an actually viable public transportation method beyond more cars and highways. Also prioritize reducing neighborhood impact. Something should additionally be done to better connect downtown at the end of mass Ave where the highway intersects near Bohdi. Lots of wasted land around there for highways that would better serve the people. Moving highways underground in any capacity is very important. Downtown Indy residents are tired of communities and neighborhoods being split and separated by massive highways that primarily serve people who don't live in this area that the highways impact.</p>	<p>The ProPEL Indy study team will consider public feedback as it revises the study's Draft Purpose and Need Report, which defines transportation issues, opportunities, and desired outcomes in the study area. Alternatives such as this will be assessed based on the Final Purpose and Need during the alternatives analysis phase of the study. Alternatives will be evaluated based on ability to address purpose and need, address community goals, impacts, feasibility, and cost. Roadway Mobility has been identified as a need within the study area. Potential solutions developed by the study team will be evaluated on their ability to address this need by reducing congestion and improving mobility by addressing operational and geometric deficiencies.</p> <p>ProPEL Indy has identified Limited Multimodal and Neighborhood Connections and Roadway Safety as needs within the study area. Potential solutions developed by the study team will be evaluated on their ability to address these needs by improving safety and multimodal connectivity along, across, and near the interstates.</p>
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24	<p>No matter the results of the study, please do not use the study to justify widening I-70 or I-65 within the City of Indianapolis. Highway widening projects provide a brief relief in congestion, but ultimately bring congestion conditions back to the status quo and often worsen congestion as driving is encouraged. Highway widening projects are a waste of taxpayer money. The focus for the next 50 years on I-65 and I-70 should be on maintenance only and improving bike a pedestrian connections between and across these interstates in neighborhoods that have been cut off (Fountain Square, Riverside, Garfield Park, Cottage Home). Other states are starting highway removal projects yet Indiana still seems convinced widening highways works. The assumption that the suburbs around Indianapolis will grow is a smart assumption, but that does not justify widening I-70 and I-65 to accommodate that increase in traffic as that does nothing to benefit the citizens of Indianapolis. INDOT, as a state agency, should not become obsessed with "Level Of Services" for traffic between the suburbs and downtown Indianapolis. The ultimate goal should be to reduce Vehicle Miles Traveled (VMT) on our interstates, thus reducing roadway wear and tear and local air and noise pollution. A few potential projects for INDOT to improve connectivity across I-70 and I-65 in Indianapolis: - Pedestrian bridges and Road Diets between Fletcher Place and Fountain Square. Both neighborhoods are extremely walkable, but walking between these neighborhoods north of Virginia Ave is difficult. Calvary Street bridge is far too wide with narrow sidewalks, as well as the Fletcher Ave bridge. The corner of Fletcher/Calvary could be connected to Pine/Lexington via a pedestrian bridge for better neighborhood connectivity. The low grades make this a viable project. - Pedestrian bridge from Cottage Home to Davidson Street along 9th street to connect to Mass Ave. Near eastside residents can only walk to Mass Ave via St Clair St and 10th st, both are far apart and unpleasant walks. A pedestrian bridge over 70/65 from 9th street to Davidson Street would greatly improve neighborhood connectivity. There is enough room on either side for bridge approaches. See 41st Street Bridge in Chicago as an example. -East Street road diet over I-70 to Bates Hendricks. East Street connects Bates Hendricks to downtown and Eli Lilly. The extra wide bridge over 70 is bad for neighborhood connectivity. Widen both sidewalks with buffers and reduce to two lanes.</p>	<p>The ProPEL Indy study team will consider public feedback as it revises the study's Draft Purpose and Need Report, which defines transportation issues, opportunities, and desired outcomes in the study area. Alternatives such as this will be assessed based on the Final Purpose and Need during the alternatives analysis phase of the study. Alternatives will be evaluated based on ability to address purpose and need, address community goals, impacts, feasibility, and cost.</p> <p>Roadway Mobility has been identified as a need within the study area. Potential solutions developed by the study team will be evaluated on their ability to address this need by reducing congestion and improving mobility by addressing operational and geometric deficiencies.</p> <p>ProPEL Indy has identified Limited Multimodal and Neighborhood Connections as a need in the study area, due to gaps in the pedestrian/bicycle infrastructure across and near the interstates. Potential solutions developed by the study team will be evaluated on their ability to address this need to improve multimodal connectivity across and near the interstates.</p>
25	<p>Southbound I-65 into the Downtown, backs up Everyday. There is much confusion as to which lane to be in entering the Downtown Instruction signs should be placed North of the MLK off ramp, notifying through traffic on I-65 to Louisville/ St Louis to move to the Left lanes. Through traffic Eastbound to I-70, should be advised to keep in the Right lanes. Painted I-65 signs in the payment would be helpful. Once the traffic gets to w 22nd St, lane changes and jockeying begins. The Local off ramp signs should be moved further North of W 22nd St off ramp, to allow more time to switch lanes...</p>	<p>ProPEL Indy has identified Roadway Mobility as a need within the study area. Potential solutions developed by the study team will be evaluated on their ability to address this need by reducing congestion and improving mobility by addressing operational and geometric deficiencies. Specific concerns and suggestions for improved wayfinding in the study area will also be considered in the development and evaluation of potential solutions.</p>

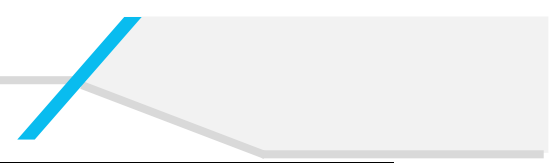


26	Add a commercial "cap" along Virginia Ave over 65/70. Replicate in a similar way to what Columbus, OH did on High St. over 670 near their convention center. An unbroken Virginia Ave. between Ft Square and downtown would do wonders for quality of life in the area and increase economic development as well. A narrow opening/plaza to Idle park could be included if that is staying.	<p>The ProPEL Indy study team will consider public feedback as it revises the study's Draft Purpose and Need Report, which defines transportation issues, opportunities, and desired outcomes in the study area. Alternatives such as this will be assessed based on the Final Purpose and Need during the alternatives analysis phase of the study. Alternatives will be evaluated based on ability to address purpose and need, address community goals, impacts, feasibility, and cost.</p> <p>The City of Indianapolis is studying this area in partnership with the Rethink Coalition in their SE Gateway USDOT Study.</p>
27	I would like to see a bypass of sorts to remove the semi traffic from both 65 and 70 in the downtown loop. If they are not stopping downtown, then they need to be routed elsewhere to ease congestion and reduce accidents.	<p>The ProPEL Indy study team will consider public feedback as it revises the study's Draft Purpose and Need Report, which defines transportation issues, opportunities, and desired outcomes in the study area. Alternatives such as this will be assessed based on the Final Purpose and Need during the alternatives analysis phase of the study. Alternatives will be evaluated based on ability to address purpose and need, address community goals, impacts, feasibility, and cost.</p> <p>Roadway Mobility has been identified as a need within the study area. Potential solutions developed by the study team will be evaluated on their ability to address this need by reducing congestion and improving mobility by addressing operational and geometric deficiencies.</p>
28	65 southbound from 38th street into downtown backups every day in the afternoon, often without any incident causing it. The upcoming replacement of the bridges in this area would be an opportunity to address the safety and mobility concerns caused by these backups. Not sure if TSMO approaches would be an option here. Additionally, 70 westbound where it curves at Shadeland regularly backups without incident causing it.	<p>ProPEL Indy has identified Roadway Mobility as a need within the study area. Potential solutions developed by the study team will be evaluated on their ability to address this need by reducing congestion and improving mobility by addressing operational and geometric deficiencies.</p>



29	He has some issues with the ProPEL Indy program. He's worried these plans (such as new bikeways) will only be possible if we shrink already-existing roads and the sidewalks are already not walkable and wants to see that fixed. He also says that he wants us to connect transit instead of doing new things. He want's Indy's public transit fixed before anything else happens.	ProPEL Indy has identified Limited Multimodal and Neighborhood Connections as a need in the study area, due to gaps in the pedestrian/bicycle infrastructure across and near the interstates. Potential solutions developed by the study team will be evaluated on their ability to address this need to improve multimodal connectivity across and near the interstates. IndyGo is responsible for planning, design and operation of public transit. The ProPEL Indy study team is coordinating with IndyGo throughout this study and will work with IndyGo to advance potential solutions involving mass transit should such improvements be identified for advancement beyond this study.
30	I would like to see INDOT start using world-leading innovative pavement blends that last longer yet don't create the noise and heat and resource demand that concrete does. Given our weather extreme across the span of the year, and during just a week in wintertime, WHY are we not using asphalt pavement blends that incorporate recycled unwanted plastic blended into the asphalt & concrete mix that increases the flex but also keeps it quieter and almost indestructible? Also, for real, STOP adding projects until you have what exists mastered. The pavement quality and constant substructure failure of 65 and 70 from border to border is embarrassing and harmful to vehicles. Both need to be 3 lanes minimum border to border. Everything else- 74, 69, 31, 30, 24, 41, 231, 150 needs maintained strongly all the while. For a few years, That's your whole budget right there. Stop adding pet projects and ignoring this! Also, STOP incentivizing cities using our money to make roads LESS lanes, SLOWER travel, all under the guise of "pedestrian friendly" or "walkable". Both of those trends, while valid, need to be placed on SMALL streets and NOT replacing major thoroughfares in cities.	The ProPEL Indy study team will consider public feedback as it revises the study's Draft Purpose and Need Report which defines transportation issues, opportunities, and desired outcomes in the study area. Alternatives such as this will be assessed based on the Final Purpose and Need during the alternatives analysis phase of the study. Alternatives will be evaluated based on ability to address purpose and need, address community goals, impacts, feasibility, and cost.
31	A commenter has concerns about a lack of bus service on the 86 bus which is not accessible via sidewalk and only goes downtown. This is a serious challenge for his quality of life. He would like to see better connection between CIRT A and Indy Go as well other transit agencies in the region.	IndyGo is responsible for planning, design, and operation of public transit. The ProPEL Indy study team is coordinating with IndyGo throughout this study and will work with IndyGo to advance potential solutions involving mass transit should such improvements be identified for advancement beyond this study.

32	I think there needs to be better signage going into the south split so that if you are continuing through Indy, you know which lane is best. Like the far left lane of I-70 going into the merge should be labeled as continuing on I-70 and similar for the far right lane of I-65 going into the merge. I know the other lanes aren't really any different, but even if you put that I-65 would be the right lanes/right exit and I-70 would be the left lanes/left exit, it would help people who don't drive it regularly to know they'll need over before they actually have to get over.	Input regarding improved wayfinding and signage along the corridor will be considered in the development and evaluation of potential alternatives.
33	I think more lanes need to be added to exit I-70 westbound at the south split. It has two lanes, but one is almost entirely an entrance ramp from Washington street until the very end and it gets so backed up. This then makes it hard for people on the entrance ramp to safely get over if they're continuing on I-65 south and causes a lot of reckless driving by impatient people, both on the I-65/I-70 spoke and the entrance ramp.	The ProPEL Indy study team will consider public feedback as it revises the study's Draft Purpose and Need Report, which defines transportation issues, opportunities, and desired outcomes in the study area. Alternatives such as this will be assessed based on the Final Purpose and Need during the alternatives analysis phase of the study. Alternatives will be evaluated based on ability to address purpose and need, address community goals, impacts, feasibility, and cost. Roadway Mobility has been identified as a need within the study area. Potential solutions developed by the study team will be evaluated on their ability to address this need by reducing congestion and improving mobility by addressing operational and geometric deficiencies.
34	I think some entrance and exit ramps could use longer lanes so that people have more time to get over. I know some of the entrance ramps on the I-70 W spoke are very short. And the exit for Illinois/Meridian (I think) is also short.	ProPEL Indy has identified Roadway Mobility as a need within the study area. Potential solutions developed by the study team will be evaluated on their ability to address this need by reducing congestion and improving mobility by addressing operational and geometric deficiencies.
35	I'm unsure if this actually falls under this, but I think the Kentucky Ave entrance onto 465 on the southwest side needs to be redone to make exiting from 465 onto I-70 better. The entrance ramp from Kentucky Ave is a loop, which doesn't lend itself to people getting up to speed easily (especially not semis, which are abundant), so there's a lot of people who need to switch lanes in both directions and lots of cutting people off and getting over at the last second. I think the right most lane of 465 could be a lane continuing on 465 AND an exit lane to I-70, and it would cut down on some of those people having to get over at the last minute. Then it would just be people getting on from Kentucky Ave that would need to get over one lane instead of lots of people criss crossing.	ProPEL Indy's study area includes approximately 26 miles of I-65 and I-70 within the I-465 loop. Feedback for locations outside the study limits will be shared with INDOT.



36	<p>I would like more bike lanes; wide protected bike lanes that meet or interact with traffic as little as possible. I recommend using the design plans mentioned in the Ottawa Protected Intersection Design Guide because of our current car-dominant system. Though, where possible and if possible, it may prove beneficial to take a look at how Amsterdam does things. Though, that may be too big of a change for us for now, so it may be best to make cycling safe and easy so that it becomes more of an option and get more backers to the idea. Also, I would like to see devoted lanes for public transportation, not added lanes, but replaced lanes. These could be for busses or light rail.</p>	<p>ProPEL Indy has identified Limited Multimodal and Neighborhood Connections as a need in the study area, due to gaps in the pedestrian/bicycle infrastructure across and near the interstates. Potential solutions developed by the study team will be evaluated on their ability to address this need to improve multimodal connectivity across and near the interstates.</p> <p>IndyGo is responsible for planning, design and operation of public transit. The ProPEL Indy study team is coordinating with IndyGo throughout this study and will work with IndyGo to advance potential solutions involving mass transit should such improvements be identified for advancement beyond this study.</p>
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<p>37</p>	<p>Here is an essay I wrote for school. I don't know how well the format will transfer. I wrote this for my town of Franklin, but I am frequently in Indianapolis, the same applies, and I know for sure that people within Indianapolis would think the same. Bringing Bicycles to America: Realistic Options for Change Would you let your children cycle on highways to school or to friends' houses? Would you cycle to work at 7:00 in the morning? In 2022, only 0.54% of commuters in the US usually went by bicycle (Fox). It is stressful, especially in the midst of our roads (multilane thoroughfare with many intersections) and multilane highways. Bicyclists opting to ride the side find a narrow, messy shoulder or a barrier curb. These barrier curbs prevent escape from the encircling motor vehicles. Car-filled roads are the primary reason that cycling is unsafe. Cars are here to stay, having developed into the "American Dream," so towns must build bike infrastructure that is safe around them. As it is with my school, many people cannot bike there because it is dangerous. It would require night biking on or across busy highways with no bike infrastructure, risking their lives in their acts to be more sustainable. A turn to cycling would return city centers, once places of socializing, to their former glory, and would support a healthier and happier population. Even so, unsafe streets waste city centers for cars. Bicycles do not require vast parking spaces like cars. This reserves more urban land for small businesses and public areas such as green spaces and parks, allowing for more connection to nature. In another aspect, my father has to drive congested roads almost daily, which could possibly be avoided if biking were a viable option. With bicycles being smaller and slower, they can take more direct paths between locations, shortening ride distance and avoiding congestion. With the introduction of electric bikes, longer trips are significantly more manageable. However, this only works with safe implementation. As people become increasingly aware of their ecological footprints and begin questioning their current urban systems, a bike-centric lifestyle becomes ever more popular. Additionally, more people strive for active lifestyles due to an increasing interest in blue zones. So, how does North American society make this transition? To what extent could cities implement bicycle infrastructure in the US to make it a common, preferred mode of transit? Bike infrastructure needs not only to be safe; it must be convenient so that people prefer it to motor vehicles. Parking one's bicycle may prove difficult in the States, so mandating more bicycle racks in place of parking spaces could facilitate this, making cycling more convenient than it currently is. Also, looking at sidewalks, many of them do not lead anywhere, so people use them infrequently, especially for serious transit. This is the result of building infrastructure gradually, but bike lanes and utilities must be accessible from residential areas like neighborhoods and apartments to be usable. Cities may build bike infrastructure gradually, but clear guidelines must ensure this is always done. A simple solution would be to require adding bike lanes when repaving roads. This way, within 15-20 years, all busy roads could have bike lanes. This needs to start now, so new development will not be behind 20 years. In order to make sure that areas keep up with</p>	<p>ProPEL Indy has identified Limited Multimodal and Neighborhood Connections as a need in the study area, due to gaps in the pedestrian/bicycle infrastructure across and near the interstates. Potential solutions developed by the study team will be evaluated on their ability to address this need to improve multimodal connectivity across and near the interstates.</p> <p>Roadway Safety has also been identified as a need within the study area. Potential solutions developed by the study team will be evaluated on their ability to address this need by improving safety along and at intersections near the interstates by reducing crash frequency and/or crash severity.</p>
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<p>this long-term project, county law should require incorporating bike lanes into all new road construction that meet a certain motor vehicle capacity. For example, on many country roads, traffic is of such low volume that spending the resources to build bike lanes would be illogical. It would also be unnecessary to have bike lanes on residential streets. In neighborhoods, infrastructure such as bollards and speed bumps or speed cushions could lessen thru traffic and the overall speed of drivers, making cycling more enjoyable. Roads make up most of our automotive facilities, but what is a road? Brook Nelson clarifies that “for starters, [a] ‘road’ generally describes any throughway that connects two points. ‘Streets,’ on the other hand, are public roads that have buildings on both sides.” Having only paint separating bike lanes from the road, there is nothing preventing drivers from entering them which risks the safety and comfort of cyclists. Physical barriers such as “plastic posts, bollards, curbs, planters, raised bumps, or [even] parked cars” are options for protected bike lanes” (“Protected Bike Lane Inventory”). Raised bike lanes (similar to sidewalks) increase the visibility of cyclists to people in cars. On any road, being on a narrow, unprotected bike lane feels uncomfortable and unsafe; drivers hit mailboxes, so they might likewise hit a person. Therefore, bike lanes should keep cyclists safe from cars, placing physical barriers between them. For long roads without many intersections, having both bike lanes on one side would significantly ease changing direction without waiting to reach an intersection or illegally going in the wrong direction. Jo Helme makes the point that “over 70% of all lethal or serious cycle accidents happen at intersections, [...] where cyclists and motorists interact most.” In other words, it is important that this is a focus while rebuilding with cyclists in mind. The Ottawa Protected Intersection Design Guide recommends a 3.0 - 5.0 m forward stop bar to place waiting cyclists at intersections “further ahead [of] motor vehicles, improving visibility [...] and reducing potential for conflicts at the start of the signal phase” (3). Furthermore, being ahead allows cyclists entrance before the cars. The place where a bicycle lane crosses the intersection is set farther along the right turn of the beside car lane, allowing more response time for drivers to see cyclists. In these protected intersection bike lanes, cyclists do not have to turn left like cars would; they just cross the street and then again in the perpendicular direction; those turning right can disregard the lights entirely. Clearly marking these bike lanes with paint increases the safety and the lucidity of the lane for people not used to the system. Another characteristic that the Ottawa guide mentions is the corner safety island “which separates and protects the bicycle and pedestrian space from the roadway at the corner[s]” of intersections (3). One current issue with intersections is that, from my experience, when I use a crosswalk at them, there is often no close traffic, yet our intersection light cycles hinder me from crossing. Similarly, this hinders cyclists when they are trying to get somewhere. Fixing this issue is a matter of coordinating stoplights to react to their environment. With little change, traffic lights could respond to the current situation, changing light durations and orders to match the current traffic</p>	
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<p>amounts and directions (Slaughter). So, what about roundabouts? Moving forward, Indiana is increasingly seeing roundabouts, so as many intersections change to these, plans for safe cycling would require adaptation. Roundabouts safely and efficiently move traffic by maintaining flow without adding extra lanes (Ferris). In spite of this, as one study shows, roundabouts can actually increase bicycle crashes unless there is a protected bike lane. CNBC mentions that in single-lane roundabouts, bike lanes reduce cyclist crashes by 84% but a lack of them brings a 93% increase (Ferris). However, Brainard, the mayor of Carmel, observes that in Carmel, IN, there has not been an increase, so it may not always be the case, but nonetheless protected bike lanes should be a consideration when building new roundabouts as there may still be a reduction in bicycle crashes. For many, it may be a concern knowing that protected bike lanes can cost upwards of \$1M per mile, but this is just because everything can always cost more money (“No, Protected Bike”). Some examples of bike lane protection that cost less, near or below \$20K per mile, consist of flexible bollards, turtle bumps, parking stops, and linear barriers. Also, the price for pavement can vary significantly depending on how much the new bike lanes need. In some cases the road may be repainted, changing lane placements and/or widths to accommodate the added bike lanes. This decreases the need to expand the road and the overall cost. Kea Wilson posits that “a modern, protected bike lane can cost anywhere from \$133,170 to \$536,680 per mile, according to the Pedestrian and Bicycle Information Center” (Wilson). In contrast, adding a car lane costs “almost \$10 million per lane mile” (“Pricing Information”). A bike lane is about 1%-5% of that! We are a democracy; we are not on roads only to support the economy; our government is for us, so we need to make it clear what we want, and not just sit by and watch time pass. You can vote, reach out to your leaders, and advocate to build infrastructure like bike racks at local stores, malls, and roadsides in place of the current predicted average of eight parking spaces per car, each which could hold twelve bikes (Tims). If you are a leader in your community; you can alert people of the importance of adding safe bike lanes, and you can be a leader in this change.</p> <p>Works Cited Ferris, Robert. “Roundabouts Are Safer. So Why Does The U.S. Have So Few Of Them?” YouTube, uploaded by CNBC, September 2023, www.youtube.com/watch?v=atORPw-w83I. Accessed 6 November 2023. Helme, Jo. “The Missing Link: How to Make Intersections Bike-Friendly.” City Changers, citychangers.org/how-to-make-intersections-bike-friendly/. Accessed 6 November 2023. In her article, “The Missing Link: How to Make Intersections Bike-Friendly,” Jo Helme, a journalist on cycling for the climate crisis, responds to the issue of unsafe and discouraging intersections for bicyclists. Helme addresses the issue of intersections without infrastructure supporting cyclists by sharing clear solutions that are flexible for different places and situations. Jo Helme cites bicycle transit professionals and their thoughts on the current needs of intersections. The purpose of this article is to make motor vehicle owners and policymakers aware of the importance of the factors that go</p>	
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<p>into a bike-friendly intersection. The author’s straightforward and to-the-point tone makes it clear that taking action and solving the issue is the goal, and nothing else. “How Can I Slow Down Traffic In My Neighborhood? Use These 4 Tips.” Traffic Safety Store, www.trafficsafetystore.com/blog/how-can-i-slow-down-traffic-in-my-neighborhood-use-these-4-tips/. Accessed 6 November 2023. Nelson, Brooke. “This Is the Real Difference Between Streets, Roads, and Avenues.” Reader’s Digest, October 11 2017, www.rd.com/article/difference-between-streets-roads-avenues/. Accessed 6 November 2023. “No, Protected Bike Lanes Do Not Need to Cost \$1 Million Per Mile.” People For Bikes, www.peopleforbikes.org/news/no-protected-bike-lanes-do-not-need-to-cost-1-million. Accessed 6 November 2023. Ottawa Protected Intersection DesignGuide. City of Ottawa, September 20 2021, documents.ottawa.ca/sites/documents/files/protectedintersection_dg_en.pdf. Accessed 6 November 2023. Pinder, Matt. “This Intersection Design Will Save Lives.” Youtube, uploaded by Oh The Urbanity!, December 5 2021, www.youtube.com/watch?v=uxn-B4OuONY. Accessed 6 November 2023. Matt Pinder, a Transportation engineer at WSP Canada, touches on the current changes in Ottawa’s intersections to accommodate and support bicycle traffic. Ottawa, pushing to become more cycle-centric, is a primary leader in the North American shift from car transit to bike transit. Pinder uses this video to update the rest of North America on what Ottawa has been doing and how their current intersection design works. He is demonstrating their success to convey the possibilities for cycling to motivate the rest of North America to do similarly. His proud tone allows him to communicate his passion for what his city is doing and its importance by using pathos. “Pricing Information.” Federal Highway Administration, www.fhwa.dot.gov/policy/otps/pricingkit.cfm. Accessed 6 November 2023. “Protected Bike Lane Inventory.” People For Bikes, www.peopleforbikes.org/reports/protected-bikes-lanes-101. Accessed 6 November 2023. “Protected Bike Lanes that Any City Can Afford.” Streetsblog USA, usa.streetsblog.org/2020/07/29/meet-the-protected-bike-lane-that-any-city-can-afford-to-build. Accessed 6 November 2023. Slaughter, Jason. “Why the Dutch Wait Less at Traffic Lights.” Youtube, uploaded by Not Just Bikes, July 7 2020, www.youtube.com/watch?v=knbVWXzL4-4 . Accessed 6 November 2023. Tims, Dana. “Can 6 to 20 bicycles fit into a single car-parking space?” PolitiFact, October 9 2013, www.politifact.com/factchecks/2013/oct/09/earl-blumenuer/can-6-20-bicycles-fit-single-car-parking-space/. Accessed 6 November 2023. Wilson, Kea. “Here are some protected bike lanes any city can afford.” Greater Greater Washington, August 5 2020, gwwash.org/view/78657/here-are-some-protected-bike-lanes-any-city-can-afford. Accessed 6 November 2023. Fox, Justin. “Biking to Work Isn’t Gaining Any Ground in the US.” The Washington Post, September 27 2023, www.washingtonpost.com/business/2023/09/27/biking-to-work-isn-t-gaining-any-ground-in-the-us/67b4a9e2-5d32-11ee-b961-94e18b27be28_story.html. Accessed 6 November 2023.</p>	
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38	I-65 needs significantly more lane capacity between 38th Street and downtown. I-70 also needs more capacity from the South Split to I-465. Both are prone to severe backups because they simply do not have enough throughput.	<p>The ProPEL Indy study team will consider public feedback as it revises the study's Draft Purpose and Need Report which defines transportation issues, opportunities, and desired outcomes in the study area. Alternatives such as this will be assessed based on the Final Purpose and Need during the alternatives analysis phase of the study. Alternatives will be evaluated based on ability to address purpose and need, address community goals, impacts, feasibility, and cost.</p> <p>Roadway Mobility has been identified as a need within the study area. Potential solutions developed by the study team will be evaluated on their ability to address this need by reducing congestion and improving mobility by addressing operational and geometric deficiencies.</p>
39	Increase i-65 northbound and southbound to three lanes between 465 and 865 on the northwest side. It chokes down from three lanes to two and causes a traffic backup daily.	ProPEL Indy's study area includes approximately 26 miles of I-65 & I-70 within the I-465 loop. Feedback for locations outside the study limits will be shared with INDOT.
40	Thrilled that this study is being conducted! Having traveled to nearly all 50 states, I can conclude that Indianapolis has some very poor infrastructure. With the exception of Memphis, TN and Jackson, MS. Access to the NE part of town is an incredible maze of road construction, dense neighborhood traffic, and dangerous intersections. With the continued construction on 465 E / NE, that are not any other areas of access other the ones mentioned above. I would hope that there is a study that could provide a plan to expand or create an interstate corridor to the NE part of town. Maybe, 265 N or something along those lines. I think this part of town could benefit from further access to vital infrastructure and activities.	The ProPEL Indy study team will consider public feedback as it revises the study's Draft Purpose and Need Report which defines transportation issues, opportunities, and desired outcomes in the study area. Alternatives such as this will be assessed based on the Final Purpose and Need during the alternatives analysis phase of the study. Alternatives will be evaluated based on ability to address purpose and need, address community goals, impacts, feasibility, and cost.
41	How you could possibly have to do patchwork and shut down a highway you previously worked on less than 5 years ago? The way road work around here gets done is horrible.	The ProPEL Indy study team has received your comment, and it has been documented with the official study record. Feedback on current INDOT projects will be shared with the agency.
42	Please do the outer loop that Gov Daniel's proposed. 465 is saturated even with the improvements	The ProPEL Indy study team will consider public feedback as it revises the study's Draft Purpose and Need Report which defines transportation issues, opportunities, and desired outcomes in the study area. Alternatives such as this will be assessed based on the Final Purpose and Need during the alternatives analysis phase of the study. Alternatives will be evaluated based on ability to address purpose and need, address community goals, impacts, feasibility, and cost.



