

# APPENDIX H: RESOURCE AGENCY, STAKEHOLDER, & PUBLIC INVOLVEMENT SUMMARY #1

---



# Resource Agency, Stakeholder & Public Involvement Summary #1

5/20/2024



Prepared By:



# CONTENTS

- Study Overview..... 1
- Purpose of Public Engagement..... 1
- Outreach and Advertisement..... 2
- Study Launch ..... 5
- Stakeholder Meetings and Community Events ..... 5
- Business Outreach Meetings..... 5
- ReThink I-65/I-70 Coalition Meetings ..... 6
- Resource Agency and Tribal Coordination ..... 6
- Stakeholder Advisory Committees ..... 7
- Public Meeting Format..... 7
- Comment Summary ..... 9

# APPENDICIES

- Appendix A: Press Release
- Appendix B: Social Media Posts
- Appendix C: Stakeholder Email Blasts
- Appendix D: Public Notice
- Appendix E: Launch Presentation
- Appendix F: ReThink I-65/I-70 Coalition Meeting Materials
- Appendix G: Stakeholder Advisory Committee Meeting Materials
- Appendix H: Press Release
- Appendix I: Community Conversations Presentation
- Appendix J: Community Conversations Boards and Banners
- Appendix K: Digital Boards with Comments
- Appendix L: Digital Maps with Comments
- Appendix M: Community Conversations Handouts
- Appendix N: Public Comments and Response

## Study Overview

The Indiana Department of Transportation (INDOT) is initiating ProPEL Indy, a Planning and Environment Linkages (PEL) study on I-65 and I-70 within I-465 in Indianapolis, Indiana. Analysis and planning activities will be conducted in coordination with resource agencies, stakeholders, and the public. Transportation planning documents from the PEL study 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 options to be considered that meet transportation needs and community goals. This will set the long-term vision for investment in the interstates.

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 "spokes" as an organizational tool:

- **65 Spoke** – From the I-465/I-65 interchange on the northwest side to the 21<sup>st</sup> Street interchange.
- **65/70 Downtown Spoke** – I-65 from the 21<sup>st</sup> 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 under construction (I-65/I-70 North Split) or in NEPA (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 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.

This report provides a summary of the information provided and feedback collected at eight Study Launch events, 24 stakeholder meetings, 15 business outreach meetings, four community events, nine in-person Community Conversations, one virtual meeting, one Stakeholder Advisory Committee meeting, as well as additional public feedback collected May 30, 2023 through January 31, 2024. Public feedback will continue throughout the remaining phases: Purpose and Need; Universe of Alternatives Analysis and Screening; High Priority Location Alternatives Analysis and Concept Identification for Remaining Interstate Locations; and Study Report and Recommendations.

## Purpose of Public Engagement

Public and stakeholder feedback is vital to the success of the study. The ProPEL Indy study team is gathering public feedback throughout the planning process. INDOT announced the ProPEL Indy initiative in August 2022, prior to the launch of the ProPEL Indy study in May 2023. In conjunction with the August announcement, the public was invited to fill out an online survey. Responses to this survey were reviewed by the study team during

the study’s initial kick-off and informed the development of the study’s outreach strategies. The initial round of public engagement for the study occurred from May 30 to January 31, 2024, as part of the Visioning and Data Collection phase of ProPEL Indy. The purpose of the engagement was to:

- Introduce ProPEL Indy.
- Identify the specific goals of ProPEL Indy.
- Introduce ProPEL Indy’s four Pillars.
- Help people understand how to participate in ProPEL Indy.
- Solicit ideas, comments, and suggestions from the community to inform future phases of the study.

**Figure 1: ProPEL Indy Schedule**



## Outreach and Advertisement

The study team conducted stakeholder and public outreach to raise awareness of the ProPEL Indy Visioning Phase of the study, encourage participation and solicit feedback during the public comment period. Outreach efforts included public information meetings, study launch events, community outreach events, and stakeholder meetings. **Table 1** contains a summary of these efforts.

**Table 1: ProPEL Indy Outreach Efforts**

Outreach Efforts		Date(s)
<b>Website Information</b>	ProPELIndy.com	8/25/2022
<b>Study Launch Events</b>	Study Launch / Lunch Break Live	5/30/2023
	Original Farmers Market	5/31/2023
	Chin Community of Indiana	5/31/2023
	Statehouse Market	6/1/2023
	John Boner Neighborhood Center	6/1/2023

Outreach Efforts		Date(s)
	Global Village Welcome Center	6/5/2023
	OrthoIndy Foundation YMCA	6/6/2023
	Talbott Street Art Fair	6/17/2023; 6/18/2023
<b>PIM Press release (Appendix A)</b>	INDOT media list	6/20/2023
<b>Social media posts (Appendix B)</b>	Facebook, Instagram & LinkedIn posts with in-person meeting information	6/21/2023 6/21/2023 6/21/2023
	Facebook, Instagram & LinkedIn with virtual meeting information	8/1/2023 8/1/2023 8/1/2023
	Facebook, Instagram & LinkedIn with meeting recap	8/1/2023 8/1/2023 8/1/2023
<b>Stakeholder email blasts and newsletters (Appendix C)</b>	80% open rate and 216 recipients	7/5/2023
	76% open rate and 253 recipients	7/17/2023
	69% open rate and 301 recipients	8/17/2023
	71% open rate and 374 recipients	9/13/2023
	72% open rate and 393 recipients	10/20/2023
	67% open rate and 399 recipients	11/15/2023
	60% open rate and 401 recipients	12/18/2023
	62% open rate and 402 recipients	1/19/2024
<b>Public notice (Appendix D)</b>	Indy Recorder	7/7/2023
<b>Community Conversations</b>	Decatur Township School for Excellence	7/6/2023
	Bosma Enterprises	7/10/2023
	IPL West Branch	7/11/2023
	Global Village Welcome Center	7/12/2023
	John Boner Neighborhood Center	7/13/2023
	Ivy Tech Conference Center	7/17/2023
	Far East Side Neighborhood Center	7/19/2023

Outreach Efforts		Date(s)
	Martin University	7/20/2023
	INDOT Traffic Management Center	7/27/2023
<b>Stakeholder Meetings</b>	IndyGo Meeting	6/7/2023
	Keep Indianapolis Beautiful Meeting	6/8/2023
	Old Southside Neighborhood Meeting	7/25/2023
	Lockerbie Neighborhood Meeting	8/8/2023
	NE Rotary Meeting	8/10/2023
	MCANA Meeting	8/19/2023
	Bates-Hendricks Neighborhood Meeting	9/11/2023
	Community Heights Neighborhood Meeting	9/12/2023
	Indianapolis Department of Public Works (DPW) Meeting	4/18/2023 9/13/2023
	Garfield Park Neighborhood Association Meeting	9/19/2023
	Northwest Landing Neighborhood Association Meeting	9/28/2023
	Southdale Neighborhood Association Meeting	10/5/2023
	Brightwood Concerned Citizen Meeting	10/9/2023
	Fletcher Place Neighborhood Association Meeting	10/10/2023
	MIBOR Meeting	10/17/2023
	Holy Cross Neighborhood Association Meeting	10/19/2023
	Children's Museum of Indianapolis Meeting	10/25/2023
	Historic Urban Neighborhoods of Indianapolis Meeting	11/2/2023
	North Square Neighborhood Association Meeting	11/16/2023
	Old Northside Neighborhood Association Meeting	11/27/2023
	Indianapolis Complete Streets Advisory Group	1/18/2024
	Indianapolis MPO	4/18/23 1/30/2024
<b>ReThink I-65/I-70 Coalition</b>	Hybrid meetings	7/24/2023; 9/19/2023

Outreach Efforts		Date(s)
Stakeholder Advisory Committees	Meeting #1, Indiana History Center	1/25/2024
Stakeholder Advisory Committee Press Release (Appendix I)	INDOT Media List	1/26/2024
Community Events	Anna Brochhause Summer Carnival	8/18/2023
	Bates-Hendricks Street Fest	9/9/2023
	IndyVolved: Under 30 Networking Fair	9/14/2023
	Fountain Fletcher Art Squared Festival	9/16/2023

## Study Launch

In conjunction with the launch of ProPEL Indy, the study team participated in a series of engagement events to introduce the study to the community. Stakeholders were given the opportunity to meet the study team, learn details about ProPEL Indy and sign up for study updates.

The study team coordinated and participated in a total of eight events held from May 30 to June 18, 2023. These events are listed in **Table 1**. Four of these events were an open house format with a presentation (**Appendix E**) from study team members. During the presentation, the study team shared an overview of the study purpose, process, how public feedback will be gathered and considered, and the importance of public feedback in the study process.

## Stakeholder Meetings and Community Events

The ProPEL Indy study team identified and met with various stakeholder groups during the Visioning Phase of the study. These groups included neighborhood associations within the study limits, local agencies, and community organizations. The purpose of these meetings was to introduce the ProPEL Indy study, discuss community and stakeholder engagement activities, encourage participation, and solicit feedback during the public comment period, and answer any questions from attendees. See **Table 1** for dates of these outreach efforts.

In addition, the ProPEL Indy study team coordinated participation in four community events in the study area. The study team engaged with event attendees to share details about the ProPEL Indy study, encourage feedback and sign up for study updates. See **Table 1** for dates of these outreach efforts.

## Business Outreach Meetings

The ProPEL Indy study team identified and met with several Indianapolis businesses during the Visioning Phase of the study. The purpose of these meetings was to introduce the ProPEL Indy Study, gain an understanding of each organization’s current situation and future goals, provide the opportunity for each organization to share feedback and ask questions about the study.

Key takeaways from these meetings included:

- Indianapolis has many high-profile ongoing and upcoming development projects in the downtown area including Indy 11 Park, ELANCO HQ, IU Health, Circle Center Mall, expansion of IU and Purdue campuses, which will need to be considered by the study team.
- Hybrid work schedules to affect mobility patterns. Organizations noted that they are using, or expect to use, a hybrid work schedule with many employees choosing to work Tuesday-Thursday in office and working Monday and Friday remotely. These hybrid work schedules may affect traffic patterns and mobility needs in comparison to the typical Monday-Friday in-office schedule.
- For both current and prospective employees, commute time is one of the obstacles organizations face as they transition back to in office work schedules.
- Event, convention, and hotel business are all performing well. Indianapolis continues to be a premiere event city for conventions, concerts, sports, and more. The ability to maintain the ease of access to event venues for organizers, suppliers, and vendors is a key component to continuing this success.
- Ease of access into and out of downtown is very important to event sponsors and attendees.
- West Street interchange and corridor improvements are necessary for more efficient downtown mobility.
- I-70 between Downtown Indianapolis and the Airport should be more aesthetically significant while maintaining its efficiency as a transportation corridor.
- Improved wayfinding and better lighting along the interstates.
- The highway corridors can inhibit walkability, which is a key driver for Downtown investment. Stakeholders cited the walkability of downtown to be a major attractor for campus locations and businesses. Future developments and office campuses plan to expand the walkability, while existing campuses would like to see even more pedestrian improvements made.
- The current highway takes up valuable space within its surrounding neighborhoods. Reducing the ROW for the highway will open additional development opportunities and facilitate more attractive neighborhoods.
- Considerations for BRT / Light Rail as this is an important factor when businesses and companies are looking to expand or relocate to Indianapolis.

## ReThink I-65/I-70 Coalition Meetings

The ProPEL Indy study team met with members of the ReThink I-65/I-70 Coalition on two occasions during the Visioning Phase of the study. During the initial meeting on July 24, 2023, the study team introduced the ProPEL Indy study including the study goals and timeline, provided information on next steps, and answered questions from attendees.

The study team next met with members of the ReThink I-65/I-70 Coalition during a hybrid 3-hour workshop led by the Coalition on September 19, 2023. During this meeting, members of the ReThink I-65/I-70 Coalition presented the study team with their organizational thinking, technical findings, and Coalition goals for the ProPEL Indy study area. The study team had the opportunity to have their questions answered directly by the Coalition during the workshop. The ReThink I-65/I-70 Coalition provided the ProPEL Indy study team copies of their studies and materials for reference. Meeting materials and summary are included in **Appendix F**.

## Resource Agency and Tribal Coordination

Resource Agency and Tribal coordination did not occur during the Visioning Phase of the study but will occur during upcoming phases.

## Stakeholder Advisory Committees

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. Each committee included representatives from a broad collection of neighborhoods, businesses, and organizations. The first Stakeholder Advisory Committees meeting was held on January 25, 2024, at the Indiana History Center. This meeting included 45 members from all committees to provide updates on the study, discuss expected roles, and facilitate feedback from the stakeholders. The study team also encouraged the committee members to assist in raising awareness about the study and its feedback opportunities. Meeting materials and summary are included in **Appendix G**.

## Public Meeting Format

In the Visioning Phase of the ProPEL Indy study public information meetings were branded Community Conversations. The study team held nine in-person meetings:

- July 6, 2023, at Decatur Township School for Excellent from 10 AM – 12 PM ET
- July 10, 2023, at Bosma Enterprises from 3 PM – 5 PM ET
- July 11, 2023, at IPL West Branch from 5 PM – 7 PM ET
- July 12, 2023, at Global Village Welcome Center from 6 PM – 8 PM ET
- July 13, 2023, at John Boner Neighborhood Center from 2 PM – 4 PM ET
- July 17, 2023, at Ivy Tech Conference Center from 6 PM – 8 PM ET
- July 19, 2023, at Far East Side Neighborhood Center from 6 PM – 8 PM ET
- July 20, 2023, at Martin University from 6 PM – 8 PM ET
- July 27, 2023, at INDOT Traffic Management Center, 10 AM – 12 PM ET

A total of 82 stakeholders attended the in-person meetings during the Visioning Phase. A virtual, on-demand meeting was also available beginning July 28, 2023, until September 30, 2023, it was attended by 22 stakeholders during this time. All public comments received prior to January 31, 2024, were considered as part of this report.

The format of the meetings was an open house with a presentation (**Appendix I**) from study team members. The open house was held for two hours, with a presentation scheduled for 30 minutes after doors opened. During the presentation, the study team shared an overview of the study including study limits, schedule, goals, purpose, process, how public feedback will be gathered and considered, and the importance of public feedback in the study process.

At the in-person meetings, the informational boards and feedback opportunities (**Appendix J and Appendix K**) were situated at the back of the meeting room, while the front was dedicated to the presentation portion of the meeting, with chairs in the middle for participants to sit and watch the presentation. The information presented at the meetings was organized into the following stations:

- Station 1: Welcome/Sign-In
- Station 2: Quality of Life and Livability; Exercise: Share your thoughts with us.
- Station 3: Economic Growth and Opportunity; Exercise: Share your thoughts with us.
- Station 4: Transportation and Mobility; Exercise: Share your thoughts with us.
- Station 5: Equity; Exercise: Share your thoughts with us.
- Station 6: Maps; Location-Specific Input
  - Map 1: I-65 Spoke
  - Map 2: I-70 West Spoke
  - Map 3: I-70 East Spoke

- Map 4: I-65/I-70 Spoke
- Station 7: Comment Station

Informational boards included the study overview, study limits and individual maps on all the four spokes.

The open house exercises were organized in two categories: 1) feedback based on the four study pillars and 2) location-specific feedback. The purpose of these exercises was to gather input on the vision for the urban interstates while looking for improvements and opportunities on quality of life, economic growth, transportation, and equity within the study area.

The location-specific exercises included maps of the four spokes within the study area. Participants were asked to leave comments on post-its on the map to denote any traffic concerns, safety concerns, bike and pedestrian connections, local connections, sensitive resources, redevelopment potential, or other concerns near the interstates. **(Appendix L)**

After participants signed-in, they were provided with two informational flyers **(Appendix M)**: 1) A user journey guide that included a short description of the study, the stations and what is expected on this meeting - the flyer also included a QR code that directed participants to the study website and the social media channels, and 2) A questionnaire that prompted the participants to think about how they would like to use the study area, the look and feel for the next generation of travelers. The prompting questions included:

- Quality of Life and Livability
  1. Please provide at least two positive and two negative impacts of I-65 and I-70 on your daily life.
  2. Are there environmental and cultural resources the study should consider? What are the highest priorities?
- Economic Growth and Opportunity
  1. How do I-65 and I-70 affect economic development in local and regional area?
  2. What kinds of development, businesses, property changes or amenities are missing or important to your area?
- Transportation and Mobility
  1. What are the biggest traffic concerns within the study limits?
  2. What are the biggest safety concerns within the study limits?
- Equity
  1. Are there areas where groups, communities or individuals are isolated from using or inconvenienced by the interstate system? What should that look like in the future?
  2. What are the best ways to engage with all stakeholders along the I-65 and I-70 corridors?
- Overall
  1. What works well for you in the study area? What would you like to see changed? Examples may be regarding safety, mobility, access, walking, bicycle, bus/transit, travel times, noise, stop lights, ramps, etc.
  2. What opportunities do you think areas around the interstate could bring to Indianapolis?
  3. What do you think are the biggest obstacles within/along the interstate corridors for you and other drivers?
  4. How can future transportation investment improve access to businesses and neighborhoods?
- Other
  1. Do you have any additional comments, thoughts, or ideas?

To further provide meeting participants the opportunity to give feedback and ask questions, a QR code was added at the comment station that directed participants to the online comments form in the study's Public Involvement Management Application (PIMA). PIMA is a virtual platform used to collect, track, and respond to stakeholder feedback throughout the study.

The virtual meeting experience was designed to closely mimic the location-specific and visionary feedback gathering. Virtual attendees navigated through the following experiences at each station:

- Meeting Presentation: A recorded presentation from the in-person public meeting
- Study Overview: Information including study limits and study schedule
- Location-Specific Input: An opportunity for feedback to identify current opportunities and issues on I-65 and I-70 within the I-465 loop, on the map below.
- Quality of Life and Livability Board: Gathering ideas for interstate improvements that consider or promote quality of life and livability.
- Economic Growth and Opportunity Board: Gathering input on interstate improvements that support current and future economic opportunities for business at every scale.
- Transportation and Mobility Board: Soliciting ideas on how to modernize interstate improvements while considering safety, connectivity, and mobility options.
- Equity Board: Seeking feedback on how best to promote equity and meet the needs of the adjacent communities.
- Comments: A station that solicited comments via the electronic form, as well as prompts to follow the study’s social media channels (Website: ProPELIndy.com; Facebook: @ProPEL Indy; LinkedIn: @ProPEL Indy; Instagram: @ProPEL.Indy) to stay informed and receive updates.

## Comment Summary

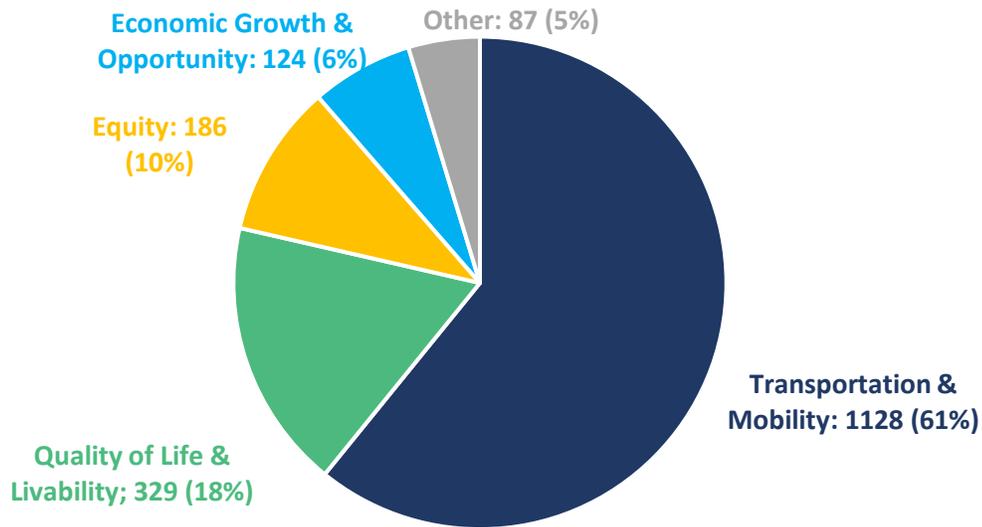
The study team received more than 1,100 comments from Community Conversations, community events, stakeholder meetings, and online comment form during the Visioning Phase. The comments included a variety of ideas, transportation challenges, and community concerns. The study team identified key themes within the content of the comments and aligned them with the study’s four pillars. Key themes from the comments were aligned as follows:

**Table 2: Public Comment Key Theme Pillar Alignment**

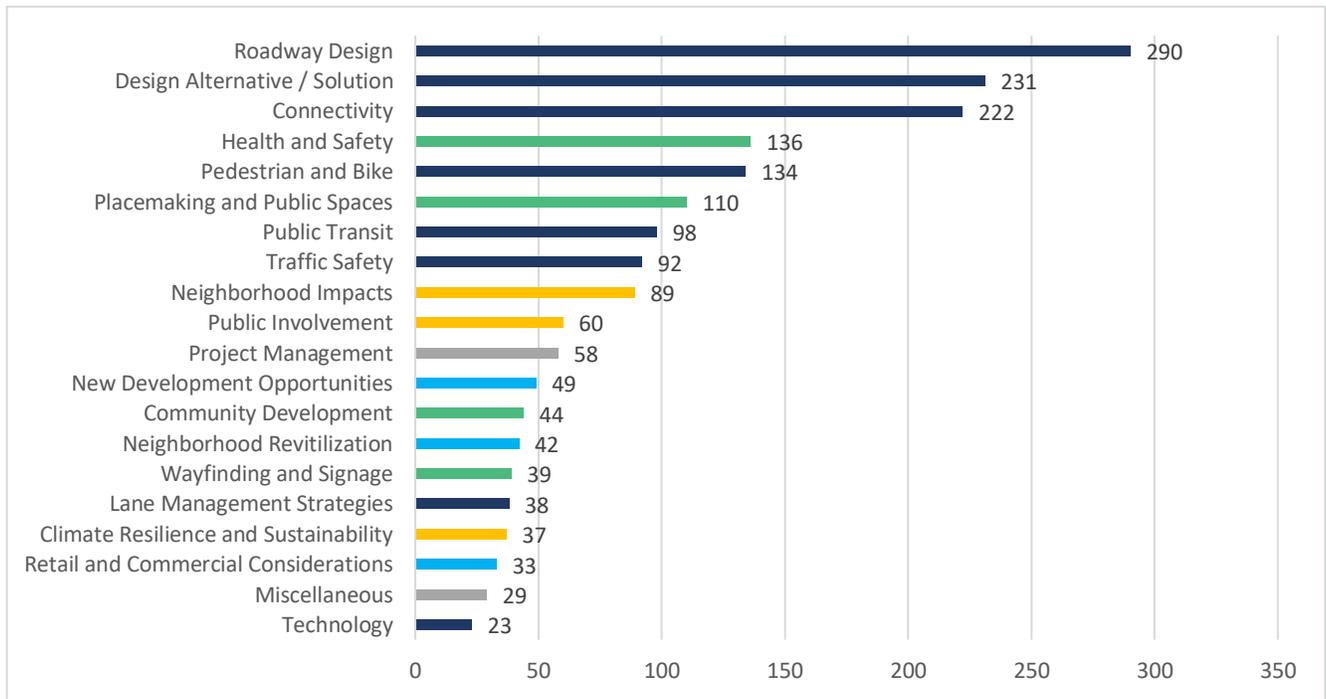
Pillar	Key Themes
Quality of Life and Livability	<b>Community Development:</b> Considerations for overall quality of life and livability, improved walkability, safety, and connectivity.
	<b>Health and Safety:</b> Improve or add lighting, reduce the negative visual, noise, and air pollution impacts from the high volume of traffic, consider impacts of interstates on public health.
	<b>Placemaking &amp; Public Spaces:</b> Improve interstate aesthetics with the addition of landscaping, greenspace, and public art. Improve aesthetics of the interstate to welcome people to Indianapolis, specifically between the airport and I-70.
	<b>Wayfinding &amp; Signage:</b> Improve signage throughout the corridor to provide drivers clear wayfinding, signage for historic neighborhoods or points of interest in downtown.
Economic Growth and Opportunity	<b>Neighborhood Revitalization:</b> Provide better connections for neighborhood vitality, reconnect neighborhoods, and increase multimodal options that support community and business needs.
	<b>New Development Opportunities:</b> Support current development momentum and stimulate redevelopment in under-developed areas. Identify opportunities to reconfigure or repurpose surplus right-of-way for development.
	<b>Retail &amp; Commercial Considerations:</b> Support business growth through better connections, improve walkability for residents and visitors, maintain or create appropriate access for commuters, event attendees, emergency needs, etc.

Transportation and Mobility	<b>Connectivity:</b> Restore connectivity to neighborhoods currently divided by the interstate, add or improve sidewalks, walkways, bike crossings along the corridor, consider regional mobility suggestions such as rerouting through traffic to I-465, and/or adding tolls for through traffic downtown.
	<b>Design Alternative / Solution:</b> Recess all or portions of the interstate, building caps over sections to reconnect neighborhoods currently divided by the interstate, remove portions of the interstates within I-465 loop.
	<b>Lane Management Strategies:</b> Reduce traffic congestion through lane management strategies (such as HOV / Express / Carpool / Freight lanes, etc.), and efficient traffic routing.
	<b>Pedestrian &amp; Bike:</b> Increase walkability and connectivity with the addition or improvement of sidewalks, walkways, bike crossings along the corridor.
	<b>Public Transit:</b> Prioritize the addition of mass transit, such as light rail along the corridor between key locations like downtown and the airport.
	<b>Roadway Design:</b> Make improvements to specific interchanges, add express lanes to reduce the amount of merging required, evaluate number and location of access points along the corridor, make improvements to address congestion concerns and roadway capacity.
	<b>Technology:</b> Consider emerging technologies such as EVs and autonomous vehicles, and consider the role technology could play in incident management, speed enforcement, and emergency response.
	<b>Traffic Safety:</b> Improve traffic safety by providing more efficient roadway design (such as by addressing merging issues at specific entry and exit points), better road maintenance, reducing speeds, and more reliable traffic enforcement.
Equity	<b>Climate Resilience &amp; Sustainability:</b> Consider green infrastructure solutions, such as solar powered lights and water reclamation, identify actions to mitigate air, noise, and water pollution, etc.
	<b>Neighborhood Impacts:</b> Consider negative impacts of interstates on local neighborhoods, both when they were constructed and present day. Consider improvements that connect adjacent areas and neighborhoods.
	<b>Public Involvement:</b> Ensure that all stakeholders are engaged in the design and decision-making processes to facilitate the needs of all surrounding organizations, communities, and institutions.
Other	Topics unrelated to purpose and need or options, such as project management, cost considerations, and schedule.

**Figure 2: Summary of Public Comment Key Theme Pillar Alignment**



**Figure 2: Summary of Public Comment Key Theme Counts**



Many of the comments received touched on multiple key themes, therefore the numbers associated with each categorization is greater than the total number of comments received. As shown, the largest percentage key themes mentioned aligned with the Transportation and Mobility pillar (61%).

Through the process of aligning the key themes into individual pillars it became apparent to the study team that many themes could fall into two or more pillars. Therefore, the exercise was reversed, and key themes were assigned relevant pillars. As shown, more than half of the identified key themes align with three or more of the study pillars.

The study team will consider public feedback and collected data in the development of the *Draft Purpose and Need Report* for ProPEL Indy. This report will identify transportation needs, opportunities, and desired outcomes in the study area. The *Draft Purpose and Need Report* will be provided for public, stakeholder, and agency review and comment.

**Table 3: Public Comment Key Theme Multiple Pillar Alignment**

Key Theme	Quality of Life and Livability	Economic Growth and Opportunity	Transportation and Mobility	Equity	Other
Climate Resilience and Sustainability	X	X	X	X	
Community Development	X	X		X	
Connectivity	X	X	X	X	
Design Alternative / Solution			X		
Health and Safety	X			X	
Lane Management Strategies			X		
Neighborhood Impacts	X	X	X	X	
Neighborhood Revitalization	X	X		X	
Neighborhood Development Opportunities	X	X		X	
Pedestrian & Bike	X		X	X	
Placemaking & Public Spaces	X	X		X	
Project Management	X	X	X	X	X
Public Involvement	X	X	X	X	X
Public Transit	X	X	X	X	
Retail and Commercial Considerations	X	X			
Roadway Design	X	X	X		
Technology	X	X	X	X	
Traffic Safety			X		
Wayfinding and Signage	X		X		

A complete listing of the public comments received, and responses can be found in **Appendix N**.



# Resource Agency, Stakeholder & Public Involvement Appendices

5/20/2024



Prepared By:



# CONTENTS

Appendix A: Press Release .....	1
Appendix B: Social Media Posts.....	3
Appendix C: Stakeholder Email Blasts .....	6
Appendix D: Public Notice .....	20
Appendix E: Launch Presentation.....	23
Appendix F: ReThink I-65/I-70 Coalition Meeting Materials.....	27
Appendix G: Stakeholder Advisory Committee Meeting Materials .....	40
Appendix H: Press Release .....	60
Appendix I: Community Conversations Presentation.....	62
Appendix J: Community Conversations Boards and Banners .....	66
Appendix K: Digital Boards with Comments .....	72
Appendix L: Digital Maps with Comments .....	75
Appendix M: Community Conversations Handouts .....	79
Appendix N: Public Comments and Response .....	83

# Appendix A: Press Release

June 20, 2023



## INDOT to host Community Conversation meetings for I-65 and I-70 corridors

INDIANAPOLIS - The Indiana Department of Transportation is hosting multiple Community Conversations in the month of July as part of the ProPEL Indy study. Community members will have the opportunity to learn more about the visioning study and offer ideas and feedback about the future of Interstate 65 and Interstate 70 inside the Interstate 465 loop. ProPEL Indy is a two-year study that considers neighborhood quality of life, economic prosperity, and equity along with mobility and safety in informing future investments in Indianapolis' urban interstates.

	<b>Thursday, July 6</b>	<b>Decatur Township School for Excellence</b>
	10 a.m. - 12 p.m.	 5106 S High School Road
	<b>Monday July 10</b>	<b>Bosma Enterprises</b>
	3 - 5 p.m.	 6270 Corporate Drive
	<b>Tuesday, July 11</b>	<b>Indianapolis Public Library - West Branch</b>
	5 - 7 p.m.	 1216 Kappes Street
	<b>Wednesday, July 12</b>	<b>Global Village Welcome Center</b>
	6 - 8 p.m.	 4233 Lafayette Road
	<b>Thursday, July 13</b>	<b>John Boner Neighborhood Center</b>
	2 - 4 p.m.	 2236 East 10 <sup>th</sup> Street

Monday July 17 Ivy Tech Community College Culinary and Conference Center



6 - 8 p.m.

2820 North Meridian Street

Wednesday, July 19 Far East Side Neighborhood Center



6 - 8 p.m.

8902 East 38<sup>th</sup> Street

Thursday, July 20 Martin University



6 - 8 p.m.

2186 North Sherman Drive

Thursday, July 27 INDOT Traffic Management Center



10 a.m. - 12 p.m.

8620 East 21<sup>st</sup> St

\* Presentation will begin 30 minutes after doors open

Follow us



@ProPEL.Indy



@ProPELIndy



@ProPEL Indy

Learn more at [ProPELIndy.com](https://www.propelindy.com)

#### Media Contacts

Scott Manning

317-517-0072

[smanning1@indot.in.gov](mailto:smanning1@indot.in.gov)

# Appendix B: Social Media Posts

June 21, 2023

**ProPEL Indy**  
109 followers  
3mo • Edited • 🌐

📣 Calling all Indianapolis residents! 🗺️

📅 Mark your calendars for an exciting opportunity to shape the future of our city's transportation system! We are hosting 9 Community Conversation meetings for the I-65 and I-70 corridors inside the I-465 loop. 🗺️💡

💛 We want YOU to be part of this visionary journey! Join us at any of the nine upcoming meetings in July 2023. It's your chance to learn about the study, share your ideas, and contribute to a modernized interstate system in Indianapolis. 🗺️

🕒 Presentation will begin 30 minutes after doors open. Don't miss out and participate to make a real impact on our city's future!

🌐 Visit our website for more information: <https://lnkd.in/g-qrh2P6>

#propelindyforward #indianapolis #indiana #communityconversations

**Upcoming Events**

**ProPEL Indy  
Community Conversations**

📅 Thursday, July 6	Decatur Township School for Excellence
🕒 10 a.m. - 12 p.m.	📍 5106 South High School Road
📅 Monday July 10	Bosma Enterprises
🕒 3 - 5 p.m.	📍 6270 Corporate Drive
📅 Tuesday, July 11	Indianapolis Public Library - West Branch
🕒 5 - 7 p.m.	📍 1216 Kappes Street
📅 Wednesday, July 12	Global Village Welcome Center
🕒 6 - 8 p.m.	📍 4233 Lafayette Road
📅 Thursday, July 13	John Boner Neighborhood Center
🕒 2 - 4 p.m.	📍 2236 East 10 <sup>th</sup> Street
📅 Monday July 17	Ivy Tech Community College Culinary and Conference Center
🕒 6 - 8 p.m.	📍 2820 North Meridian Street
📅 Wednesday, July 19	Far East Side Neighborhood Center
🕒 6 - 8 p.m.	📍 8902 East 38 <sup>th</sup> Street
📅 Thursday, July 20	Martin University
🕒 6 - 8 p.m.	📍 2186 North Sherman Drive
📅 Thursday, July 27	INDOT Traffic Management Center
🕒 10 a.m. - 12 p.m.	📍 8620 East 21 <sup>st</sup> Street

🌟 Presentation will begin 30 minutes after doors open

Follow us: [@ProPEL\\_Indy](#) [@ProPEL\\_Indy](#) [@ProPEL\\_Indy](#) | [Learn more at ProPELIndy.com](https://lnkd.in/g-qrh2P6)

3 reposts

**ProPEL Indy**  
June 21 • 🌐

📣 Calling all Indianapolis residents! 🗺️

📅 Mark your calendars for an exciting opportunity to shape the future of our city's transportation system! We are hosting 9 Community Conversation meetings for the I-65 and I-70 corridors inside the I-465 loop. 🗺️💡

💛 We want YOU to be part of this visionary journey! Join us at any of the nine upcoming meetings in July 2023. It's your chance to learn about the study, share your ideas, and contribute to a modernized interstate system in Indianapolis. 🗺️

🕒 Presentation will begin 30 minutes after doors open. Don't miss out and participate to make a real impact on our city's future!

🌐 Visit our website for more information: <https://propelindy.com/events/>

#propelindyforward #indianapolis #indiana #communityconversations

🕒 10 a.m. - 12 p.m.	📍 5106 South High School Road
📅 Monday July 10	Bosma Enterprises
🕒 3 - 5 p.m.	📍 6270 Corporate Drive
📅 Tuesday, July 11	Indianapolis Public Library - West Branch
🕒 5 - 7 p.m.	📍 1216 Kappes Street
📅 Wednesday, July 12	Global Village Welcome Center
🕒 6 - 8 p.m.	📍 4233 Lafayette Road
📅 Thursday, July 13	John Boner Neighborhood Center
🕒 2 - 4 p.m.	📍 2236 East 10 <sup>th</sup> Street
📅 Monday July 17	Ivy Tech Community College Culinary and Conference Center
🕒 6 - 8 p.m.	📍 2820 North Meridian Street
📅 Wednesday, July 19	Far East Side Neighborhood Center
🕒 6 - 8 p.m.	📍 8902 East 38 <sup>th</sup> Street
📅 Thursday, July 20	Martin University

ProPEL Indy  
This is your chance to shape the future of Indianapolis. Help us dream big and ProPEL Indy for...

See insights and ads Boost again

👍❤️ 16 1 comment

Upcoming Events



**ProPEL Indy  
Community Conversations**

**July  
6**

**Decatur Township School for Excellence**

10 a.m. - 12 p.m.

5106 South High School Road

**July  
10**

**Bosma Enterprises**

3 - 5 p.m.

6270 Corporate Drive

**July  
11**

**Indianapolis Public Library - West Branch**

5 - 7 p.m.

1216 Kappes Street



\* Presentation will begin 30 minutes after doors open

propel.indy Indianapolis, Indiana

propel.indy Calling all Indianapolis residents! Mark your calendars for an exciting opportunity to shape the future of our city's transportation system! We are hosting Community Conversation meetings for the I-65 and I-70 corridors inside the I-465 loop.

We want YOU to be part of this visionary journey! Join us at any of the nine upcoming meetings in July 2023. It's your chance to learn about the study, share your ideas, and contribute to a modernized interstate system in Indianapolis.

Presentation will begin 30 minutes after doors open. Don't miss out and participate to make a real impact on our city's future!

#propelindyforward #indianapolis #indiana #communityconversations

marcas\_k4 Promote it on @indianafams

View insights Boost again

Liked by blakebrenneman and 8 others

JUNE 21

Add a comment...

Upcoming Events



**ProPEL Indy  
Community Conversations**

**July  
19**

**Far East Side Neighborhood Center**

6 - 8 p.m.

8902 East 38<sup>th</sup> Street

**July  
20**

**Martin University**

6 - 8 p.m.

2186 North Sherman Drive

**July  
27**

**INDOT Traffic Management Center**

10 a.m. - 12 p.m.

8620 East 21<sup>st</sup> Street

\* Presentation will begin 30 minutes after doors open

Upcoming Events



**ProPEL Indy  
Community Conversations**

**July  
12**

**Global Village Welcome Center**

6 - 8 p.m.

4233 Lafayette Road

**July  
13**

**John Boner Neighborhood Center**

2 - 4 p.m.

2236 East 10<sup>th</sup> Street

**July  
17**

**Ivy Tech Community College Culinary and Conference Center**

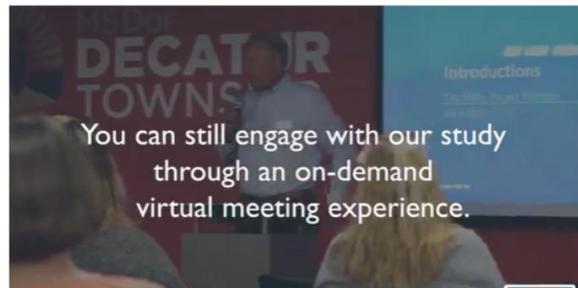
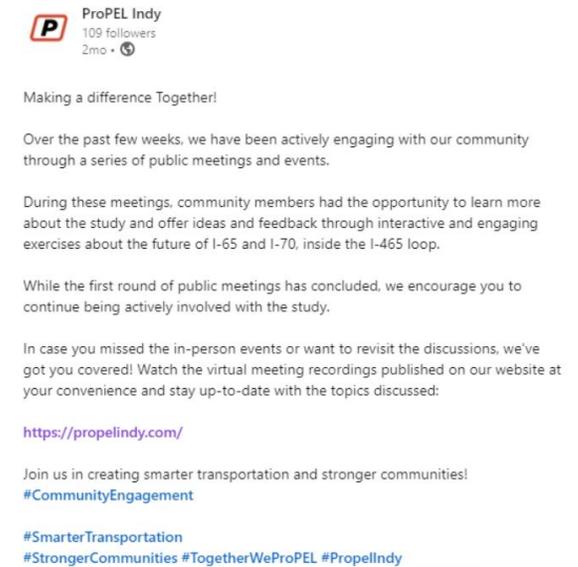
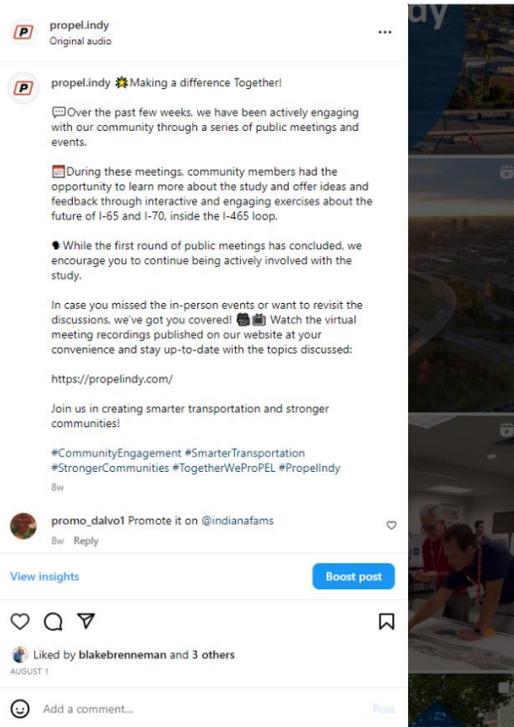
6 - 8 p.m.

2820 North Meridian Street



\* Presentation will begin 30 minutes after doors open

August 1, 2023



# Appendix C: Stakeholder Email Blasts

July 5, 2023



## Calling all Indianapolis residents!

Mark your calendars for an exciting opportunity to shape the future of our city's transportation system! ProPEL Indy is hosting 9 Community Conversation meetings for the I-65 and I-70 corridors inside the I-465 loop.

We want YOU to be part of this visionary journey! It's your chance to learn about the study, share your innovative ideas, and contribute to a modernized interstate system in Indianapolis.

Presentation will begin 30 minutes after doors open. Don't miss out and participate to make a real impact on our city's future!

To learn more about the study, please visit: [www.propelindy.com](http://www.propelindy.com)

**Upcoming Events**

### ProPEL Indy Community Conversations

Thursday, July 6	Decatur Township School for Excellence
10 a.m. - 12 p.m.	5106 South High School Road
Monday July 10	Bosma Enterprises
3 - 5 p.m.	6270 Corporate Drive
Tuesday, July 11	Indianapolis Public Library - West Branch
5 - 7 p.m.	1216 Kappes Street
Wednesday, July 12	Global Village Welcome Center
6 - 8 p.m.	4233 Lafayette Road
Thursday, July 13	John Boner Neighborhood Center
2 - 4 p.m.	2236 East 10 <sup>th</sup> Street
Monday July 17	Ivy Tech Community College Culinary and Conference Center
6 - 8 p.m.	2820 North Meridian Street
Wednesday, July 19	Far East Side Neighborhood Center
6 - 8 p.m.	8902 East 38 <sup>th</sup> Street
Thursday, July 20	Martin University
6 - 8 p.m.	2186 North Sherman Drive
Thursday, July 27	INDOT Traffic Management Center
10 a.m. - 12 p.m.	8620 East 21 <sup>st</sup> Street

\* Presentation will begin 30 minutes after doors open

Follow us @ProPELIndy @ProPELIndy @ProPELIndy Learn more at [ProPELIndy.com](http://ProPELIndy.com)



If you would like to unsubscribe please click [here](#).

July 17, 2023

# In The Loop

The Indiana Department of Transportation is hosting multiple opportunities for the public to provide its vision of a modernized I-65 and I-70. Attendees will have the opportunity to learn more about the visioning study, and offer ideas and feedback about the future of I-65 and I-70 inside the I-465 loop. ProPEL Indy is a two-year study that considers neighborhood quality of life, economic prosperity, and equity, along with mobility and safety in informing future investments in Indianapolis' urban interstates.

INDOT has hosted five community meetings so far, with the following opportunities happening this week and next:

**Monday, July 17, 6 to 8 p.m.**

Ivy Tech Community College Culinary and Conference Center  
2820 N. Meridian St.  
Indianapolis, IN 46208

**Wednesday, July 19, 6 to 8 p.m.**

Far East Side Neighborhood Center  
8902 E. 38th St.  
Indianapolis, IN 46226

**Thursday, July 20, 6 to 8 p.m.**

Martin University  
2186 North Sherman Drive  
Indianapolis, IN 46218

**Thursday, July 27, 10 a.m. to noon**

INDOT Traffic Management Center  
8620 East 21st Street  
Indianapolis, IN 46219

To learn more and share your input, visit [ProPELIndy.com](https://propelindy.com). Follow progress on Facebook, LinkedIn and Instagram.

[Click here](#) to hear from community leaders about the importance of the study and how we can work together to ProPEL Indy forward.

## Stay Informed

Get updates on ProPEL Indy via:

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

Facebook: <https://www.facebook.com/propelindy>

LinkedIn: <https://www.linkedin.com/company/propel-indy>

Instagram: <https://www.instagram.com/propel.indy>



If you would like to unsubscribe please click [here](#).

August 17, 2023

# In The Loop



We are thrilled to start a transformative journey through ProPEL Indy and introduce our digital newsletter! Your involvement and insights are crucial to the growth and success of our community. Join us on a collaborative mission as we explore new possibilities, embrace innovative ideas, and work towards creating a city that thrives on economic growth and opportunity, fosters a high quality of life and livability, enhances transportation and mobility, champions equity, and brings our collective vision to life.

Your active participation and engagement are vital, and we look forward to keeping you **In the Loop!**

---

## Recap of Community Conversation

Over the past few weeks, we have been actively engaging with our community through a series of conversations and events. For a detailed schedule, please visit: <https://propelindy.com/get-involved/>.

During these meetings, community members had the opportunity to learn more about the study and offer ideas and feedback through interactive and engaging exercises about the future of I-65 and I-70 inside the I-465 loop. Participants have shared feedback on how our interstates can assist in creating opportunities for economic growth, improvements in quality of life, mobility enhancements and fostering equity. Your feedback during these meetings has been incredibly insightful and is helping to shape our city.

We sincerely appreciate your dedication to collaborating with us and working together to create smarter transportation and stronger communities.

---

## How You Can Stay Involved

You still have opportunities to provide your ideas through participation in the virtual meeting, submitting your comments and staying up to date with our social media accounts. If you would like the study team to meet with your HOA, service organization, neighborhood association or other groups, please submit your request via the comment form. We want to hear from you and the public comment period for this phase continues through Aug. 31. We encourage you to continue your involvement in the following ways:

**1. Virtual Meeting Recordings:** For those who missed the live sessions or wish to revisit the discussions, we have made recordings of the Community Conversations available for you. You can access these recordings at your convenience and catch up on the topics discussed.

[View Virtual Meeting](#)

**2. Submit Your Comments:** If you were unable to participate in the community conversations or have additional thoughts you'd like to share, we welcome you to submit your comments through our online feedback form. Your perspectives are vital to us, and every comment will be carefully considered.

[Submit Your Comments](#)

**3. Follow Our Social Media Accounts:** Connect with us on our official social media channels to receive regular updates and event announcements. By following us on our channels (Facebook, Instagram, and LinkedIn), you can stay informed about the latest news, initiatives, and opportunities to participate with the study.

[Facebook](#)

[Instagram](#)

[LinkedIn](#)

Your input is integral to identifying the fit and function of the interstates into your lives. We encourage you to participate and provide your official comments. Together, we can create a better future for our community.

If you want to learn more about ProPEL Indy visit: [propelindy.com](http://propelindy.com)



If you would like to unsubscribe please click [here](#).

September 13, 2023

# In The Loop

August was a busy month for the ProPEL Indy study team. We have been actively engaged with our community and have attended a series of events. Our study team met with the Lockerbie Square Neighborhood Association, the Northeast Rotary Club and the Marion County Alliance of Neighborhood Associations. Most recently, we attended the Summer Carnival presented by Anna Brochhausen Elementary IPS 88 and Community Heights Neighborhood Organization as well as Bates-Hendricks Street Fest. We love hearing your ideas about transportation solutions. Your active engagement and participation will help to improve our interstates and enhance the overall quality of life in Indianapolis for generations to come.

The ProPEL Indy team joined the Indiana Business Journal Podcast and shared more background on the study, including what we're hearing from the public so far, as well as ways you can get involved. You can listen to the episode [here](#).

---

## Upcoming Events

Autumn is upon us and with that comes beautiful foliage in Indiana. From fall festivals to corn mazes there are events and activities for everyone to enjoy! The ProPEL Indy study team will be out in the community to join in the fall festivities. Come see us and engage with our study while we celebrate our vibrant city.

- **IndyVolved:** Indianapolis' largest civic engagement event. You'll meet and connect with 100 non-profit and civic-minded organizations who are making a difference in Indy. Whether you are looking to get started on your civic journey or a pro-volunteer, IndyVolved is the place for you! Come alone or come with friends - this event has something for everyone. This event is free to attend, and all are welcome. Find more details [here](#).  
**When: Thursday, September 14, 2023 | 4:30 PM - 8 PM at Victory Field**
- **Fountain Fletcher Art Squared Festival:** Art Fair is a festival marketplace for local artists to showcase their creative talents. It's a day-long art competition, where locals, professional artists, students, neighbors, and friends create works of art and items available for purchase. There will also be live music performances, food, and beverages. Find more details [here](#).  
**When: Saturday, September 16, 2023 | 11 AM - 6 PM**

## ProPEL Indy Pillars

Transportation is more than just roads; it's a pathway to economic growth, quality of life, mobility, and equity for all. ProPEL Indy is a collaborative effort, and your voice and engagement will shape the future of our crossroads. The ProPEL Indy Pillars represent the cornerstones of the study - while we work together to modernize our interstates.

1. **Quality of Life and Livability** - In this pillar, the study team is assessing transportation systems that consider quality of life and livability factors. We can promote vibrant communities by considering factors such as accessibility, aesthetics, functional public spaces, noise and pollution mitigation. This pillar is focusing on prioritizing the overall well-being and quality of life for Indy residents.
2. **Economic Growth and Opportunity** - With the ProPEL Indy study, we are diving deep into our transportation system, looking for interstate improvements that open and support economic opportunities for business at every scale.
3. **Transportation and Mobility** - Indiana is called the Crossroads of America for a reason. As Hoosiers, we value safe, reliable, and efficient infrastructure to get us to work, promote commerce, and provide a quality of life we expect. This pillar is focusing on interstate improvements while considering safety, connectivity, and mobility options.
4. **Equity** - Equity is not a one-size-fits-all solution. This pillar is focusing on interstate improvements that reduce inequality and meet the needs of the adjacent communities.

There's still time for you to participate and share your thoughts with us throughout the study. We have extended the comment period for this visioning phase through September 30, 2023. You can submit your comments online using the feedback form: [Submit your comments](#).

Your perspective is vital to the study, and every comment will be carefully considered.

To stay informed with the ProPEL Indy study follow our social media accounts: [Facebook](#) | [Instagram](#) | [LinkedIn](#)



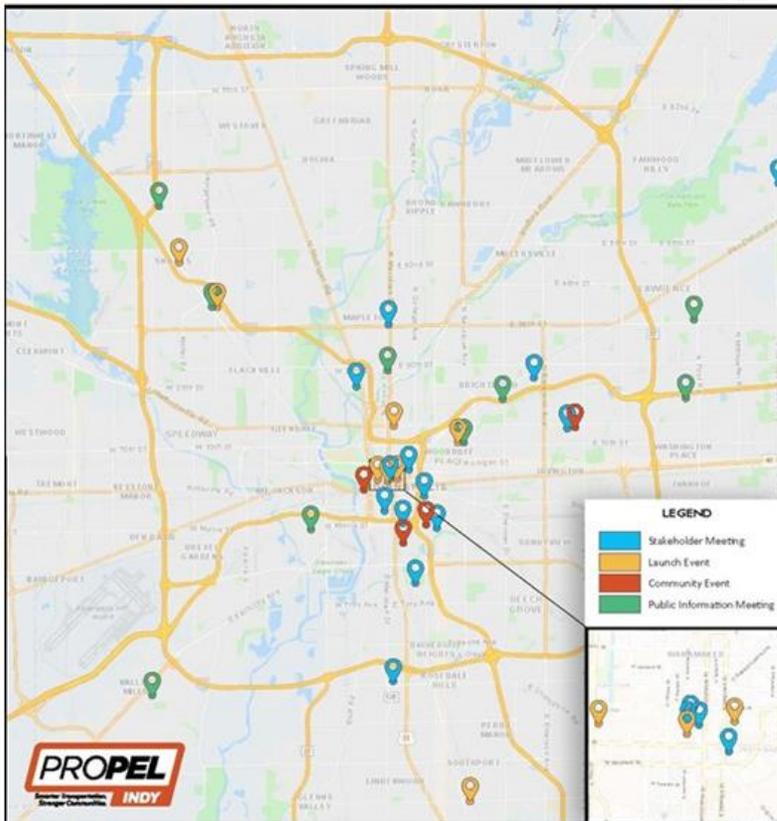
If you would like to unsubscribe please click [here](#).

# In The Loop

Since the launch of ProPEL Indy this spring, Indianapolis residents, commuters and stakeholders have been actively engaged and involved with our study. Community involvement is at the heart of ProPEL Indy. During the Visioning stage, the study team has connected with a variety of groups, organizations and people. From community conversations to bustling neighborhood festivals and informative stakeholder meetings, our engagement so far has been nothing short of inspiring.

## ProPEL Indy Events

As of 10/11/23



We have asked for ideas related to quality of life, economic growth, transportation, and equity in Indianapolis communities and have received more than 800 public comments since the study launched in late May. You can actively participate and provide feedback throughout the study. Comments may be submitted online using the feedback form at [ProPELIndy.com](https://ProPELIndy.com).

ProPEL Indy is a two-year study, and our journey is just getting started. What is the next exciting milestone in the study process?



## Study Schedule



We are entering the **Purpose and Need** period of the study - where we identify transportation needs, based on data analysis and initial feedback we have received. With the needs as our guide, the study team will work to balance bold ideas with sound engineering and responsible financial management. We are motivated and committed to continue listening, learning, and propelling Indianapolis forward.

And here's the key-continued participation from residents, commuters, neighborhood groups, and community leaders is absolutely vital. Throughout the study we will have more opportunities to engage.

To stay informed with the ProPEL Indy study and see where we're headed next, follow our website and social media accounts.

JOIN THE CONVERSATION

PROPEL INDY

@ProPEL.Indy

@ProPEL Indy

@ProPEL Indy

Learn more at ProPELIndy.com

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



November 15, 2023

# In The Loop

Greetings, ProPEL Indy Community!

As we step into November and Thanksgiving approaches, we want to take a moment to express our appreciation for all your active engagement, insightful comments, and visionary ideas.

Together, we are propelling our city forward.



Central Indiana is home to a world-class transportation system that links our businesses, neighborhoods, and attractions together. But as we know, most of the interstates inside the I-465 loop were built more than 40 years ago and will need to be modernized in the near future.

With the ProPEL Indy study, we are committed to continue listening to residents from all across the region to gain a greater understanding of our community's needs and ideas for improvement.

Are we missing anything? What other comments do you have?

[Take our latest survey and share how you use I-65 and I-70.](#)

ProPEL Indy is a two-year planning study, and your feedback is vital to its success - thank you for sharing your ideas with the study team.

Curious about the inner workings of this study? Have you ever wondered where the name ProPEL Indy comes from? We're here to unravel the details for you.

The 'PEL' in ProPEL Indy is a nod to this being a PEL study, which stands for **P**lanning and **E**nvironmental **L**inkages. A PEL study is a federal process that transportation agencies, such as INDOT, use to make and document planning decisions.

- A PEL study occurs early and precedes any construction decisions - no potential projects or solutions have been identified.
- A PEL study is multidisciplinary - bringing planning, engineering, and environmental experts together to consider all of those factors.
- A PEL study is collaborative - public feedback is received throughout the study to help identify community needs and ideas for improvement.
- A PEL study is efficient - planning documents and analysis from the study can be used in the federal environmental review process (NEPA) for future improvements.

By following the PEL process, residents and other study stakeholders are engaged early in planning and, with their input, ProPEL Indy will work to identify infrastructure solutions that better serve our communities.

This is truly a unique opportunity for residents, neighborhoods, businesses, and commuters to envision the future of I-65 and I-70 in the heart of the city.

To stay informed with the ProPEL Indy study and see where we're headed next, follow our website and social media accounts.



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

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



December 18, 2023

# In The Loop

Happy Holidays from the ProPEL Indy study team!

This month's In the Loop serves as a testament to the journey we've embarked on together. Throughout 2023, ProPEL Indy has been more than a study; it's been a collaborative effort, a community-driven exploration of possibilities to shape the future of transportation in Indianapolis.



## Year in Review

Since the launch of ProPEL Indy, Indianapolis residents, commuters and stakeholders have been actively engaged and involved with our study. From participating in community events to gathering insightful feedback online, each step has contributed to understanding and identifying transportation needs and aspirations in our community.

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

## Community Milestones

The ProPEL Indy study team has connected with a variety of groups, organizations, and people this year. As of this email, ProPEL Indy has:

- Attended 50 outreach events
- Registered 600 stakeholders
- Received 950 comments

Your involvement has been the driving force behind our progress. Each comment, suggestion, and shared perspective plays a vital role in shaping the future of the city's interstates. We are motivated and committed to continue listening, learning, and propelling Indianapolis forward.

We express our heartfelt gratitude to everyone who has been a part of this incredible journey. Your passion, dedication and insights are contributing to building a better Indianapolis. Here's to more progress, collaboration, and community-driven accomplishments in the coming year!

We wish you a joyful holiday season and a prosperous New Year!

---

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

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



January 19, 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](https://ProPELIndy.com).