43	Sections 6.2 through 6.4 are great! It's amazing that the high crash injury network is not only mentioned but identifies places for improvements. The neighborhood connections graph is also an amazing addition, it highlights their need very well please keep this. I'd like to see more mention of the ReThink I-65/70 meetings in greater detail, and I want to see more of them in the future. Please not only keep but expand sections 6.2 to 6.4. Thank you	ProPEL Indy has identified Limited Multimodal and Neighborhood Connections and Roadway Safety as needs within the study area. Potential solutions developed by the study team will be evaluated on their ability to address these needs by improving safety and multimodal connectivity along, across, and near the interstates.
44	We shouldn't have on ramps that enter the left lane of the highway, semi-trucks shouldn't be allowed in the left lane when the highway has three lanes, semi-trucks should only be able to use the left lane of a two lane highway to pass only, we need more signs and enforcement on our left lane laws	<p>Roadway Mobility has been identified as a need within the study area. Potential solutions developed by the study team will be evaluated on their ability to address this need by reducing congestion and improving mobility by addressing geometric deficiencies, such as left hand entrances as you describe. These potential solutions will be evaluated based on ability to address purpose and need, address community goals, impacts, feasibility, and cost.</p> <p>The ProPEL Indy study team will evaluate lane management strategies as a means to address purpose and need. The benefits, impacts and costs of these potential solutions will be compared to all types of potential solutions to identify the best use of public funds.</p>
45	Love the interconnectivity, and bringing together communities. Given how much this will be to repair and maintain, we must stress increasing public transit and other means of getting around town. Adding in an express route between Downtown and the airport on the interstate (or light rail), or an express route from downtown Indy to downtown Carmel (or any other suburb center), would boost connections and decrease the number or drivers on the road. Making Indy greener, more equitable, safer and economically cheaper on the city and state. Also, we should look to tear down/lower segments of the interstate closer to downtown.	The ProPEL Indy study team will consider public feedback as it revises the study's Draft Purpose and Need Report, which defines transportation issues, opportunities, and desired outcomes in the study area. Alternatives such as this will be assessed based on the Final Purpose and Need during the alternatives analysis phase of the study. Alternatives will be evaluated based on ability to address purpose and need, address community goals, impacts, feasibility, and cost.



46	Large sidewalks everywhere. Road diets everywhere. Daylighting everywhere. More trails. More trees. Less asphalt. No more highway lanes. Tear out the highways that killed our center city. Light rail now.	<p>ProPEL Indy has identified Limited Multimodal and Neighborhood Connections as a need in the study area, due to gaps in the pedestrian/bicycle infrastructure across and near the interstates. Potential solutions developed by the study team will be evaluated on their ability to address this need to improve multimodal connectivity across and near the interstates.</p> <p>The ProPEL Indy study team will consider public feedback as it revises the study's Draft Purpose and Need Report which defines transportation issues, opportunities, and desired outcomes in the study area. Alternatives such as this will be assessed based on the Final Purpose and Need during the alternatives analysis phase of the study. Alternatives will be evaluated based on ability to address purpose and need, address community goals, impacts, feasibility, and cost.</p> <p>IndyGo is responsible for planning, design and operation of public transit. The ProPEL Indy study team is coordinating with IndyGo throughout this study and will work with IndyGo to advance potential solutions involving mass transit should such improvements be identified for advancement beyond this study.</p>
47	The priority for these projects should be minimizing and reducing harm to Indianapolis neighborhoods through reduced footprints, recessed, not elevated segments, and prioritization of public transportation, walking, and cycling. Personal Electric Vehicles will only add increased tire and brake related pollution into the environment, specifically to the waterways in the project area. INDOT should prioritize the addition of 'Bus Only' shoulders on the Western I-70 spoke between Holt Road and the Airport, as seen in our peer cities of Minneapolis- St Paul and Kansas City. During North Split construction, INDOT removed protected bike infrastructure under the Michigan and New York street overpasses. Downgrading bicycle and pedestrian infrastructure should never be a part of any INDOT project. The best thing INDOT could do is to entirely remove or truncate the inner loop, the second best thing INDOT can do is to improve the quality of life by reducing noise and air pollution and shrinking the footprint of the interstate, adding safe bicycle and pedestrian infrastructure within project limits, and prioritization of transit on 70's Western Spoke through Bus Only shoulders between Holt and the Airport.	<p>The ProPEL Indy study team will consider public feedback as it revises the study's Draft Purpose and Need Report which defines transportation issues, opportunities, and desired outcomes in the study area. Alternatives such as this will be assessed based on the Final Purpose and Need during the alternatives analysis phase of the study. Alternatives will be evaluated based on ability to address purpose and need, address community goals, impacts, feasibility, and cost.</p> <p>ProPEL Indy has identified Limited Multimodal and Neighborhood Connections as a need in the study area, due to gaps in the pedestrian/bicycle infrastructure across and near the interstates. Potential solutions developed by the study team will be evaluated on their ability to address this need to improve multimodal connectivity across and near the interstates.</p>



48	<p>US cities have been strangled by the demand of better highway systems by car owners. Billions of dollars of tax payer money has been used to fix a problem that can never be solved. "One more lane" will never fix traffic problems on interstates. The only way to battle traffic is by investing in other forms of transit that is not single person cars that clog road ways. By giving people better options to travel you take away the annoyance of being stuck in rush hour traffic on an interstate. It is simple math that a bus can transport more people in less space than a singular car. By investing in public transit it will give communities that have be divided and sequestered by cars opportunities to reach more jobs. By investing in cities we can takeback space saved for parking. With the removal of parking we can build more retail, living and communal spaces. On a larger scale Indiana was known for its impressive infrastructure network, but after years of only investing in highways our reputation has fallen. There are more environmental, efficient and safer options of transit than driving a car. I have chosen my hill to die on, it is imperative for the state of Indiana and the rest of the Union to invest in high speed rail. Every other developed country in the world has better rail networks than the US. As a country we must move on from being controlled by auto makers, gas and oil companies, and auto insurance agencies who force us to only have one option to travel. To secure a better future for the next generations of Americans we must think outside of ourselves and the status quo of the last 70 years of solely building for cars.</p>	<p>IndyGo is responsible for planning, design and operation of public transit. The ProPEL Indy study team is coordinating with IndyGo throughout this study and will work with IndyGo to advance potential solutions involving mass transit should such improvements be identified for advancement beyond this study.</p>
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49	<p>I am providing comments on the I65/38th Street interchanges and the highway system generally in Marion County. With respect to the 38th Street interchanges, it appears that your own statistics show that both the northbound and southbound interchanges are among the most dangerous in Marion County. I live near these interchanges and use them daily, and would agree that the statistics accurately reflect the dangerous nature of those interchanges in reality. The design of the interchange is poor, in that highway traffic, still traveling at highway speed, is forced to quickly merge with 38th Street traffic that is traveling at a much slower speed. Only a total redesign of the interchange would fully address that issue. Further, the street traffic from Kessler and Guion presents additional merging traffic that is traveling even more slowly than 38th Street Traffic. On the southbound side, I have witnessed several near misses of cars entering from the Kessler on ramp or the intersection at Guion. Similarly, on the northbound side, the 38th Street traffic is so heavy at times that exiting onto the Kessler ramp is extremely difficult. Further, traffic from Guion has no on ramp in which to get up to speed, so those cars will often pull out in front of speeding traffic to either merge onto 38th Street westbound or attempt to cross both lanes of 38th in order to get to the ramp exiting 38th Street to merge onto 65N. I believe that the Guion Street access to 38th Street westbound should be limited to an exit only, forcing drivers to access 38th Street via Industrial Blvd, which is a stoplight, and 65N via the Lafayette interchange. With respect to the eastbound section of 38th Street, vehicles will routinely pull out from Guion into traffic and move directly to the northmost lane in order to access 65S. In order to prevent this, vehicles should be forced to turn into the south lane which ultimately becomes the exit for Kessler, but provides additional distance for Guion traffic to reach a safe speed to merge onto 38th Street. I have also witnessed vehicles exiting from 65S attempt to exit onto Guion. This is also extremely dangerous, and has resulted in vehicles stopping in the exit lane in order to wait for traffic to clear to "safely" merge right across two lanes of 38th Street to exit onto Guion. I would recommend placing additional barriers that extend past Guion to prevent those exit attempts. Traffic wanting to get to Guion could be directed to exit at Kessler and travel west on 38th Street in order to exit onto the Guion access from 38th Street westbound. Or Guion traffic could exit at Lafayette and proceed south on Lafayette to 30th Street. Another dangerous element to this interchange is that traffic entering onto 38th Street EB from the Kessler interchange will often cross both lanes in order to merge onto 65S. I would recommend that Kessler traffic exiting onto 38th Street EB be limited to staying on 38th Street to avoid this type of merging. Traffic that wants to reach 65S can be directed to either take 38th Street to MLK and enter 65S at the MLK/30th Street on ramp, or continue on Kessler south to 30th Street, at which point that traffic can travel east and enter onto 65S at 29th Street. Generally, the I65/I70 split project has done little to address congested traffic downtown during busy times in the afternoon. I would recommend that more traffic from I65S be diverted onto I465 and travel around the city</p>	<p>The ProPEL Indy study team has identified Roadway Safety as a need within the study area. Potential solutions developed by the study team will be evaluated on their ability to address this need by improving safety along and at intersections near the interstates by reducing crash frequency and/or crash severity.</p> <p>Roadway Mobility has also been identified as a need within the study area. Potential solutions developed by the study team will be evaluated on their ability to address this need by reducing congestion and improving mobility by addressing operational and geometric deficiencies.</p> <p>These potential solutions will be evaluated based on ability to address purpose and need, address community goals, impacts, feasibility, and cost.</p>
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	for non-downtown traffic. Further, road noise from urban interstates is a quality of life issue, and I would recommend that all paving projects within Marion County be performed using Quiet Pavement	
50	<p>This project is good and needed, but it could be better. Using conventional, status quo approaches to replacing our aging highways will only improve some issues, but it is not going to solve our growing infrastructure shortcomings. We need to include innovations into this huge project to reduce decades of operational costs, extend the anticipated life-spans of these renewed roads and bridges, reduce weather related hazards, and generate power; potentially lots of clean, renewable power. One innovation I am thinking of is NOT new. It is the 'covered bridge.' Yes, I am talking about a modern version of 14th century technology. Think of the Kapellbrücke covered bridge in Lucerne, Switzerland. It was built around 1360 AD. That bridge was going strong until a fire in 1993 and then rebuilt in 1994. In Indiana, we can see an illustration of the Bridgeton covered bridge on Hoosier car license plates. This is "Indiana's Most Famous Covered Bridge." It was first built in 1868. It was going strong until a fire by an arsonist in 2005. Then rebuilt by volunteers in 2006. The point I am making is that uncovered wooden bridges typically have life-spans of only 10 to 15 years while covered wooden bridges have life-spans of centuries. Similarly, a covered steel and concrete bridge would see extended life-spans. Not only would a covered bridge last longer, but reduce annual, recurring winter operational costs of snow plowing and repeated applications of detrimental de-icing materials. A covered bridge would also allow other cost avoidance and cost saving innovations, namely solar arrays. A solar array would offset (e.g., lighting) power demands and provide a return-on-investment well within the bridge's life-span. But do not stop with covered bridges, imagine the entire roadway covered and covered with solar arrays. We are already behind the times with this innovative idea. Look at what Germany, Austria, and Switzerland have already done with this idea: https://www.rechargenews.com/transition/solar-panel-covered-autobahn-could-speed-german-energy-transition/2-1-854215 Solar panel covered Autobahn could speed German energy transition https://www.pv-magazine.com/2023/06/29/germany-launches-33-kw-prototype-highway-pv-system/ Germany launches 33 kW prototype highway PV system https://cleantechnica.com/2020/09/05/european-trio-creating-solar-highway-system/ European Trio Working On Solar Canopy For Highways Dwight D. Eisenhower saw the potential of the WWII version of Germany's Autobahn and it was instrumental to the birth of our Interstate Highway System. We need to embrace this latest innovation to the Autobahn into our plans for the simple fact it makes too much sense and cents. Bottom line: Build a better future by building a better, a more innovative highway.</p>	<p>The ProPEL Indy study team will consider public feedback as it revises the study's Draft Purpose and Need Report which defines transportation issues, opportunities, and desired outcomes in the study area. Alternatives such as this will be assessed based on the Final Purpose and Need during the alternatives analysis phase of the study. Alternatives will be evaluated based on ability to address purpose and need, address community goals, impacts, feasibility, and cost.</p>



51	<p>The transportation sector is one of the largest contributors to air pollution and greenhouse gas emissions in Indianapolis. The design should not aim for more throughput, as that induces more rural sprawl and more vehicle trips. Instead, there should be a focus on basic maintenance and repairing harm to communities. Close exits and entrance ramps that are dangerous and return that land to the tax roles. Better connect under and over the highway with bicycle and pedestrian routes. Work with the city and state to increase frequency on the Amtrak Cardinal route to daily service to provide alternatives to driving. Work with neighboring counties to extend IndyGo transit routes into nearby inner ring towns. Cities don't thrive when they are clogged with cars and treated like a drive-in/drive-out destination. Real economic development isn't based around free flowing interstates.</p>	<p>Impacts to social, economic, and environmental resources will be considered during the ProPEL Indy study, as well as ways to avoid or minimize any potential impacts. Once alternatives have been developed and refined, they will be evaluated for their ability to address the needs within the study area, as well as for their potential impacts on human and environmental resources. Efforts will be made to avoid, minimize, or identify potential mitigation options for alternatives considered during the study.</p> <p>IndyGo is responsible for planning, design and operation of public transit in Indianapolis. The ProPEL Indy study team is coordinating with IndyGo throughout this study and will work with IndyGo to advance potential solutions involving mass transit should such improvements be identified for advancement beyond this study.</p>
52	<p>Over the past nine years of living on Virginia avenue noise pollution in the form of emboldened individuals with either or both loud (and thus illegally modified) exhaust or speaker systems has perceptively become more prevalent. A quick internet search highlights this phenomenon in cities across the country with various municipalities honing in on the problem. As downtown becomes more populated with residents and visitors alike is there not a push to quell this activity from a city level? Indianapolis is realizing its potential to be a world-class city, and to this end pollution of all kinds needs reined in.</p>	<p>The ProPEL Indy study team has received your comment, and it has been documented with the official study record. Feedback outside of the study's scope specific to noise concerns inside the city limits will be shared with the City of Indianapolis.</p>
53	<p>Keep the semi-tractor trailers off the spokes - make them go around the 465 loop. They travel too fast through town. I do deliveries all day for a dental lab and use all of the road systems. This is only tangentially related but, "How did we shut down the 65/70 downtown splits for what seemed like multiple years and ended up with the same number of lanes of traffic and just as many traffic tie-ups as before?" If this is the level of competence we can expect in the transportation network of the future I'm not looking forward to it.</p>	<p>The ProPEL Indy study team will consider public feedback as it revises the study's Draft Purpose and Need Report which defines transportation issues, opportunities, and desired outcomes in the study area. Alternatives such as this will be assessed based on the Final Purpose and Need during the alternatives analysis phase of the study. Alternatives will be evaluated based on ability to address purpose and need, address community goals, impacts, feasibility, and cost. Roadway Mobility has been identified as a need within the study area. Potential solutions developed by the study team will be evaluated on their ability to address this need by reducing congestion and improving mobility by addressing operational and geometric deficiencies.</p>

54	heading east on 70 to get to 65N and get off at Washington Street is very dangerous as there is a short distance to move over and with traffic at rush hour, it's very unsafe! Love the fact that 65 runs through the city making access on and off very easy and convenient.	Roadway Safety has been identified as a need within the study area. Potential solutions developed by the study team will be evaluated on their ability to address this need by improving safety along and at intersections near the interstates by reducing crash frequency and/or crash severity.
55	Are heavy commercial vehicles paying enough taxes to offset the damage that they do to infrastructure? Wildlife paths, under interstates, is important to me.	The ProPEL Indy study team has received your comment, and it has been documented with the official study record. Feedback outside of the study's scope will be shared with INDOT.
56	How about you leave us alone for a while? I live on the northeast side and I don't think the traffic situation could have been [REDACTED] up any more than it has. You cannot get anywhere, work is slow, and I don't care what "modernization" takes place, it's time you people gave us a break. Finish what's going on now before you ask us how to endure yet more misery. You closed highways downtown....didn't widen a thing and just made the pattern more confusing. Stay out of our lives for a while. Let people breathe and drive. This campaign is neither wanted nor needed right now. Leave us alone. Traffic is awful right now and the planning has been embarrassingly poor.	<p>The ProPEL Indy study team has received your comment, and it has been documented with the official study record. Feedback on current INDOT projects will be shared with the agency.</p> <p>Impacts to social, economic, and environmental resources will be considered during the ProPEL Indy study, as well as ways to avoid or minimize any potential impacts. Once alternatives have been developed and refined, they will be evaluated for their ability to address the needs within the study area, as well as for their potential impacts on human and environmental resources. Efforts will be made to avoid, minimize, or identify potential mitigation options for alternatives considered during the study.</p>
57	Provide more sound barriers, beatification, and varied uses of areas around the highways in the urban core (bike lanes, pedestrian paths, etc.). The sounds barriers currently provided are not tall enough and do not extend over overpasses, even on the new I-70 I-65 split (Roosevelt/Commerce Ave & I-70, for example) Consider sound pollution of the train tracks and noise ordinances for conductors to follow.	<p>Impacts to social, economic, and environmental resources will be considered during the ProPEL Indy study, as well as ways to avoid or minimize any potential impacts. Once alternatives have been developed and refined, they will be evaluated for their ability to address the needs within the study area, as well as for their potential impacts on human and environmental resources. Efforts will be made to avoid, minimize, or identify potential mitigation options for alternatives considered during the study.</p> <p>In the draft Purpose and Need Report, ProPEL Indy identified Community Goals for the study, which include identifying community enhancements that improve the quality of life of adjacent neighborhoods. These goals will be considered in the development and evaluation of potential alternatives.</p>

58	The absolutely WORST thing you can do is what you did. lights on entry ramps to interstate. Having driven the country for years with our business, it's really bad. The entry ramps are designed to give the person entering the interstate time to GET UP TO SPEED SO THEY CAN EASILY MERGE INTO TRAFIC. How on earth can you expect someone to NOT disturb traffic flow when if they have to come to a complete stop right before entering 465. PLEASE rethink this and get rid of the lights.	The ProPEL Indy study team has received your comment, and it has been documented with the official study record. Feedback on current INDOT projects will be shared with the agency.
59	I would love to see Indy make it easier to utilize public transportation, especially around the urban core of the city but interstates should include bus only lanes for quicker service between neighborhoods. Many neighborhoods where interstates intersect also need better sidewalks and/or bike infrastructure to make navigation without a car safer.	ProPEL Indy has identified Limited Multimodal and Neighborhood Connections as a need in the study area, due to gaps in the pedestrian/bicycle infrastructure across and near the interstates. Potential solutions developed by the study team will be evaluated on their ability to address this need to improve multimodal connectivity across and near the interstates.
60	I think this a great idea for economic development, however, I am concerned about the construction traffic. It seems through the city projects are happening, but not getting completed in a timely manner,	The ProPEL Indy study team has received your comment, and it has been documented with the official study record. Feedback on current INDOT projects will be shared with the agency.
61	Due to the change of routing for IndyGo Blue Line, the segment of I-70 from Holt Rd to IND airport needs to accommodate shoulder lane for buses. Also, reimagining I-70 below grade will allow to repurpose the space the interstate took over for residential, commercial, and recreational growth, allowing neighborhoods reconnect	IndyGo is responsible for planning, design and operation of public transit. The ProPEL Indy study team is coordinating with IndyGo throughout this study and will work with IndyGo to advance potential solutions involving mass transit should such improvements be identified for advancement beyond this study.
62	I live inside the 465 loop by I 70. It needs to stay as is without being raised for the roads to intersect. It would just cause a lot more problems them what we already have here	The ProPEL Indy study team will consider public feedback as it revises the study's Draft Purpose and Need Report which defines transportation issues, opportunities, and desired outcomes in the study area. Alternatives will be assessed based on the Final Purpose and Need during the alternatives analysis phase of the study. Alternatives will be evaluated based on ability to address purpose and need, address community goals, impacts, feasibility, and cost.
63	First of all what does equity have to do with roads? Indy is land locked on all your roads you let business and residence build right up to the roads and now you can't expand. Put another loop miles around Indy far enough to stop unwanted through traffic that has nothing to due with Indy but passing through. Enforce speed laws motorist are driving routinely 80 mph even in 45 mph construction zones. It's lawless and good luck.	The ProPEL Indy study team will consider public feedback as it revises the study's Draft Purpose and Need Report which defines transportation issues, opportunities, and desired outcomes in the study area. Alternatives such as this will be assessed based on the Final Purpose and Need during the alternatives analysis phase of the study. Alternatives will be evaluated based on ability to address purpose and need, address community goals, impacts, feasibility, and cost.

64	With the planned July closure of 465 East the closure of Illinois/ west onto 70E/65NS should be considered during the closure to help traffic flow through the south split.	The ProPEL Indy study team has received your comment, and it has been documented with the official study record. Feedback on current INDOT projects will be shared with the agency.
65	465 N & west Washington street on the south side of west Washington street has no sound wall. Why? The trucks and there engine brakes are extremely loud.. This is like the only exit around that does not have a wall.	ProPEL Indy's study area includes approximately 26 miles of I-65 & I-70 within the I-465 loop. Feedback for locations outside the study limits will be shared with INDOT.
66	Entrance ramp from west street onto 70 westbound needs more merging space.. Sometimes there's so much traffic on 70 that you have to wait on side of highway before you can merge - VERY DANGEROUS	Roadway Safety has been identified as a need within the study area. Potential solutions developed by the study team will be evaluated on their ability to address this need by improving safety along and at intersections near the interstates by reducing crash frequency and/or crash severity.
67	The biggest safety concern that I thought would be addressed with the I-65 flyover from I-465 East to I-65 South is that the ramps from I-65 South to I-465 East and I-65 North to I-465 West as well as US-31 North to I-465 West all enter I-465 in the left lane. This is very dangerous to try to merge into the fast lane.	ProPEL Indy's study area includes approximately 26 miles of I-65 & I-70 within the I-465 loop. Feedback for locations outside the study limits will be shared with INDOT.
68	The hands-free law went into effect on July 1st, 2020, to reduce distracted driving and improve safety on Hoosier roadways. However, there were not many drivers out and about in July of 2020 because of the Pandemic. Every day I see drivers on their phones. This law should be promoted with signage from state line to state line just as hard as the seatbelt law was back in the day. I don't see the checks for phone users like there used to be for the seatbelt checks.	The ProPEL Indy study team has received your comment, and it has been documented with the official study record. Feedback on enforcement of existing laws will be shared with INDOT.
69	All of the signs that say "Trucks and vehicles with trailers use only X lanes" are all on the right side of the highway. Those not following the directions of the signs probably cannot see them on the other side of the highway. INDOT also has to print many different signs depending on the number of lanes. There just needs to be one sign that says "No trucks or vehicles with trailers in the left lane" where applicable. These signs need to be on the left side of the highway and over the left lane of every overpass in the state. I see those lawn care pickups pulling their trailers full of lawn mowers and such running 70mph in the left lane all the time.	Input regarding improved signage along the corridor will be considered in the development and evaluation of potential alternatives.
70	RAIL SYSTEM NO MORE RED LINE!!!	IndyGo is responsible for planning, design and operation of public transit. The ProPEL Indy study team is coordinating with IndyGo throughout this study and will work with IndyGo to advance potential solutions involving mass transit should such improvements be identified for advancement beyond this study.



71	<p>We are one of the only cities our size without a proper rail system. What's so aggravating about this is we used to be the city with one of the most robust street car systems in America. The Industrial Revolution really made cars such a heavy priority, and it's insane the amount of money we dump into infrastructure that can event sustain more than a couple of years. As much as I would love to give input about how we should get rail, how we should make dedicated bike lanes more of a priority, and to incentivize those that don't drive, our state would never allow that and in fact outlaw a good amount of it.</p>	<p>IndyGo is responsible for planning, design and operation of public transit. The ProPEL Indy study team is coordinating with IndyGo throughout this study and will work with IndyGo to advance potential solutions involving mass transit should such improvements be identified for advancement beyond this study.</p> <p>ProPEL Indy has identified Limited Multimodal and Neighborhood Connections as a need in the study area, due to gaps in the pedestrian/bicycle infrastructure across and near the interstates. Potential solutions developed by the study team will be evaluated on their ability to address this need to improve multimodal connectivity across and near the interstates.</p>
72	<p>Please make public transit viable options to take to work. That's infrastructure that will only benefit those to come. Please focus on rail/busses/bikes/and walkable cities</p>	<p>IndyGo is responsible for planning, design and operation of public transit. The ProPEL Indy study team is coordinating with IndyGo throughout this study and will work with IndyGo to advance potential solutions involving mass transit should such improvements be identified for advancement beyond this study.</p> <p>ProPEL Indy has identified Limited Multimodal and Neighborhood Connections as a need in the study area, due to gaps in the pedestrian/bicycle infrastructure across and near the interstates. Potential solutions developed by the study team will be evaluated on their ability to address this need to improve multimodal connectivity across and near the interstates.</p>
73	<p>We desperately need a northbound exit ramp onto German Church Road off of I-70! Exits further east (Post Rd. and entrances onto I-465 both directions are dangerous and too chaotic.</p>	<p>ProPEL Indy's study area includes approximately 26 miles of I-65 & I-70 within the I-465 loop. Feedback for locations outside the study limits will be shared with INDOT.</p>



74	Install radars before all merge intersections to inform the drivers what speed they need to match to merge correctly. Seems to be an issue when people merge on the highway Way slower than what they need to be going because they don't understand they need to match the speed to the highway to not cause anymore traffic slow downs.	<p>The ProPEL Indy study team will consider public feedback as it revises the study's Draft Purpose and Need Report which defines transportation issues, opportunities, and desired outcomes in the study area. Alternatives such as this will be assessed based on the Final Purpose and Need during the alternatives analysis phase of the study. Alternatives will be evaluated based on ability to address purpose and need, address community goals, impacts, feasibility, and cost.</p> <p>Roadway Mobility has been identified as a need within the study area. Potential solutions developed by the study team will be evaluated on their ability to address this need by reducing congestion and improving mobility by addressing operational and geometric deficiencies.</p> <p>In the draft Purpose and Need Report, ProPEL Indy identified Community Goals for the study, which include considering the role technology could play in incident management, speed enforcement, and emergency response. These goals will be considered in the development and evaluation of potential alternatives.</p>
75	Install cameras. Everywhere. Anytime camera picks up brake lights, send them a \$25 fine. It would straighten out pretty quick. And you would make an enormously large amount of money for the city	<p>In the draft Purpose and Need Report, ProPEL Indy identified Community Goals for the study, which include considering the role technology could play in incident management, speed enforcement, and emergency response. These goals will be considered in the development and evaluation of potential alternatives.</p>
76	Monorail.	<p>IndyGo is responsible for planning, design and operation of public transit. The ProPEL Indy study team is coordinating with IndyGo throughout this study and will work with IndyGo to advance potential solutions involving mass transit should such improvements be identified for advancement beyond this study.</p>

77	Try this on your interstate projects if the south side is tore up and the north side is tore up don't close down the whole South side and shove everybody through the middle of town you closed down westbound on the south side and westbound on the North side and shove everybody through 70 you're going to have a mess because whoever redid and design splits made it worse than what it was. You got the Northeast side all tore up on 465 the south west side all tore up and then you close South and westbound traffic where is it supposed to go I know roads need improved but by God if you're working on westbound lane somewhere you got to leave a route for people to get home	The ProPEL Indy study team has received your comment, and it has been documented with the official study record. Feedback on current INDOT projects will be shared with the agency.
78	they just rebuilt the center of I70/I65. I65 on the south side recently and are in the process of updating for I69. To say no improvements in the last 40 years is a lie	We appreciate your comments about the recent modernizations to the North Split and I-69. INDOT's asset management work is ongoing. Most interstates within the study area were built more than 40 years ago and will need modernized in the near future. ProPEL Indy will inform the next 20 years of investment in our interstates, as we identify ways to enhance the region's overall mobility, equity, economic opportunity, and quality of life.
79	Horrible that you shut down so much at one time. You can't imagine how many are late for work and get fired cause there is no way to judge time cause of so many closures. Money for you all but job costing for others. I think I speak for many Hoosiers!	The ProPEL Indy study team has received your comment, and it has been documented with the official study record. Feedback on current INDOT projects will be shared with the agency.
80	I70/65 south (between the splits) just past the East Street exit is bad, traffic going to I70 West needs to be in the right line (one lane after going thru the north split as 2 lanes. Semi trucks are in that lane, then everyone has to move over 1 more lane to go West. Trucks have a hard time moving over in this short distance. Why not have an separate lane to exit for Madison Ave, then there would be 2 lanes going around the south split to I70 West.	<p>The ProPEL Indy study team will consider public feedback as it revises the study's Draft Purpose and Need Report which defines transportation issues, opportunities, and desired outcomes in the study area. Alternatives such as this will be assessed based on the Final Purpose and Need during the alternatives analysis phase of the study. Alternatives will be evaluated based on ability to address purpose and need, address community goals, impacts, feasibility, and cost.</p> <p>Roadway Mobility has been identified as a need within the study area. Potential solutions developed by the study team will be evaluated on their ability to address this need by reducing congestion and improving mobility by addressing operational and geometric deficiencies.</p>



81	I70/Shadeland Ave traveling east. Vehicles get in the far right lane when exiting to 465/Shadeland which is the slow lane but that lane takes them to Shadeland exit. So they have to cut over to go 465. This should be posted before you get the collector area. (right lane exit to Shadeland Ave only. I see too many vehicles cutting over because they are in the right lane.	<p>The ProPEL Indy study team will consider public feedback as it revises the study's Draft Purpose and Need Report which defines transportation issues, opportunities, and desired outcomes in the study area. Alternatives such as this will be assessed based on the Final Purpose and Need during the alternatives analysis phase of the study. Alternatives will be evaluated based on ability to address purpose and need, address community goals, impacts, feasibility, and cost.</p> <p>Roadway Mobility has been identified as a need within the study area. Potential solutions developed by the study team will be evaluated on their ability to address this need by reducing congestion and improving mobility by addressing operational and geometric deficiencies.</p>
82	Thank you for the opportunity to participate in making daily life easier for all of us! My comment is regarding the every day backup on 465 between 86th and the merger of 865. I'm sure you know that having only 2 lanes continuing around the curve is a big problem and I'm also sure this is being addressed in longer term planning. My short term answer to this mess would be to place concrete barriers between the left and middle lanes on 465 starting somewhere south of 86th street which would prevent people from using the left lane (which becomes an exit only to 865 west bound) as a way to bypass stopped traffic and then cut over into the middle lane at the last minute to stay on 465. I watch these jerks do this every day. Besides being rude it often causes accidents which slows everything down even further. If people were forced to move into the middle and right lanes of 465 before they get to 86th street and the left lane is reserved for those who want to go to 865 West, then I believe this would greatly reduce the backups seen every morning and evening. As a secondary solution, try adding the traffic metering on the on ramp from 86th to 465 N. Both of these methods are relatively cheap and would be a great help until the longer term plan to redesign this whole corner of 465 can be implemented. I really appreciate your efforts to logically address these problems. Thank you for your efforts!	ProPEL Indy's study area includes approximately 26 miles of I-65 & I-70 within the I-465 loop. Feedback for locations outside the study limits will be shared with INDOT.

83	<p>Thank you for the opportunity to comment. 1) We need to rethink traffic lanes to prioritize keeping pedestrians and cyclists safe. Too much room is granted to cars without factoring in traffic calming measures to keep folks who aren't driving safe. Measures should include more crosswalks, stop signs, speed bumps etc. Too often people are speeding and not looking for pedestrians. Make it hard to speed. 2) There are sidewalks that are impassable for wheelchairs and people walking side by side due to telephone poles, traffic signs etc. This is especially prevalent downtown and on the near east side. It'd be great if consideration to the pedestrian experience was taken into account when repairing sidewalks and adding new signs. 3) We also need street sweepers/ cleaners. The roads are full of glass, gravel, etc. that gets forced onto the sidewalks. As a pedestrian I'm constantly at risk of getting glass in my shoes or in my dog's paws.</p>	<p>ProPEL Indy has identified Limited Multimodal and Neighborhood Connections as a need in the study area, due to gaps in the pedestrian/bicycle infrastructure across and near the interstates. Potential solutions developed by the study team will be evaluated on their ability to address this need to improve multimodal connectivity across and near the interstates.</p>
84	<p>I would like for the committee to look into way to reduce speeds of traffic for the 29/30th street exits. The way they are built now, encourages drivers to speed recklessly through neighborhoods (and more importantly around the Indianapolis children's museum). Rebuilding those exits with traffic calming measures both on the ramps and on the street level is something that has to happen for the safety of our neighborhoods. This must be done without additional land usage, as I-65 has already displaced several thousand people in the Crown Hill neighborhood.</p>	<p>Roadway Safety has been identified as a need within the study area. Potential solutions developed by the study team will be evaluated on their ability to address this need by improving safety along and at intersections near the interstates by reducing crash frequency and/or crash severity.</p>
85	<p>Two months ago, A Sergeant Veteran friend of mind, went into the Sport Page Bar, brought crack from a dealer. He smoked it and gave some to two of the off-duty Bartenders and all three died. The crack purchased was laced with phenol brought in from Mexico. These are all poor people and they are being killed by folks illegally crossing the border and nobody seems to care. Speed is not the problem on our highways.!!!</p>	<p>The ProPEL Indy study team has received your comment, and it has been documented with the official study record.</p>
86	<p>I feel that a connector on the west side of the downtown would ease the congestion for daily commuters and traffic after events downtown. This connection would connect US 65 to US 70 on the Westside. In the area from Rader Street on the northside to Harding Street on the Southside.</p>	<p>The ProPEL Indy study team will consider public feedback as it revises the study's Draft Purpose and Need Report which defines transportation issues, opportunities, and desired outcomes in the study area. Alternatives such as this will be assessed based on the Final Purpose and Need during the alternatives analysis phase of the study. Alternatives will be evaluated based on ability to address purpose and need, address community goals, impacts, feasibility, and cost. Roadway Mobility has been identified as a need within the study area. Potential solutions developed by the study team will be evaluated on their ability to address this need by reducing congestion and improving mobility by addressing operational and geometric deficiencies.</p>



87	We need connectivity! Morris to KY??	ProPEL Indy has identified Limited Multimodal and Neighborhood Connections as a need in the study area, due to gaps in the pedestrian/bicycle infrastructure across and near the interstates. Potential solutions developed by the study team will be evaluated on their ability to address this need to improve multimodal connectivity across and near the interstates.
88	Sound deadening Barrier fencing repair Interstate lighting Interstate signage painted on the lane of exit like Atlanta, GA	<p>Impacts to social, economic, and environmental resources will be considered during the ProPEL Indy study, as well as ways to avoid or minimize any potential impacts. Once alternatives have been developed and refined, they will be evaluated for their ability to address the needs within the study area, as well as for their potential impacts on human and environmental resources. Efforts will be made to avoid, minimize, or identify potential mitigation options for alternatives considered during the study.</p> <p>Input regarding noise, fence, lighting, and improved wayfinding and signage along the corridor will be considered in the development and evaluation of potential alternatives.</p>
89	Sound barrier walls, neighborhood recommendation Safety of all of us that live near the highway Fences need repair or replaced that are between the neighborhood and I-70. I have called multiple times. Nothing gets done Both on McCarthy side between Belmont, Sheffield, Warren	Impacts to social, economic, and environmental resources will be considered during the ProPEL Indy study, as well as ways to avoid or minimize any potential impacts. Once alternatives have been developed and refined, they will be evaluated for their ability to address the needs within the study area, as well as for their potential impacts on human and environmental resources. Efforts will be made to avoid, minimize, or identify potential mitigation options for alternatives considered during the study.



90	<p>Regarding equity, when considering equality and diversity of transportation options around the interstate I'd like to also highlight the "welcoming" or "inviting" nature of our solutions. In particular the 65/70 improvements have also focused on art work and/or labels for bridges separating neighborhoods. Without these efforts the interstate bridges introduce a mental block preventing neighbors from feeling connected to neighbors. What is on the other side of the interstate? Why would I want to walk under the interstate? Is the other side of the interstate for me? Please consider how we prevent the interstate from being a mentally divisive architecture. Without a conscious effort the nature of the interstate architecture connecting distant neighborhoods will also divide neighbors. Let's build on the art, labeling, lighting solutions. Let's also consider dedicated budgets for keeping these spaces clean, inviting, and exciting.</p>	<p>In the draft Purpose and Need Report, ProPEL Indy identified Community Goals for the study, which include identifying community enhancements that improve the quality of life of adjacent neighborhoods. These goals will be considered in the development and evaluation of potential alternatives.</p>
91	<p>Your "rush hour" data is sadly outdated. Peak time is from 7 - 9 am and 4 - 6 pm. Ask anyone who is trying to get to work or home during these times. Regarding Weaving Segments - if the new North Split is any indication, these guidelines are also outdated. Left lane ending when freeways merge! Rural/Keystone on ramps to 70 also need to be extended; especially when traveling westbound on 70. There isn't enough time for oncoming traffic to merge left to 65 south/70 west or the downtown exits. The Shadeland exit is the same; especially when traveling 70 eastbound. Exit and direction signs need to be placed earlier. It's quite funny when traveling westbound on 70 that the exit sign for 65 north and downtown are PAST the exits. Does anyone from INDOT drive these roads? Unless there is suddenly a push to build a light rail or express bus, I can't imagine traffic will decrease, only increase. And the current Blue and Purple Lines from IndyGo are a joke. It would also be nice if one project could be completed BEFORE another starts!</p>	<p>The ProPEL Indy study team will consider public feedback as it revises the study's Draft Purpose and Need Report which defines transportation issues, opportunities, and desired outcomes in the study area. Alternatives such as this will be assessed based on the Final Purpose and Need during the alternatives analysis phase of the study. Alternatives will be evaluated based on ability to address purpose and need, address community goals, impacts, feasibility, and cost.</p> <p>Roadway Mobility has been identified as a need within the study area. Potential solutions developed by the study team will be evaluated on their ability to address this need by reducing congestion and improving mobility by addressing operational and geometric deficiencies.</p>



92	Has there been data on how much traffic is thru traffic vs local traffic on the interstates studied? Is there any way limit/restrict that traffic to reduce congestion effects as opposed to adding lanes? Seems like the 465 loop would better serve thru traffic.	<p>The percentage of through traffic and local traffic using the interstates may be determined by trip origin-destination analysis. This analysis will be performed in the study's next stages and shared with the public.</p> <p>The ProPEL Indy study team will consider public feedback as it revises the study's Draft Purpose and Need Report which defines transportation issues, opportunities, and desired outcomes in the study area. Alternatives such as this will be assessed based on the Final Purpose and Need during the alternatives analysis phase of the study. Alternatives will be evaluated based on ability to address purpose and need, address community goals, impacts, feasibility, and cost. Roadway Mobility has been identified as a need within the study area. Potential solutions developed by the study team will be evaluated on their ability to address this need by reducing congestion and improving mobility by addressing operational and geometric deficiencies.</p>
93	I hear considerable reports in the media of groups of residents in the downtown Indianapolis area that are calling for I65 and I70 be "buried" in the central city area. This is an unacceptable expense that will require taxpayer funding. The people who live in these neighborhoods all moved into this area long after the interstates were there. They made their choices to live where they now reside, and part of that decision, included living near interstate highways. Nobody was forced to buy homes in these neighborhoods, buyers willingly made their decision. Now, because they don't like the noise and want to "reconnect" neighborhoods, they are demanding that ALL TAXPAYERS pay to bury the interstate so they can have quiet, and make their residences more like neighborhoods. It is unacceptable to require all Indiana taxpayers to pay for something that offends residents who VOLUNTARILY decided to live there. Any plan for doing this type of revisions to I65 and I70 through the downtown area is irresponsible. I am tired of the state, as well as federal government having the attitude that "it's government money" anytime they do projects like this, and the spending flows on unabated. They seem to forget this is TAXPAYER money, and it is time for government to respect the taxpayer.	<p>The ProPEL Indy study team will consider public feedback as it revises the study's Draft Purpose and Need Report which defines transportation issues, opportunities, and desired outcomes in the study area. Alternatives such as this will be assessed based on the Final Purpose and Need during the alternatives analysis phase of the study. Alternatives will be evaluated based on ability to address purpose and need, address community goals, impacts, feasibility, and cost.</p>
94	More public transit!	<p>IndyGo is responsible for planning, design and operation of public transit. The ProPEL Indy study team is coordinating with IndyGo throughout this study and will work with IndyGo to advance potential solutions involving mass transit should such improvements be identified for advancement beyond this study.</p>



95	More bridge rehabilitation around Indy.	Deteriorated Bridge and Pavement Condition has been identified as a need within the study area. Potential solutions developed by the study team will be evaluated on their ability to address this need by improving deteriorated bridges and pavement. These potential solutions will be evaluated based on ability to address purpose and need, address community goals, impacts, feasibility, and cost.
96	I appreciated the purpose and needs report and want to emphasize my preference not to need the interstates at all. If there were more alternative mobility options, like light rail and connected bike and pedestrian lanes, I would prefer to use those. I do believe the interstates should be worked on in order to improve safety and logical design to reduce congestion, but nobody has ever solved traffic congestion by increasing capacity (induced demand). I understand that the focus of this study is the interstates themselves but I would like to also advocate for the infrastructure alternatives that will reduce congestion by relieving demand. Thank you for your dedication to community engagement and for asking for our feedback!	<p>The ProPEL Indy study team will consider public feedback as it revises the study’s Draft Purpose and Need Report which defines transportation issues, opportunities, and desired outcomes in the study area. Alternatives such as this will be assessed based on the Final Purpose and Need during the alternatives analysis phase of the study. Alternatives will be evaluated based on ability to address purpose and need, address community goals, impacts, feasibility, and cost.</p> <p>Roadway Mobility has been identified as a need within the study area. Potential solutions developed by the study team will be evaluated on their ability to address this need by reducing congestion and improving mobility by addressing operational and geometric deficiencies.</p> <p>ProPEL Indy has identified Limited Multimodal and Neighborhood Connections and Roadway Safety as needs within the study area. Potential solutions developed by the study team will be evaluated on their ability to address these needs by improving safety and multimodal connectivity along, across, and near the interstates.</p> <p>IndyGo is responsible for planning, design and operation of public transit. The ProPEL Indy study team is coordinating with IndyGo throughout this study and will work with IndyGo to advance potential solutions involving mass transit should such improvements be identified for advancement beyond this study.</p>



97	I think that more accessible and sustainable transportation options should be the top priority in this upcoming work done to the interstates. More specifically, I think public transit, bike paths in existing ROW, and recessed highways, as studied by the Rethink Coalition, would do a great deal to help Indy become an example for other states to aspire to. How are these aspects being considered as part of PROPEL Indy?	<p>The ProPEL Indy study team will consider public feedback as it revises the study's Draft Purpose and Need Report which defines transportation issues, opportunities, and desired outcomes in the study area. Alternatives such as this will be assessed based on the Final Purpose and Need during the alternatives analysis phase of the study. Alternatives will be evaluated based on ability to address purpose and need, address community goals, impacts, feasibility, and cost.</p> <p>Limited Multimodal and Neighborhood Connections has been identified by the study team as a need in the study area, due to gaps in the pedestrian/bicycle infrastructure across and near the interstates. Potential solutions developed by the study team will be evaluated on their ability to address this need to improve multimodal connectivity across and near the interstates.</p> <p>IndyGo is responsible for planning, design and operation of public transit. The ProPEL Indy study team is coordinating with IndyGo throughout this study and will work with IndyGo to advance potential solutions involving mass transit should such improvements be identified for advancement beyond this study.</p>
98	I would like more buses/ other types of public transportation. It would increase my mobility and generally increase the awesomeness of Indianapolis.	IndyGo is responsible for planning, design and operation of public transit. The ProPEL Indy study team is coordinating with IndyGo throughout this study and will work with IndyGo to advance potential solutions involving mass transit should such improvements be identified for advancement beyond this study.
99	Would there be any plans to build an outer loop from Franklin, to Shelbyville, Greenfield, Anderson, Westfield, Lebanon, Brownsburg, Avon, Plainfield, Mooresville and back-This would ease the through traffic on 465 and the inter loop of 65 & 70	The ProPEL Indy study team will consider public feedback as it revises the study's Draft Purpose and Need Report which defines transportation issues, opportunities, and desired outcomes in the study area. Alternatives such as this will be assessed based on the Final Purpose and Need during the alternatives analysis phase of the study. Alternatives will be evaluated based on ability to address purpose and need, address community goals, impacts, feasibility, and cost.



100	The improvements must prioritize the quality of life for residents of the immediate area first, and not the through put of the motorists. This is the only way to achieve an equitable outcome, and will have far greater economic benefits than the traditional raised highway cutting though neighborhoods.	In the draft Purpose and Need Report, ProPEL Indy identified Community Goals for the study, which include identifying community enhancements that improve the quality of life of adjacent neighborhoods. These goals will be considered in the development and evaluation of potential alternatives.
101	Thank you for all the work done on ProPEL Indy and the opportunity to comment. Two things are important to me. 1. No Tolls - Toll roads are a great aggravation. It is not because I don't want to pay for the roads. It is that I have to be annoyed to pay - I don't want to stop to pay, or buy a transponder, or later go online to pay after receiving a bill. Tolls are an inefficient way to fund highways. Tolls would have the greatest impact on lower-income residents who would be forced to spend less on other needs like food or take a longer commute. 2. The only people who love toll roads are the companies making money on them. 2. Light rail. I was disappointed there was not more in the proposal about light rail. This seems like a logical way to reduce congestion on the highways. Light rail will also help with economic development and quality of life. I ask you to consider starting by using the I-70 right of way to build a light rail from the airport to downtown Indianapolis.	<p>The ProPEL Indy study team will consider public feedback as it revises the study's Draft Purpose and Need Report which defines transportation issues, opportunities, and desired outcomes in the study area. Alternatives such as this will be assessed based on the Final Purpose and Need during the alternatives analysis phase of the study. Alternatives will be evaluated based on ability to address purpose and need, address community goals, impacts, feasibility, and cost.</p> <p>IndyGo is responsible for planning, design and operation of public transit. The ProPEL Indy study team is coordinating with IndyGo throughout this study and will work with IndyGo to advance potential solutions involving mass transit should such improvements be identified for advancement beyond this study.</p>
102	65 and 70 should be removed from inside of 465. These two interstates were touted directly through historically black neighborhoods and destroyed them. Remove the interstates, return the land to the community, and make a stance that INDOT is undoing the redlining of the past. Urban interstates also create a "pass through" system for our city. Meaning Semi trucks and travelers use our city as a quick pass through the state. If 65/70 have to remain within the bounds of Indianapolis, entry from outside of 465 should come heavily tolled. It's time to tax those who use Indianapolis as a siphon of money to out of Marion county. These tolls can go toward Indianapolis road repair seeing as the Statehouse won't increase our lane miles funding and county one lane roads receive the same dollars as 7 lane city streets.	The ProPEL Indy study team will consider public feedback as it revises the study's Draft Purpose and Need Report which defines transportation issues, opportunities, and desired outcomes in the study area. Alternatives such as this will be assessed based on the Final Purpose and Need during the alternatives analysis phase of the study. Alternatives will be evaluated based on ability to address purpose and need, address community goals, impacts, feasibility, and cost.



103	Sound barriers, lights on highways , more lanes, but don't impose on the neighborhoods around these highways. Car pool lane possibly. A actual subway system that would help a lot. It should of been done a long time ago. Indianapolis is a big city so why don't we have a subway system.	<p>The ProPEL Indy study team will consider public feedback as it revises the study's Draft Purpose and Need Report which defines transportation issues, opportunities, and desired outcomes in the study area. Alternatives such as this will be assessed based on the Final Purpose and Need during the alternatives analysis phase of the study. Alternatives will be evaluated based on ability to address purpose and need, address community goals, impacts, feasibility, and cost.</p> <p>Lane management strategies will be evaluated to address the purpose and need. The benefits, impacts and costs of these potential solutions will be compared to all types of potential solutions to identify the best use of public funds.</p>
104	Expand the capacity of I65 and I70. Don't throttle it like you did to the north split. Make the interchange safe and quick to get through which will have a huge positive economic development meant and improve everyone's quality of life especially those who live downtown and need to travel. Keep the cost down and make it simple.	<p>The ProPEL Indy study team will consider public feedback as it revises the study's Draft Purpose and Need Report which defines transportation issues, opportunities, and desired outcomes in the study area. Alternatives such as this will be assessed based on the Final Purpose and Need during the alternatives analysis phase of the study. Alternatives will be evaluated based on ability to address purpose and need, address community goals, impacts, feasibility, and cost.</p> <p>Roadway Mobility has been identified as a need within the study area. Potential solutions developed by the study team will be evaluated on their ability to address this need by reducing congestion and improving mobility by addressing operational and geometric deficiencies.</p>
105	Homes and business too close to interstates, sound barrier all around. Make it law, any damage to barrier, is paid by destructors insurance. That way repairs don't go to tax payers.	Impacts to social, economic, and environmental resources will be considered during the ProPEL Indy study, as well as ways to avoid or minimize any potential impacts. Once alternatives have been developed and refined, they will be evaluated for their ability to address the needs within the study area, as well as for their potential impacts on human and environmental resources. Efforts will be made to avoid, minimize, or identify potential mitigation options for alternatives considered during the study.

106	Ban semi trucks from 7-9 am and 4-6 pm M -F from inside the 465 loop so that rush hour traffic is only cars.	<p>The ProPEL Indy study team will consider public feedback as it revises the study's Draft Purpose and Need Report which defines transportation issues, opportunities, and desired outcomes in the study area. Alternatives such as this will be assessed based on the Final Purpose and Need during the alternatives analysis phase of the study. Alternatives will be evaluated based on ability to address purpose and need, address community goals, impacts, feasibility, and cost.</p> <p>Roadway Mobility has been identified as a need within the study area. Potential solutions developed by the study team will be evaluated on their ability to address this need by reducing congestion and improving mobility by addressing operational and geometric deficiencies.</p>
107	consider boring under ground like they do in Switzerland and put the highways under ground inside of 465. Musk started his boring company see what the cost is.	<p>The ProPEL Indy study team will consider public feedback as it revises the study's Draft Purpose and Need Report which defines transportation issues, opportunities, and desired outcomes in the study area. Alternatives such as this will be assessed based on the Final Purpose and Need during the alternatives analysis phase of the study. Alternatives will be evaluated based on ability to address purpose and need, address community goals, impacts, feasibility, and cost.</p>
108	Moving the north and south splits of 65/70 inground will allow for more developmental space, sound dampening, and connection among neighborhoods. And, in any case, an inground freeway looks much better than an overbearing above ground roadway flanked by empty parking lots. Downtown Cincinnati went inground and it worked wonderfully for transit there while giving the town a cosmopolitan feel. Additionally, I feel 465 signage should reflect sections of town the road approaches, like "Castleton," "Beech Grove" or "Northwest suburbs." While we're speaking of naming, I think we might be able to celebrate Indianapolis culture by naming our metro area interstate segments, think "I-70 Andretti Expressway" or "I-65 Madam Walker Freeway." I'm proud of this city and I want other people to be too, thanks to you all for the good work you're doing.	<p>The ProPEL Indy study team will consider public feedback as it revises the study's Draft Purpose and Need Report which defines transportation issues, opportunities, and desired outcomes in the study area. Alternatives such as this will be assessed based on the Final Purpose and Need during the alternatives analysis phase of the study. Alternatives will be evaluated based on ability to address purpose and need, address community goals, impacts, feasibility, and cost.</p>
109	Speaking strictly as someone from out of state (Ohio), you need better connectivity to Interstate 74 for people coming from and going to the east. Going westbound, I have to take I-70 W & I-65 N & 38th Street W & I-465 N & I-74 W. (Alternatively, you can take I-65 North to Lebanon and take Indiana 32 to I-74.) Going back to Ohio, there aren't very good connections going eastbound getting back to I-70, either. This is crazy the way it was designed. Almost like I-74 was an afterthought.	<p>ProPEL Indy's study area includes approximately 26 miles of I-65 & I-70 within the I-465 loop. Feedback for locations outside the study limits will be shared with INDOT.</p>



110	I am not affected by this from a home owner standpoint, except to help fellow Hoosiers. I hope the re-think coalition has been consulted. If the interstate could be moved below ground and have caps over them, this would increase site lines, add space for parks or even storefronts to improve economy, while decreasing sound and improving civic pride. https://indytoday.6amcity.com/transportation/the-rethink-coalition-proposes-redesign-of-i-65-i-70-near-downtown-indy?_amp=true	The ProPEL Indy study team will consider public feedback as it revises the study's Draft Purpose and Need Report which defines transportation issues, opportunities, and desired outcomes in the study area. Alternatives such as this will be assessed based on the Final Purpose and Need during the alternatives analysis phase of the study. Alternatives will be evaluated based on ability to address purpose and need, address community goals, impacts, feasibility, and cost.
111	I have been extremely disappointed in the changes made over the last 2 redesigns and design needs to reflect traffic volume and flows. The extended closures to supposedly expedite projects is ridiculous and very disruptive. The closure of access from I-70 westbound to Meridian St. was not good - no access to central part of near northside. ALL of the last 2 redesigns should have INCREASED capacity but instead decreased capacity or left it the same on I-70 westbound through town, creating pinch points and significant traffic back ups daily - I see it from my office window looking onto I-70. NEED: 1. better access / more off ramps to northside of downtown from I-70, Need more capacity for traffic to get through city, Widen westbound I-70 ramp to west street to better handle volume - can easily be 2 full lanes on the entire ramp, STOP closing interstates completely especially for extended periods especially damaging to businesses. STOP saying it is for the general and better good - it is a catch phrase for DOT failing to do what is truly best for the community. Maybe hire someone other than a kid with a spirograph to design interstates and interchanges -- recent re-designs do not improve flow or capacity and are expensive and confusing.	The ProPEL Indy study team will consider public feedback as it revises the study's Draft Purpose and Need Report which defines transportation issues, opportunities, and desired outcomes in the study area. Alternatives such as this will be assessed based on the Final Purpose and Need during the alternatives analysis phase of the study. Alternatives will be evaluated based on ability to address purpose and need, address community goals, impacts, feasibility, and cost. Roadway Mobility has been identified as a need within the study area. Potential solutions developed by the study team will be evaluated on their ability to address this need by reducing congestion and improving mobility by addressing operational and geometric deficiencies.
112	I used to be a OTR driver and have travelled on many roads in almost every state. One of the most impressive things I saw was big cities that developed and built lanes exclusively for semis and trucks over a certain GVWR. This was a huge improvement that benefitted truck drivers, regular auto drivers, and also the roads themselves. Trucks trying to merge or exit in multiple lanes of auto traffic is dangerous. It extends the life of roads that autos only drive on. Truck drivers on strict times aren't buried in rush hour traffic. We have HOV lanes for just car pooling drivers, so why not lanes for big trucks too? It works!!	The ProPEL Indy study team will evaluate lane management strategies to address the purpose and need. The benefits, impacts and costs of these potential solutions will be compared to all types of potential solutions to identify the best use of public funds.