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.

**JOIN THE CONVERSATION** PROPEL INDY

QR Code

@ProPEL.Indy  
@ProPEL Indy  
@ProPEL Indy

Learn more at [ProPELIndy.com](https://ProPELIndy.com)

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

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



## Appendix D: Public Notice

### NOTICE OF COMMUNITY CONVERSATION MEETINGS

Indianapolis residents have an opportunity to provide feedback as the Indiana Department of Transportation (INDOT) envisions the future of the I-65 and I-70 corridors inside the I-465 loop. Community members are invited at any of the 9 community conversations to learn more about the study, share ideas about the opportunities and challenges of our interstates and create a bold vision of a modernized transportation network in Indianapolis. ProPEL Indy will listen to residents across the Indianapolis region to identify transportation needs as well as opportunities to improve our interstates for the next generation. The meetings, which will present the same information, will be held:

**July 6, 2023, from 10 a.m. to 12 p.m. Eastern Standard Time (EST)**

Presentation at 10:30 a.m.

Decatur Township School for Excellence (5106 South High School Road, Indianapolis IN 46221)

**July 10, 2023, from 3 to 5 p.m. EST**

Presentation at 3:30 p.m.

Bosma Enterprises (6270 Corporate Drive, Indianapolis IN 46278)

**July 11, 2023, from 5 to 7 p.m. EST**

Presentation at 5:30 p.m.

Indianapolis Public Library, West Indianapolis Branch (1216 Kappes Street, Indianapolis IN 46221)

**July 12, 2023, from 6 to 8 p.m. EST**

Presentation at 6:30 p.m.

Global Village Welcome Center (4233 Lafayette Road, Indianapolis IN 46254)

**July 13, 2023, from 2 to 4 p.m. EST**

Presentation at 2:30 p.m.

John Boner Neighborhood Center (2236 East 10<sup>th</sup> Street, Indianapolis IN 46201)

**July 17, 2023, from 6 to 8 p.m. EST**

Presentation at 6:30 p.m.

Ivy Tech Community College Culinary and Conference Center (2820 North Meridian Street, Indianapolis IN 46208)

**July 19, 2023, from 6 to 8 p.m. EST**

Presentation at 6:30 p.m.

Far East Side Neighborhood Center (8902 East 38<sup>th</sup> Street, Indianapolis IN 46226)

**July 20, 2023, from 6 to 8 p.m. EST**

Presentation at 6:30 p.m.

Martin University (2186 North Sherman Drive, Indianapolis IN 46218)

**July 27, 2023, from 10 a.m. to 12 p.m. EST**

Presentation at 10:30 a.m.

INDOT Traffic Management Center (8620 East 21<sup>st</sup> Street, Indianapolis IN 46219)



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, a virtual public meeting and comment form will be available on the website ([www.propelindy.com](http://www.propelindy.com)) on July 28, 2023. Public comments will be accepted until August 31, 2023.

In the event of inclement weather resulting in hazardous driving conditions, please check the study website ([www.propelindy.com](http://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 accordance with the Americans with Disabilities Act (ADA), and Title VI of the Civil Rights Act of 1964, persons and/or groups who require project information in alternative languages or formats should contact Tim Miller at [tnmiller@HNTB.com](mailto:tnmiller@HNTB.com) or 317-771-6416.

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\***

**NOTICE OF COMMUNITY CONVERSATION MEETINGS**

**NOTICE OF COMMUNITY CONVERSATION MEETINGS**

Indianapolis residents have an opportunity to provide feedback as the Indiana Department of Transportation (INDOT) envisions the future of the I-65 and I-70 corridors inside the I-465 loop.

Community members are invited at any of the 9 community conversations to learn more about the study, share ideas about the opportunities and challenges of our interstates and create a bold vision of a modernized transportation network in Indianapolis. ProPEL Indy will listen to residents across the Indianapolis region to identify transportation needs as well as opportunities to improve our interstates for the next generation. The meetings which will present the same information, will be held:

July 6, 2023, from 10 a.m. to 12 p.m. Eastern Standard Time (EST)

Presentation at 10:30 a.m. Decatur Township School for Excellence (5106 South High School Road, Indianapolis IN 46221)

July 10, 2023, from 3 to 5 p.m. EST

Presentation at 3:30 p.m. Bosma Enterprises (6270 Corporate Drive, Indianapolis IN 46278)

July 11, 2023, from 5 to 7 p.m. EST

Presentation at 5:30 p.m. Indianapolis Public Library West Indianapolis Branch (1216 Kappes Street, Indianapolis IN 46221)

July 12, 2023, from 6 to 8 p.m. EST

Presentation at 6:30 p.m. Global Village Welcome Center (4233 Lafayette Road, Indianapolis IN 46254)

July 13, 2023, from 2 to 4 p.m. EST

Presentation at 2:30 p.m. John Boner Neighborhood Center (2236 East 10th Street, Indianapolis IN 46201)

July 17, 2023, from 6 to 8 p.m. EST

Presentation at 6:30 p.m. Ivy Tech Community College Culinary and Conference Center (2820 North Meridian Street, Indianapolis IN 46206)

July 19, 2023, from 6 to 8 p.m. EST

Presentation at 6:30 p.m. Far East Side Neighborhood Center (8902 East 38th Street, Indianapolis IN 46226)

July 20, 2023, from 6 to 8 p.m. EST

Presentation at 6:30 p.m. Martin University (2186 North Sherman Drive, Indianapolis IN 46218)

July 27, 2023, from 10 a.m. to 12 p.m. EST

Presentation at 10:30 a.m. INDOT Traffic Management Center (8620 East 21st Street, 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, a virtual public meeting and comment form will be available on the website ([www.propelindy.com](http://www.propelindy.com)) on July 28, 2023. Public comments will be accepted until August 31, 2023.

In the event of inclement weather resulting in hazardous driving conditions please check the study website ([www.propelindy.com](http://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 accordance with the Americans with Disabilities Act (ADA), and Title VI of the Civil Rights Act of 1964, persons and/or groups who require special information in alternative languages or formats should contact Tim Miller at [timier@INDOT.gov](mailto:timier@INDOT.gov) or 317-771-6416.

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 (FHWA 77199).

CR 973724

**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)

7/7/2023

Affiant Signature

Subscribed and Sworn before me on this 7th day of July, 2023.  
 A.D

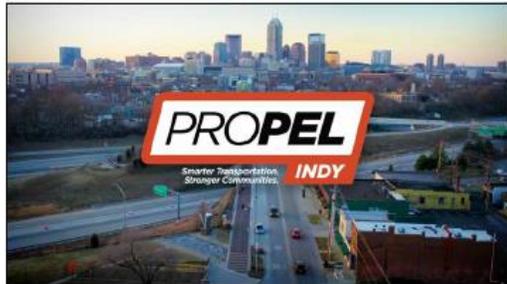
My commission expires:

Advertising: \$74.07



# Appendix E: Launch Presentation

10/4/2023



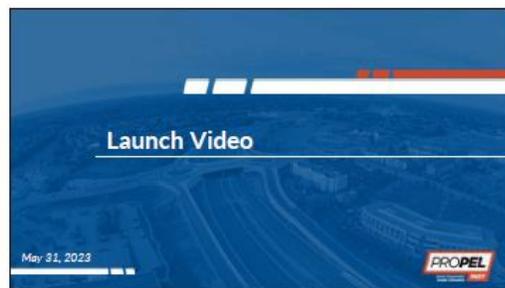
1



2



3



4



5



6

1



7



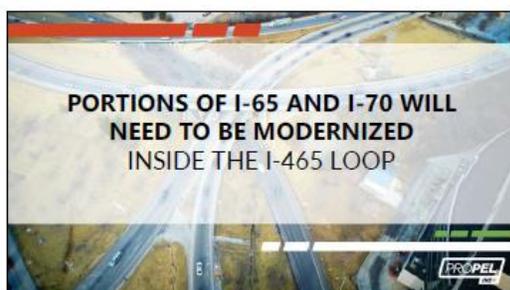
8



9



10



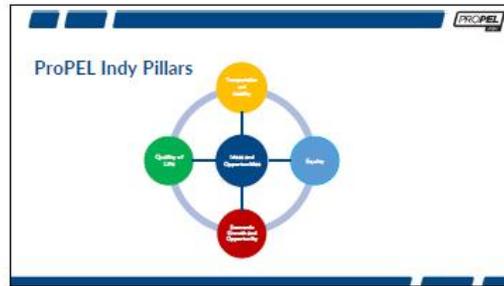
11



12



13



14



15



16



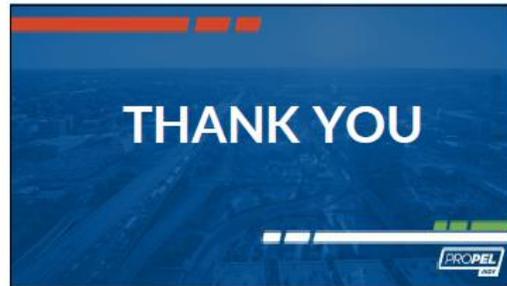
17



18



19



20

# Appendix F: ReThink I-65/I-70 Coalition Meeting Materials



## ProPEL Indy – Meeting Notes: ProPEL Indy/Rethink 65/70 Coalition Workshop

**Meeting Name:** ProPEL Indy/Rethink 65/70 Coalition Workshop  
**Meeting Date/Time:** 09/19/2023 8:30 to 11:30 am  
**Location:** HNTB Office

**Attendees:**

Name	Organization	Present
Brenda Freije	Rethink	x
Kevin Osburn	Rethink	x
Charlie Richardson	Rethink	x
Taylor Hughes	Rethink	x
Meg Storrow	Rethink	x
Russell Menyhart	Rethink	x
Jonathan Wallace	INDOT	x
Sandra Flum	INDOT	x
Sarah Rubin	INDOT	x
Brian Shattuck	INDOT	x
Tim Miller	HNTB	x
Kia Gillette	HNTB	x
Ryan Huebschman	HNTB	x
David Arrom Garza	HNTB	x
John Myers	HNTB	x
Austin Hastings	HNTB	x
Ericka Miller	City of Indianapolis	x
Erica Tait	FHWA	x
James Frye	HNTB	x
Mark Zwoyer	Consultant to DPW	x
Hemal Patel	Arup	x
John Kinsella	Storrow Kinsella	x
Bruce Colville	ReThink	x
Roy Nunnally	INDOT	x
Betsy Whitmore	INDOT	x
Abigail Rolon	Arup	x
Anthony Bruzzone	Arup	x
Justin Walker	Arup	x

**Meeting Items**

- **Meeting Purpose:** The meeting purpose was for the Rethink Coalition to present organizational thinking, technical findings, and Coalition goals for the Inner Loop with workshop participants and provide an opportunity to answer questions directly.
- The items and options presented below are those of the ReThink Coalition.
- The ProPEL Indy team meeting was to actively listen to the ideas and options.
- **Workshop agenda:**
  - ReThink Introduction & Technical Analysis
  - USDOT Grant and SAFE Community Engagement
  - Vision Visuals
- **Why Recess?** – main meeting takeaway is to provide an explanation of why Rethink promotes a recessed interstate concept
- **ReThink role (Brenda Freije)**
  - Mission: to be a collaborative leader that works across disciplines and stakeholders
  - ReThink is a non-profit 501(c)(3) organization
  - Represent the vision of three entities: CICF, Indy Chamber, Indiana Landmarks
  - Goal: work with all partners who have a stake in infrastructure
- **Technical Study (Kevin Osburn)**
  - ARUP study – REA was a subconsultant to prime consultant ARUP which completed work over 2020-2021
  - Content: history, base evaluation, expanded evaluation (costs, economics, etc.), implementation
  - **Rebuild As-Is and Recessed highway concept details (Arup Team)**
    - **Rebuild As-Is:** would maintain existing land footprint, capacity, and standards.
    - **Recessed** – a concept to improve livability and mobility, not a fully engineered solution
      - Concept feasibility: more compact highway footprint; would remove the elevated sections of the Inner Loop and replace C/D roads with multi-modal boulevards.
      - Conclusion: Identified no major fatal flaws – mainline capacity (excellent), safety performance (excellent), construction complexity (fair), environmental impact (good)
      - Recessed highway may lend itself to “caps and stitches”
      - Further analysis is needed
    - Local Connectivity
      - Water hose analogy: Boulevard system with distributed traffic
      - Eliminating ramps reduces physical footprint
    - Quality of Life
      - Brings development closer to facility
      - Travel speeds safer for bike and pedestrian activity
      - Access to parks and open spaces
      - Recessed options remove “psychological barrier”
    - Complete Communities
      - Neighborhoods can grow and become part of urban fabric
      - “Short of total capping” are treatments for more visible street grid stitching e.g., Columbus, Ohio

- Rebuild As-Is does not address impacts to vulnerable communities and commerce
  - Equitable development
    - Klyde Warren Park in Dallas, TX
    - Ramps present challenges
    - Expanded evaluation criteria – local connectivity, connected communities, quality of life, among others
  - Costs, Financing, and Funding
    - Numbers need to be updated with inflationary pressure
    - Recessed option estimated: \$2.8 billion in 2020 dollars
    - Value capture finance
      - Land is an asset – 45 acres available for development estimated at the South Leg at a higher estimated return on investment – 23 developable acres supporting 1,300 units of housing and 11,000 jobs.
      - \$2.1 - 2.5 billion leveraged in potential real estate investment
      - \$54 - 66 million in property tax revenue
      - Land sales and TIF/SAD can close funding “delta”
      - INDOT to cover the base
      - Leverage land to support infrastructure development
  - Project Implementation
    - Design
    - Land use policy
    - Establish special district for value capture and funding
    - Leadership building
    - Ongoing community engagement
  - Conclusion
    - Recessed is technically feasible
    - Represents a historic opportunity
    - Technical concept requiring further refinement
- **Opportunity for Questions – Check-in**
  - Tim asks to clarify recessed termini locations
    - North Leg, East Leg, and South Leg
    - North split is excluded
    - Included safety components
    - “Build As-Is” assumes more lane miles
    - Financial costs from 2020, numbers need to be revised
  - Mark asks how do you get from interstate to city streets [with a recessed concept]?
    - Kevin: boulevards act in place of a collector-distributor
  - Sarah asked if there had been consideration of whether the increased in available land and economic opportunities might allow for gentrification in the local area.
    - Taylor noted that is a good observation and something they are considering. Also noted that development agreements would need to be considered and introduced with housing goals.
  - How have you considered economic development in terms of equity and gentrification?

- Taylor: affordable housing needs to be a part of a strategy from the Chamber's perspective. Depends upon governance structure and master developer. Equity principles would be baked-into an agreement structure.
- Sandra asks for clarification regarding location of 90 acres of developable land?
  - Taylor: includes the land for the caps
- Sandra asks about changing disposals requirements
  - Taylor: financing and governance in the South Leg will be apart of the analysis with federal grant
  - Taylor: Northwest RDA is an example of inner-governmental model
  - Indianapolis is part of Central Indiana Regional Development Authority (CIRDA)
- Jack estimate percent reduction in noise of a recessed versus re-built as-is
  - Qualitative assessment from ARUP study
  - Many variables with topography and air density; 3-4 dB reduction at lower end
  - Further study is needed
  - Grit reduction
- Sandra asks if you had to compare Indianapolis what would a good planning example for a recessed option be as seen in another community?
  - Fort Washington Way in Downtown Cincinnati
    - Land capture was a riverfront redevelopment opportunity
    - One location that was looked at and can be seen as a good example
    - Roadways and bridges have future-cap abilities
  - Academic reports
    - University of Minnesota LID Study
  - Columbus, OH
    - Area near convention center and I-670
    - Impact on economic development opportunity seen in geographic area
  - Klyde Warren Park in Dallas, TX
  - St. Louis Riverfront
    - City Arch River Park – riverfront and downtown connectivity
  - Seattle
  - Reno, NV
- Tim asks about BOMA position on [recessed concept]?
  - Taylor: \$9 billion in declared economic development projects at sites e.g., IU Health campus, IU Indianapolis, Indy Eleven, GM stamping plant, and other major gateways
  - BOMA is commercial real estate professional group that has requested a deep dive on recessed concept
  - ReThink wants to consider how to leverage infrastructure projects to spur additional developments
  - Taylor replies downtown needs to be amenity rich with ample housing and office and other uses
- Sandra asks about East Leg railroad considerations?
  - Kevin replies that the study identified East Leg rail siting as a major challenge, a solution would need to be developed for the rail traffic
  - Freight traffic is a barrier
- Sandra asks if rail consideration extends to South Leg?

- Taylor replies that he is mostly aware of East Leg issues. CSX relocation costs will need to be further evaluated.
- **US DOT Reconnecting Communities Grant (Meg Storrow)**
  - Builds on ARUP study
  - Desired outcome: agreement between all parties on development
  - Study area focused on South Split; north to Washington St. and south to \_ bridge.
  - Received over 64 letters of support from businesses, corporate entities, elected officials, and sports facilities.
  - Restoring connectivity between Bates-Hendricks, Fountain Square, Virginia, and Fletcher.
  - Goal: Reclaim land for development
  - Impacts of past redlining
  - Grant requirement evaluated Transportation Disadvantaged Census tracts with scoring over 3 or greater
  - Atlanta and Austin as peer examples – grant competitors
  - RONDO projects – affordable housing and equitable development component of interest
  - Klyde Warren Park
  - Public input will need to be robust
    - I-65 Safety and Efficiency Project – 15 listening sessions conducted across neighborhoods over six months
      - Expanded criteria
      - Environmental Justice - access to using Red Line from interstate barriers
      - Disadvantaged Communities
    - Low costs neighborhood connectivity
      - INDOT 2020 Hyperfix Project
      - 10th Street connection to Mass Ave.
      - Raymond St. Interchange
      - Shelby St. Underpass
      - Morris/Prospect approaches and bridge – would not want to see Morris/Prospect bridge widened – we would like to depress lanes under Morris/Prospect bridge to narrow footprint as it approaches study area
    - Concurrent Project timelines
      - Hoping workshop can inform development of alternatives in 2024
- **Opportunities for Questions – Check-in**
  - Sandra clarifies about level of Purpose & Need and Alternatives (for last half of year 2024) between funded project (I-65 Safe Project) and INDOT study (ProPEL Indy)
  - Construction grants must be submitted by owners of facility
  - Erica Tait – INDOT as the owner would have to be the applicant
  - Sandra RCPP is a planning grant, so the construction application may include a NEPA component *[clarification if NEPA is part of planning or construction grant process]*
  - Under the notice of funding opportunity planning grant was awarded, NEPA is apart of construction, not apart of planning
  - Sandra normally NEPA is not part of construction funding
  - Erica Tait - this is seen as a planning/PEL study
  - Taylor: goal is to continue conversation on South Split and continue stakeholder work
  - Sandra: Does the success of the recess plan depend on reducing the interstate?

You can have a narrower footprint without the recessed concept  
Real estate lines don't change but if the number of lanes.

Meg: The RCPP grant has to figure out this question.

- John: Asks about schedule and Spring of 2024 to show concepts.  
Brenda: a technical team will be hired to develop alternatives. Erika (City) has an agreement that can be executed in January 2024. It is a 12–15-month process.

- **Advanced Visuals (Kevin Osburn)**

- In the ROW within ¼ mile of highways
- Inner Loop “89 acres” takes in adjacent property outside INDOT ROW but would be prime real estate if a recessed concept were realized
- Sandra asks about comparisons to site development projects e.g., 16 Tech, Bottleworks, City Ways etc.
- South Leg: with a recessed concept and capping on Meridian St. highlighted
- North Leg: with a recessed concept land between Alabama and Capitol Ave. Recessed highway depicted to the south of existing mainlines. Partial cap to spur development with new streetscape
- West St. Interchange (I-65)
  - Ransom Place neighborhood surrounded by interchange – goal is to reconnect neighborhood back to health campus and surrounding environs
  - Canal serves as a spine advancing connectivity from a bike/ped perspective
  - West Street to connect to 13th St via the boulevard system
  - Slip ramps connecting interchange to boulevard system
  - Concept depicts circular interchange providing access to West St. and IU Health campus
  - MLK Jr. returns to being a neighborhood level street

- **Opportunities for Questions – Check-in**

- Sandra asks does MLK Jr. retain 4-four lane section?
- Kevin replies it becomes 3-lanes with parking on either side
- Taylor replies that Rethink heard from the neighborhood that they need better access to 16th St.
  - Brenda replies that this West St. Interchange is aspirational
- Why is the Chamber of Commerce interested?

Taylor: a once in a generation opportunity. In the post-pandemic era with the hospital development, educational campuses, this is a fascinating time to meet a moment. Chamber and board have authorized time and capital to pursue these initiatives

- **Next Steps.** Rethink and Chamber team want to continue to partner with INDOT to move forward the conversation, fulfill ProPEL Indy study goals, and think about big and bold ideas and strategies to make downtown more livable and equitable with enhanced community connections.
  - Rethink Coalition “ask” is to embrace the expanded criteria.
  - ProPEL Indy is in the visioning stage, pre-purpose and need. Good timing to give INDOT a bold vision. INDOT is engaged to understand bold vision. INDOT will ask for re-engagement as project stages progress with opportunities to see transparent process steps.

# RETHINK 65/70 COALITION

prepared by  
**REA**  
ANIMAL TRANSPORT ASSISTANTS  
[www.rea65.com](http://www.rea65.com)  
 May 11, 2023









# NORTH LEG (I-65)

SYSTEM COMPARISON - EXISTING VS. RETHINK'S RECESSED CONCEPT







# Appendix G: Stakeholder Advisory Committee Meeting Materials



## ProPEL Indy – Stakeholder Advisory Committee Meeting #1

**Meeting Name:** Stakeholder Advisory Committee Meeting #1  
**Meeting Date/Time:** 01/25/2024 11:00 AM to 1:00 PM  
**Location:** Indiana History Center

**Attendees:**

Name	Organization	Role
Tim Miller	HNTB	ProPEL Indy PM
Sandra Flum	INDOT	ProPEL Indy PM
Jonathan Wallace	INDOT	ProPEL Indy PM
Lyndsay Quist	INDOT	Executive Office
Natalie Garrett	INDOT	Communications
Betsy Whitmore	INDOT	Communications
Kia Gillette	HNTB	Study Team
Lisa Wall	HNTB	Study Team
Joe Guerre	HNTB	Study Team
Brandi Crawford	HNTB	Study Team
Regine Beauboefuf	HNTB	Study Team
Jason Rhoades	HNTB	Study Team
Ryan Huebschman	HNTB	Study Team
David Garza	HNTB	Study Team
Lander Eicholzer	HNTB	Study Team
Linda Bardha	HNTB	Study Team
Elana Brueggemann	HNTB	Study Team
Maddie Bailey	HNTB	Study Team
Jack McDougall	HNTB	Study Team
Blake Brenneman	HNTB	Study Team
Erica Tait	FHWA	Study Team
Brad Rateike	BAR	Study Team
Matti McCormick	McCormick Group	Study Team
Belinda Drake	Engaging Solutions	Study Team
Jeff Cummins	AES Indiana	SAC Member
Nick Zimmerman	Bates-Hendricks Neighborhood Association	SAC Member
Debbie Conway	Bean Creek Neighborhood Association	SAC Member
Vernon Compton	Brightwood Concerned Citizens	SAC Member
Audra Blasdel	Children's Museum of Indianapolis	SAC Member
Julie Zing	Chin Community of Indiana	SAC Member
Jennifer Gebhard	Central Indian Regional Transportation Authority (CIRTA)	SAC Member
Jeff Willman	Citizens Energy Group	SAC Member
Cheria Caldwell	Community Alliance of the Far Eastside Inc	SAC Member
Leslie Schulte	Community Heights Neighborhood Organization	SAC Member
Bryce Carpenter	Conexus	SAC Member
Lawrence McCormack	Cummins	SAC Member

ProPEL Indy Stakeholder Advisory Committee Meeting

Tim Boruff	Downtown Indy Inc.	SAC Member
Jeff Luebker	Elanco	SAC Member
Susan Brock Williams	Eli Lilly	SAC Member
Laura Giffel	Fountain Fletcher District	SAC Member
Paula Brooks	Hoosier Environmental Council	SAC Member
Eric Neuburger	Indiana Convention Center / Lucas Oil Stadium	SAC Member
Bernie Guerrattaz	Indiana Rail Road	SAC Member
Melissa Thompson	Indiana Sports Corp	SAC Member
Amy Conrad Warner	Indiana University - Indianapolis	SAC Member
Todd Cavender	Indianapolis Airport Authority	SAC Member
Bawi Mang Lian	Indianapolis Burmese American Community Institute	SAC Member
NAME	Indianapolis Colts	SAC Member
Louis Kissinger	Indianapolis Motor Speedway	SAC Member
Mark Russell	Indianapolis Urban League	SAC Member
Taylor Hughes	Indy Chamber	SAC Member
Jennifer Pavlik	Indy Eleven	SAC Member
Brent England	Ivy Tech Community College	SAC Member
Mark Adler	Keep Indianapolis Beautiful	SAC Member
Miriam Acevedo Davis	La Plaza	SAC Member
Greg Rawski	Marian University	SAC Member
John Girton	Martin University	SAC Member
Chris Pryor	MIBOR	SAC Member
Mike King	NCAA	SAC Member
Natalie Robinson	National Federation of Independent Business (NFIB)	SAC Member
Jed Fuller	Old Southside Neighborhood Group	SAC Member
Melody Park	Pacers Sports and Entertainment	SAC Member
Jay Wasson	Purdue University	SAC Member
Russell Menyhart	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
Brad Beaubien	Visit Indy	SAC Member
Gregg Hiland	YMCA of Greater Indianapolis	SAC Member

### Meeting Summary

The first ProPEL Indy Stakeholder Advisory Committees meeting was held on January 25, 2024. This meeting included members from all committees to provide updates on the study, discuss expected role, and facilitate feedback from the stakeholders.

### Introductions and Opening

- Presenter, Tim Miller welcomed attendees and introduced study team staff participating in the meeting.
  - Presenter: Tim Miller, ProPEL Indy Project Manager
  - Presenter: Lisa Wall, Communications
- Tim introduced INDOT Executive Staff who introduced INDOT staff participating in the meeting.
- Tim shared a list of the more than 50 neighborhoods, businesses, and organizations who have committed to providing a representative to serve on one of the study's Stakeholder Advisory Committees.
- Tim introduced and showed the attendees a new video that recapped the study engagement activities since the launch in June.
- Next the study team reviewed the agenda for the meeting with the attendees including:
  - Study Update
  - Where We're Headed: Purpose & Need
  - Committee Assignments & Instructions
  - Lunch & Committee Breakout Sessions
  - Group Recap & Discussion
  - Final Thoughts & Next Steps
- Lisa then facilitated the attendees' participation in live polling questions. Results of the polls can be found in the meeting presentation slides. The questions asked were:
  - How long have you lived in the Indianapolis area?
  - How often do you use the study spokes each week?
  - Which of the study spokes do you travel most frequently?
  - What word or phrase do you believe best represents our collective vision for city of Indianapolis and our interstates in 20 years?
- Next, Lisa reviewed the expected role of Stakeholder Advisory Committee members in the study which includes:
  - Provide input to the study team on behalf of the group you represent.
  - Serve as a sounding board for study information and discussion of specific topics.
  - Function as a link to the community sharing and discussing study information with the group you represent and bringing feedback to the study team.
- The study team provided participation expectations for Stakeholder Advisory Committee members, which include:
  - Active participation from committee members throughout the study
  - Build relationships between the different groups and organizations represented that will serve as a foundation for long-lasting partnerships in our community.
  - Respect and consideration for all ideas, comments, and concerns shared.
- Attendees were encouraged to subscribe for study email updates, follow the study on social media, and share study content to help broaden study interest within the community.

### Study Update

- Tim provided an overview of the study schedule that is organized into five phases: 1. Visioning/Data Collection, 2. Purpose & Need/Evaluation Criteria, 3. Alternatives Definition, 4. Alternatives Development, 5. Evaluation/Study Recommendations. The study is nearing the end of Phase 1.
- Next, Tim reviewed the study limits with attendees, which includes approximately 11 miles of I-65, 14 miles of I-70, and 1 mile where I-65 and I-70 overlap.

- Attendees were then presented an illustration of the southeast side of the study area to demonstrate where ProPEL Indy’s study area does overlap with the INDOT I-65 Safety & Efficiency project and the ReThink Coalition’s Southeast Gateway study 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. The remainder of the I-65 Safety & Efficiency project area, which extends south on I-65 to I-465 is excluded from the study limits.
  - The overlap with ReThink’s interstate cap study, begins south of the I-65/I-70 Washington St. overpass and ends at the East Street Overpass on I-70
- Tim reminded attendees that ProPEL Indy is a future-focused study, and the overlap in the study area does not impact the study’s ability to identify needs and develop options for future improvements in overlapping areas.
- Lisa walked through an overview of the study team’s public engagement since the launch of the study. To date, the study team has:
  - Received more than 1,000 Public Comments
  - Registered more than 600 Stakeholders for regular [updates](#)
  - Participated in more than 60 Engagement Events
    - These events [include](#): Community Conversations, Business Outreach Meetings, Neighborhood Association Meetings, Community Events
- Lisa provided an illustration of the public feedback received by the study team through the end of 2023. The study team identified several key themes within the content of the comments and aligned them with the study’s four pillars. The key themes were aligned as follows:

Pillar	Key Themes
Quality of Life and Livability	Placemaking and Public Spaces, Health and Safety, Wayfinding and Signage and Community Development
Economic Growth and Opportunity	Neighborhood Revitalization, Retail and Commercial Considerations, New Development Opportunities
Transportation and Mobility	Roadway Design, Design Alternative/Solution, Connectivity, Pedestrian & Bike, Public Transit, Traffic Safety, Lane Management Strategies, Technology
Equity	Neighborhood Impacts, Public Involvement, Climate Resilience/ Sustainability
Other	Project Management, Miscellaneous

- Attendees were told they would be presented more specifics about the key themes that aligned with their pillars in their committee breakout session.
- The study team shared that public engagement is only a part of the process. The feedback the study team has received has helped inform the collection and analysis of data which will be used to develop the draft Purpose and Need statement in the next phase. The presenters provided examples of the data being considered by the study team including traffic analysis, crash data, and asset conditions.

**Where we’re headed: Purpose & Need**

- Next, Tim outlined the next phase of the study, [Purpose and Need](#), explaining that the study team will use both the data analyzed and the public feedback received to develop a draft Purpose and Need statement anticipated to be released in the spring.
- Tim explained that the Purpose and Need Statement:
  - Identifies transportation challenges or needs within the study area.
  - States the desired outcomes or purpose of completing a project.
  - Does not suggest specific solutions or alternatives, this will take place in a future phase of the study.
- The study team provided an opportunity for questions and open discussion with the attendees.

**Committee Assignments and Instructions**

- Lisa outlined the committee breakout sessions with attendees. Each committee breakout would be led by members of the study team. The study team would review activity instructions and facilitate the breakout sessions with the committee members.
- Next attendees were provided an illustration of the committee assignments to attendees. These assignments had been communicated to members in advance of the meeting.
- Attendees were instructed to move into their assigned committees to begin the breakout session.

#### Committee Breakout Session

- The study team provided each committee with multiple activities to facilitate discussion and generate feedback from committee members during the breakout session. Below is an overview of the provided activities:
  - **Activity: Rose, Thorn Bud**
    - Each committee will have a large map of the study area. Committee members will be given 3 different colored post-it notes and be asked to identify one of each of the following within the study area:
      - Rose: Something that is working along the corridor.
      - Thorn: Something that's not working and is perhaps a need the study team needs to look at.
      - Bud: Something that you consider a potential opportunity for improvement.
    - Each committee member will place their post-its on the map in the corresponding location for their identified Rose, Thorn, and Bud
    - Once everyone has completed the exercise, members will be asked to share and discuss within their committee group.
    - Each committee should identify 1 or 2 items from each category to share with the larger group when we reconvene at the end of the session.
  - **Public Feedback:** Study Team facilitator will share an overview of the public feedback received to date that aligns with study pillar associated with designated to this committee.
    - Committees will be asked to discuss the public feedback using these questions:
      - When reviewing and considering the public feedback received to date what surprised you the most?
      - Is there anything that wasn't mentioned that the study team should be considering as it relates to your pillar or organization?
  - **Feedback Brainstorm:** Committees will be asked to share feedback on the following topics that are specific to their designated pillar. Feedback will be captured in a brainstorm setting.
    - **Quality of Life & Livability**
      - Are there specific areas along the study spokes we should focus on when identifying opportunities for improving safety, connectivity, active transportation, underserved users?
      - What improvements can be made to I-65 and I-70 to ensure accessibility for everyone, including pedestrians, bicyclists, motorists, and public transportation users?
      - What specific changes or enhancements to each of the study spokes would enhance the existing or create a new identity for Indianapolis? (65 Spoke, 70 E Spoke, 70 W Spoke, 65/70 Downtown)
    - **Economic Growth & Opportunity**
      - What industries do you see growing in the Indianapolis area in the next 5, 10, or 20 years, and in what ways can the interstates help facilitate that growth?
      - How do you envision the interstates playing a role in stimulating redevelopment, particularly in areas with untapped potential or limited economic activity?
    - **Transportation & Mobility**

- Generate a list of transportation values (Ex: Safety, Travel Time, Predictability, etc.). Work to rank these values in order of importance.
- What are the biggest safety challenges within the study limits? Are there specific locations for these concerns?
- What are the biggest traffic challenges within the study limits? Are there specific locations for these concerns?
- **Equity**
  - Review the map of communities with potential Environmental Justice concerns within the study area. Does the map look accurate? Are there areas we are missing? (Map provided as handout)
  - In what ways can we enhance outreach efforts to ensure representation and engagement from all demographics? Are there specific strategies or channels we should utilize?
  - What is the most important goal we should consider for equitable solutions?
- The unique dynamics of each committee yielded a different result as it relates to the number of activities completed and the length of time each activity took. Below is a summary of topics discussed in each committee's breakout session:
  - **Quality of Life & Livability**
    - Discussed how the interstates can act as a barrier, both physically and in terms of perceptions, and their impact on connectivity in neighborhoods.
    - Opportunities for collaboration between both public and private to work together to develop campaigns to address interstate aesthetics by way of landscaping, lighting, maintenance, clean-up, etc.
    - Development of a connectivity vision that provides mode separated connections that are safe for all users (pedestrians, cars, bikes, etc.)
  - **Economic Growth & Opportunity**
    - Discussed the importance of the interstate function, efficiency, and access points for businesses as it relates to employees, deliveries, customers, attendees, etc.
    - Considerations for intentional aesthetic improvements along the interstates, specifically between the airport and I-70, important for welcoming visitors, potential investors, etc.
    - Timing of study in conjunction with economic development efforts already underway in downtown (Elanco, Indy 11, IU Health, etc.).
    - Opportunities for improvement need to be considered beyond just downtown.
  - **Transportation & Mobility**
    - Committee identified transportation values, which included: safety, multi-modal opportunities, system reliability, reduced travel time, economic improvement, and connections to local roads.
    - Development of an overall vision where traffic moves in a reliable manner with appropriate access on and off the interstate and enhanced safety for bike, pedestrian, scooter, and non-auto users.
    - Location specific conversation around the West Street interchange downtown, and the need to address overall function, weaving issues, etc.
    - Discussion around freight and truck traffic logistics, including dedicated lanes.
  - **Equity**
    - Discussion around the larger conversation of equity, specifically as it relates to the history of the interstates and their impacts on communities.
    - Discussed the need for the development of a clear definition of what equity means to the study.
    - Considerations for gateways from neighborhoods into the interstates as an approach that creates a sense of place and reflects the heritage of communities.

#### ProPEL Indy Stakeholder Advisory Committee Meeting

- Following the committee breakout session, attendees gathered back in the main room to allow each committee the opportunity to report out key discussion points from their group. The information shared is captured in the breakout session summary above.
- The study team concluded the session by outlining next steps for attendees including:
  - Encouraged attendees to share information about ProPEL Indy with their organization and encourage participation.
    - Reminded attendees that the study team is available to come present to their organization.
  - Follow up communications including a post-meeting survey, etc. would be sent via email by the study team before the end of the week.
  - Expectations that the next Stakeholder Advisory Committee meeting would take place in the spring in advance of the release of the draft Purpose and Need statement.



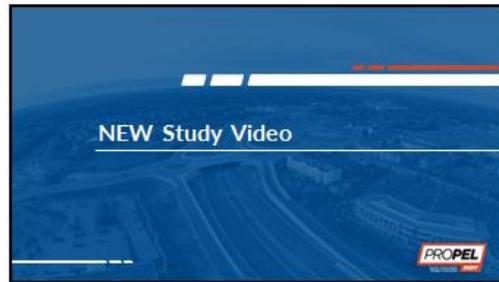
1



2



3



4



5



6



### Committee Expectations

- Active participation from committee members
- Build relationships between the different groups and organizations represented
- Respect and consideration for all ideas, comments, and concerns shared

13

### Subscribe for Updates

In The Loop



ProPELINDY.com

14

### FOLLOW US ON SOCIAL MEDIA



@ProPEL.Indy

15

### ProPEL Indy Study Update

16

### Study Schedule

WE ARE HERE

- 1 Spring 21 - Spring 22: IDENIFY DATA COLLECTION
- 2 Summer 22 - Spring 23: IDENTIFY NEEDS BASED ON DATA ANALYSIS AND INITIAL PUBLIC INPUT
- 3 Summer 23 - Summer 24: IDENTIFY ALTERNATIVES THAT ADDRESS NEEDS
- 4 Winter 24 - Summer 25: ALTERNATIVE DEVELOPMENT AND COST ESTIMATION
- 5 Fall 25 - Spring 26: DEVELOPMENT OF STUDY RECOMMENDATIONS

ProPEL, Indy Next 20 years of investment in our Interstates

17

### STUDY LIMITS



18



19

**How are we engaging with the community?**

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

20

**ProPEL Indy Events**

**Public Engagement Statistics**

- 1000+ Public Comments
- 600+ Registered Stakeholders
- 60+ Engagement Events
- Including Community Conversations, Business Outreach Meetings, HOA Meetings, Community Events, etc.

As of 1/30/24

21

**What we've heard so far**

**Summary of Public Comments**

- Quality of Life & Livability, Recreation and Public Spaces, Health and Safety, Visiting and Storage and Community Development
- Economic Growth & Opportunity, Neighborhood Revitalization, Retail and Commerce, Considerations, New Development, Opportunities
- Transportation and Mobility, Roadway Design, Design Alternative/ Solutions, Connectivity, Pedestrian & Blue Public Transit, Traffic Safety, Lane Management, Geotagging, Technology
- Quality of Life & Livability, Recreation and Public Spaces, Health and Safety, Visiting and Storage and Community Development
- Other: Project Management, Unclassified

As of 1/30/2024

22

**Data we're considering**

- Traffic Analysis
- Safety
- Pavement & Bridge Conditions

23

**Where we're headed: Purpose & Need**

24



### Committee Breakouts

- Take 15 minutes to grab lunch and make your way to your assigned committee group.
- Your committee facilitator will lead you through discussion questions and activities.
- We will regroup at 12:35 PM to share highlights of breakouts, answer questions, and discuss next steps.



31

### Group Recap & Discussion



32

### Committee Breakouts

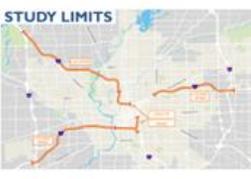
Activity: Rose, Thorn, & Bud

Committee members will be given a map of the study area and 3 different colored post-it notes.

You will be asked to identify one of each of the following within the study area:

- Rose: What is working?
- Thorn: What is not working?
- Bud: What has potential?

You will place each post it on the map in the location of your identified Rose, Thorn, or Bud.



33

### Committee Breakouts

All committees were asked to provide feedback on the following:

- When reviewing and considering the public feedback received to date what surprised you the most?
- Is there anything that wasn't mentioned that the study team should be considering as it relates to your pillar?



34

### What's Next?

- Share information about ProPEL Indy with your organization and encourage participation.
- Subscribe to ProPEL Indy updates and look for follow up communication from the study team.
- Our next meeting will take place in the spring prior to the release of the draft Purpose & Need.



35

# THANK YOU



36



**Stakeholder Advisory Committee: Quality of Life & Livability**

Description: This working group will provide input and serve as a liaison for the community to provide feedback to the study team regarding topics such as: connectivity, multi-modal considerations (pedestrians, bicyclists, motorists, and transit), community character, etc.

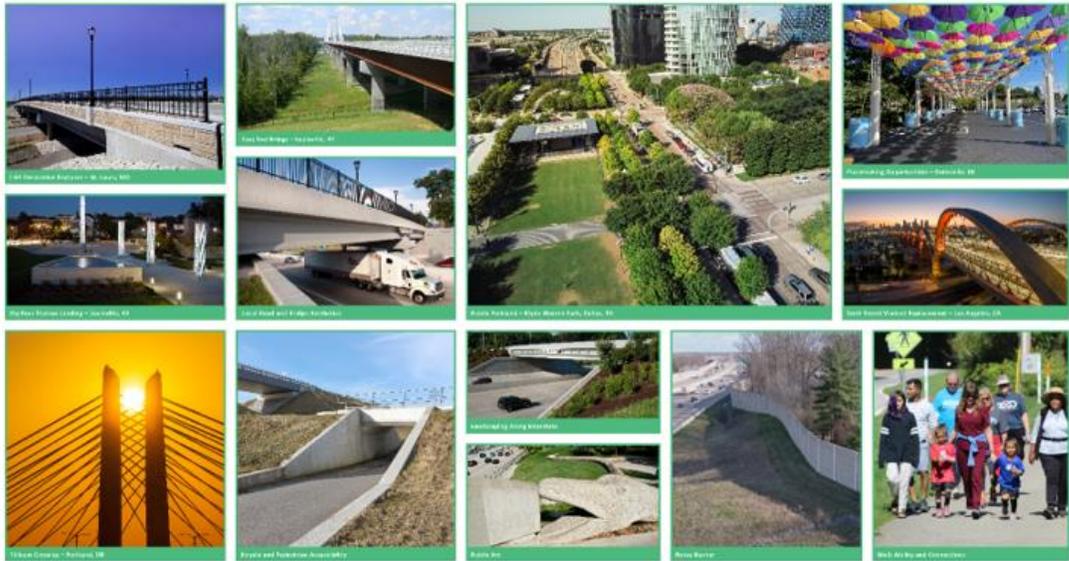


**All committees will be asked to provide feedback on the following:**

- When reviewing and considering the public feedback received to date what surprised you the most?
- Is there anything that wasn't mentioned that the study team should consider as it relates to your pillar or organization?

**This committee will be asked to provide feedback on the following:**

- Are there specific areas along the study spokes we should focus on when identifying opportunities for improving safety, connectivity, active transportation, underserved users?
- What improvements can be made to I-65 and I-70 to ensure accessibility for everyone, including pedestrians, bicyclists, motorists, and public transportation users?
- What specific changes or enhancements to each of the study spokes would enhance the existing or create a new identity for Indianapolis? (65 Spoke, 70 E Spoke, 70 W Spoke, 65/70 Downtown)





### Stakeholder Advisory Committee: Economic Growth & Opportunity

Description: This working group will help provide input and serve as a liaison for the community to provide feedback to the study team regarding how the interstates can potentially: support current development trends, stimulate redevelopment, support job creation, attract businesses, investment, etc.



#### All committees will be asked to provide feedback on the following:

- When reviewing and considering the public feedback received to date what surprised you the most?
- Is there anything that wasn't mentioned that the study team should consider as it relates to your pillar or organization?

#### This committee will be asked to provide feedback on the following:

- What industries do you see growing in the Indianapolis area in the next 5, 10, or 20 years, and in what ways can the interstates help facilitate that growth?
- How do you envision the interstates playing a role in stimulating redevelopment, particularly in areas with untapped potential or limited economic activity?





**Stakeholder Advisory Committee: Transportation & Mobility**

Description: This working group will provide input and serve as a liaison for the community to provide feedback to the study team regarding topics such as: safety improvements, congestion relief, improvements or changes along the study spokes, increased connectivity, etc.

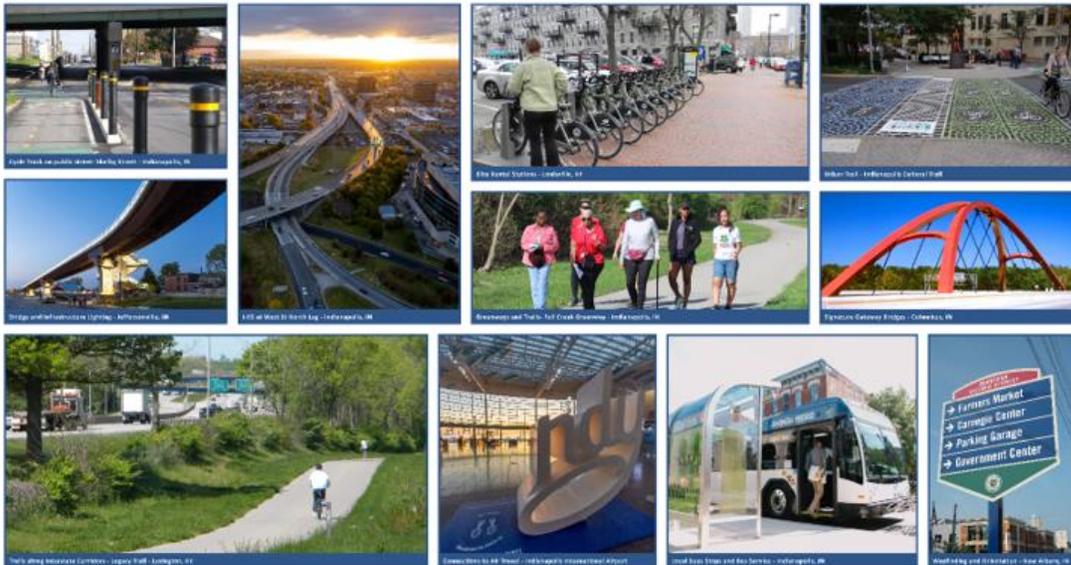


**All committees will be asked to provide feedback on the following:**

- When reviewing and considering the public feedback received to date what surprised you the most?
- Is there anything that wasn't mentioned that the study team should be consider as it relates to your pillar or organization?

**This committee will be asked to provide feedback on the following:**

- Generate a list of transportation values (Ex: Safety, Travel Time, Predictability, etc.). Work to rank these values in order of importance.
- What are the biggest safety challenges within the study limits? Are there specific locations for these concerns?
- What are the biggest traffic challenges within the study limits? Are there specific locations for these concerns?





### Stakeholder Advisory Committee: Equity

Description: This working group will help provide input and serve as a liaison for the community to assist with important efforts such as: support and enhance outreach to all demographics, review and provide input of census data on underserved populations, provide feedback on the impacts and benefits of proposed improvements, etc.



#### All committees will be asked to provide feedback on the following:

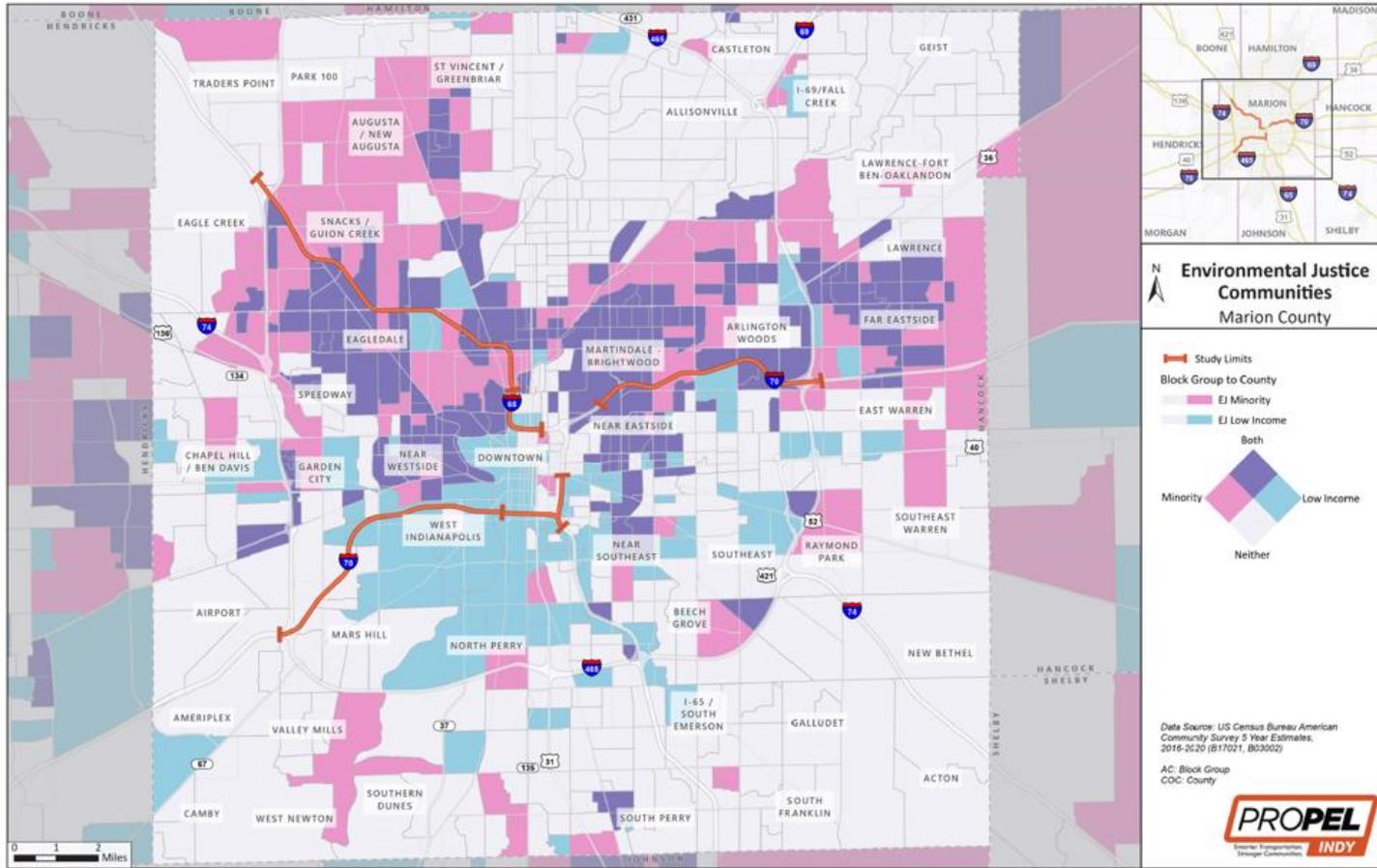
- When reviewing and considering the public feedback received to date what surprised you the most?
- Is there anything that wasn't mentioned that the study team should consider as it relates to your pillar or organization?

#### This committee will be asked to provide feedback on the following:

- Review the map of communities with potential Environmental Justice concerns within the study area. (Next Page) Does the map look accurate? Are there areas we are missing?
- In what ways can we enhance outreach efforts to ensure representation and engagement from all demographics? Are there specific strategies or channels we should utilize?
- What is the most important goal we should consider for equitable solutions?

## What is Equity? Equity is Not One Size Fits All

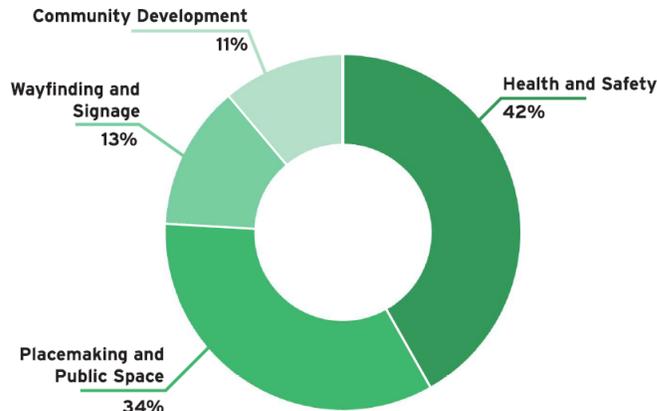




ProPELIndy.com Stakeholder Committee Meeting #1

# QUALITY OF LIFE AND LIVABILITY

## Comments Received as of 12/31/2023



### Quality of Life and Livability

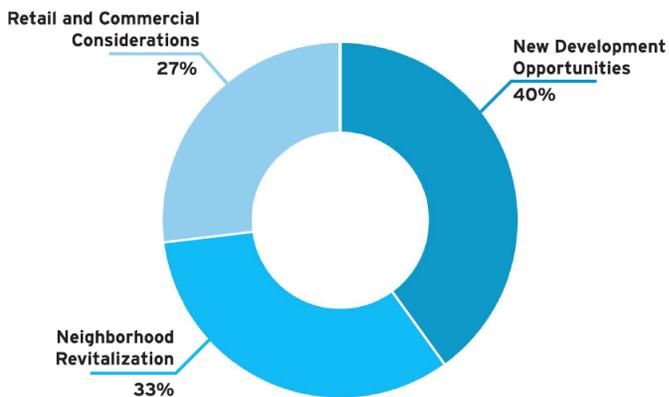
- Community Development**
  - Livability
  - Quality of life
- Health and Safety**
  - Healthy communities
  - Lighting
  - Noise
  - Public health
  - Safe pedestrian crossing
  - Safe school route
  - Surveillance concern
- Placemaking and Public Spaces**
  - Art and placemaking
  - Green space
  - Nature and landscape
  - Public art
  - Visual appeal
- Wayfinding and Signage**
  - Point of interest
  - Wayfinding/ signage



## COMMUNITY COMMENT VISUALIZATION

# ECONOMIC GROWTH AND OPPORTUNITY

## Comments Received as of 12/31/2023



### Economic Growth and Opportunity

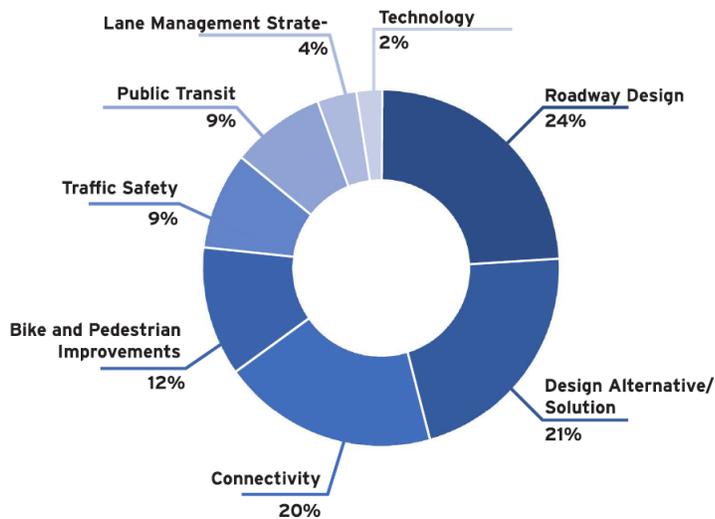
- "Economic Development" divided into key topics
- Neighborhood Revitalization**
    - Better connections for neighborhood vitality
    - Increase modal options that support community needs
  - New Development Opportunities**
    - Opportunity with surplus ROW
    - Stimulate redevelopment
    - Support development momentum
    - Better connect transportation to TOD
  - Retail and Commercial Considerations**
    - Support business growth through better connections
    - Create access for multiple needs (Job commute, event, emergency)



## COMMUNITY COMMENT VISUALIZATION

# TRANSPORTATION AND MOBILITY

Comments Received as of 12/31/2023



**Transportation and Mobility**

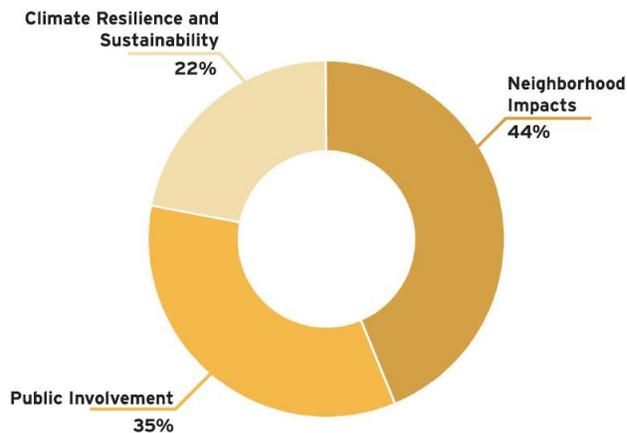
<p><b>Connectivity</b></p> <ul style="list-style-type: none"> <li>• Bridge</li> <li>• Freight</li> <li>• Interstate</li> <li>• Local /neighborhood considerations</li> <li>• Regional Transportation</li> <li>• Wildlife crossing</li> </ul> <p><b>Design Alternative / Solution</b></p> <ul style="list-style-type: none"> <li>• Disapproves of recess option</li> <li>• No added lanes</li> <li>• Recess options</li> <li>• Removal options</li> </ul> <p><b>Lane Management Strategies</b></p> <ul style="list-style-type: none"> <li>• Carpool</li> <li>• Express lane</li> <li>• Flexible infrastructure</li> <li>• Lane management</li> <li>• Lane sharing</li> <li>• Managed lanes</li> <li>• Toll</li> </ul> <p><b>Ped and Bike</b></p> <ul style="list-style-type: none"> <li>• Bike infrastructure</li> <li>• Bike lanes</li> <li>• Hike and bike trails</li> <li>• Multimodal transportation</li> <li>• Sidewalks</li> <li>• Walkability</li> </ul>	<p><b>Public Transit</b></p> <ul style="list-style-type: none"> <li>• Buses</li> <li>• Bus rapid transit</li> <li>• Commuter rail</li> <li>• High speed rail</li> <li>• Intercity trains</li> <li>• Light rail</li> <li>• People mover</li> </ul> <p><b>Roadway Design</b></p> <ul style="list-style-type: none"> <li>• Access design</li> <li>• Congestion</li> <li>• Lane configuration</li> <li>• Lane reduction</li> <li>• Ramps</li> <li>• Roadway capacity</li> <li>• ROW availability</li> <li>• Underpass Conditions</li> </ul> <p><b>Technology</b></p> <ul style="list-style-type: none"> <li>• Emerging technology</li> <li>• EV charging</li> <li>• Incident management</li> <li>• Technology</li> </ul> <p><b>Traffic Safety</b></p> <ul style="list-style-type: none"> <li>• Bus safety</li> <li>• General safety</li> <li>• Maintenance</li> <li>• Operations</li> <li>• Pavement condition</li> </ul>
--	---



**COMMUNITY COMMENT VISUALIZATION**

# EQUITY

Comments Received as of 12/31/2023



**Equity**

**Climate Resilience and Sustainability**

- Air quality
- Climate resilient Infrastructure
- Environmental justice

**Neighborhood Impacts**

- Education
- Neighborhood vitality
- Neighborhood impacts
- Reconnecting neighborhoods

**Public Involvement**

- Outreach
- Public involvement



**COMMUNITY COMMENT VISUALIZATION**

# Appendix H: Press Release

January 26, 2024

## INDOT encourages continued engagement as ProPEL Indy moves into 2024

*Study team holds first advisory committee meeting with more than 50 diverse stakeholders*



**INDIANAPOLIS, Ind.** - The Indiana Department of Transportation (INDOT) is providing an update on its [ProPEL Indy](#) study, which 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.