113	<p>As cars get heavier and larger, interstates are going to get louder and have issues more often. When we think 20 years in the future, we will need to actually think for 30 or 40 years in to the future to make sure the interstates stay fully working for those 20 years. Safety and sound barriers need to be standardized and improved. A chain-link fence and a ditch are no longer suitable for interstates. Ideally, in the future, interstates inside the city largely no longer exist and are replaced with light rail(eventually, pending removal of certain laws outlawing light rail(another reason to think 30-40 years in the future)) but beyond that point, if we are going to redo the interstates there needs to be a standard of acceptable noise, and an easier way to circumnavigate these arteries that cut through the city. Also if we expand the highways despite planning in other similar sized cities moving towards mass/alternate transit, please start with an express lane or 2 like on 465's temporary lane. It bypasses a lot of exits where you encounter people that really do not know how to drive or signal.</p>	<p>Impacts to social, economic, and environmental resources will be considered during the ProPEL Indy study, as well as ways to avoid or minimize any potential impacts. Once alternatives have been developed and refined, they will be evaluated for their ability to address the needs within the study area, as well as for their potential impacts on human and environmental resources. Efforts will be made to avoid, minimize, or identify potential mitigation options for alternatives considered during the study.</p> <p>Lane management strategies will be evaluated to address the purpose and need. The benefits, impacts and costs of these potential solutions will be compared to all types of potential solutions to identify the best use of public funds.</p>
114	<p>Put downtown highway underground please</p>	<p>The ProPEL Indy study team will consider public feedback as it revises the study's Draft Purpose and Need Report which defines transportation issues, opportunities, and desired outcomes in the study area. Alternatives such as this will be assessed based on the Final Purpose and Need during the alternatives analysis phase of the study. Alternatives will be evaluated based on ability to address purpose and need, address community goals, impacts, feasibility, and cost.</p>
115	<p>I would love for INDOT to think transformationally. We should think about what part of the interstate could be removed and put that land to better economic use for housing or transit. There is an opportunity cost to having the interstate there. With the interstate structure gone we could rebuild communities and reconnect them to one another. We could divert some of those interstate funds into better transit that supports air quality and overall well being. At a minimum, I would advocate to ensure we do not add more lanes. The data is very clear that adding more lanes increases traffic congestion.</p>	<p>The ProPEL Indy study team will consider public feedback as it revises the study's Draft Purpose and Need Report which defines transportation issues, opportunities, and desired outcomes in the study area. Alternatives such as this will be assessed based on the Final Purpose and Need during the alternatives analysis phase of the study. Alternatives will be evaluated based on ability to address purpose and need, address community goals, impacts, feasibility, and cost.</p>



116	<p>Thank you for soliciting comments. The most reasonable and easily accomplished moves are bus-only interstate shoulders and protected cycling throughways. In my opinion on the whole, there should be NO inner loop of highways that divide our city and endanger its residents for folks to speed at will through the crossroads of America. We need to un-ban light rail and fund further bus rapid transit infrastructure. Existing inner-loop highway infrastructure should be reimagined to center greenspaces and public transit. Indianapolis ought to be for the people of Indianapolis. If folks want to commute in from the suburbs, we need to prioritize park and ride transit systems to move the masses efficiently. The cultural trail is a crown jewel of Indianapolis. Let's build on that legacy by investing in projects like NY's highline trail. Underpasses and surrounding areas should be restored into wetlands to clean our air and protect against flooding. Parts of the elevated highways should be converted into prairielands. I imagine an entire belt of the elevated prairie, such as the sections on the cultural trail near the English foundation building, running above the highways with walking and biking trails surrounded by park space, potentially filled in housing like the many famous lived-on bridges of the old world or our own downtown canal. What a tourism attraction that would be! This is the time when we need to dream big and realign public infrastructure with public interests in the near and long terms. What a brilliant opportunity for Indianapolis to step up and be on the cutting edge of community-oriented development.</p>	<p>The ProPEL Indy study team will consider public feedback as it revises the study's Draft Purpose and Need Report which defines transportation issues, opportunities, and desired outcomes in the study area. Alternatives such as this will be assessed based on the Final Purpose and Need during the alternatives analysis phase of the study. Alternatives will be evaluated based on ability to address purpose and need, address community goals, impacts, feasibility, and cost.</p> <p>ProPEL Indy has identified Limited Multimodal and Neighborhood Connections as a need in the study area, due to gaps in the pedestrian/bicycle infrastructure across and near the interstates. Potential solutions developed by the study team will be evaluated on their ability to address this need to improve multimodal connectivity across and near the interstates.</p> <p>IndyGo is responsible for planning, design and operation of public transit. The ProPEL Indy study team is coordinating with IndyGo throughout this study and will work with IndyGo to advance potential solutions involving mass transit should such improvements be identified for advancement beyond this study.</p>
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117	<p>Why didn't the North Split project include a connection to 13th Street and Roosevelt Ave from the Monon Trail? INDOT contractors are currently installing an 8 ft fence rather than a path and curb cut to Lewis Street and 13th St. There is a lot of development going on in that neighborhood with North Mass Boulder, Bicycle Garage Indy Downtown, and offices. Apartments are on the way in the next phase of development and the nearby businesses are excited about being so close to the Monon Trail and a convenient connection to Pogue's Run, 10th Street multiuse trail, and the Cultural Trail. It is absurd that INDOT didn't include or update the plan to make this connection to a neighborhood booming with trail oriented development. The dismissive treatment by INDOT of businesses and residents about this active transportation connection leads me to distrust any outreach by INDOT related to community input into the transportation planning process. Because entirely new curbs were poured and Lewis Street was resurfaced, it would have been easy and inexpensive to include a connection to Lewis Street at the 13th Street intersection. Heavy construction vehicles have destroyed 13th Street and done significant damage to Roosevelt Ave during the North Split interstate project. It doesn't appear that INDOT has any plans to repair / redesign those damaged streets. Ideally both 13th Street and Roosevelt Ave would have a parallel multiuse trail connecting from the Monon Trail and through the trail-oriented development to Commerce Street.</p>	<p>ProPEL Indy has identified Limited Multimodal and Neighborhood Connections as a need in the study area, due to gaps in the pedestrian/bicycle infrastructure across and near the interstates. Potential solutions developed by the study team will be evaluated on their ability to address this need to improve multimodal connectivity across and near the interstates.</p>
118	<p>The interstate probably has no business running through the middle of the city. We should consider elimination of the interstate inside the 465 loop entirely or making as much of it below street level as possible, like a tunnel potentially. We need to encourage transit, not more individual drivers, and simply rebuilding the crumbling infrastructure that's our highway isn't conducive to that goal</p>	<p>The ProPEL Indy study team will consider public feedback as it revises the study's Draft Purpose and Need Report which defines transportation issues, opportunities, and desired outcomes in the study area. Alternatives such as this will be assessed based on the Final Purpose and Need during the alternatives analysis phase of the study. Alternatives will be evaluated based on ability to address purpose and need, address community goals, impacts, feasibility, and cost.</p>
119	<p>I have been pretty disappointed with the new I-65 and I-70 split project. After two years of closure and costs above \$345M the traffic congestion has gotten worse and anecdotally it appears to be less safe with more accidents happening with frequency. As central Indiana and specifically the Indianapolis metropolitan area continues to grow, lane expansion will be needed to accommodate the increasing traffic. This will impact not only quality of life issues, but a growing central Indiana workforce and economic development opportunities.</p>	<p>Roadway Mobility has been identified as a need within the study area. Potential solutions developed by the study team will be evaluated on their ability to address this need by reducing congestion and improving mobility by addressing operational and geometric deficiencies.</p>



120	The current interstates create excessive noise through the middle of historic neighborhoods, and the overpasses necessary for them create dark, trash-filled areas. Future interstates need better soundproofing, whether that's through sound barriers, trees, sinking the highways, or a combination. Overpasses need bright, sufficient lighting beneath them, to deter trash, homeless encampments, and crime.	Impacts to social, economic, and environmental resources will be considered during the ProPEL Indy study, as well as ways to avoid or minimize any potential impacts. Once alternatives have been developed and refined, they will be evaluated for their ability to address the needs within the study area, as well as for their potential impacts on human and environmental resources. Efforts will be made to avoid, minimize, or identify potential mitigation options for alternatives considered during the study.
121	Living right near where 65S splits Fountain Square and Bates Hendricks, the interstate is something I have to think about daily. It's great to be able to hop on and get places, but it makes walking and biking around the neighborhoods especially tricky. If there was a way to add pedestrian crossings or maybe put the interstate lower down and build green spaces/pedestrian walkways on top of it, living in these neighborhoods would be much more pleasant. It also seems like these divisions from the highways divide neighborhoods in inequitable ways. It would be nice to consider how we can provide support and resources to the communities that are more negatively impacted by the current highway routes.	ProPEL Indy has identified Limited Multimodal and Neighborhood Connections as a need in the study area, due to gaps in the pedestrian/bicycle infrastructure across and near the interstates. Potential solutions developed by the study team will be evaluated on their ability to address this need to improve multimodal connectivity across and near the interstates.



122	<p>Highways: 1. Safety on highways with catch wire in dividers. Removal of Debris on the road sides. 2. Rest stop remodel. As a Hoosier I stop at rest parks in Indiana while making deliveries, but too much \$ is being proposed on each rest stop. Break out what is for roads at rest parks and what is for facility and it will be more reasonable. I expect more palatable. 3. Light rail connecting Bloomington, to Indy to Lafayette to Merrillville to Chicago! 4. The spaghetti bowl redo in downtown Indy is a disaster. Did anyone sit and watch the traffics flow in the am and evening rush hour before making recommendations? Did they understand where the traffic was coming from and heading? The daily backups are horrible and costly to mental health and economics Ugh. I dread this stretch twice a day. 4. Highways are for transportation and moving people for economics and personal travel. Do what is efficient and safe. Listen to neighbors but give them the stats and economic data. Living in a city is not quiet, calm or peaceful. It should be lively and on the go! Keep vehicles and people moving!!</p>	<p>The ProPEL Indy study team will consider public feedback as it revises the study’s Draft Purpose and Need Report which defines transportation issues, opportunities, and desired outcomes in the study area. Alternatives such as this will be assessed based on the Final Purpose and Need during the alternatives analysis phase of the study. Alternatives will be evaluated based on ability to address purpose and need, address community goals, impacts, feasibility, and cost.</p> <p>Roadway Mobility has been identified as a need within the study area. Potential solutions developed by the study team will be evaluated on their ability to address this need by reducing congestion and improving mobility by addressing operational and geometric deficiencies.</p> <p>Roadway Safety has also been identified as a need within the study area. Potential solutions developed by the study team will be evaluated on their ability to address this need by improving safety along and at intersections near the interstates by reducing crash frequency and/or crash severity.</p> <p>IndyGo is responsible for planning, design and operation of public transit. The ProPEL Indy study team is coordinating with IndyGo throughout this study and will work with IndyGo to advance potential solutions involving mass transit should such improvements be identified for advancement beyond this study.</p>
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123	<p>I-65 and I-70 are major through-traffic routes that run right through many neighborhoods in Indy. They take up a huge amount of space, reduce the air and sound quality, and divide neighborhoods. In an ideal world, through traffic on these routes would be diverted around the urban area. Robust public transit, bike lanes, and walking paths should be utilized to reduce intra-city traffic on the interstates. Denser residential & services development downtown would also reduce the distances and frequencies folks need to drive on the interstates. The way forward for Indy should be to reduce the car traffic in the city. Reduce the noise pollution. Reduce the air pollution. Reconnect neighborhoods.</p>	<p>The ProPEL Indy study team will consider public feedback as it revises the study’s Draft Purpose and Need Report which defines transportation issues, opportunities, and desired outcomes in the study area. Alternatives such as this will be assessed based on the Final Purpose and Need during the alternatives analysis phase of the study. Alternatives will be evaluated based on ability to address purpose and need, address community goals, impacts, feasibility, and cost.</p> <p>ProPEL Indy has identified Limited Multimodal and Neighborhood Connections as a need in the study area, due to gaps in the pedestrian/bicycle infrastructure across and near the interstates. Potential solutions developed by the study team will be evaluated on their ability to address this need to improve multimodal connectivity across and near the interstates.</p>
124	<p>65 has outlived its use, lots of traffic I would like to see a bypass that goes around 465 that only connects interstates like 69,70 and 65, no other ramps so traffic would not slow down. this could be useful when an accident happens people would have an AlterNet and would not be stuck in traffic. 465 can only get so wide and its done.</p>	<p>The ProPEL Indy study team will consider public feedback as it revises the study’s Draft Purpose and Need Report which defines transportation issues, opportunities, and desired outcomes in the study area. Alternatives such as this will be assessed based on the Final Purpose and Need during the alternatives analysis phase of the study. Alternatives will be evaluated based on ability to address purpose and need, address community goals, impacts, feasibility, and cost.</p> <p>Roadway Mobility has been identified as a need within the study area. Potential solutions developed by the study team will be evaluated on their ability to address this need by reducing congestion and improving mobility by addressing operational and geometric deficiencies.</p>



125	<p>Downtown at Dr MLK/West St, you should only be able to go I65 N. If you want to go I-70 E, you should have to go thru downtown on the streets (10th street) and enter the interstate at the ramp near Delaware. There is such a slowdown on the interstates that backs up beyond Methodist and sometimes back to Dr MLK (even by 4pm which is the start of rush hour) and it is mostly due to people entering interstate on the far left side and wanting to merge in the far right lanes for I-70. At 4pm, it is unacceptable that traffic is backed up to Dr MLK exit 117 heading south. At 5pm, it would be more understandable. Something needs to be done about this area.</p>	<p>The ProPEL Indy study team will consider public feedback as it revises the study's Draft Purpose and Need Report which defines transportation issues, opportunities, and desired outcomes in the study area. Alternatives such as this will be assessed based on the Final Purpose and Need during the alternatives analysis phase of the study. Alternatives will be evaluated based on ability to address purpose and need, address community goals, impacts, feasibility, and cost.</p> <p>Roadway Mobility has been identified as a need within the study area. Potential solutions developed by the study team will be evaluated on their ability to address this need by reducing congestion and improving mobility by addressing operational and geometric deficiencies.</p>
126	<p>I have lived in my house on Richland Street since 1995. About 5 houses from McCarty. I 70 west runs along McCarty. My daughter lives even closer. Her house is right on the corner of McCarty. For close to 30 years the noise from the interstate has increased a lot. Where it is hard for me to even set on my porch. When my daughter takes my 2 year old granddaughter outside to play, she is always running up to her cause she gets scared from all of the noise coming from 70 west. Young people are always crossing from the other side of I70E to 70 West, cause it's faster for them, then going all the way around the neighborhood to get to the other side. Pets are getting on the interstate. Which both is so dangerous. I believe sound barriers could solve a lot of this and maybe save some lives.</p>	<p>Impacts to social, economic, and environmental resources will be considered during the ProPEL Indy study, as well as ways to avoid or minimize any potential impacts. Once alternatives have been developed and refined, they will be evaluated for their ability to address the needs within the study area, as well as for their potential impacts on human and environmental resources. Efforts will be made to avoid, minimize, or identify potential mitigation options for alternatives considered during the study.</p> <p>ProPEL Indy has identified Limited Multimodal and Neighborhood Connections as a need in the study area, due to gaps in the pedestrian/bicycle infrastructure across and near the interstates. Potential solutions developed by the study team will be evaluated on their ability to address this need to improve multimodal connectivity across and near the interstates.</p>



127	<p>I fear that focusing only on the Interstates is going to be only marginally successful. That's because the city streets of Indianapolis that used to be efficient means of transportation, are anything but efficient. Back in the 1970's Michigan Street and New York St. were very efficient routes to get to downtown, and through downtown. Comparatively recently, they have eliminated lanes to add islands and bicycle lanes. My friends and I, used to ride bicycles from the East Side to downtown on Michigan Street. There was so much room, that cars could easily get around us. That added a degree of safety for us. (Just a few years ago, I got hit on my bicycle on Southeastern Ave while riding in the bicycle lane.) The most annoying hindrance to efficient driving are these dedicated bus lanes. At the very least, allow cars to share those bus lanes, There just aren't that many buses for it to be a problem. If the streets are efficient, I usually stay off the interstate unless traveling. If enough people use the city streets, it would lighten the load on the Interstate system. I drove up College Avenue from Washington Street to Massachusetts Ave recently. If you were going straight, you soon encountered an oncoming left turn lane that you had to job to avoid. What happens to all that when there is a light dusting of snow making the lines invisible? Once in a lane, it should go straight. Something happened in 2019 along with the pandemic. State Police were not pulling cars over for speeding. When some drivers figured that out, Katy bar the door. It is not uncommon, in fact it is the rule rather than the exception to see cars traveling in excess of 80 miles an hour in the 55. (I hasten to add, 55mph on an interstate is too slow. It should probably be 62mph/100 kph.) People will then fudge it to 65. Above that, the State Police should be giving them a serious look. I am not a proponent of de-fund the police. But after the pandemic, the State Police never returned to duty on Central Indian Interstates. Is it any wonder the speeding is so extreme? If they aren't going to do their job, cut their pay. The downtown Interstate System , I-70/65 was shut down effectively for years being redone. After it was back in service, I had the opportunity to be going somewhere making going on I-70 and I-65. The only difference that I could see is that before I got into the right lane and turned right to go East on I-70. Now I get in the left lane to turn right onto I-70 East. Are you kidding me? It worked better before. That is counter-intuitive. A person from out of state would not expect to move to the left lane to turn right onto I-70. That's how accidents happen. Too late now, I suppose. All that money and work and inconvenience to reverse the lane usage? It makes as much sense as closing lanes on Michigan Street and New York, and the lights not being timed anymore. And last, but not least, if there is going to be construction, hurry up and get it over with. Dragging it out for years not necessary in my opinion.</p>	<p>ProPEL Indy has identified Limited Multimodal and Neighborhood Connections as a need in the study area, due to gaps in the pedestrian/bicycle infrastructure across and near the interstates. Potential solutions developed by the study team will be evaluated on their ability to address this need to improve multimodal connectivity across and near the interstates.</p> <p>Roadway Mobility has been identified as a need within the study area. Potential solutions developed by the study team will be evaluated on their ability to address this need by reducing congestion and improving mobility by addressing operational and geometric deficiencies. These potential solutions will be evaluated based on ability to address purpose and need, address community goals, impacts, feasibility, and cost.</p>
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128	I believe that one of the most important factors of consideration is for those who live near the highway/road that is being worked on/renovated/built. For those that live near, it will effect their daily lives, possibly changing them permanently. In my opinion, this aspect of whatever change that gets implemented, is very important.	Impacts to social, economic, and environmental resources will be considered during the ProPEL Indy study, as well as ways to avoid or minimize any potential impacts. Once alternatives have been developed and refined, they will be evaluated for their ability to address the needs within the study area, as well as for their potential impacts on human and environmental resources. Efforts will be made to avoid, minimize, or identify potential mitigation options for alternatives considered during the study.
129	Why is it that we can always tell w when we across the state line from other states to ours of how our highways are and bridges	The ProPEL Indy study team has received your comment, and it has been documented with the official study record.
130	I'd like to see things explored and seriously and truly considered being the status quo. Whether that's recessing or removal or something else entirely. To know what those kinds of options could truly look like and what they would take, because I think they could be radically life changing for the communities near the interstate.	The ProPEL Indy study team will consider public feedback as it revises the study's Draft Purpose and Need Report which defines transportation issues, opportunities, and desired outcomes in the study area. Alternatives such as this will be assessed based on the Final Purpose and Need during the alternatives analysis phase of the study. Alternatives will be evaluated based on ability to address purpose and need, address community goals, impacts, feasibility, and cost.
131	Has global warming been looked at regarding water pooling and drainage on roadways, potentially causing accidents?	Impacts to social, economic, and environmental resources will be considered during the ProPEL Indy study, as well as ways to avoid or minimize any potential impacts. Once alternatives have been developed and refined, they will be evaluated for their ability to address the needs within the study area, as well as for their potential impacts on human and environmental resources. Efforts will be made to avoid, minimize, or identify potential mitigation options for alternatives considered during the study.
132	Has the trucking community, rail community been engaged?	ProPEL Indy has gathered feedback from a broad collection of local residents, neighborhoods, businesses, commuters, schools, religious leaders, non-profit organizations, government agencies, etc. The study team will continue to provide opportunities for all stakeholders to share feedback throughout the study process, including public meetings, online forums, one-on-one interviews, listening sessions, and more.



133	Has connecting parking to venues, like a park and ride for the downtown venues been considered in interstate roadway construction?	The ProPEL Indy study team will consider public feedback as it revises the study's Draft Purpose and Need Report which defines transportation issues, opportunities, and desired outcomes in the study area. Alternatives such as this will be assessed based on the Final Purpose and Need during the alternatives analysis phase of the study. Alternatives will be evaluated based on ability to address purpose and need, address community goals, impacts, feasibility, and cost.
134	What about improving the look of the roadways, noise abatement, can the walls be improved in look?	The ProPEL Indy study team will consider public feedback as it revises the study's Draft Purpose and Need Report which defines transportation issues, opportunities, and desired outcomes in the study area. Alternatives such as this will be assessed based on the Final Purpose and Need during the alternatives analysis phase of the study. Alternatives will be evaluated based on ability to address purpose and need, address community goals, impacts, feasibility, and cost. In addition, potential alternatives developed will allow for placemaking and aesthetic treatments.
135	Consider the impact on long time property owners in the most severely transected streets	Impacts to social, economic, and environmental resources will be considered during the ProPEL Indy study, as well as ways to avoid or minimize any potential impacts. Once alternatives have been developed and refined, they will be evaluated for their ability to address the needs within the study area, as well as for their potential impacts on human and environmental resources. Efforts will be made to avoid, minimize, or identify potential mitigation options for alternatives considered during the study.



136	<p>Living near the interstate has its benefits and challenges. Backyards hold little value due to the constant roar, poor air quality at times, most recently unresolved security concerns that happen along INDOT property including down fences. I would love to see corrections to improve safety, health, comfort, and reconnect community (West Indianapolis has been cut off from the Valley since the 70's). I believe extra care and respect is essential to both the interstate, the people who use it, the land that surrounds it, and the people who live nearby. I don't see my community in this study, I am between Harding and Holt. I would love a commitment to see no more houses removed, walls erected, lighting improved, and vulnerable property along the interstate protected. The land surrounding the interstates is being purchased and rezoned piecemeal to industrial redevelopers despite opposition by neighbors. This unfairly jeopardizes the health, wellness, quality of life. In turn this damages our community investment to schools and parks. This damages done long ago continue in less affluent neighborhoods. Our future economic stability, health, and wellness depend on the decisions made today. Please consider equity in your spending and vision.</p>	<p>In the draft Purpose and Need Report, ProPEL Indy identified Community Goals for the study, which include identifying community enhancements that improve the quality of life of adjacent neighborhoods. These goals will be considered in the development and evaluation of potential alternatives.</p>
137	<p>Leave the highways alone and fix the regular roads!!</p>	<p>The ProPEL Indy study team has received your comment and it has been documented with the official study record.</p>
138	<p>I strongly feel that we need to remove interstates and high speed car traffic corridors. We should turn I-70 and I-65 into boulevards with intra-city trains, bus rapid transit, and lots of biking and walking infrastructure. Also, if we set the boulevards below street level, we can reconnect neighborhoods, reducing noise pollution, and turn Indy into a beautiful city where you don't see highways everywhere. With over 15 pedestrians and cyclists killed by drivers just this year, we clearly need to rapidly shift from car-centric transportation to slower, more dense and urban forms of moving people around. When I-70 on the southside was constructed, it devastated neighborhoods, split apart the urban fabric, and contributed directly to economic struggles. Completely shifting away from interstates towards people and neighborhood centric transportation will give Indy the chance to be a) a world class city, b) right our historical wrongs including discrimination based on race, income, and immigrant status, and c) better our environmental conditions at a time when Indiana is bottom of the pack for environmental quality. This is a no brainer, remove the interstates and put in trains, buses, and multi-modal active transit options instead.</p>	<p>ProPEL Indy has identified Limited Multimodal and Neighborhood Connections as a need in the study area, due to gaps in the pedestrian/bicycle infrastructure across and near the interstates. Potential solutions developed by the study team will be evaluated on their ability to address this need to improve multimodal connectivity across and near the interstates.</p> <p>IndyGo is responsible for planning, design and operation of public transit. The ProPEL Indy study team is coordinating with IndyGo throughout this study and will work with IndyGo to advance potential solutions involving mass transit should such improvements be identified for advancement beyond this study.</p>



139	As the co-chair of the Pogue's Run Waterway Committee, we strive to foster awareness of the waterway and it's natural spaces to the greater community. The Art & Nature Park is one of the places that is full of nature and that people love to visit, walk/bike, fish and watch nature. It will soon be connected to the new Pogue's Run Trail. The only problem is the loud din of the I-70 traffic that makes it difficult to peacefully enjoy the space. Would LOVE to see barriers go up but understand it would probably be cost prohibitive. Possibly a more natural tree line barrier could happen? We would love to work with INDOT and other organizations on a possible solution for noise reduction at the park. Our organization is currently under the Keep Indianapolis Beautiful organization.	Impacts to social, economic, and environmental resources will be considered during the ProPEL Indy study, as well as ways to avoid or minimize any potential impacts. Once alternatives have been developed and refined, they will be evaluated for their ability to address the needs within the study area, as well as for their potential impacts on human and environmental resources. Efforts will be made to avoid, minimize, or identify potential mitigation options for alternatives considered during the study.
140	Please stop doing construction you are making it very difficult to get to and from work. Also, please somehow let the [REDACTED] of the road understand that some lanes end and that waiting until the last second to get in the correct lane causes an even bigger traffic jam or even potentially accidents. Thank you!	The ProPEL Indy study team has received your comment, and it has been documented with the official study record. Feedback on current INDOT projects will be shared with the agency.
141	Interstate Travel is of utmost importance and should be continuously upgraded, however, at present, there are many City Streets in the Indianapolis area that need attention. It seems as though Funding also needs to be channeled to a significant number of LPA jobs within the 465 area that address Road Condition, Pedestrian Accessibility, Lighting, Appropriate Signage (No turn on Red) and Parking.	The ProPEL Indy study team has received your comment, and it has been documented with the official study record. Feedback specific to assets managed by the City of Indianapolis will be shared with the City Department of Public Works.



142	<p>I do not agree with the purpose and need statement of this study. We need more than minor traffic-engineering tweaks. As a long-time resident of Indianapolis who has lived in all parts of the city and currently lives downtown, I would like to see the downtown spokes of the Interstate removed completely, and replaced with boulevards that are integrated into the neighborhoods. In my opinion, these interstates do nothing but cause damage to the vitality of our city. They cause significant health concerns from pollution, exacerbate climate change, and create physical barriers between neighborhoods--limiting opportunities for households without cars to access basic necessities like groceries or schools. Even in places where you can cross the interstate on foot or on a bike, doing so is an extremely unpleasant experience due to the noise, high-speed traffic, lack of shade, and long distances between amenities. Downtown interstates also do not serve drivers well. I commuted on the interstate from downtown to the south side for many years, and found it to be an extremely stressful experience; so much so that I eventually switched to a route using surface streets, even though it was slower, so that my quality of life would improve. Lastly, these interstates are a monument to racism and destruction of homes and communities. Many cities and states across the country are recognizing that more lanes does not equal less congestion, and righting past wrongs by right-sizing their roads and highways. Indiana deserves better than our current system for the state's biggest economic engine. Switching to boulevards would create new high-value property and opportunities for business expansion and economic development.</p>	<p>The ProPEL Indy study team will consider public feedback as it revises the study's Draft Purpose and Need Report which defines transportation issues, opportunities, and desired outcomes in the study area. Alternatives such as this will be assessed based on the Final Purpose and Need during the alternatives analysis phase of the study. Alternatives will be evaluated based on ability to address purpose and need, address community goals, impacts, feasibility, and cost.</p> <p>ProPEL Indy has identified Limited Multimodal and Neighborhood Connections as a need in the study area, due to gaps in the pedestrian/bicycle infrastructure across and near the interstates. Potential solutions developed by the study team will be evaluated on their ability to address this need to improve multimodal connectivity across and near the interstates.</p>
143	<p>SB65 is a common point of congestion even after the North split changes. To me, it seems like the congestion is caused by traffic merging from the on ramp from West/11th street to SB65 north of the I70/65 junction. The congestion could be reduced or even eliminated with a solution similar to the change that was made just to the east of this ramp at 11th and Delaware. There, southbound I65 traffic is directed to another on ramp further south; the same traffic from West street could be redirected to another ramp and the westbound traffic for I70 would use the new ramp previously mentioned.</p>	<p>The ProPEL Indy study team will consider public feedback as it revises the study's Draft Purpose and Need Report which defines transportation issues, opportunities, and desired outcomes in the study area. Alternatives such as this will be assessed based on the Final Purpose and Need during the alternatives analysis phase of the study. Alternatives will be evaluated based on ability to address purpose and need, address community goals, impacts, feasibility, and cost.</p> <p>Roadway Mobility has been identified as a need within the study area. Potential solutions developed by the study team will be evaluated on their ability to address this need by reducing congestion and improving mobility by addressing operational and geometric deficiencies.</p>

144	Posted speeds are too slow for width of roadway & number of lanes; skill level requirements for licensing too low; too much roadway being lost to bike/bus lane expansion	The ProPEL Indy study team will consider public feedback as it revises the study's Draft Purpose and Need Report which defines transportation issues, opportunities, and desired outcomes in the study area. Alternatives such as this will be assessed based on the Final Purpose and Need during the alternatives analysis phase of the study. Alternatives will be evaluated based on ability to address purpose and need, address community goals, impacts, feasibility, and cost.
145	As the President/CEO of Radionext.tv,LLP I would love to help share this great information on my All Community All The Time internet radio and social media platform. Contact [REDACTED]	The ProPEL Indy study team has received your comment, and it has been documented with the official study record.
146	RECESS THE HIGHWAYS 🏠 🔄 RECONNECT COMMUNITIES. If you're going to spend millions to rebuild & study it, let's do it right to increase green spaces, equity-centered economic development, & quality of life ☑️	The ProPEL Indy study team will consider public feedback as it revises the study's Draft Purpose and Need Report which defines transportation issues, opportunities, and desired outcomes in the study area. Alternatives such as this will be assessed based on the Final Purpose and Need during the alternatives analysis phase of the study. Alternatives will be evaluated based on ability to address purpose and need, address community goals, impacts, feasibility, and cost.
147	Get rid of the inner loop. If not that, recess the highways and reconnect communities.	The ProPEL Indy study team will consider public feedback as it revises the study's Draft Purpose and Need Report which defines transportation issues, opportunities, and desired outcomes in the study area. Alternatives such as this will be assessed based on the Final Purpose and Need during the alternatives analysis phase of the study. Alternatives will be evaluated based on ability to address purpose and need, address community goals, impacts, feasibility, and cost.
148	The interstates inside 465 should not be expanded in any way, ever again. First, they should be converted to uptown/downtown travel only (no thru-traffic). To ease the transition, a toll for thru traffic should be enacted to ease congestion and raise funds for the full conversion. Next, full conversion to boulevards should occur. Local streets should receive priority for at-grade crossings throughout the footprint (the boulevards go under like Keystone in Carmel). The interstate between the North and South splits should be completely eliminated and the original street grid reconstructed. I live in Franklin Township and work downtown, but hope to move downtown some day and live where the interstate once stood. I also fully support tolls and/or congestion pricing on the entire system. The reason there is congestion is because the interstates are free.	The ProPEL Indy study team will consider public feedback as it revises the study's Draft Purpose and Need Report which defines transportation issues, opportunities, and desired outcomes in the study area. Alternatives such as this will be assessed based on the Final Purpose and Need during the alternatives analysis phase of the study. Alternatives will be evaluated based on ability to address purpose and need, address community goals, impacts, feasibility, and cost.

149	The interstates shouldn't run inside the loop. They should connect to 465, and go no further inside. That was the point of building 465.	The ProPEL Indy study team will consider public feedback as it revises the study's Draft Purpose and Need Report which defines transportation issues, opportunities, and desired outcomes in the study area. Alternatives such as this will be assessed based on the Final Purpose and Need during the alternatives analysis phase of the study. Alternatives will be evaluated based on ability to address purpose and need, address community goals, impacts, feasibility, and cost.
150	I'd love to see the interstates moved underground in the city in order to minimize segmentation of various neighborhoods and restore connection to those that have been cut off by the current system. Also, more and better bicycle and pedestrian infrastructure and safety measures.	<p>The ProPEL Indy study team will consider public feedback as it revises the study's Draft Purpose and Need Report which defines transportation issues, opportunities, and desired outcomes in the study area. Alternatives such as this will be assessed based on the Final Purpose and Need during the alternatives analysis phase of the study. Alternatives will be evaluated based on ability to address purpose and need, address community goals, impacts, feasibility, and cost.</p> <p>ProPEL Indy has identified Limited Multimodal and Neighborhood Connections and Roadway Safety as needs within the study area. Potential solutions developed by the study team will be evaluated on their ability to address these needs by improving safety and multimodal connectivity along, across, and near the interstates.</p>
151	Every street-level bridge over interstate highways in the metro area should include capacity for pedestrian/bicycle traffic. Whenever a bridge is rebuilt, this needs to be added. It is a major hazard to cross 465 any way other than in a car. None of the bridges that were replaced over I465 on the South side added any additional transit modes capacity. The Madison Avenue bridge retained the bike lanes that were already there, but added no extra width or protection. We can't add bike lanes/sidewalks later to the roads that cross 465 if the bridges don't have any capacity for them either. Leaving them out delays any possibility of adding them later for 30+ years.	ProPEL Indy has identified Limited Multimodal and Neighborhood Connections as a need in the study area, due to gaps in the pedestrian/bicycle infrastructure across and near the interstates. Potential solutions developed by the study team will be evaluated on their ability to address this need to improve multimodal connectivity across and near the interstates.
152	I commute to Downtown each weekday. Please bury or build over the inner loop of freeways at the downtown core.	The ProPEL Indy study team will consider public feedback as it revises the study's Draft Purpose and Need Report which defines transportation issues, opportunities, and desired outcomes in the study area. Alternatives such as this will be assessed based on the Final Purpose and Need during the alternatives analysis phase of the study. Alternatives will be evaluated based on ability to address purpose and need, address community goals, impacts, feasibility, and cost.

153	Please bury the interstate so we can reconnect communities cut off by it.	The ProPEL Indy study team will consider public feedback as it revises the study's Draft Purpose and Need Report which defines transportation issues, opportunities, and desired outcomes in the study area. Alternatives such as this will be assessed based on the Final Purpose and Need during the alternatives analysis phase of the study. Alternatives will be evaluated based on ability to address purpose and need, address community goals, impacts, feasibility, and cost.
154	I am a lifelong resident of Indianapolis, a resident of the Old Northside neighborhood, and a business and property owner in the Cole Noble neighborhood. I support Rethink Coalition's vision for a recessed, compact inner loop interstate that creates opportunities for new development and open spaces while reconnecting disconnected streets. The vision will repair the original interstate construction's inequities, which are still felt today, and transform the Capital City and the Central Indiana Region.	The ProPEL Indy study team will consider public feedback as it revises the study's Draft Purpose and Need Report which defines transportation issues, opportunities, and desired outcomes in the study area. Alternatives such as this will be assessed based on the Final Purpose and Need during the alternatives analysis phase of the study. Alternatives will be evaluated based on ability to address purpose and need, address community goals, impacts, feasibility, and cost.
155	I am a downtown resident and business owner - The data assembled by ProPEL Indy raise serious needs that require INDOT and the City to work together to create accessible new development, reconnect communities, and improve safety. I urge INDOT and the City to work toward Rethink Coalition's bold and exciting concept, which accomplishes this.	The ProPEL Indy study team will consider public feedback as it revises the study's Draft Purpose and Need Report which defines transportation issues, opportunities, and desired outcomes in the study area. Alternatives such as this will be assessed based on the Final Purpose and Need during the alternatives analysis phase of the study. Alternatives will be evaluated based on ability to address purpose and need, address community goals, impacts, feasibility, and cost.
156	The Purpose and Need statement seems to address and emphasize vehicle travel demand over other factors critical to quality of life. We need more balance. Investment in the I-65 / I-70 Inner Loop interstate in downtown Indianapolis must unlock significant economic, environmental, mobility, and quality of life potential that is now constrained by an interstate.	Impacts to social, economic, and environmental resources will be considered during the ProPEL Indy study, as well as ways to avoid or minimize any potential impacts. Once alternatives have been developed and refined, they will be evaluated for their ability to address the needs within the study area, as well as for their potential impacts on human and environmental resources. Efforts will be made to avoid, minimize, or identify potential mitigation options for alternatives considered during the study.
157	I am concerned by the high number of crashes in the crash data presented with the Purpose and Need statement. Based on the data, the current interstate configuration does not fulfill safety goals and indicates a need for a different design. We need interstate designs that are safe to travel and contribute to quality of life.	ProPEL Indy has identified Roadway Safety as a need within the study area. Potential solutions developed by the study team will be evaluated on their ability to address this need by improving safety along and at intersections near the interstates by reducing crash frequency and/or crash severity.



158	More connected bus lines that have stops in more than just the largest roads. Also dedicated bike lanes with safety barriers.	<p>IndyGo is responsible for planning, design and operation of public transit. The ProPEL Indy study team is coordinating with IndyGo throughout this study and will work with IndyGo to advance potential solutions involving mass transit should such improvements be identified for advancement beyond this study.</p> <p>ProPEL Indy has identified Limited Multimodal and Neighborhood Connections and Roadway Safety as needs within the study area. Potential solutions developed by the study team will be evaluated on their ability to address these needs by improving safety and multimodal connectivity along, across, and near the interstates.</p>
159	Innovative FHWA/USDOT mechanisms encourage partnerships and bold ideas like Rethink Coalition’s vision for a recessed, compact interstate that allows us to reconnect streets and neighborhoods and repair some past inequities. We want ProPEL Indy to take advantage of that innovative thinking and not be constrained by the inequitable designs that created the Inner Loop interstate fifty years ago.	<p>The ProPEL Indy study team will consider public feedback as it revises the study’s Draft Purpose and Need Report which defines transportation issues, opportunities, and desired outcomes in the study area. Alternatives such as this will be assessed based on the Final Purpose and Need during the alternatives analysis phase of the study. Alternatives will be evaluated based on ability to address purpose and need, address community goals, impacts, feasibility, and cost.</p>
160	More connected bus network and barrier protected bike lanes	<p>IndyGo is responsible for planning, design and operation of public transit. The ProPEL Indy study team is coordinating with IndyGo throughout this study and will work with IndyGo to advance potential solutions involving mass transit should such improvements be identified for advancement beyond this study.</p> <p>ProPEL Indy has identified Limited Multimodal and Neighborhood Connections and Roadway Safety as needs within the study area. Potential solutions developed by the study team will be evaluated on their ability to address these needs by improving safety and multimodal connectivity along, across, and near the interstates.</p>



161	The Reconnecting Communities grant Rethink Coalition received provides a learning opportunity. This year-long planning study can serve as a blueprint for the potential transformation of the entire Inner Loop. We urge INDOT to adopt it as its model for ProPEL Indy.	The ProPEL Indy study team will consider public feedback as it revises the study's Draft Purpose and Need Report which defines transportation issues, opportunities, and desired outcomes in the study area. Alternatives such as this will be assessed based on the Final Purpose and Need during the alternatives analysis phase of the study. Alternatives will be evaluated based on ability to address purpose and need, address community goals, impacts, feasibility, and cost.
162	I would like to know more about the traffic projections. What kind of traffic is projected? Is it traffic traveling through Indianapolis or coming downtown specifically? How can we use technology and interstate design to encourage people to live, work, learn in, and visit downtown Indianapolis but not use the I-65/I-70 Inner Loop just to pass through? This should be part of the need addressed by ProPEL Indy. Traffic solely passing through is a burden, not much of a benefit.	<p>The percentage of through traffic and local traffic using the Inner Loop may be determined by trip origin-destination analysis. This analysis will be performed in the study's next stages and shared with the public.</p> <p>The ProPEL Indy study team will consider public feedback as it revises the study's Draft Purpose and Need Report which defines transportation issues, opportunities, and desired outcomes in the study area. Alternatives such as this will be assessed based on the Final Purpose and Need during the alternatives analysis phase of the study. Alternatives will be evaluated based on ability to address purpose and need, address community goals, impacts, feasibility, and cost.</p> <p>Roadway Mobility has been identified as a need within the study area. Potential solutions developed by the study team will be evaluated on their ability to address this need by reducing congestion and improving mobility by addressing operational and geometric deficiencies.</p>



163	<p>The interstate system addressed by ProPEL Indy is an extensive system that impacts the quality of life for the people living, working, and visiting the Central Indiana region. We need an integrated approach to addressing the interstate system that brings interstate design and quality of life goals together unconstrained by jurisdictional boundaries between INDOT and the City. Only an integrated approach can help us realize substantial returns on investment tax revenue, equitable economic development opportunities, and quality of life benefits, in addition to meeting transportation needs. We want ProPEL Indy to lead us to a win-win-win solution.</p>	<p>Impacts to social, economic, and environmental resources will be considered during the ProPEL Indy study, as well as ways to avoid or minimize any potential impacts. Once alternatives have been developed and refined, they will be evaluated for their ability to address the needs within the study area, as well as for their potential impacts on human and environmental resources. Efforts will be made to avoid, minimize, or identify potential mitigation options for alternatives considered during the study.</p> <p>The study team has met with several other agencies during the visioning phase of ProPEL Indy and will have ongoing coordination with DPW, Indianapolis MPO, IndyGo, Indianapolis Airport Authority etc. throughout the duration of the study.</p>
164	<p>I would like to see every interstate and separated highway inside of 465 either removed or reduced to street grade and turned into a normal street. Interstate and crosstown trips can use 465 to go around or surface roads to go through. We should restore and reconnect the street patterns and communities that were originally demolished to make way for the highways that I (personally) do not feel are appropriate for the dense urban environment that cities are (supposed to be) comprised of. Highways and high-speed corridors are unsafe and do not make good neighbors. If we cannot remove them then I would like to see reduced capacity and elimination of highway lanes over the next 20 years, not increased. More emphasis should be placed upon creating communities that have the ability to meet the needs of the nearby residents moving within them as opposed to providing thoroughfares to quickly move residents directly through. Reducing the number of vehicle trips and miles travelled benefits residents in numerous ways (public health & safety, well-being, quality of life...).</p>	<p>The ProPEL Indy study team will consider public feedback as it revises the study's Draft Purpose and Need Report which defines transportation issues, opportunities, and desired outcomes in the study area. Alternatives such as this will be assessed based on the Final Purpose and Need during the alternatives analysis phase of the study. Alternatives will be evaluated based on ability to address purpose and need, address community goals, impacts, feasibility, and cost.</p>
165	<p>I am an Indianapolis resident who lives north of downtown and works downtown. I support Rethink Coalition's vision for a recessed, compact inner loop interstate that creates opportunities for new development and open spaces while reconnecting disconnected streets. The vision will repair the original interstate construction's inequities, which are still felt today, and transform the Capital City and the Central Indiana Region.</p>	<p>The ProPEL Indy study team will consider public feedback as it revises the study's Draft Purpose and Need Report which defines transportation issues, opportunities, and desired outcomes in the study area. Alternatives such as this will be assessed based on the Final Purpose and Need during the alternatives analysis phase of the study. Alternatives will be evaluated based on ability to address purpose and need, address community goals, impacts, feasibility, and cost.</p>



166	The data assembled by ProPEL Indy raise serious needs that require INDOT and the City to work together to create accessible new development, reconnect communities, and improve safety. I urge INDOT and the City to work toward Rethink Coalition’s bold and exciting concept, which accomplishes this.	<p>The ProPEL Indy study team will consider public feedback as it revises the study’s Draft Purpose and Need Report which defines transportation issues, opportunities, and desired outcomes in the study area. Alternatives such as this will be assessed based on the Final Purpose and Need during the alternatives analysis phase of the study. Alternatives will be evaluated based on ability to address purpose and need, address community goals, impacts, feasibility, and cost.</p> <p>The study team has met with several other agencies during the visioning phase of ProPEL Indy and will have ongoing coordination with DPW, Indianapolis MPO, IndyGo, Indianapolis Airport Authority etc. throughout the duration of the study.</p>
167	Our transportation network has to serve the resident of our city and surrounding suburbs, not prioritize truck traffic going through downtown. The Purpose and Need statement seems to address and emphasize vehicle travel demand over other factors critical to quality of life. We need more balance. Investment in the I-65 / I-70 Inner Loop interstate in downtown Indianapolis must unlock significant economic, environmental, mobility, and quality of life potential that is now constrained by an interstate.	<p>The ProPEL Indy study team will consider public feedback as it revises the study’s Draft Purpose and Need Report which defines transportation issues, opportunities, and desired outcomes in the study area. Alternatives such as this will be assessed based on the Final Purpose and Need during the alternatives analysis phase of the study. Alternatives will be evaluated based on ability to address purpose and need, address community goals, impacts, feasibility, and cost.</p> <p>Impacts to social, economic, and environmental resources will be considered during the ProPEL Indy study, as well as ways to avoid or minimize any potential impacts. Once alternatives have been developed and refined, they will be evaluated for their ability to address the needs within the study area, as well as for their potential impacts on human and environmental resources. Efforts will be made to avoid, minimize, or identify potential mitigation options for alternatives considered during the study.</p>
168	Our transportation network should be designed for the safety of bikes, pedestrians, and vehicle passengers. I am concerned by the high number of crashes in the crash data presented with the Purpose and Need statement. Based on the data, the current interstate configuration does not fulfill safety goals and indicates a need for a different design. We need interstate designs that are safe to travel and contribute to quality of life.	ProPEL Indy has identified Limited Multimodal and Neighborhood Connections and Roadway Safety as needs within the study area. Potential solutions developed by the study team will be evaluated on their ability to address these needs by improving safety and multimodal connectivity along, across, and near the interstates.



169	Indiana needs to be a leading innovative state. Innovative FHWA/USDOT mechanisms encourage partnerships and bold ideas like Rethink Coalition’s vision for a recessed, compact interstate that allows us to reconnect boulevards and neighborhoods and repair some past inequities. We want ProPEL Indy to take advantage of that innovative thinking and not be constrained by the inequitable designs that created the Inner Loop interstate fifty years ago.	The ProPEL Indy study team will consider public feedback as it revises the study’s Draft Purpose and Need Report which defines transportation issues, opportunities, and desired outcomes in the study area. Alternatives such as this will be assessed based on the Final Purpose and Need during the alternatives analysis phase of the study. Alternatives will be evaluated based on ability to address purpose and need, address community goals, impacts, feasibility, and cost.
170	Indiana should be a fiscally conservative state--but that does not mean minimizing investment, instead it means measuring and maximizing the return on investment. Rethink's vision for a recessed interstate that reactivates huge areas of land--the most valuable land in Indiana--is an economically sensible plan where the ultimate benefits to the city and state will far outweigh the additional cost of construction. This is a 50-year investment, so the state needs to get it right.	The ProPEL Indy study team will consider public feedback as it revises the study’s Draft Purpose and Need Report which defines transportation issues, opportunities, and desired outcomes in the study area. Alternatives such as this will be assessed based on the Final Purpose and Need during the alternatives analysis phase of the study. Alternatives will be evaluated based on ability to address purpose and need, address community goals, impacts, feasibility, and cost.
171	I strongly support any investments that prioritize Indianapolis residents’ quality of life and strongly oppose any that prioritize non-residents’ ability to cut through the city.	The ProPEL Indy study team will consider public feedback as it revises the study’s Draft Purpose and Need Report which defines transportation issues, opportunities, and desired outcomes in the study area. Alternatives such as this will be assessed based on the Final Purpose and Need during the alternatives analysis phase of the study. Alternatives will be evaluated based on ability to address purpose and need, address community goals, impacts, feasibility, and cost.
172	The new college 2 way is horrible. Please tell me where I go to speak to someone about the upcoming new york st changes. It has made me stay away from college all together. It is causing traffic backup at mass and college sometimes waiting multiple lights. While I think pedestrian and bike safety is important this is going to increase road rage incidents. A different solution needs to be found. I do not think limiting traffic flow while we have already limited flow with no turn on red lights as well as taling lanes for bus traffic is helpful. We need to stop the change to Michigan immediately.	Thank you for your comment about the downtown street grid within the study area. The ongoing changes to the streetscape are overseen by the City of Indianapolis Department of Public Works. The study team will share this comment with them.



173	Priority should be neighborhood reconnection (including safe pedestrian and bike) as well as quality of life issues such as noise and respiratory-related pollution - example being capping, which can also have tax benefits for the city because of reclaimed land. I lived in Bates-Hendricks, but now in Springdale - and both are the same issues.	<p>ProPEL Indy has identified Limited Multimodal and Neighborhood Connections as a need in the study area, due to gaps in the pedestrian/bicycle infrastructure across and near the interstates. Potential solutions developed by the study team will be evaluated on their ability to address this need to improve multimodal connectivity across and near the interstates.</p> <p>In the draft Purpose and Need Report, ProPEL Indy identified Community Goals for the study, which include identifying community enhancements that improve the quality of life of adjacent neighborhoods. These goals will be considered in the development and evaluation of potential alternatives.</p>
174	Reconnecting the community is the most important objective to be achieved. So many other quality of life issues can be impacted light pollution Is it insane for those who live near ramps of the interstate. 1) lower the lighting for the interstate closer to the street. (maybe below grade to almost entirely eliminate like pollution from the interstate) .2) Allow the streets that once connected communities to be reunited. 3) Free up wasted space round the interstate and perhaps create development and allows equity and restoration. 4) Control the pollution that comes off the interstate and gets on homes and properties that live near it causing things to just be dirty all the time.	<p>In the draft Purpose and Need Report, ProPEL Indy identified Community Goals for the study, which include identifying community enhancements that improve the quality of life of adjacent neighborhoods. These goals will be considered in the development and evaluation of potential alternatives.</p> <p>Impacts to social, economic, and environmental resources will be considered during the ProPEL Indy study, as well as ways to avoid or minimize any potential impacts. Once alternatives have been developed and refined, they will be evaluated for their ability to address the needs within the study area, as well as for their potential impacts on human and environmental resources. Efforts will be made to avoid, minimize, or identify potential mitigation options for alternatives considered during the study.</p>
175	INDOT created the separated, car-dependent, unwalkable neighborhoods when the interstates were first installed; retrofitting Bike-Pedestrian infrastructure alongside freshly rebuilt interstates now is going to be expensive, time-consuming, and far more difficult, and I sincerely doubt that INDOT will take that time, money, and effort to actually FIX the problem THEY created! I will believe that INDOT will add new Bike-Pedestrian connectivity when I see it on the ground, and not before.	ProPEL Indy has identified Limited Multimodal and Neighborhood Connections as a need in the study area, due to gaps in the pedestrian/bicycle infrastructure across and near the interstates. Potential solutions developed by the study team will be evaluated on their ability to address this need to improve multimodal connectivity across and near the interstates.

176	All entrance ramps need to be on the right. Those that enter on the left are extremely dangerous.	Roadway Safety and Mobility have been identified as needs within the study area. Potential solutions developed by the study team will be evaluated on their ability to address these needs by improving safety along and at intersections near the interstates by reducing crash frequency and/or crash severity and reducing congestion and improving mobility by addressing operational and geometric deficiencies.
177	Please connect W Morris St to White River Dr/Drover/Kentucky Ave under I-70 in West Indy. New development in the area is begging for restoration of lost connectivity! Morris already has a brand-new multiuse path to Harding. The intersection I am talking about is about 1500 ft away. I also ask for attention to I-70 near Rhodius Park. Something to reduce the particulate matter would be fantastic, especially with the park and the school right next to it. Might even be a good place for one of those over top of the highway reclamations. Below, I am supposed to select only 3 topics that apply to this comment, but I believe all 4 would see improvement with these suggestions. Thank you for your time and consideration.	<p>ProPEL Indy has identified Limited Multimodal and Neighborhood Connections as a need in the study area, due to gaps in the pedestrian/bicycle infrastructure across and near the interstates. Potential solutions developed by the study team will be evaluated on their ability to address this need to improve multimodal connectivity across and near the interstates.</p> <p>The ProPEL Indy study team will consider public feedback as it revises the study's Draft Purpose and Need Report which defines transportation issues, opportunities, and desired outcomes in the study area. Alternatives such as this will be assessed based on the Final Purpose and Need during the alternatives analysis phase of the study. Alternatives will be evaluated based on ability to address purpose and need, address community goals, impacts, feasibility, and cost.</p>
178	When will the decision to lower I-70W downward to reduce noise and pollution from interstate be made? I am referring to those areas directly impacted by I-70 near and around Downtown Indy (Old Southside neighborhood between Meridian Street to east, West Street to West, Morris Street to the south, and McCarthy Street to the north) be made? I am anticipating that by lowering this stretch of I-70W downward that it will not only produce many benefits to those living and working in this area, but also provide economic benefits (increased revenue generated) that goes to the city, county, and state as a result of those improvements for business, tourists, and related parties that would generate new revenue.	The ProPEL Indy study team will consider public feedback as it revises the study's Draft Purpose and Need Report which defines transportation issues, opportunities, and desired outcomes in the study area. Alternatives such as this will be assessed based on the Final Purpose and Need during the alternatives analysis phase of the study. Alternatives will be evaluated based on ability to address purpose and need, address community goals, impacts, feasibility, and cost.



179	<p>1. We need some kind of assurance that INDOT is actually going to take any of this into account. Countless meetings and our personal and business time only to have everything we say ignored is not acceptable. 2. Lighting is extremely important as are pavement markings that can be seen at night in the rain.</p>	<p>ProPEL Indy has gathered feedback from a broad collection of local residents, neighborhoods, businesses, commuters, schools, religious leaders, non-profit organizations, government agencies, etc. This feedback was used in the development of the Draft Purpose and Need Report to identify transportation issues, opportunities, and desired outcomes in the study area. Public feedback will be considered throughout the study process.</p> <p>Input regarding improved wayfinding and lighting along the corridor will be considered in the development and evaluation of potential alternatives.</p>
180	<p>I believe it is seriously worth considering tearing down these interstate segments. While the 65/70 split has just been completed, we cannot let the sunk cost fallacy guide our decision making. INDOT needs to shift funding from interstates to rail - partnering with Amtrak for the national network and building out our own state regional network. Highway reconstruction/expansion has proven again and again to not improve congestion, economic development (ignoring the short term gain from construction), or quality of life for folks who live in the neighborhood (emissions, sound pollution, light pollution, and lack of connections). I recognize there are economic needs, particularly for semis moving goods, but state routes can serve these needs instead of a major interstate cutting through the core of our capital city. As the Federal government continues to support more rail projects, Indiana has an opportunity to be a leader and reclaim the "Crossroads of America" to refer to a world class high speed rail node. I urge the leaders of INDOT to rethink how funding is allocated between modes. In my opinion, we need to shift the balance away from focusing on personal vehicles. People want a viable alternative to cars as their form of transportation. If INDOT is set on moving forward with this project, then I support the Rethink Coalition's recessed option. While it doesn't address all of my above concerns, it is better than re-building as is for a piece of infrastructure that does not serve the needs of the State and local community. I would recommend fewer travel lanes and exits than are currently present to reduce demand rather than inducing it with expansion.</p>	<p>The ProPEL Indy study team will consider public feedback as it revises the study's Draft Purpose and Need Report which defines transportation issues, opportunities, and desired outcomes in the study area. Alternatives such as this will be assessed based on the Final Purpose and Need during the alternatives analysis phase of the study. Alternatives will be evaluated based on ability to address purpose and need, address community goals, impacts, feasibility, and cost.</p> <p>IndyGo is responsible for planning, design and operation of public transit. The ProPEL Indy study team is coordinating with IndyGo throughout this study and will work with IndyGo to advance potential solutions involving mass transit should such improvements be identified for advancement beyond this study.</p>



181	<p>The overall focus of this study continues the misguided direction that urban development in Indianapolis has taken for 70 years. It sounds like the same outdated traffic engineering concepts are being perpetuated with this “new” plan for I-65/70. It has been well documented for decades that adding additional lanes to urban freeways does not help, but actually increases, traffic congestion. Any new iteration of freeways will continue to have the same number of collisions. Freeways are also the major contributor to pollution and a poor quality of life and place in surrounding neighborhoods. There is a separate plan to Rethink 65/70 with a number of projects that would bury the interstates and place connecting streets, structures, and green spaces above them. This is perhaps closer to a solution but is likely unsustainable considering construction and maintenance costs. If the roadways and bridges on 65/70 are beyond basic repairs to keep them functional, the solution is to remove them from inside I-465. The space could be better used for new development of housing, retail, bicycle and pedestrian infrastructure, natural space, and enhanced transit. I-70 could be rerouted around the south section of I-465; I-65 could be rerouted around the west side of I-465. There is no need for these freeways to go through downtown. Removing these ugly, noisy, dangerous, and polluting corridors from downtown will allow for reconnecting to the surrounding neighborhoods. As an example, Milwaukee led the way decades ago with the demolition of the Park East Freeway in 2002. Detroit is getting ready to tear down I-375. This is a bigger issue than decaying freeways. This plan must also consider the outdated zoning and land use patterns that currently plague Indianapolis. The urban form must put an end to single-use, separate land use zoning. New development must restore historic patterns where homes, workplaces, shopping, education, and recreation are within walking distances of each other. This was the urban form for centuries of city development and eliminates the need for daily vehicle use. Instead of spending money on studies, design, and construction of massive obstacles to human-centered development, we should design and build bicycle and pedestrian infrastructure, mixed use development, and traditional neighborhood design. To allow access for everyone to get anywhere they need to go in the city that is truly free flowing, we should spend the study, engineering, and construction funds on furthering IndyGo’s innovative bus rapid transit system. These routes are a good starting point, and should be expanded and expedited to allow any resident to travel to any major destination around the city. To include out of town guests, and allow Indianapolis residents to travel beyond the city, regional transit needs to be restored to move people by train to Louisville, Evansville, St. Louis, Chicago, Detroit, Columbus, Cincinnati, and beyond. Rebuilding these outdated and inefficient freeways is not worth our time or money. Indianapolis deserves better urban development and transportation and changing the focus and scope of this study is one place to start.</p>	<p>The ProPEL Indy study team will consider public feedback as it revises the study’s Draft Purpose and Need Report which defines transportation issues, opportunities, and desired outcomes in the study area. Alternatives such as this will be assessed based on the Final Purpose and Need during the alternatives analysis phase of the study. Alternatives will be evaluated based on ability to address purpose and need, address community goals, impacts, feasibility, and cost.</p> <p>ProPEL Indy has identified Limited Multimodal and Neighborhood Connections as a need in the study area, due to gaps in the pedestrian/bicycle infrastructure across and near the interstates. Potential solutions developed by the study team will be evaluated on their ability to address this need to improve multimodal connectivity across and near the interstates.</p> <p>IndyGo is responsible for planning, design and operation of public transit. The ProPEL Indy study team is coordinating with IndyGo throughout this study and will work with IndyGo to advance potential solutions involving mass transit should such improvements be identified for advancement beyond this study.</p>
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182	(1) Economic Opportunity - By investing in Signage for Black Business that are within One mile of Interstate Exits (1) Signage of Historical African American "Heritage" sites - Such as Frederick Douglass Little League, the 4th Oldest African American Little League in United States	In the draft Purpose and Need Report, ProPEL Indy identified Community Goals for the study, which include identifying community enhancements that improve the quality of life of adjacent neighborhoods. These goals will be considered in the development and evaluation of potential alternatives.
183	I was at the Arlington Woods community meeting on 6/24. Overall, the meeting was fine, but there was a transparency issue that I think you need to be aware of and address differently in the future. If you want people to buy into this study, then the consultants conducting this study need to be transparent about who they are. When attendees at the meeting asked the presenters who they were and whether they worked for INDOT, the presenters only said that they were consultants hired by INDOT. They never said the name of the consulting company and attendees were not given a direct method of contacting any of the consultants. Why the secrecy? This did not sit well with me.	Thank you for your feedback. The members of the study team at this meeting were representing HNTB and The McCormick Group. You may contact the study team through our website, ProPELIndy.com.
184	I am concerned about the state's and INDOT's commitment to doing the right thing for our future. We know that our highways will only become more congested and we know that merely adding lanes repeatedly is not a long-term solution. This study needs to incorporate public transit as part of a long-term solution, but will the state ever allow or support that as a solution? And will INDOT advocate for that or will the agencies current leadership simply take the path of least resistance because very likely the individuals working there now won't have to deal with any of the consequences of expanding the highways. It will be future generations that will have to deal with that.	IndyGo is responsible for planning, design and operation of public transit. The ProPEL Indy study team is coordinating with IndyGo throughout this study and will work with IndyGo to advance potential solutions involving mass transit should such improvements be identified for advancement beyond this study.
185	I support Rethink Coalition's vision for a recessed, compact inner loop interstate that creates opportunities for new development and open spaces while reconnecting disconnected streets and neighborhoods. The vision will repair the original interstate construction's inequities, which are still felt today, and transform the Capital City and the Central Indiana Region.	The ProPEL Indy study team will consider public feedback as it revises the study's Draft Purpose and Need Report which defines transportation issues, opportunities, and desired outcomes in the study area. Alternatives such as this will be assessed based on the Final Purpose and Need during the alternatives analysis phase of the study. Alternatives will be evaluated based on ability to address purpose and need, address community goals, impacts, feasibility, and cost.
186	Support multimodal transportation and transit.	IndyGo is responsible for planning, design and operation of public transit. The ProPEL Indy study team is coordinating with IndyGo throughout this study and will work with IndyGo to advance potential solutions involving mass transit should such improvements be identified for advancement beyond this study.