This week a group of more than [50 diverse stakeholders](#), representing a broad collection of neighborhoods, businesses, and organizations came together at the study's first

Stakeholder Advisory Committee Meeting. Participants provided feedback and shared information, surrounding ProPEL Indy's four pillars: Quality of Life and Livability, Economic Growth and Opportunity, Transportation and Mobility, and Equity. The group will continue to meet throughout the duration of the study.

"It's encouraging to see this level of engagement from such a wide range of community partners," said INDOT Commissioner Mike Smith. "Everything we hear and receive will be carefully considered and evaluated throughout the PEL process. Participation from the public is crucial to the study's success."



ProPEL Indy continues to actively engage with Indianapolis residents, neighborhoods, businesses, and commuters about their vision for the future of transportation infrastructure. Since the study's launch last spring, the team has attended more than 60 meetings and events, registered over 600 stakeholders, and received more than 1,000 public comments.

ProPEL Indy is nearing the end of the Visioning/Data Collection phase, where the public was asked to provide ideas and input on the future of I-65 and I-70 in Indianapolis, which has helped inform the collection and analysis of data and will be used in the next phase of the study.

The next step in the study process is Purpose and Need/Evaluation Criteria, where the study team will identify transportation challenges, opportunities, and desired outcomes based on data analysis and community feedback.



*Click the photo to see the study schedule on the ProPEL Indy website.*

INDOT encourages the public to continue sharing input and ideas throughout all stages of the study at [ProPELIndy.com](https://www.in.gov/propel). The next round of in-person and virtual public meetings is anticipated to take place in the spring.

Share your ideas with the study team on the ProPEL Indy [website](https://www.in.gov/propel) and stay up to date on study progress by following ProPEL Indy on social media.

[ProPELIndy.com](https://www.in.gov/propel) | [Facebook](https://www.facebook.com/propelindy) | [Instagram](https://www.instagram.com/propelindy) | [LinkedIn](https://www.linkedin.com/company/propelindy)

**Media Contact**  
Natalie Garrett  
812-525-0571  
[nagarrett@indot.in.gov](mailto:nagarrett@indot.in.gov)

# Appendix I: Community Conversations Presentation

10/4/2023



1



2



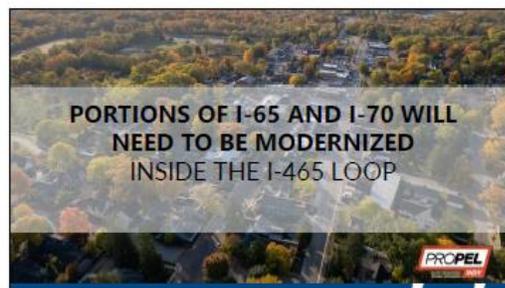
3



4



5



6

1



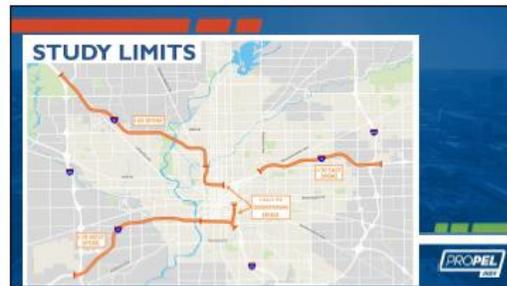
7



8



9



10



11



12



13



14



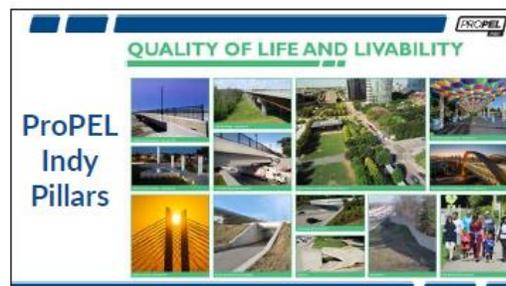
15



16



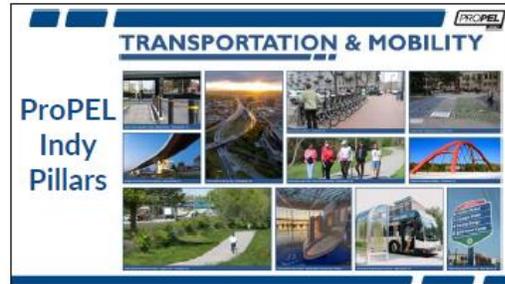
17



18



19



20



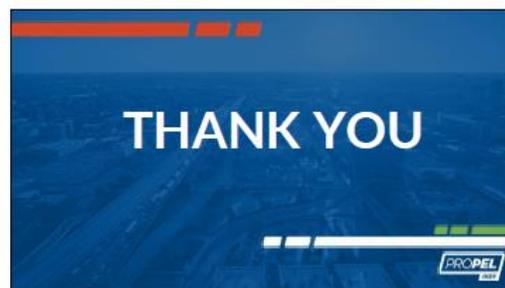
21



22



23



24

# Appendix J: Community Conversations Boards and Banners

**PROPEL**  
Smarter Transportation. Stronger Communities. **INDY**

**WELCOME**  
Community Conversations

### STUDY LIMITS

**PROPEL**  
Smarter Transportation. Stronger Communities. **INDY**

### STUDY OVERVIEW

ProPEL Indy is an opportunity to envision the future of our transportation network. Help inform the next 20 years of investment in our interstates, as we identify ways to modernize our roads and improve the region's overall mobility, equity, economic opportunity, and quality of life.

We want to hear from you. The station topics are:

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

**PROPEL**  
Smarter Transportation. Stronger Communities. **INDY**

**PROPEL**  
Smarter Transportation. Stronger Communities. **INDY**

## QUALITY OF LIFE & LIVABILITY

## QUALITY OF LIFE AND LIVABILITY



SHARE  
YOUR  
THOUGHTS  
WITH US!



## QUALITY OF LIFE AND LIVABILITY



**PROPEL**  
Smarter Transportation. Stronger Communities. **INDY**

# ECONOMIC GROWTH & OPPORTUNITY

PROPEL INDY logo at the bottom.

## ECONOMIC GROWTH & OPPORTUNITY

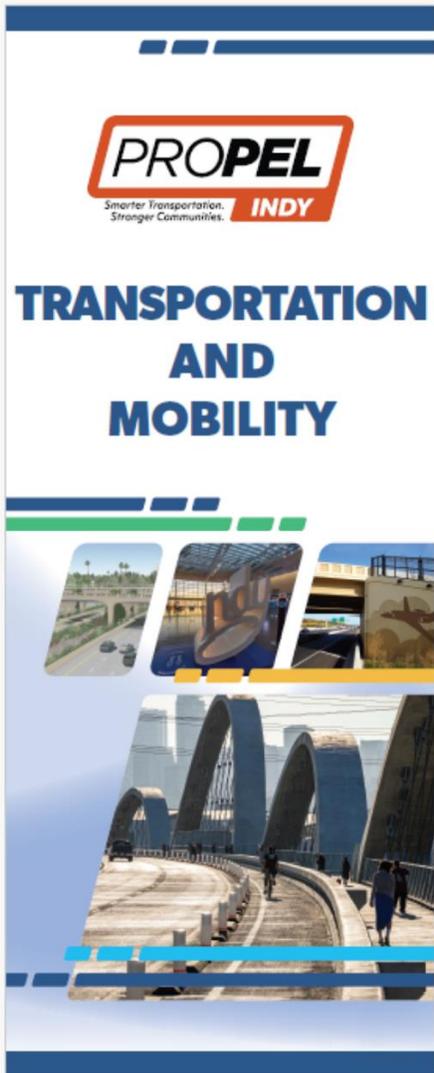
**SHARE  
YOUR  
THOUGHTS  
WITH US!**

PROPEL INDY logo at the bottom.

## ECONOMIC GROWTH & OPPORTUNITY

- SouthWest Quad
- Circle Centre Mall
- Convention Center
- White River State Park
- City-County Building
- City Market
- Monument Circle
- Circle Village Wellness Center
- Shoemaker's Avenue Business District
- Building of Eastern States Animal Health, Inc.
- Lilly Corporate Center
- Evansville Business District
- Shoemaker Canal and RCA Headquarters
- Lafayette Square Mall
- Rolls-Royce

PROPEL INDY logo at the bottom.



## TRANSPORTATION & MOBILITY



## TRANSPORTATION & MOBILITY



**PROPEL**  
Smarter Transportation. Stronger Communities. **INDY**

# EQUITY

## EQUITY

**SHARE  
YOUR  
THOUGHTS  
WITH US!**

## EQUITY

### What is Equity? Equity is Not One Size Fits All

**Equality**

**Equity**

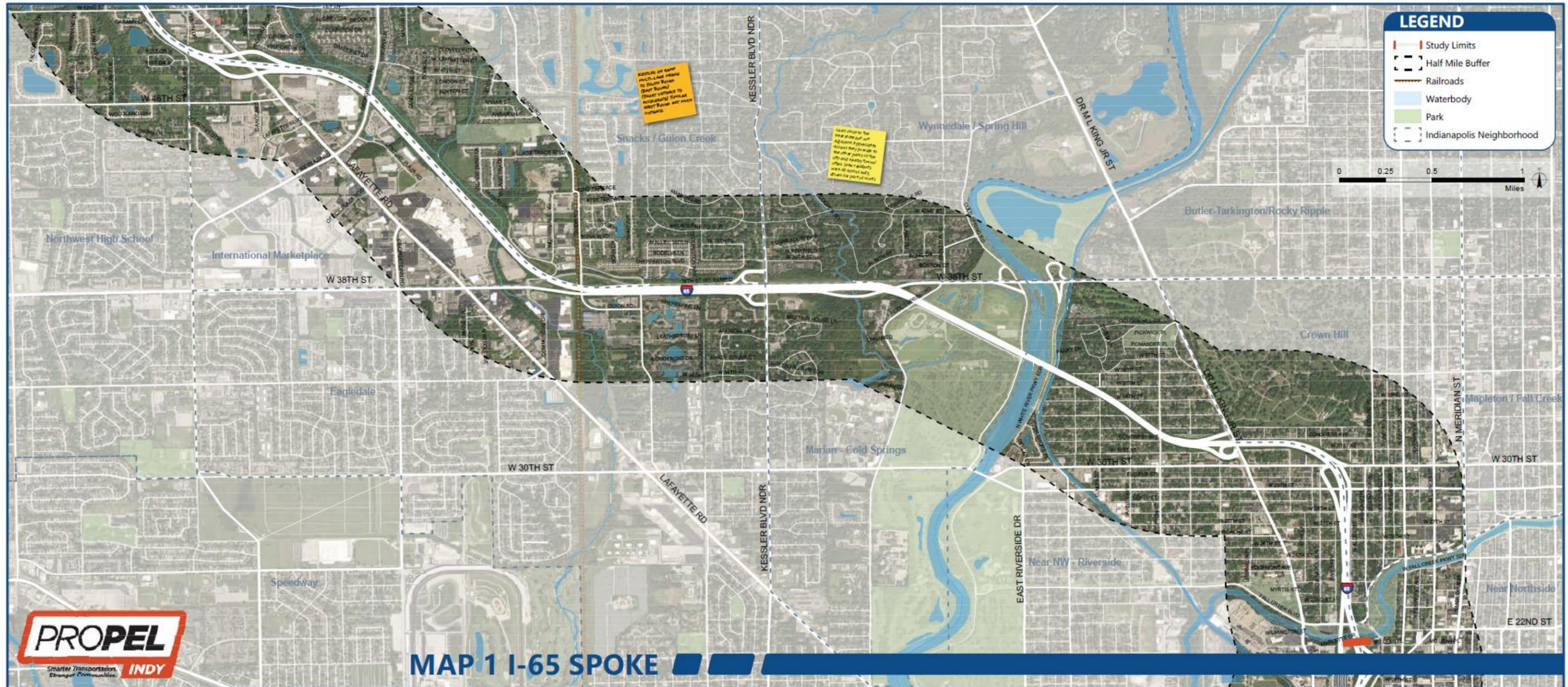
















# Appendix M: Community Conversations Handouts

**PROPEL**  
Smarter Transportation. Stronger Communities. **INDY**

ProPEL Indy is your opportunity to create a bold vision of a modernized interstate system of I-65 and I-70 within the I-465 loop.

We want to hear your innovative ideas to transform our interstates — and enhance our transportation network.

Visit each station to participate in engagement activities, view informational display boards and ask any questions to the study team.

**WELCOME**  
Welcome to the first round of ProPEL Indy Community Conversation meetings.

**QUALITY OF LIFE AND LIVABILITY**  
At this station, we are listening to your ideas for interstate improvements that consider or promote quality of life and livability in your community.

**ECONOMIC GROWTH AND OPPORTUNITY**  
At this station, we are listening to your ideas for interstate improvements that support current and future economic opportunities for business at every scale.

**TRANSPORTATION AND MOBILITY**  
At this station, we are listening to your ideas for modernized interstate improvements while considering safety, connectivity, and mobility options.

**EQUITY**  
At this station, we are listening to your ideas for interstate improvements that promote equity and meet the needs of the adjacent communities.

**COMMENTS**  
We need your input! Please provide your feedback to the study team. With your help, we can ProPEL Indy forward.

**PROPEL**  
Smarter Transportation. Stronger Communities. **INDY**

**PROVIDE FEEDBACK**

**FOLLOW US**

@ProPEL Indy

@ProPEL.Indy

@ProPEL Indy

**ProPELIndy.com**



## ProPEL Indy Questionnaire

ProPEL Indy is a Planning Study. In this first Visioning step, we want to hear your ideas as we collect data, informed by public feedback. We need your ideas and vision for the urban interstates within I-465, the study area. Please consider these questions thinking about how you would like to use the area, the look and feel for the next generation of travelers.

### TRANSPORTATION AND MOBILITY

1. What are the biggest traffic concerns within the study limits?
2. What are the biggest safety concerns within the study limits?

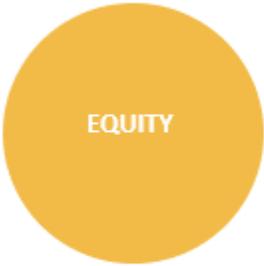
### QUALITY OF LIFE AND LIVABILITY

1. Please provide at least two positive and two negative impacts of I-65 and I-70 on your daily life.
2. Are there environmental and cultural resources the study should consider? What are the highest priorities?



**ECONOMIC  
DEVELOPMENT AND  
OPPORTUNITY**

1. How do I-65 and I-70 affect economic development in local and regional area?
2. What kinds of development, businesses, property changes or amenities are missing or important to your area?



**EQUITY**

1. Are there areas where groups, communities or individuals are isolated from using or inconvenienced by the interstate system? What should that look like in the future?
2. What are the best ways to engage with all stakeholders along the I-65 and I-70 corridors?



**OVERALL**

1. What works well for you in the study area? What would you like to see changed? Examples may be regarding safety, mobility, access, walking, bicycle, bus/transit, travel times, noise, stop lights, ramps, etc.
2. What opportunities do you think areas around the interstate could bring to Indianapolis?
3. What do you think are the biggest obstacles within/along the interstate corridors for you and other drivers?
4. How can future transportation investment improve access to businesses and neighborhoods?



## Appendix N: Public Comments and Response

**Table 1: Public Comment Response by Key Theme**

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 and opportunity, transportation and mobility, and equity. **Table 1** shows this alignment and a summary of the response to each key theme identified.

Pillar	General Topic Addressed	Response
Quality of Life and Livability	<b>Community Development:</b> Considerations for overall quality of life and livability, improved walkability, safety, and connectivity.	The ProPEL Indy study team will use input regarding quality of life and livability factors such as safety, walkability, and connectivity within the study area in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions, including multimodal improvements, will be considered in the development and evaluation of potential alternatives.
	<b>Health and Safety:</b> Improve or add lighting, reduce the negative visual, noise, and air pollution impacts from the high volume of traffic, consider impacts of interstates on public health.	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.
	<b>Placemaking &amp; Public Spaces:</b> Improve interstate aesthetics with the addition of landscaping, greenspace, and public art. Improve aesthetics of the interstate to welcome people to Indianapolis, specifically between the airport and I-70.	The ProPEL Indy study team will use stakeholder and public input regarding improved corridor aesthetics in the development of community goals. In addition, potential alternatives developed will allow for placemaking and aesthetic treatments.
	<b>Wayfinding &amp; Signage:</b> Improve signage throughout the corridor to provide drivers clear wayfinding, signage for historic neighborhoods or points of interest in downtown.	Input regarding improved wayfinding and signage along the corridor will be used by the study team in the development of the draft purpose and need, as well as community goals. In addition, specific concerns and suggestions will be considered in the development and evaluation of potential alternatives.
Economic Growth and Opportunity	<b>Neighborhood Revitalization:</b> Provide better connections for neighborhood vitality, reconnect neighborhoods, and increase multimodal options that support community and business needs.	The ProPEL Indy study team will use input regarding the need for improvements, access, and connectivity within the study area in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions, including multimodal improvements, will be considered in the development and evaluation of potential alternatives.



	<p><b>New Development Opportunities:</b> Support current development momentum and stimulate redevelopment in under-developed areas. Identify opportunities to reconfigure or repurpose surplus right-of-way for development.</p>	<p>The ProPEL Indy study team will consider input regarding new development opportunities for business in the development of the draft purpose and need, as well as community goals. In addition, specific suggestions will be considered in the development and evaluation of potential alternatives.</p>
	<p><b>Retail &amp; Commercial Considerations:</b> Support business growth through better connections, improve walkability for residents and visitors, maintain or create appropriate access for commuters, event attendees, emergency needs, etc.</p>	<p>The ProPEL Indy study team will use input regarding the need for improvements, access, and connectivity to support economic opportunities for business in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions will be considered in the development and evaluation of potential alternatives.</p>
<p><b>Transportation and Mobility</b></p>	<p><b>Connectivity:</b> Restore connectivity to neighborhoods currently divided by the interstate, add or improve sidewalks, walkways, bike crossings along the corridor, consider regional mobility suggestions such as rerouting through traffic to I-465, and/or adding tolls for through traffic downtown.</p>	<p>The ProPEL Indy study team will use input regarding the need for improvements, access, and connectivity within the study area in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions will be considered in the development and evaluation of potential alternatives.</p>
	<p><b>Design Alternative / Solution:</b> Recess all or portions of the interstate, building caps over sections to reconnect neighborhoods currently divided by the interstate, remove portions of the interstates within I-465 loop.</p>	<p>The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost.</p>
	<p><b>Lane Management Strategies:</b> Reduce traffic congestion through lane management strategies (such as HOV / Express / Carpool / Freight lanes, etc.), and efficient traffic routing.</p>	<p>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.</p>
	<p><b>Pedestrian &amp; Bike:</b> Increase walkability and connectivity with the addition or improvement of sidewalks, walkways, bike crossings along the corridor.</p>	<p>The ProPEL Indy study team will use input regarding walkability and connectivity within the study area in the development of a purpose and need document. The study team will work with INDOT and the City of Indianapolis to develop potential solutions to these deficiencies.</p>
	<p><b>Public Transit:</b> Prioritize the addition of mass transit, such as light rail along the corridor between key locations like downtown and the airport.</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><b>Roadway Design:</b> Make improvements to specific interchanges, add express lanes to reduce the amount of merging required, evaluate number and location of access points along the corridor, make improvements to address congestion concerns and roadway capacity.</p>	<p>The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.</p>



	<b>Technology:</b> Consider emerging technologies such as EVs and autonomous vehicles and consider role technology could play in incident management, speed enforcement, and emergency response.	Emerging technologies will be considered during the development and evaluation of alternatives.
	<b>Traffic Safety:</b> Improve traffic safety by providing more efficient roadway design (such as by addressing merging issues at specific entry and exit points), better road maintenance, reducing speeds, and more reliable traffic enforcement.	Maximizing the safety of our roads is a priority. Safety needs will be discussed in the existing transportation conditions report and the draft purpose and need. The potential solutions identified through this study are expected to improve safety both on the interstates and in the vicinity of interchanges.
Equity	<b>Climate Resilience &amp; Sustainability:</b> Consider green infrastructure solutions, such as solar powered lights and, water reclamation identify actions to mitigate air, noise, and water pollution, etc.	The ProPEL Indy study team will use input regarding climate resilience in the development of the draft purpose and need, as well as community goals. Once alternatives have been developed and refined, they will be evaluated for their ability to address the needs, as well as for their potential impacts on human and environmental resources. Efforts will be made to avoid and minimize impacts or identify potential mitigation options for impacts considered during the study.
	<b>Neighborhood Impacts:</b> Consider negative impacts of interstates on local neighborhoods, both when they were constructed and present day. Consider improvements that connect adjacent areas and neighborhoods.	Input regarding the impact of the interstates on neighborhoods within the study area will be considered in the development of the draft purpose and need, community goals, and during alternative development and evaluation. The ProPEL Indy study team will seek to improve existing connections and add connections where practical.
	<b>Public Involvement:</b> Ensure that all stakeholders are engaged in the design and decision-making processes to facilitate the needs of all surrounding organizations, communities, and institutions.	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.
Other	Topics unrelated to purpose and need or options, such as project management, cost considerations, and schedule.	The ProPEL Indy study team has received your comment and it has been documented with the official study record.

**Table 2: Public Comments with Response**

#	Comment	Response
1	As a downtown resident and pedestrian, I am very pleased with the reduced noise level of traffic on the new bridges in the North Split project-- no longer the very loud thumping from every wheel passing over the old joints! Please incorporate this technology into any work done on other bridges in the future.	Noise impacts and efforts to mitigate and reduce them will be included in the ProPEL Indy study.



2	<p>Propel is probably already working with the various city-wide comprehensive complete streets/trails/greenways connectivity groups, but if you're not I can certainly connect you to them also. Some very powerful opportunities have come from collaboration within these groups. The IU Health Connector Trail, which will branch off the Fall Creek Trail at both Capitol and at Boulevard and run down to 21st Street. This will be trail the entire way. My hope is to facilitate a way to retrofit Senate with a trail; it's 4 lanes now and 2 of those are superfluous. Putting a trail down Senate (green), with some coordination with INDOT and IU Health, connect to the downtown Canal Walk crossing through the West Street Interchange area. You're probably aware of IndyMoves already, but if not here is a link: <a href="https://citybase-cms-prod.s3.amazonaws.com/56f6ad08f77141ae88fd3dc6ca182cbf.pdf">https://citybase-cms-prod.s3.amazonaws.com/56f6ad08f77141ae88fd3dc6ca182cbf.pdf</a> This was done 5 years ago and they're working on an update to come out in the next couple years. While a tremendous starting point, I'm hopeful the revised plan will be more considerate of the constructability of proposed connections (R/W etc.) and taking advantage of existing low-stress networks. The Senate to Canal connection trail I show below is something that wasn't part of that original plan, but with thoughtful considerations could be easily included FYI, the image below is a Heatmap generated by Strava of all non-motorized mode trips of their users. The public facing site is available here: <a href="https://www.strava.com/heatmap#14.52/-86.16425/39.79077/hot/all">https://www.strava.com/heatmap#14.52/-86.16425/39.79077/hot/all</a> Strava is a skewed database of people who are tracking for fitness, so by no means is comprehensive in including the probably 90-95% of the population who do not consider fitness tracking, or if so, aren't using Strava. But it does give an idea of the ways the current network is being used. As you can see the Green line along Senate thru West St interchange would connect existing high usage non-motorized routes across a major interstate that is currently acting as a barrier. Those with a .Gov email address are able to gain access to Strava Metro, which gives detailed Origin-Destination data and facilitates the potential for major network analysis with adequate staffing resources (of which we do not currently have). <a href="https://metroview.strava.com/">https://metroview.strava.com/</a> Another project of mine under design now is a trail along 30th Street. Which will connect the White River Trail, Canal Towpath, Fall Creek Trail, Monon Trail, and future trail on AJ Brown; and connects across I-65 and major waterways. Plus lots of points of interest along there. Just a small sampling of things to come already, not to mention the extensive ideas within long range planning. The interstate invariably is a major barrier in many locations and addressing that will unlock the network in powerful ways.</p>	<p>The ProPEL Indy study team will use input regarding the need for improvements, access, walkability, and connectivity within the study area in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions will be considered in the development and evaluation of potential alternatives.</p> <p>The study team will work with INDOT and the City of Indianapolis to develop potential solutions to these deficiencies that are practical and align with study goals and objectives.</p>
---	---	---



<b>3</b>	We need more bike lanes, a train system, and higher quality roads in lower socioeconomic areas. Connecting people facilitates discourse, removes us from our bubbles, and makes us more empathetic individuals.	<p>The ProPEL Indy study team will use input regarding walkability and connectivity within the study area to identify deficiencies in the development of a purpose and need document. The study team will work with INDOT and the City of Indianapolis to develop potential solutions to these deficiencies that are practical and align with study goals and objectives.</p> <p>IndyGo is responsible for planning, design and operation of public transit. The ProPEL Indy 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>
<b>4</b>	As a five-year resident of Fountain Square, I would like to take this once-in-a-generation opportunity to request two things: pedestrian connections over (or under) the interstate connecting nearby neighborhoods (e.g. Bates Hendricks), and sound barriers along the interstate in order to reduce noise pollution	<p>The ProPEL Indy study team will use input regarding the need for improvements, access, walkability, and connectivity within the study area in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions will be considered in the development and evaluation of potential alternatives.</p> <p>The study team will work with INDOT and the City of Indianapolis to develop potential solutions to these deficiencies that are practical and align with study goals and objectives.</p> <p>Noise impacts and efforts to mitigate and reduce them will be included in the ProPEL Indy study.</p>
<b>5</b>	I would love to see more eco friendly updates. Adding trees and native flowers to the green areas along the roads, solar powered lights, an alternative product to asphalt that can handle our winters and prevent potholes. I would also love to see more public transportation that is eco friendly. As someone that lives downtown, I would love to see more walking only areas as well.	<p>The ProPEL Indy study team will use input regarding improved corridor aesthetics, landscaping, climate resiliency, and walkability in the development of the purpose and need, and community goals. In addition, specific suggestions will be considered in the development and evaluation of potential alternatives.</p> <p>IndyGo is responsible for planning, design and operation of public transit. The ProPEL Indy 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>



<b>6</b>	As a resident I would like to see more transit related development. I would like more public transit and traffic calming measures designed to make Indianapolis a more walkable city. I would like the highways designed in a way to discourage people from cutting through the city and using the loop more.	<p>The ProPEL Indy study team will use input regarding walkability and connectivity within the study area to identify deficiencies in the development of a purpose and need document. The study team will work with INDOT and the City of Indianapolis to develop potential solutions to these deficiencies that are practical and align with study goals and objectives.</p> <p>IndyGo is responsible for planning, design and operation of public transit. The ProPEL Indy 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>
<b>7</b>	I hope that during this reevaluation, consideration is given to how to expand pedestrian, bicycle, and public transit infrastructure. Research has shown again and again that adding additional highway lanes makes traffic worse, not better. (source: <a href="https://arstechnica.com/cars/2021/08/please-stop-adding-more-lanes-to-busy-highways-it-doesnt-help/">https://arstechnica.com/cars/2021/08/please-stop-adding-more-lanes-to-busy-highways-it-doesnt-help/</a> ) More cars on the road also means more carbon emissions, noise pollution, and other negative environmental impacts, as well as safety hazards. With climate change becoming more destructive each year--in regard to both human lives and economic cost--we cannot afford to cling to the status quo. Additionally, car dependence is bad for economic development. This video ( <a href="https://www.youtube.com/watch?v=7Nw6qyyrTel&amp;t=55s">https://www.youtube.com/watch?v=7Nw6qyyrTel&amp;t=55s</a> ) delves into analysis of what parts of different cities consistently generate the most revenue. It was discovered that "Mixed-use walkable neighborhoods financially outperform car-dependent suburbia every single time." By prioritizing cars over all other forms of transportation, we as a city are shooting ourselves in the foot. I would be so proud of Indianapolis if we moved away from car dependence and toward a future that prioritizes safe, convenient public transit.	<p>The ProPEL Indy study team will use input regarding walkability and connectivity within the study area to identify deficiencies in the development of a purpose and need document. The study team will work with INDOT and the City of Indianapolis to develop potential solutions to these deficiencies that are practical and align with study goals and objectives.</p> <p>The ProPEL Indy study team will use input regarding climate resiliency in the development of the draft purpose and need, as well as community goals. Once alternatives have been developed and refined, they will be evaluated for their ability to address the needs, 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>
<b>8</b>	Helpful information provide. Thankful that community is being included.	The ProPEL Indy study team has received your comment and it has been documented with the official study record.
<b>9</b>	I-70 split the Valley neighborhood in half. This act of destruction did not just displace homes people and businesses, it created a legacy of noise and environmental pollution for generations to live with. Any rethinking of the highway system must include efforts to mitigate this damage for the people living in the Valley Neighborhood.	The ProPEL Indy study team will use input regarding the need for improvements, access, connectivity, and the impact of the interstates on the neighborhoods within the study area in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions will be considered in the development and evaluation of potential alternatives.



<p><b>10</b></p>	<p>In it's simplest form, create as many ways for pedestrians and bicycles to cross over or under the interstate, be that at existing locations with enhanced width spaces, or at new pedestrian/bicycle trail bridges over or tunnels under. Leverage constraints into unique and exciting opportunities. For instance, "Swing Park" in Milwaukee, WI passes under a major bridge structure and embraces the industrial into an exciting community asset, with a trail across the Milwaukee River and to a major brewery. Similarly, the "I-5 Colonnade" or "I-5 Bike Park" in Seattle, WA is another really cool example that embraces it's seemingly unattractive underside into a really distinct and exciting asset. North Split has done a great job at enhancing existing crossings with pedestrian/bicycle spaces, so step 1 is doing that everywhere inside 465, regardless if a connecting trail exists today or not. Doing it everywhere now empowers options for the future. Enhancing existing or creating new crossings is especially urgent in any EJ community; not coincidentally many of the communities through which the interstate system passes are EJ communities and that is a clear outcome of how planning was done in the 1960's. Today's transportation infrastructure planners and engineers are not responsible for mistakes made by previous generations, but at the same token must acknowledge those past mistakes did happen and employ every opportunity to rectify them within their spheres of influence in transportation infrastructure.</p>	<p>The ProPEL Indy study team will use input regarding walkability, connectivity, aesthetics, and the impact of the interstates on the neighborhoods within the study area to identify deficiencies in the development of a purpose and need document, and community goals.</p> <p>The study team will work with INDOT and the City of Indianapolis to develop potential solutions to walkability and connectivity deficiencies that are practical and align with study goals and objectives.</p> <p>The ProPEL Indy study team will use input regarding improved aesthetics in the development of community goals. In addition, specific suggestions will be considered in the development and evaluation of potential alternatives.</p>
<p><b>11</b></p>	<p>creating new safe connection points to neighborhoods disjointed by the interstate, harvesting motion of vehicles as energy and adding particulate sensors that monitor air quality to activate air purification filters during peak hours.</p>	<p>The ProPEL Indy study team will use input regarding the need for improvements, access, and connectivity within the study area in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions, including emerging technologies, will be considered in the development and evaluation of potential alternatives.</p>
<p><b>12</b></p>	<p>Roads should be separated from people. People in Indianapolis should make most trips with tools that are minimally impactful -- by walking, biking, or using whatever mobility aids they use in their homes. For trips outside one's neighborhood, people in Indianapolis should have frequent, fast, convenient bus or light rail service. To achieve this, INDOT should remove private car lanes from existing arterial roads and replace them with bus lanes, bike lanes, and walking space. INDOT (and the state of Indiana) should work with the city of Indianapolis to add significantly more density to the city center to make all of this sustainable and achievable. Furthermore, Indianapolis residents deserve better than 3 trains to Chicago per week (for context, there are SEVEN direct flights from Indianapolis to Chicago *every day*). INDOT should work to not only restore daily train service to and from Chicago, but also to expand train options to other Midwestern cities such as Cincinnati and Detroit. Our car dominant status quo is lethal for residents and has been demonstrated to be unsustainable long-term. What is INDOT doing to help repair the damage that has been done?</p>	<p>The ProPEL Indy study team will use input regarding walkability and connectivity within the study area to identify deficiencies in the development of a purpose and need document. The study team will work with INDOT and the City of Indianapolis to develop potential solutions to these deficiencies.</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>



<b>13</b>	For decades we've operated under a mindset that moving (more) traffic is of higher priority than the wellbeing of residents of our neighborhoods. That's inequitable and shortsighted. For Indianapolis to prosper in the future, we need to 1)enhance the quality of life which we offer; 2)attract new residents and retain existing ones; 3)provide a healthy environment—reducing our air and noise pollution which science shows has a detrimental impact on health; 4)reduce our footprint on the environment. Following the same old strategy of building 'better' and adding lanes is long term a losing proposition.	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.
<b>14</b>	DoTs like INDOT should measure movement of people, and potentially freight, not vehicles. This would direct funding to mass transit, carpooling, bicycle infrastructure etc., and not subsidize a single person in a 6,000 lb. SUV, or the insane number of semis and delivery trucks tearing up roads, polluting PM2.5 etc. Given declining gas tax revenue, INDOT should advocate for fees and funding attached to usage. Heavier vehicles should pay more (including EVs), vehicles with one person in them should pay more. For those of us who consider the transportation sector a significant driver of climate change and poor health outcomes (PM2.5 etc.), we should have an easier and safer alternative to getting around than tall and heavy SUVs and trucks that tend to kill pedestrians, tear up roads, pollute the air etc.	<p>The ProPEL Indy study team will use input regarding quality of life and livability factors such as safety, walkability, and connectivity within the study area in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions, including multimodal improvements, 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>
<b>15</b>	Below ground	The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost.
<b>16</b>	Focus on mobility	The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.

17	Community-sensitive design. Prioritize those who live/work/play near the corridors, not those who only commute from far-flung suburbs. Don't be afraid of traffic congestion. Make the roadways safer.	<p>The ProPEL Indy study team will use input regarding quality of life and livability factors such as safety, walkability, and connectivity within the study area in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions, including multimodal improvements, will be considered in the development and evaluation of potential alternatives.</p> <p>Maximizing the safety of our roads is a priority. Safety needs will be discussed in the existing transportation conditions report and the draft purpose and need. The potential solutions identified through this study are expected to improve safety both on the interstates and in the vicinity of interchanges.</p>
18	More centers for food and entertainment	<p>The ProPEL Indy study team will consider input regarding new development opportunities for business in the development of the draft purpose and need, as well as community goals. In addition, specific suggestions will be considered in the development and evaluation of potential alternatives.</p>
19	Bury them like the Big Dig in Boston.	<p>The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost.</p>
20	Remove 65/70 inside the loop. Improve public transit within, including adding light rail. I hate driving to downtown for work. Make 65/70 congruent with 465 to accommodate truckers that use these routes to pass through, but allow for more public transit.	<p>The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, 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>

21	Native grass and trees	The ProPEL Indy study team will use stakeholder and public input regarding improved corridor aesthetics, including landscaping, in the development of community goals. In addition, potential alternatives developed will allow for placemaking and aesthetic treatments.
22	fixing potholes. Also, how about having several years where the corridors aren't shut down for construction.	Maximizing the safety of our roads is a priority. Safety needs will be discussed in the existing transportation conditions report and the draft purpose and need. The potential solutions identified through this study are expected to improve safety both on the interstates and in the vicinity of interchanges.
23	More Lanes.	The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.
24	Remove them	The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost.
25	Burial or removal is the only long term viable future for urban freeway corridors	The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost.



<b>26</b>	I would like to see the Interstate become a part of the landscape instead of the dominant feature. Currently, it looms large over swaths of downtown and is divisive and unattractive. There used to be or still are restrictions prohibiting vehicles carrying dangerous or toxic materials from using I65 and I70 through the city center and requiring them to go around I465. I would like to see that being enforced. I would like to see alternatives for commuters, such as light rail. It would help lessen congestion, even if the rail had an interstate lane. I would love to take a train and not have to park. And parking is free for me, I would just prefer it.	<p>The ProPEL Indy study team will use stakeholder and public input regarding improved corridor aesthetics in the development of community goals. In addition, potential alternatives developed will allow for placemaking and pleasing aesthetic treatments.</p> <p>Maximizing the safety of our roads is a priority. Safety needs will be discussed in the existing transportation conditions report and the draft purpose and need. The potential solutions identified through this study are expected to improve safety both on the interstates and in the vicinity of interchanges.</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>
<b>27</b>	Not constantly shutting it down	The ProPEL Indy study team has received your comment and it has been documented with the official study record.
<b>28</b>	More lanes	The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.
<b>29</b>	I'd have to think on this more. Reduce noise and eyesore to neighbors.	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.
<b>30</b>	Besides safety, I need to know more about what's being discussed.	Maximizing the safety of our roads is a priority. Safety needs will be discussed in the existing transportation conditions report and the draft purpose and need. The potential solutions identified through this study are expected to improve safety both on the interstates and in the vicinity of interchanges.

31	Bring neighborhoods back together. Make intersections or interchanges people friendly-like walkable and bicycle friendly	<p>Input regarding the impact of the interstates on neighborhoods within the study area will be considered in the development of the draft purpose and need, community goals, and during alternative development and evaluation. The ProPEL Indy study team will seek to improve existing connections and add connections where practical.</p> <p>The ProPEL Indy study team will use input regarding walkability and connectivity within the study area to identify deficiencies in the development of a purpose and need document. The study team will work with INDOT and the City of Indianapolis to develop potential solutions to these deficiencies.</p>
32	Mass transit that shares the corridor (similar to the DC train system which travels through the center of the corridor. Safer bike routes incorporated into the planning to allow people to commute to and from downtown.	<p>The ProPEL Indy study team will use input regarding walkability and connectivity within the study area to identify deficiencies in the development of a purpose and need document. The study team will work with INDOT and the City of Indianapolis to develop potential solutions to these deficiencies.</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>
33	Ramp meters Removing all of the remaining left-hand exits and entrances (move them to the right)	The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.
34	Don't have bridges so high.	The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost.
35	How about where the number of lane changes required to stay on the interstate is minimal, if not actually zero?	The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.

36	Options for public art?	The ProPEL Indy study team will use stakeholder and public input regarding improved corridor aesthetics in the development of community goals. In addition, potential alternatives developed will allow for placemaking and aesthetic treatments.
37	The sections of i65/i70 within the ring of i465 should ultimately be removed over time, and i65/i70 should be combined with i465. The only way to alleviate traffic over time is to encourage rapid transit usage and increase density within the city center instead of destroying urban communities to accommodate an endless, ever-increasing amount of car traffic.	The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost.
38	Add greenbelts along the corridor to promote walking/biking for long distances.	The ProPEL Indy study team will use input regarding walkability and connectivity within the study area to identify deficiencies in the development of a purpose and need document. The study team will work with INDOT and the City of Indianapolis to develop potential solutions to these deficiencies.
39	Ease of travel	The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.
40	Speed cameras to discourage individuals from driving at excessive fees. Repaving, too but I believe that is already underway.	<p>Maximizing the safety of our roads is a priority. Safety needs will be discussed in the existing transportation conditions report and the draft purpose and need. The potential solutions identified through this study are expected to improve safety both on the interstates and in the vicinity of interchanges.</p> <p>Emerging technologies and infrastructure condition will be considered during the development and evaluation of alternatives.</p>
41	None that I can think of. Improvements done thus far seem to be more than adequate	The ProPEL Indy study team has received your comment and it has been documented with the official study record.
42	More ways to cross them on local streets (over or under). No widening.	The ProPEL Indy study team will use input regarding the need for improvements, access, and connectivity within the study area in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions will be considered in the development and evaluation of potential alternatives.

43	Attract travelers to our neighborhood businesses.	The ProPEL Indy study team will use input regarding the need for improvements, access, and connectivity to support economic opportunities for business in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions will be considered in the development and evaluation of potential alternatives.
44	Set the interstate below street level and reconnect parts of neighborhoods completely destroyed in the 1960s by the interstates.	<p>The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost.</p> <p>Input regarding the impact of the interstates on neighborhoods within the study area will be considered in the development of the draft purpose and need, community goals, and during alternative development and evaluation.</p>
45	Would love to see the underground roads built to re-unify the neighborhoods. The same concept that the rethink 65/70 coalition has showed us. <a href="https://rethink65-70.org/our-vision">https://rethink65-70.org/our-vision</a>	<p>The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost.</p> <p>Input regarding the impact of the interstates on neighborhoods within the study area will be considered in the development of the draft purpose and need, community goals, and during alternative development and evaluation. The ProPEL Indy study team will seek to improve existing connections and add connections where practical.</p>
46	Removing the highways from within the I-465 loop.	The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost.



47	Improvements to improve traffic flow that are also visual and infrastructure enhancements for the local communities.	The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations. Stakeholder and public input regarding improved corridor aesthetics in the development of community goals. In addition, potential alternatives developed will allow for placemaking and pleasing aesthetic treatments.
48	Put them under ground	The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost.
49	Pavement is rough and tons of potholes. So much trash along the highway.	<p>Maximizing the safety of our roads is a priority. Safety needs will be discussed in the existing transportation conditions report and the draft purpose and need. The potential solutions identified through this study are expected to improve safety both on the interstates and in the vicinity of interchanges.</p> <p>The ProPEL Indy study team will use input regarding quality of life and livability factors such as safety, walkability, and connectivity within the study area in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions, including multimodal improvements, will be considered in the development and evaluation of potential alternatives.</p>
50	Bury the roads to allow for greenspaces aboveground, more bike and pedestrian infrastructure, and discourage further use of cars	<p>The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost.</p> <p>Input regarding the need for improvements, access, and connectivity within the study area will be used in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions will be considered in the development and evaluation of potential alternatives.</p>

51	Please widen I-65 to three lanes- it gets so congested every morning and evening both on the northwest side of Indy and near downtown. Ideally, I-65 would be three lanes all the way to Chicago, as there is significant semi traffic that blocks the highway, and any kind of accident really can cause significant delays.	The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost. Safety and operations will be evaluated throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.
52	Better lighting to improve visibility at night.	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.
53	Wild flowers in any grassy areas to eliminate the need to mow.	The ProPEL Indy study team will use stakeholder and public input regarding improved corridor aesthetics in the development of community goals. In addition, potential alternatives developed will allow for placemaking and pleasing aesthetic treatments.
54	Sound barrier walls	Noise impacts and efforts to mitigate and reduce them will be included in the ProPEL Indy study.
55	More sound barriers! I live off Whitestown parkway and 65... with the increased traffic... we are hearing the more & more and it seems to be getting louder.	Noise impacts and efforts to mitigate and reduce them will be included in the ProPEL Indy study.
56	3 lanes on I 65 between 865 and 465	The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.

57	Better exits and traffic flow with roundabouts, and pretty landscaping, more shipping, better restaurants, not more fast food, not more tire shops. We do need an auto parts store. Less truck stops!!!!	<p>The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.</p> <p>Input regarding quality of life and livability factors such as safety, walkability, and connectivity within the study area will be used in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions, including multimodal improvements, will be considered in the development and evaluation of potential alternatives.</p>
58	More exits and overpasses/underpasses	<p>The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.</p>
59	Build a deck over expressway between Virginia and McCarty, preferably all the way to Fletcher. This would reconnect Fountain Square to downtown and create much needed park space.	<p>The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost.</p> <p>Input regarding the need for improvements, access, and connectivity within the study area will be used in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions will be considered in the development and evaluation of potential alternatives.</p>
60	Commuter rail! Connect Indianapolis to Chicago!	<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>

61	Better lighting at ramps and interchanges. Additional money to communities where local roads are used for emergencies, Indianapolis Ave, Perry Worth, Lafayette Road. All get used when I65 is shut down causing damage to those roads	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.
62	Car pool lanes with limited access	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.
63	Bury them like Boston did or something innovative and new unlike rehashing the same ideas to ultimately never produce any sort of change. We need the connections reestablished to our neighborhoods that the interstate has carved up and there needs to be an emphasis on the impact for the people who actually live in these areas.	<p>The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost.</p> <p>Input regarding the impact of the interstates on neighborhoods within the study area will be considered in the development of the draft purpose and need, community goals, and during alternative development and evaluation. The ProPEL Indy study team will seek to improve existing connections and add connections where practical.</p>
64	Making I-65 three lanes between 465 and 865. Putting sound barriers around the 465/865 interchange near Whitestown.	The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations. Noise impacts and efforts to mitigate and reduce them will be included in the ProPEL Indy study.
65	traffic safety	Maximizing the safety of our roads is a priority. Safety needs will be discussed in the existing transportation conditions report and the draft purpose and need. The potential solutions identified through this study are expected to improve safety both on the interstates and in the vicinity of interchanges.
66	Create sound barriers in I-65 near Whitestown/Zionsville.	Noise impacts and efforts to mitigate and reduce them will be included in the ProPEL Indy study.

67	More lanes. Less lanes ending abruptly, especially between 465/airport.	The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.
68	I wish we'd tunnel the interstates going through the middle of city like they have done for Mercer Island in Washington. It is so nice to be community first instead of "drive thru" first.	The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost.
69	Right now it really cuts off neighborhoods from each other, finding ways to be connect neighbors rather than divide works be great	Input regarding the impact of the interstates on neighborhoods within the study area will be considered in the development of the draft purpose and need, community goals, and during alternative development and evaluation. The ProPEL Indy study team will seek to improve existing connections and add connections where practical.
70	Make sure detours don't have construction when doing major work in these corridors	The ProPEL Indy study team has received your comment and it has been documented with the official study record.
71	We need sound barrier on 865 right out of Whitestown.	Noise impacts and efforts to mitigate and reduce them will be included in the ProPEL Indy study.
72	NB Whitestown exit needs safety improvements SB 865 exit needs clearer signage and safety improvements.	<p>Maximizing the safety of our roads is a priority. Safety needs will be discussed in the existing transportation conditions report and the draft purpose and need. The potential solutions identified through this study are expected to improve safety both on the interstates and in the vicinity of interchanges.</p> <p>Input regarding improved wayfinding and signage along the corridor will be used by the study team in the development of the draft purpose and need, as well as community goals. In addition, specific concerns and suggestions will be considered in the development and evaluation of potential alternatives.</p>



<b>73</b>	Reduce its impact on the neighborhoods which it adversely affects. Modify and reduce its footprint by converting it to a covered underpass	<p>Input regarding the impact of the interstates on neighborhoods within the study area will be considered in the development of the draft purpose and need, community goals, and during alternative development and evaluation. The ProPEL Indy study team will seek to improve existing connections and add connections where practical.</p> <p>The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost.</p>
<b>74</b>	I would like to see the interstates underground and the surface area created used for parks, businesses and generally putting the city back into one piece.	<p>The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost.</p> <p>Input regarding new development opportunities for business and improved connectivity will be considered in the development of the draft purpose and need, as well as community goals. In addition, specific suggestions will be considered in the development and evaluation of potential alternatives.</p>
<b>75</b>	More sound proofing barriers, better road surfaces,	<p>Maximizing the safety of our roads is a priority. Safety needs will be discussed in the existing transportation conditions report and the draft purpose and need. The potential solutions identified through this study are expected to improve safety both on the interstates and in the vicinity of interchanges. Noise impacts and efforts to mitigate and reduce them will be included in the ProPEL Indy study.</p>



76	Freeway caps or removals, improved pedestrian and bike connections, shrink interchange sizes, remove some entrance and exit ramps to prevent cluttering.	<p>The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost.</p> <p>Input regarding the need for improvements, access, and connectivity within the study area will be used in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions will be considered in the development and evaluation of potential alternatives.</p>
77	I would like to see caps on the portion of 65 south of Washington to help reconnect neighborhoods, create new retail and green spaces, and to reduce noise.	<p>The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost.</p> <p>Input regarding the need for improvements, access, connectivity, and new development opportunities within the study area will be used in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions will be considered in the development and evaluation of potential alternatives.</p>
78	Recess the interstates downtown to connect communities	<p>The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost.</p> <p>Input regarding the need for improvements, access, and connectivity within the study area will be used in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions will be considered in the development and evaluation of potential alternatives.</p>

79	Do not widen the roads, please make them safer, please add trees and narrow them where possible.	<p>Maximizing the safety of our roads is a priority. Safety needs will be discussed in the existing transportation conditions report and the draft purpose and need. The potential solutions identified through this study are expected to improve safety both on the interstates and in the vicinity of interchanges.</p> <p>The ProPEL Indy study team will use stakeholder and public input regarding improved corridor aesthetics in the development of community goals. In addition, potential alternatives developed will allow for placemaking and pleasing aesthetic treatments.</p>
80	I would like to see I-65 three lanes between the two I-465 exits on the north side of Indy. Dropping down to two lanes really impacts the flow of traffic, especially during rush hour.	The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.
81	I appreciate the recent updates. Good maintenance is now the most important thing.	Maximizing the safety of our roads is a priority. Safety needs will be discussed in the existing transportation conditions report and the draft purpose and need. The potential solutions identified through this study are expected to improve safety both on the interstates and in the vicinity of interchanges.
82	Beautification and statement vistas of the downtown skyline as you approach from any of the legs into the center city. In the areas from I-465 to downtown the interstates need cleaned up and maintained with wide shoulders and ways to identify communities along the route to better identify location and not feel like you could be in any state/city in the US.	Input regarding improved wayfinding and signage along the corridor will be used by the study team in the development of the draft purpose and need, as well as community goals. The ProPEL Indy study team will use stakeholder and public input regarding improved corridor aesthetics in the development of community goals. In addition, potential alternatives developed will allow for placemaking and pleasing aesthetic treatments.
83	Tunneling or capping	The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost.
84	No construction. Slowing down speeders. Safer bridge.	Maximizing the safety of our roads is a priority. Safety needs will be discussed in the existing transportation conditions report and the draft purpose and need. The potential solutions identified through this study are expected to improve safety both on the interstates and in the vicinity of interchanges.

85	Below grade construction for future projects	The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost.
86	Improved connectivity/walkability between neighborhoods; capping and/or tunneling	<p>The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost.</p> <p>Input regarding the need for improvements, access, and connectivity within the study area will be used in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions will be considered in the development and evaluation of potential alternatives.</p>
87	No Comment	The ProPEL Indy study team has received your comment and it has been documented with the official study record.
88	Both need to be three lane with trucks not allowed in fast lane	The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations. Lane management strategies will be evaluated 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.
89	More lanes to improve traffic flow.	The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.

90	No highway expansions. More safe ped/bike crossings of highways. High speed rail running along highways.	<p>The ProPEL Indy study team will use input regarding walkability and connectivity within the study area to identify deficiencies in the development of a purpose and need document. The study team will work with INDOT and the City of Indianapolis to develop potential solutions to these deficiencies.</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>
91	Can't think of any	The ProPEL Indy study team has received your comment and it has been documented with the official study record.
92	Maybe express lanes	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.
93	Burial or removal	The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost.
94	Reduced footprint and RoW -- increased community connectivity.	<p>The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost.</p> <p>Input regarding the need for improvements, access, and connectivity within the study area will be used in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions will be considered in the development and evaluation of potential alternatives.</p>

95	More lanes. Better transition at the South split. Get rid of collector/distributor.	The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.
96	Better landscaping , better trash and debris management	The ProPEL Indy study team will use stakeholder and public input regarding improved corridor aesthetics in the development of community goals. In addition, potential alternatives developed will allow for placemaking and pleasing aesthetic treatments.
97	No Comment	The ProPEL Indy study team has received your comment and it has been documented with the official study record.
98	Interstates inside of 465 should be torn down. They should be replaced with wide boulevards with BRT or other transit options running through the middle of them.	<p>The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, 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>
99	Maintaining the ease of mobility while insuring safety for all those on and around those corridors. Limiting the impact to local neighborhoods needs to be kept in mind.	<p>Maximizing the safety of our roads is a priority. Safety needs will be discussed in the existing transportation conditions report and the draft purpose and need. The potential solutions identified through this study are expected to improve safety both on the interstates and in the vicinity of interchanges.</p> <p>Input regarding the impact of the interstates on neighborhoods within the study area will be considered in the development of the draft purpose and need, community goals, and during alternative development and evaluation. The ProPEL Indy study team will seek to improve existing connections and add connections where practical.</p>
100	Making property or widening .	The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.

101	Reduce lanes to decrease speeding	The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.
102	Clearer road markings/signage, inclusion of greenspaces or public art, sound barriers to improve residential environments	<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 improved wayfinding and signage along the corridor will be used by the study team in the development of the draft purpose and need, as well as community goals. In addition, specific concerns and suggestions will be considered in the development and evaluation of potential alternatives.</p>
103	Three lanes both ways to our state lines . Looking forward to growth instead of being reactive and being behind. Marion county needs to take a serious look at this .	The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.
104	Emphasis on public transportation	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.
105	Smooth transfer and/or cross over	The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.

106	Speed cameras to reduce speeding and drag racing. Use sound barriers to protect the standard of living in adjacent neighborhoods.	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. In addition, emerging technologies will be considered during the development and evaluation of alternatives.
107	Keep traffic stoppages to a minimum by better routing/lane designs.	The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.
108	Moving them underground around downtown to allow for more local connectivity and parks, including other modes of transportation such as trams or passenger rail	<p>The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost.</p> <p>Input regarding the need for improvements, access, and connectivity within the study area will be used in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions, will be considered in the development and evaluation of potential alternatives.</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>
109	Separate truck lanes - I experienced that in NJ and it was awesome! Felt much safer.	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.