187	Getting to I-70 from Keystone is hard - because it narrows. It is used by trucks and is too narrow. Recently there was a fatality near 34th and Keystone, this is a big safety issue for this neighborhood and needs to be looked at.	Roadway Safety has been identified as a need within the study area. Potential solutions developed by the study team will be evaluated on their ability to address this need by improving safety along and at intersections near the interstates by reducing crash frequency and/or crash severity.
188	Safety is still an issue after the North Split improvements - specifically at I-65 from IUPUI and needs to be addressed.	Roadway Safety has been identified as a need within the study area. Potential solutions developed by the study team will be evaluated on their ability to address this need by improving safety along and at intersections near the interstates by reducing crash frequency and/or crash severity.
189	Nebraska has bike and pedestrian bridges that go over the interstate, please consider.	ProPEL Indy has identified Limited Multimodal and Neighborhood Connections as a need in the study area, due to gaps in the pedestrian/bicycle infrastructure across and near the interstates. Potential solutions developed by the study team will be evaluated on their ability to address this need to improve multimodal connectivity across and near the interstates.
190	Emerson Avenue interchange is acres of nothing, this could be compressed and lead to value capture for properties at Keystone and Rural. Sherman interchange could be reimagined to take up less space.	The ProPEL Indy study team will consider public feedback as it revises the study's Draft Purpose and Need Report which defines transportation issues, opportunities, and desired outcomes in the study area. Alternatives such as this will be assessed based on the Final Purpose and Need during the alternatives analysis phase of the study. Alternatives will be evaluated based on ability to address purpose and need, address community goals, impacts, feasibility, and cost.
191	Would be nice to connect Pogues Run Trail across the interstates to our neighborhood and up to the northeast side.	ProPEL Indy has identified Limited Multimodal and Neighborhood Connections as a need in the study area, due to gaps in the pedestrian/bicycle infrastructure across and near the interstates. Potential solutions developed by the study team will be evaluated on their ability to address this need to improve multimodal connectivity across and near the interstates.
192	38th and I-65 is a concern from a safety perspective. Merging into traffic here is dangerous and the condition of the pavement (potholes) is also unsafe.	Roadway Safety has been identified as a need within the study area. Potential solutions developed by the study team will be evaluated on their ability to address this need by improving safety along and at intersections near the interstates by reducing crash frequency and/or crash severity.

193	How innovative is INDOT really willing to be? Would like to see improvements to the interstates in my lifetime.	No decisions have been made regarding the outcome of the ProPEL Indy study. We have no lines on a map or potential projects determined. All ideas are on the table, and each will be considered equally by the study team. Once complete, ProPEL Indy will recommend a variety of improvements to be considered that meet transportation needs and community goals.
194	It is so massively important to build & rebuild Indianapolis with EVERYONE in mind, not just automobile drivers. This is such a huge opportunity to be a LEADER. The studies and visionary work have been done—now we just need to go and act and build better! What an incredible opportunity we have that will have generational impacts.	In the draft Purpose and Need Report, ProPEL Indy identified Community Goals for the study, which include providing accessible, fair, safe, affordable, reliable, and sustainable mobility along and across the interstates for community members based on identified needs and input received. This includes consideration of pedestrian, bicycle, transit, ride-hailing apps, or other modes of transportation. These goals will be considered in the development and evaluation of potential alternatives.
195	The injury and destruction that the path of I-70 took through the Valley Neighborhood, splitting this neighborhood in two, destroying home values and quality of life is a matter of record. It has taken us 30 plus years to regain any semblance of improved value to living and working here in the Valley. Nothing can be done to change or minimize the path taken through our neighborhood, but we can through sound buffers minimize the horrid impact this section of highway has had here	Impacts to social, economic, and environmental resources will be considered during the ProPEL Indy study, as well as ways to avoid or minimize any potential impacts. Once alternatives have been developed and refined, they will be evaluated for their ability to address the needs within the study area, as well as for their potential impacts on human and environmental resources. Efforts will be made to avoid, minimize, or identify potential mitigation options for alternatives considered during the study.



<p>196</p>	<p>Indianapolis is at a crossroads: continue with car-centric infrastructure that divides communities and harms the environment, or embrace a sustainable future by replacing intercity interstates with rapid transit lines, parks, and multi-use trails. As we modernize our cities towards a more sustainable future, we should focus on giving the city back to the people instead of designing everything for automobiles. How can we truly create a "sustainable" city when we force almost every citizen to use one of the least efficient and dangerous modes of transport to get around our city? The construction of the intracity interstates in the 1960s and 1970s as result of the Federal-Aid Highway Act of 1956 fundamentally scarred the landscape of Indianapolis. Interstates I-65 and I-70, while facilitating automobile travel, divided red-lined communities, displaced residents, and ultimately contributed to the never-ending suburban sprawl. The prioritization of car travel led to the neglect of proper public transit systems, increased pollution, and reduced quality of life for many residents who live near the interstates. The neighborhoods that were once vibrant and interconnected became isolated and fragmented, leading to social and economic disparities. As a result, I am suggesting to remove the intracity interstates inside I-465, and to replace them with dedicated rapid transit lines (using heavy/light rail systems integrated with IndyGo busses and park and rides) with multi-use trails running parallel. Alongside the rapid transit line can be public parks that can integrate with the White River Vision Plan seamlessly and be the pride of Indianapolis. Between the parks can be dense, urban developments, where the pedestrian and cyclist is prioritized over the automobile (max 20 MPH speed limit, and various traffic calming measures, and no parking minimums REQUIRED). These renovations will help bring communities together, promote environmental sustainability for the future, encourage a focus on local economic development, and an enhanced quality of life for not only nearby residents, but all citizens of Indianapolis. Removing the intracity interstates would help to reconnect neighborhoods that were once divided by these massive structures. By replacing the highways with a passenger rail line, parks, multi-use trails, and dense urban developments, Indianapolis can create a more cohesive and inclusive urban environment. This approach would foster a sense of community, improve accessibility, and promote social equity. Automobiles are a significant source of greenhouse gas emissions, noise and various particulates and chemicals (leaking gas/oils, particulate matter from wearing of tires, etc.), contributing to climate change and air pollution. Transitioning to a passenger rail system would help to reduce the city's carbon footprint by providing a more efficient and environmentally friendly mode of transportation. Parks and green spaces along the rail line would further enhance the city's ecological health by improving air quality, supporting biodiversity, mitigating the urban heat island effect, and providing a natural way to soak up heavy rains and prevent flood damage. The removal of the interstates and the development of a passenger rail line with various urban centers/complete communities would help stimulate local economies.</p>	<p>The ProPEL Indy study team will consider public feedback as it revises the study's Draft Purpose and Need Report which defines transportation issues, opportunities, and desired outcomes in the study area. Alternatives such as this will be assessed based on the Final Purpose and Need during the alternatives analysis phase of the study. Alternatives will be evaluated based on ability to address purpose and need, address community goals, impacts, feasibility, and cost.</p> <p>IndyGo is responsible for planning, design and operation of public transit. The ProPEL Indy study team is coordinating with IndyGo throughout this study and will work with IndyGo to advance potential solutions involving mass transit should such improvements be identified for advancement beyond this study.</p> <p>Impacts to social, economic, and environmental resources will be considered during the ProPEL Indy study, as well as ways to avoid or minimize any potential impacts. Once alternatives have been developed and refined, they will be evaluated for their ability to address the needs within the study area, as well as for their potential impacts on human and environmental resources. Efforts will be made to avoid, minimize, or identify potential mitigation options for alternatives considered during the study.</p>
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<p>New businesses and residential developments (focus on dense, multi-use development with plenty of low cost housing units) could emerge along the corridor, creating jobs, and boosting potential tax income for the city in the future. Moreover, improved transportation options can attract tourists and investors, further contributing to economic growth. The parks and multi-use trails provide residents with recreational opportunities, promoting physical activity and mental well-being. These green spaces can serve as community hubs where people gather, socialize, and engage in cultural and recreational activities. Additionally, a reliable and efficient public transportation system would reduce commuting times, decrease traffic congestion, and improve overall quality of life for Indianapolis residents. Adding in the rapid transit line alongside a multi-use trail allows people to choose how they get around the city. A person can still drive through the city streets, take public transit, bike or walk to their destination. This will not only help reduce traffic congestion within the city, but benefit the overall experience for attendees of large events. For example, efficient public transit can help fans reach Lucas Oil Stadium for a Colts game without the hassle or cost of game-day parking. Dedicated multi-use pathways can encourage people to walk or cycle to events and destinations, reducing the need for large parking lots at destinations as bicycle parking takes up significantly less space than car parking. This multi-modal approach not only ensures smoother traffic flow for those who drive, but also supports inclusivity by accommodating individuals with diverse mobility needs and preferences. In a city known for hosting main events, the availability of multiple transit options is vital for maintaining accessibility, reducing stress on infrastructure, and promoting sustainable urban mobility. Just think about how many people would love to take a train from the airport straight to the venue/downtown? Implementing such a transformative project of this magnitude will undoubtedly come with challenges, including funding, logistical planning, and potential resistance from stakeholders and citizens accustomed to the current infrastructure. However, these challenges can be addressed through comprehensive planning and community engagement. Educating the public about the benefits of a reliable and frequent passenger rail line will be an integral part of this community engagement section. Federal and state grants, public-private partnerships, and innovative financing mechanisms can be explored to secure the necessary funding. Engaging with residents, businesses, and local leaders throughout the planning process will ensure that the project meets the needs and expectations of the community. Indianapolis has the opportunity to lead by example in the movement towards sustainable urban development. By removing intracity interstates and replacing them with a passenger rail line, parks, multi-use trails, and dense urban developments, the city can reclaim its urban space for the benefit of all its residents. This vision not only addresses the historical wrongdoings of urban planning but also paves the way for a healthier, more connected, and economically vibrant future. The time has come to prioritize people over cars and to design cities that are truly sustainable and inclusive</p>	
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	<p>for all. I know that this is one of the more extreme plans pitched here, and will need one of the largest investments. However, if Indianapolis is to prove that it is truly focused on its community and the environment, especially as people are more divided and isolated than ever and the climate continues to change, this plan will help mend the scars created by the interstates inside of the I-465 loop. I assume this group has already done its general research/background on similar case studies. Just in case, here is a brief list of local projects that create public spaces/parks out of existing infrastructure, showing the importance of these spaces in our city: Local: Spark on the Circle The Cultural Trail The Monon Trail The Nickel Plate Trail The White River State Park The White River Vision Plan Here are some cities nationally and internationally where they removed (or are planning to remove) a highway and replacing it with community-focused designs: National: San Francisco, CA: Embarcadero Freeway (I-480) Portland, OR: Harbor Drive Boston, MA: Central Artery (I-93) "The Big Dig" Minneapolis/St. Paul: Rethinking I-94 Milwaukee, MN: Park East Freeway International: Seoul, South Korea: Cheonggyecheon Stream Madrid, Spain: Madrid Río (formerly M-30) Paris, France: Voie Georges-Pompidou Milan, Italy: Milan Darsena Bogotá, Colombia: Inner Ring Expressway -& investment in BRT and greenways Toronto, Canada: Gardiner Expressway Demolition Proposal Vancouver, Canada: Georgia and Dunsmuir Viaducts Additional Resources: Organizations & Websites: StrongTowns Project for Public Spaces Congress for New Urbanism The National Association of City Transportation Officials Blue Zones Articles and Research Papers: "The Life and Death of Urban Highways" by Institute for Transportation and Development Policy "Rethinking Streets: An Evidence-Based Guide to 25 Complete Street Transformations" by Marc Schlossberg et al. "The Health Benefits of Parks" by the Trust for Public Fund Books: "The Death and Life of Great American Cities" by Jane Jacobs "The High Cost of Free Parking" by Donald Shoup "Green Metropolis: Why Living Smaller, Living Closer, and Driving Less Are the Keys to Sustainability" by David Owen "Confessions of a Recovering Engineer" by Charles L. Marohn</p>	
197	<p>The investment we will make over the next 20 years in replacing the divisive, dirty, dangerous, and unhealthy Inner Loop has to bring economic growth, reconnection, and transformation--that's the overwhelming need we face. Recessing and compacting the Inner Loop is the only pathway forward that gives us the economic, health, safety, and quality of life returns we need and that urban areas all over the country are considering right now. Recess the Inner Loop--and make sure the City and INDOT work toward the Rethink Coalition's bold concept that accomplishes the benefits we need for decades to come.</p>	<p>The ProPEL Indy study team will consider public feedback as it revises the study's Draft Purpose and Need Report which defines transportation issues, opportunities, and desired outcomes in the study area. Alternatives such as this will be assessed based on the Final Purpose and Need during the alternatives analysis phase of the study. Alternatives will be evaluated based on ability to address purpose and need, address community goals, impacts, feasibility, and cost.</p>



198	<p>I looked at all the purpose and need reports and saw that they emphasize vehicle travel demand over other factors critical to quality of life. Make sure you fully consider all the factors laid out in the studies and reports the Rethink Coalition has done and discussed with INDOT. The gigantic investment we will make in redoing the Inner Loop has to unlock significant economic , environmental, mobility, and quality of life potential that will push Central Indiana forward--and not hold it back as the elevated walls of the interstate now do in our urban heart. That's the key need.</p>	<p>The ProPEL Indy study team will consider public feedback as it revises the study's Draft Purpose and Need Report which defines transportation issues, opportunities, and desired outcomes in the study area. Alternatives such as this will be assessed based on the Final Purpose and Need during the alternatives analysis phase of the study. Alternatives will be evaluated based on ability to address purpose and need, address community goals, impacts, feasibility, and cost.</p> <p>Impacts to social, economic, and environmental resources will be considered during the ProPEL Indy study, as well as ways to avoid or minimize any potential impacts. Once alternatives have been developed and refined, they will be evaluated for their ability to address the needs within the study area, as well as for their potential impacts on human and environmental resources. Efforts will be made to avoid, minimize, or identify potential mitigation options for alternatives considered during the study.</p>
199	<p>Sure looks like the high number of crashes on the Inner Loop points in the direction of bad design that needs replacing. Current interstate configuration should be replaced by recessing the interstate. We need a design that is safe to travel AND contributes to quality of life where people live, work, and visit. INDOT should not be constrained by the divisive, inequitable design of 50 years ago--WE MUST DO BETTER! That's the overwhelming need today--recess the Inner Loop and repair past inequities as we shape a better tomorrow.</p>	<p>The ProPEL Indy study team will consider public feedback as it revises the study's Draft Purpose and Need Report which defines transportation issues, opportunities, and desired outcomes in the study area. Alternatives such as this will be assessed based on the Final Purpose and Need during the alternatives analysis phase of the study. Alternatives will be evaluated based on ability to address purpose and need, address community goals, impacts, feasibility, and cost.</p> <p>Roadway Mobility has been identified as a need within the study area. Potential solutions developed by the study team will be evaluated on their ability to address this need by reducing congestion and improving mobility by addressing operational and geometric deficiencies.</p> <p>Roadway Safety has also been identified as a need within the study area. Potential solutions developed by the study team will be evaluated on their ability to address this need by improving safety along and at intersections near the interstates by reducing crash frequency and/or crash severity.</p>



200	<p>Please make sure you review and incorporate the planning study materials--and eventual results--of the Rethink Coalition's Reconnection Communities federal grant--it's a blueprint for potential transformation of the entire Inner Loop, based on what we all decide to do at the Southeast Gateway. A model for ProPEL Indy and how we best knit neighborhoods back together and lock significant economic development, workforce, equity, health, environmental, and quality of life dividends for decades to come. Rebuilding as is would be a complete disaster.</p>	<p>The ProPEL Indy study team will consider public feedback as it revises the study's Draft Purpose and Need Report which defines transportation issues, opportunities, and desired outcomes in the study area. Alternatives such as this will be assessed based on the Final Purpose and Need during the alternatives analysis phase of the study. Alternatives will be evaluated based on ability to address purpose and need, address community goals, impacts, feasibility, and cost.</p> <p>Impacts to social, economic, and environmental resources will be considered during the ProPEL Indy study, as well as ways to avoid or minimize any potential impacts. Once alternatives have been developed and refined, they will be evaluated for their ability to address the needs within the study area, as well as for their potential impacts on human and environmental resources. Efforts will be made to avoid, minimize, or identify potential mitigation options for alternatives considered during the study.</p>
201	<p>Traffic projections--numbers, kinds, alternative routes-- need to be put under a microscope in this post-pandemic atmosphere around urban quality of life. We must be about making Indianapolis a place where people want to live, work, learn, play, and stay--and not just drive through because it's four minutes quicker than using I-465. The need is for ProPEL to be focused on urban quality of life--we MUST make our city a place where people want to live, and the elevated Inner Loop doesn't do that.</p>	<p>The ProPEL Indy study team will consider public feedback as it revises the study's Draft Purpose and Need Report which defines transportation issues, opportunities, and desired outcomes in the study area. Alternatives such as this will be assessed based on the Final Purpose and Need during the alternatives analysis phase of the study. Alternatives will be evaluated based on ability to address purpose and need, address community goals, impacts, feasibility, and cost.</p> <p>Impacts to social, economic, and environmental resources will be considered during the ProPEL Indy study, as well as ways to avoid or minimize any potential impacts. Once alternatives have been developed and refined, they will be evaluated for their ability to address the needs within the study area, as well as for their potential impacts on human and environmental resources. Efforts will be made to avoid, minimize, or identify potential mitigation options for alternatives considered during the study.</p>



202	<p>The Rethink Coalition has looked at all four legs of the Inner Loop and related areas/spokes--each suffered different kinds and amounts of people/business/churches displacement originally. And the situation around each today after 50+ years has to be analyzed to figure out how best to rebuild that aging infrastructure to meet the compelling need to create/improve neighborhoods, make better traffic flow, and transform the Indianapolis metropolitan area for decades to come. We need a bold vision for change that includes greenbelt boulevards and a recessed interstate.</p>	<p>The ProPEL Indy study team will consider public feedback as it revises the study's Draft Purpose and Need Report which defines transportation issues, opportunities, and desired outcomes in the study area. Alternatives such as this will be assessed based on the Final Purpose and Need during the alternatives analysis phase of the study. Alternatives will be evaluated based on ability to address purpose and need, address community goals, impacts, feasibility, and cost.</p> <p>Impacts to social, economic, and environmental resources will be considered during the ProPEL Indy study, as well as ways to avoid or minimize any potential impacts. Once alternatives have been developed and refined, they will be evaluated for their ability to address the needs within the study area, as well as for their potential impacts on human and environmental resources. Efforts will be made to avoid, minimize, or identify potential mitigation options for alternatives considered during the study.</p>
203	<p>I support Rethink Coalition's vision for a recessed, compact inner loop interstate that creates opportunities for new development and open spaces while reconnecting disconnected streets and neighborhoods. The vision will repair the original interstate construction's inequities, which are still felt today, and transform the Capital City and the Central Indiana Region.</p>	<p>The ProPEL Indy study team will consider public feedback as it revises the study's Draft Purpose and Need Report which defines transportation issues, opportunities, and desired outcomes in the study area. Alternatives such as this will be assessed based on the Final Purpose and Need during the alternatives analysis phase of the study. Alternatives will be evaluated based on ability to address purpose and need, address community goals, impacts, feasibility, and cost.</p>
204	<p>The data assembled by ProPEL Indy raise serious needs that require INDOT and the City to work together to create accessible new development, reconnect communities, and improve safety. I urge INDOT and the City to work toward Rethink Coalition's bold and exciting concept, which accomplishes this.</p>	<p>The ProPEL Indy study team will consider public feedback as it revises the study's Draft Purpose and Need Report which defines transportation issues, opportunities, and desired outcomes in the study area. Alternatives such as this will be assessed based on the Final Purpose and Need during the alternatives analysis phase of the study. Alternatives will be evaluated based on ability to address purpose and need, address community goals, impacts, feasibility, and cost.</p> <p>The study team has met with several other agencies during the visioning phase of ProPEL Indy and will have ongoing coordination with DPW, Indianapolis MPO, IndyGo, Indianapolis Airport Authority etc. throughout the duration of the study.</p>



205	INDOT's consultants for the I-65 SAFE project and the ProPEL Indy project contradict each other in public meetings. ProPEL should trump the I-65 SAFE project, yet I-65 SAFE project consultants won't discuss how their decisions within the northern end of their project directly impact the south split. Yet the south split is being studied in ProPEL and by the USDOT grant/Rethink Coalition. The I-65 SAFE project needs to reconcile this immediately.	ProPEL Indy's study area does overlap with the I-65 Safety & Efficiency project on the southeast side of Indianapolis. The overlap with I-65 Safety & Efficiency extends from north of Fletcher Ave on I-65/I-70 to the South Split interchange ending south of Morris Street along I-65. ProPEL Indy is a future-focused study, which means the overlap in the study area does not impact ProPEL Indy's ability to identify needs and develop recommendations for future improvements in the overlapping area.
206	I am excited about the ProPEL Indy project. With a once in a generation development like this, it should be used to strengthen and connect the community for decades to come. For that reason I urge the study to consider freeway bus rapid transit using dedicated or managed lanes and congestion pricing. Both of these have the potential to reduce the economic burden of travel (in time and/or money) as well as improving quality of life and benefitting the environment.	IndyGo is responsible for planning, design and operation of public transit. The ProPEL Indy study team is coordinating with IndyGo throughout this study and will work with IndyGo to advance potential solutions involving mass transit should such improvements be identified for advancement beyond this study.
207	Please minimize impact of interstates, burying the roadways would greatly improve the connectivity of neighborhoods and would allow for new development in highly desirable areas.	The ProPEL Indy study team will consider public feedback as it revises the study's Draft Purpose and Need Report which defines transportation issues, opportunities, and desired outcomes in the study area. Alternatives such as this will be assessed based on the Final Purpose and Need during the alternatives analysis phase of the study. Alternatives will be evaluated based on ability to address purpose and need, address community goals, impacts, feasibility, and cost.



208	<p>The study has the capability to think big and that was a key component in selling this study to the public. However, the evaluation seems to be lacking. As evidenced by the most recent closure on the southeast side, the piece-by-piece approach isn't working. Traffic backed up for miles as a daily occurrence. The entire system lacks resiliency. Consider resiliency as part of the entire picture. To do that, you would need to expand your study to look at the entire interstate system around the city and move away from a piecemeal approach. Consider where people are traveling from and where they are traveling to and for what reason. Are there more efficient ways of moving people? Apparently the options considered were bikes, pedestrian, and transit. INDOT used to think big with large ideas. It is how I-69 in southern Indiana came to be. This study lacks that vision. INDOT could bring it back and consider inter-city transit operations that eventually move to a third-party to administer between the central Indiana cities. Consider inter-city rail possibilities. Don't limit the multimodal transportation considerations to existing IndyGo operations. Otherwise you won't be moving the people and all that the 3-legs that you are considering will do is making a giant parking lot out of the interstate and that will lead to businesses and people deciding that there are better cities and regions instead of keeping Indy a world class city.</p>	<p>The ProPEL Indy study team will consider public feedback as it revises the study's Draft Purpose and Need Report which defines transportation issues, opportunities, and desired outcomes in the study area. Alternatives such as this will be assessed based on the Final Purpose and Need during the alternatives analysis phase of the study. Alternatives will be evaluated based on ability to address purpose and need, address community goals, impacts, feasibility, and cost.</p>
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210	<p>The 65 Spoke of Des No 2201129 is located in Citizens Water – Indianapolis’ Source Water Assessment (SWA) Area and Wellhead Protection (WHP) Area. The 65 Spoke is also located within 350 feet of Speedway Water Works’ SWA Area.</p> <p>The 65/70 Downtown Spoke of Des No 2201129 is located in Citizens Water – Indianapolis’ WHP Area.</p> <p>The contact for Citizens Water – Indianapolis is John Havard and he can be reached at [REDACTED].</p> <p>The contact for Speedway Water Works is Ronnie E Smith and they can be reached at [REDACTED].</p> <p>Let me know what questions you have.</p> <p>Sincerely, Alisha Turnbow Environmental Manager Office of Water Quality Drinking Water Branch, Groundwater Section</p>	Thank you for this information. It has been added to the ProPEL Indy Final Environmental Constraints Report.
211	<p>I’d like to remove myself from your email list and would like for you to add instead members of the Indy Parks planning team copied here. Thanks – Phyllis</p> <p>Phyllis Boyd (she/her) Director Indy Parks & Recreation 200 E. Washington Street Suite 2301 Indianapolis, IN 46204</p>	Thank you for the update. Ms. Boyd was removed from the list and the contacts provided were added to the list and meeting invitation.