<b>110</b>	1) Add commuter trains in the space between the vehicle traffic lanes. 2) Widen lanes around the city. 3) Design the interstates to make maintenance and construction less intrusive.	<p>The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.</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>
<b>111</b>	Dismantle the corridors. Enhance community by taking out these destructive barriers.	<p>The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost.</p> <p>Input regarding quality of life and livability factors such as safety, walkability, and connectivity within the study area will be used in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions, including multimodal improvements, will be considered in the development and evaluation of potential alternatives.</p>
<b>112</b>	More upkeep and reasonable removal of unkempt and derelict spots, more well designed, managed and accessible green spaces, East side economic and cultural developments through multi-organizational partnerships, repurpose or demolition of old school buildings,	<p>The ProPEL Indy study team will use input regarding the need for improvements, access, and connectivity within the study area in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions, including multimodal and aesthetic improvements, will be considered in the development and evaluation of potential alternatives.</p>



<b>113</b>	Highway barriers along neighborhood streets Tree planting along highway to buffer noise and pollution Better pedestrian crossing below	<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 ProPEL Indy study team will use input regarding the need for improvements, access, and connectivity within the study area in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions will be considered in the development and evaluation of potential alternatives.</p>
<b>114</b>	Eliminate cross lane merging from Washington Street to 65 South. This is an issue especially since that was one of the goals for the north split renovation and the fact that you can no longer get to 65 South from Delaware ramp. Paint traffic markings on the roadway.	<p>Maximizing the safety of our roads is a priority. Safety needs will be discussed in the existing transportation conditions report and the draft purpose and need. The potential solutions identified through this study are expected to improve safety both on the interstates and in the vicinity of interchanges. The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.</p>
<b>115</b>	Improve exits near downtown. Even with redone north split many lanes abruptly end, difficult to get across lanes. I love the underground lanes idea from Rethink 65. I'm not an engineer but bold action to upgrade the way transit looks would be so great as someone who lives blocks from the interstate. Would love for the connection between sides of the road to be revived. Not exactly road related, but urban planning- would love for there to be a strategy to bring more stores to the urban core. Super frustrating that there are no Targets, name brand clothing, Trader Joe's etc. within a 15 minute drive.	<p>Safety and operations will be evaluated throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations. The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost.</p> <p>Input regarding the need for improvements, access, and connectivity to support economic opportunities for business will be used in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions will be considered in the development and evaluation of potential alternatives.</p>

116	Connecting neighborhoods, inviting to be outdoors and outdoor events	The ProPEL Indy study team will use input regarding the need for improvements, access, and connectivity within the study area in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions will be considered in the development and evaluation of potential alternatives.
117	Maintenance of built roads and green spaces near inter-state- We are good at building not so good at maintenance i.e. up the budget for maintenance Pollution reduction - green spaces to reduce pollution in neighborhoods promotion of e cars, car sharing and/ or Uber Lyft.... (lane specific for them) traffic slowing near on off ramps	<p>The ProPEL Indy study team will use input regarding climate resilience in the development of the draft purpose and need, as well as community goals. Once alternatives have been developed and refined, they will be evaluated for their ability to address the needs, as well as for their potential impacts on human and environmental resources. Efforts will be made to avoid and minimize impacts or identify potential mitigation options for impacts considered during the study.</p> <p>Safety and operations will be evaluated throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations. Emerging technologies will be considered during the development and evaluation of alternatives.</p>
118	Re-connect the neighborhoods, make it more pedestrian friendly for day and night time.	The ProPEL Indy study team will use input regarding walkability and connectivity within the study area to identify deficiencies in the development of a purpose and need document. The study team will work with INDOT and the City of Indianapolis to develop potential solutions to these deficiencies. Input regarding the impact of the interstates on neighborhoods within the study area will be considered in the development of the draft purpose and need, community goals, and during alternative development and evaluation. The ProPEL Indy study team will seek to improve existing connections and add connections where practical.

119	Moving most of the corridor underground and creating spaces above that reconnect the neighborhoods on either side. Also, using selected parts above the corridors as community spaces such as parks, playgrounds, and bike trails.	<p>The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost.</p> <p>Input regarding the need for improvements, access, and connectivity within the study area will be used in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions, will be considered in the development and evaluation of potential alternatives.</p>
120	More bike and pedestrian friendly access under and around the corridor Better signage on the highway to indicate the traffic pattern	<p>The ProPEL Indy study team will use input regarding walkability and connectivity within the study area to identify deficiencies in the development of a purpose and need document. The study team will work with INDOT and the City of Indianapolis to develop potential solutions to these deficiencies.</p> <p>Input regarding improved wayfinding and signage along the corridor will be used by the study team in the development of the draft purpose and need, as well as community goals. In addition, specific concerns and suggestions will be considered in the development and evaluation of potential alternatives.</p>
121	Less merging for through-traffic. Ways to encourage neighborhood interconnection despite flyover bridges.	<p>The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations. Input regarding the need for improvements, access, and connectivity within the study area will be used in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions will be considered in the development and evaluation of potential alternatives.</p>
122	Added travel lanes	<p>The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.</p>



<b>123</b>	Tear the freeway down downtown and build a boulevard instead with bike lanes and pedestrian infrastructure	The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost. Input regarding walkability and connectivity within the study area to identify deficiencies will be used in the development of a purpose and need document. The study team will work with INDOT and the City of Indianapolis to develop potential solutions to these deficiencies.
<b>124</b>	I do believe recessing the interstate is the next best step for the health of our entire community and especially the ways in which it will reconnect where I personally live and work. I am in favor of recessing the interstate; I want to be sure that community voices (especially on the Southside) are captured and reflected and that any improvements and efforts are with the best interests of the RESIDENTS in mind.	<p>The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost. Input regarding the impact of the interstates on neighborhoods within the study area will be considered in the development of the draft purpose and need, community goals, and during alternative development and evaluation. The ProPEL Indy study team will seek to improve existing connections and add connections where practical</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. 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.</p>
<b>125</b>	Please do not remove them and replace with boulevards. We need ways to move goods and workers through the city in a reasonable timeframe	<p>The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost.</p> <p>Input regarding the need for improvements, access, and connectivity within the study area will be used in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions will be considered in the development and evaluation of potential alternatives.</p>

126	Reconnect the neighborhood by putting I70 below grade and build bridges to reconnect streets.	<p>The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost.</p> <p>Input regarding the need for improvements, access, and connectivity within the study area will be used in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions will be considered in the development and evaluation of potential alternatives.</p>
127	Bury them.	<p>The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost.</p>
128	Keep traffic from weaving. Get folks through as safely as possible.	<p>The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.</p>
129	As EV charging is added, please ensure that relevant apps and wayfinding signage are updated.	<p>Emerging technologies will be considered during the development and evaluation of alternatives.</p>
130	I hope they can be either buried or turned into boulevards in the downtown area.	<p>The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost.</p>
131	Roundabout on ramps and off ramps More express lanes	<p>The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.</p>

132	I would suggest major upgrades between the I-65 south split and the south I465 & I65 interchange. Adding another lane and upgrading the ramp systems to local roads to help traffic run smoother through this area. I would also like to see capping of interstate traffic through residential areas as this would help with connectivity for residents.	Safety and operations will be evaluated throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations. The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost.
133	Widen all roads to at least 3 lanes rural, 4 lanes urban Substantial improvements to rest areas Reduce excessive speed	The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.
134	Please consider safe and connective bicycle traffic.	The ProPEL Indy study team will use input regarding walkability and connectivity within the study area to identify deficiencies in the development of a purpose and need document. The study team will work with INDOT and the City of Indianapolis to develop potential solutions to these deficiencies.
135	We just finished downtown Indy. it's great.	The ProPEL Indy study team has received your comment and it has been documented with the official study record.
136	Create faster roads to key street where there is a lot of traffic	The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.
137	Commuter rail Underground highways Better traffic flow	<p>The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, 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>

138	Space for public transportation parallel to road bed included in planning, e.g., light rail in the future. There is a finite limit to how much space there is for ongoing expansion of existing corridor.	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.
139	Increased Capacity!	The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.
140	The north split project was helpful in terms of my commute being more timely, but it did not alleviate the congestion as I expected. Improved accessibility from neighborhoods to downtown—noise reduction(around and under bridges), lighting in and around underpasses, wide paths for bike and pedestrians under the bridges. Connecting neighborhoods to downtown through the underpasses with something similar to the cultural trail. Some way that would make neighborhoods feel more accessible to downtown. Safer ways to cross streets close to entrance ramps such as at pine/Michigan streets. Areas such as the small overlook of the south split in fountain square would be nice to incorporate.	<p>The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations. Input regarding walkability and connectivity within the study area to identify deficiencies will be used in the development of a purpose and need document. The study team will work with INDOT and the City of Indianapolis to develop potential solutions to these deficiencies.</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 ProPEL Indy study team will use stakeholder and public input regarding improved corridor aesthetics in the development of community goals. In addition, potential alternatives developed will allow for placemaking and pleasing aesthetic treatments.</p>
141	Improvements on the flow of traffic, and ease of access	The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.

142	Speed limit flashing signs with your speed. Better lane markers. HOV lane or express lanes	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.
143	Better lane configurations, as people have to cross lanes to get off/on from 70/65.	The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.
144	Managed lanes/Truck only lanes	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.
145	Bury underground, as other major cities have done. Turn above ground space it I parks reunify neighborhoods. Prioritize people, not vehicles.	The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost. Stakeholder and public input regarding improved corridor aesthetics will be used in the development of community goals. In addition, potential alternatives developed will allow for placemaking and pleasing aesthetic treatments.
146	Thru lanes that aren't encumbered by exits.	The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.



<b>147</b>	It's time to build an outer loop to reduce traffic in and around the city. Redo 70 from the south split to 465 do away with the loop ramps use roundabouts at bottom of ramps. Install sound walls and a lane each way for traffic not stopping downtown. Think of the future and leave room to add a subway/train from the airport to downtown.	<p>The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost.</p> <p>Safety and operations will be evaluated throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.</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>
<b>148</b>	Consider a Light Rail system. Not sure if this has ever been considered but I have witnessed how successful light rail has worked such as the one in Charlotte, NC. They built their light rail in a run-down area. Today, that same area has become a very desirable place to live with new businesses along the way as well. Their light rail is quiet and the track areas are clean along the entire length. Check it out.	<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>
<b>149</b>	That they are taken underground and have deck parks to reconnect the neighborhoods to downtown and the mile square. I came from Dallas, and have seen firsthand how much burying a freeway and adding a deck park can do to create vibrant areas and open up new and diverse development.	<p>The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost.</p> <p>The ProPEL Indy study team will use input regarding the need for improvements, access, and connectivity within the study area in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions, including multimodal improvements, will be considered in the development and evaluation of potential alternatives.</p>

150	<p>Would love to see a manmade lake with beach like Fishers just opened closer to the south side also an amusement park like Riverside use to be. This would be great for our people and visitors bringing more money to the city though hope fees would be reasonable !</p>	<p>The ProPEL Indy study team will use input regarding the need for improvements, access, and connectivity to support economic opportunities for business in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions will be considered in the development and evaluation of potential alternatives.</p>
151	<p>Besides quality of the roads, I think "curb appeal" is an important element that gets overlooked. As the crossroads of America, I think it should be important for travelers coming through to be impressed by the infrastructure that we see. More art installations near the interstates. I also thought it would be cool to put distance signs as your near exit the splits. For example, if you come out of the south split on 70 heading West, a sign saying the distance to St. Louis, Kansas City, and Denver would be neat. It would emphasis the traveler that you are at THE Crossroads of America. There is a similar sign that does this on Washington St near the 65 exit.</p>	<p>The ProPEL Indy study team will use stakeholder and public input regarding improved corridor aesthetics in the development of community goals. In addition, potential alternatives developed will allow for placemaking and pleasing aesthetic treatments.</p> <p>Input regarding improved wayfinding and signage along the corridor will be used by the study team in the development of the draft purpose and need, as well as community goals. In addition, specific concerns and suggestions will be considered in the development and evaluation of potential alternatives.</p>
152	<p>Increase the speed limit like other surrounding states have. Utilize railways and/or expand the design of the people mover at Methodist Hospital aka IU Health( which seems not to be used). Ensure signage for all streets are on both North and South specifically Guion Rd and Kessler Blvd.</p>	<p>Maximizing the safety of our roads is a priority. Safety needs will be discussed in the existing transportation conditions report and the draft purpose and need. The potential solutions identified through this study are expected to improve safety both on the interstates and in the vicinity of interchanges.</p> <p>Input regarding improved wayfinding and signage along the corridor will be used by the study team in the development of the draft purpose and need, as well as community goals. In addition, specific concerns and suggestions will be considered in the development and evaluation of potential alternatives.</p>
153	<p>Our urban interstates are a vital link and need to be updated, with new pavement, modernized structures (bridges &amp; culverts), and improved signage consistent with that being used along rebuilt parts of I-465, the north split project, and I-69.</p>	<p>The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.</p> <p>Input regarding improved wayfinding and signage along the corridor will be used by the study team in the development of the draft purpose and need, as well as community goals. In addition, specific concerns and suggestions will be considered in the development and evaluation of potential alternatives.</p>



<b>154</b>	On I-65, make it 3 lanes from I-865 to 71st St. Also, consider re-working the I-465 North to I-65 interchange since traffic comes in from the left side.	The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.
<b>155</b>	Boone County i65 and 865 improvements Southern part needs widened. Three lanes to the 65/465 split in Marion County. Traffic has increased over the last ten years. This area is one of the fastest growing in the state. Sound walls are needed from 130 south. Due to the flyover for 865 being much higher than the surrounding area sound travels a larger distance affecting residential. East side has residential right next to the interstate. The area could benefit from a half interchange on 865 at the local road named Cooper. That road is being designated as a major north/south corridor. An entrance to 865 going east and an exit from 865 going west would relieve a lot of traffic congestion at the 130 interchange on 65 and the Michigan Road interchange on 465. This would improve local traffic flow and interstate traffic flow in the area at a relatively low cost.	<p>The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.</p> <p>In addition, the ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost.</p>
<b>156</b>	First, Installing a sound barrier on the freeway when close to areas with lots of housing. This is more important as traffic has increased. Second, make the overpasses the kinds which cross traffic to the other side, diverging diamond. Oak street specifically could really use that!	<p>The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.</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>



<b>157</b>	Increased walkability, livability, and pedestrian safety. Not just make the corridor a way for cars to shoot through the neighborhoods along the corridor.	<p>The ProPEL Indy study team will use input regarding quality of life and livability factors such as safety, walkability, and connectivity within the study area in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions, including multimodal improvements, will be considered in the development and evaluation of potential alternatives.</p> <p>Input regarding walkability and connectivity within the study area to identify deficiencies will be used in the development of a purpose and need document. The study team will work with INDOT and the City of Indianapolis to develop potential solutions to these deficiencies.</p>
<b>158</b>	None, the north split project was an absolute nightmare in every possible way for 23 months and the city streets are in garbage condition after everyone refused to take the 465 detour and instead tore up the downtown streets. We've already lost countless hours of our lives taking the long way, why would you even try to get opinions on more projects when you have zero public goodwill?	The ProPEL Indy study team has received your comment and it has been documented with the official study record. 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.
<b>159</b>	I would love to see the state start to shift focus towards highspeed rail travel or even efficient bus travel. I think that personal transportation is already a thing of the past, and the DOT needs to shift their focus to building and reallocating space for mass transit. It is best for travelers, the environment, and business owners.	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.



<b>160</b>	Recess the entire Inner Loop (backward "C") from north of West 16th Street to the current North Split project; from East Washington Street around to West Street before the White River Bridge, recess the entire roadway, compress the right of way, reconnect the city street grid at grade and redevelop the new real estate to reconnect and revitalize the inner city (and historic) neighborhoods	<p>The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost.</p> <p>Input regarding the impact of the interstates on neighborhoods within the study area will be considered in the development of the draft purpose and need, community goals, and during alternative development and evaluation. The ProPEL Indy study team will seek to improve existing connections and add connections where practical.</p>
<b>161</b>	Increased multipath use	<p>The ProPEL Indy study team will use input regarding walkability and connectivity within the study area to identify deficiencies in the development of a purpose and need document. The study team will work with INDOT and the City of Indianapolis to develop potential solutions to these deficiencies.</p>
<b>162</b>	I have three overarching suggestions: (1) Recess the Inner Loop to reconnect communities and make the downtown safer and more attractive for people to live, work, and visit while still maintaining efficient traffic flow, (2) where the interstate is elevated, improve underpasses to accommodate safe and attractive pedestrian and bike access while maintaining auto/truck traffic flow, and (3) adopt "green" measures to improve air quality in and around the interstate and mitigate health risks from living and working close to the interstates.	<p>The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost.</p> <p>Input regarding the need for improvements, access, and connectivity within the study area will be used in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions will be considered in the development and evaluation of potential alternatives.</p> <p>In addition, input regarding climate resilience in the development of the draft purpose and need, as well as community goals. Once alternatives have been developed and refined, they will be evaluated for their ability to address the needs, as well as for their potential impacts on human and environmental resources. Efforts will be made to avoid and minimize impacts or identify potential mitigation options for impacts considered during the study.</p>

163	I65 SB to I865 WB needs the inside lane of I65 to continue 1/2 mile to 1 mile more. Everyone is converging from both sides to the middle lanes and it's dangerous	<p>Maximizing the safety of our roads is a priority. Safety needs will be discussed in the existing transportation conditions report and the draft purpose and need. The potential solutions identified through this study are expected to improve safety both on the interstates and in the vicinity of interchanges.</p> <p>The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.</p>
164	The I-70 West corridor needs to be recessed to regain connectivity and create new development on the reclaimed land.	<p>The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost.</p> <p>The ProPEL Indy study team will consider input regarding new development opportunities for business in the development of the draft purpose and need, as well as community goals. In addition, specific suggestions will be considered in the development and evaluation of potential alternatives.</p>
165	Improved access from I-69/ Binford to downtown. An I-65/70 spur on the west side of downtown from I-65 to I-70, roughly parallel to West St. with an exit for downtown (zoo, White River State Park and museums).	<p>The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.</p>
166	Continue to improve on ramps and off ramps to have as little impact on I65 and I70. Possibly add more lanes. Improve speed limit through city allowing for faster speeds. Beautification! This should be able ease tension of drivers.	<p>The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.</p> <p>Stakeholder and public input regarding improved corridor aesthetics will be used in the development of community goals. In addition, potential alternatives developed will allow for placemaking and pleasing aesthetic treatments.</p>
167	I would have loved to see the roads built underground in places as we proposed by a community group when the north split was being redone. It sounds like this is a band aid process where this is just a surface fix that will result in only cosmetic changes, just as the north split project was.	<p>The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost.</p>

<b>168</b>	I would like to see the interstates depressed below grade level so city streets can be reconnected. This will help with traffic flow, reduce noise and improve the appearance of the downtown area.	The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost.
<b>169</b>	Limit or reduce number of on/off ramps in the downtown area to improve traffic flow and avoid so much crossover traffic. Eliminate on ramp merges into the left lane of traffic, particularly West Street to I-65 southbound. Decrease the footprint of the highways/interchanges. Tunnel where possible to eliminate cuts through neighborhoods.	The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost. Safety and operations will be evaluated throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.
<b>170</b>	Under ground highway	The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost.
<b>171</b>	Incorporate rapid 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.
<b>172</b>	Rapid 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.
<b>173</b>	Add limited access express lanes, especially inside I-465. Car pool lanes might encourage ride sharing.	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.



<b>174</b>	I would like to see a) improvements that improve safety and mobility for getting into and out of the city efficiently while also b) addressing the needs of the neighborhoods that the interstates traverse. I also think that, because the price tag to achieve both of those improvement goals will come at a premium price, innovative funding options should be thoroughly considered. Achieving these two goals will have a tremendous impact on the City and State, and as such, should be addressed with the biggest vision possible for the benefit of Hoosiers today and for generations to come.	The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost. Input regarding the impact of the interstates on neighborhoods within the study area will be considered in the development of the draft purpose and need, community goals, and during alternative development and evaluation.
<b>175</b>	Transportation alternative of light rail.	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.
<b>176</b>	Easier access to getting on the interstate.	The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.
<b>177</b>	Build a light rail system in the median.	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.
<b>178</b>	Smoother lane travel...	The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.



<b>179</b>	Run the certain parts of the highway underground reconnecting many neighborhoods and parts running through downtown that were cut up when the highway was first constructed	<p>The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost.</p> <p>Input regarding the impact of the interstates on neighborhoods within the study area will be considered in the development of the draft purpose and need, community goals, and during alternative development and evaluation. The ProPEL Indy study team will seek to improve existing connections and add connections where practical.</p>
<b>180</b>	Move corridors below ground. At personal rapid transit like Skytran to the corridor and areas feeding these corridors.	<p>The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, 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>
<b>181</b>	Cincinnati has done a great job of lowering the interstates that go through their downtown. In doing so it has provided connections to The Banks and both the Red's and Bengal's stadiums. Putting the interstates below ground would improve the connections between neighborhoods and restore the urban fabric that was damaged with the installation of the interstate system.	<p>The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, 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>

182	I would like for it to be easier to get on and off the downtown area, especially SW Indy neat West and McCarty St.	The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.
183	The recent changes have already increased efficiency and safety.	The ProPEL Indy study team has received your comment and it has been documented with the official study record.
184	The I-65 on and off-ramps to I-465 on the south side (specifically I-65 S to I-465 E) are dangerous - I've gotten into a crash myself there and I've seen plenty others. The on-ramps into the left lane should be fixed.	Maximizing the safety of our roads is a priority. Safety needs will be discussed in the existing transportation conditions report and the draft purpose and need. The potential solutions identified through this study are expected to improve safety both on the interstates and in the vicinity of interchanges. The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.
185	I think we are all tired of road construction. Unless it's really necessary. I would be on board with paying for a material that would keep ice melted off the roads and also be highly resistant to potholes. From a futuristic standpoint, some kind of detector that doesn't allow cell phones to work while a car is moving. There are more distracted drivers than ever looking down at their phones.	Maximizing the safety of our roads is a priority. Safety needs will be discussed in the existing transportation conditions report and the draft purpose and need. The potential solutions identified through this study are expected to improve safety both on the interstates and in the vicinity of interchanges. Emerging technologies will be considered during the development and evaluation of alternatives.
186	The I-65/I-70 corridors should be depressed, or below grade, in order to cap the highway and redevelop. For too long the highways have been barriers in mobility, connectivity, and development within downtown Indianapolis. We deserve better. Depress the highway and reconnect the grid, allowing for numerous economic development, community development, and quality of life improvements - particularly for residents.	<p>The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost.</p> <p>Input regarding new development opportunities for business as well as the impact of the interstates on neighborhoods within the study area will be considered in the development of the draft purpose and need, community goals, and during alternative development and evaluation. The ProPEL Indy study team will seek to improve existing connections and add connections where practical.</p>

187	Beautification of the inside of clover leaf on-ramps/ exits. Install public art or landscaping there. Beautification of bridge underpasses along corridor. Addressing this is expensive, but Indianapolis has very little aesthetically and architecturally-pleasing bridges. Maybe more unique design choices for bridges?	The ProPEL Indy study team will use stakeholder and public input regarding improved corridor aesthetics in the development of community goals. In addition, potential alternatives developed will allow for placemaking and pleasing aesthetic treatments.
188	No Comment	The ProPEL Indy study team has received your comment and it has been documented with the official study record.
189	Sam Jones Parkway needs work too.	The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.
190	Mass transportation along the route to get more people off the roads	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.
191	It seems like the south split does not support the new and improved traffic flow of the north split for 70west. More lanes on the eastern corridor (driving south) to 70 west would help.	The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.
192	65 and 865 need sound barrier walls. We live so close to both that we need them and since all the development in Whitestown traffic has greatly increased. The rest of Indy gets walls why can't we? Listen to traffic, semis, emergency sirens all day long. It rattles everything on our walls.	<p>The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.</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>

193	Fixing up area near Lafayette sq mall, West St Exit, and 29th St. exit We use 65 to get from Boone County to either Newfields, the Children's Museum, the Zoo, or the State Museum, and the area around 65 at all these exits are super sketchy. If you could just bulldoze all the plight on MLK and 29th to the Children's Museum and put in nicer housing that'd be great. We do NOT take any exits in this area after dark as the area is too dangerous.	The ProPEL Indy study team will use input regarding the need for improvements, access, and connectivity within the study area in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions, including multimodal improvements, will be considered in the development and evaluation of potential alternatives.
194	I know you just moved 65 but it is WORSE than it was before! Start All over again and move both roads this time and maybe make something functional!	The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.
195	I would love to see more sound barriers. Also would like to see expansion of 65 to three lanes each way from 865 to 71st Street	The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations. Noise impacts and efforts to mitigate and reduce them will be included in the ProPEL Indy study.
196	Beautification along sides of roads, continued maintenance for smooth riding, potential incorporation of light rail in median (similar to Chicago's blue line out to O'Hare).	<p>The ProPEL Indy study team will use stakeholder and public input regarding improved corridor aesthetics in the development of community goals. In addition, potential alternatives developed will allow for placemaking and pleasing aesthetic treatments.</p> <p>Maximizing the safety of our roads is a priority. Safety needs will be discussed in the existing transportation conditions report and the draft purpose and need. The potential solutions identified through this study are expected to improve safety both on the interstates and in the vicinity of interchanges.</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>



<b>197</b>	<p>Remember, you are the department of transportation, not cars. Your mission is the efficient and safe transport of goods and people, so focusing only on interstates is shortsighted. I would love to see the right-of-way dedicated for the interstate to be jointly used with some form of INDOT run mass transit. These corridors already touch much of the best of the city and come right downtown. Imagine the reduction in vehicle volume if 25% of passenger trips used this instead. Imagine what could be done by reducing a lane and a half of traffic in parts. Connected vehicles and autonomous vehicle zones would be a smart innovation for this area. The amount of weaving traffic that exists would be helped with this technology. Reducing the visible foot print of the interstates would be good. Covering/burying parts, increasing your urban forest, adding solar panels, and in general making the interstate greener.</p>	<p>The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost. Emerging technologies will be considered during the development and evaluation of alternatives.</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>The ProPEL Indy study team will use input regarding climate resilience in the development of the draft purpose and need, as well as community goals. Once alternatives have been developed and refined, they will be evaluated for their ability to address the needs, as well as for their potential impacts on human and environmental resources. Efforts will be made to avoid and minimize impacts or identify potential mitigation options for impacts considered during the study.</p>
<b>198</b>	<p>Underground roads,</p>	<p>The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost.</p>
<b>199</b>	<p>A 70/65 bypass or express lane around Indy outside of 465 with exits for interstates and state roads only. Which would mean using the roads that are already built or new construction. I know new construction is expensive because I actually work in the road construction field as an operator, but it would give the opportunity for a modern 6 or 8 lane highway with ample room for expansion. How about a HOV lane?</p>	<p>The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations. Lane management strategies will be evaluated 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>

<b>200</b>	Tunnels, green space, aesthetic features. Local Traffic lanes and high speed thru lanes, should decrease peak hour congestion	The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost. Lane management strategies will be evaluated 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. Stakeholder and public input regarding improved corridor aesthetics will be used in the development of community goals. In addition, potential alternatives developed will allow for placemaking and pleasing aesthetic treatments.
<b>201</b>	Stop adding lanes and invest in better means of transportation. Dedicate one of those lanes to express busses or build some trams or trains.	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.
<b>202</b>	Noise reduction for nearby residents. Improved traffic flow at the SB I65 West St. and Meridian exit. This is dangerous how it comes to a full stop at rush hour each day. It also deters people from going to restaurants on a weed night.	The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations. Noise impacts and efforts to mitigate and reduce them will be included in the ProPEL Indy study.
<b>203</b>	Better merge lanes for traffic.	The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.
<b>204</b>	1. Vastly improve access in and out of the downtown hospital areas and IUPUI. Much of the backups during commute hours on the interstates are a direct result of substandard access to these busy and growing areas. It's not so much the interstates themselves as the local road access that backs up onto the interstates. 2. South split reconstruction/modernization, similar to what was done to the north split. 3. Widen and modernize interchanges for I-70 south of downtown.	The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.
<b>205</b>	More neighborhood connectivity in and around the corridors, better sidewalk and bicycle infrastructure to support pedestrians and cyclists to navigate under, over, and adjacent to the highways.	The ProPEL Indy study team will use input regarding walkability and connectivity within the study area to identify deficiencies in the development of a purpose and need document. The study team will work with INDOT and the City of Indianapolis to develop potential solutions to these deficiencies.



<b>206</b>	lanes for semis only, slowing down speeds, longer entrance, exit ramps	The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations. Lane management strategies will be evaluated 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.
<b>207</b>	The south split needs to be below the street grade to reduce air and noise pollution and free up a ton of land for thriving neighborhoods. The remainder of the network through the city should remain its current lane size. Adding lanes will only induce more sprawling developments around Indianapolis which is bad for everyone but suburban home developers.	<p>The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost. Safety and operations will be evaluated throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.</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>



<b>208</b>	<p>Pretty landscaping along the sides - I think a great spot is the refurb of the right of way near the split on Davidson Street downtown. I live right near there and the new landscaping is much better than it was before. Safe and well-lit and artful underpasses would be great too. Especially now with Bottleworks, a lot of people in the Cottage Home neighborhood use the underpass on St Clair to walk to the area. The sidewalks are damaged and filled with debris. There are also not sidewalks when it gets close to the railroad tracks. This corridor could really use some love and it would benefit a lot of people - make it similar to the one on 10th street that connects the Cultural Trail and the Monon. If a system could be put in place to address illegal dumping and littering on the highways, that would be great. It sucks that it becomes the neighborhood's problem.</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 ProPEL Indy study team will use stakeholder and public input regarding improved corridor aesthetics in the development of community goals. In addition, potential alternatives developed will allow for placemaking and pleasing aesthetic treatments.</p> <p>Input regarding walkability and connectivity within the study area will be used to identify deficiencies in the development of a purpose and need document. The study team will work with INDOT and the City of Indianapolis to develop potential solutions to these deficiencies.</p>
<b>209</b>	<p>Living literally right on 65 northbound, I would love to see the interstate "capped" and use the new grounds as a green space with lots of trees and native plants. My second choice would be a cantilevered sound wall so that the sound would bounce back down to the interstate rather than being megaphoned through my home windows. Also, rubberize the overpass to help dampen the sound. Not only would that be beneficial to my neighbors and myself, but also to the passersby on their way to and from downtown Indy.</p>	<p>The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost. Stakeholder and public input regarding improved corridor aesthetics will be used in the development of community goals. In addition, potential alternatives developed will allow for placemaking and pleasing aesthetic treatments.</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>



<b>210</b>	<p>These corridors move very efficiently, but outside of them they are barriers to everyone else in the city. Here are my potential improvements: 1. Design these to remove as many barriers as possible to the city. This means reconnecting as many city streets as possible that were cut off when the interstate system was built. How that happens is up to the engineers, but the best option would be to put some of the system underground. 2. Use longitudinal grooving on all concrete road sections to reduce noise pollution. 3. Seriously consider removing or re-aligning some of the interstate. The west side section of I-70 seems to be a very likely candidate for interstate removal as I-465 SW sections could be improved to handle that traffic. 4. Consider removing the interstate section from 38th Street to I-465 and instead convert the rest of 38th street to interstate.</p>	<p>The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost. Safety and operations will be evaluated throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.</p> <p>Input regarding the impact of the interstates on neighborhoods within the study area will be considered in the development of the draft purpose and need, community goals, and during alternative development and evaluation. The ProPEL Indy study team will seek to improve existing connections and add connections where practical.</p>
<b>211</b>	<p>More connectivity between downtown and surrounding neighborhoods, including pedestrian bridges and safe lanes for biking/walking (separation on the roads with barriers and beautification efforts)</p>	<p>The ProPEL Indy study team will use input regarding walkability and connectivity within the study area to identify deficiencies in the development of a purpose and need document. The study team will work with INDOT and the City of Indianapolis to develop potential solutions to these deficiencies. Stakeholder and public input regarding improved corridor aesthetics will be used in the development of community goals. In addition, potential alternatives developed will allow for placemaking and pleasing aesthetic treatments.</p>
<b>212</b>	<p>We would like to see 65/70 inside the 465 loop decommissioned. If that is not an option, improvements we would like to see are around pedestrian infrastructure under all major and minor intersections. True pedestrian infrastructure looks like wide (=&gt;5ft), dry sidewalks that are lit from a height of less than 12-16 ft tall with a warm bulb (2700K) bulb. This pedestrian infrastructure should be spread throughout the whole length of the highway. Not just downtown. Right now, the closest library for half of the neighborhood is on the opposite side of the highway. Neighbors options for getting to that library on foot or bike, are a raised city street (Emerson) that has no pedestrian infrastructure or a dirt path (Ritter). Neither option is safe. Neither options allows neighbors to travel with dignity, unless they are in a private vehicle.</p>	<p>The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost. Input regarding walkability and connectivity within the study area will be used to identify deficiencies in the development of a purpose and need document. The study team will work with INDOT and the City of Indianapolis to develop potential solutions to these deficiencies.</p>



<b>213</b>	Move to Underground. Create green space, food and shopping, outdoor activities	<p>The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost.</p> <p>Input regarding new development opportunities for business will be considered in the development of the draft purpose and need, as well as community goals. In addition, specific suggestions will be considered in the development and evaluation of potential alternatives.</p>
<b>214</b>	Remove them and reconnect the city street grid	<p>The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost. Input regarding the need for improvements, access, and connectivity within the study area will be used in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions will be considered in the development and evaluation of potential alternatives.</p>
<b>215</b>	Re-connect the city street grid. The combination of limited through streets and then through streets that have access ramps, create choke points in the city when ever this is construction on the I65/I70 or the few through streets. I don't care if the whole interstate corridor dropped below grade or some other solution, but the dead end streets created by the Interstate really mess up the city street grid and cut off neighborhoods.	<p>The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost. Input regarding the need for improvements, access, and connectivity within the study area will be used in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions will be considered in the development and evaluation of potential alternatives.</p>



<b>216</b>	Complete removal. It is clear that the idea of transporting commuters from suburbs to the city is an antiquated notion, even before the pandemic shifted the work-from-home balance. That being said, any future work should start to shift the mindset of automobile capacity and speed to proving a genuine, local transportation network the connects the community, not one the divides. Having high-speed commuters flow into, and from downtown creates significant dangers on our local streets and has long been the primary driver of how our urban infrastructure is prioritized.	<p>The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost. Input regarding the need for improvements, access, and connectivity within the study area will be used in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions 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>
<b>217</b>	Address truck noise, specifically very loud blasting sound from 'Jake' or compression braking within the city of Indianapolis!!! The loudest trucks are using straight pipes or muffler by-pass, both of which are illegal in Indiana. Start enforcing the law!!!!	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.
<b>218</b>	More trees that block the sight and noise of the highway	The ProPEL Indy study team will use input regarding quality of life and livability factors such as safety, walkability, and connectivity within the study area in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions, including multimodal improvements, will be considered in the development and evaluation of potential alternatives.

219	<p>Add lanes! Add capacity! Restore the ramps closed during the North Split Reconstruction, especially westbound I-70 to Meridian/Pennsylvania; that would not be difficult at all. Do not be bullied by well-heeled NIMBYs who all moved in long after the Interstate was constructed and completed in the early-mid 1970s. They knew I-65 and I-70 were there. The State of Indiana bought the property to provide mobility for local, regional, and national trip purposes. Capacity can and should be added within the existing right-of-way (or narrow slivers) that taxpayers paid for and expect mobility. With all that said, I'm all for making it look nice. But do not let the vocal minority steer the ship. The vast majority of the 150,000 and 200,000 or so motorists that use I-65 and I-70 daily will not take the time to chime in on this. They are the silent majority. The motoring public is the #1 customer here, not whiny, self-serving, well-organized, misinformation-spreading NIMBYs.</p>	<p>The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost. Safety and operations will be evaluated throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.</p>
220	<p>Remove them and reconnect our city grid</p>	<p>The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost. Input regarding the need for improvements, access, and connectivity within the study area will be used in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions will be considered in the development and evaluation of potential alternatives.</p>
221	<p>Not enough information to make suggestions</p>	<p>The ProPEL Indy study team has received your comment and it has been documented with the official study record.</p>
222	<p>Efforts beyond aging pedestrian bridges to re-connect neighborhoods that were split apart. Noise abatement. Why is there only noise abatement material in more affluent areas? Perhaps have murals painted on these by local artists (preferably minority) that celebrate the neighborhood and/or cultural history in Indy (particularly lesser known and predominantly Black history)</p>	<p>The ProPEL Indy study team will use input regarding quality of life and livability factors such as safety, walkability, and connectivity within the study area in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions, including multimodal improvements, will be considered in the development and evaluation of potential alternatives. Noise impacts and efforts to mitigate and reduce them will be included in the ProPEL Indy study.</p> <p>Stakeholder and public input regarding improved corridor aesthetics will be used in the development of community goals. In addition, potential alternatives developed will allow for placemaking and pleasing aesthetic treatments.</p>



<b>223</b>	There is always traffic on I-465. Can I-69 and I-74 go through the city as well? There also was talk about a second beltway around Indy. Otherwise, high speed rail down the medians of all Indiana interstates. That would bring well paying jobs into the state if we were to modernize and establish high speed rail.	<p>The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.</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>
<b>224</b>	I would not want to see the huge barriers along the sides when it's completed. They would definitely divide the city even further. If noise is a problem maybe the road could be made of a different matters that is more quite when driven on.	The ProPEL Indy study team will use input regarding the need for improvements, access, and connectivity within the study area in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions will be considered in the development and evaluation of potential alternatives. Noise impacts and efforts to mitigate and reduce them will be included in the ProPEL Indy study.
<b>225</b>	1. Bury the interstate portion of 65 that runs just East of downtown. It's already a series of bridges, why not make the entire thing a giant bridge park similar to that in Boston, MA? It would reconnect the neighborhoods towards fountain square and Arsenal Heights and provide a large needed park space on the opposite side of downtown since the majority of park space is currently on the W side of downtown along the river. 2. Possibly make express lanes that allow you to bypass all exiting lanes that runs from say all the major interstates, So you could be traveling on 465 in an express lane from 65 over to 74, 74 up 70, 70 up to 69, 69 over to meridian, meridian over to 65, 65 over to 74, and 74 back down to 70, and 70 to 69 (US 37) Maybe create 2 express lanes and keep 1 or 2 lanes on the right for exiting/entering traffic. Even have the option to keep going in the express lane if needing to do a straight shot, the 2nd express lane would aid in merging back over into exiting lanes	<p>The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost. Input regarding the need for improvements, access, and connectivity within the study area will be used in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions will be considered in the development and evaluation of potential alternatives.</p> <p>Lane management strategies will be evaluated 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>

226	To alleviate traffic, rapid transit should be installed to reduce the amount of cars using the freeway to get into the city. This could be in the form of BRT or LRT. For people commuting from outside the city, heavy commuter rail should be considered.	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.
227	More signs ahead of time to switch lanes sooner	Input regarding improved wayfinding and signage along the corridor will be used by the study team in the development of the draft purpose and need, as well as community goals. In addition, specific concerns and suggestions will be considered in the development and evaluation of potential alternatives.
228	Remove them and reconnect the city.	The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost. Input regarding the need for improvements, access, and connectivity within the study area will be used in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions will be considered in the development and evaluation of potential alternatives.
229	Exits are too close together, causing congestion for vehicles attempting to exit and enter the interstates.	The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.



<b>230</b>	Realistic: better merge movement from 65s to the meridian exit. Support and expand The Idle park. Beautification efforts along the corridor. Fix Fletcher/Virginia dead ramps. Left exit for MLK is not good. Unrealistic but Ideal: recess the interstate into the ground and create an amazing linear park around the city border. Add a BRT circulator around the linear park.	<p>The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost. Safety and operations will be evaluated throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.</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>Stakeholder and public input regarding improved corridor aesthetics will be used in the development of community goals. In addition, potential alternatives developed will allow for placemaking and pleasing aesthetic treatments.</p>
<b>231</b>	Street capping all recessed sections of i-65/i-70 inside i-465. The high street bridge over i-670 in Columbus Ohio creates a continuous streetscape without effecting the interstate. This could be repeated over Virginia Avenue, Fletcher Avenue, East Street tying neighborhoods together.	<p>The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost. Input regarding the need for improvements, access, and connectivity within the study area will be used in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions will be considered in the development and evaluation of potential alternatives.</p>



<b>232</b>	<p>Limit their space impact as much as possible. I think these interstates serve a critical purpose for the transportation of large vehicles/goods (i.e. semis) so that they are not impacting local neighborhoods as much but the are currently designed as a way for non-city residents to get out/off of city streets as quickly as possible to access the suburbs. My hope for potential improvement would be to limit their physical impact through city neighborhoods as much as possible and prioritize people movement infrastructure (i.e. public transit, cycling, walking, etc.). I would also like to see a smaller impact on the placement of on/off ramps to limit the high density traffic that occurs in those areas, impacting those that live nearby and effecting pedestrian safety.</p>	<p>The ProPEL Indy study team will use input regarding quality of life and livability factors such as safety, walkability, and connectivity within the study area in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions, including multimodal improvements, will be considered in the development and evaluation of potential alternatives.</p> <p>Input regarding the impact of the interstates on neighborhoods within the study area will be considered in the development of the draft purpose and need, community goals, and during alternative development and evaluation. The ProPEL Indy study team will seek to improve existing connections and add connections where practical.</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>
------------	---	---



<b>233</b>	<p>My suggestion would be to either put the corridors underground or do away with them completely. If they are going to continue to exist near as-is, I would like to see a reduction in the number of on and off ramps. They are dangerous for pedestrians and very inconvenient for neighbors. The way that I-65 and I-70 restrict movement inside of the I-465 ring is a major problem for people that walk, bike, or are trying to drive locally. As a resident of the near-eastside, I avoid areas near the interstate exits and entrances, because I know that pedestrians die at these locations at a disproportional rate. These interstates also choke the expansion of our downtown and create bridges that are often filled with car debris and homeless folks. Walking under these bridges is definitely a barrier for some people because of perceived safety.</p>	<p>The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost.</p> <p>Input regarding quality of life and livability factors such as safety, walkability, and connectivity within the study area will be used in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions, including multimodal improvements, 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>
<b>234</b>	<p>Let's get rid of all interstates that cut through Indy. If you don't have something to do in town, then go around! That's what 465 is for. Build trams for folks to get around inner Indy--there's WAY too many car trips. When I'm in Irvington and I want to go to the Canal or IUPUI, make it easy for me to take a tram. Most importantly shut down some of the many roads and transform them to bike paths. Why do I have to ride with cars next to me?</p>	<p>The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost. Input regarding the need for improvements, access, and connectivity within the study area will be used in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions will be considered in the development and evaluation of potential alternatives.</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>



<b>235</b>	<p>It is dangerous and not dignified, in any sense, to cross I-70 by foot or bike at Emerson Ave and Ritter Ave. This severely limits the ability of my neighbors to get to the closest library.</p> <p>There is no placemaking on I-70 East. According to the designers of I-70, my neighborhood is meant to be driven through and not lived in!</p> <p>The noise is terrible, especially at Pogue's Run Nature Park. If I-70 can't be decommissioned, I wish it was narrower, with fewer lanes and slower speeds.</p>	<p>The ProPEL Indy study team will use input regarding quality of life and livability factors such as safety, walkability, and connectivity within the study area in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions, including multimodal improvements, 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> <p>Stakeholder and public input regarding improved corridor aesthetics will be used in the development of community goals. In addition, potential alternatives developed will allow for placemaking and pleasing aesthetic treatments.</p>
<b>236</b>	Educate drivers.	The ProPEL Indy study team has received your comment and it has been documented with the official study record.



<b>237</b>	<p>Presently, highways divide neighborhoods. They can't be crossed safely by pedestrians. What crossings exist are dangerous because they're along fast-moving roads with no barrier or protection between cars and walkers. Otherwise, they're dangerous because of vagrant presence. The fix: recessed highways with green spaces above. This is also known as decking over highways. Highways are useful for people who are just passing through to pass through faster. But highways through a city divide neighborhoods, making it nearly impossible for residents to reach local businesses and neighbors on the other side. Prioritize the communities that have to live with the highway every day. Recess the highways and build community connections above them. Otherwise, we continue to sacrifice a vibrant downtown for the sake of people just passing through. This is an equity issue. Highways in America destroyed Black, brown, and lower-class neighborhoods. Those neighborhoods just happened to be the right place to build them somehow. Homes and businesses in those communities were torn down to make way. We can't get back what was taken then. But we can rebuild - if we give a place to build. Recess the highway and deck over it to right the wrongs of the past. It's a start. Let communities thrive.</p>	<p>The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost. Input regarding quality of life and livability factors such as safety, walkability, and connectivity within the study area will be used in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions, including multimodal improvements, will be considered in the development and evaluation of potential alternatives.</p> <p>Input regarding the impact of the interstates on neighborhoods within the study area will be considered in the development of the draft purpose and need, community goals, and during alternative development and evaluation. The ProPEL Indy study team will seek to improve existing connections and add connections where practical.</p>
<b>238</b>	<p>Schedule meeting on the south side of downtown 5-7pm last week of July</p>	<p>The ProPEL Indy study team has received your comment and it has been documented with the official study record. This meeting was held in July 2023, a list of past engagement events can be found at <a href="https://ProPELIndy.com">ProPELIndy.com</a></p>
<b>239</b>	<p>Drexel Gardens 4847 W. Regent</p>	<p>The ProPEL Indy study team has received your comment and it has been documented with the official study record.</p>
<b>240</b>	<p>Sam Jones Ramp - Needs Wall for sound. More traffic makes more noise. Clean brush &amp; mow regularly. Noise rattles windows and house. It's terrible.</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>



<b>241</b>	<p>It's great that you are looking at this. I live in Lafayette and when I go to Indy or further south, I use I-65. Looking at the two options one has in going through the city from the northwest to the south, you have I-65 and I-465. Reducing or not allowing any through movements, especially unimpeded and at interstate speed, on I-65 will negatively impact I-465. I cannot see how I-465 could be improved to handle the additional traffic volumes. Adding the additional vehicular volume to I-456 will reduce the level of service to unacceptable levels. Indiana is the crossroads of America and not maintaining I-65 as an interstate will change that slogan to the congested crossroads of America. I suspect that what ever improvement(s) that are put forth or suggested will be expensive. Can INDOT and the State afford it? Does the State need another mega road project? There are many smaller projects on state and us routes proposed around the state that have been put off or not even looked at now due to funding the current mega projects. This is an equity question in that a significant amount of funding is being put into the Indianapolis area and the remaining part of the state only sees funding for simple and small maintenance projects. I also ask that more background and information be placed on the web page. I cannot attend any of the meetings and the web page lacks even basic background information.</p>	<p>The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations. The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost.</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. 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. More information on the study can now be found on the website at <a href="http://ProPELIndy.com">ProPELIndy.com</a></p>
<b>242</b>	<p>I want to see no further expansions planned I-70 and I-69, I'd like to see a reduction in lanes for both highways. To me, a modern city and transportation network is less focused on cars and more focused on trains/public transportation. I'm also concerned about the fiscal responsibility. To me highway expansions are a money sink, I want to see the state become more responsible and consider alternative and more efficient transportation systems that move people and goods.</p>	<p>The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations. The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, 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>



<b>243</b>	As a lifelong Indy resident I see no need for the Highway to go through downtown Indianapolis. We'd see improved economic activity, environmental effects, quality of life & mobility if the Highway were removed & the land redeveloped as dense urban multitude development & parkland. Like the Cheonggyecheon project in Seoul.	The ProPEL Indy study team will use input regarding quality of life and livability factors such as safety, walkability, and connectivity within the study area in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions, including multimodal improvements and development opportunities, will be considered in the development and evaluation of potential alternatives. The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost.
<b>244</b>	I would like to see Indy build its transportation network with the city's residents in mind. Urban flight and the building of the inner loop helped to destroy the continuity of downtown and surrounding neighborhoods. If we really see ourselves as a world-class city and not just a playground for convention-goers, we should seriously reconsider how much interstate through-traffic we funnel through downtown. By allowing the inner loop to function as a throughway for drivers, we are inconveniencing both residents and commuters, by making downtown less pleasant to live in AND making suburbs-bound commuters compete with other traffic. I believe that we should seriously consider having the downtown-bound interstates end at the edge of downtown. This is a compromise that allows downtown-bound commuters to still use the highway, but simplifies driving to and from downtown and diverts through-traffic to the I-465 loop, which is much larger is much more suited to handle that kind of traffic.	<p>The ProPEL Indy study team will use input regarding quality of life and livability factors such as safety, walkability, and connectivity within the study area in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions, including multimodal improvements, will be considered in the development and evaluation of potential alternatives. The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost.</p> <p>Input regarding the impact of the interstates on neighborhoods within the study area will be considered in the development of the draft purpose and need, community goals, and during alternative development and evaluation. The ProPEL Indy study team will seek to improve existing connections and add connections where practical.</p>



<b>245</b>	The highways are a huge waste of money, time, and space. We've spent years working on them and regardless of what we do there is always traffic, there are always crashes, and people complain about them. We should stop investing in highways and start investing in other means of transportation like every other large city on the planet. Turns these into parks, light rail, re-connect neighborhoods, add housing, ANYTHING but more spaces for cars.	<p>The ProPEL Indy study team will use input regarding the need for improvements, access, and connectivity within the study area in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions, including multimodal improvements and new development opportunities, will be considered in the development and evaluation of potential alternatives.</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>
<b>246</b>	The DOT needs to dramatically and completely shift its focus away from prioritizing cars. The absolute best way to modernize the inner loop interstates would be to demolish them. The future of transportation in a climate change affected world is not highways. It's public transit. So instead of throwing billions to prop up a dying industry, you should be spending that money to completely and totally fund frequent and fast public transportation throughout the city and state. It is infuriating that y'all have taken your name of Department of Transportation to solely mean car-based private transportation. Start prioritizing public transportation, immediately.	<p>The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, 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>
<b>247</b>	Tear them down and right the wrong. This provides economic development, mobility, quality of life AND equity benefits, despite the poorly written and unscientific survey limiting expression of all 4 options.	<p>The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost.</p> <p>Input regarding the impact of the interstates on neighborhoods within the study area will be considered in the development of the draft purpose and need, community goals, and during alternative development and evaluation. The ProPEL Indy study team will seek to improve existing connections and add connections where practical.</p>



<b>248</b>	<p>The section of interstate between the north and south splits should be completely removed. The neighborhoods that were severed should reconnect and one of the densest housing corridors in the entire country should be built over the ruins of this interstate. The two year closure of this area has already proven that this segment is completely unnecessary. We can't let the sunk cost of the newly finished (and useless) North Split affect us from making the correct decision to remove this segment ASAP. Once everyone realizes this is amazing, the north and south legs of the downtown interstates should also be severed. This is how we become a world class city. The inner horseshoe of interstate around the city is occupying some of the most valuable land in the state and it needs to be activated. Through traffic should stay on 465. 65 and 70 should be converted to Downtown only paths. The city and state should reclaim that land and use the massive tax dollar windfall to make this city better.</p>	<p>The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost. Input regarding the need for improvements, access, connectivity and new development opportunities within the study area will be used in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions will be considered in the development and evaluation of potential alternatives.</p>
<b>249</b>	<p>The highway should be removed or vastly reduced in footprint. It prioritizes people going through downtown and potentially not even stopping downtown, at the expense of people who live downtown and businesses that exist downtown. Downtown businesses and families would be better off without the highway.</p>	<p>The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost. Input regarding the impact of the interstates on neighborhoods within the study area will be considered in the development of the draft purpose and need, community goals, and during alternative development and evaluation. The ProPEL Indy study team will seek to improve existing connections and add connections where practical.</p>



**250** I would love for us to invest in solutions that allow for quality driving alternatives. Not everyone can drive or wants to drive, but our highways don't allow for great alternatives right now. What I would love to see is some great regional transit connections. Imagine if I could ride my bike to a station in Fishers, and then ride a train into Indy Union Station 15 minutes later! That would be transformative!. Having solid transit would improve our highways by reducing the wear and traffic they see. Fewer cars on the road make for a better driving experience! This increased mobility would be great for business, as people can freely flow between communities around Indianapolis for work and pleasure. It would provide a safe way for people to get home when they otherwise wouldn't be safe to drive, for example if you've been drinking or had a medical procedure. Imagine being able to step onto world class transit to the airport instead of having to pay for parking or get dropped off! What if we integrated passenger rail with each of our highways since we already have the right of way? The empty area in our medians could become thriving rail corridors which would take the load off of highways and provide faster more reliable connections. Even if we can't start with rail, we shouldn't wait. We could start by creating connections with some nice busses designed for longer segments. For example, one could run down a dedicated bus lane on 69/Binford to connect up to the BRT lines near the fairgrounds. It will be important for us to think of the whole journey. How will someone bring their bike with them? At stations, is secure bike parking provided? Are there bikes available for day rentals at the destinations? Are there convenient connections with other transit networks? Another thing quality regional transit would do is support local businesses by allowing us to remove parking minimums. If there are quality alternatives to the car, this means fewer cars needing parking accommodations. This reduces the cost of building new shops and businesses, and allows us to build MORE in a smaller area; further increasing the quality of life for those in that area. Cars brought into Indy by these highways increase danger to citizens of Indy and reduce their quality of life. By providing alternatives we're not only providing world class transportation for everyone, but improving the quality of life for all Indy residents. We should also explore which of these highway corridors within the 465 loop we can remove; regaining valuable land and removing their negative impact on the quality of life for surrounding residents. Specifically, the segments bordering the mile square area create barriers between the downtown and surrounding communities. Besides being more efficient in terms of transportation volume, transit will also allow us to have cleaner air and environment. Personal cars contribute greatly to the pollution of our beautiful city through exhaust, tire debris, etc., but transit would allow us to move people in a low impact and emissions manor. It simply won't be possible for us to build highways large enough for all the traffic we want in our thriving communities. We can't afford to build and maintain it, and we don't want to pave over everything to accommodate it. A transit system will bring about increased worker productivity; instead of needing to drive and focus for trips on the highway, our citizens can be freed

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.

The ProPEL Indy study team will use input regarding quality of life and livability factors such as safety, walkability, and connectivity within the study area in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions, including multimodal improvements and new development opportunities, will be considered in the development and evaluation of potential alternatives.

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>to conduct work or learn during their travel. That's a huge increase in potential productivity that no increase in highway lanes will ever get you! There are financial benefits from a community health perspective. If we build a system that encourages movement on foot/bike this will reduce the cost to our community of bad health (heart disease, obesity, etc.). So to summarize, let's jump into the future! Rather than continuing to double down on highways and highway expansions, let's look to the future and build a thriving transportation system that makes purchasing an expensive personal car optional. Let's build one that optimizes for the movement of people safely and efficiently, rather than for the movement of cars.</p>	
<b>251</b>	<p>Honestly, it may seem unpopular, but the best thing that can be done is to either route them around the outside of the city or my preferred option, put them in an underground tunnel. While the underground tunnel is a very expensive option, the space that they currently occupy can easily be converted into more housing, more businesses, and even greenspaces. The first two options would generate more tax revenue that would offset the cost of burying the interstates over time and improve the areas around them.</p>	<p>The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost. Input regarding new development opportunities for business will be considered in the development of the draft purpose and need, as well as community goals. In addition, specific suggestions will be considered in the development and evaluation of potential alternatives.</p>
<b>252</b>	<p>The section of interstate between the north and south splits should be completely removed. Build a housing corridor. The two year closure of this area has proven that this segment is completely unnecessary. Through traffic should stay on 465. 65 and 70 should be converted to Downtown only paths.</p>	<p>The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost. Input regarding new development opportunities for business will be considered in the development of the draft purpose and need, as well as community goals. In addition, specific suggestions will be considered in the development and evaluation of potential alternatives.</p>
<b>253</b>	<p>There should be a toll booth for through traffic using 70/65 instead of 465. An inconvenient toll booth that you have to stop to pay. No transponders. Stop pay they toll. Eventually the time it takes to pay tolls will make through traffic use 465. The new fixes at north and south split did nothing to alleviate traffic and actually seems worse. So much concrete. Bury 65/70 though the downtown area.</p>	<p>The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost. Lane management strategies will be evaluated 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>



<b>254</b>	Remove I-65 and I-70 from within the 465 circle. replace with boulevard or at grade streets and business and housing opportunities.	The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost.
<b>255</b>	Can you let us know: 1. What are the lessons learned from the North Split? 2. What went right and what went wrong? Thank you	The North Split was an INDOT project, where ProPEL Indy is a Planning-Environment Linkage (PEL) planning study, a collaborative and integrated approach to transportation decision-making that considers environmental, community, and economic goals early in the planning process. ProPEL Indy will review previous studies and projects as part of the study process. Lessons learned from the North Split project, and other INDOT construction projects, will be considered for any projects that move forward from the PEL study.
<b>256</b>	How can we get effective speed enforcement? ISP has proven insufficient in my opinion. A lot of reckless driving goes unaddressed and leads to crashes and road rage.	Maximizing the safety of our roads is a priority. Safety needs will be discussed in the existing transportation conditions report and the draft purpose and need. The potential solutions identified through this study are expected to improve safety both on the interstates and in the vicinity of interchanges.
<b>257</b>	When modeling traffic demand are we considering what proportion of the traffic is thru-traffic (not stopping inside 465)? What can we do to motivate that traffic to take 465 rather than going through the city (less urban air and noise pollution and congestion)?	<p>The ProPEL Indy study team has received your comment and it has been documented with the official study record. Analysis of current and projected traffic data in the study area will be included in the study's Existing Transportation Conditions Report. This report will be published to the study's website.</p> <p>Input regarding climate resilience will be used in the development of the draft purpose and need, as well as community goals. Once alternatives have been developed and refined, they will be evaluated for their ability to address the needs, as well as for their potential impacts on human and environmental resources. Efforts will be made to avoid and minimize impacts or identify potential mitigation options for impacts considered during the study.</p>

258	I am 100% in favor of recessing the Interstate - moving key infrastructure wherever you can. This is about the FUTURE. Then let's reconnect the historic and traditional Indianapolis neighborhoods and use the reclaimed real estate to create ongoing economic opportunity - foster economic drivers for the communities and then build more equitable and affordable housing.	<p>The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost.</p> <p>Input regarding the impact of the interstates on neighborhoods within the study area will be considered in the development of the draft purpose and need, community goals, and during alternative development and evaluation. The ProPEL Indy study team will seek to improve existing connections and add connections where practical.</p>
259	Any future Inner City Interstate, should (as a rule) seriously limit Heavy Truck Traffic through the Inner Loop. I-465 should continue to be fashioned for large commercial transport.	The ProPEL Indy study team will use input regarding the need for improvements, access, and connectivity within the study area in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions will be considered in the development and evaluation of potential alternatives.
260	How far along in the planning process are you - in other words, how much impact will this study have?	The ProPEL Indy study team has received your comment and it has been documented with the official study record. 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. That's why public feedback is vital to the success of the study. With your active participation and input, you can help the study team understand local needs, identify opportunities and concerns as well as assess potential improvement options.
261	Do you believe the scare through our city and be repaired? Do you believe we can be whole again?	Input regarding the impact of the interstates on neighborhoods within the study area will be considered in the development of the draft purpose and need, community goals, and during alternative development and evaluation. The ProPEL Indy study team will seek to improve existing connections and add connections where practical.
262	Please don't plan on the big tall barriers along the sides. Use something clear so it can be seen through.	The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.