<p>212</p>	<p>Federal Agency: Indiana Department of Transportation (“INDOT”), on behalf of Federal Highway Administration, Indiana Division (“FHWA”)</p> <p>Re: ProPEL Indy - Resource Agency Invitation Letter, archaeological cultural resources identification memorandum (ASC Group, Inc., 11/15/2023), above-ground cultural resources identification memorandum (ASC Group, 01/30/24), draft purpose and need report, Existing Conditions Report, and Draft Environmental Constraints Report; for the study on I-65 and I-70 within I-465 in the City of Indianapolis, Indiana.</p> <p>Dear Ms. Gillette:</p> <p>The staff of the Indiana State Historic Preservation Officer (“Indiana SHPO”) has received your May 24, 2024, submission, which enclosed the archaeological cultural resources identification memorandum (ASC Group, Inc.,11/15/2023), the above-ground cultural resources identification memorandum (ASC Group, 01/30/24), the draft purpose and need report, the Existing Conditions Report, and the Draft Environmental Constraints Report; all of which were received by our office the same day, for proposed project locations along I-65 and I-70 within I-465 in the City of Indianapolis, Indiana.</p> <p>From the information provided, it is the staff of the Indiana SHPO’s understanding that the Indiana Department of Transportation (“INDOT”) is conducting Planning and Environment Linkages (PEL) studies on I-65 and I-70 within I-465 in Indianapolis, Indiana. The archaeological cultural resources identification memorandum (ASC Group, Inc., 11/15/23) and the above-ground cultural resources identification memorandum (ASC Group, Inc., 04/12/23) were prepared specifically for the I-65 and I-70 within I-465 in Indianapolis, Indiana study. Additionally, it is our understanding that as part of the data-gathering phase of these studies, the memoranda’s purpose is to collect information on previously identified cultural resources that are listed in or eligible for listing in the National Register of Historic Places (“NRHP”) or may be potentially eligible for listing in the NRHP.</p> <p>The memoranda specifically state that any improvement projects that develop with federal involvement as a result of these PEL studies must comply with Section 106 of the National Historic Preservation Act (“NHPA”) and its implementing regulations under 36 CFR Part 800. Under Section 106, federal agencies must identify and assess their actions on those cultural resources that are listed in or eligible for listing in the NRHP and seek ways to avoid, minimize and/or mitigate adverse effects. The memoranda state that formal determinations of NRHP eligibility will occur in the future to comply with the Section 106 process for any federally funded or approved project programmed</p>	<p>Thank you for this information. The understanding of the ProPEL Indy study presented in the comment letter is correct. Section 106 consultation will be completed for any federally-funded project that is recommended and moves forward to project development as a result of the study.</p>
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<p>from the ProPEL studies. Our office will assist the federal agency responsible for administering the project by evaluating the historical significance of the properties within the area of potential effect that will be part of future submissions to our office.</p> <p>The Indiana SHPO staff's archaeological reviewer for this project is Wade T. Tharp, and the structures reviewer is Toni Lynn Giffin. however, if you have a question about the Section 106 process, please contact initially the INDOT Cultural Resources staff members who are assigned to this project.</p> <p>In all future correspondence about the ProPel study on I-65 and I-70 within I-465 in Indianapolis, Indiana, please refer to DHPA No. 32338.</p> <p>Very truly yours, Beth K. McCord Deputy State Historic Preservation Officer</p>	
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<p>213</p>	<p>DNR#: ER-26546 Request Received: May 20, 2024 Requestor: Kia Gillette HNTB Corporation 111 Monument Circle, Suite 1200 Indianapolis, IN 46204</p> <p>Project: ProPEL Indy: Planning and Environment Linkages (PEL) study on I-65 and I-70 within I-465, Indianapolis; Des #2201129 **meeting request June 14th**</p> <p>County/Site Info: Marion County</p> <p>The Indiana Department of Natural Resources has reviewed the above referenced project per your request. Our agency offers the following comments for your information and in accordance with the National Environmental Policy Act of 1969.</p> <p>If our agency has regulatory jurisdiction over the project, the recommendations contained in this letter may become requirements of any permit issued. If we do not have permitting authority, all recommendations are voluntary.</p> <p>Regulatory Assessment: This proposal may require the formal approval of our agency pursuant to the Flood Control Act (IC 14-28-1) for any proposal to construct, excavate, or fill in or on the floodway of a stream or other flowing waterbody which has a drainage area greater than one square mile. To determine if a permit will be required, the Indiana Floodplain Information Portal (INFIP) is a mapping application developed by the DNR, Division of Water to generate a Floodplain Analysis and Regulatory Assessment (FARA) that provides floodplain information. The portal is on the Division of Water's webpage at infip.dnr.in.gov.</p> <p>Natural Heritage Database: The Natural Heritage Program's data have been checked. The Division of Nature Preserves does not anticipate any significant impacts to the below-listed community. The following have been documented within .5 mile of the project area:</p> <p>Properties Eagle Creek Park</p>	<p>Thank you for this information. Information regarding state-listed species has been included in the ProPEL Indy Final Environmental Constraints Report.</p> <p>Construction in a Floodway permits will be acquired, if necessary, for any project that is recommended and moves forward to project development as a result of the study.</p> <p>The recommendations and guidelines provided will be considered for any project that is recommended and moves forward to project development as a result of the study.</p>
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<p>Communities Central Till Plain Flatwoods</p> <p>Animal Assemblages Migratory Bird Concentration Area Raptor Migratory Concentration Area Shorebird Migratory Concentration Area Wading Bird Colony</p> <p>Fauna Kirtland's snake (<i>Clonophis kirtlandii</i>), State endangered Black-crowned Night-heron (<i>Nycticorax nycticorax</i>), State endangered Cerulean Warbler (<i>Setophaga cerulea</i>), State endangered Golden-winged Warbler (<i>Vermivora chrysoptera</i>), State endangered Henslow's Sparrow (<i>Centronyx henslowii</i>), State endangered Upland Sandpiper (<i>Bartramia longicauda</i>), State endangered Black-and-white Warbler (<i>Mniotilta varia</i>), State special concern Broad-winged Hawk (<i>Buteo platypterus</i>), State special concern Common Nighthawk (<i>Chordeiles minor</i>), State special concern Hooded Warbler (<i>Setophaga citrina</i>), State special concern Peregrine Falcon (<i>Falco peregrinus</i>), State special concern Worm-eating Warbler (<i>Helmitheros vermivorus</i>), State special concern Rabbitsfoot (<i>Theliderma cylindrica</i>), State endangered Snuffbox (<i>Epioblasma triquetra</i>), State endangered Little Spectaclecase (<i>Villosa lienosa</i>), State special concern Rainbow (<i>Villosa iris</i>), State special concern Spike (<i>Eurynia dilatata</i>), State special concern Badger (<i>Taxidea taxus</i>), State special concern An Antmimic Spider (<i>Castianeira alata</i>), State endangered</p> <p>Fish and Wildlife Comments: It is understood that no site-specific projects are detailed at this time. The following recommendations and guidelines should be considered generalized at this time:</p> <p>Avoid and minimize impacts to fish, wildlife, and botanical resources to the greatest extent possible, and compensate for impacts. The following are recommendations that address potential impacts identified in the proposed project area:</p> <p>A) Heritage Species</p>	
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<p>Considerations should be made to minimize impacts to local populations of Kirtland's Snakes, especially along the I-65 corridor near Eagle Creek Park and the I-70 corridor as it approaches the airport. For more information on how to minimize impacts to Kirtland's Snakes, please contact State Herpetologist Nate Engbrecht [REDACTED]</p> <p>The Division of Fish and Wildlife does not anticipate any significant impacts to the above-listed bird or mussel species due to this project.</p> <p>Badgers are a wide-ranging species that prefer an open, prairie-type habitat, with Indiana being at the eastern edge of their natural range. The range of the Badger continues to expand as a result of land-use changes from forest to farmland and open pastureland. Impacts to the Badger or its preferred habitat are unlikely as a result of this project.</p> <p>B) Stream Crossing Design Bridges are preferred over culverts, and three-sided culverts are preferred over box or pipe culverts. Multiple culverts or culverts with multiple openings are not recommended for approval. These types of structures are often problematic for fish and wildlife passage as they tend to accumulate debris and become blocked. If box and pipe culverts are used, the culvert bottoms should be sumped a minimum of 6" (or 20% of the culvert height or diameter, whichever is greater up to a maximum of 2') below the stream bed elevation. Sumping is not required for bridges or three-sided culverts. Crossings must span the entire channel width (a minimum of 1.2 times the ordinary high-water mark width). Crossings must maintain the natural stream substrate within the structure (natural stream substrate must be replaced in sumped box and pipe culverts up to the existing flowline). Scour protection at the inlet and outlet must not extend above the existing flowline elevation. Stream depth, channel width and water velocities in the crossing structure during low-flow conditions must approximate those in the natural stream channel.</p> <p>The new/replacement/rehabilitated crossing structure, and any bank stabilization under or around the structure, must not create conditions that are less favorable for wildlife passage when compared to existing conditions. Upgrading wildlife passage for replacement/rehabilitated structures is recommended whenever possible to improve wildlife/vehicle safety. White-tailed deer passage must be incorporated into all new structures where no structure previously existed. Minimum structure dimensions for white-tailed deer passage are 20 feet of width clearance (overall span of the structure) and 8 feet of height clearance measured from the ordinary highwater</p>	
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<p>mark (OHWM). Bank lines must be maintained or restored within structures to allow for wildlife passage above the OHWM. All wildlife passage designs must include a smooth level pathway preferably 3 feet wide but a minimum of 1-2 feet in width composed of natural substrate (soil, sand, gravel, etc.) or compacted aggregate fill over riprap (#2, #53, #73, etc.) tied into existing elevations both upstream and downstream. The width and location of the wildlife pathway is dependent on the wildlife species using the area.</p> <p>There are several techniques and materials for incorporating wildlife passage into the design of a crossing structure. Coordination with a Regional Environmental Biologist to address wildlife passage issues before submitting a permit application (if required) is encouraged to avoid delays in the permitting process. The following links are good resources to consider in the design of stream crossing structures to maintain fish and wildlife passage:</p> <p>https://www.fs.usda.gov/ccrc/tool/fishxing-fish-passage-learning-systems https://www.fs.usda.gov/wildlifecrossings/library/index.php https://www.fhwa.dot.gov/clas/ctip/wildlife_crossing_structures/ https://www.fhwa.dot.gov/engineering/hydraulics/pubs/11008/hif11008.pdf</p> <p>C) Streambank Stabilization</p> <p>Some form of bank stabilization is almost always needed with the construction, repair, replacement, or modification of a stream channel or crossing structure. For streambank stabilization and erosion control, regrading to a stable slope (2:1 or shallower) and establishing native vegetation along the banks are typically the most effective techniques and allow a vegetated stream bank to develop. A variety of methods to accomplish this include planting plugs, whips, container stock, seeding, and live stakes. In addition to vegetation establishment, some additional level of bioengineered bank stabilization may be needed under certain circumstances (inability to regrade to a stable slope, flow velocities that exceed the limits of vegetation alone, etc.). Combining vegetation with any of the following bank stabilization methods can provide additional bank protection while not compromising benefits to fish, wildlife, and botanical resources:</p> <ul style="list-style-type: none">• Geotextiles (erosion control blankets and/or turf reinforcement mats that are heavy-duty, biodegradable, and net free or that use loose-woven / Leno-woven netting to minimize the entrapment and snaring of small-bodied wildlife such as snakes and turtles)• Vegetated geogrids or soil lifts, fiber rolls, glacial stone, or riprap. <p>Riprap or other hard bank stabilization materials should be used only at the toe of the side slopes up to the OHWM with the exception of areas directly under bridges for</p>	
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<p>instance. The banks above the OHWM should be restored, stabilized, and revegetated using geotextiles and a mixture of grasses, sedges, wildflowers, shrubs, and trees native to Central Indiana and specifically for stream bank/floodway stabilization purposes as soon as possible upon completion. Information about bioengineering techniques can be found at the following link to a USDA/NRCS document that outlines many different bioengineering techniques for streambank stabilization: https://irrigationtoolbox.com/NEH/Part650_EngineeringFieldHandbook/H_210_650_16.pdf.</p> <p>D) Riparian Habitat We recommend a mitigation plan be developed (and submitted with the permit application, if required) for any unavoidable habitat impacts that will occur. The DNR's Habitat Mitigation Guidelines (and plant lists) can be found online at: https://www.in.gov/nrc/files/IB-17.pdf.</p> <p>Impacts to non-wetland forest of one (1) acre or more in a rural or urban area should be mitigated at a minimum 2:1 ratio based on area of impact. Impacts to non-wetland forest under one (1) acre but at least 0.10 acre in a rural or urban area should be mitigated at a minimum 1:1 ratio based on area of impact. Impacts under 0.10 acre in a rural area typically do not require mitigation or additional plantings beyond seeding and stabilizing disturbed areas, though there are exceptions for high quality habitat sites. Impacts under 0.10 acre in an urban area should be mitigated by replacing trees that are 10" diameter-at-breast height (dbh) or greater by planting five trees, 1" to 2" in dbh, for each tree which is removed that is 10" dbh or greater. Seeding and stabilizing disturbed areas is required regardless of the impact amount and location. If floodway impacts to forested wetland and non-wetland habitat areas combine to be 0.10 acres or more, mitigation should be done and coordinated with the biologist, as needed.</p> <p>The mitigation site should be located in the floodway, downstream of the one (1) square mile drainage area of that stream (or another stream within the 8-digit HUC, preferably as close to the impact site as possible) and adjacent to existing forested riparian habitat.</p> <p>E) Street Trees The Division of Fish and Wildlife recommends avoiding removing urban trees to the greatest extent possible and replacing trees that must be removed. Street trees are important to fish and wildlife resources in urban areas. Indiana's street trees also provide millions of dollars of tangible benefits to Indiana communities by their</p>	
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presence in the urban environment. Their shade and beauty contribute to the quality of life. They provide significant increases in real estate values, create attractive settings for commercial businesses, and improve community neighborhood appeal. Trees decrease energy consumption by providing shade and acting as windbreaks. They reduce water treatment costs and impede soil erosion by slowing the runoff of stormwater. Trees also cool the air temperature, cleanse pollutants from the air, and produce oxygen while absorbing carbon dioxide. Trees are an integral component of the urban environment. Proactively managing and maintaining a street tree population will ultimately maximize the benefits afforded by their aesthetic and ecological functions. The following links give a good overview of the benefits of a street tree program and how to select the right species to avoid the negative impacts of non-native invasive species such as the common and popular Bradford pear:
<https://www.in.gov/dnr/forestry/forestry-publications-and-presentations/> (scroll down to the Community & Urban Forestry section).

F) Wetlands

Due to the presence or potential presence of wetland habitat on site, we recommend contacting and coordinating with the Indiana Department of Environmental Management (IDEM) 401 program and the US Army Corps of Engineers (USACE) 404 program.

G) Drainage and Stormwater Management

The Division of Fish and Wildlife recommends considering a more sustainable approach to stormwater management. The traditional model of stormwater management aims to drain runoff as quickly as possible with the help of channels and pipes, which increases peak flows and costs of stormwater management. This type of solution only transfers drainage problems from one section of a basin to another. A more sustainable approach should aim to rebuild the natural water cycle by using storage techniques (retention basins, constructed wetlands, raingardens, etc.) and recharging groundwater using infiltration techniques (infiltration basins or trenches, pervious pavement, etc.). The following links give a good overview of traditional and sustainable stormwater management systems and their pros and cons for consideration during the design of the proposed project: <https://www.epa.gov/greeningepa/epa-facility-stormwater-management>; <https://www.epa.gov/greeningepa/stormwater-management-practices-epa-facilities>.

H) Pavement Rehabilitation

Pavement rehabilitation projects typically do not have a significant impact on fish, wildlife, and botanical resources if best management practices (BMPs) are in place to



<p>limit the migration of polycyclic aromatic hydrocarbons (PAHs) into local waterways. PAHs are a byproduct of asphalt and coal tar-based sealants and negatively impact aquatic systems. The use of sealants that are free of petroleum and coal tar-based products is encouraged whenever possible. Contaminated road runoff can significantly impact the aquatic environment through increased turbidity and release of sediment into the stream which can be harmful to fish and other aquatic organisms, their eggs, and their food supply. Where possible, road runoff should be directed to riprap turnouts and sediment filtration prior to entering a stream to reduce impacts to aquatic species. We recommend the use of pollutant trapping technology such as storm drain inserts to reduce the runoff of roadside pollutants where appropriate.</p> <p>I) Induced Demand/Traffic There is some scientific evidence to suggest that adding additional travel lanes along a particular transportation corridor may increase traffic congestion rather than decrease it. It is understood that the proposed project is also intended to improve motorist safety in addition to adding capacity. The Division of Fish and Wildlife recommends at a minimum considering the potential negative impacts of increasing capacity into the planning process. It appears that pedestrian facilities are being considered for inclusion. Including these types of transportation alternatives is recommended for inclusion in a project of this type to potentially offset some of the negative impacts of induced demand/traffic. The following is a link to a Federal Highway Administration Office of Planning webpage that discusses the basics of induced travel: https://www.fhwa.dot.gov/planning/itfaq.cfm.</p> <p>J) Noise Barriers The Division of Fish and Wildlife recommends further exploring the purpose and need for the use of prefabricated concrete panel noise walls. Many studies have indicated that concrete panel noise walls are only marginally effective at blocking sound waves and can create negative impacts such as reflecting rather than absorbing sound waves thereby amplifying noise levels under certain conditions. Other negative impacts of noise walls have been identified that affect both humans and the surrounding environment. For wildlife, roads in general present physical barriers to animals, dividing populations and causing deaths (both human and wildlife) through collisions with vehicles. Long vertical barriers such as noise walls have been found to exacerbate these problems, particularly for smaller animals, by concentrating wildlife movement near the ends of the walls. Noise walls can also affect wildlife communication, migration, and reproductive success. Noise barriers should be situated such that they do not impact existing travel corridors to bridges or culverts under the roadway or funnel wildlife to areas that could create wildlife/vehicle conflicts that are less favorable for wildlife when</p>	
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<p>compared to current conditions. Alternatives to prefabricated concrete panel noise walls and/or additional noise management measures include Eco Sound Barrier, vegetated earthen berms, continuous reinforced concrete pavement, “Next Generation” pavement grooving, and jointless concrete bridges.</p> <p>K) LED Lighting Most transportation corridor designers and municipalities are trending toward LED lighting. Lighting in forested areas and along creeks, streams, and rivers should be the lowest intensity feasible and shielded to cast light downwards onto the road and not up- or outwards into the surroundings to avoid disturbing wildlife circadian rhythms and disorienting night-migrating birds.</p> <p>Certain types of LED lighting can have negative impacts on both human and wildlife health and safety. The International Dark-Sky Association has developed a set of recommendations for those choosing LED lighting systems. These suggestions will aid in the selection of lighting that is energy and cost efficient, yet ensures safety and security, protects wildlife, and promotes the goal of reducing light pollution:</p> <ul style="list-style-type: none">• Always choose fully shielded fixtures that emit no light upward.• Use “warm-white” or filtered LEDs (CCT < 3,000 K; S/P ratio < 1.2) to minimize harmful blue light emission.• Look for products with adaptive controls like dimmers, timers, and motion sensors.• Consider dimming or turning off lights during non-peak overnight hours.• Avoid the temptation to over-light because of the higher luminous efficiency of LEDs.• Only light the exact space and in the amount required for particular tasks. <p>The Division of Fish and Wildlife strongly encourages visiting the following link to learn more about the potential negative impacts of improperly selected LED lighting systems: http://darksky.org/light-pollution/lightpollution-solutions/.</p> <p>The additional measures listed below should be implemented to avoid, minimize, or compensate for impacts to fish, wildlife, and botanical resources:</p> <ol style="list-style-type: none">1. Revegetate all bare and disturbed areas that are not currently mowed and maintained with a mixture of grasses, sedges, and wildflowers native to Central Indiana and specifically for stream bank/floodway stabilization purposes as soon as possible upon completion; turf-type grasses (including low-endophyte, friendly endophyte, and endophyte free tall fescue but excluding all other varieties of tall fescue) may be used in currently mowed areas only. A native herbaceous seed mixture must include at least 5 species of grasses and sedges and 5 species of wildflowers.	
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<p>2. Minimize and contain within the project limits in-channel disturbance and the clearing of trees and brush.</p> <p>3. Do not work in the waterway from April 1 through June 30 without the prior written approval of the Division of Fish and Wildlife.</p> <p>4. Do not cut any trees suitable for Indiana Bat or Northern Long-eared Bat roosting (3 inches or greater diameter-at-breast height, living or dead, with loose hanging bark, or with cracks, crevices, or cavities) from April 1 through September 30.</p> <p>5. Do not construct any temporary runarounds, access bridges, causeways, cofferdams, diversions, or pumparounds.</p> <p>6. Use minimum average 6-inch graded riprap stone extended below the normal water level to provide habitat for aquatic organisms in the voids.</p> <p>7. Do not use broken concrete as riprap.</p> <p>8. Underlay the riprap with a bedding layer of well graded aggregate or a geotextile to prevent piping of soil underneath the riprap.</p> <p>9. Minimize the movement of resuspended bottom sediment from the immediate project area.</p> <p>10. Do not deposit or allow construction/demolition materials or debris to fall or otherwise enter the waterway. Any incidental fallen material or debris in the waterway must be removed within 24 hours using best management practices, particularly lifting material out of the waterway and not dragging it across the streambed whenever possible.</p> <p>11. Appropriately designed measures for controlling erosion and sediment must be implemented to prevent sediment from entering the waterbody or leaving the construction site; maintain these measures until construction is complete and all disturbed areas are stabilized.</p> <p>12. Seed and protect all disturbed streambanks and slopes not protected by other methods that are 3:1 or steeper with erosion control blankets that are heavy-duty, biodegradable, and net free or that use loose-woven / Leno-woven netting to minimize the entrapment and snaring of small-bodied wildlife such as snakes and turtles (follow manufacturer's recommendations for selection and installation); seed and apply mulch on all other disturbed areas.</p> <p>Contact Staff: Our agency appreciates this opportunity to be of service. Please contact me at [REDACTED] if we can be of further assistance.</p> <p>Rachel Van Voorhis Environmental Coordinator Division of Fish and Wildlife</p>	
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214	<p>The ProPEL Indy study team requests the following information from resource agencies at this time:</p> <ol style="list-style-type: none">1. Please indicate if you are willing to participate in the ProPEL Indy study. YES2. Please provide information on important resources along the study corridor if not included in the Draft Environmental Constraints Report. Anything with a local, state or federal historic designation and/or Indiana Landmark Covenant Properties3. Please indicate if there are resources of specific concern or importance along the study corridors.4. Please provide any comments on the Draft Purpose and Need Report. None at this time5. Please indicate if any permits or approvals may be required by your agency once a project (or projects) are identified. YES6. Please provide any questions or concerns regarding the study if not listed above. How was the public engaged, or more specifically, how were they made aware of the engagement efforts that were made? I did not see that in the information online. Sorry if I missed it.	<p>Thank you for this feedback. Information regarding locally designated historic properties and districts has been added to the ProPEL Indy Final Environmental Constraints Report.</p> <p>Certificates of Appropriateness from the Indianapolis Historic Preservation Commission will be acquired, if necessary, for any project that is recommended and moves forward to project development as a result of the study.</p> <p>The ProPEL Indy engagement process is robust and designed to engage stakeholders who use, cross, work or live near the interstates in multiple ways throughout the study. As of August 1, 2024, the ProPEL Indy study team has participated in more than 90 engagement events, which include a combination of public meetings, neighborhood meetings, community events, study office hours, stakeholder meetings, and more. The study team is also sharing information about ProPEL Indy through several different communication channels, including but not limited to the study's website, social media, radio, podcasts, TV, print, newsletters and more. ProPEL Indy will continue to add and expand upon these engagement tactics throughout the study.</p>
215	<p>Please contact the nearest THPO/SHPO office to the APE for assistance.</p>	<p>The State Historic Preservation Officer (SHPO) and tribal contacts for Marion County per the Memorandum of Understanding between Federally Recognized Tribes Interested in Indiana Lands, Federal Highway Administration, Indiana State Historic Preservation Officer, and INDOT were emailed a ProPEL Indy study invitation letter and study documents on May 21, 2024.</p>



216	<p>Thank you for the opportunity to comment on the ProPEL Indy Draft Purpose and Need Report (“ProPEL Draft Report”) published on May 20, 2024. Attached are two documents that, together with this letter, capture our comments.</p> <p>A1. As we discussed at the September 19, 2023 workshop, we advocate for rebuilding the I-65/70 Inner Loop with a recessed and compact footprint, making it possible to reconnect communities impacted by the original interstate construction and create new, equitable economic development opportunities. The current Inner Loop configuration divides neighborhoods, undermines the quality of life near the interstate, and creates a dead zone of underutilized land around most of downtown Indianapolis. As explained in the attached June 25, 2024 ProPEL Indy – Rethink Coalition’s Imperative, reconnecting communities, improving the quality of life, and correcting the dead zone are critical needs that should be central to the ProPEL Draft Report. Attached to the Imperative are specific comments Storrow Kinsella Associates prepared related to the Imperative.</p>	<p>Thank you for your collaboration and ideas for the downtown interstates.</p> <p>A1. We appreciate the information you have provided regarding a proposal to rebuild the I-65/70 Inner Loop with a recessed and compact footprint and assure you the concept will be considered in the development and evaluation of alternatives. Please note as part of this PEL, a purpose and need will be defined first, followed by a separate process to develop and evaluate project alternatives to meet the purpose and need. This corresponds with what is required under the federal National Environmental Policy Act (NEPA) process. As described in Section 7.0 of the Draft Purpose and Need Report, the next step in the process will be to identify a Universe of Concepts for consideration. This is the first step in a two-step alternatives development and screening process.</p>
217	<p>B1. In preparing the comments, we asked our traffic and engineer advisor for the SE Gateway Study, Arup, to review the ProPEL Draft Report focusing on the traffic data and implications for the SE Gateway Planning Study funded by the USDOT Reconnecting Communities Pilot Program Grant. Arup’s June 28, 2024 Memo - Comments to ProPEL Indy Draft Study is attached. We would like to meet you, Arup, the IMPO, City, and American Structurepoint, our technical design and engineering consultant for the SE Gateway Study, to understand better the traffic assumptions in the ProPEL Draft Report and the other questions addressed in Arup’s Memo.</p>	<p>B1. As you requested, a meeting to discuss the traffic assumptions used in the traffic model with the Rethink 65/70 Coalition, ARUP, the ProPEL Indy study team, INDOT, City of Indianapolis, and the Indianapolis Metropolitan Planning Organization (IMPO) was held on August 29, 2024. Meeting minutes were sent to the Rethink Coalition and other meeting attendees on September 23, 2024.</p>



218	<p>C1. As we wrote in our September 23, 2023 Comment Letter, Rethink Coalition is working closely with the Indy Chamber, the City, businesses, neighborhoods, and institutional stakeholders, casting a vision for a reconnected downtown Indianapolis with a recessed, compact Inner Loop and listening to stakeholder reactions. We can now say with confidence that is the need the public wants addressed. The SE Gateway Planning Study will demonstrate what’s possible when decision-makers and stakeholders collaborate and will further define and serve as a prototype for the bold vision of recessing the rest of the Inner Loop.</p> <p>C2. As ProPEL’s principles and pillars affirm, our collective imperative is to catalyze inclusive economic development, enhance neighborhood connectivity, improve our environment, drive job creation, and compete with peer cities rethinking their urban interstate infrastructure – all possible while improving traffic flow efficiency, mobility, and safety. By recessing the Inner Loop, we can set Indianapolis and Central Indiana on a path that makes it truly a city and region where people want to live, work, visit, and learn in for the next half-century. Together, let’s make Indianapolis and Indiana a national model for transformational urban quality of life and interstate development. Now is the time to chart a path toward a bold vision that brings our neighbors and neighborhoods together for an inspiring and transformational future.</p> <p>Together, we can do this! We so appreciate your commitment to this legacy-building, life-changing work.</p> <p>Onward to a better City and State!</p>	<p>C1. ProPEL Indy is an independent planning study. We appreciate the collaboration with Rethink Coalition as a stakeholder throughout this process. To date, we have received over 1,300 comments from the public and other stakeholders. The ProPEL Indy study team established four Stakeholder Advisory Committees, each representing one of the study’s four pillars: Quality of Life, Economic Growth and Opportunity, Transportation and Mobility, and Equity. There are a total of 58 committee members. Each committee includes representatives from a broad collection of neighborhoods, businesses, and organizations. This study is open to feedback from all of Indianapolis.</p> <p>C2. Recessing the Inner Loop is one of many alternatives that may meet the ProPEL purpose and need and community goals. It will be evaluated during the alternatives identification and screening phase of this study.</p>
219	<p>RASPI #1 – Reference Appendix N: Public Comments and Response – Pages 83-85 Economic Growth and Opportunity Pillar: Quality of Life and Livability</p> <p>D1. Community Development: The ProPEL response suggests that INDOT is constrained to walkability and multimodal connections as solutions to community development needs. The response needs to address the blight of underutilized real estate along the interstate right-of-way that impacts community development. INDOT should partner with Rethink Coalition and the City on land use and economic development strategies in this pillar.</p>	<p>D1. INDOT, as a state transportation agency, does not have jurisdiction over land use planning or privately-owned property within the City of Indianapolis. Land use planning is the jurisdiction of the local government.</p>

220	<p>Pillar: Economic Growth and Opportunity</p> <p>E1. Neighborhood Revitalization: The ProPEL response suggests that INDOT can only consider multimodal improvements. Economic growth and opportunity through new infill development and reducing the interstate footprint are not identified as potential solutions that will be considered in addressing economic growth and opportunity needs.</p>	<p>E1. INDOT, as a state transportation agency, does not have jurisdiction over land use planning or privately-owned property within the City of Indianapolis. Land use planning is the jurisdiction of the local government. As part of this PEL, a purpose and need will be defined first, followed by a separate process to develop and evaluate project alternatives to meet the purpose and need. Alternatives must meet the purpose and need to move forward in the study. At this stage in the study, it is uncertain if or how the interstate footprint can feasibly be reduced.</p>
221	<p>F1. New Development Opportunities: The ProPEL response suggests that new development is focused on business, as well as community goals. It would be helpful if INDOT also considered housing and parks as development opportunities that are key to addressing the needs of the area.</p>	<p>F1. INDOT, as a state transportation agency, does not have jurisdiction over the development of housing or parks. Potential impacts to residential and recreational properties will be considered during the alternative development and screening process.</p>
222	<p>Pillar: Transportation and Mobility</p> <p>G1. Design Alternative / Solution: If the purpose and need is based on projected traffic growth in the 27-year study period of between 49% – 100%, then even existing right-of-way could not accommodate all the lanes needed. It is time for INDOT to consider mode shift, tolling the downtown interstate loop, and other interventions to minimize the interstate’s impact on quality of life and economic development in downtown.</p>	<p>G1. As suggested by this comment, a wide range of alternatives will be considered in the evaluation process in addition to adding travel lanes.</p>
223	<p>H1. Lane Management Strategies: The response indicates an approach that only evaluates whether lane management strategies are the best use of public funds rather than a collaborative approach that optimizes benefits and impacts across all users, neighbors, and stakeholders.</p>	<p>H1. This comment will be considered in the development and evaluation of alternatives. The evaluation process is designed to consider a range of factors including but not limited to ability to meet the purpose and need, feasibility, potential benefits, potential impacts, cost, and achievement of community goals.</p>
224	<p>I1. Public Transit: INDOT should actively consider integrating a state transit system into the interstate right-of-way that complements and extends the INDYGO system so that affordable transportation is available to all in the Hoosier state, including those who don’t drive.</p>	<p>I1. As suggested by this comment, it is anticipated that a wide range of alternatives will be considered in the evaluation process. Local transit implementation is outside of INDOT’s jurisdiction; however, INDOT can work with local transit agencies to accommodate transit solutions.</p>
225	<p>J1. Traffic Safety: Maximizing safety for vehicles needs to be matched with safety on interstate collector/ distributors. It is interesting that the new exit ramp from I-65 to westbound Michigan is on a downward sloping ramp. Vehicles seem to accelerate down the ramp, making the transition to the local street grid very hazardous for pedestrians.</p>	<p>J1. Safety will be considered on all transportation infrastructure in the study area, including the interstate main lines, collector/ distributors, ramp intersections, crossing arterial streets, and bike/pedestrian facilities. Regarding the exit ramp from I-65 to Michigan Road, 1% of crashes that have occurred at this intersection involve bicyclists or pedestrians.</p>



226	K1. Pillar: Equity: INDOT references impact on community goals. Are the community goals summarized or is it only in response to the one-on-one comments? It is hard to identify what INDOT considers “community goals.” Rethink Coalition has determined that local connectivity, quality of life, complete communities, and equitable development should be considered in addition to traffic performance, safety performance, construction complexity, and environmental impact. Is this consistent with INDOT’s findings?	K1. There are eight community goals referenced in the Draft Purpose and Need Report. Community goals were identified through public and stakeholder feedback and are grouped with four study pillars: quality of life and livability, economic growth and opportunity, transportation and mobility, and equity. A summary of all feedback considered in development of the study purpose and need and community goals is included in a report called “Resource Agency, Stakeholder & Public Involvement Summary #1”, dated May 20, 2024. The report is available on the ProPEL Indy project website. K1. As part of this PEL, a purpose and need will be defined first, followed by a separate process to develop and evaluate project alternatives to meet the purpose and need. Alternatives must meet the purpose and need to move forward in the study. Community goals will be considered in the evaluation of alternatives, along with the ability to meet the purpose and need, feasibility, potential benefits, potential impacts, and cost.
227	L1. What are the performance standards to measure the effectiveness of the public input process and how is the ProPEL Indy outreach performing?	L1. The ProPEL Indy engagement process is robust and designed to engage stakeholders who use, cross, work or live near the interstates in multiple ways throughout the study. The study team is tracking comment locations and outreach events by zip code to evenly ensure broad coverage of the study area. Where comments are limited, our efforts are targeted and increased. L1. As of August 1, 2024, the ProPEL Indy study team has participated in more than 90 engagement events, which include a combination of public meetings, neighborhood meetings, community events, study office hours, stakeholder meetings, and more. The study team is also sharing information about ProPEL Indy through several different communication channels, including but not limited to the study’s website, social media, radio, podcasts, TV, print, newsletters and more. ProPEL Indy will continue to add and expand upon these engagement tactics throughout the study.