263	Please keep in mind folks from outside the donut counties spend time and money downtown. We need safe, fast access to downtown to participate in the economy.	The ProPEL Indy study team will use input regarding the need for improvements, access, and connectivity within the study area in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions will be considered in the development and evaluation of potential alternatives.
264	Let's improve our highways without blowing money on worthless changes that sound good but do not improve anything	The ProPEL Indy study team has received your comment and it has been documented with the official study record.
265	What is the desired budget	The ProPEL Indy study team has received your comment and it has been documented with the official study record. 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. That's why public feedback is vital to the success of the study. With your active participation and input, you can help the study team understand local needs, identify opportunities and concerns as well as assess potential improvement options.
266	Would love to see Indiana come out of the dark ages and promote state-wide high speed rail. Let's get some of these vehicles off the road and reduce emissions.	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.
267	I believe the study would benefit from a LiDAR derived survey. The wealth of data derived from it would be of endless benefit to the study.	The ProPEL Indy study team has received your comment and it has been documented with the official study record.
268	We need more bike lanes everywhere, this could reduce many of the issues of congestion and cars and traffic and the need for roads if biking everywhere could establish itself as a norm here in the states. Look towards Amsterdam or Norwegian countries how successful proper cycling infrastructure is and the much reduced traffic. Right now we have the super inconvenient Monon that's tucked out of the way, and that's you're only option if you value your life, other roads have "painted infrastructure" but the last time I checked cars don't really care about the paint and run you over anyways	The ProPEL Indy study team will use input regarding walkability and connectivity within the study area to identify deficiencies in the development of a purpose and need document. The study team will work with INDOT and the City of Indianapolis to develop potential solutions to these deficiencies.
269	Please depress the interstates on the south side of downtown below grade. I wish more time had been allotted to study the feasibility of doing the same at the north split.	The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost.



<b>270</b>	Will common sense be used with future building projects? Will the tax paying people actually have a say? Will you build bigger for the future or just to accommodate now, so we get to rebuild and repair in 20 more years?	The ProPEL Indy study team has received your comment and it has been documented with the official study record. 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. That's why public feedback is vital to the success of the study. With your active participation and input, you can help the study team understand local needs, identify opportunities and concerns as well as assess potential improvement options.
<b>271</b>	More lighting on roadway	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.
<b>272</b>	Anything to bring families together would be wonderful with jobs for young people to give them a better direction	The ProPEL Indy study team will use input regarding the need for improvements, access, and connectivity to support economic opportunities for business in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions will be considered in the development and evaluation of potential alternatives. Input regarding the impact of the interstates on neighborhoods within the study area will be considered in the development of the draft purpose and need, community goals, and during alternative development and evaluation. The ProPEL Indy study team will seek to improve existing connections and add connections where practical.

273	How can these investments support community revitalization and quality of life? There are plenty of studies that show that adding lanes to highways don't reduce congestion long-term.	The ProPEL Indy study team will use input regarding quality of life and livability factors such as safety, walkability, and connectivity within the study area in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions, including multimodal improvements, will be considered in the development and evaluation of potential alternatives. Safety and operations will be evaluated throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.
274	hire a competent contractor that will not cause significant disruptions to the traffic network during the decade long project	The ProPEL Indy study team has received your comment and it has been documented with the official study record.
275	People who live next to 465 deal with increased air pollution and noise pollution, also littering and ground water pollution. Finding ways to help these issues would make Indiana a safer and healthier place to live	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.
276	We need to shift the mindset. This interstate is no longer a potential necessity to a thriving regional center, but a convenience for some and an immovable barrier for many.	The ProPEL Indy study team will use input regarding quality of life and livability factors such as safety, walkability, and connectivity within the study area in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions, including multimodal improvements, will be considered in the development and evaluation of potential alternatives. Input regarding the impact of the interstates on neighborhoods within the study area will be considered in the development of the draft purpose and need, community goals, and during alternative development and evaluation. The ProPEL Indy study team will seek to improve existing connections and add connections where practical.
277	Thank you for the study and the opportunity to provide feedback.	The ProPEL Indy study team has received your comment and it has been documented with the official study record.
278	For future large-scale projects which cause significant traffic disruptions (such as north split reconstruction), even if it increases costs, have work performed on a 24/7 basis to minimize the length of construction.	The ProPEL Indy study team has received your comment and it has been documented with the official study record.

279	Think and look to the Future when we drive up Meridian St heading downtown you will see the whole downtown city not just half or parts. Look at Cincinnati Ohio ...love it .never lived there but when I visit so easy to walk and navigate through the city.	The ProPEL Indy study team will use input regarding quality of life and livability factors such as safety, walkability, and connectivity within the study area in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions, including multimodal improvements, will be considered in the development and evaluation of potential alternatives.
280	Only to consider my suggestion on researching Light Rail (long range Vision)	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.
281	Any chance that a rapid transit system can be considered? We need to look at ways to ease the congestion and help make Indianapolis a world class city with new modes of mass 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.
282	Please consider more than just through-put for cars when designing the plans.	The ProPEL Indy study team will use input regarding quality of life and livability factors such as safety, walkability, and connectivity within the study area in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions, including multimodal improvements, will be considered in the development and evaluation of potential alternatives.
283	INDOT has long been more concerned with automobile commuters. and less concerned about air quality, neighborhood vitality, and transportation options for residents.	The ProPEL Indy study team will use input regarding quality of life and livability factors such as safety, walkability, and connectivity within the study area in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions, including multimodal improvements, will be considered in the development and evaluation of potential alternatives.
284	As an engineer, looking at this problem as a way to reconnect the city rather than move traffic more efficiently or just put lipstick on a pig is imperative.	The ProPEL Indy study team will use input regarding the need for improvements, access, and connectivity within the study area in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions will be considered in the development and evaluation of potential alternatives.

285	I think this is a good idea, I just hope that we are not wasting money, time, and energy for nothing. Our city and state has focused so much on downtown, and has let the rest of Marion County fall apart. The streets, lights and sidewalks are a mess.	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.
286	Build a light rail system in the median.	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.
287	Please talk to actual construction workers about the design.	The ProPEL Indy study team has received your comment and it has been documented with the official study record. More information on the study can be found at <a href="http://ProPELIndy.com">ProPELIndy.com</a> .
288	Please see above and look for ways to reduce our dependency on cars by implementing a personal rapid transit system like Skytran throughout Central Indiana.	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.
289	Finish the 1960s Master Plan for Marion County, it would vastly improve travel within the County.	The ProPEL Indy study team has received your comment and it has been documented with the official study record.
290	Please work with the good people of the ReThink coalition as they have a wealth of experience and great ideas to improve I-65/I-70. Downtown Indy is the fastest growing residential area of the state and we should invest in building wealth there. That means streets designed for people not cars.	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.

291	INDOT has long catered to automobile commuters, and has given less thought to air quality, neighborhood vitality, or a variety of transportation options	The ProPEL Indy study team will use input regarding quality of life and livability factors such as safety, walkability, and connectivity within the study area in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions, including multimodal improvements, will be considered in the development and evaluation of potential alternatives.
292	As residents, we voted for a sound wall but it was over-ridden by business interests in the area stating the noise would be much lower with the North-split improvements. Ambient traffic noise is not bad but loud trucks are limiting the enjoyment of our properties.	Noise impacts and efforts to mitigate and reduce them will be included in the ProPEL Indy study.
293	Replace highways with transit corridors.	<p>The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, 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>
294	Please examine the corridors through a non-car-centric lens. Please put equal weight in the ways people move around Indianapolis. Our city is in a pedestrian and cycling crisis. We need to prioritize making the built environment safe for our most vulnerable. The fact is, people are most vulnerable when they are near cars that are speeding off ramps at high speeds crossing pedestrian walkways.	The ProPEL Indy study team will use input regarding walkability and connectivity within the study area to identify deficiencies in the development of a purpose and need document. The study team will work with INDOT and the City of Indianapolis to develop potential solutions to these deficiencies. 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.

<b>295</b>	Thank you for seeking input from the public. Our advantage in IN is how close we are for companies to ship things to other states. Maintaining that advantage is important to our economic growth.	The ProPEL Indy study team will use input regarding the need for improvements, access, and connectivity to support economic opportunities for business in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions will be considered in the development and evaluation of potential alternatives.
<b>296</b>	If INDOT closes a major thoroughfare for 23 months again I will seriously lose it, why is there not a cooling off period after this project finally ended one week ago before you start asking people what other projects you can potentially execute horrendously. Whoever thought of making this a survey should be fired, actually maybe just fire everyone at INDOT and start over	The ProPEL Indy study team has received your comment and it has been documented with the official study record.
<b>297</b>	Is there enough land to incorporate a frontage route for bikes/foot traffic?	The ProPEL Indy study team will use input regarding walkability and connectivity within the study area to identify deficiencies in the development of a purpose and need document. The study team will work with INDOT and the City of Indianapolis to develop potential solutions to these deficiencies.
<b>298</b>	I want to see forward scheduling so that community groups can plan on full participation	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.
<b>299</b>	It is my sincere hope that this goes somewhere. As a government employee, I understand the glacial pace of any decision, but if politics stay out of these decisions something might get done.	The ProPEL Indy study team has received your comment and it has been documented with the official study record. More information on the study can be found at <a href="http://ProPELIndy.com">ProPELIndy.com</a> .
<b>300</b>	Is decommissioning 65/70 within the 465 loop on the table?	The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost.
<b>301</b>	I hope H. B. 1015 doesn't put Indiana on a slippery slope to becoming a surveillance state! That happened in New York state earlier this year, at least for construction projects, in which cameras were restricted to New York City but have been allowed to expand upstate!	The ProPEL Indy study team has received your comment and it has been documented with the official study record.

302	Do not waste taxpayers money on a tunnel system.	The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost.
303	PLEASE do not limit this project ONLY to Interstates 65 & 70. The Binford Boulevard corridor should be included as well, as it is a significant alternative to I-465/I-70 for those of us on the far NE side of the city to reach downtown. By focusing solely on I-65 & I-70, you are ignoring the needs of a significant portion of our city's population as well as those of many commuters & visitors alike.	The ProPEL Indy study team has received your comment and it has been documented with the official study record.
304	Are you considering removing the highways entirely? Or is this just a rebuild/reconfigure project?	The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost.
305	Provide better pedestrian connections and allow pedestrians to feel comfortable crossing with protected sidewalks, night lighting, etc.	The ProPEL Indy study team will use input regarding walkability and connectivity within the study area to identify deficiencies in the development of a purpose and need document. The study team will work with INDOT and the City of Indianapolis to develop potential solutions to these deficiencies. 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.
306	What does INDOT want to do with the corridors?	The ProPEL Indy study team has received your comment and it has been documented with the official study record. More information on the study can be found at <a href="http://ProPELIndy.com">ProPELIndy.com</a> .

307	Adding street lights along 65 going through the south side of Indianapolis will help improve safety	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.
308	Keep building. So many cities around the country have crushing traffic problems but do nothing to solve the problems. Never allow that to happen here.	The ProPEL Indy study team has received your comment and it has been documented with the official study record.
309	The focus needs to be on building up mass transit infrastructure more than anything. People need and deserve better from the state	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.
310	Will there be electric charging stations?	Emerging technologies will be considered during the development and evaluation of alternatives.
311	What is this study being used for? How are you sharing/communicating what the "corridors" are? Please define these in future surveys	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. More information on the study can be found at <a href="http://ProPELIndy.com">ProPELIndy.com</a> .
312	Eager to follow this project and read the thoughts of my neighbors and constituents	The ProPEL Indy study team has received your comment and it has been documented with the official study record. More information on the study can be found at <a href="http://ProPELIndy.com">ProPELIndy.com</a> .
313	Study areas when on and off ramps are too close together and cause crisscrossing traffic patterns.	The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.

314	Work better with communities when interstate interchange meet. Allow communities to get easier grants or financing to improve at the same time while contractors are on site. INDOT does ok however, there is room for improvement.	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. More information on the study can be found at ProPELIndy.com.
315	You get one chance to get it right so don't cut corners. Make it a place people was to live and/or visit. Beautify this area! We are growing!	The ProPEL Indy study team will use stakeholder and public input regarding improved corridor aesthetics in the development of community goals. In addition, potential alternatives developed will allow for placemaking and pleasing aesthetic treatments.
316	Hopefully improving the street scape and how 65/79 affects the surrounding neighborhoods with be considered. It not just about how fast to get trucks through downtown.	The ProPEL Indy study team will use input regarding quality of life and livability factors such as safety, walkability, and connectivity within the study area in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions, including multimodal improvements, will be considered in the development and evaluation of potential alternatives. Input regarding the impact of the interstates on neighborhoods within the study area will be considered in the development of the draft purpose and need, community goals, and during alternative development and evaluation. The ProPEL Indy study team will seek to improve existing connections and add connections where practical.
317	Please please please make 65 at least 3 ways.	The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.
318	WHITESTOWN parkway over pass and ramps are unsafe, need dedicated lanes and added lanes to and from 865	The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.
319	Make traffic flow better on I-65 between 465 and 865 and make the exit at Whitestown Parkway better.	The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.

320	Are you going to have public meetings for the doughnut counties?	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. More information on the study can be found at ProPELIndy.com.
321	Bulldoze the sketchy parts of downtown and start over.	The ProPEL Indy study team has received your comment and it has been documented with the official study record.
322	I would like to see incorporation of separated, no truck through lanes. For example, far passing lane with periodic “no trucks” marking.	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.
323	Build climate resilient (non car) infrastructure. We have spent far too long prioritizing level of service and vehicle speeds in cities.	The ProPEL Indy study team will use input regarding climate resilience in the development of the draft purpose and need, as well as community goals. Once alternatives have been developed and refined, they will be evaluated for their ability to address the needs, as well as for their potential impacts on human and environmental resources. Efforts will be made to avoid and minimize impacts or identify potential mitigation options for impacts considered during the study.
324	I understand Indiana is an automobile state, but the sprawl it creates is an eyesore.	The ProPEL Indy study team has received your comment and it has been documented with the official study record.
325	Our city needs mass 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.
326	In the afternoon, why does southbound I-65 traffic encounter congestion as one approaches the North Split?	The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.
327	Please consider sound control as you improve highway systems.	Noise impacts and efforts to mitigate and reduce them will be included in the ProPEL Indy study.

328	ProPEL outreach needs to be intentional about what's going on with the Rethink 65/70 USDOT grant and with the I-65 Safety & Efficiency project. So far, I am not seeing that.	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.
329	You just got thru the major changes in downtown Indy - why are you asking for input after all that?	ProPEL Indy is a future focused planning study that will inform the next 20 years of investment in our interstates as we identify 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 the I-465 loop. ProPEL Indy will result in a bold vision to modernize our interstates and enhance our community for generations to come.
330	How will you actually address equity and safety in this process?	<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. 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.</p> <p>Maximizing the safety of our roads is a priority. Safety needs will be discussed in the existing transportation conditions report and the draft purpose and need. The potential solutions identified through this study are expected to improve safety both on the interstates and in the vicinity of interchanges.</p>
331	How will all community organizations and neighbors be informed of the outcomes of this effort & any decisions that come as a result?	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. More information on the study can be found at <a href="http://ProPELIndy.com">ProPELIndy.com</a> .

332	Sharing the study results with those who participated as well as with the community at large should be done.	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. More information on the study can be found at ProPELIndy.com.
333	What needs to be done to lobby the government to pay for this	
334	Please do not consider adding more lanes to our interstates. It often leads to just as much congestion while taking up more space that could be utilized in ways that will have more benefit to the public.	The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.
335	Indianapolis is too auto dependent.	The ProPEL Indy study team has received your comment and it has been documented with the official study record.
336	Who is funding the study?	The study is funded by the Indiana Department of Transportation.
337	With the north split, it was nice to see more native plants added. I would love to see this continue moving forward. Is there a way that the rail crossings can be improved? While not part of the interstate, they definitely impact resident abilities to access the interstates, especially when the trains are stopped across busy streets such as New York and Michigan.	<p>The ProPEL Indy study team will use stakeholder and public input regarding improved corridor aesthetics in the development of community goals. In addition, potential alternatives developed will allow for placemaking and pleasing aesthetic treatments.</p> <p>Input regarding walkability and connectivity within the study area will be used to identify deficiencies in the development of a purpose and need document. The study team will work with INDOT and the City of Indianapolis to develop potential solutions to these deficiencies.</p>
338	Study the effect of loud sound over time on mental health/anxiety Study the reason for substantially increased anger causing violent behavior	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.

339	Like to know what is the plan for 16th and /Roosevelt corridor. Like to participate in any plan you might have	The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost.
340	To what degree of intentionality is the study team seeking and bringing individuals to the table from the areas that were originally impacted by this construction (i.e. Black residents from historical neighborhoods, the Indiana Avenue corridor). It's great to have an open feedback option but are those that were historically denied agency in Indy's land acquisition for this development intentionally included in this process, more so than others?	<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. 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.</p> <p>Input regarding the impact of the interstates on neighborhoods within the study area will be considered in the development of the draft purpose and need, community goals, and during alternative development and evaluation. The ProPEL Indy study team will seek to improve existing connections and add connections where practical</p>
341	Will residents' comments and voices actually be taken seriously (unlike the North Split process?)	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.
342	The interstates largely bring people in from the donut counties to work and shuttle them out again. This is a disservice for folks actually living and working in Marion county as it has discouraged transit build out and has split up neighborhoods and communities.	The ProPEL Indy study team will use input regarding the need for improvements, access, and connectivity within the study area in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions will be considered in the development and evaluation of potential alternatives.
343	How do we connect adjacent counties to public transportation access?	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.

344	Keep traffic stoppages to a minimum by better routing/lane designs.	The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.
345	I'd like to know more about the study and goals.	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. More information on the study can be found at <a href="http://ProPELIndy.com">ProPELIndy.com</a> .
346	Is there a substantial fund along with this to encourage walkable/bikeable communities? Is underground movement still an option?	<p>The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost.</p> <p>Input regarding walkability and connectivity within the study area will be used to identify deficiencies in the development of a purpose and need document. The study team will work with INDOT and the City of Indianapolis to develop potential solutions to these deficiencies.</p>
347	I'd like to read your executive summary when the survey is analyzed. My comments are strongly influenced by Christopher Alexander's "A Pattern Language" and "A New Theory of Urban Design."	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. More information on the study can be found at <a href="http://ProPELIndy.com">ProPELIndy.com</a> .
348	There is incredible community mistrust related to these kinds of projects and if the study team and other powers that be actually listen and care. You have to address this as well as the interstate itself. The amount of funding and advocacy efforts already invested in reconfiguring the interstate is a positive and formidable development. I believe people are paying attention more than they have historically. Please give us a meaningful chance to talk about all the different options and their pros and cons.	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.



<b>349</b>	Central Indiana does not have "congestion" as experienced in other metro areas. And we're not likely to get there in the next 50 years. So don't prioritize moving people through fast, especially people who driving through or living outside Marion County, over the safety, health, and connectivity of the communities adjacent to the roadways. The opinions of City of Indianapolis engineers and residents should take priority over those voices in the suburbs who use the roads but do not contribute to local road upkeep or community maintenance. I personally don't care if their commute takes an extra 10 minutes. It was their choices to live 10-20 miles outside of the metro areas. When you make that choice, a longer work commute is a given; it should be expected.	<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>Maximizing the safety of our roads is a priority. Safety needs will be discussed in the existing transportation conditions report and the draft purpose and need. The potential solutions identified through this study are expected to improve safety both on the interstates and in the vicinity of interchanges.</p>
<b>350</b>	more lanes would help reduce delays at peak times	The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.
<b>351</b>	I would like to know what you determine to be the most important problems to solve	<p>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. That's why public feedback is vital to the success of the study. With your active participation and input, you can help the study team understand local needs, identify opportunities and concerns as well as assess potential improvement options.</p> <p>The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost.</p>

352	Sam Jones Parkway has too many exits and is an accident waiting to happen.	<p>The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.</p> <p>Maximizing the safety of our roads is a priority. Safety needs will be discussed in the existing transportation conditions report and the draft purpose and need. The potential solutions identified through this study are expected to improve safety both on the interstates and in the vicinity of interchanges.</p>
353	Please consider including planting trees and greenery where possible	<p>The ProPEL Indy study team will use stakeholder and public input regarding improved corridor aesthetics in the development of community goals. In addition, potential alternatives developed will allow for placemaking and pleasing aesthetic treatments.</p>
354	Be creative. Consider competing interests. It's crazy that we encourage large trucks to drive through the center of a city and stunt its central business districts. It's bad for the state, its residents and business community.	<p>The ProPEL Indy study team will use input regarding the need for improvements, access, and connectivity within the study area in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions will be considered in the development and evaluation of potential alternatives.</p> <p>Input regarding the impact of the interstates on neighborhoods within the study area will be considered in the development of the draft purpose and need, community goals, and during alternative development and evaluation. The ProPEL Indy study team will seek to improve existing connections and add connections where practical.</p>
355	I use the corridor everyday for work. With the north split closed for two years my quality of life decreased and I lost 20-30 min of time a day with my family. I'm not alone	<p>The ProPEL Indy study team will use input regarding quality of life and livability factors such as safety, walkability, and connectivity within the study area in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions, including multimodal improvements, will be considered in the development and evaluation of potential alternatives.</p>



<b>356</b>	I would suggest looking south as that area will start growing faster as the commute times from the north increase.	The ProPEL Indy study team will use input regarding the need for improvements, access, and connectivity within the study area in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions will be considered in the development and evaluation of potential alternatives.
<b>357</b>	Really hope the study team will seriously listen to the option of a recessed Highway. The future development and connectivity far out weighs the initial added cost.	<p>The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost.</p> <p>Input regarding new development opportunities for business in the development of the draft purpose and need, as well as community goals. In addition, specific suggestions will be considered in the development and evaluation of potential alternatives.</p>
<b>358</b>	Just to figure out how to get sound barrier walls and have it be a priority.	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.



<b>359</b>	<p>I thought this survey, according to CBS4, was about making life better in the cities. This is just about the nasty mess of interstates dividing people, towns and animal migrations. Some people hate driving (me included) and a lot of people still don't have or can't afford cars yet we aren't considering them. (Think of all the money I'd save if I didn't HAVE TO own a car!) Those who do and don't drive are being murdered by intoxicated, negligent and vicious drivers every day including shootings now. Personally, I think a "department of transportation" should be about transporting people and goods and shouldn't be so car-centric.</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>Input regarding quality of life and livability factors such as safety, walkability, and connectivity within the study area will be used in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions, including multimodal improvements, will be considered in the development and evaluation of potential alternatives.</p>
<b>360</b>	<p>I read an article some time back that talked about having the downtown interstate moved below the surface. Sounds like it would cause problems with accumulation of air pollution, cause difficulty with firefighter and rescue crews in the event of accidents.</p>	<p>The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, 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>



<b>361</b>	The urban neighborhoods of Indianapolis have been either specifically targeted for demolition for urban highway construction or have been an afterthought while prioritizing the desires of wealthier suburban commuters for about 50 years. There are long-standing scars and legacy impacts from these decisions and the communities along the highway corridors are, rightfully, not trustful of INDOT or public officials. Please keep this in mind while conducting outreach and doing planning work and don't give these neighborhoods another reason to be distrustful.	<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. 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.</p> <p>Input regarding the impact of the interstates on neighborhoods within the study area will be considered in the development of the draft purpose and need, community goals, and during alternative development and evaluation. The ProPEL Indy study team will seek to improve existing connections and add connections where practical.</p>
<b>362</b>	Stay focused on your task. Don't be swayed by politicians, and big money. Strive to make this corridor the talk of the nation in the positive.	The ProPEL Indy study team has received your comment and it has been documented with the official study record.
<b>363</b>	Indianapolis has an opportunity to create vibrant neighborhoods that generate more economic development and spending. Ultimately increasing tax revenue, and allowing opportunities for business and families to live in neighborhoods near the corridor and use the corridor to access other areas of the city and region.	<p>The ProPEL Indy study team will use input regarding quality of life and livability factors such as safety, walkability, and connectivity within the study area in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions, including multimodal improvements, will be considered in the development and evaluation of potential alternatives.</p> <p>Input regarding the impact of the interstates on neighborhoods within the study area will be considered in the development of the draft purpose and need, community goals, and during alternative development and evaluation. The ProPEL Indy study team will seek to improve existing connections and add connections where practical.</p>

364	<p>Please please please think about our air quality. Indy is continually making headlines for our terribly unhealthy air quality. Nearly 20% of Indianapolis community members live with asthma and COPD and these are greatly aggravated by high ozone and PM2.5 levels, not to mention lung cancer, pregnant people, and COVID. It is pretty apparent that our highway system and the many individual vehicles that drive on it are much to blame. This is extra difficult for those of us that have chosen more pedestrian lifestyles - as we continue biking/walking, we have to breathe air that burns our lungs even though it's not our fault.</p>	<p>The ProPEL Indy study team will use input regarding climate resilience in the development of the draft purpose and need, as well as community goals. Once alternatives have been developed and refined, they will be evaluated for their ability to address the needs, as well as for their potential impacts on human and environmental resources. Efforts will be made to avoid and minimize impacts or identify potential mitigation options for impacts considered during the 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>
365	<p>How are post-COVID work patterns affecting traffic data and decisions about the future of the interstate infrastructure? How are EV, climate change, and new technologies affecting infrastructure decisions?</p>	<p>The ProPEL Indy study team has received your comment and it has been documented with the official study record. Analysis of current and projected traffic data in the study area will be included in the study's Existing Transportation Conditions Report. This report will be published to the study's website.</p> <p>Emerging technologies will be considered during the development and evaluation of alternatives.</p> <p>Input regarding climate resilience will be used in the development of the draft purpose and need, as well as community goals. Once alternatives have been developed and refined, they will be evaluated for their ability to address the needs, as well as for their potential impacts on human and environmental resources. Efforts will be made to avoid and minimize impacts or identify potential mitigation options for impacts considered during the study.</p>
366	<p>Think progressively - the engineering and design of the highways in Indiana is pretty bad. Do it right rather than cheap and convenient. Don't listen to people who complain about how long repairs will take or how much it costs - as long as the right improvements nobody will remember how long or how much it cost.</p>	<p>The ProPEL Indy study team has received your comment and it has been documented with the official study record.</p>



<b>367</b>	What is actually on the table? What can actually be done that isn't just more of the same?	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. That's why public feedback is vital to the success of the study. With your active participation and input, you can help the study team understand local needs, identify opportunities and concerns as well as assess potential improvement options.
<b>368</b>	I wanted to thank you for taking the time to hear out the neighbors and others affected by the interstate. I truly hope that this will bring a positive change though I know it will be many years until completion. I truly love where I live and my sweet 100+ year old bungalow. I don't want to move because I love my neighbors and neighborhood! However the interstate noise has really been draining me, so if there's a possibility that it can change, that would mean the world to me! So thank you for reading and taking the time to make this survey.	<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 ProPEL Indy study team will use input regarding quality of life and livability factors such as safety, walkability, and connectivity within the study area in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions, including multimodal improvements, will be considered in the development and evaluation of potential alternatives</p>
<b>369</b>	Traffic should be managed in such a way that it does not prevent us nondrivers from moving about safely. Accessible pedestrian signals are paramount for multi-lane or diagonal crossings, and crossings to and from BRT bus pads.	<p>The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.</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>



<b>370</b>	Take out the interior interstate. Cities are doing this all over the country and finding the land can be put to much greater beneficial use. Traffic going through the downtown area does not need to be on an interstate. Use the funds that would be used to maintain to provide multi-modal transportation options for people.	<p>The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.</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>
<b>371</b>	Really understand how City of Indianapolis residents are penalized by making it easier for commuters to live far away - the commuters utilize our surface streets, have our police and fire protection, utilize our city sewers and trash collection while they are downtown, but they do not contribute at all to the costs for those services because of the way our taxes work in Indiana.	<p>Input regarding the impact of the interstates on neighborhoods within the study area will be considered in the development of the draft purpose and need, community goals, and during alternative development and evaluation. The ProPEL Indy study team will seek to improve existing connections and add connections where practical.</p> <p>The ProPEL Indy study team will use input regarding the need for improvements, access, and connectivity within the study area in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions will be considered in the development and evaluation of potential alternatives.</p>
<b>372</b>	What are the scope of possible improvements and changes. The north split was just redone, how much of that will be affected again in a few years with these possible projects? Have you considered partnering with IndyGo to make bus only lanes on the interstate itself? What type of economic growth do you foresee with this?	<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>The ProPEL Indy study team will use input regarding quality of life and livability factors such as safety, walkability, and connectivity within the study area in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions, including multimodal improvements, will be considered in the development and evaluation of potential alternatives.</p>



<b>373</b>	<p>I am pretty disappointed that when the city street grid was reconfigured for the Interstate in the 1970, and there were numerous locations where sidewalks were not installed, and in this iteration some 50 years later, the sidewalks were not restored. The east side of the 600 to 900 block of N Davidson Street is a good example. Another bit of bad pedestrian design is on the North Street at Davidson Street. As you walk east toward the ramp, the sidewalk just ends. It should have had a barricade but allowed you to turn left and should to direct pedestrians back to the city street grid. Instead, there is just a weed filled ditch. In addition there should be some signage to warn about pedestrians since traffic is immediately dumped onto to north street between large residential buildings. Another bad pedestrian corner is Davison and Michigan Street. It is stressful crossing Michigan Street at this corner, especially with cars turning right on red.</p>	<p>The ProPEL Indy study team will use input regarding walkability and connectivity within the study area to identify deficiencies in the development of a purpose and need document. The study team will work with INDOT and the City of Indianapolis to develop potential solutions to these deficiencies.</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>
<b>374</b>	<p>Please see my comments for the first question. Again, don't be bullied by the NIMBYs. I-465 and all of the adjacent corridors to I-465 were nightmarish while the North Split was closed, and only partially closed at that. Do not buy the lie of "If they can close it for 18 months, why do we need it?" Obviously, people that believe that have no concept of what happened to traffic on and near I-465 (and many other parts of the metro area) during the North Split Reconstruction. Also, don't believe the lie of how I-71 (Fort Washington Way) in Cincinnati was reconstructed and depressed and made wonderful. Yes, it was reconstructed and improved. But it was depressed when it was constructed in the early 1960s! Apples and oranges. Likewise, we are not Syracuse, Seattle, or San Francisco. Their freeway removals are again apples and oranges. I-65 and I-70 are long-distance Interstates with National traffic on them, not spurs with lighter traffic that can be absorbed elsewhere.</p>	<p>The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost.</p>
<b>375</b>	<p>A lot of people assume the highways are used only be people passing through and do not benefit downtown. However, please do not forget about the people like me. As someone who lives AND works downtown, having easy access to any part of the city is very convenient for me. We have clients all over the state, so being able to get out of the city in any direction quickly is vital.</p>	<p>The ProPEL Indy study team will use input regarding the need for improvements, access, and connectivity within the study area in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions will be considered in the development and evaluation of potential alternatives.</p>



<b>376</b>	1. STOP ripping up all the roads without having a comprehensive plan! It is getting more and more difficult to navigate around Indy because it feels like 35-40% of roads are being worked on, and not too far from one another. Do the decision-makers not live in Indy? Are they not also affected by constant detours and inaccessible parking? 2. Make signs more clear. It's easy to be on the wrong side and not see that until last minute ESPECIALLY where 65 and 70 become one. This is dangerous, and again, if you're going to make it difficult to navigate, the LEAST you can do is make things as clear as possible since people are speeding. I do sincerely appreciate the recent lane markers on which lanes split off into which direction, so perhaps more of that. 3. If possible, longer exit ramps for higher traffic areas so they don't affect other drivers.	<p>The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.</p> <p>Maximizing the safety of our roads is a priority. Safety needs will be discussed in the existing transportation conditions report and the draft purpose and need. The potential solutions identified through this study are expected to improve safety both on the interstates and in the vicinity of interchanges.</p> <p>Input regarding improved wayfinding and signage along the corridor will be used by the study team in the development of the draft purpose and need, as well as community goals. In addition, specific concerns and suggestions will be considered in the development and evaluation of potential alternatives.</p>
<b>377</b>	Invest in more reflective or like in TX there are rumble strips on streets as well as highways	The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.
<b>378</b>	Overall focus on multimodal access through and around interstate corridors, not just a second thought	The ProPEL Indy study team will use input regarding walkability and connectivity within the study area to identify deficiencies in the development of a purpose and need document. The study team will work with INDOT and the City of Indianapolis to develop potential solutions to these deficiencies.
<b>379</b>	Clean surface street, remove glass + debris	Maximizing the safety of our roads is a priority. Safety needs will be discussed in the existing transportation conditions report and the draft purpose and need. The potential solutions identified through this study are expected to improve safety both on the interstates and in the vicinity of interchanges.

380	Restore connection in the old southside. Allow neighbors to walk through the hood as they used to. Lower I-70 to below grade for bridges to connect the community. Open up more space for needed assets, like grocery	<p>The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost.</p> <p>The ProPEL Indy study team will use input regarding the need for improvements, access, and connectivity within the study area in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions will be considered in the development and evaluation of potential alternatives.</p>
381	Big Idea: Autonomous Vehicle to aid in transportation mobility	Emerging technologies will be considered during the development and evaluation of alternatives.
382	Better streets overall they are bumpy and hard on cars	<p>The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.</p> <p>Maximizing the safety of our roads is a priority. Safety needs will be discussed in the existing transportation conditions report and the draft purpose and need. The potential solutions identified through this study are expected to improve safety both on the interstates and in the vicinity of interchanges.</p>
383	Stop the war against cars! Stop taking away our car lanes! And we also need more trails + greenways	<p>The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.</p> <p>Input regarding walkability and connectivity within the study area to identify deficiencies in the development of a purpose and need document. The study team will work with INDOT and the City of Indianapolis to develop potential solutions to these deficiencies.</p>

384	Drop through traffic below grade and reconnect neighborhoods with xxx through streets	<p>The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost.</p> <p>The ProPEL Indy study team will use input regarding the need for improvements, access, and connectivity within the study area in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions will be considered in the development and evaluation of potential alternatives.</p>
385	Signage for urban farm like Felege Hiywot Center	Input regarding improved wayfinding and signage along the corridor will be used by the study team in the development of the draft purpose and need, as well as community goals. In addition, specific concerns and suggestions will be considered in the development and evaluation of potential alternatives.
386	Lack of Yielding yellow arrows instead of long "red lights"	Maximizing the safety of our roads is a priority. Safety needs will be discussed in the existing transportation conditions report and the draft purpose and need. The potential solutions identified through this study are expected to improve safety both on the interstates and in the vicinity of interchanges.
387	Work, Live, Play + Stay Great opportunity for Central Indiana	The ProPEL Indy study team will use input regarding quality of life and livability factors such as safety, walkability, and connectivity within the study area in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions, including multimodal improvements, will be considered in the development and evaluation of potential alternatives.
388	Set up through traffic tolls at I-465 and encourage through traffic to NOT transit downtown.	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.

389	Urban wildlife crossings - make sure they still can!	The ProPEL Indy study team will use input regarding the need for improvements, access, and connectivity within the study area in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions, including those related to wildlife, will be considered in the development and evaluation of potential alternatives.
390	People live here. They deserve thoughtful planning. Help reconnect the old southside.	<p>The ProPEL Indy study team will use input regarding the need for improvements, access, and connectivity within the study area in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions will be considered in the development and evaluation of potential alternatives.</p> <p>Input regarding the impact of the interstates on neighborhoods within the study area will be considered in the development of the draft purpose and need, community goals, and during alternative development and evaluation. The ProPEL Indy study team will seek to improve existing connections and add connections where practical.</p>
391	Walkability Bike Street Connection	The ProPEL Indy study team will use input regarding walkability and connectivity within the study area to identify deficiencies in the development of a purpose and need document. The study team will work with INDOT and the City of Indianapolis to develop potential solutions to these deficiencies.
392	Share facts about Indy to instill pride in city	<p>Input regarding the impact of the interstates on neighborhoods within the study area will be considered in the development of the draft purpose and need, community goals, and during alternative development and evaluation. The ProPEL Indy study team will seek to improve existing connections and add connections where practical.</p> <p>The ProPEL Indy study team will use stakeholder and public input regarding improved corridor aesthetics in the development of community goals. In addition, potential alternatives developed will allow for placemaking and pleasing aesthetic treatments.</p>

393	More trees... They have huge benefits for mental, health, crime reduction, cooling etc.	The ProPEL Indy study team will use stakeholder and public input regarding improved corridor aesthetics in the development of community goals. In addition, potential alternatives developed will allow for placemaking and pleasing aesthetic treatments.
394	Recess interstate to reconnect community, Raise Quality of Life + Health issues	
395	Reconnect city street grid! Most downtown through streets intersect with ramps, so problems on the interstate impact any movement downtown.	The ProPEL Indy study team will use input regarding the need for improvements, access, and connectivity within the study area in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions will be considered in the development and evaluation of potential alternatives.
396	Look at what the community engagement looks like on the I-65 SAFE and the new Rethink planning grant	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.
397	Negatives at I-70 in Old Southside: Noise, Pollution from vehicles/large trucks, disconnected neighbors, not easy to walk/bike throughout neighborhood	<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 walkability and connectivity within the study area will be used to identify deficiencies in the development of a purpose and need document. The study team will work with INDOT and the City of Indianapolis to develop potential solutions to these deficiencies.</p>
398	Underpasses that focus on pedestrian + bicycle traffic. Perhaps dedicated underpasses that connect with trail systems	The ProPEL Indy study team will use input regarding walkability and connectivity within the study area to identify deficiencies in the development of a purpose and need document. The study team will work with INDOT and the City of Indianapolis to develop potential solutions to these deficiencies

399	Noise from interstate is a concern	Noise impacts and efforts to mitigate and reduce them will be included in the ProPEL Indy study.
400	Calming is needed on 38th street heading west to I-65. People race down it on the way to the highway.	Maximizing the safety of our roads is a priority. Safety needs will be discussed in the existing transportation conditions report and the draft purpose and need. The potential solutions identified through this study are expected to improve safety both on the interstates and in the vicinity of interchanges.
401	Walkable & bikeable pedestrian & cyclist friendly, safe & well lit	The ProPEL Indy study team will use input regarding walkability and connectivity within the study area to identify deficiencies in the development of a purpose and need document. The study team will work with INDOT and the City of Indianapolis to develop potential solutions to these deficiencies
402	Help improve aesthetics of area - right now I-70 is one big chunk of concrete w/weeds and littler sprinkled throughout	The ProPEL Indy study team will use stakeholder and public input regarding improved corridor aesthetics in the development of community goals. In addition, potential alternatives developed will allow for placemaking and pleasing aesthetic treatments.
403	Good vegetation near the highways - it looks better + keeps things cool	The ProPEL Indy study team will use stakeholder and public input regarding improved corridor aesthetics in the development of community goals. In addition, potential alternatives developed will allow for placemaking and pleasing aesthetic treatments.
404	Mobile, AI Buried interstate	The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost.
405	Opportunity cost of highway R/W vs. development	The ProPEL Indy study team will consider input regarding new development opportunities for business in the development of the draft purpose and need, as well as community goals. In addition, specific suggestions will be considered in the development and evaluation of potential alternatives.
406	Make exit signage unique	Input regarding improved wayfinding and signage along the corridor will be used by the study team in the development of the draft purpose and need, as well as community goals. In addition, specific concerns and suggestions will be considered in the development and evaluation of potential alternatives.

407	Connection to good things happening downtown.	The ProPEL Indy study team will use input regarding the need for improvements, access, and connectivity within the study area in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions will be considered in the development and evaluation of potential alternatives.
408	I-70 from Post to Downtown need more to inform drivers of incidents (District xxx)	Maximizing the safety of our roads is a priority. Safety needs will be discussed in the existing transportation conditions report and the draft purpose and need. The potential solutions identified through this study are expected to improve safety both on the interstates and in the vicinity of interchanges.
409	Sidewalks are needed on Lynn Hurst to get to bus station	The ProPEL Indy study team will use input regarding walkability and connectivity within the study area to identify deficiencies in the development of a purpose and need document. The study team will work with INDOT and the City of Indianapolis to develop potential solutions to these deficiencies.
410	Better Lighting	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.
411	More native trees + shrubs	The ProPEL Indy study team will use stakeholder and public input regarding improved corridor aesthetics in the development of community goals. In addition, potential alternatives developed will allow for placemaking and pleasing aesthetic treatments.
412	Pedestrian crossing on 6th side	The ProPEL Indy study team will use input regarding walkability and connectivity within the study area to identify deficiencies in the development of a purpose and need document. The study team will work with INDOT and the City of Indianapolis to develop potential solutions to these deficiencies.

413	Recess interstates through downtown	The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost.
414	Add better landscaping - enhance experience from airport to downtown	The ProPEL Indy study team will use stakeholder and public input regarding improved corridor aesthetics in the development of community goals. In addition, potential alternatives developed will allow for placemaking and pleasing aesthetic treatments.
415	Consider aesthetics of infrastructure - It makes a statement about our community	The ProPEL Indy study team will use stakeholder and public input regarding improved corridor aesthetics in the development of community goals. In addition, potential alternatives developed will allow for placemaking and pleasing aesthetic treatments.
416	Explore, Consolidate Trucking + Enterprise zones for skipping/logistics near 465 - relocate many trucks interstates	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.
417	Positive impact: high rate of travel. Get to new /different places easier	The ProPEL Indy study team will use input regarding the need for improvements, access, and connectivity within the study area in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions will be considered in the development and evaluation of potential alternatives.
418	Look at IDEM's Southwest Air Taxies Study. Highway air pollution more likely to cause cancer than a chemical plant A25	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.

419	Emergency call boxes to connect to a towing service, 911 etc.	Emerging technologies will be considered during the development and evaluation of alternatives. Maximizing the safety of our roads is a priority. Safety needs will be discussed in the existing transportation conditions report and the draft purpose and need. The potential solutions identified through this study are expected to improve safety both on the interstates and in the vicinity of interchanges.
420	Walk, trail access w/ lots of green spaces alongside roadways	The ProPEL Indy study team will use input regarding walkability and connectivity within the study area to identify deficiencies in the development of a purpose and need document. The study team will work with INDOT and the City of Indianapolis to develop potential solutions to these deficiencies.
421	Residential growth downtown is important!	Input regarding the impact of the interstates on neighborhoods within the study area will be considered in the development of the draft purpose and need, community goals, and during alternative development and evaluation. The ProPEL Indy study team will seek to improve existing connections and add connections where practical.
422	Capped interstate would provide new economic opportunities	<p>Input regarding new development opportunities for business will be used in the development of the draft purpose and need, as well as community goals. In addition, specific suggestions will be considered in the development and evaluation of potential alternatives.</p> <p>The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost.</p>
423	All entrances into businesses should have some reflective so one does not drive over entrance to business	Maximizing the safety of our roads is a priority. Safety needs will be discussed in the existing transportation conditions report and the draft purpose and need. The potential solutions identified through this study are expected to improve safety both on the interstates and in the vicinity of interchanges.

424	Invest the city has made in new Elanco HQ needs to be encouraged & supported. Need more business downtown	The ProPEL Indy study team will use input regarding the need for improvements, access, and connectivity to support economic opportunities for business in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions will be considered in the development and evaluation of potential alternatives.
425	Residents want businesses they can frequent - grocery, doctors etc....	The ProPEL Indy study team will use input regarding the need for improvements, access, and connectivity to support economic opportunities for business in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions will be considered in the development and evaluation of potential alternatives.
426	Extend farm concept with new housing around Felege	Input regarding the impact of the interstates on neighborhoods within the study area will be considered in the development of the draft purpose and need, community goals, and during alternative development and evaluation. The ProPEL Indy study team will seek to improve existing connections and add connections where practical.
427	How do we promote economic growth but keep taxes down? We don't want to push long term residents out	Input regarding the impact of the interstates on neighborhoods within the study area will be considered in the development of the draft purpose and need, community goals, and during alternative development and evaluation. The ProPEL Indy study team will seek to improve existing connections and add connections where practical.
428	Promote/incentivize retail near red line stops. At 22nd + meridian stop it's a bunch of abandoned buildings! :(	The ProPEL Indy study team will use input regarding the need for improvements, access, and connectivity to support economic opportunities for business in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions will be considered in the development and evaluation of potential alternatives.
429	Re-establish connectivity of West Indy to Downtown.	The ProPEL Indy study team will use input regarding the need for improvements, access, and connectivity within the study area in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions will be considered in the development and evaluation of potential alternatives.

430	Beautiful signage & art to show culture	The ProPEL Indy study team will use stakeholder and public input regarding improved corridor aesthetics in the development of community goals. In addition, potential alternatives developed will allow for placemaking and pleasing aesthetic treatments.
431	Youth led/mentored business	The ProPEL Indy study team will use input regarding the need for improvements, access, and connectivity to support economic opportunities for business in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions will be considered in the development and evaluation of potential alternatives.
432	Set up through traffic tolls at I-465 and encourage through traffic to not transit downtown.	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.
433	More transit options to not force a car ride to be the only option for so many commutes	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.
434	City street need to connect. Too many dead ends	The ProPEL Indy study team will use input regarding the need for improvements, access, and connectivity within the study area in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions will be considered in the development and evaluation of potential alternatives.
435	Need a healthy business environment downtown	The ProPEL Indy study team will use input regarding the need for improvements, access, and connectivity to support economic opportunities for business in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions will be considered in the development and evaluation of potential alternatives.

436	Indiana is an agricultural state - agriscience business belongs in Indy (Elanco Example)	The ProPEL Indy study team will use input regarding the need for improvements, access, and connectivity to support economic opportunities for business in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions will be considered in the development and evaluation of potential alternatives.
437	Project should be approached as an economic development opportunity and not just a road reconstruction project. See Rethink I-65/I-70 vision	The ProPEL Indy study team will use input regarding the need for improvements, access, and connectivity within the study area in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions, including multimodal improvements, will be considered in the development and evaluation of potential alternatives.
438	Next gen traffic sensor to inform auto signage updates, road hazard avoidance, snow removal signage changes on city streets that they connect with	Maximizing the safety of our roads is a priority. Safety needs will be discussed in the existing transportation conditions report and the draft purpose and need. The potential solutions identified through this study are expected to improve safety both on the interstates and in the vicinity of interchanges. Emerging technologies will be considered during the development and evaluation of alternatives.
439	How about replacing the gigantic west street conglomeration near IU Health with an accessible circle	The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost.
440	Can interstates capture/transform wave+ vibration energy into electricity? Green energy? Physics!!	Emerging technologies will be considered during the development and evaluation of alternatives.
441	Northern Access gap - lack of old I-69 corridor north of Downtown.	The ProPEL Indy study team will use input regarding the need for improvements, access, and connectivity within the study area in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions will be considered in the development and evaluation of potential alternatives.

442	Please highlight access to human service infrastructure + agencies. Not just econ development+ business	<p>The ProPEL Indy study team will use input regarding quality of life and livability factors such as safety, walkability, and connectivity within the study area in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions, including multimodal improvements, will be considered in the development and evaluation of potential alternatives.</p> <p>Input regarding the impact of the interstates on neighborhoods within the study area will be considered in the development of the draft purpose and need, community goals, and during alternative development and evaluation. The ProPEL Indy study team will seek to improve existing connections and add connections where practical.</p>
443	Let's take down to North Leg Monster bridge and recess the interstate	The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost.
444	Highlight what business/tourist site/ schools are at each exit. Signs + on audio in future	Input regarding improved wayfinding and signage along the corridor will be used by the study team in the development of the draft purpose and need, as well as community goals. In addition, specific concerns and suggestions will be considered in the development and evaluation of potential alternatives.
445	With electric transportation around 465 more parking would be needed & would bring more jobs. Please look into the "people mover".	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.
446	Commuter perspective, variety of signage features	Input regarding improved wayfinding and signage along the corridor will be used by the study team in the development of the draft purpose and need, as well as community goals. In addition, specific concerns and suggestions will be considered in the development and evaluation of potential alternatives



447	Sidewalks on major streets	The ProPEL Indy study team will use input regarding walkability and connectivity within the study area to identify deficiencies in the development of a purpose and need document. The study team will work with INDOT and the City of Indianapolis to develop potential solutions to these deficiencies.
448	There are no sidewalks at I-70 and Keystone Way. Emerson and I-70. Post Road, I-70	The ProPEL Indy study team will use input regarding walkability and connectivity within the study area to identify deficiencies in the development of a purpose and need document. The study team will work with INDOT and the City of Indianapolis to develop potential solutions to these deficiencies.
449	Please accommodate equitable future modes of travel/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.
450	Speed bump at 48th and Lincoln. This is used as a bus stop (children) for schools	<p>Maximizing the safety of our roads is a priority. Safety needs will be discussed in the existing transportation conditions report and the draft purpose and need. The potential solutions identified through this study are expected to improve safety both on the interstates and in the vicinity of interchanges. Emerging technologies will be considered during the development and evaluation of 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>

451	Residents were displaced and disconnected when I-70 built. Help reconnect with pathways for all mobility. Bike, walk/ride, etc.	<p>The ProPEL Indy study team will use input regarding the need for improvements, access, and connectivity within the study area in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions will be considered in the development and evaluation of potential alternatives.</p> <p>The ProPEL Indy study team will use input regarding walkability and connectivity within the study area to identify deficiencies in the development of a purpose and need document. The study team will work with INDOT and the City of Indianapolis to develop potential solutions to these deficiencies.</p>
452	Charlie R., how to engaged	The ProPEL Indy study team has received your comment and it has been documented with the official study record.
453	Work with KIB to beautify the roads	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.
454	The far East side needs a lot of love.	The ProPEL Indy study team will use input regarding the need for improvements, access, and connectivity within the study area in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions, including multimodal improvements, will be considered in the development and evaluation of potential alternatives.
455	Bike/walk caged paths along freeway road	The ProPEL Indy study team will use input regarding walkability and connectivity within the study area to identify deficiencies in the development of a purpose and need document. The study team will work with INDOT and the City of Indianapolis to develop potential solutions to these deficiencies.
456	Sidewalks bike lanes Roosevelt and Hillsdale, 16th St. Sheridan	The ProPEL Indy study team will use input regarding walkability and connectivity within the study area to identify deficiencies in the development of a purpose and need document. The study team will work with INDOT and the City of Indianapolis to develop potential solutions to these deficiencies.

457	How can we enhance air quality for the neighborhoods the interstates intersect	The ProPEL Indy study team will use input regarding climate resilience in the development of the draft purpose and need, as well as community goals. Once alternatives have been developed and refined, they will be evaluated for their ability to address the needs, as well as for their potential impacts on human and environmental resources. Efforts will be made to avoid and minimize impacts or identify potential mitigation options for impacts considered during the study.
458	Plant trees, preserve forests	The ProPEL Indy study team will use stakeholder and public input regarding improved corridor aesthetics in the development of community goals. In addition, potential alternatives developed will allow for placemaking and pleasing aesthetic treatments.
459	What about inclusion?	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.
460	Better attention to pedestrians detail. I.e. North and Davidson sidewalk sends you right to the ramp with nowhere to go	The ProPEL Indy study team will use input regarding walkability and connectivity within the study area to identify deficiencies in the development of a purpose and need document. The study team will work with INDOT and the City of Indianapolis to develop potential solutions to these deficiencies.
461	Davidson Street was widened in the 1970s construction with no sidewalk. And 2020 reconstruction still did not restore sidewalks	The ProPEL Indy study team will use input regarding walkability and connectivity within the study area to identify deficiencies in the development of a purpose and need document. The study team will work with INDOT and the City of Indianapolis to develop potential solutions to these deficiencies.
462	Pine St from New York to ramps have no sidewalks and curbs are destroyed	The ProPEL Indy study team will use input regarding the need for improvements, access, and connectivity within the study area in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions will be considered in the development and evaluation of potential alternatives.

463	Need to contact Decatur township bus drivers to get their input on local roads	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.
464	Remove damage to neighborhoods. Restore connectivity and opportunities for community	<p>The ProPEL Indy study team will use input regarding the need for improvements, access, and connectivity within the study area in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions will be considered in the development and evaluation of potential alternatives.</p> <p>Input regarding the need for improvements, access, and connectivity within the study area in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions, including multimodal improvements, will be considered in the development and evaluation of potential alternatives.</p>
465	Have a people mover like there was at Methodist downtown to Riley. Build around downtown/airport. State fair bosses down not own it	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.
466	Serve economic needs of community at a reasonable cost. There is not an endless supply of taxpayer funds	The ProPEL Indy study team has received your comment and it has been documented with the official study record.
467	Improve downtown traffic by having major employers coordinate employee shifts to offset arriving and leaving at the same time!	The ProPEL Indy study team will use input regarding the need for improvements, access, and connectivity to support economic opportunities for business in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions will be considered in the development and evaluation of potential alternatives.
468	Make wall like canvas for public art	The ProPEL Indy study team will use stakeholder and public input regarding improved corridor aesthetics in the development of community goals. In addition, potential alternatives developed will allow for placemaking and pleasing aesthetic treatments.

469	More grocery stores far east side, Shadeland - Mithoeffer, 46th - 21st	The ProPEL Indy study team will use input regarding the need for improvements, access, and connectivity to support economic opportunities for business in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions will be considered in the development and evaluation of potential alternatives.
470	Keep in mind links/nodes with public transit reliance, etc.	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.
471	Big idea: congestion pricing (pay toll for dedicated lane during congestion) HOT lanes or HOV	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.
472	MLK I-65 confusing	The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.
473	Timed ramps for rush hour?	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.
474	There is back up at Kentucky Avenue all hours of the day	The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.

475	Recess interstates downtown and reconnect the many streets that now dead end	<p>The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost.</p> <p>Input regarding the need for improvements, access, and connectivity within the study area in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions will be considered in the development and evaluation of potential alternatives.</p>
476	Utilize para transit partners like Drive 2 Success/#Shared rides	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.
477	Utilize the railroads for light rail	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.
478	Probably need fewer lanes post pandemic	The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.
479	Would like to see more seats/enclosures at East side bus stops	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.
480	Access form Holt to Rockville Road needed	The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.