228	M1. How do stakeholder comments influence outcomes?	M1. ProPEL Indy is an independent planning study. To date, we have received over 1,300 comments from the public and other stakeholders. This study is open to feedback from all of Indianapolis. M1. All stakeholder comments are reviewed and considered at each step in the PEL process. Stakeholder comments gathered during the Visioning Phase (through January 2024) are summarized in a report called “Resource Agency, Stakeholder & Public Involvement Summary #1”, dated May 20, 2024. The report is available on the ProPEL Indy website. A summary report will be prepared for each phase of the study.
229	N1. Is there a summary of findings from the stakeholder comments to date?	N1. Stakeholder comments gathered during the Visioning Phase (through January 2024) are summarized in a report called “Resource Agency, Stakeholder & Public Involvement Summary #1”, dated May 20, 2024. The report is available on the ProPEL Indy website. A summary report will be prepared for each phase of the study.
230	O1. ProPEL Indy study limits conspicuously exclude the I-65 South Spoke between I-465 and the South Split although it significantly influences alternative scenarios for Inner Loop reconstruction. It is a Tier 1 truck corridor with a link to I-74 E via its Raymond Street interchange. Its exclusion is based on it being a committed and funded “project” [I-65 Safety & Efficiency project] and its characterization as a “mini-ProPEL”. In fact, it is not yet fully funded, has not undergone a rigorous/transparent public engagement process, and its level of expansion through and beyond the South Split exceeds the scope of an interim project, compromising the overlapping Inner Loop ProPEL’s consideration of viable alternatives through that area [“the reasonable test”]. O1. Recommendation: Include the I-65 south spoke in the ProPEL study as an essential system component, while limiting the scope of the I-65 Safety & Efficiency project to the documented need for four NB & SB lanes into the South Split. That constraint reduces costly bridge expansion while still eliminating the bottleneck at the approach to the south split. It allows consideration of the following categories of the overall ProPEL study.	O1. INDOT determined early in the ProPEL Indy study two active federally funded projects under construction (I-65/I-70 North Split) or in NEPA (I-65 Safety and Efficiency) would be excluded from the study limits. ProPEL Indy has minimal overlap with the I-65 Safety and Efficiency project on the southeast side of Indianapolis. The overlap with I-65 Safety and Efficiency extends from north of Fletcher Avenue on I-65/I-70 to the South Split interchange ending south of Morris Street along I-65. The remainder of the I-65 Safety and Efficiency project area, which extends south on I-65 to I-465, is excluded from the study limits.



231	<p>Arup, as an advisor to the Rethink Coalition, reviewed the traffic component of the ProPEL Indy study (including draft Purpose and Need, Stakeholder & Public Involvement Summary, and Existing Transportation Conditions Report) published by INDOT on May 20, 2024. ProPEL Indy is an initiative aimed at recognizing transportation needs and community objectives along I-65 and I-70 within the I-465 area, with the insights guiding INDOT’s 20-year investment plan for modernizing these interstates and enhancing regional mobility, equity, and economic opportunity.</p> <p>P1. Given that ProPEL will shape the long-term investment vision for the interstates, it is crucial to understand what traffic conditions are projected to look like for the next twenty years, their underlying assumptions (land use, population growth, travel patterns), and policies to cope with congestion while responding to other factors such as regional mobility, equity and economic opportunities.</p>	<p>P1. The Indianapolis Metropolitan Planning Organization (IMPO) is responsible for regional transportation planning for the Indianapolis region, in consultation with INDOT, the Federal Highway Administration, the Federal Transit Administration, IndyGo, and local units of government. In this role, the IMPO continuously updates and maintains the regional travel demand model.</p> <p>P1. The IMPO works cooperatively with INDOT to apply the regional travel demand model to major planning studies, including ProPEL Indy. Technical questions about modeling and modeling assumptions need to involve the IMPO since they deal with questions of land use, population/employment, mode share, alternative growth scenarios, and externalities continuously in their efforts to provide a useable model.</p> <p>P1. A meeting to discuss the traffic assumptions used in the traffic model with the Rethink 65/70 Coalition, ProPEL Indy study team, INDOT, City of Indianapolis, and the IMPO was held on August 29, 2024, to discuss questions about model details, underlying assumptions, and the appropriate use of model outputs.</p>
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<p>232</p>	<p>Arup is requesting additional information to answer the following questions on the ProPEL assumptions:</p> <p>Traffic Growth Rates:</p> <p>Q1. o Why are the projected growth rates used to underpin the analysis significantly higher than growth rates published by INDOT in recent years? o Have the 2050 projections accounted for the reduction of commuters due to hybrid and remote work that emerged because of Covid-19?</p> <p>Q2. The below table shows the average annual traffic growth rates as reported in the Existing Transportation Conditions Report alongside the resulting compound growth over the 27-year period.</p> <table border="1" data-bbox="275 558 1131 737"> <thead> <tr> <th rowspan="3">Spoke</th> <th colspan="4">Average Annual Growth Rates*</th> <th colspan="4">Overall Projected Increase**</th> </tr> <tr> <th colspan="2">Interstate</th> <th colspan="2">Arterial</th> <th colspan="2">Interstate</th> <th colspan="2">Arterial</th> </tr> <tr> <th>AM</th> <th>PM</th> <th>AM</th> <th>PM</th> <th>AM</th> <th>PM</th> <th>AM</th> <th>PM</th> </tr> </thead> <tbody> <tr> <td>I-65</td> <td>1.5%</td> <td>1.3%</td> <td>1.5%</td> <td>1.6%</td> <td>49%</td> <td>42%</td> <td>49%</td> <td>54%</td> </tr> <tr> <td>Downtown</td> <td>1.0%</td> <td>1.0%</td> <td>2.1%</td> <td>1.9%</td> <td>31%</td> <td>31%</td> <td>75%</td> <td>66%</td> </tr> <tr> <td>I-70 W</td> <td>1.9%</td> <td>1.7%</td> <td>2.6%</td> <td>2.1%</td> <td>66%</td> <td>58%</td> <td>100%</td> <td>75%</td> </tr> <tr> <td>I-70 E</td> <td>1.2%</td> <td>1.1%</td> <td>0.8%</td> <td>1.1%</td> <td>38%</td> <td>34%</td> <td>24%</td> <td>34%</td> </tr> </tbody> </table> <p>*Source: Table 28 in the ProPEL Existing Transportation Conditions Report **Source: Arup estimates</p> <p>Q2. As shown in the above table, when applied, this results in high growth projections. For example, the Downtown intersection of Davidson St. at Washington St. (Existing Transportation Conditions Report1, Appendix J; shown below) shows traffic increasing by 62% on each turning movement during the AM peak hour.</p>	Spoke	Average Annual Growth Rates*				Overall Projected Increase**				Interstate		Arterial		Interstate		Arterial		AM	PM	AM	PM	AM	PM	AM	PM	I-65	1.5%	1.3%	1.5%	1.6%	49%	42%	49%	54%	Downtown	1.0%	1.0%	2.1%	1.9%	31%	31%	75%	66%	I-70 W	1.9%	1.7%	2.6%	2.1%	66%	58%	100%	75%	I-70 E	1.2%	1.1%	0.8%	1.1%	38%	34%	24%	34%	<p>Q1. Questions regarding underlying assumptions of the regional travel demand model are best answered by the IMPO. A meeting to discuss the traffic assumptions used in the traffic model with the Rethink 65/70 Coalition, ProPEL Indy study team, INDOT, City of Indianapolis, and the IMPO was held on August 29, 2024 to discuss questions about model details, underlying assumptions, and the appropriate use of model outputs.</p> <p>Q2. That said, some general clarification about the use of growth rates in this study may be helpful. Growth rates were developed in coordination with INDOT and the IMPO. These growth rates are based on development forecasts provided by the IMPO, as reflected in the travel demand model. The growth rates are for the interstates and not local streets.</p> <p>Q2. The IMPO model looks at scenarios at a regional level, not at a specific area downtown. IMPO used Community Viz and a land use panel to develop their preferred scenario in the model; there is a scenario planning document available on the IMPO website. The ProPEL Indy study team used the IMPO model as the base and refined and enhanced specific parts of the model to make it more accurate for the study area.</p>
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<p>233</p>	<p>R1. Given that the report does not include details of the travel demand model inputs used to generate the forecast, we highlight the following observations aiming at understanding the source of the growth.</p>	<p>R1. The process used to develop 2050 growth rates used in this study is described in Section 5.4 of the Existing Transportation Conditions Report. Average annual growth rates were calculated from AM and PM peak period outputs of the base and horizon year travel demand models. These growth rates, listed in Table 28, were applied to 2023 traffic counts to develop peak hour volumes for use in the capacity analysis.</p>																																																													



234	<p>Alignment with Historic Growth Rates</p> <p>S1. Most of these growth rates appear to be substantially greater than the annual growth rates reported in the INDOT Traffic Adjustment Factors report, which shows that between 2012 and 2022, the average annual growth factor was 1.019% for Interstates and Principal Arterials. The table below shows the factors presented by this report for Urban Interstates and Principal Arterials from 2012 until 2022.</p> <p>S1. The growth rates used in the ProPEL study should be compared against the INDOT traffic adjustment factors to understand why they differ, as the growth rate could lead to projections that are misaligned with historic observed growth.</p>	<p>S1. Annual growth rates reported in the INDOT Traffic Adjustment Factors report are developed by INDOT based on historic averages for locations throughout the state. They are not effective in representing conditions in Indianapolis, which is the largest and fastest growing region in the state.</p>
235	<p>Post-Pandemic Travel Patterns</p> <p>T1. We would like to understand if commuting patterns post-COVID have been studied for the Indianapolis area and incorporated into the future traffic projections. Many cities have seen a “sticky” move towards remote and hybrid work, would impact the number of trips originating and ending in Indianapolis’s downtown and future projections.</p> <p>T1. Based on the ACS 2022, 14.2% of Marion County residents and 10.5% of Indiana residents overall reported working from home. This is roughly 3.5x and 2.4x greater than work from home rates in 2019, respectively. While work from home rates have dropped from 2022 active pandemic levels, some experts expect to see resumed growth as employees continue to vocalize their desire for hybrid work arrangements.</p>	<p>T1. Questions regarding home to work trips and shifting land uses are pertinent at this point in time. All transportation planners and MPOs are considering future impacts of the pandemic. Post-Covid traffic counts from 2023 were used to calibrate the traffic model to reflect current traffic conditions.</p>



<p>236</p>	<p>Land Use and Mode Shares:</p> <p>U1. o Has the City reviewed the 2050 Scenario Plans to consider the implications of office-to residential conversions on land use and downtown traffic patterns? o What future employment & population assumptions have been made for the INDOT modeling work? o What future mode shares were assumed for the selected INDOT scenarios?</p> <p>2.2 Land Use and Mode Shift</p> <p>U2. The Preferred Scenario identified in the IMPO’s 2050 Scenario Planning is a hybrid of the “Moderate Infill” and “Transit Supportive” concepts that have been explored. The Preferred Scenario aims to improve walkability through some increases in density and provide transportation alternatives to personal vehicles through a mix of micromobility and transit solutions. These aims promote transportation modes such as transit, biking, and walking.</p> <p>U2. Furthermore, one of the identified purposes of ProPEL is to “improve multimodal connectivity across and near the interstates”, which should help shift vehicle demand to other modes. What future mode shares were assumed for the selected INDOT’s scenarios?</p> <p>Post-Pandemic Downtown Land Use</p> <p>U2. Additionally, most downtowns in the United States are revisiting their land use plans to accommodate more housing by reconvertng vacant office space into housing units. One such example of this in Indianapolis is the City Market East and West Plaza Redevelopment (see context map below), which will create 350 multi-family units through the office-to-residential conversion of the 20-story Gold Building. Office-to-residential conversions may pose significant implications for land use and downtown traffic patterns as these projects aim to reinvigorate underutilized spaces.</p>	<p>U1. Technical questions about modeling and modeling assumptions need to involve the IMPO since they deal with questions of land use, population/ employment, mode share, alternative growth scenarios, and externalities continuously in their efforts to provide a useable model. IMPO used Community Viz and a land use panel to develop their preferred scenario in the model. Information on the scenario planning is available on the IMPO website.</p> <p>U2. With respect to this study, some enhancements were made to the travel demand model to better reflect current conditions. These enhancements are described in Section 5.3 of the Existing Transportation Conditions Report. Coordination with the IMPO and other agencies was conducted to identify developments that are imminent and of size large enough to influence traffic volumes and/or travel patterns. Several of these developments are listed in Section 3.6.3 of the Existing Transportation Conditions Report.</p> <p>U1. A meeting to discuss the traffic assumptions used in the traffic model with the Rethink 65/70 Coalition, ProPEL Indy study team, INDOT, City of Indianapolis, and the IMPO was held on August 29, 2024, to discuss questions about model details, underlying assumptions, and the appropriate use of model outputs.</p>
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<p>237</p>	<p>Origin/Destination Patterns: V1. Have existing trip characteristics been accounted for to determine the potential for mode shift? (ex. Short trips that originate/destinate within Indiana could be shifted to active transportation, or trips could be shifted to buses on strategic transit corridors)</p> <p>2.3 Trip Origin/Destinations V1. A query of Replica data collected in Fall 2023 shows that 40% of trips that are using the 65/70 Downtown Spoke between E Washington St and Virginia Ave are both starting and ending in Indianapolis. An additional 46% have either an origin or destination within the city, with the remainder being pass-through trips. The chart below shows the distribution of different trip types.</p> <p>V2. Especially for those trips that are local (in this case, beginning and ending in the same city), there is a strong potential for mode shift, which would significantly reduce traffic demand on this portion of the spoke. Furthermore, origin-destination data shows a hub-and-spoke pattern (with a prominent center and distinct offshoot branches) for where trips most commonly begin and end, as pictured in the map below. This traffic pattern is conducive to implementing longer-distance transit, as it effectively points to key corridors that would be well-served by transit.</p>	<p>V1. Technical questions about modeling and modeling assumptions need to involve the IMPO since they deal with questions of land use, population/ employment, mode share, alternative growth scenarios, and externalities continuously in their efforts to provide a useable model.</p> <p>V1. A meeting to discuss the traffic assumptions used in the traffic model with the Rethink 65/70 Coalition, ProPEL Indy study team, INDOT, City of Indianapolis, and the IMPO was held on August 29, 2024, to discuss questions about model details, underlying assumptions, and the appropriate use of model outputs.</p> <p>V2. It is anticipated that a wide range of alternatives will be considered in the evaluation process, including transit solutions.</p>
<p>238</p>	<p>Traffic Operations and Roadway Capacity: W1. o Will future design alternatives consider maximizing the utilization of the existing roadway system before lane expansion is considered (ie. Balancing capacity across the network) o Are Integrated Corridor Management or Transportation Demand Management measures being considered by the state to address the projected deficiencies in LOS? For example, ramp metering, HOV or HOT bypass lanes, carpool programs, variable message signs and active congestion management measures.</p> <p>2.4 Traffic Operations & Roadway Capacity W2. Many roadway segments within the study area are anticipated to operate over capacity in the future for example, the below figure depicts the AM Peak operating conditions for the 65/70 Downtown Spoke. Will the alternatives consider maximizing the utilization of the existing roadway system – such that if there is a high level of congestion in the future, that traffic will re-balance to areas where there is residual capacity instead of creating larger bottlenecks on existing constrained segments?</p>	<p>W1. As suggested by this comment, a wide range of alternatives will be considered in the evaluation process in addition to adding lanes.</p> <p>W2. As a point of information, the regional travel demand model is designed to distribute travel across the network and readjust itself in response to congestion using a feature known as capacity constraint. It automatically rebalances traffic to less congested paths based on travel time and delay. Note that the model does not recognize potential negative neighborhood impacts of diverted interstate traffic—a good example of why judgment is required in applying model results.</p>



<p>239</p>	<p>Crash Rates and Design Considerations</p> <p>Y1. o We would like to understand if a lower design speed for the interstate through the downtown section has been considered, which could lessen the degree to which the existing geometric deficiencies lead to injury or fatality-producing crashes.</p> <p>2.5 Crash Rates and Design Considerations</p> <p>Y1. A major goal of ProPEL is to enhance safe and secure travel, in line with the INDOT Long-Range Transportation Plan 2018-2045. The below interstate segments, along with an additional 22 intersections, are the worst performing of the 97 locations studied in terms of crash frequency and cost. The report highlights geometric deficiencies such as insufficient horizontal stopping sight distance (I-65 & 38th, I-65 & 30th, and I-65 & 21st), substandard shoulder widths (I-65 & 38th), insufficient weaving distance (I-65 & 38th, I-65 & 21st to 29th, I-70 & Madison), left side entrance/exit ramps (I-70 & Calvary), and places where routes are not continuous.</p>	<p>Y1. Safety is identified as a need in the Draft Purpose and Need Report. This comment will be considered in the development and evaluation of alternatives.</p>
<p>240</p>	<p>3. Conclusions and Next Steps</p> <p>Z1. We understand that creating a travel demand forecast has many complex assumptions and we would like to understand how to best align the travel demand used for the ProPEL study with the Rethink Coalition SE Gateway Study.</p> <p>Z1. For the SE Gateway Study, Arup will be developing a traffic microsimulation model which will inform development of alternative options for the SE Gateway. For this model, we are requesting travel demand outputs from the INDOT model such that the SE Gateway model can follow the same basis of analysis as the ProPEL study.</p> <p>Z1. Specifically, the items that we would ideally like to request and understand:</p> <ul style="list-style-type: none">• Origin/destination matrices from the INDOT model used in the ProPEL study for the calibrated existing condition and future Preferred Scenario, to be used as the base travel demand in the microsimulation model• Land use assumptions, including population and employment by TAZ and by year used in the INDOT travel demand model, to understand the change in local travel demand over time• Mode shift assumptions between 2023 – 2050• Crash reports, if shareable, to understand the safety conditions in the study area.• If other scenarios are appropriate to consider, with different assumptions for growth (ex. low, baseline, high) <p>Z2. We recommend an engagement meeting with the transportation analysis and modeling team to discuss these inputs and are happy to meet at a time convenient to the modeling team.</p>	<p>Z1. Technical questions about modeling and modeling assumptions need to involve the IMPO since they deal with questions of land use, population/ employment, mode share, alternative growth scenarios, and externalities continuously in their efforts to provide a useable model.</p> <p>Z2. A meeting to discuss the traffic assumptions used in the traffic model with the Rethink 65/70 Coalition, ProPEL Indy study team, INDOT, City of Indianapolis, and the IMPO was held on August 29, 2024, to discuss questions about model details, underlying assumptions, and the appropriate use of model outputs.</p>

241	<p>AA1. Rethink Coalition envisions transforming the I-65/70 Inner Loop in downtown Indianapolis as a fully recessed, compact urban interstate that serves regional transportation needs and unlocks significant economic, environmental, and quality of life benefits for people who live in, work in, learn in, and visit our capital city. The vision reallocates significant parts of Inner Loop right-of-way for new mixed use development, open spaces, a street network serving new and existing neighborhoods and improved traffic flow. The vision responds to the current ProPEL Indy initiative that seeks bold ideas for rebuilding the aging Inner Loop. The recessed, compact inner loop and its surface-level development is a transformative vision that ensures substantial returns on the transportation investments Indiana plans to make in the next two decades.</p>	<p>AA1. As part of this PEL, a purpose and need will be defined first, followed by a separate process to develop and evaluate project alternatives to meet the purpose and need. Alternatives must meet the purpose and need to move forward in the study. The recessed concept developed by the Rethink Coalition will be analyzed along with other alternatives that could meet the purpose and need.</p>
242	<p>AB1. Rethink Coalition’s recent receipt of a federal planning grant marks a pivotal step in testing its vision for the I-65/70 Inner Loop, starting with the SE Gateway leg. This year-long study will serve as a blueprint for the potential transformation of the entire Inner Loop and its spokes, aiming to reconnect and rejuvenate the Indianapolis metropolitan area.</p>	<p>AB1. Thank you for continuing to provide current information regarding the Southeast Gateway Planning Study.</p>
243	<p>AC1. Rethink Coalition, in partnership with INDOT through the ProPEL process, will advance its vision for the I-65/70 Inner Loop by undertaking several key initiatives. These initiatives are designed to validate and implement the recessed, compact interstate concept, develop the surface-level Greenbelt Boulevards and the NW and SW Gateway interchanges, and apply SE Gateway planning study insights. This integrated approach is fundamentally different from conventional interstate planning constrained by the jurisdictional boundaries between traditional city and INDOT responsibilities.</p>	<p>AC1. ProPEL Indy is an independent planning study. To date, we have received over 1,300 comments from the public and stakeholders like the Rethink Coalition. This study is open to feedback from all of Indianapolis.</p> <p>AC1. As part of this PEL, a purpose and need will be defined first, followed by a separate process to develop and evaluate project alternatives to meet the purpose and need. Alternatives must meet the purpose and need to move forward in the study. The recessed concept developed by the Rethink Coalition will be analyzed along with other alternatives that could meet the purpose and need.</p>
244	<p>AD1. Rethink Coalition’s Vision is Big, Bold, and Transformative. We can address transportation needs and make significant economic development, environmental, and quality-of-life improvements. This is a rare, win-win-win opportunity.</p>	<p>AD1. As part of this PEL, a purpose and need will be defined first, followed by a separate process to develop and evaluate project alternatives to meet the purpose and need. Alternatives must meet the purpose and need to move forward in the study. The recessed concept developed by the Rethink Coalition will be analyzed along with other alternatives that could meet the purpose and need.</p>



245	<p>AE1. Key Objectives of Rethink Coalition’s Vision:</p> <ol style="list-style-type: none">1. Reparative Reconnectivity:<ol style="list-style-type: none">a. Reclaiming Urban Spaces: By recessing and compressing the highway, the vision seeks to restore and reconnect neighborhoods that were previously divided by the construction of the Inner Loop.b. Enhanced Mobility: The plan includes creating pedestrian-friendly zones, bike paths, and improved public transportation options to enhance connectivity within the downtown area and between neighborhoods.2. Sustainable and Equitable Economic Development:<ol style="list-style-type: none">a. Green Infrastructure: Incorporating green spaces and environmentally sustainable designs to reduce the urban heat island effect and improve air quality.b. Economic Inclusion: Ensuring that the economic benefits of the redevelopment are distributed equitably among all residents, particularly those in historically marginalized communities.3. Quality of Life-Based Growth:<ol style="list-style-type: none">a. Public Spaces: Developing parks, community centers, and recreational areas to enhance the livability of downtown Indianapolis.b. Workforce Housing: Promoting the development of affordable workforce housing to ensure that revitalization efforts do not lead to displacement of current residents.	<p>AE1. As part of this PEL, a purpose and need will be defined first, followed by a separate process to develop and evaluate project alternatives to meet the purpose and need. Alternatives must meet the purpose and need to move forward in the study. The recessed concept developed by the Rethink Coalition will be analyzed along with other alternatives that could meet the purpose and need.</p>
246	<p>AF1. Strategic Imperatives:</p> <ul style="list-style-type: none">• Engagement with INDOT: It is crucial for Rethink Coalition to engage with INDOT throughout the ProPEL Indy process to advocate for its vision as the preferred alternative for the Inner Loop's redevelopment.• Community Involvement: Ensuring robust community engagement to gather input and build support for the project from local residents, businesses, and stakeholders.• Collaboration and Partnership: Working with city officials, regional and state leaders, urban planners, developers, and non-profits to create a cohesive and comprehensive plan that aligns with broader regional goals.	<p>AF1. As part of this PEL, a purpose and need will be defined first, followed by a separate process to develop and evaluate project alternatives to meet the purpose and need. Alternatives must meet the purpose and need to move forward in the study. The recessed concept developed by the Rethink Coalition will be analyzed along with other alternatives that could meet the purpose and need.</p> <p>AF1. The ProPEL Indy study team will continue to engage with the Rethink Coalition and other stakeholders as part of this study.</p>



247	AG1. Potential Benefits: <ul style="list-style-type: none">• Economic Growth: Attracting new businesses and investments to the downtown area, boosting the local and regional economy.• Environmental Impact: Reducing carbon emissions and promoting sustainable urban living.• Social Equity: Addressing historical injustices by reconnecting divided communities and ensuring inclusive growth.	AG1. As part of this PEL, a purpose and need will be defined first, followed by a separate process to develop and evaluate project alternatives to meet the purpose and need. Alternatives must meet the purpose and need to move forward in the study. The recessed concept developed by the Rethink Coalition will be analyzed along with other alternatives that could meet the purpose and need.
248	AH1. By advancing this visionary model, Rethink Coalition will address the immediate infrastructure needs and set a precedent for innovative urban redevelopment that prioritizes reparative justice, sustainability, and quality of life. This initiative has the potential to further elevate Central Indiana's standing on the global stage as a leader in forward-thinking urban vibrancy, much like the transformative Indianapolis Cultural Trail has done.	AH1. As part of this PEL, a purpose and need will be defined first, followed by a separate process to develop and evaluate project alternatives to meet the purpose and need. Alternatives must meet the purpose and need to move forward in the study. The recessed concept developed by the Rethink Coalition will be analyzed along with other alternatives that could meet the purpose and need.
249	AI1. Objectives of the Federal Planning Grant Study: <ol style="list-style-type: none">1. Demonstration Project Development:<ol style="list-style-type: none">a. Construction of the SE Gateway Leg: Implementing a pilot section to refine the envisioned transformations, setting a practical example for future developments.b. Innovative Infrastructure: Introducing advanced engineering solutions to recess and compact the highway, integrating green spaces and multimodal connections and improving traffic flow.2. Comprehensive Analysis:<ol style="list-style-type: none">a. Feasibility Studies: Conducting in-depth technical and environmental analyses to ensure the project's sustainability and efficacy.b. Community Impact Assessment: Evaluating the social and economic impacts on local neighborhoods to ensure equitable outcomes.3. Strategic Planning for Broader Implementation:<ol style="list-style-type: none">a. Scalable Solutions: Developing strategies that can be applied to other sections of the Inner Loop and its spoke system to maximize connectivity across the region.b. Policy Recommendations: Providing actionable insights and policy recommendations to guide future infrastructure projects in Indianapolis and beyond.	AI1. We appreciate the information you have provided regarding objectives of the Southeast Gateway Study and thank you for continuing to collaborate and provide current information as the study progresses.



250	<p>AJ1. Key Goals:</p> <p>1. Reconnection and Integration:</p> <p>a. Bridging Divides: Reconnecting downtown Indianapolis with near-downtown neighborhoods and edge cities, fostering a more cohesive urban fabric.</p> <p>b. Multi-modal Transportation: Enhancing transportation options to include pedestrian, bicycle, and public transit routes, improving accessibility for all residents.</p> <p>2. Sustainable Economic Growth:</p> <p>a. Economic Synergies: Creating an environment where downtown and surrounding areas benefit from mutual economic growth, leveraging the region’s assets to attract businesses and investments.</p> <p>b. Equitable Development: Ensuring that economic opportunities and benefits are shared equitably among communities, particularly those historically marginalized.</p> <p>3. Quality of Life Enhancements:</p> <p>a. Public Amenities: Developing parks, cultural venues, and recreational facilities to enhance the quality of life for residents and visitors.</p> <p>b. Affordable Housing and Mixed-Use Development: Promoting inclusive housing policies and mixed-use developments to support diverse communities.</p>	<p>AJ1. We appreciate the information you have provided regarding key goals of the Southeast Gateway Study and thank you for continuing to collaborate and provide current information as the study progresses.</p>
251	<p>AH1. Expected Outcomes:</p> <ul style="list-style-type: none">• Demonstration Project Success: Demonstrating the feasibility and benefits of the envisioned changes through the SE Gateway leg, providing a tangible model for expansion.• Guidance for Future Projects: Using the insights and data gathered from the demonstration project to inform the development of the entire Inner Loop and its spoke system.• Catalyst for Central Indiana Regional Growth: Establishing a sustainable and equitable urban development framework that can propel Indianapolis towards worldclass status. <p>By embarking on this year-long study with the support of the USDOT Reconnecting Communities federal planning grant, Rethink Coalition is setting the stage for a transformative journey that could redefine Indianapolis’s urban landscape. This initiative aims to build a more connected, sustainable, and equitable city, fostering economic synergies that benefit the entire region and state.</p>	<p>AH1. We appreciate the information you have provided regarding expected outcomes of the Southeast Gateway Study and thank you for continuing to collaborate and provide current information as the study progresses.</p>