481	Bypass traffic	The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.
482	2 lanes to exit and exit on I-70 Holt Road and Sam Jones exits. Traffic backs up	The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.
483	Build walk and/or bike paths in row as a routine (I.e. SR 17)	<p>The ProPEL Indy study team will use input regarding the need for improvements, access, and connectivity within the study area in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions will be considered in the development and evaluation of potential alternatives.</p> <p>Input regarding walkability and connectivity within the study area to identify deficiencies in the development of a purpose and need document. The study team will work with INDOT and the City of Indianapolis to develop potential solutions to these deficiencies.</p>
484	Add an extra lane to allow for people to exit during crashes or emergencies	The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.
485	More multi-modal options	The ProPEL Indy study team will use input regarding walkability and connectivity within the study area to identify deficiencies in the development of a purpose and need document. The study team will work with INDOT and the City of Indianapolis to develop potential solutions to these deficiencies.
486	Interstate backups create problems with East side flow of traffic	The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.
487	More accessibility for e-vehicle charging stations near ramps	Emerging technologies will be considered during the development and evaluation of alternatives.

488	Indy should expand/create a tram for all to have access or bus system does not cut it	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.
489	Signage on 65S does not reflect Kessler Blvd/XX Road are also at Exit 19	Input regarding improved wayfinding and signage along the corridor will be used by the study team in the development of the draft purpose and need, as well as community goals. In addition, specific concerns and suggestions will be considered in the development and evaluation of potential alternatives.
490	Back ups of I465 during morning and evening creates problem to community North all but impassable	The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.
491	Create safe connections to neighborhoods. Pedestrians are struck and killed crossing I-70 or Harding too often. West Indy	<p>The ProPEL Indy study team will use input regarding walkability and connectivity within the study area to identify deficiencies in the development of a purpose and need document. The study team will work with INDOT and the City of Indianapolis to develop potential solutions to these deficiencies.</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>
492	Build walls with sounds barriers and greenery to improve air quality in West Indy. Are there ways we could improve air quality with XX at peak times (schools, buses, homes nearby)	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.

493	On Minnesota from Holt to Lynhurst need sidewalks to get to bus stop	The ProPEL Indy study team will use input regarding walkability and connectivity within the study area to identify deficiencies in the development of a purpose and need document. The study team will work with INDOT and the City of Indianapolis to develop potential solutions to these deficiencies.
494	Help move railroads out of downtown	The ProPEL Indy study team will use input regarding the need for improvements, access, and connectivity within the study area in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions will be considered in the development and evaluation of potential alternatives.
495	From McCarthy three entrance/exit ramps on I-70. Ramp to I-70, people can't get to community.	The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.
496	Recess the interstates	The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost.
497	Find a way to slow down traffic through neighborhoods	Maximizing the safety of our roads is a priority. Safety needs will be discussed in the existing transportation conditions report and the draft purpose and need. The potential solutions identified through this study are expected to improve safety both on the interstates and in the vicinity of interchanges.
498	Recessed 70 Interstate	The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost.
499	On I-70 west to airport leave room along the highway for light rail to airport	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.
500	How do autonomous vehicles factor into this study	Emerging technologies will be considered during the development and evaluation of alternatives.

501	Keep promoting the red line. Not enough people use it	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.
502	Reconnect Fletcher place and Fountain Square with recessed highway and green space at the surface	The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost.
503	Educate people who don't know/have never ridden the bus (Indy Go)	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.
504	Carpool lanes, pedestrian bridges	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. The input regarding walkability and connectivity within the study area to identify deficiencies in the development of a purpose and need document. The study team will work with INDOT and the City of Indianapolis to develop potential solutions to these deficiencies.
505	Why have speed limits that are not only not enforced, but are discarded by authorities	Maximizing the safety of our roads is a priority. Safety needs will be discussed in the existing transportation conditions report and the draft purpose and need. The potential solutions identified through this study are expected to improve safety both on the interstates and in the vicinity of interchanges.
506	Please keep IndyGo	IndyGo continues to be the largest public transit provider in Indiana, and 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.

507	Headache: closures. Positive: signage	The ProPEL Indy study team has received your comment and it has been documented with the official study record.
508	Reconnect the north and south of the old southside again. Walkability to downtown I-70	<p>The ProPEL Indy study team will use input regarding the need for improvements, access, and connectivity within the study area in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions will be considered in the development and evaluation of potential alternatives.</p> <p>Input regarding walkability and connectivity within the study area to identify deficiencies in the development of a purpose and need document. The study team will work with INDOT and the City of Indianapolis to develop potential solutions to these deficiencies.</p>
509	Hard to get of old southside neighborhood (AJS) bar. Hard to get to Shapiro's because get on I-70 to airport	The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.
510	Southeast street the configuration is too much. 465 US 31 exit It's a displaced intersection don't do to Kentucky Avenue. The displaced intersection is new concept and takes getting used to	The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.
511	There are lane markers and curves that would be safer with light reflective point	Maximizing the safety of our roads is a priority. Safety needs will be discussed in the existing transportation conditions report and the draft purpose and need. The potential solutions identified through this study are expected to improve safety both on the interstates and in the vicinity of interchanges.
512	Lots of vibrations along 70 - interstate at ground level	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.

<b>513</b>	71st and 65 condition issues at interchange. 71st from overpass to 5B on-ramp especially	The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.
<b>514</b>	Get arial of before interstate was constructed to show what neighborhood looked like. Madison to West Street.	The ProPEL Indy study team has received your comment and it has been documented with the official study record.
<b>515</b>	Drive by Lucas Oil and look at neighborhoods	The ProPEL Indy study team has received your comment and it has been documented with the official study record.
<b>516</b>	Reach out to Holy Cross neighborhood for meeting	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.
<b>517</b>	Add mile markers to map and exits. Add meeting locations	Input regarding improved wayfinding and signage along the corridor will be used by the study team in the development of the draft purpose and need, as well as community goals. In addition, specific concerns and suggestions will be considered in the development and evaluation of potential alternatives.
<b>518</b>	Trucks from railroad need to be able to use Senate, Wisconsin, to West to I-70. Need to not go through neighborhoods. Blind corners at West and Wisconsin. 1,000 trucks per day. Indiana railroad	The ProPEL Indy study team will use input regarding the need for improvements, access, and connectivity within the study area in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions will be considered in the development and evaluation of potential alternatives.
<b>519</b>	Make trucks come in on Raymond from the south to railroad!	The ProPEL Indy study team will use input regarding the need for improvements, access, and connectivity within the study area in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions will be considered in the development and evaluation of potential alternatives.

520	Metal working near southside lubricants	The ProPEL Indy study team will use input regarding climate resilience in the development of the draft purpose and need, as well as community goals. Once alternatives have been developed and refined, they will be evaluated for their ability to address the needs, as well as for their potential impacts on human and environmental resources. Efforts will be made to avoid and minimize impacts or identify potential mitigation options for impacts considered during the study.
521	Kelly park: drive it the way the commuting does. Drive different times. Get back on and off.	The ProPEL Indy study team has received your comment and it has been documented with the official study record.
522	Need to coordinate with the Indiana Ave Planning Group	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.
523	MLK/10th/11th is the block from hell. Crashes and congestion, nothing flows, confusing. Pedestrians need safe crossings. Doesn't exist here now.	<p>Maximizing the safety of our roads is a priority. Safety needs will be discussed in the existing transportation conditions report and the draft purpose and need. The potential solutions identified through this study are expected to improve safety both on the interstates and in the vicinity of interchanges.</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>
524	Park & Ride access to alleviate some of the congestion here	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.

525	Reconfigure Northbound west to Southbound I-65 must merge/converge and backs up. Maybe 4th lane split 2 & 2	The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.
526	Illinois entrance ramp to I-65 northbound. Ramp is dangerous, narrow, short merge. Could this just be one lane at intersection to avoid ramp/merge? Danger	The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.
527	Northbound i-65 to west street....Instead signage do a grade separation	The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.
528	Southbound I-65 exit to right turn on 11th street Too many crashes, should have been addressed with North Split	<p>The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.</p> <p>Maximizing the safety of our roads is a priority. Safety needs will be discussed in the existing transportation conditions report and the draft purpose and need. The potential solutions identified through this study are expected to improve safety both on the interstates and in the vicinity of interchanges.</p>
529	Right lanes to turn right, left lanes to turn left Counterintuitive	The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.
530	Roosevelt/Caroline/Hillside needs walkability & connectivity to north...but also south of I-70 - parks, library, festivals, foot traffic	The ProPEL Indy study team will use input regarding walkability and connectivity within the study area to identify deficiencies in the development of a purpose and need document. The study team will work with INDOT and the City of Indianapolis to develop potential solutions to these deficiencies.
531	Roosevelt corridor needs walkability/connectivity	The ProPEL Indy study team will use input regarding walkability and connectivity within the study area to identify deficiencies in the development of a purpose and need document. The study team will work with INDOT and the City of Indianapolis to develop potential solutions to these deficiencies.

532	Coordinate more frequent rail service to Chicago and other Midwest cities (Saint Lois, Louisville, Cincinnati) Acquire railroad from private companies as needed to accomplish this goal	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.
533	Keep this area recessed	The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost.
534	Compress south split footprint. Recess and cap it !!	The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost.
535	Agree! Good idea to cap existing depressed alignment	The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost.
536	Cap and stitch Morris/Prospect. Reconnect Bates Hendricks to Fountain Square	<p>The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost.</p> <p>Input regarding the need for improvements, access, and connectivity within the study area in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions will be considered in the development and evaluation of potential alternatives.</p>
537	Put all of northbound i-65 and westbound i-70 under Morris/Prospect street.	The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost.

538	Build out the stitch, the east street bridge. Restore the Bates 'Hendricks commercial corridor	<p>The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost.</p> <p>Input regarding the need for improvements, access, and connectivity to support economic opportunities for business in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions will be considered in the development and evaluation of potential alternatives.</p>
539	I live on Morris. Please lower I-70 below grade. Reconnect our neighborhood and the old southside	<p>The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost.</p> <p>Input regarding the need for improvements, access, and connectivity within the study area in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions will be considered in the development and evaluation of potential alternatives.</p>
540	Interstate embarrassment, unsightly, overgrown trash Bad image for the city. Homeless camps a difficult problem.	<p>The ProPEL Indy study team will use stakeholder and public input regarding improved corridor aesthetics in the development of community goals. In addition, potential alternatives developed will allow for placemaking and pleasing aesthetic treatments.</p>
541	Underpass - scary	<p>The ProPEL Indy study team will use stakeholder and public input regarding improved corridor aesthetics in the development of community goals. In addition, potential alternatives developed will allow for placemaking and pleasing aesthetic treatments.</p>
542	Heavy truck traffic West and Wisconsin City streets cant accommodate	<p>The ProPEL Indy study team will use input regarding the need for improvements, access, and connectivity within the study area in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions will be considered in the development and evaluation of potential alternatives.</p>

543	Can we reduce the number of ramps off of 70 in this area?	The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.
544	I-70 East spoke should extend west almost to Lewis street	The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.
545	Make rural interchange a commercial "town center" for Brightwood	<p>The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.</p> <p>Input regarding the need for improvements, access, and connectivity to support economic opportunities for business in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions will be considered in the development and evaluation of potential alternatives.</p>
546	Rebuild, recess and compress the rural street interchange	The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost.
547	Incorporate natural elements into the buffer areas	The ProPEL Indy study team will use stakeholder and public input regarding improved corridor aesthetics in the development of community goals. In addition, potential alternatives developed will allow for placemaking and pleasing aesthetic treatments.
548	Don't reduce traffic lanes!	The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.
549	Provide opening for trails to cross interstate	The ProPEL Indy study team will use input regarding walkability and connectivity within the study area to identify deficiencies in the development of a purpose and need document. The study team will work with INDOT and the City of Indianapolis to develop potential solutions to these deficiencies.

550	Dedicated lanes braid ramp getting onto 465 from Post. Like 74 north to 465	The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost.
551	Entering 70 from Post road - can get stuck in 465 north lanes. Westbound weave is a problem.	The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.
552	All the new bike lanes are awesome!	The ProPEL Indy study team will use input regarding walkability and connectivity within the study area to identify deficiencies in the development of a purpose and need document. The study team will work with INDOT and the City of Indianapolis to develop potential solutions to these deficiencies.
553	Limit through traffic especially trucks to help improve downtown and quality (ozone warnings)	The ProPEL Indy study team will use input regarding the need for improvements, access, and connectivity within the study area in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions will be considered in the development and evaluation of potential alternatives.
554	For urban/Marion county farms, need to consider impact on farmed plants + animals (thinking trades point area). We need interstates to enhance urban wildlife corridors+ habitat connectivity - provide habitat to birds, bats, bees etc.. Enhance connection to public green space and create more green space along the interstates - recreational mental health + climate connections. These projects will impact access to white river downtown redevelopment projects, amenities, businesses, services, parks etc. How can this project enhance that projects?	<p>The ProPEL Indy study team will use input regarding the need for improvements, access, and connectivity to support economic opportunities for business in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions, including those related to wildlife, will be considered in the development and evaluation of potential alternatives.</p> <p>Input regarding climate resilience in the development of the draft purpose and need, as well as community goals. Once alternatives have been developed and refined, they will be evaluated for their ability to address the needs, as well as for their potential impacts on human and environmental resources. Efforts will be made to avoid and minimize impacts or identify potential mitigation options for impacts considered during the study.</p>

555	Cloverleaf ramps feel unsafe for pedestrian + bicycle on the local roads	The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.
556	Particulate matter/filter/tree line on st Houses border I-70	The ProPEL Indy study team will use input regarding climate resilience in the development of the draft purpose and need, as well as community goals. Once alternatives have been developed and refined, they will be evaluated for their ability to address the needs, as well as for their potential impacts on human and environmental resources. Efforts will be made to avoid and minimize impacts or identify potential mitigation options for impacts considered during the study.
557	Recess highway w/green space Connect Old South side neighborhood	The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost.
558	Negative impact: congestion during commute, have to divert during backups (to local roads)	The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.
559	Interstates as platforms for other infrastructure - Broadband, solar, multimodal. How do we plan for that?	The ProPEL Indy study team will use input regarding climate resilience in the development of the draft purpose and need, as well as community goals. Once alternatives have been developed and refined, they will be evaluated for their ability to address the needs, as well as for their potential impacts on human and environmental resources. Efforts will be made to avoid and minimize impacts or identify potential mitigation options for impacts considered during the study.

560	Recess the interstates and reconnect our neighborhoods. Let's figure out how to remove barriers and reconnect	<p>The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost.</p> <p>Input regarding the need for improvements, access, and connectivity within the study area in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions will be considered in the development and evaluation of potential alternatives.</p>
561	Share facts about Indy/neighborhoods to instill pride	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.
562	Wider paths (wider than sidewalks) to accommodate all sizes of bikes, strollers, etc.	The ProPEL Indy study team will use input regarding walkability and connectivity within the study area to identify deficiencies in the development of a purpose and need document. The study team will work with INDOT and the City of Indianapolis to develop potential solutions to these deficiencies.
563	Focus on safe and accessible pedestrians infrastructure especially around wide (4+ lane) roads so as not to restrict movement between communities. Focus on adding downward facing street lights to increase public safety. Don't treat pedestrian access on major projects as a hassle to be done. These are some of the biggest mobility restrictors. Navigating pedestrian infrastructure around major roads should not feel like a maze to be solved.	The ProPEL Indy study team will use input regarding walkability and connectivity within the study area to identify deficiencies in the development of a purpose and need document. The study team will work with INDOT and the City of Indianapolis to develop potential solutions to these deficiencies.
564	Residents deserve safe and equal mobility. Bus, bike, walk, etc.	The ProPEL Indy study team will use input regarding walkability and connectivity within the study area to identify deficiencies in the development of a purpose and need document. The study team will work with INDOT and the City of Indianapolis to develop potential solutions to these deficiencies.

565	465 towards US 31 is major corridor for school system	The ProPEL Indy study team will use input regarding the need for improvements, access, and connectivity within the study area in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions will be considered in the development and evaluation of potential alternatives.
566	New bus lines are taking much needed car lanes on E 38th	The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.
567	Do not prohibit IndyGo services. I.e. 75% of Bosma employees use Ingo services to get to work	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.
568	We need more vehicular travel lanes not fewer, stop the war against cars	The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.
569	Note that what runs transit funds often don't cross county lines. How do we enhance ability of people living outside of Marion County to access our services businesses, healthcare by busting these artificial barriers to transit system crossing county lines	The ProPEL Indy study team will use input regarding the need for improvements, access, and connectivity within the study area in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions will be considered in the development and evaluation of potential alternatives.
570	Noise impacts	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.
571	Congestion on Lafayette increases when there is construction. Activity on I-65 even to the North of study limits	The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.

572	Fletcher Place Bates Hendricks Garfield Park. Reach out to see if meeting	ProPEL Indy met with these neighborhood associations on the following dates: Bates-Hendricks (9/11/23), Garfield Park (9/19/23), Fletcher Place (10/10/23) In addition, 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.
573	Public art on Roosevelt underpass, very interested neighborhood. Landscaping & maintained to existing 1-70 slopes	The ProPEL Indy study team will use stakeholder and public input regarding improved corridor aesthetics in the development of community goals. In addition, potential alternatives developed will allow for placemaking and pleasing aesthetic treatments.
574	Engage with the colts since they control land between Lukas Oil Stadium and 70 area south of L.O.S	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.
575	Make Martindale Brightwood feel more connected to the rest of the city. They feel like there's a physical barrier between them and the rest of the city	The ProPEL Indy study team will use input regarding the need for improvements, access, and connectivity within the study area in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions will be considered in the development and evaluation of potential alternatives.
576	Penn St underpass is a good example of incorporating connections in interstate projects	The ProPEL Indy study team will use input regarding the need for improvements, access, and connectivity within the study area in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions will be considered in the development and evaluation of potential alternatives.
577	Add a 3rd lane as express lane that people can pay to use but must be enforced or have a dedicated truck lane	The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.

578	Look into more "green" idea that will not eat up our roads like salt does in the winter	The ProPEL Indy study team will use input regarding climate resilience in the development of the draft purpose and need, as well as community goals. Once alternatives have been developed and refined, they will be evaluated for their ability to address the needs, as well as for their potential impacts on human and environmental resources. Efforts will be made to avoid and minimize impacts or identify potential mitigation options for impacts considered during the study
579	Targeted signage to welcome visitors from airport on i-70 West spoke. -this is the 1st impression opportunity	Input regarding improved wayfinding and signage along the corridor will be used by the study team in the development of the draft purpose and need, as well as community goals. In addition, specific concerns and suggestions will be considered in the development and evaluation of potential alternatives.
580	Indy Go Park and ride by lots by current and future rapid transit to ease congestion in middle of downtown during rush hour caused by exits like I-465S onto West Road	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.
581	DO NOT widen any of the highways in the study area. They already take up enough space.	The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.
582	Decommission interstate inside 465	The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost.
583	Toll pass-through drivers. Encourage them to use 465	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.
584	465 impacts Kentucky Ave exit. Specifically Northbound	The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.

585	We need more yielding yellow turn arrow lights	The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.
586	Improve intersection at 34th, Massachusetts	The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.
587	Interstates role in urban evacuation plan for that but be sure to address needs and struggles for people with limited transportation (older adults, people with disabilities)	The ProPEL Indy study team will use input regarding the need for improvements, access, and connectivity within the study area in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions will be considered in the development and evaluation of potential alternatives.
588	How do we support electric cars, buses, trucks, etc. Where do we charge? What about a charging lane	Emerging technologies will be considered during the development and evaluation of alternatives.
589	Eliminate truck traffic on I-65 and I-70 within I-465	The ProPEL Indy study team will use input regarding the need for improvements, access, and connectivity within the study area in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions will be considered in the development and evaluation of potential alternatives.
590	Advertise the neighborhoods to attract travelers to the businesses	The ProPEL Indy study team will use input regarding the need for improvements, access, and connectivity to support economic opportunities for business in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions will be considered in the development and evaluation of potential alternatives.
591	Eliminate the clover leaf ramps. These are unsafe for pedestrians and bikes along the local road. Go with modern interchange designs.	The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.  Input regarding the need for improvements, access, and connectivity within the study area in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions will be considered in the development and evaluation of potential alternatives.

592	Add a 10-12 foot bike path in the median section. Reintegrate space similar to high line in NYC. Bike/Ped ramps can be grade separated within the median	The ProPEL Indy study team will use input regarding walkability and connectivity within the study area to identify deficiencies in the development of a purpose and need document. The study team will work with INDOT and the City of Indianapolis to develop potential solutions to these deficiencies.
593	Along interstate interchanges what about more lanes for carpooling/ride share connections to other transit modes?	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.
594	Truck traffic from Lynhurst goes down Raymond trying to reach 70	The ProPEL Indy study team will use input regarding the need for improvements, access, and connectivity within the study area in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions will be considered in the development and evaluation of potential alternatives.
595	There are a lot of trucking companies at these locations Old Dim. Creates a lot truck traffic	The ProPEL Indy study team will use input regarding the need for improvements, access, and connectivity within the study area in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions will be considered in the development and evaluation of potential alternatives.
596	West Indy - Lots of trucks on neighborhood street. Get them to interstate quick. Incentivize them to use interstate	The ProPEL Indy study team will use input regarding the need for improvements, access, and connectivity within the study area in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions will be considered in the development and evaluation of potential alternatives.
597	Leave space along route for public transit from downtown to airport	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.
598	Two lanes for the full off & on road at Holt interchange	The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.

599	New interstate from Holt to 465 to divert truck traffic off of 70	The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.
600	Eliminate the drop lane on Kentucky Avenue southbound	The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.
601	Fix Kentucky Ave interchange	The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.
602	Add missing interchange movements to better serve surrounding areas	The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.
603	Lives close to the interstate but not adjacent. Appreciates access they provide to the other parts of the city and nearby towns/cities. (New residents work all across Indy, drives for part of work).	The ProPEL Indy study team will use input regarding the need for improvements, access, and connectivity within the study area in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions will be considered in the development and evaluation of potential alternatives.
604	Important access point - Lafayette 46 needs better pedestrian/bike facilities 46 has a lot of vehicles accessing interstates, dangerous	The ProPEL Indy study team will use input regarding walkability and connectivity within the study area to identify deficiencies in the development of a purpose and need document. The study team will work with INDOT and the City of Indianapolis to develop potential solutions to these deficiencies.
605	Kessler on ramp multi-lane merge to South Bound (East Bound) (Short distance to accelerate) Similar West Bound not much distance.	The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.
606	Signage -Negative Word Dead End (Lincoln Road 46228) If possible would like changed to Road Ends	Input regarding improved wayfinding and signage along the corridor will be used by the study team in the development of the draft purpose and need, as well as community goals. In addition, specific concerns and suggestions will be considered in the development and evaluation of potential alternatives.



<b>607</b>	Signage along interstates need not just to inform (Blue info, Brown parks + cultural) but inviting encourage getting off interstates to visit tourism etc.. Along these lines, I'm seeing a role for neighborhoods + communities off the interstate exchanges to create mini "visitor centers" - neighborhood history, total services etc... Beautification, edifice signage needs to pay homage to what came before- neighborhoods that were torn about + their great history, local ecology + geography features White river, Native American history	Input regarding improved wayfinding and signage along the corridor will be used by the study team in the development of the draft purpose and need, as well as community goals. In addition, specific concerns and suggestions will be considered in the development and evaluation of potential alternatives. The ProPEL Indy study team will use stakeholder and public input regarding improved corridor aesthetics in the development of community goals. In addition, potential alternatives developed will allow for placemaking and pleasing aesthetic treatments.
<b>608</b>	Interstate under/over pass birdsong (paths for pedestrians, cyclists, etc.). Need to be completely accessible wide enough to be safe, well lit). Maintained free of trash with maintained emergency call boxes and security cameras. Also, can they host proximate transit stops temporary	<p>The ProPEL Indy study team will use stakeholder and public input regarding improved corridor aesthetics in the development of community goals. In addition, potential alternatives developed will allow for placemaking and pleasing aesthetic treatments.</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>
<b>609</b>	I would like to see walls and vegetation protect the air quality, act as a sound barrier and protect nearby homes, parks and schools. At this time development is not supported with in 1000 feet of a highway, yet many home, schools, and amenities are within a 100 ft. Lets change this and support the air quality and limit pollution along the interstate.	<p>The ProPEL Indy study team will use input regarding climate resilience in the development of the draft purpose and need, as well as community goals. Once alternatives have been developed and refined, they will be evaluated for their ability to address the needs, as well as for their potential impacts on human and environmental resources. Efforts will be made to avoid and minimize impacts or identify potential mitigation options for impacts considered during the study.</p> <p>Input regarding the impact of the interstates on neighborhoods within the study area will be considered in the development of the draft purpose and need, community goals, and during alternative development and evaluation. The ProPEL Indy study team will seek to improve existing connections and add connections where practical.</p>



<b>610</b>	I believe that placing the inner loop through black neighborhoods was intentional at the time it was done. This was a tragedy that tore through the fabric of their neighborhoods and interrupted the flow of their cohesive communities. I will appreciate anything that can be done to repair this past wrong.	<p>The ProPEL Indy study team will use input regarding climate resilience in the development of the draft purpose and need, as well as community goals. Once alternatives have been developed and refined, they will be evaluated for their ability to address the needs, as well as for their potential impacts on human and environmental resources. Efforts will be made to avoid and minimize impacts or identify potential mitigation options for impacts considered during the study.</p> <p>Input regarding the impact of the interstates on neighborhoods within the study area will be considered in the development of the draft purpose and need, community goals, and during alternative development and evaluation. The ProPEL Indy study team will seek to improve existing connections and add connections where practical.</p>
------------	--	--



<b>611</b>	<p>There are three downtown entry ramps that need redesign.</p> <ol style="list-style-type: none"><li>1. The east side of Washington Street going to I-65 south. To do this vehicles must cross over two or three lanes of vehicles in the right lane wanting to go westbound on I-70. 2&amp;3: These two are on the south side, the West Street and Meridian Street. Vehicles enter on these two ramps that want to go either east on I-70 or north on I-65 must cross over multiple lanes of traffic that are in right most lanes to go south on I-65. All three of these ramps cause much confusion and back-ups for miles.</li><li>2. West street and Meridian exit ramps-especially on football Sundays--cause long backups on both, traffic coming north on I-65 and traffic from north coming south. Both these exit ramps should be multiple lanes wide, unlike now. Additionally the city, on these Sunday mornings needs to modify the stop lights at McCarthy Street. Travel to Sparta, KY where they built the Kentucky Speedway and check out what they have done. It would be nice to have electronic information boards to assist with traffic flow on major events.</li><li>3. West side of Indy: From White River out to Eagle Creek where I-70 goes through residential. When I-70 was built it took out homes so now there are homes on both sides. All around the city where new highway has been redone there are now walls that line the roads. The recent North Split is getting these noise barrier walls! They need to be installed in the above stated area.</li><li>4. On the overhead bridges, where you see the I-beams, why can't these I-beams be utilized to post speed limit notification. or downtown Indy to be used as lane marking. EX-I-65 north where it is now five lanes wide, the Fletcher Street bridge can be utilized to show the correct lane to be in.</li><li>5. Need some way to monitor excessive speeding and driving. If we can now put a sensor in the concrete to detect upcoming road damage, then we need to come up with a way to monitor this. Maybe add cameras that are monitored. How can make state law so that law enforcement can drive with a camera and snapshot license plate of speeders then ticket to vehicles registration address! Something seriously needs done.</li><li>6. 465 southbound between I-70 and Pendleton Pike (SR 67) on the east side of Indy has a pull over for accident area. Any other area to receive this?</li><li>7. An additional lane at Holt Road would be nice to reduce traffic exiting I-70 now that West Morris Street is being revamped to eliminate truck traffic, so more will be using the exit. With railroad tracks on north side of the ramp, the lane may need to be added on south side of the ramp closer to I-70 side of the ramp.</li></ol>	<p>The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.</p> <p>Input regarding improved wayfinding and signage along the corridor will be used by the study team in the development of the draft purpose and need, as well as community goals. In addition, specific concerns and suggestions will be considered in the development and evaluation of potential alternatives.</p>
<b>612</b>	<p>I think we should completely shut down the interstates within the loop and turn them into a State Park. The trail system that could be put inside that footprint and connect so many existing infrastructure projects would be legendary.</p>	<p>The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost.</p>



<b>613</b>	Reroute Heavy Truck traffic & 16 tons out of the Inner Loop (through traffic, not local) and keep them on I-465	The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost.
<b>614</b>	Recess, recess, PLEASE recess the interstate! It will immensely aid in reconnecting the neighborhoods, increased economic opportunities (for individuals as well as for the city), and will help with noise (I am actually highly considering moving for that reason alone - my home is not a refuge at all - it actually increases my daily stress).	<p>The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, 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>
<b>615</b>	Based upon Rethink Coalition's studies on recessing the I65/I70 loop would make an huge impact. I walk my dog most mornings in Fountain Square, North Square and Fletcher Place neighborhoods. I see first hand see how these highways have disconnected our neighborhoods. Even early, I need to wear noise cancelling headphones to reduce the noise. This is a unique opportunity to enhance economic development by tying these neighborhoods back together while improving quality of life while enhancing equity.	<p>The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost.</p> <p>Input regarding the impact of the interstates on neighborhoods within the study area will be considered in the development of the draft purpose and need, community goals, and during alternative development and evaluation. The ProPEL Indy study team will seek to improve existing connections and add connections where practical.</p>



<b>616</b>	I support the Rethink 65/70 project and believe that a recessed interstate is the best way to improve overall quality of life and restore economic vitality to the near--and far--Southsides of Indianapolis. For far too long, the interstate itself has been extremely disruptive to the area, and it's fueled patterns of divestment that have severely affected residents ability to thrive. It very well may seem like the Southside may not be worth what will be an incredible investment in recessing the interstate. In fact, residents report some of the lowest life expectancy in the metro Region. The area is clearly blighted by industry, abandoned properties, and Lucas Oil Stadium that is just a network of parking lots most of the time. The interstate is the cause--not an effect--and we need to seriously rethink about how we can make the city navigable while also supporting local residents, allow them to heal, and rebuild the community into a thriving part of town!	The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost.  The input regarding new development opportunities for business in the development of the draft purpose and need, as well as community goals. In addition, specific suggestions will be considered in the development and evaluation of potential alternatives.
<b>617</b>	I have worked at Concord Center for more than 40 years, and I have experienced, firsthand, how the interstates and roads have created meaningful and compounding barriers to participation, resident engagement, and the health of this community. I am pleased to support ReThink 65/70's position that "Recessing the interstates and restoring the city street grid will create an environment of connectivity and accessibility. as well as more diverse and multi-modal housing and "gentle," effective density." We need to place residents and families in the urban core at the center of these construction efforts more than the people passing through. A good interstate system can support both--and I believe that recessing the interstate is an example of how this can be done.	The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost.  Input regarding the impact of the interstates on neighborhoods within the study area will be considered in the development of the draft purpose and need, community goals, and during alternative development and evaluation. The ProPEL Indy study team will seek to improve existing connections and add connections where practical.
<b>618</b>	Recess the interstate!!!	The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost.



<b>619</b>	The interstates have divided and disconnected many neighborhoods, a huge environmental justice issue. The interstates need to be rebuilt in ways that communities can be reconnected. The idea of recessing the highway makes a lot of sense and would help these areas tremendously.	<p>The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost.</p> <p>Input regarding the impact of the interstates on neighborhoods within the study area will be considered in the development of the draft purpose and need, community goals, and during alternative development and evaluation. The ProPEL Indy study team will seek to improve existing connections and add connections where practical.</p>
<b>620</b>	The elevated interstates divide us and have for 50 years. Please recess the interstates to improve quality of life. And this will also make Indianapolis more attractive for residential and business investment.	<p>The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost.</p> <p>The input regarding the need for improvements, access, and connectivity within the study area in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions will be considered in the development and evaluation of potential alternatives</p>
<b>621</b>	Downtown Indy neighborhoods were brutally sliced up by the original highway system. The above-ground highways are noisy, ugly and prevent a holistic feel to our neighborhoods. I would love to see a truly 21st century solution that routes heavy interstate traffic either around, or better yet UNDERGROUND downtown Indy. We could be a model for the rest of the country instead of a car-and-truck polluted downtown.	<p>The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost.</p> <p>The input regarding the need for improvements, access, and connectivity within the study area in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions will be considered in the development and evaluation of potential alternatives.</p>



<b>622</b>	Why have you chosen to allow buses to travel two ways on one-way downtown streets? People are having near misses and even getting hurt by these huge buses going the opposite way of traffic flow. While it's good the buses are "green", i.e. electric, but that makes them silent and potentially even more deadly.	<p>The ProPEL Indy study team will use input regarding the need for improvements, access, and connectivity within the study area in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions will be considered in the development and evaluation of potential alternatives.</p> <p>Maximizing the safety of our roads is a priority. Safety needs will be discussed in the existing transportation conditions report and the draft purpose and need. The potential solutions identified through this study are expected to improve safety both on the interstates and in the vicinity of interchanges.</p>
<b>623</b>	I am a resident of Fayette Street, which is just off the NW corner of the inner loop. My top priority would be to **recess the inner loop**. This would help economically by opening up new land for development to drive neighborhood revitalization and new tax revenue. It would help mobility by helping re-establish a sensible street grid as well as opening up new routes for buses, bicyclists, and pedestrians. It would help quality of life by reducing highway noise and make it easier to control air emissions. It would also open up opportunities to redevelop around the canal and expand it northward, which would be a boon to my home's value!	<p>The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, 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>
<b>624</b>	I am a employee at a research institute in downtown Indianapolis. I have heard my employer often bring up how hard it is to recruit/retain top talent to live in our city, despite us having a strong academic national reputation. Something that would really help would be to recess the highway! It would show how Indy is a national model for revitalizing the urban experience for employees of major companies. It also help with getting around the downtown medical campus which is currently divided by the highway. Finally, quality of life would be much better with less noise and noxious car fumes. Please consider development plans that recess the highway!	<p>The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost.</p> <p>Input regarding the impact of the interstates on neighborhoods within the study area will be considered in the development of the draft purpose and need, community goals, and during alternative development and evaluation. The ProPEL Indy study team will seek to improve existing connections and add connections where practical.</p>

625	Keep thru traffic on 465. Move as much of 1-70/I-65 underground in the downtown and surrounding areas.	The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost.
626	Yes - Recess the Interstate!	The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost.
627	What was once an asset, driving folks into the city has now become a detriment. The amount of space the interstate consumes inhibits economic growth as downtown expands. Alternatives would provide more taxable and developable land downtown. Having lived on both sides of the interstate in the downtown area, I know firsthand how it results in divided and disconnected communities. Finally, as someone who lives right next to the interstate, the noise and dust definitely impact our quality of life. All of these issues would be improved by recessing the interstate. This option should be at the forefront of any discussion about the downtown interstate.	<p>The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost.</p> <p>The input regarding new development opportunities for business in the development of the draft purpose and need, as well as community goals. In addition, specific suggestions will be considered in the development and evaluation of potential alternatives.</p>
628	I live in the mile square. I would love to see the interstates recessed so they are less of an impediment to growth and access to other neighborhoods.	The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost.
629	Recess the interstate! Let's be bold and make our inner city better by doing this!	The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost.

630	We should definitely do with the interstates the great work we've done in recent years with city streets: Add traffic islands, bump outs, feel-good-about-being-green drainage swales that people drive into when it snows, one-off bicycle lanes with each design different from the previous and no consistency whatsoever, speed tables and bumps and anything else that makes clear to the unenlightened the core tenet of Indy's recent urban design: Cars bad. It is critically important that this policy be paired with no new alternatives that move any significant amount of people or goods. The ultimate goal should continue to be snarled traffic, and we should keep calling it helpful names like "traffic calming" and "road diet" and "highly evolved." This approach will achieve the desired outcome: Less economic activity throughout the city, so that the current generation of anti-car designers can enjoy living in a slow-paced, retirement-style golf cart community. Please, no changes to this highly enlightened current vision.	The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.
631	We need to break the status quo of interstates and prioritize more than cars! I read the rethink 65/70 proposal and was thoroughly impressed by the concept of highway recession. This is the innovative thinking that we need to include in future designs. Please! Every time our city prioritizes trails and people oriented development, our communities thrives. It's immediate and it's lasting impact.	The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost.
632	Recess the Interstate!	The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost.
633	Recess the interstate!	The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost.
634	I lived in Seattle years ago and took the bus daily to work. They had the bus schedule posted right on the bus stop sign. Why can't we have that level of reliability and convenience here in Indy?	Input regarding improved wayfinding and signage along the corridor will be used by the study team in the development of the draft purpose and need, as well as community goals. In addition, specific concerns and suggestions will be considered in the development and evaluation of potential alternatives.
635	Please recess the interstate	The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost.

636	I'd like to see the I-65 and I-70 interstates recessed	The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost.
637	We do not need people traveling through Indy to other cities to travel through downtown. They should use the ring road. The highways should terminate downtown, not travel through it. Terminate current 65 from north @ Methodist / West. Terminate 79 from west at West St. Terminate 70 from east on that side of downtown and terminate 65 from the south at Virginia and Madison.	The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost.
638	I would like to see the highways around downtown Indianapolis recessed. I am concerned about the air pollution that these highways bring to our neighborhoods. There is good evidence that living within a mile of an open highway increase preterm birth rates, asthma and cancer. Highways are huge barrier to economic growth and result in nearby neighborhoods (often minority neighborhoods) having a decrease in their property values. No one wants to live next to a highway yet Indianapolis is surrounded by them.	The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost.
639	Recess the Interstate!!	The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost.
640	Having 65 and 70 cut through the center of downtown Indianapolis is a significant drain on quality of life living downtown. Noise, pollution, traffic, and the barrier between neighborhoods created by the elevated interstates harms the mobility and enjoyment of urban living. It would be ideal if the elevated interstate were eliminated, either by direction through traffic to 465, or by taking the interstates underground.	The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost.
641	More than 70% of Inner Loop traffic is "through-traffic", this traffic should travel on I-465 where there are more lanes, more space and no nearby urban communities. Most, if not all, routes around the City are less than two miles longer using I-465.	The ProPEL Indy study team will use input regarding the need for improvements, access, and connectivity within the study area in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions will be considered in the development and evaluation of potential alternatives.



<b>642</b>	We should prioritize non-motorized forms of transportation and public transportation. Expanding interstates for the purpose of expediting suburban commuting negatively impacts both the environment and economic development in the city. In addition, "environment" should be tag that can be selected for question #2.	<p>The ProPEL Indy study team will use input regarding the need for improvements, access, and connectivity within the study area in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions will be considered in the development and evaluation of potential alternatives.</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>
<b>643</b>	1. Please consider burying sections on the interstate below ground fully or at least below grade, as other major progressive cities have done. This will reconnect divided neighborhoods and offer additional needed greenspace. 2. Please only plant native plants after final completion of work.	<p>The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost.</p> <p>The input regarding climate resilience in the development of the draft purpose and need, as well as community goals. Once alternatives have been developed and refined, they will be evaluated for their ability to address the needs, as well as for their potential impacts on human and environmental resources. Efforts will be made to avoid and minimize impacts or identify potential mitigation options for impacts considered during the study.</p>
<b>644</b>	Make a connector on the west side of downtown from I-70 to I-65 to make an inner loop. It would help when there is construction to have an alternate route. It also help to support economic growth on the near westside.	<p>The ProPEL Indy study team will use input regarding the need for improvements, access, and connectivity within the study area in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions will be considered in the development and evaluation of potential alternatives.</p>



<b>645</b>	I would prefer to see the interstates torn down in the downtown area. We have made investments catering to single passenger vehicle commuters for far too long. I believe connectivity is extremely important to a thriving city, but INDOT should shift huge investments into rail infrastructure, especially given the federal funding opportunities from the IRA. If the interstates are maintained, then I support the rethink 65/70 proposal for a recessed option. The city needs the space the interstate system has taken up for transit, walkability, and to build more housing to address the housing crisis we are in. We need more traffic engineers focused on creating spaces for people and means to get there instead of a singular focus on moving as many passenger and freight vehicles as possible at the cost of community and connection within the city.	The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost.  The input regarding the need for improvements, access, and connectivity within the study area in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions will be considered in the development and evaluation of potential alternatives.
<b>646</b>	I would remove all cloverleaf interchanges on 70 and 65. Provide simple diamond interchanges that are friendly to pedestrians and add ramp metering to help ease traffic. I would also toll the highways within the loop to fund maintenance since there will be more electric cars, and this is still an effective "user tax." I would also consider depressing and capping many of the segments that displaced neighborhoods. I would look at Phoenix as a model city, not for wide roads, but for beautification and "placemaking" for the highways in Indianapolis. I would suggest an Indy 500 theme for interstates close to the speedway, and or adding lots of trees and sports themes.	The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost.



<p><b>647</b></p>	<p>Dream - Recess West St. and the Inner Loop (seems the North Leg is feasible as it's all surface parking lots that are rarely utilized). Cap the interstate so RESIDENTS are able to use greenways to navigate OVER the interstate. For West St., a recessed option allows for interstate traffic to by-pass the inner loop and provide options. Use the 'surface level' for 'residential traffic' with a priority to people (greenways, green spaces, and eliminate lanes). Downtowns are for people (residents and visitors), not cars. Let's build density. Where we must build interstates, let's include better signage highlighting historic districts, neighborhoods, and cultural destinations (We highlight the Benjamin Harrison Presidential Site, but not Madam Walker Legacy Center or Vonnegut Library, etc.) Downtowns are for people, not cars - A part of living downtown is seeing the skyline and being connected to walkable, business /public/cultural amenities. Building noise barrier walls in downtown doesn't highlight the billions of dollars of investment and vibrancy of downtown Indianapolis. Keep those for the suburbs. When you do have exits off of the interstates, this real estate is the 'initial interaction' for most motorists - Highlighting public art, greenways, roundabouts, ample lighting, and signage for historic neighborhoods and cultural districts needs to feel premium... As Downtown Indy is the epicenter for the state of Indiana. Recession of the interstate offers development opportunities (capping, public spaces/parks, mixed-use, residential, etc.) Your next question asks about three of the four - EconDev, Mobility, QoL, and Equity. Mobility, QOL, and Equity DRIVES EconDev. If you invest in these facets, traditional EconDev will follow. Top talent is diverse and champions equity. Top talent expects a quality of life that is inclusive and prioritizes multiple modes of transit (BRT, Cycling, Walking/Jogging), and Mobility offers options. When these elements are offered, EconDev follows (I.E. Red Line, Cultural Trail, Monon Trail, etc.)</p>	<p>The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost. Input regarding improved wayfinding and signage along the corridor will be used by the study team in the development of the draft purpose and need, as well as community goals. In addition, specific concerns and suggestions 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>
<p><b>648</b></p>	<p>Our city continues to grow, and living downtown has me especially excited about density-related opportunities. Minimizing the footprint of these sections of highway would create precious space for aspects that make our city better to visit and live in i.e.. parks, trails, mixed-use, and affordable housing. While certainly an investment, the best examples of this include recessed portions. A well thought out design would benefit Indy for many decades to come in the areas of both equity and financial investment.</p>	<p>The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost.</p>
<p><b>649</b></p>	<p>I am very pro enhancements to the interstate system. My primary complaint is insufficient on and off ramps onto the system throughout Indy as well as lack of consistency on approaches. This lack of on ramps and consistent (i.e.. Right entry only) leads to congestion on surface streets and the interstate. In the case of Meridian Street exit is now only available from I-65 NB Traffic which I feel has created even more congestion at the NB/WB exchange as drivers must now use 21st street exit. The changes are well done aesthetically, and my further hope is that INDOT maintains the landscape and performs regular sweeping, etc.</p>	<p>The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.</p> <p>Maximizing the safety of our roads is a priority. Safety needs will be discussed in the existing transportation conditions report and the draft purpose and need. The potential solutions identified through this study are expected to improve safety both on the interstates and in the vicinity of interchanges.</p>



<b>650</b>	Recess the interstate through downtown Indy. So many progressive cities have used this approach with great success. It's been tried, and it works. We need to put the interstate below ground and bring our city back to life.	The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost.
<b>651</b>	When constructing our land bridge, I encourage the decision makers to emulate the Big Four Bridge connecting Louisville, KY and Jeffersonville, IN. Crossing that bridge is a delightful experience. It is clean, safe, accessible, and relaxing with classical music and entertainers. There is plenty of space for both pedestrians and cyclists, and it improves the quality of life for the surrounding neighborhoods. I recommend including an area for animals to safely cross as well. I'm happy to provide details or additional input.	The ProPEL Indy study team will use input regarding the need for improvements, access, and connectivity within the study area in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions will be considered in the development and evaluation of potential alternatives.
<b>652</b>	Recess the south split to promote economic growth, enhance quality of life and connect adjoining neighborhoods. Because it's so congested, it's very difficult if not impossible to enforce speed limits. Install cameras for enforcement and to reduce speeds.	The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost.  The input regarding new development opportunities for business in the development of the draft purpose and need, as well as community goals. In addition, specific suggestions will be considered in the development and evaluation of potential alternatives.
<b>653</b>	Recessing the interstates would be immensely beneficial to myself, my neighbors, and the city of Indianapolis. Connecting the neighborhoods split by the interstates, reducing the noise for surrounding residential neighborhoods, and opportunities for development of commercial, residential, and green space are some of the major factors that make this such a worthy project.	The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost.  The input regarding the need for improvements, access, and connectivity within the study area in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions will be considered in the development and evaluation of potential alternatives.



<p>654</p>	<p>It isn't easy to navigate on and off the interstates here in downtown Indy. Some cars and trucks are going very fast. Others, trying to get off the interstates, are slower. It can be very intimidating to drive the interstates downtown, making it less likely for my friends in the suburbs to make the trip. The on and off-ramps are confusing and make it challenging to navigate city-level streets, particularly on the southside of Indianapolis, where it seems like the interstate has cut off lots of streets and neighborhoods. Looking at old pictures of downtown Indianapolis before the interstates were constructed, the city streets seemed laid out logically and neighborhoods were connected. There was even a grand plan for how the city streets were designed that would be lovely to recapture. The interstates make it easier to get downtown, for sure. However, I wonder if having an interstate all the way around downtown is that important. If the point is to get downtown and back to the suburbs or for freight to be driven downtown, why do we need a ring of elevated interstate encircling the downtown? Traffic: People and trucks that only want to go around the city (east-to-west, north-to-south) should use I-465. Yes? Heavy truck traffic that is not local service should routinely be routed on I-465. This was enforced during the North Split. It worked. If more than 70% of Inner Loop traffic is "through-traffic." Why not direct that traffic to I-465 where there are more lanes, more space, and no nearby urban communities? Most, if not all, routes around the city are less than two miles longer using I-465. The traffic on the interstates doesn't work well with the on and off-ramps, or city streets. If there were more ways to get around without constantly bumping into the interstates downtown, city street traffic would flow better. More local travelers could avoid the interstates altogether, which would make traffic on the interstates flow better. This makes driving city streets challenging and makes getting on the interstate a necessity when trying to get places even though driving city streets is shorter. City drivers should not need to get on the Inner Loop to reach local destinations. A significant obstacle is the cars and trucks going 70+ miles an hour within yards of peoples' homes and businesses and then some exiting onto city streets while going too fast. The noise and pollution are another. The truncated or disrupted city street grid is a third. The city streets have too many choke points getting on and off the interstate, usually at peak hours. It should be easier to drive to Nora, or Carmel from Fountain Square via city streets, rather than using the interstate and bypass route that is 50-60% more miles. The elevated interstates divide us and have for 50 years. We have to figure out how to do a better design that removes barriers and facilitates smart development/growth and a transformative quality of life. We need a more livable city. The interstates have created a wall, this elevated barrier, making it difficult and unpleasant to walk or bike (and sometimes drive) through the city. I don't feel safe walking under some overpasses and lots of trash gets thrown down from the highway. I live in downtown Indianapolis, near to the interstate. It can be an ugly, dirty, noisy, smelly, intimidating part of the urban landscape to live. The interstate creates a big ring of walls around our city. This divides our neighborhoods and our neighbors. We need</p>	<p>The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.</p> <p>The input regarding the need for improvements, access, and connectivity within the study area in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions will be considered in the development and evaluation of potential alternatives</p>
------------	---	---



	<p>more accessibility and connectivity! Recessing the interstates will improve quality of life immensely and improve Indianapolis on virtually every infrastructure rating factor. Please Reference the ARUP Study on <a href="http://www.rethink65-70.org">www.rethink65-70.org</a>. We can eliminate most of the negatives people mention by simply recessing the interstate. Recess the interstate and get rid of the barriers and divisions—we need to reconnect the heart of our city. Trails and pathways are transportation! They are inexpensive and important ways to reconnect the urban grid and our neighborhoods. We need more trails, safe walking spaces, trees, and other amenities that make it easy to be active and get outside. Our state ranks among the worst for health. The interstates aren't helping. All along the interstates within I-465, ugly spaces create disincentives to being active. The interstate takes up a lot of space. Do they need all that space? Can they be built in ways to eliminate the wide swaths of land that make it a long walk to get across or under the interstates? We can improve the environment and reconnect communities by recessing the interstates and restoring the city street grid. Our city will be much more livable with more connected communities and no interstate wall encircling the downtown. It's easy to see the neighborhoods that are cut-off from the rest of downtown by the interstates, particularly around the Inner Loop. Traveling south on Meridian Street near Iozzo's Restaurant is one area that is an example. There's a big gap between the downtown and the southern neighborhoods. The same is true in the northwest area near Indiana Avenue and Crispus Attucks. It is tough to get from the west side of I-65 to IU Health's new campus from that area. That neighborhood and those further north are definitely cut off from parts of the city on the other side of the interstate.</p>	
655	<p>Recess Interstate: 1. Noise Pollution - A recessed interstate would significantly reduce the traffic noise in our neighborhood. We can always tell what time of day it is by the sound of the traffic. The quiet was very noticeable during the COVID pandemic and when the North split was under construction and traffic was rerouted. I believe a recessed and capped interstate would eliminate much of the noise pollution. 2. Air Pollution - A recessed interstate would help eliminate the black dust that covers our homes in the North Square area. This dust has to be detrimental to our health and wellbeing. It is also detrimental to everyone that utilizes the Cultural Trail in that area. 3. Neighborhood Connectivity - A recessed interstate would be very helpful in the connectivity of the neighborhoods. This would in turn help in the economic development in the area.</p>	<p>The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, 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>

656	<p>Recess the interstate: 1. Noise: The level of noise in our neighborhood is 100% from the interstate. One can tell the time of day based on the level of interstate noise. The reprieve of interstate noise during the beginning of the pandemic, and also the rerouting of traffic while the construction of the North Split, was wonderful! I would like to wake up to birds chirping, not increased traffic noise. 2. Pollution: Air Pollution is a major concern as well. We battle black dust accumulation on the entire exterior of the house, (and any furniture we have outdoors) and of course, the interior of the home if we have windows open. The furnace/air conditioning filter is black 2-3 weeks after installation. This cannot be good for our health. 3. Connectivity &amp; Quality of Life: By recessing the interstate, the neighborhoods could become reconnected. The connecting space could be utilized for more walking trails, parks, and green space that is much needed this close to the downtown environment.</p>	<p>The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, 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>
657	<p>I'd like to see Indiana embrace express lanes. Much of our interstate traffic in Indy is highly directional depending on the time of the day. Allowing for directional express lanes would allow for our ROW capacity to be utilized more efficiently.</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>
658	<p>I support infrastructure to provide safe transportation access to cyclists and pedestrians.</p>	<p>The ProPEL Indy study team will use input regarding the need for improvements, access, and connectivity within the study area in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions will be considered in the development and evaluation of potential alternatives.</p>
659	<p>Don't reduce traffic lanes!</p>	<p>The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.</p>
660	<p>Provide opening for trails to cross interstate</p>	<p>The ProPEL Indy study team will use input regarding the need for improvements, access, and connectivity within the study area in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions will be considered in the development and evaluation of potential alternatives.</p>

661	Noise barriers and aesthetic treatments on bridges.	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.
662	Keystone and I-70 E turn signal	The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.
663	Exit/merge lanes 465 Brookville Shadeland merge and exit	The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.
664	Lighting and sidewalks needed	<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 input regarding the need for improvements, access, and connectivity within the study area in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions will be considered in the development and evaluation of potential alternatives.</p>
665	Pedestrian bridges over interstates; add greenspace; connectivity	The ProPEL Indy study team will use input regarding the need for improvements, access, and connectivity within the study area in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions will be considered in the development and evaluation of potential alternatives.

666	Fountain square - Where 65 came through, improve connectivity in neighborhood	The ProPEL Indy study team will use input regarding the need for improvements, access, and connectivity within the study area in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions will be considered in the development and evaluation of potential alternatives.
667	Near Eagle Creek -> deer crossings - signs to make people aware.	Input regarding improved wayfinding and signage along the corridor will be used by the study team in the development of the draft purpose and need, as well as community goals. In addition, specific concerns and suggestions will be considered in the development and evaluation of potential alternatives.
668	38th street and 65 Bridge - nice looking bridge	The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.
669	No billboards on interstates, in Indianapolis. Unsightly - they are ugly.	<p>The ProPEL Indy study team will use stakeholder and public input regarding improved corridor aesthetics in the development of community goals. In addition, potential alternatives developed will allow for placemaking and pleasing aesthetic treatments.</p> <p>Input regarding improved wayfinding and signage along the corridor will be used by the study team in the development of the draft purpose and need, as well as community goals. In addition, specific concerns and suggestions will be considered in the development and evaluation of potential alternatives.</p>
670	Please put up more noise walls	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.

<b>671</b>	Make sure bridges are high enough for trucks/local streets	Maximizing the safety of our roads is a priority. Safety needs will be discussed in the existing transportation conditions report and the draft purpose and need. The potential solutions identified through this study are expected to improve safety both on the interstates and in the vicinity of interchanges.
<b>672</b>	Look carefully at interchange design.	The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.
<b>673</b>	71st and 65 condition issues at interchange. 71st from overpass to 5B on-ramp	The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.
<b>674</b>	Lots of vibrations along 70 - interstate at ground level	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.
<b>675</b>	I-70 East spoke should extend west almost to Lewis street	The ProPEL Indy study team will use input regarding the need for improvements, access, and connectivity within the study area in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions will be considered in the development and evaluation of potential alternatives.
<b>676</b>	Drive by Lucas Oil and look at neighborhoods	Input regarding the impact of the interstates on neighborhoods within the study area will be considered in the development of the draft purpose and need, community goals, and during alternative development and evaluation. The ProPEL Indy study team will seek to improve existing connections and add connections where practical.



677	Reach out to Holy Cross neighborhood for meeting	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.
678	Engage with the colts since they control land between Lukas Oil Stadium and 70 area south of L.O.S	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.
679	Trail warning for drivers Brookville	<p>Input regarding improved wayfinding and signage along the corridor will be used by the study team in the development of the draft purpose and need, as well as community goals. In addition, specific concerns and suggestions will be considered in the development and evaluation of potential alternatives.</p> <p>Maximizing the safety of our roads is a priority. Safety needs will be discussed in the existing transportation conditions report and the draft purpose and need. The potential solutions identified through this study are expected to improve safety both on the interstates and in the vicinity of interchanges.</p>
680	Important access point - Lafayette 46 needs better pedestrian/bike facilities 46 has a lot of vehicles accessing interstates, dangerous	<p>The ProPEL Indy study team will use input regarding the need for improvements, access, and connectivity within the study area in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions will be considered in the development and evaluation of potential alternatives.</p> <p>Maximizing the safety of our roads is a priority. Safety needs will be discussed in the existing transportation conditions report and the draft purpose and need. The potential solutions identified through this study are expected to improve safety both on the interstates and in the vicinity of interchanges.</p>

681	There are a lot of trucking companies at these locations Old Dim. Creates a lot truck traffic	The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.
682	Heavy truck traffic West and Wisconsin City streets cant accommodate	The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.
683	Make rural interchange a commercial "town center" for Brightwood	The ProPEL Indy study team will use input regarding the need for improvements, access, and connectivity to support economic opportunities for business in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions will be considered in the development and evaluation of potential alternatives.
684	Add mile markers to map and exits. Add meeting locations	Input regarding improved wayfinding and signage along the corridor will be used by the study team in the development of the draft purpose and need, as well as community goals. In addition, specific concerns and suggestions will be considered in the development and evaluation of potential alternatives.
685	Park & Ride access to alleviate some of the congestion here	The ProPEL Indy study team will use input regarding the need for improvements, access, and connectivity within the study area in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions will be considered in the development and evaluation of potential alternatives.
686	Need to coordinate with the Indiana Ave Planning Group	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.
687	Underpass - scary	The ProPEL Indy study team will use stakeholder and public input regarding improved corridor aesthetics in the development of community goals. In addition, potential alternatives developed will allow for placemaking and pleasing aesthetic treatments.



688	Wildlife bridges	<p>The ProPEL Indy study team will use input regarding the need for improvements, access, and connectivity within the study area in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions will be considered in the development and evaluation of potential alternatives.</p> <p>Maximizing the safety of our roads is a priority. Safety needs, including considerations for wildlife impacts, will be discussed in the existing transportation conditions report and the draft purpose and need. The potential solutions identified through this study are expected to improve safety both on the interstates and in the vicinity of interchanges.</p>
689	Consider mass transit along side - underground or above ground	<p>The ProPEL Indy study team will use input regarding the need for improvements, access, and connectivity within the study area in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions will be considered in the development and evaluation of potential alternatives.</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>
690	Clear signage well in advance	<p>Input regarding improved wayfinding and signage along the corridor will be used by the study team in the development of the draft purpose and need, as well as community goals. In addition, specific concerns and suggestions will be considered in the development and evaluation of potential alternatives.</p>

691	Turn queuing Brookville I-465.	<p>The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.</p> <p>Input regarding the need for improvements, access, and connectivity within the study area in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions will be considered in the development and evaluation of potential alternatives.</p>
692	Kessler on ramp multi-lane merge to South Bound (East Bound) (Short distance to accelerate) Similar West Bound not much distance.	<p>The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.</p>
693	West Indy - Lots of trucks on neighborhood street. Get them to interstate quick. Incentivize them to use interstate	<p>The ProPEL Indy study team will use input regarding the need for improvements, access, and connectivity within the study area in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions will be considered in the development and evaluation of potential alternatives.</p>
694	Compress south split footprint. Recess and cap it !!	<p>The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost.</p>
695	Rebuild, recess and compress the rural street interchange	<p>The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost.</p>



<b>696</b>	Trucks from railroad need to be able to use Senate, Wisconsin, to West to I-70. Need to not go through neighborhoods. Blind corners at West and Wisconsin. 1,000 trucks per day. Indiana railroad	<p>The ProPEL Indy study team will use input regarding the need for improvements, access, and connectivity within the study area in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions will be considered in the development and evaluation of potential alternatives.</p> <p>The evaluation of 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>
<b>697</b>	Reconfigure Northbound west to Southbound I-65 must merge/converge and backs up. Maybe 4th lane split 2 & 2	<p>The ProPEL Indy study team will use input regarding the need for improvements, access, and connectivity within the study area in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions will be considered in the development and evaluation of potential alternatives.</p>
<b>698</b>	MLK/10th/11th is the block from hell. Crashes and congestion, nothing flows, confusing. Pedestrians need safe crossings. Doesn't exist here now.	<p>The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.</p> <p>Maximizing the safety of our roads is a priority. Safety needs will be discussed in the existing transportation conditions report and the draft purpose and need. The potential solutions identified through this study are expected to improve safety both on the interstates and in the vicinity of interchanges.</p>

699	Would be very cosmopolitan to have a train going to/from the airport	<p>The ProPEL Indy study team will use input regarding the need for improvements, access, and connectivity within the study area in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions will be considered in the development and evaluation of potential alternatives.</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>
700	Better lighting @ interchange in urban areas. Need direct LED lighting	<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. Emerging technologies will be considered during the development and evaluation of alternatives.</p>
701	Eliminate the drop lane on Kentucky Avenue southbound	<p>The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.</p>
702	Illinois entrance ramp to I-65 northbound. Ramp is dangerous, narrow, short merge. Could this just be one lane at intersection to avoid ramp/merge? Danger	<p>The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.</p> <p>Maximizing the safety of our roads is a priority. Safety needs will be discussed in the existing transportation conditions report and the draft purpose and need. The potential solutions identified through this study are expected to improve safety both on the interstates and in the vicinity of interchanges.</p>

<b>703</b>	Two lanes for the full off & on road at Holt interchange	The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.
<b>704</b>	Agree! Good idea to cap existing depressed alignment	The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost.
<b>705</b>	Make Martindale Brightwood feel more connected to the rest of the city. They feel like there's a physical barrier between them and the rest of the city	The ProPEL Indy study team will use input regarding the need for improvements, access, and connectivity within the study area in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions will be considered in the development and evaluation of potential alternatives.
<b>706</b>	Make trucks come in on Raymond from the south to railroad!	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.
<b>707</b>	Northbound i-65 to west street....Instead signage do a grade separation	The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.
<b>708</b>	Public art on Roosevelt underpass, very interested neighborhood. Landscaping & maintained to existing 1-70 slopes	The ProPEL Indy study team will use stakeholder and public input regarding improved corridor aesthetics in the development of community goals. In addition, potential alternatives developed will allow for placemaking and pleasing aesthetic treatments.
<b>709</b>	Can sections of the downtown be pedestrian friendly?	The ProPEL Indy study team will use input regarding walkability and connectivity within the study area to identify deficiencies in the development of a purpose and need document. The study team will work with INDOT and the City of Indianapolis to develop potential solutions to these deficiencies
<b>710</b>	Signage is so important. North Split signage is really good. Give plenty of notice of all movements. Not everything is that good.	Input regarding improved wayfinding and signage along the corridor will be used by the study team in the development of the draft purpose and need, as well as community goals. In addition, specific concerns and suggestions will be considered in the development and evaluation of potential alternatives.

<b>711</b>	Fix Kentucky Ave interchange	The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.
<b>712</b>	Right lanes to turn right, left lanes to turn left Counterintuitive	The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.
<b>713</b>	New interstate from Holt to 465 to divert truck traffic off of 70	The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.
<b>714</b>	Cap and stitch Morris/Prospect. Reconnect Bates Hendricks to Fountain Square	The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost.
<b>715</b>	Incorporate natural elements into the buffer areas	The ProPEL Indy study team will use stakeholder and public input regarding improved corridor aesthetics in the development of community goals. In addition, potential alternatives developed will allow for placemaking and pleasing aesthetic treatments.
<b>716</b>	Fletcher Place Bates Hendricks Garfield Park. Reach out to see if meeting	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.
<b>717</b>	Southbound I-65 exit to right turn on 11th street Too many crashes, should have been addressed with North Split	Maximizing the safety of our roads is a priority. Safety needs will be discussed in the existing transportation conditions report and the draft purpose and need. The potential solutions identified through this study are expected to improve safety both on the interstates and in the vicinity of interchanges.

718	Roosevelt/Caroline/Hillside needs walkability & connectivity to north...but also south of I-70 - parks, library, festivals, foot traffic	<p>The ProPEL Indy study team will use input regarding the need for improvements, access, and connectivity within the study area in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions will be considered in the development and evaluation of potential alternatives.</p> <p>The input regarding walkability and connectivity within the study area to identify deficiencies in the development of a purpose and need document. The study team will work with INDOT and the City of Indianapolis to develop potential solutions to these deficiencies.</p>
719	Access to daily needs	<p>The ProPEL Indy study team will use input regarding the need for improvements, access, and connectivity within the study area in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions will be considered in the development and evaluation of potential alternatives.</p>
720	As a motorcyclist , I really like the groves in the new concrete pavement. It improves safety because smooth pavement gets slippery. Nice work on the concrete grove pavement on the North Split.	<p>The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.</p>
721	Lives close to the interstate but not adjacent. Appreciates access they provide to the other parts of the city and nearby towns/cities. (New residents work all across Indy, drives for part of work).	<p>The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.</p> <p>The input regarding the need for improvements, access, and connectivity within the study area in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions will be considered in the development and evaluation of potential alternatives.</p>
722	Truck traffic from Lynhurst goes down Raymond trying to reach 70	<p>The ProPEL Indy study team will use input regarding the need for improvements, access, and connectivity within the study area in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions will be considered in the development and evaluation of potential alternatives.</p>

723	Add missing interchange movements to better serve surrounding areas	The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.
724	Put all of northbound i-65 and westbound i-70 under Morris/Prospect street.	The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost.
725	Signage -Negative Word Dead End (Lincoln Road 46228) If possible would like changed to Road Ends	Input regarding improved wayfinding and signage along the corridor will be used by the study team in the development of the draft purpose and need, as well as community goals. In addition, specific concerns and suggestions will be considered in the development and evaluation of potential alternatives.
726	Metal working near southside lubricants	The ProPEL Indy study team has received your comment and it has been documented with the official study record.
727	Coordinate more frequent rail service to Chicago and other Midwest cities (Saint Lois, Louisville, Cincinnati) Acquire railroad from private companies as needed to accomplish this goal	<p>The ProPEL Indy study team will use input regarding the need for improvements, access, and connectivity within the study area in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions will be considered in the development and evaluation of potential alternatives.</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>

728	Roosevelt corridor needs walkability/connectivity	<p>The ProPEL Indy study team will use input regarding the need for improvements, access, and connectivity within the study area in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions will be considered in the development and evaluation of potential alternatives.</p> <p>Input regarding walkability and connectivity within the study area to identify deficiencies in the development of a purpose and need document. The study team will work with INDOT and the City of Indianapolis to develop potential solutions to these deficiencies.</p>
729	Smooth and quiet pavement	<p>The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.</p>
730	Congestion on Lafayette increases when there is construction. Activity on I-65 even to the North of study limits	<p>The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.</p>
731	Reduce Noise impacts	<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>
732	Keep this area recessed	<p>The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost.</p>
733	Build out the stitch, the east street bridge. Restore the Bates 'Hendricks commercial corridor	<p>The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost.</p>

734	Get arial of before interstate was constructed to show what neighborhood looked like. Madison to West Street.	The ProPEL Indy study team will use input regarding the need for improvements, access, and connectivity within the study area in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions will be considered in the development and evaluation of potential alternatives.
735	The school system needs to put schools back into neighborhoods. Schools in neighborhoods builds cohesive neighborhoods.	Input regarding the impact of the interstates on neighborhoods within the study area will be considered in the development of the draft purpose and need, community goals, and during alternative development and evaluation. The ProPEL Indy study team will seek to improve existing connections and add connections where practical.
736	Leave space along route for public transit from downtown to airport	<p>The ProPEL Indy study team will use input regarding the need for improvements, access, and connectivity within the study area in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions will be considered in the development and evaluation of potential alternatives.</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>
737	I live on Morris. Please lower I-70 below grade. Reconnect our neighborhood and the old southside	<p>The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost.</p> <p>Input regarding the need for improvements, access, and connectivity within the study area in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions will be considered in the development and evaluation of potential alternatives.</p>

738	Dedicated lanes braid ramp getting onto 465 from Post. Like 74 north to 465	<p>The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.</p> <p>Maximizing the safety of our roads is a priority. Safety needs will be discussed in the existing transportation conditions report and the draft purpose and need. The potential solutions identified through this study are expected to improve safety both on the interstates and in the vicinity of interchanges.</p>
739	Can we reduce the number of ramps off of 70 in this area?	<p>The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.</p>
740	Need more pedestrian crosswalks over the interstates in certain neighborhoods	<p>The ProPEL Indy study team will use input regarding the need for improvements, access, and connectivity within the study area in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions will be considered in the development and evaluation of potential alternatives.</p>
741	Penn St. underpass is a good example of incorporating connections in interstate projects	<p>The ProPEL Indy study team will use input regarding the need for improvements, access, and connectivity within the study area in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions will be considered in the development and evaluation of potential alternatives.</p>
742	Design water banking	<p>The ProPEL Indy study team will use input regarding climate resilience in the development of the draft purpose and need, as well as community goals. Once alternatives have been developed and refined, they will be evaluated for their ability to address the needs, as well as for their potential impacts on human and environmental resources. Efforts will be made to avoid and minimize impacts or identify potential mitigation options for impacts considered during the study.</p>



743	School bus schedule and access for parents dropping students off	<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 ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.</p>
744	Entering 70 from Post road - can get stuck in 465 north lanes. Westbound weave is a problem.	<p>The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.</p> <p>The ProPEL Indy study team will use input regarding the need for improvements, access, and connectivity within the study area in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions will be considered in the development and evaluation of potential alternatives.</p>
745	Speed & Aggressive driving control	<p>Maximizing the safety of our roads is a priority. Safety needs will be discussed in the existing transportation conditions report and the draft purpose and need. The potential solutions identified through this study are expected to improve safety both on the interstates and in the vicinity of interchanges.</p>
746	Reduce urban heat	<p>The ProPEL Indy study team will use input regarding climate resilience in the development of the draft purpose and need, as well as community goals. Once alternatives have been developed and refined, they will be evaluated for their ability to address the needs, as well as for their potential impacts on human and environmental resources. Efforts will be made to avoid and minimize impacts or identify potential mitigation options for impacts considered during the study.</p>

747	Simpler paths for ingress/egress	The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.
748	Flood control combination could be considered	<p>The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.</p> <p>Input regarding climate resilience in the development of the draft purpose and need, as well as community goals. Once alternatives have been developed and refined, they will be evaluated for their ability to address the needs, as well as for their potential impacts on human and environmental resources. Efforts will be made to avoid and minimize impacts or identify potential mitigation options for impacts considered during the study.</p>
749	Interstate embarrassment, unsightly, overgrown trash Bad image for the city. Homeless camps a difficult problem.	The ProPEL Indy study team will use stakeholder and public input regarding improved corridor aesthetics in the development of community goals. In addition, potential alternatives developed will allow for placemaking and pleasing aesthetic treatments.
750	No billboards	The ProPEL Indy study team will use stakeholder and public input regarding improved corridor aesthetics in the development of community goals. In addition, potential alternatives developed will allow for placemaking and pleasing aesthetic treatments.
751	Make the interstate look inspiring - they look boring. Ex: Cumberland is using US 40 to look good.	<p>The ProPEL Indy study team will use stakeholder and public input regarding improved corridor aesthetics in the development of community goals. In addition, potential alternatives developed will allow for placemaking and pleasing aesthetic treatments.</p> <p>The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.</p>

752	Consider quality of life and not just overall costs. or economic development	The ProPEL Indy study team will use input regarding quality of life and livability factors such as safety, walkability, and connectivity within the study area in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions, including multimodal improvements, will be considered in the development and evaluation of potential alternatives.
753	I am interested in the proposal to recess the interstate, allowing new economic and housing options and connecting the city.	<p>The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost.</p> <p>The ProPEL Indy study team will consider input regarding new development opportunities for business in the development of the draft purpose and need, as well as community goals. In addition, specific suggestions will be considered in the development and evaluation of potential alternatives.</p>
754	I-65, between the Lafayette Road exit and the 29th Street exit is very noisy. Improvements to this area should include quiet pavement, and there should be studies to evaluate the need for sound barriers. The junction at I-65 and 38th Street, both north and south, is dangerous as vehicles attempt to merge on and off I-65. The design also leads to vehicles traveling at excessive speeds as they exit on and off to 38th Street. It also prevents any safe way to bike or walk along 38th Street. This area needs a complete redesign.	<p>The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.</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>



755	<p>Rethink Coalition appreciates the opportunity to respond to the suggestion you and your ProPEL team have made at the ten community engagement meetings held in July that initial public comments be given to you by August 31. To comply with that original request, although we understand from what you said at the MCANA monthly meeting on August 19 that you were giving everyone another month, we'll confirm in this letter what the path forward looks like and how we intend to share with you our initial ideas, suggestions, bold vision, and creative plans for the transformation of Central Indiana—all responsive, we believe, to the ambitious goals INDOT has set for ProPEL discussed at your kick-off media event May 25 and in each of the July community engagement meetings that followed. Rethink Coalition will be involved in all five phases/segments of ProPEL over the next two years, but here are our initial thoughts in this first phase (we'll likely have more at and after the September Workshop described below).</p> <ol style="list-style-type: none"><li>1. Rethink Coalition has been represented at/attended the May 25 kick-off media event and each of the ten community engagement meetings. We have attended a couple of other civic meetings where you have featured ProPEL. We have listened to each of your presentations, have described ProPEL at each of our neighborhood, Board, Advisor, and other constituent meetings and electronic updates, and have appreciated all the conversations we have had with you and your ProPEL team about what you are hoping to accomplish in charting a course for the transformation of Central Indiana. We embrace what you have said about soliciting bold ideas in this initial phase of ProPEL. Our bold idea is to Recess the Inner Loop!</li><li>2. We have spoken with our constituencies about the 13 questions in the "ProPEL Indy Questionnaire," although there has been confusion about how to give comments electronically and even questions about some of the language on the website about inviting "survey" feedback. We understand Bruce Colville sent Tim an email about that on August 11. Bottom line, we're not sure the process done so far is designed to get the best suggestions/bold ideas from the neighborhoods and those living, working, and visiting around and through the Inner Loop. We can help with that. Rethink Coalition will have a vibrant community engagement process for our federal planning grant around the Southeast Gateway later this year and next, as you have seen in our federal grant application. And we engaged differently in INDOT's recent I-65 SAFE project—see our May 14, 2023 comment letter and the more detailed report we filed at the I-65 SAFE CAC Meeting on August 22. We will go over all that at the Workshop described below and figure out how best to get candid input on the way in which interstates relate to neighborhoods, the landscape at a detail level, and the way people live with and navigate infrastructure for a vibrant future and quality or urban life.</li><li>3. To bring all this into sharp focus with you and the ProPEL team, we are enthusiastically preparing for the half-day Workshop on September 19. Here are the discussion/planning modules we will be prepared with our experts to discuss with you as we chart a bold vision for Recessing the Inner Loop. When we gave you the Workshop Outline on July 24,</li></ol>	<p>The ProPEL Indy study team will use input regarding the need for improvements, access, and connectivity to support economic opportunities for business in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions will be considered in the development and evaluation of potential alternatives. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost.</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. 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.</p>
-----	--	---

we titled it “Collective Transformative Vision and National Model for the I-65/I-70 Inner Loop.” That’s an accurate descriptor, and we are working now to make sure you see/hear about everything Rethink Coalition has done the past five years to make that a reality, both before and after the professional feasibility studies funded by the Lilly Endowment. We, like you, want Indianapolis and Indiana to be a national model for dealing with urban interstates like the Inner Loop and making those interstates a part of the community building grid—our economic, health, and fairness future depends on it. Collective Transformative Vision and National Model for the I65/I-70 Inner Loop Workshop Outline

1. Overview of the Collective Transformative Vision and National Model

- Discuss (1) how the I-65/I-70 Inner Loop can be a national model for re-imagining how people move through the city in a way that creates a new sense of the city itself and (2) how this emerging vision will enable the state to achieve the goals of attracting talent and developing the economic viability and quality of life of Central Indiana’s urban core.

2. Components of the Collective Transformative Vision and National Model:

- The Arup Total Value Report and the resulting Indianapolis Inner Loop Visionary Study funded by the Lilly Endowment and released in 2021.
- Discuss the Visionary Study’s research methodology, base criteria v. expanded criteria for interstate constructions, two-year community conversation following the Visionary Study’s release, and the study results showing that recessing the interstates is critical to achieving the state’s economic and quality of life goals.

3. 2023 New Visuals Rethink Coalition is releasing publicly

- The 2023 New Visuals uses the Visionary Study as a base to produce recessed interstate models at four locations around the Inner Loop – the Southeast Gateway (the focus of the USDOT Reconnecting Communities Grant Planning Study), the Northwest Gateway (IU Health Campus area), the North Leg, and the Southwest Gateway.
- We would give you a tour of the New Visuals and discuss their implications.

4. USDOT Reconnecting Communities Planning Study • Discuss the community engagement process and methodology Rethink Coalition developed in working on the I-65 SAFE Project and will use in the Planning Study.

5. Rethink Coalition’s I-65 SAFE Report

- Discuss how the community engagement process has produced actionable recommendations and how the SAFE Project must be considered not in isolation but as a component of the Emerging Transformative Vision and National Model.

- ProPEL and Additional Studies. If you have any questions before we get to the Workshop, let one of us know. In the meantime, it’s onward to a better future for all of Indianapolis and Central Indiana as we together make it truly a place/region where people want to live, work, play, and stay for the next half century. 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. We can do this—and make Indianapolis and Indiana a national model for transformational urban quality of life! Sincerely, Rethink Coalition	
756	<p>Traffic snarls are the worst. They are frustrating, lead to road rage in some instances, and they are dangerous in general. In addition to that, they are bad for the environment due to all the braking, deceleration, idling, and acceleration of internal combustion-powered vehicles. In my opinion, there are three main factors that contribute to traffic snarls. 1.) General congestion - too many vehicles on the same road. 2.) Merging traffic/vehicles changing lanes. 3.) Curves. My suggestion to alleviate general traffic congestion is to build more roads that go in the same general direction, with the same speed limits, as the roads experiencing congestion. DO NOT simply create extra lanes on the same congested road. After driving in California, with its 16-lane freeways, I have come to the conclusion that anything more than 4 lanes is dangerous (3 lanes is optimal in my humble opinion), because inevitably someone in lane 4 suddenly realizes that they need to get over into lane 1 to get to their exit ramp. In California I routinely witnessed someone in lane 10 suddenly cutting across 9 lanes of traffic to make it to their exit ramp - very unsafe. Examples of more roads going in the same direction as congested roads would include the over-under roads in New York, where they simply built a new road ~20 feet above the existing congested road, kind of like an extended bridge through the congested areas; and Chicago's interstate express lanes, that are essentially 8-lane highways separated into two different 4-lane roads. My suggestion to minimize traffic flow disruptions due to merging is to make all on-ramp lanes extend for at least 3000 feet if not 5000 feet, and to make all on-ramps high-speed ramps. My rationale is that the shorter distance you have available to merge from an on-ramp, the more likely you are to have an accident while trying to squeeze your car in. Ideally an on-ramp should allow an oncoming vehicle to get up to the speed of traffic, find a space available for merging into the driving lane, and then merge into existing traffic. My final suggestion for minimizing traffic snarls is to minimize the number and sharpness of curves. This is currently a bit of a nightmare with the intersection of I-65 and I-70 in Indianapolis. As a road's curve gets tighter and the turning required to stay on the road gets sharper, the more braking, deceleration, stopping, idling, and accidents are likely. The best example of this is the I-65 Southbound merge with I-70 East. The curve on I-65 is too tight, and it consistently snarls up as vehicles brake to negotiate the curve and then have difficulty getting back up to speed to efficiently merge with I-70 traffic. A good example of alleviating such issues is the revision of the intersection of I-75 and I-70 in Dayton, Ohio. Most of the on-ramps are wide-arcing, high-speed ramps that allow vehicles to remain roughly at highway speeds through the whole off-ramp/on-ramp process, and the on-ramps have extended merging lanes that leave plenty of distance available for merging onto the new road. So, while the ramps take up more space and construction materials, I think it is well worth it.</p>	The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.

757	RECESS THE HIGHWAY!!!	The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost.
758	RECESS THE HIGHWAY	The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost.
759	Recessing the highway would solve many of my issues with the interstate. The interstates cannot be rebuilt elevated and achieve much of what we need in Indianapolis. Continuing with outmoded, elevated interstates certainly won't create more opportunities for economic development near the interstates. Instead, we'll spend a lot of money, but get little return for the investment. Elevated interstates are undesirable, and we shouldn't burden ourselves with them downtown for another 50 years.	<p>The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost.</p> <p>Input regarding new development opportunities for business in the development of the draft purpose and need will be considered, as well as community goals. In addition, specific suggestions will be considered in the development and evaluation of potential alternatives.</p>
760	The interstates have divided and disconnected communities. This has caused great environmental justice issues and impaired the cultural cohesion of communities. The interstates need to be rebuilt in ways that can eliminate them as barriers so that communities can be reconnected.	<p>The ProPEL Indy study team will use input regarding the need for improvements, access, and connectivity within the study area in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions will be considered in the development and evaluation of potential alternatives.</p> <p>Input regarding the impact of the interstates on neighborhoods within the study area will be considered in the development of the draft purpose and need, community goals, and during alternative development and evaluation. The ProPEL Indy study team will seek to improve existing connections and add connections where practical.</p>

761	<p>Urban freeways have caused immeasurable damage to neighborhoods all over the country and Indianapolis is no different. Instead of rebuilding freeways that separate people more than they do connect them, money would be better spent tearing them out and returning the street grid to connect neighborhoods that have seen disinvestment and pollution increase since being destroyed for interstate construction. If you MUST rebuild, which I clearly do not agree is necessary, it would be better to bury the freeway so at least the scarring nature of the interstate is reduced. Thank you for your consideration.</p>	<p>The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost.</p> <p>Input regarding the impact of the interstates on neighborhoods within the study area will be considered in the development of the draft purpose and need, community goals, and during alternative development and evaluation. The ProPEL Indy study team will seek to improve existing connections and add connections where practical.</p>
762	<p>We want the I-65/I-70 Inner Loop Recessed</p>	<p>The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost.</p>
763	<p>The recessed option is my preferred option.</p>	<p>The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost.</p>
764	<p>I wish for less focus on highway projects and more focus on more enjoyable city streets for walking and biking. That means wide sidewalks, bike lanes that are clean, trees, and pothole free roads. Stop building so close to roadway so that there is room for these type of features. Keep extravagance to a minimum so that more people can benefit from upgrades due to more road miles addressed.</p>	<p>The ProPEL Indy study team will use input regarding the need for improvements, access, and connectivity within the study area in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions will be considered in the development and evaluation of potential alternatives.</p> <p>The ProPEL Indy study team will use input regarding walkability and connectivity within the study area to identify deficiencies in the development of a purpose and need document. The study team will work with INDOT and the City of Indianapolis to develop potential solutions to these deficiencies.</p>



<b>765</b>	<p>Quality of life, overall mobility, partnerships with cycling community (attraction to ppl considering moving to Indy ). Please build highways as to incorporate cycling/pedestrian paths. Indpls. city roads are largely perilous to cyclists, so where INDOT has options, please build in such a way as to not cut-off/interfere with cycling throughways. Thank you. &amp; please fix the horribly dangerous access to I-65 South where ppl have to cross 2-3 lanes to rapidly merge left . Otherwise, a non-race car must take 38th street at least minute .( Kessler Blvd N Drive to I65 S at split to verge onto W 38th St. Simply a death-wish to merge in rush hour if not timed perfectly or driving a Ferrari .</p>	<p>The ProPEL Indy study team will use input regarding walkability and connectivity within the study area to identify deficiencies in the development of a purpose and need document. The study team will work with INDOT and the City of Indianapolis to develop potential solutions to these deficiencies.</p> <p>Input regarding the need for improvements, access, and connectivity within the study area in the development of the draft purpose and need will be used, as well as community goals. In addition, specific problems and suggestions will be considered in the development and evaluation of potential alternatives.</p> <p>Maximizing the safety of our roads is a priority. Safety needs will be discussed in the existing transportation conditions report and the draft purpose and need. The potential solutions identified through this study are expected to improve safety both on the interstates and in the vicinity of interchanges.</p>
<b>766</b>	<p>These interstates have already left a gash on our city by destroying communities, worsening health outcomes through pollution in the urban environment, and decreasing mobility for those not in a car. Having the worse air quality index in the world some days during the recent wildfires is a failure caused by these interstates, and it hurts residents and quality of life.</p> <p><a href="https://www.indystar.com/story/news/environment/2021/06/01/indianapolis-indiana-air-pollution-compares-other-cities/5242128001/">https://www.indystar.com/story/news/environment/2021/06/01/indianapolis-indiana-air-pollution-compares-other-cities/5242128001/</a> The future of Indiana mobility needs to include rail, and that starts with repealing the ban on light rail. Future projects should be built with rail or with rail conversion in mind. Lane expansions need to stop, and money needs to be directed to urban and highway safety. These interstates hardly function at times due to all the accidents. Calm the roads, slow them down, restrict lanes, or be content with a non-zero death toll. HOV lanes would be a great start. Repealing laws against traffic camera enforcement as well. Tolls that fund the communities that these interstates have destroyed. You take on off ramp and see people walking in the medians or on the side of the road because there are no sidewalks or bike lanes. It is time to place urban safety and quality of life above suburban convenience. We are not driving ourselves out of being one of the worst polluted cities in the country. We are not driving ourselves out of being in the midst of a 40-year high pedestrian crisis. We are not driving ourselves out of traffic violence and death. We are not driving ourselves out of climate change.</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 ProPEL Indy study team will use input regarding climate resilience in the development of the draft purpose and need, as well as community goals. Once alternatives have been developed and refined, they will be evaluated for their ability to address the needs, as well as for their potential impacts on human and environmental resources. Efforts will be made to avoid and minimize impacts or identify potential mitigation options for impacts considered during the study.</p>

767	Please prioritize modes of transportation other than cars. Restore neighborhood connectivity. Promote bicycle and other people-powered transportation for work and pleasure. where possible, move interstates beneath street level and develop community spaces to improve equity and quality of life.	<p>The ProPEL Indy study team will use input regarding the need for improvements, access, and connectivity within the study area in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions will be considered in the development and evaluation of potential alternatives.</p> <p>Input regarding walkability and connectivity within the study area will be used to identify deficiencies in the development of a purpose and need document. The study team will work with INDOT and the City of Indianapolis to develop potential solutions to these deficiencies.</p>
768	An express lane for buses and taxis from the airport to downtown Have overpasses (primarily downtown) have a wide pedestrian/bike way preferably tree lined to provide a noise and visual barrier. Have commuter train lines in the same right of way to reduce the load of single occupancy vehicles on the interstates.	<p>The ProPEL Indy study team will use input regarding the need for improvements, access, and connectivity within the study area in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions will be considered in the development and evaluation of potential alternatives.</p> <p>Input regarding walkability and connectivity within the study area will be used to identify deficiencies in the development of a purpose and need document. The study team will work with INDOT and the City of Indianapolis to develop potential solutions to these deficiencies.</p>
769	Have a dedicated route from the airport to downtown either dedicated bus lanes or separated rail line. A dedicated bike walking route on Morris across I-65 and on East across I-70. Metrics for pedestrian safety and mobility in areas around and across the interstates. Slower or adjusted traffic patterns to keep thru traffic on the loop. Have more landscaping including trees and wildflowers along the highway as well as climbing vines on vertical surfaces and sound barriers.	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.
770	Would like to see some green storm/rain water retention and reclamation. Where it will hold onto it and allow it to seep into the ground and not just straight into the sewers.	The ProPEL Indy study team will use input regarding climate resilience in the development of the draft purpose and need, as well as community goals. Once alternatives have been developed and refined, they will be evaluated for their ability to address the needs, as well as for their potential impacts on human and environmental resources. Efforts will be made to avoid and minimize impacts or identify potential mitigation options for impacts considered during the study.



<b>771</b>	<p>I'm a life long member of Immanuel UCC church, located at the corner of East St. and Prospect St. in Indianapolis. You asked for recommendations for improvements to the areas streets and sidewalks, to better serve the Bates-Hendricks and Fountain Square residents, and others coming to the area. First the exit off of 65 at Prospect St, that is used to get to Fountain Square and Bate's-Hendricks, needs work. The ramp and roadway is very rough and the curbs are crumbling. The streets there flood a lot when it rains. Actually, the whole exit is confusing to people who come off that ramp. The signage there is not very clear, so unless you know the area, you don't know which way to go when you get off the highway. If you are turning to the left or going straight it doesn't look like they go anywhere. I think the ramp and the streets there should be wider or maybe be made into a small roundabout. Second, a lot of people use the sidewalks to get back and forth through the communities. I would like to see the sidewalks widened in the whole area. Maybe they could include the bicycle paths, that are now in the streets, with the sidewalk like I've seen in other communities. They are wider and also more user friendly for strollers and wheelchairs. These are my thoughts. Thank you for your time.</p>	<p>The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.</p> <p>Input regarding signage, walkability and connectivity within the study area will be used to identify deficiencies in the development of a purpose and need document. The study team will work with INDOT and the City of Indianapolis to share feedback received and develop potential solutions to these deficiencies.</p>
<b>772</b>	<p>Redo the 65 70 split with the more expensive option to have 2 different levels. 1 up and 1 down. The new situation has made travel worse and cutting exits off of having access to 1 or the other interstate is beyond frustrating. As well as just making traffic in general worse. As someone who lives in downtown its making life more difficult and time consuming both on and off the interstate. This is a complete disaster and waste of money. It was better before.</p>	<p>The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.</p>
<b>773</b>	<p>Indianapolis is a major crossroads for both commerce and recreational travel. Unfortunately the commerce aspect is widely overlooked. When you think of how to get around town you either know where you are going or rely on GPS. GPS is great for a car but not so good for a Commercial Motor Vehicle. A quality of life as well as a safety improvement would be signage for CMV's. By this I mean for warehouses. For example. Let's say a professional driver is bringing a load to Americold located at 3320 S. Arlington Ave from a Distribution center in Kentucky. The driver would be routed I65N to 465E. That is the easy part. However GPS will most likely route the driver to get off on Emerson Ave and turn onto Elmwood Ave. This turn is not setup for Semi's. A much safer route would be to get off on Southeastern Ave and turn left onto S. Arlington Ave. Signage along the lines of "Delivers for Americold, Firestone, etc. use Southeastern Ave" would be amazing. This could be done for a lot of warehouses that are clustered in areas.</p>	<p>The ProPEL Indy study team will use input regarding the need for improvements, access, and connectivity within the study area in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions will be considered in the development and evaluation of potential alternatives.</p> <p>Input regarding improved wayfinding and signage along the corridor will be used by the study team in the development of the draft purpose and need, as well as community goals. In addition, specific concerns and suggestions will be considered in the development and evaluation of potential alternatives.</p>



<b>774</b>	I would love for there to be more pedestrian areas like the Monon or Canal Walk. Also, I would love for the bus system to be more extensive and accessible.	<p>The ProPEL Indy study team will use input regarding the need for improvements, access, and connectivity within the study area in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions will be considered in the development and evaluation of potential alternatives.</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>
<b>775</b>	<p>I am a qualitative researcher and I attend several community meetings per month on the northeast side of Indianapolis, in the area that spans from Keystone to Shadeland and 46th to 30th Streets. This past year, there was only ONE meeting when the ProPEL listening sessions were mentioned. It was back in July and it was a brief mention during a Mayor’s Neighborhood Advocate’s announcements about upcoming events. I also reached out to a community member in the Near Northwest Area, someone who is deeply involved in goings-on in that area and who is well connected with city and community leaders. He had never heard of ProPEL. This information indicates that outreach on this ProPEL study has not been very thorough so far. If I'm understanding the ProPEL timeline correctly, listening sessions and other community engagement activities are supposed to continue through next year. I hope you will do a much better job of reaching out to people, especially when it’s so easy to find and contact community leaders and neighborhood association presidents and to attend neighborhood association meetings. Additionally, in reviewing the ProPEL Indy website, I find that there’s tension between repeated appeals for people to “dream big,” but then repeated reminders that visions must be “actionable,” “practical,” and “financially feasible.” It seems like ProPEL is preparing people for disappointment when the outcome of the study is that the highways should be rebuilt basically as they are because doing anything else will be deemed impractical and financially unfeasible. It may be difficult to get people to take ProPEL seriously and become engaged in conversations (if they find out they're happening) if they feel like the outcome is predetermined.</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. 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.</p>

776	Tunnel roads or build up and over to allow improved walkability between main neighborhoods such as Fletcher and Fountain square with more opportunity for commerce along those areas.	<p>The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost.</p> <p>Input regarding the need for improvements, access, and connectivity to support economic opportunities for business will be used in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions will be considered in the development and evaluation of potential alternatives.</p>
777	We need the Pennsylvania Meridian exit back going 65 North	<p>The ProPEL Indy study team will use input regarding the need for improvements, access, and connectivity within the study area in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions will be considered in the development and evaluation of potential alternatives.</p> <p>Safety and operations will be evaluated throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.</p>
778	More attractive Street Lights	<p>The ProPEL Indy study team will use stakeholder and public input regarding improved corridor aesthetics and lighting in the development of community goals. In addition, potential alternatives developed will allow for placemaking and pleasing aesthetic treatments.</p>
779	Is it possible to tell motorists on I70 (from E) to downtown sooner that L lane is I 65 S/I 70 W+R lane is I 65 N? Also tell them center lane is Michigan + New York streets only?	<p>Input regarding improved wayfinding and signage along the corridor will be used by the study team in the development of the draft purpose and need, as well as community goals. In addition, specific concerns and suggestions will be considered in the development and evaluation of potential alternatives.</p>
780	Adding more market stores and shopping	<p>The ProPEL Indy study team will use input regarding the need for improvements, access, and connectivity to support economic opportunities for business in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions will be considered in the development and evaluation of potential alternatives.</p>



<b>781</b>	Signage for distribution centers/warehouses	Input regarding improved wayfinding and signage along the corridor will be used by the study team in the development of the draft purpose and need, as well as community goals. In addition, specific concerns and suggestions will be considered in the development and evaluation of potential alternatives.
<b>782</b>	Walkways on N. Emerson over I 70. I see a lot of people walking from 21st St. to 25th St or vice versa	<p>The ProPEL Indy study team will use input regarding the need for improvements, access, and connectivity within the study area in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions will be considered in the development and evaluation of potential alternatives.</p> <p>Input regarding walkability and connectivity within the study area will be used to identify deficiencies in the development of a purpose and need document. The study team will work with INDOT and the City of Indianapolis to develop potential solutions to these deficiencies.</p>
<b>783</b>	Improve lighting to not be Prison Lights (more aesthetically pleasing)	The ProPEL Indy study team will use stakeholder and public input regarding improved corridor aesthetics and lighting in the development of community goals. In addition, potential alternatives developed will allow for placemaking and pleasing aesthetic treatments.



<b>784</b>	<p>Please have a plan to transition highway right-of-way to other modes of transportation, such as busses, light rail, etc. if/when those amenities get built. Highways already connect many commercial nodes (most of which were created when the highway interchanges were built) which many people already make trips to every day. It seems most logical to use all the space in a highway right-of-way before turning to eminent domain to build alternative transportation facilities along highways to connect those nodes. To use all the space in the ROW, this could mean changing the engineering/design standards for highways. For example, if a bus rapid transit line is built along I-70 or I-65, build a wall/barrier along the highway, change the standards so that the bus lane can be built right up to the edge of pavement of the existing highway. There really is no need for a grass strip between the highway and bus lane which costs the government more money in maintenance costs. Sure, it could be for drainage purposes, but it would be more efficient and possibly more effective to use grey infrastructure in an environment, such as an urban highway. Two more comments, please reduce the number of slip lanes at interchanges to local streets and build a sidewalk or trail separated by a barrier/fence/tree-separated at any interchanges that are renovated. Slip lanes are proven to be extremely dangerous to pedestrians and cyclists. Additionally, if there is no physical barrier besides the sidewalk being a little more elevated than the street, it is very uncomfortable for people walking, rolling, or biking knowing a driver could run up onto the sidewalk by accident at any moment. That is all, I'll step off my soap box now. Thank you for reading this far!</p>	<p>The ProPEL Indy study team will use input regarding the need for improvements, access, and connectivity within the study area in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions will be considered in the development and evaluation of potential alternatives.</p> <p>Safety and operations will be evaluated throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.</p>
------------	---	---



<b>785</b>	<p>I-65 and I-70 should be ripped up inside the I-456 loop. This will help the quality of life of the residents whose neighborhoods have been cut in half, who live near the fumes of thousands of cars driving by at 70 mph, and will improve the economic outlook for these neighborhoods as they would be much more easily accessible. These neighborhoods could even become walkable, a situation quite rare in Indiana. Interstate highways are incredibly expensive to maintain and it assumed that the projects proposed by ProPEL Indy will cost several, and potentially tens, of billions of dollars. This money would be better spent on public transportation. Public transportation would cut down on emissions, improve the quality of life for the people of Indiana, and, most importantly, ease traffic congestion. It is unlikely INDOT particularly cares about economic development, mobility, quality of life, or equity. However, easing congestion is well within its remit and some would argue it's raison d'etre. By taking cars off the road and getting people into public transportation, INDOT can improve the lives of every Indiana citizen whether they take public transportation or not. Public transportation includes bike lanes, buses, trains, street cars, and a host of other options. Furthermore, with climate change just starting to make the Sunbelt unlivable, it is likely that the greater Indianapolis area will gain a fairly substantial number of new denizens escaping heat, hurricanes, and property insurance that will be in the six figures. Already, IU projected that Indiana will gain 660,000 residents by 2050 with 520,000 of those being in the Indianapolis area. Already Indianapolis congestion is getting worse and will only continue to get worse. One more lane, two more lanes, three more lanes will do nothing to ameliorate the logjam of traffic. Traffic congestion is a pernicious side effect of society that steals 333 hours per year on average. That 333 hours could be spent being productive, spending time with family, or relaxing and improving mental health. Instead, it's spent in traffic. Why? Because of poor planning and poor investment. Recently, the North Split was completed at an eye watering \$350 million dollars. It has not improved traffic and has only made the area more confusing as a driver and has made traffic congestion worse. That money could have been put to so many better uses. Rip up all interstate inside the I-465 loop. This is the only serious way to improve economic development, mobility, quality of life, and equity. All other ways are unserious and intellectually dishonest. Cars are a scourge of modern society and to propagate the use of them, and to continue to build the same way over and over, is completely unacceptable with public funds. Finally, the wrongs of putting interstates through minority neighborhoods must be addressed. By ripping out the interstate it won't undo 70 years of splitting minority neighborhoods and destroying economic development, mobility, quality of life, and equity, but these neighborhoods and its citizens' lives will undoubtedly be improved without an interstate running through them. Rip it out.</p>	<p>The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost.</p> <p>Input regarding the impact of the interstates on neighborhoods within the study area will be considered in the development of the draft purpose and need, community goals, and during alternative development and evaluation. The ProPEL Indy study team will seek to improve existing connections and add connections where practical.</p>
------------	--	---



<b>786</b>	<p>As the neighborhoods grow &amp; redevelop on the near southside of Indianapolis, it will be critical to have bicycle &amp; pedestrian trailways running north and south into downtown. The purpose is to connect these growing neighborhoods to the amenities and commerce of downtown! All along Morris Street from Madison Avenue to Kentucky Avenue are within scope of my comments. Currently there are 7 opportunities to cross I-70 into downtown. I believe this area MUST be modernized for bicycles and pedestrians to coincide with the growth of the near southside neighborhoods! I often prefer bicycling into downtown and to work from my home in Bates-Hendricks. The section of road along Morris Street between Kentucky and Madison is quite difficult to navigate as it was not designed for people/bikes...only cars &amp; I-70. Good examples of successful investments in crossing the interstates are: 1.The bike lanes on the East Street bridge over I-70 2.Updates on Meridian Street from Minnesota Street up to McCarty Street. 3.Indy Cultural Trail crossing over I-70 along Virginia Avenue</p>	<p>The ProPEL Indy study team will use input regarding the need for improvements, access, and connectivity within the study area in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions will be considered in the development and evaluation of potential alternatives.</p> <p>Input regarding walkability and connectivity within the study area will be used to identify deficiencies in the development of a purpose and need document. The study team will work with INDOT and the City of Indianapolis to develop potential solutions to these deficiencies.</p>
------------	--	---



<p>787</p>	<p>Indianapolis is consistently identified as having unhealthy air quality. At the same time, our way of life in the Midwest (agriculture) is being threatened by rapid climate change, extended droughts, and extreme weather. Much of that is caused by interstate car and truck traffic and a combination of tailpipe emissions, brake dust, and tire particulates. A real vision for interstates in Indianapolis is to increase non-interstate walking, biking, transit, and rail trip while reducing vehicle miles traveled. We should be eliminating rather than adding interstate ramps and IN DOT should not be supporting or spurring rural development that chews up existing farmland while generating more car-centric single family sprawl. Indy's and the metro area should focus over the next 20 years on quality, high frequency transit corridors with transit oriented development that is walkable nearby those corridors. That along with connected safe bike routes and limitations on greenfield rural development will increase walking, biking, and transit trips that are benefit the local economy while reducing polluting emissions. IN DOT should look at Connecticut, Colorado, and California. States (and their DOTs) are now setting explicit goals to reduce driving while increasing sustainable and less polluting modes - walking, biking, transit, and telework. That doesn't mean that there is a "War on Driving," just that DOTs are recognizing their goals and their impact on public health, local economies, and the climate. (reference - <a href="https://ctnewsjunkie.com/2023/04/19/op-ed-changing-lanes/">https://ctnewsjunkie.com/2023/04/19/op-ed-changing-lanes/</a>) Beyond air pollution and climate change, IN DOT's next 20 years should be focused on improving safety - especially where cars mix with those walking, biking, crossing the street, and getting to transit stops. The best way to improve safety is to delete on- and off-ramps in cities or separating auto traffic entirely from the paths for vulnerable road users in cities and town centers. If one can't remove an interstate ramp or provide convenient separated routes, the design of the road should be for 25 mph or less in those mix-pedestrian/bike and auto traffic areas. Rather than designing for auto throughput (unsafe) the road should prioritize safety for all road users. Safe crossings should be frequent, and the corridor should be designed that the speeds are slow enough that they will reliably see and yield to those walking, on bikes, and using mobility devices. One way to reduce driving trips would be to increase rail connectivity between City of Indy and nearby Midwestern destinations. The Amtrak Cardinal route only runs 3 days a week at this point. If that ran daily, or multiple times a day, between Chicago, Indy, Cincinnati, DC, and NYC it would be an alternative to driving - especially for those short trips to Chicago and Cincy. It is unfortunate and embarrassing that the US rail is low frequency (and SLOW) compared to even 2nd and 3rd world countries. More frequent rail connectivity would also drive development density in downtown Indianapolis which is suffering as more white collar workers shift to telecommuting arrangements. Rail travel (dedicated corridor) is also simple to electrify with catenary or 3rd rail electricity supply. Thanks for your consideration of these comments. I hope to see the City of Indy flourish. For that to happen, the city needs more folks riding transit, walking, and biking - along with the in-</p>	<p>The ProPEL Indy study team will use input regarding the need for improvements, access, and connectivity within the study area in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions 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> <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>
------------	---	--



	fill economic development that comes with that shift away from car-centric transportation and housing.	
788	Please build infrastructure for people first and cars second! We need connectivity, pedestrian friendly streets, and less semi traffic on our residential streets. This will increase quality of life, which directly impacts economic development.	<p>The ProPEL Indy study team will use input regarding the need for improvements, access, and connectivity within the study area in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions will be considered in the development and evaluation of potential alternatives.</p> <p>The ProPEL Indy study team will use input regarding quality of life and livability factors such as safety, walkability, and connectivity within the study area in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions, including multimodal improvements, will be considered in the development and evaluation of potential alternatives.</p>
789	I support anything other than the status quo. I support removing the I-65/70 downtown loop altogether. It would improve future mobility, free up acres of some of the most valuable land in Indiana for development, would greatly improve the quality of life for residents in the area, addresses climate change, and helps to create a world class city that would attract visitors and new residents. As a solution, it is the least expensive, involves the least construction disruption, and improves downtown economically, culturally, and environmentally. Unlike the freeways, it has the ability to change and expand mobility and transportation option. This has been proposed in detail already, and is very possible. Short of removing the loop entirely, recessing it would be the second best solution.	<p>The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost.</p> <p>Input regarding new development opportunities for business will be used in the development of the draft purpose and need, as well as community goals. In addition, specific suggestions will be considered in the development and evaluation of potential alternatives.</p> <p>Feedback regarding climate resilience will be used in the development of the draft purpose and need, as well as community goals. Once alternatives have been developed and refined, they will be evaluated for their ability to address the needs, as well as for their potential impacts on human and environmental resources. Efforts will be made to avoid and minimize impacts or identify potential mitigation options for impacts considered during the study.</p>



<b>790</b>	The new rework on the I 65/I 70 interchange on the north east corner is a hot mess... Poorly designed and a chokehold on the city. Thorough study and design work needs to be considered for the south east corner interchange with considerations for recessing and bypassing downtown. City developers should explore the opportunities of recessing the highway sub surface to gain valuable land above ground and beautify the city. This has the potential to enrich our surroundings, create beautiful spaces, and improve well-being.	The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost.  Stakeholder and public input regarding improved corridor aesthetics will be used in the development of community goals. In addition, potential alternatives developed will allow for placemaking and pleasing aesthetic treatments.
<b>791</b>	We have to find a way to reconnect our neighborhoods and find ways to support all Indy residents. The disconnect that comes from segmenting the city impact a number of socioeconomic factors as well as making everyday life in these areas more complicated and unsafe whether you're a driver, a cyclist, or a pedestrian.	The ProPEL Indy study team will use input regarding the need for improvements, access, and connectivity within the study area in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions will be considered in the development and evaluation of potential alternatives.  Input regarding the impact of the interstates on neighborhoods within the study area will be considered in the development of the draft purpose and need, community goals, and during alternative development and evaluation. The ProPEL Indy study team will seek to improve existing connections and add connections where practical.
<b>792</b>	I would like to say that I fully support the proposal of the Rethink 65/70 Coalition to recess or even cap as much of the downtown loop of interstates as possible. This will remove physical and psychological barriers separating neighborhoods on the outside of the loop from the economically thriving neighborhoods inside the loop and allowing increased economic development and quality of life to the areas nearest the interstate.	The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost.  Input regarding the impact of the interstates on neighborhoods within the study area will be considered in the development of the draft purpose and need, community goals, and during alternative development and evaluation. The ProPEL Indy study team will seek to improve existing connections and add connections where practical.



<b>793</b>	Noise level too high. Bring road level lower.	<p>The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, 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>
<b>794</b>	1. Bury the interstate. 2. Better sound wall development, including vegetation. 3. Safe sidewalks and bike trails around and under the interstates to improve connectivity between neighborhoods.	<p>The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, 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>
<b>795</b>	Make it safe and pretty to bike/walk	<p>The ProPEL Indy study team will use input regarding walkability and connectivity within the study area to identify deficiencies in the development of a purpose and need document. The study team will work with INDOT and the City of Indianapolis to develop potential solutions to these deficiencies.</p> <p>Stakeholder and public input regarding improved corridor aesthetics will be used in the development of community goals. In addition, potential alternatives developed will allow for placemaking and pleasing aesthetic treatments.</p>



<b>796</b>	Pass revenue sharing!!!	The ProPEL Indy study team has received your comment and it has been documented with the official study record.
<b>797</b>	All the interstates need to be buried or dismantled eventually. So we shouldn't widen them now.	The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost.
<b>798</b>	Prioritize pedestrians + cyclists - don't let them be an afterthought	<p>The ProPEL Indy study team will use input regarding the need for improvements, access, and connectivity within the study area in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions will be considered in the development and evaluation of potential alternatives.</p> <p>Input regarding walkability and connectivity within the study area will be used to identify deficiencies in the development of a purpose and need document. The study team will work with INDOT and the City of Indianapolis to develop potential solutions to these deficiencies.</p>
<b>799</b>	Ensure the streets that go under have safety & access (walk, bike, drive) to BIZ & transit.	<p>The ProPEL Indy study team will use input regarding the need for improvements, access, and connectivity within the study area in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions will be considered in the development and evaluation of potential alternatives.</p> <p>Safety and operations will be evaluated throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.</p>



<b>800</b>	Interstates are inherently non equitable! They need to be buried or dismantled	<p>The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost.</p> <p>Input regarding the impact of the interstates on neighborhoods within the study area will be considered in the development of the draft purpose and need, community goals, and during alternative development and evaluation. The ProPEL Indy study team will seek to improve existing connections and add connections where practical.</p>
<b>801</b>	Reconnect the neighborhoods that were bisected	<p>The ProPEL Indy study team will use input regarding the need for improvements, access, and connectivity within the study area in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions will be considered in the development and evaluation of potential alternatives.</p>
<b>802</b>	Citizens that are affected most around the interstate are usually socioeconomic challenged and don't have the time or money to attend meetings and make comments. Better community outreach!	<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. 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.</p>
<b>803</b>	Along these lines I'm seeing a role for neighborhoods and communities off the interstate exchanges to create mini visitor centers, neighborhood history/local services etc.	<p>The ProPEL Indy study team will use input regarding the need for improvements, access, and connectivity within the study area in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions, including multimodal improvements, will be considered in the development and evaluation of potential alternatives.</p> <p>Stakeholder and public input regarding improved corridor aesthetics will be used in the development of community goals. In addition, potential alternatives developed will allow for placemaking and pleasing aesthetic treatments.</p>



<b>804</b>	Bury the interstates. Make the surface streets drivable and bikeable with protected lanes.	<p>The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost.</p> <p>Input regarding the need for improvements, access, and connectivity within the study area will be used in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions will be considered in the development and evaluation of potential alternatives.</p>
<b>805</b>	Fix Raymond Shelby I-65 intersection.	<p>The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.</p>
<b>806</b>	Bring in ALL businesses in the area to ensure broader perspective on BIZ Needs and how transit impacts them (employee/customers, deliveries, storage etc.)	<p>The ProPEL Indy study team will use input regarding the need for improvements, access, and connectivity to support economic opportunities for business in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions will be considered in the development and evaluation of potential alternatives.</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. 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.</p>
<b>807</b>	Incentivize staying in Marion Co. (Reduce commuting to Belzer towns.	<p>The ProPEL Indy study team will use input regarding the need for improvements, access, and connectivity within the study area in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions will be considered in the development and evaluation of potential alternatives.</p>



<b>808</b>	I-65 study limits go further south to I-465 so that they could be included in the "visioning"	The ProPEL Indy study limits extend slightly beyond the South Split interchange ending south of Morris Street along I-65. The remainder of I-65 to I-465 is excluded from the ProPEL Indy study limits.
<b>809</b>	Partner with & ensure access to bus stops from neighborhood that are "blocked" by HWY	<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. 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.</p> <p>Input regarding the need for improvements, access, and connectivity within the study area will be used in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions will be considered in the development and evaluation of potential alternatives.</p>
<b>810</b>	Indy Go should create a southside transit hub at the University Red Line stop. The 31 route bus should stop at the location to help connect the southside.	<p>The ProPEL Indy study team will use input regarding the need for improvements, access, and connectivity within the study area in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions will be considered in the development and evaluation of potential alternatives.</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>



<b>811</b>	More public transportation	<p>The ProPEL Indy study team will use input regarding the need for improvements, access, and connectivity within the study area in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions will be considered in the development and evaluation of potential alternatives.</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>
<b>812</b>	Even though the skills, tools, and experience needed are specific, please find a way to spend money with local BIZ and contractors	<p>The ProPEL Indy study team has received your comment and it has been documented with the official study record.</p>
<b>813</b>	The city needs to be reconnected to promote economic growth + small business growth. Bury or dismantle the interstates	<p>The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost.</p> <p>Input regarding the need for improvements, access, and connectivity to support economic opportunities for business will be used in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions will be considered in the development and evaluation of potential alternatives.</p>



<b>814</b>	Replace it with a street car	<p>The ProPEL Indy study team will use input regarding the need for improvements, access, and connectivity within the study area in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions will be considered in the development and evaluation of potential alternatives.</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>
<b>815</b>	Make the highways quieter & smaller	<p>The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.</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>
<b>816</b>	Use all technology to reduce sound, pollution and vibrations onto the people who live within x yards	<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>

817	Noise reduction - It's already a constant roar	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.
818	Maybe a HMW challenge question about each topic would invite broader needs & ideas.	The ProPEL Indy study team has received your comment and it has been documented with the official study record.
819	Take the ideas & simplify them into needs they meet, then co-design w/ residents	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.
820	Noise reduction - it impacts health	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.
821	Deal with interstate underpass for pedestrians	<p>The ProPEL Indy study team will use input regarding the need for improvements, access, and connectivity within the study area in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions will be considered in the development and evaluation of potential alternatives.</p> <p>Input regarding walkability and connectivity within the study area will be used to identify deficiencies in the development of a purpose and need document. The study team will work with INDOT and the City of Indianapolis to develop potential solutions to these deficiencies.</p>



<b>822</b>	<p>Re: Supplement to Rethink Coalition Initial/Preliminary Comments Dated August 31, 2023</p> <p>Dear Tim and Kia:</p> <p>Thank you for hosting the September 19, 2023, Hybrid HNTB/INDOT Workshop at your offices. We appreciate the opportunity to present Rethink Coalition’s studies and work over the past six years in looking at viable alternatives for the I-65/I-70 Inner Loop. This letter supplements our August 31, 2023, Initial/Preliminary Comments, putting into the record the Workshop Agenda and the documents we submitted and discussed during the Workshop. All the documents are available in the online folder we shared via the link on the attached Agenda and Shared Documents List. We also added the presentation slides to the folder. Here’s the link:</p> <p>Folder Link: 1 Rethink Documents for HNTB-INDOT Workshop (<a href="https://onedrive.live.com/?authkey=%21AlhVzCt1Mm3kOGA&amp;id=2AE6CED2EC734F0F%2181583&amp;cid=2AE6CED2EC734F0F">https://onedrive.live.com/?authkey=%21AlhVzCt1Mm3kOGA&amp;id=2AE6CED2EC734F0F%2181583&amp;cid=2AE6CED2EC734F0F</a>)</p> <p>We stand ready to answer questions and amplify the technical studies and reports with additional explanations you may want from our consultants who have worked on this over the years. There is still much work to do, and we are ready to join you in building a better Indiana. We are available to answer questions and amplify the technical studies and reports with additional explanations you may want from our consultants, who have worked on the research, design, and planning of Inner Loop alternatives for over six years. Those alternatives ranged from rebuilding as-is to removing the downtown interstate. The recessed solution with surface boulevards, intermittent capping, and land value capture emerged as the only viable and feasible solution.</p> <p>As discussed at the Workshop, a thriving Central Indiana hinges on coordinated decisions about our urban interstates and land use in and around the downtown loop. INDOT’s planning is key, but INDOT 2 can’t make it happen independently. Rethink is working to bring decision-makers and stakeholders together to capitalize on the opportunities that a recessed interstate brings, emphasizing the need for land value-capture funding to enable rebuilding the Inner Loop (not including the North Split) recessed. We are also paying attention to peer cities that are recessing and/or capping their elevated highways and bringing that knowledge to the table, looking for the best ideas to inform the conversation. Rebuilding elevated creates a major competitive disadvantage that would set Indianapolis behind in talent attraction, economic development, environmental justice, and all the other goals ProPEL seeks to achieve.</p> <p>Rethink Coalition is working closely with the Indy Chamber, the City, businesses, neighborhoods, and institutional stakeholders. Our job has been to gauge what the community or public wants. We’ve done that for the past six years, casting the vision of the Comparative Study and listening to stakeholder reactions. We can now say with confidence that we know what the community wants. The USDOT Reconnecting Communities grant will demonstrate what’s possible when decision-makers and</p>	<p>The ProPEL Indy study team has received your comment and it has been documented with the official study record. The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost.</p>
------------	--	--



	<p>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>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, play, and stay for the next half-century and 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>Sincerely, Rethink Coalition</p>	
<b>823</b>	<p>The new 65/70 is a joke. Its even worse than before and totally congested. Merging into the left lanes is stupid. Need multiple more lanes. Downtown is dying because there is no way to get anywhere easily and no one wants to come down here.</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>
<b>824</b>	<p>Interstates have been a reason for our strong communities. How can we reconnect neighborhoods? Can we visually connect? Help people be able to identify neighborhoods.</p>	<p>The ProPEL Indy study team will use input regarding the need for improvements, access, and connectivity within the study area in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions will be considered in the development and evaluation of potential alternatives.</p> <p>Input regarding the impact of the interstates on neighborhoods within the study area will be considered in the development of the draft purpose and need, community goals, and during alternative development and evaluation. The ProPEL Indy study team will seek to improve existing connections and add connections where practical.</p>



<b>825</b>	Likes how Martinsville was dealt with wall treatments and acoustics. But has been bad for local businesses - many have closed.	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.
<b>826</b>	Trees don't do as well at block sound as sound walls	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.
<b>827</b>	Construction projects should be coordinated so they aren't always on construction	ProPEL Indy will pass along your feedback to INDOT for their consideration. 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

828	When roadways were constructed, neighborhoods were cut in half. Neighbors separated from neighbors	<p>The ProPEL Indy study team will use input regarding the need for improvements, access, and connectivity within the study area in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions will be considered in the development and evaluation of potential alternatives.</p> <p>The ProPEL Indy study team will use input regarding quality of life and livability factors such as safety, walkability, and connectivity within the study area in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions, including multimodal improvements, will be considered in the development and evaluation of potential alternatives.</p>
829	Do something on roadways that represent the adjacent neighborhoods	<p>The ProPEL Indy study team will use input regarding the need for improvements, access, and connectivity within the study area in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions, including multimodal improvements, will be considered in the development and evaluation of potential alternatives.</p> <p>Stakeholder and public input regarding improved corridor aesthetics will be used in the development of community goals. In addition, potential alternatives developed will allow for placemaking and pleasing aesthetic treatments.</p>
830	Discussion about Meridian Street near Morris - new residential, modernizing roadways	The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.
831	Question - how do we balance costs with improvements?	The ProPEL Indy study team will evaluate improvements 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.

832	Harding Street ramp needs to be cleaned up	.The ProPEL Indy study team will use input regarding quality of life and livability factors such as safety, walkability, and connectivity within the study area in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions, including multimodal improvements, will be considered in the development and evaluation of potential alternatives.
833	Expand shoulder width to improve safety	Maximizing the safety of our roads is a priority. Safety needs will be discussed in the existing transportation conditions report and the draft purpose and need. The potential solutions identified through this study are expected to improve safety both on the interstates and in the vicinity of interchanges.
834	Improved response time to assist broken down and abandoned vehicles	The ProPEL Indy study team has received your comment and it has been documented with the official study record.
835	Safety for drivers with vehicle issues on side of roads	Maximizing the safety of our roads is a priority. Safety needs will be discussed in the existing transportation conditions report and the draft purpose and need. The potential solutions identified through this study are expected to improve safety both on the interstates and in the vicinity of interchanges.
836	Need to talk to truckers for their feedback	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.
837	Another access point between Mount Comfort and Post Road	The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.
838	Add more accident investigation areas along interstates	The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.

839	Noise barriers to reduce truck braking noise	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.
840	J braking signage awareness	Input regarding improved wayfinding and signage along the corridor will be used by the study team in the development of the draft purpose and need, as well as community goals. In addition, specific concerns and suggestions will be considered in the development and evaluation of potential alternatives.
841	Improved streets and sidewalks in community (replace, don't patch)	The ProPEL Indy study team will use input regarding walkability and connectivity within the study area to identify deficiencies in the development of a purpose and need document. The study team will work with INDOT and the City of Indianapolis to develop potential solutions to these deficiencies.
842	More effective means to team up with churches for engagement	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.
843	Keep our allies and communities clean	The ProPEL Indy study team will use input regarding quality of life and livability factors such as safety, walkability, and connectivity within the study area in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions, including multimodal improvements, will be considered in the development and evaluation of potential alternatives.

844	More effective recruiting mechanism to get more response	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.
845	Consider adding HOV/Carpool lanes and improving the amount of lighting on	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.
846	Improved paint for lane markings that's more reflective in rain	Maximizing the safety of our roads is a priority. Safety needs will be discussed in the existing transportation conditions report and the draft purpose and need. The potential solutions identified through this study are expected to improve safety both on the interstates and in the vicinity of interchanges.
847	<ul style="list-style-type: none"> <li>• Add more through or express lanes to interstates to limit the ability of drivers to cross multiple lanes when entering and exiting</li> <li>• 65N near the hospital after 2 PM is very congested, needs a flyover lane to improve</li> <li>• Rather than adding more lanes by increasing the width of the interstate consider adding them vertically</li> </ul>	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.
848	The plan should prioritize people in the communities divided by the interstates, not the cars passing through. Let's reconnect communities and put people first.	The ProPEL Indy study team will use input regarding the need for improvements, access, and connectivity within the study area in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions will be considered in the development and evaluation of potential alternatives.
849	Please do not have lanes suddenly ending unexpectedly (ex. North Split SB and NB I-65 ramps) where lanes unexpectedly end with little overhead signage or arrows on the ground. This causes at the very best - traffic backups as people are in the outside lane and need to merge at the last minute And at the very worst - accidents as people are unaware their lane is ending and sideswipe the vehicle to the left of them.	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.



<b>850</b>	Interstates and other transportation improvement should have a public health component. Indiana is lagging other states in several health categories, and we need to encourage our population to live a healthy lifestyle. This means accommodating or providing bike trails, walking paths, etc. Could public health be used in consideration of a screening criteria?	<p>The ProPEL Indy study team will use input regarding walkability and connectivity within the study area to identify deficiencies in the development of a purpose and need document. The study team will work with INDOT and the City of Indianapolis to develop potential solutions to these deficiencies.</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>
<b>851</b>	I'm not sure what I should be commenting on? I don't see any proposals on this website.	<p>The ProPEL Indy study team has received your comment and it has been documented with the official study record. 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. That's why public feedback is vital to the success of the study. With your active participation and input, you can help the study team understand local needs, identify opportunities and concerns as well as assess potential improvement options.</p>

852	<p>Besides the massive expense, furthering dependence on fossil fuels and damage to the environment, there are also health and wellbeing reasons to eliminate inner city interstates:</p> <p>Health Effects of Transport Noise:  <a href="https://www.tandfonline.com/doi/full/10.1080/01441647.2023.2206168">https://www.tandfonline.com/doi/full/10.1080/01441647.2023.2206168</a></p> <p>Why Health and wellbeing should be at the center of urban planning  <a href="https://www.theguardian.com/environment/2023/oct/20/why-health-wellbeing-should-centre-urban-planning">https://www.theguardian.com/environment/2023/oct/20/why-health-wellbeing-should-centre-urban-planning</a></p> <p>Interstates take up a lot of space that could be better utilized for affordable housing, economic development, greenspace and more which would create a more livable community. If the funds allocated for interstate expansion/reconstruction were instead applied to active transportation and public transportation the impact would be amazing. For the cost of one interstate exchange, Indianapolis could have a robust public transportation system or a protected bike lane network throughout Marion County.</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 ProPEL Indy study team will use input regarding climate resilience in the development of the draft purpose and need, as well as community goals. Once alternatives have been developed and refined, they will be evaluated for their ability to address the needs, as well as for their potential impacts on human and environmental resources. Efforts will be made to avoid and minimize impacts or identify potential mitigation options for impacts considered during the study.</p>
853	<p>Limits of the North Split project should be part of the ProPEL Indy study limits since some of the projects could be 10 - 20 years out.</p>	<p>The ProPEL Indy study team has received your comment and it has been documented with the official study record.</p>
854	<p>Addition of an express lane inside I-465 on I-65 and I-70. The lane/s should not allow exiting or entering the interstate until outside the limits of I-465. Potentially a higher speed limit on the express lane.</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>
855	<p>Want to know more about who was “seated at the table” when it comes to the non-roadway alignment decisions – The coalition, the city, the railroads, people who can potentially fund these “mini projects”</p>	<p>The ProPEL Indy study team has received your comment and it has been documented with the official study record.</p>
856	<p>The railroads - Diversion of the trains out of downtown has been a large desire for residents. If the trains remain, then the upkeep of the bridges needs to be better managed. Can a no horn ordinance be put in place (This would be a quiet zone)</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>

857	Please put up sound barriers along the north side of the road along 38th where it meets with 65. It's a residential area and the road noise from 38th and 65 are too loud. There is a barrier on the south side of the road but not the north side.	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.
858	A pedestrian crossing solution is needed where the Monon Trail crosses 16th Street. It seems like a pedx crossing light similar to the one on Delaware near the Lilly campus would be easy to implement.	The ProPEL Indy study team will use input regarding walkability and connectivity within the study area to identify deficiencies in the development of a purpose and need document. The study team will work with INDOT and the City of Indianapolis to develop potential solutions to these deficiencies.
859	Indianapolis needs a smart road grid. When a road is closed for construction, repairs, accidents, 5Ks, Motor Speedway events, festivals, NFL and NBA games, tournaments, bike rides, or simply because the City of Indianapolis and IMPD decided to shut it down, here should be detours in order to prevent bottlenecks and to allow emergency vehicle safe passage. At this time, Indy has nothing even remotely resembling 21st century technology when it comes to automating traffic. Indianapolis is the last place on earth to have a heart attack. It takes at least an hour to get through downtown when the streets are shut down for the Monumental Marathon, etc. An ambulance would never reach you in time.	The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations. Emerging technologies will be considered during the development and evaluation of alternatives.
860	Reconnecting neighborhoods should be the focus of the ProPEL Indy study.	The ProPEL Indy study team will use input regarding the need for improvements, access, and connectivity within the study area in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions, including multimodal improvements, will be considered in the development and evaluation of potential alternatives.

861	<p>While I'm in support of recessing the interstates, if that's not possible the team should look at reconnecting communities by reconnecting roads under the current interstates. Bridges could be smaller to not take up the amount of space they do currently.</p>	<p>The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost.</p> <p>Input regarding the need for improvements, access, and connectivity within the study area will be used in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions, including multimodal improvements, will be considered in the development and evaluation of potential alternatives.</p>
862	<p>INDOT should include lifespan expectations of study segments of the interstates in public information.</p>	<p>The ProPEL Indy study team has received your comment and it has been documented with the official study record. Information regarding asset condition within the study area will be included in the study's Existing Transportation Conditions Report. This report will be published to the study's website.</p>
863	<p>It is time to look at ways to enhance safety, mobility, connectivity, equity, economic opportunity, quality of life / quality of health and community development. And smarter transportation building strong communities. Let's take a holistic view and consider 'Humans over Highways' In the presentation, station topics mentioned are:</p> <ul style="list-style-type: none"> <li>- Quality of Life and Livability</li> <li>- Economic Growth and Opportunity</li> <li>- Transportation and Mobility</li> <li>- Equity</li> </ul> <p>Addressing ALL of these topics, would benefit from a BOLD IDEA (No longer a bold idea, being done elsewhere!) a RECESSED HIGHWAY and capping portion for greater connectivity and mobility. ReThink's ARUP study references how this could be done. And recently, ReThink received a federal grant to study neighborhood connectivity issues to better serve community. INDOT's materials suggest "encourage everyone to dream big and imagine what our home could look like for generations to come!" YES This is huge opportunity for Indianapolis, the capitol of the State, the economic engine that drives the State, to set a precedent or model, to get this right this time.</p>	<p>The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost.</p> <p>Input regarding quality of life and livability factors such as safety, walkability, and connectivity within the study area will be used in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions, including multimodal improvements, will be considered in the development and evaluation of potential alternatives.</p>



<p><b>864</b></p>	<p>Thank you for the opportunity to submit our comments, suggestions, and ideas. I am a board director of the Bates-Hendricks Neighborhood Association. Our neighborhood represents approximately 1,700 households and 5,300 residents on the west side of the Morris/Prospect Street bridge. I have two areas of comment along with proposed solution for ProPEL Indy.</p> <p><b>Morris / Prospect Street Bridge</b></p> <p>The Morris/Prospect Street Bridge is an unsightly, loud, dangerous, 900-foot trench and embankment that completely divides historic Fountain Square and the historic Bates-Hendricks neighborhoods from each other. The overpasses are already massive and the proposed I-65 SAFE project intends to make it even wider.</p> <p><b>Solution:</b> We want the northbound I-65 and westbound I-70 overpasses to go underneath Morris / Prospect Street, just as the southbound lanes do. We want safer and friendlier multi-modal infrastructure and building infrastructure that re-links our neighborhoods that were torn apart. The improvements should better direct and calm traffic across the bridge and will likely require cooperation from state and local jurisdictions (DPW &amp; INDOT). The ReThink Coalition has prepared an extensive report detailing improvements that we support.</p> <p><b>I-65 SAFE vs. ProPEL</b></p> <p>I-65 SAFE has stated from the beginning publicly, in the IndyStar, and on its own website that it would only be adding a 4th travel lane to the corridor. On November 1st, I-65 SAFE admitted they were adding a 5th lane from Raymond Street north over the Morris / Prospect bridge and into the South Split, which will widen the Morris / Prospect bridge and overpass by 12 to 25 feet and alter the bridge. This will preclude and changes to the bridge for 12 to 20 years (per John LeBlond: INDOT/Parsons at the August 22nd CAC/EJC meeting).</p> <p>I-65 SAFE is predicated by a commitment to "not restrict or impede work that is a part of ProPEL Indy" and I-65 SAFE considers the Morris / Prospect bridge to be a part of the I-65 corridor. It has proposed significant, long-range changes (12 to 20 years) to this interchange beginning with their construction season in 2025.</p> <p>ProPEL, on the other hand, has designated the northbound/southbound junction of I-65 and the Morris / Prospect bridge to be a part of its study area and subject to consideration, suggestions and bold ideas by its neighboring communities. Further, the USDOT/RCPP South Split Study Grant that INDOT and the City of Indianapolis have partnered with ReThink Coalition, will study this same area, this same bridge, and the entire South Split / Southeast Interchange.</p> <p><b>Solution:</b> We request that ProPEL stop the I-65 SAFE project from restricting and impeding the work of ProPEL Indy. We want the leaders with INDOT and HNTB to intervene with the I-65 SAFE Project and to stop their efforts to add the 5th Lane and widen the Morris / Prospect bridge. This needs to happen now, well in advance of the I-65 SAFE, 2024 Public Meeting. We oppose any efforts to change this bridge before</p>	<p>The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost.</p> <p>Lane management strategies will be evaluated 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>
-------------------	--	--



	INDOT's ProPEL Indy completes its assessment and the full recommendations from the RCPP South Split Study can be received. We endorse ReThink Coalition's positions concerning the 5th Lane and the Morris / Prospect Bridge.	
--	---	--



<p>865</p>	<p>History: The historic Old Southside Neighborhood has been completely cut off from downtown Indianapolis by I-70 South since its completion in October 1976. Little consideration was given to historic properties or minimizing impacts on established neighborhoods. The historic Old Southside Neighborhood has been severely disadvantaged economically, socially, and environmentally by the negative impacts of the Interstate, its ramps, and underpasses.</p> <p>"In 1962 Congressman Andy Jacobs and Indianapolis City Councilman Max Brydenthall pressed state and local officials to reroute I-65 so that it would not cross the neighborhoods northwest of downtown...There was some discussion of building the new highways below grade through heavily populated parts of the city, but ultimately, state engineers recommended elevated roadways that would become bridges in the inner loop.</p> <p>Despite some opposition from local leaders about the loss of properties from the city and county tax rolls to accommodate the highway corridors and concern about the displacement of lower-income residents from their homes, planning for the two interstates and the "inner loop" continued.</p> <p>By 1976, 4,700 properties had been acquired, 8,00 buildings had been demolished, and 17,000 people had been relocated to accommodate the Inner Loop. Many of the structures razed were houses and built in the 19th and early 20th centuries."</p> <p>We can never replace the Oriental Theater, drug stores, grocery stores, banks, doctor and dentist offices, funeral homes, and the thousands of people displaced. But INDOT engineers and HNTB can take steps to repair the damage done to the Old Southside in the 1960-70s.</p> <p>Recommendation: The Old Southside Neighborhood Association strongly supports recessing and capping the South portion of I-70 and reconnect the Southsides historic street grid and restore the local community and economic center of the Southside. Especially, the South Meridian, McCarthy, and Morris Street intersections. Such a move will require a strong partnership between the state of Indiana and the City of Indianapolis. Building the recessed highway may cost more, but the benefits to the entire southside community is immeasurable. Envision a capped highway with greenspace, views of downtown, and new buildings.</p> <p>The Old Southside Neighborhood Association officially endorses the Rethink Coalition's proposals for an I-70 interstate in the south portion as demonstrated in the original ARUP study.</p> <p>Respectfully submitted Judith Essex, Old Southside Land Use Committee</p>	<p>The ProPEL Indy study team thanks you for sharing this historical information about the study area.</p> <p>Input regarding quality of life and livability factors such as safety, walkability, and connectivity within the study area will be used in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions, including multimodal improvements, will be considered in the development and evaluation of potential alternatives.</p> <p>Input regarding the need for improvements, access, and connectivity within the study area will be used in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions, including multimodal improvements, will be considered in the development and evaluation of potential alternatives.</p> <p>The ProPEL Indy study team will use input regarding the need for improvements, access, and connectivity within the study area in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions will be considered in the development and evaluation of potential alternatives.</p>
------------	--	---



<b>866</b>	I live in the Bates Hendricks Neighborhood and I would really appreciate if the lane that goes through this section that they are planning to widen to a five lane road, would remain the size that it is.	<p>The ProPEL Indy study team will share your feedback with the I-65 Safety &amp; Efficiency project team. ProPEL Indy's study area does overlap with the I-65 Safety &amp; Efficiency project on the southeast side of Indianapolis.</p> <p>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 options for future improvements in the overlapping area.</p>
<b>867</b>	The Bates Hendricks neighborhood will be directly affected by choices made by various funding agencies, including Propel, with the upcoming I70/I65 South split project. I would like to voice concern that any increase in lanes around Morris Street will have a negative impact on our ability to connect with Fountain Square. I look forward to transparent communication from all funding bodies regarding the project, well in advance of any decisions.	<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> <p>Input regarding the impact of the interstates on neighborhoods within the study area will be considered in the development of the draft purpose and need, community goals, and during alternative development and evaluation. The ProPEL Indy study team will seek to improve existing connections and add connections where practical.</p>
<b>868</b>	Please look into asphalt compounds that mix in recycled plastic which are quieter than concrete and just as, if not more, durable.	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.
<b>869</b>	For I-70 south of downtown, please look at adjusting the grade to a more consistent level. The heavy volume of semi trucks cannot handle the steep grade from the south split over the railroad bridge or the up-and-down when heading east from West Street to the south split. Please plan to use the black background/ lane markings that were recently painted on the new north split. Other states have used those markings for years on concrete roads, and I am glad to see Indiana finally using them. Those black markings are desperately needed on the other concrete roads downtown to improve safety in wet conditions or difficult visibility.	The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.

870	I would appreciate if the new upgrades would support dedicated lanes for trucks around the I465 loop. This would entail lane identifiers for trucks and cars. This I think could also allow for reinforced slow lanes that trucks drive on.	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.
871	The problem is you have too much construction going on in too many areas around the city its gotten out of hand. What needs to be done is everybody in this field need to work on one road until its done then move to the next. Not have a few workers scattered on different roads doing very little work. Time to get things done period! STOP CLOSING ROADS WHEN YOU DON'T HAVE ANYTHING DONE AS IT IS! THIS IS JUST GETTING RIDICULOUS!	The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.
872	For someone traveling from the east side of Indy down I70 and getting on I65 north at the north split who is trying to get to the near north side, Methodist, and IU Neuroscience Building, the new construction is a major inconvenience. You closed the Pennsylvania Street exit and only allow people traveling on I65 North to exit there. Now I have to drive past where I work and get off at 21st street and then backtrack to parking lot. I bought a house assuming the exit would always be there, but now my commute is 10 mins longer. Can't you just cut a hole in that new wall so that I can exit on Penn Str coming from the east. As it currently is arranged, no one coming from the east will be able to get to this new hospital without first driving past it. Although way more work than cutting a hole in a wall, could we get a Senate street or 16th Street exit?	The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.
873	Irreparable damage was done to communities and neighborhood with the construction of the interstates. While we cannot fully undo the divisions and the loss of social capital, we have an opportunity to mend the broken connections and stitch our city back together by placing sections of the interstate underground, to rebridge the adjacent communities and reduce sound pollution, making downtown a better place to *live*, work, and visit.	<p>Input regarding the impact of the interstates on neighborhoods within the study area will be considered in the development of the draft purpose and need, community goals, and during alternative development and evaluation. The ProPEL Indy study team will seek to improve existing connections and add connections where practical.</p> <p>The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost.</p>



<p><b>874</b></p>	<p>ProPEL / Southeast Neighborhood / Letter Mr. Tim Miller ProPEL Indy / HNTB November 7, 2023 Dear Mr. Miller and the ProPEL Team: We represent the leadership and residents of the four neighborhood associations in the southeast corner of the Inner Loop that are divided by the South Split Interchange: Fountain Square, Bates-Hendricks, North Square and Fletcher Place. We are writing and directly appealing to the ProPEL Indy leadership to intercede and uphold the stated purposes and boundary guidelines of your study. We are specifically pointing to the following conflict of purposes and intent. * The Morris/Prospect Bridge is clearly a part of ProPEL Indy (whose boundary goes even farther south on I-65 to about the Shelby Street overpass) as we have viewed your study maps in person at your presentations and on your website and social media pages. * I-65 SAFE is predicated by a commitment to “not restrict or impede work that is a part of ProPEL Indy.” I-65 SAFE has from the beginning stated (everywhere – publicly, IndyStar, website) that it would only be adding a 4th travel lane to the corridor and mostly by utilizing the interior shoulder space. Any widening of the roadway was designated for the lower portion of the corridor below Keystone Avenue. However, one year ago (November 1, 2022) and only very recently on their website, I-65 SAFE indicated they were adding a 5th Lane from Raymond Street north over the Morris/Prospect bridge and into the South Split. This will widen the Morris/Prospect bridge and overpass by 12-to-24 feet (also Pleasant Run and Naomi St.) and alter the current bridge (precluding changing it) for 12-to-20 years (as reported by INDOT/Parsons, CAC Meeting, August 22, 2022). The surrounding South Split neighborhood communities want the NB I-65 and WB I-70 overpasses to go underneath the Morris/Prospect bridge, just as the southbound lanes do. We want a safer, surface street path, a host of multi-modal safety (bicycle/pedestrian) improvements combined with traffic redirection and traffic calming (potentially multi-jurisdictional), all setting the stage for broader connectivity and development over the interstate roadway. This is what our communities need as an outcome of ProPEL Indy! This is what our communities and our residents across the greater Southside want to speak for, to engage and envision with you as participants in the ProPEL Indy over the course of these two years. We do not expect to have this opportunity, offered to us in ProPEL Indy, restricted, impeded or completely denied to us by I-65 SAFE and this harmful and unnecessary expansion and widening of the I-65 corridor through our neighborhoods. We are familiar with and cite the many positions and proposals within Rethink Coalition’s excellent report on the I-65 SAFE Project. We have endorsed them and we support them.</p>	<p>The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost.</p> <p>Lane management strategies will be evaluated 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> <p>Input regarding the need for improvements, access, and connectivity within the study area will be used in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions will be considered in the development and evaluation of potential alternatives.</p>
-------------------	--	---



	<p>The Morris/Prospect Street bridge completely divides the historic Fountain Square and Bates-Hendricks neighborhoods, and further isolates the bifurcated South Split communities from the greater southside and downtown center of Indianapolis.</p> <p>Thank you for all of your work, you and your team, to engage all communities to build a smarter and brighter future for Indianapolis and Central Indiana. We continue to be bold and collaborative partners with INDOT, I-65 SAFE and ProPEL.</p> <p>We want to build together better neighborhoods and quality of life here. We need your help in stopping the 5th Lane and the widening of the Morris/Prospect bridge.</p>	
<b>875</b>	<p>A study of this nature risks being exposed to a disproportionate viewpoint of the population that feels passionate about the shortcomings of the historical development of the transportation system. Please ensure the study seeks to address the 'silent majority' who do not become engaged simply because their experiences have been overall positive and without cause to strongly advocate against system deficiencies...which will be inherent in any recommendations or future improvements. More specifically, solutions focused on improved reliability where moderate and more uniform travel speeds are achieved is desirable. Please consider the value a conversion of Binford Boulevard to a Keystone Ave. style design (Carmel stretch) would offer for the interstate system (particularly I-70 east of downtown). Consider similar for Southeastern Ave. State coordination to implement heavy truck GIS routing on available mapping systems, combined with improved direction to haul trucks, should be considered to reduce unnecessary freight/local travel interactions. Thru-freight should be expected to use I-465. Please consider any improvements to I-70 allowing for a future passenger rail connecting Downtown to IAA. Consider extending horizon year for design decisions. It does not resonate well with the public to see major improvements occurring along I-465 nearly every year where full closures and significant traffic restrictions are in effect. Slow expanding capacity to the North (mainly I-69) that encourages further travel distances from the urban core of Indianapolis. Target new interchange access outside of I-465 that provides improved system balance.</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. 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.</p> <p>Safety and operations will be evaluated throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.</p>
<b>876</b>	<p>We need extra lanes added on 465 on the southeast side. From 65 to 70 around the southeast side needs to be at least 4 lanes. You guys have added lanes everywhere except the SE side in recent years. It's time to stop ignoring the traffic and congestion on the SE side of town. I travel to Castleton every day for work and it's a nightmare morning and evening.</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>
<b>877</b>	<p>It would probably be impossible to enforce but I wish there was some way to ban through semi-truck traffic on both interstates.</p>	<p>The ProPEL Indy study team has received your comment and it has been documented with the official study record.</p>



<b>878</b>	<p>How am I supposed to provide input if the latest survey doesn't recognize those that walk, bike, and use transit as stakeholders. The first questions in the survey assume that I drive regularly on the interstate. I do not drive on the interstate, but I am impacted daily by the interstate noise, air pollution, and wider climate change impacts. I work right next to the North Split interchange and breathe in that concentrated tailpipe pollution all day long. Shouldn't every question in the survey have a bicycle/pedestrian and transit rider option? If you're really planning for the next 20 years, the City of Indy is doing a lot to increase transit ridership, connect up bike routes and multiuse trails, and calm traffic to encourage walkable development. If your transportation survey and plans only look at the interstates in a vacuum, they will work against the city's multimodal, sustainable, housing, and economic development work. Note - Other states are already setting targets for reduced driving in the near future, meaning that interstate widening projects are no longer viable. Cities are deleting interstate spurs in cities and reducing on/off ramps in urban areas. Is IN DOT and the ProPEL Indy study still planning for increased Vehicle Miles Traveled, increasing urban air pollution and rural farmland sprawl? How is IN DOT and ProPEL Indy engaging in the current State of Indiana Climate Action Plan? Thanks for considering the views of an Indianapolis resident and worker that doesn't own a car. I walk, bike, and take the bus - only occasionally renting a car for long trips.</p>	<p>The ProPEL Indy study team will use input regarding climate resilience in the development of the draft purpose and need, as well as community goals. Once alternatives have been developed and refined, they will be evaluated for their ability to address the needs, as well as for their potential impacts on human and environmental resources. Efforts will be made to avoid and minimize impacts or identify potential mitigation options for impacts considered during the study.</p> <p>Input regarding walkability and connectivity within the study area will be used to identify deficiencies in the development of a purpose and need document. The study team will work with INDOT and the City of Indianapolis to develop potential solutions to these deficiencies.</p>
<b>879</b>	<p>provide a dedicated truck lane provide landscape in median for birds, butterflies etc. that will also provide beautiful drive experience</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>
<b>880</b>	<p>The I-65/70 highway cutting through the heart of Indianapolis has been a drag on economic development and QOL for 50+ years. It's time to demolish this pointless highway that divides our communities and open up the possibility of greater connectivity within the city, thousands of acres of development, and a focus on Indianapolis residents (not suburban commuters who's commute being 5-10 minutes longer does not justify the horrible QOL issues this highway brings to the city.) there's no excuse for this highway. Every time INDOT shuts it down to "fix-it" the only issues caused are from trucks trying to cut through the city not realizing this "short-cut" is closed and the resulting highway is no better than what we had before years of closures. This is proof that the highway is not needed. Take it out now! (Highway I 65 should end at 38th St. on the north and at 465 on the south. I-70 should end at 465 in the east and West St. in the West.</p>	<p>Input regarding new development opportunities for business will be used in the development of the draft purpose and need, as well as community goals. In addition, specific suggestions will be considered in the development and evaluation of potential alternatives.</p> <p>The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost.</p>

881	Keystone Parkway: trees on both sides. Absorbs the noise and enhances quality of life.	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.
882	Half of Morris is underground. Would it be possible for all of it to go underground?	The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost.
883	North Split is done and 65 is done. Can we do something about Morris St? (Recessing Morris St)	The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost.
884	Bike access to Morris St. That area is not safe (safety issues).	The ProPEL Indy study team will use input regarding walkability and connectivity within the study area to identify deficiencies in the development of a purpose and need document. The study team will work with INDOT and the City of Indianapolis to develop potential solutions to these deficiencies.
885	The entrance/exit ramps for Madison, Meridian & West Street on I-70 West seem to be potential safety hazards. The short distance between the ramps leads to a lot of quick lane changes and potential for accidents. I wonder if there are alternatives for the ramps or the option to eliminate one of them.	<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> <p>Safety and operations will be evaluated throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.</p>
886	Mr. Haymon Fields requests to have a dedicated lane around I-465 for semis only. He believes the traffic caused by semis on I-65 and I-70 in downtown Indianapolis can be lessened if there were a lane for semis only. He also recommends semis that unload downtown, only unload between 11 AM and 4 PM to reduce traffic congestion.	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.

887	Eastbound traffic in the morning has not improved despite the north split being rebuilt 70 westbound, coming from the east side, should end at Pennsylvania. 65 southbound, coming from the north side, should end at 11th street. 65 northbound, coming from the south side, should end at Morris Street. 70 eastbound, coming from the west side, should end at Harding Street. Every remaining section of 65/70 that is downtown should be destroyed and replaced with affordable housing. Building interstate highways in the middle of downtown was a mistake that forcibly removed countless black and brown families from their homes. Tearing them down is the first thing the city and INDOT should do to right that wrong.	The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.  Potential solutions to current and/or future issues will be evaluated and documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost.
888	Daily backup during rush hour traffic. Dr MLK to West St interchange reconstruction should have been included in the north split project. Reconfigure Dr MLK to West St interchange. Remove signal at bottom of ramp. Construct fly over ramp for n/b 65 to connect to Dr MLK St for s/b West St traffic and w/b W 11th St traffic, adding a dedicated right turn lane at Dr MLK & 11th St. Keep current s/b 65 ramp for s/b West St and e/b 10th St traffic.	The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost.  Safety and operations will be evaluated throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.
889	Constant traffic and merging problems. Plus, that section of highway should not exist above ground. Simply by existing, it makes downtown neighborhoods less walkable and segments the city unnecessarily. Bury them. They should not segment the city as they currently do.	The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost.
890	It's part of this new split update that we spent so much money on, and it's still constantly backed up with traffic. I don't drive to work, I bike, but I do love breathing in all those fumes from idling cars on the highway. Just stop wasting money on it. "Modernizing" it won't make traffic go away. The only way to alleviate traffic is to give commuters other options. You HAVE to think bigger. YOU HAVE TO!	The ProPEL Indy study team will use input regarding walkability and connectivity within the study area to identify deficiencies in the development of a purpose and need document. The study team will work with INDOT and the City of Indianapolis to develop potential solutions to these deficiencies.
891	Frequently congested and there's a lot of lane switching and near misses in the area. I believe they need to be suppressed underground and then reconnect the city streets that were cut in half by the original interstate construction. The more streets that are available the less traffic there will be on the interstates.	The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost.
892	The reconfiguration of the access from downtown is complete, but there are still heavy tie-ups as some do not notice signage, speed markers are not clear, and general confusion stalls some from moving forward at a good pace. Better signage, even larger electronic signage across the lanes, not just on sides	Input regarding improved wayfinding and signage along the corridor will be used by the study team in the development of the draft purpose and need, as well as community goals. In addition, specific concerns and suggestions will be considered in the development and evaluation of potential alternatives.

893	A significant amount of weaving is occurring and there is not enough signage to help figure out which lanes to be in. Keep them as interstates for through traffic. In the recent past in having to use 465 as a detour, there is simply too much traffic on it when both 465 and 65 traffic go through the area. Down grading 65 to something other than a route for through traffic will create issues for those of us who pass through the area.	<p>Input regarding improved wayfinding and signage along the corridor will be used by the study team in the development of the draft purpose and need, as well as community goals. In addition, specific concerns and suggestions will be considered in the development and evaluation of potential alternatives.</p> <p>Maximizing the safety of our roads is a priority. Safety needs will be discussed in the existing transportation conditions report and the draft purpose and need. The potential solutions identified through this study are expected to improve safety both on the interstates and in the vicinity of interchanges.</p>
894	Improved pedestrian and cycling movement including but not limited to grade separated bike lanes, wide sidewalk paths, and lighting. Also, rain gardens and bioretention areas to help with runoff and beautify the area.	<p>The ProPEL Indy study team will use input regarding walkability and connectivity within the study area to identify deficiencies in the development of a purpose and need document. The study team will work with INDOT and the City of Indianapolis to develop potential solutions to these deficiencies.</p> <p>Stakeholder and public input regarding improved corridor aesthetics will be used in the development of community goals. In addition, potential alternatives developed will allow for placemaking and pleasing aesthetic treatments.</p>
895	This area is after the traffic from 465 south joins the westbound 70 traffic. I think it is because of the limited visibility beyond the rise of the road. The traffic is often running smoothly once you get over the rise. There is another section towards town with similar driver behavior. I like the new transition to Michigan St. at the North Split. It seems that we need to reconfigure the exit from 65 north to Martin Luther so you don't have to cross three lanes. You can take the first off ramp and take that route but the slow traffic going on 65 north makes that route into downtown time prohibitive.	<p>The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.</p> <p>Lane management strategies will be evaluated 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>
896	Eastbound traffic often becomes very congested as drivers merge for entering and exiting Remove I-65 and I-70 within the I-465 loop.	<p>Maximizing the safety of our roads is a priority. Safety needs will be discussed in the existing transportation conditions report and the draft purpose and need. The potential solutions identified through this study are expected to improve safety both on the interstates and in the vicinity of interchanges.</p>



<b>897</b>	I live nearby and it is insanely loud. I think I have developed asthma from nearby exhaust and tire dust. Remove the section of I-70 east between downtown and 465. Traffic can use 465 to go around the city and use local arterials to enter the city.	<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 ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.</p>
<b>898</b>	Slow down during certain times submerge as much as possible and reconnect neighborhoods.	<p>Maximizing the safety of our roads is a priority. Safety needs will be discussed in the existing transportation conditions report and the draft purpose and need. The potential solutions identified through this study are expected to improve safety both on the interstates and in the vicinity of interchanges.</p> <p>Input regarding the impact of the interstates on neighborhoods within the study area will be considered in the development of the draft purpose and need, community goals, and during alternative development and evaluation. The ProPEL Indy study team will seek to improve existing connections and add connections where practical.</p>
<b>899</b>	Highway cuts off neighborhoods from downtown Tear down all the downtown highways, or at the least provide more protected or dedicated bike/ped access through the barrier created by the highway.	<p>Input regarding the impact of the interstates on neighborhoods within the study area will be considered in the development of the draft purpose and need, community goals, and during alternative development and evaluation. The ProPEL Indy study team will seek to improve existing connections and add connections where practical.</p> <p>The ProPEL Indy study team will use input regarding walkability and connectivity within the study area to identify deficiencies in the development of a purpose and need document. The study team will work with INDOT and the City of Indianapolis to develop potential solutions to these deficiencies.</p>

900	It is just bad Use 465. Don't go through the downtown. Don't let people exit in the city except a few spots	The ProPEL Indy study team has received your comment and it has been documented with the official study record.
901	I haven't encountered any problems recently. better on/off ramps to make merging into traffic easier.	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.
902	This is the most frustrating part of the new construction in my opinion. There is no reason the new split should back traffic to 38th street on 65 S daily bc the flow of traffic stops. Traffic flowed more smoothly before the construction even with people merging across the interstate lanes. I don't think cutting access off to interstates exits, nor entrances was a good idea. It basically forces traffic to use particular entrances. I have never seen more traffic issues or confusion than I do now. We moved downtown for convenience of travel and it's been nothing of convenience in any manner. It's taking double the time to get places it used too and last week a 35-minute drive took me 2 hrs. There was no wreck. Instead of expanding and making travel better it's made it far worse. The split honestly needs to totally be redone or a second needs to be constructed on top of it. It's quite literally one of the worst designs I have ever seen. I drive every aspect of the split consistently. I think exits that have been blocked or barricaded off need to be reopened to both sides of the interstate. I think martin Luther King needs to have a better on ramp situation. Maybe a second split should be put on top or more lanes need to be added. The entire split is ludicrous and frankly just can't handle the amount of daily traffic.	Maximizing the safety of our roads is a priority. Safety needs will be discussed in the existing transportation conditions report and the draft purpose and need. The potential solutions identified through this study are expected to improve safety both on the interstates and in the vicinity of interchanges.
903	not enough lanes, always congested, doesn't flow, multiple lanes crossing across all lanes to get to where they want, MORE LANES, too many highways merging and requiring lateral movement, they all need separate ways to get to final destination. for example, when going south needs to be a way for 70 to go through and a SEPARATE way for 70 to get to 65, not all mashed together it's a cluster fuck and a safety issue with people crossing multiple lanes	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.
904	Congestion issues PM (330-530) eastbound beginning at Harding St, sometimes stretching back to Holt. More aux lanes to handle merging traffic, esp. on I-70 between Harding Street and West/Illinois.	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.
905	The south part of the highways is horrible to drive on (Where I65&I70 meet) Remove the highways inside the 465 loop. I can't stand them. I live on the southside close to both I70 & I65.	The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost.

906	Entrance ramps onto 65N from Illinois Street and onto 65S from West Street have very short merge areas and traffic is impeded substantially at high traffic volumes Improve the merge areas at the entrance ramps from Illinois St to 65N and West St to 65S	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.
907	This section of highway is a blight on our city. It's overcrowded and frustrating to navigate at rush hour and it's nearly empty all the other times of the day, leading to rampant speeding and reckless driving. The highways cutting through downtown are not serving us well and should be torn down. I-65 and I-70 should be rerouted around the downtown area. Cutting through downtown as they do currently increases traffic volume in downtown Indianapolis and makes it less hospitable for people and for cars. INDOT should be investing at least some of their budget into commuter rail options so that commuters from the suburbs are not stuck with only one option for entering the city. Our highways are currently too small for peak demand and too large for normal demand, which to me says that prioritizing car traffic is not working for Indianapolis.	The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.
908	The bike lane passing underneath the highway has no protection and is often ignored by drivers entering the ramp headed north. Urban highways this close to downtown are unnecessary and take away valuable real estate that the public could use. They just exacerbate traffic, noise, and pollution in our states most populated area. We already have a way for our highways to merge around town in 465. It would be best to see the downtown corridors torn down. But if that doesn't happen, enhancement of the biking lanes and restoration of roads that were bisected by the highway would be a good start.	<p>The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost.</p> <p>Input regarding walkability and connectivity within the study area will be used to identify deficiencies in the development of a purpose and need document. The study team will work with INDOT and the City of Indianapolis to develop potential solutions to these deficiencies.</p>
909	the highway cuts off the east side (and south and north side) from downtown. generally, the only way across the highway is on a road that's really only safe to drive on. there aren't too many safe passages if you're on a bike or on foot. tear it down, we don't need a highway here. if you have to keep it, make it recessed so you can easily build bridges over it.	<p>The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost.</p> <p>Input regarding walkability and connectivity within the study area will be used to identify deficiencies in the development of a purpose and need document. The study team will work with INDOT and the City of Indianapolis to develop potential solutions to these deficiencies.</p>



<b>910</b>	The on ramp to 70 from keystone is insane. People go 100mph on there regularly. At a bare minimum sound walls but ideally burying the whole thing. The interstates occupy tens, maybe even hundreds, of billions of dollars' worth of real estate downtown and what they aren't occupying they are making worse via air/nose pollution. They also cut off neighborhood access and the local roads that do cross the interstate are often extremely busy	<p>The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, 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>
<b>911</b>	Dangerous merging of 65S and 465 Pedestrian/bike connections under, under, or around highways	The ProPEL Indy study team will use input regarding walkability and connectivity within the study area to identify deficiencies in the development of a purpose and need document. The study team will work with INDOT and the City of Indianapolis to develop potential solutions to these deficiencies.
<b>912</b>	Eastbound on I-70 and needing to exit from I-65/I-70 at Washington St requires moving two lanes to the right to reach the exit in a relatively short distance. Depending on traffic density, this can be difficult/hazardous. However, it is not as difficult as it was prior to North Split project since traffic flows better. I'd like to see better (or better maintained) connectivity under/over these roads.	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.



<b>913</b>	<p>The interstate between the North and South splits sits on some of the most valuable land in the state. It currently brings in \$0 in revenue. The planned improvements are projected to bring in \$0 in revenue and allegedly improve safety. We already proved that the city can survive without it when it was closed for two years. It should be torn down and that land should be reintegrated into the city, which will create new tax revenues. The 0-5 minutes that I save by using these existing corridors is not worth the maintenance cost, the reconstruction costs, or the costs of the terrible land usage. The interior corridors should all be disconnected to eliminate thru-travel. My opinion is that the south segment of I65 should terminate at Raymond Street. The North segment of I65 should terminate at 21st Street. The East segment of I70 should terminate at Rural/Keystone. And the West segment of I70 should terminate at West Street. The segment between the North and South splits is the obvious first step to prove that this concept works. As the transition away from cars accelerates (due to the rising cost of ownership), additional demolitions can occur. The first midwestern city that executes a project like this is going to become one of the most desirable cities in the region. It should be us.</p>	<p>The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost.</p> <p>Safety and operations will be evaluated throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.</p>
<b>914</b>	<p>Traffic was a nightmare coming into the city. There was no convenient alternative to driving Replacing 70 from downtown all the way to 465 loop with a boulevard, and giving us a rail corridor to Fort Wayne. While improving the safety and mobility for Indy residents. (Like more BRT, and commuter rail)</p>	<p>interstate, building caps over sections to reconnect neighborhoods currently divided by the interstate, remove portions of interstates within I-465 loop, disapproval of the recessed option. The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost.</p> <p>Maximizing the safety of our roads is a priority. Safety needs will be discussed in the existing transportation conditions report and the draft purpose and need. The potential solutions identified through this study are expected to improve safety both on the interstates and in the vicinity of interchanges.</p>

915	traffic bike lane, not putting interstates through downtown that's stupid... finish the construction,	<p>Maximizing the safety of our roads is a priority. Safety needs will be discussed in the existing transportation conditions report and the draft purpose and need. The potential solutions identified through this study are expected to improve safety both on the interstates and in the vicinity of interchanges.</p> <p>The ProPEL Indy study team will use input regarding walkability and connectivity within the study area to identify deficiencies in the development of a purpose and need document. The study team will work with INDOT and the City of Indianapolis to develop potential solutions to these deficiencies.</p>
916	Make safe streets below/above. Remove highway from city core inside 465. Encourage interstate traffic to go around 465 instead of cutting through the city on 65 / 70.	<p>The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost.</p> <p>Maximizing the safety of our roads is a priority. Safety needs will be discussed in the existing transportation conditions report and the draft purpose and need. The potential solutions identified through this study are expected to improve safety both on the interstates and in the vicinity of interchanges.</p>
917	Congestion...always South split underground	<p>The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost.</p>
918	Nothing happened here with lane reallocation for the split projects. Cars still dash one side to the other. What was the point of this whole thing??? Express lane style cut off lanes for people staying in their respective directions they are already going.	<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>



<b>919</b>	Combined exit of 465 and Shadeland is dangerous because people use the far-right lane for Shadeland just to cut off traffic for 465 exit Remove them and replace them with rails and other methods that actually solve traffic, instead of just contributing to it.	<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> <p>Maximizing the safety of our roads is a priority. Safety needs will be discussed in the existing transportation conditions report and the draft purpose and need. The potential solutions identified through this study are expected to improve safety both on the interstates and in the vicinity of interchanges.</p>
<b>920</b>	Clean up the corridors. It doesn't look good to people who are visiting or passing thru. the trash that accumulates looks like the city or the highway department doesn't care or just not interested what image we project.	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.
<b>921</b>	Get rid of it and reconnect separated neighborhoods.	<p>The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost.</p> <p>Input regarding the need for improvements, access, and connectivity within the study area will be used in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions, including multimodal improvements, will be considered in the development and evaluation of potential alternatives.</p>
<b>922</b>	coming from the north side and shifting over to the far-left highway is a nightmare. terrible design. whoever was in charge should be embarrassed more pedestrian friendly	The ProPEL Indy study team has received your comment and it has been documented with the official study record.



<b>923</b>	Rapid Transit Lane, rail, turn into boulevard with more calming measures, considering it's listed in a dense, urban environment. No freeways within the 465 loop. Boulevards and more local public transit.	<p>The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.</p> <p>Potential solutions to current and/or future issues will be evaluated and documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, 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>
<b>924</b>	You guys absolutely suck ass when it comes to road planning and the fact, they're always multiple busy roads shut down and being worked on for YEARS AT A TIME. This is absolutely ridiculous. I fuckin hate every last one of you involved in the fact a lot of us have to leave an hour early for what used to be 15-20 minutes of travel and it's just more time away from our families, gas used and overall vehicle expenses. I suggest eating shit at whoever does the planning and nearly everyone at INDOT absolutely no other "major" city including Chicago has travel issues like these. With the constant fluctuation of travel.	The ProPEL Indy study team has received your comment and it has been documented with the official study record.
<b>925</b>	This entire segment needs to be placed below grade. The exit ramp traffic counts do not justify their existence and could all be consolidated to the West Street exit. This neighborhood has never recovered from the destruction and separation caused by this interstate. The interstate needs to be place below grade, capped, and the neighborhood reconnected for it to bounce back. The interstates that surround the downtown just suffocate it and keep it from being a vibrant city. Cap it all. Partner with Rethink 65/70. They know what they're doing more than INDOT.	The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost.



<b>926</b>	The highway breaks up the downtown communities and encourages trucks and people from the suburbs to fly through for no reason. Downtown should be for walking, biking, and public transportation. Not cars and trucks idling due to traffic Remove them. Or put a lid on them. Or put tolls to use them. Ramp metering. Anytime keep people from using them.	The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost.  Input regarding the need for improvements, access, and connectivity within the study area will be used in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions will be considered in the development and evaluation of potential alternatives.
<b>927</b>	These two intersections are super dangerous. I have seen numerous accidents at each.	Maximizing the safety of our roads is a priority. Safety needs will be discussed in the existing transportation conditions report and the draft purpose and need. The potential solutions identified through this study are expected to improve safety both on the interstates and in the vicinity of interchanges.
<b>928</b>	Hundreds of heavy vehicles crossing Raymond constantly make it very difficult and dangerous to cross to the Red Line stop. It's frustrating that this traffic is dumped from the highway into my neighborhood and separates me and my community from nearby neighborhoods. Tear them down inside 465. The marginal benefit to commuters is nowhere close to worth the economic and physical harm they do to the neighborhoods they cut through.	Maximizing the safety of our roads is a priority. Safety needs will be discussed in the existing transportation conditions report and the draft purpose and need. The potential solutions identified through this study are expected to improve safety both on the interstates and in the vicinity of interchanges.  The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost.



<b>929</b>	The 38th street interchange with 65 causes incredibly dangerous traffic patterns. Highway speeds are maintained by drivers exiting the interstate headed eastbound making the 38th street corridor a racetrack. I believe all should be minimized and repairs to the neighborhoods they disrupted be prioritized.	<p>Maximizing the safety of our roads is a priority. Safety needs will be discussed in the existing transportation conditions report and the draft purpose and need. The potential solutions identified through this study are expected to improve safety both on the interstates and in the vicinity of interchanges.</p> <p>Input regarding the impact of the interstates on neighborhoods within the study area will be considered in the development of the draft purpose and need, community goals, and during alternative development and evaluation. The ProPEL Indy study team will seek to improve existing connections and add connections where practical.</p>
<b>930</b>	Traffic is 100x more backed up than before. Not sure why there is half a mile or so for people merging on left side to get over to the right side. It backs up every day past 21st to meridian Mass transit is clearly needed. Ideally, we would bury the highway to minimize impact on neighborhoods and add mass transit to alleviate crowding	<p>The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, 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>
<b>931</b>	Heavy traffic, merging from one lane to another. Give drivers more advance notice about what lanes they should be in so that they don't have to merge at the last minute. I'd also like to have the option of taking rapid transit from my home (or a parking lot near my home) to downtown, medical facilities (doctors' offices, hospitals, etc.), libraries, churches, educational facilities, and shopping areas (groceries, drugstores, malls).	<p>Maximizing the safety of our roads is a priority. Safety needs will be discussed in the existing transportation conditions report and the draft purpose and need. The potential solutions identified through this study are expected to improve safety both on the interstates and in the vicinity of interchanges.</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>

932	Noise and pollution reduce the quality of life of residents. Excessive speeding endangers lives. Reduce use by cars and trucks transiting through downtown. People trying to bypass Indy should use 465.	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.
933	Traffic tends to back up here during morning commutes. We need more public transportation and bike lanes, so it is safe to commute by other means than driving on the freeway.	<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>The ProPEL Indy study team will use input regarding walkability and connectivity within the study area to identify deficiencies in the development of a purpose and need document. The study team will work with INDOT and the City of Indianapolis to develop potential solutions to these deficiencies.</p>
934	Traffic comes to a standstill headed south no matter the time of day. Enforcement of speed limits, it's incredibly hard to merge at multiple intersections, and people going 20 mph over the limit makes it treacherous	Maximizing the safety of our roads is a priority. Safety needs will be discussed in the existing transportation conditions report and the draft purpose and need. The potential solutions identified through this study are expected to improve safety both on the interstates and in the vicinity of interchanges.



<b>935</b>	<p>I use 70 to get into downtown bc it is marginally faster than taking keystone to fall creek. I would rather have a public transport option, something like a commuter rail. I honestly strongly dislike that 65 and 70 run through the city. Neighborhoods are completely cut off and the noise pollution is something fierce. It would be amazing if anything that requires extensive re-work in the future was buried under a tunnel. For example, 70 south of Lucas Oil needs updated soon. Let's bury it and build on top so that the city can be a city and not something people pass through. Another thing that would be great is some sort of rail option from the airport to downtown. We have so many visitors here that require renting a car or Uber, when the trip would be so much more pleasant if they could catch a train. Car dependency really puts a damper on life, and I'd love the opportunity to offer thoughts as part of a wider plan.</p>	<p>The ProPEL Indy study team will use input regarding the need for improvements, access, and connectivity within the study area in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions will be considered in the development and evaluation of potential alternatives.</p> <p>Potential solutions to current and/or future issues will be evaluated and documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, 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>
<b>936</b>	<p>Express Lane that gets you to the other side of the city faster. A second story express would lessen the traffic using it for commuting and would encourage some travelers using 465 to go different ways.</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>
<b>937</b>	<p>This is the main exit I use I would eliminate 65 and 70 completely through the city. Besides the massive tax dollar savings of maintaining massive unnecessary infrastructure. These corridors act as massive redlining structures to our communities and are used as basically just a shortcut through the city instead of using 465. The future is without these eyesores and on reconnecting these communities you've destroyed with the interstates.</p>	<p>The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.</p> <p>Input regarding the need for improvements, access, and connectivity within the study area will be used in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions will be considered in the development and evaluation of potential alternatives.</p>
<b>938</b>	<p>Difficult merging on/off exits. Clear way finding. Maintain roads and siding.</p>	<p>The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.</p>



<b>939</b>	<p>Concentrated interstate noise and air pollution reduces quality of life for those living or working anywhere near the large interstate corridors in Indianapolis. I work near the interstate on Roosevelt Avenue and suffer the poor air quality year-round. I'm sure it will take years off my life. Engage in multimodal planning and investments that plans for a future reduction in driving miles (VMT reduction goal) while increasing walking, biking, transit ridership, and in-fill / transit-oriented development. Reduce on/off ramp interfaces where possible in urban areas to increase safety and walkability - while also reducing interstate friction. Work with service stations to plan for EV charging stations. Design for safety and walkable economic development benefit near on &amp; off ramps. Calm traffic speeds as they enter local roads and de-prioritize speed &amp; flow into urban streets. Do not use slip lanes. Avoid multiple turn lanes and very wide crossing distances. Incorporate center median refuges with meaningful, sturdy protective bollards where pedestrians need to cross the street. Include survey options for those that live, walk, bike, &amp; take transit in the area to provide meaningful responses. A survey that assumes someone drives on interstates leaves out many residents.</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>Emerging technologies will be considered during the development and evaluation of alternatives.</p>
<b>940</b>	<p>I do not experience that many problems. Addressing the issue of cutting neighborhoods apart.</p>	<p>The ProPEL Indy study team will use input regarding the need for improvements, access, and connectivity within the study area in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions will be considered in the development and evaluation of potential alternatives.</p>
<b>941</b>	<p>The exit areas are extremely unsafe for all modes of transportation. There are no sidewalks, an unsafe interchange design, and no shoulders on Rural. Remove cluttered interchanges on 70W spoke (Madison, Capitol, Illinois, Meridian, West). Add sidewalks and bike lanes through road diets on all streets that pass over/under interstate. Create more signage encouraging through traffic to utilize 465 instead of the inner loop. Create priority for transit routes that utilize routings that cross highways through Transit Signal Priority at interchanges.</p>	<p>The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.</p> <p>Input regarding walkability and connectivity within the study area will be used to identify deficiencies in the development of a purpose and need document. The study team will work with INDOT and the City of Indianapolis to develop potential solutions to these deficiencies.</p>



<b>942</b>	<p>Sorry this map doesn't work on my mobile device. 38th St/I65 has way too much speeding cars, lane changing, and inadequate pedestrian routes through the corridor. I've almost hit pedestrians twice that were walking on the "on ramps" from I65 south onto 38th St. Traffic on 38th St is too fast and aggressive. Slow down the traffic at all interstate exits so that people don't drive like a bat out of hell through residential areas.</p>	<p>Maximizing the safety of our roads is a priority. Safety needs will be discussed in the existing transportation conditions report and the draft purpose and need. The potential solutions identified through this study are expected to improve safety both on the interstates and in the vicinity of interchanges.</p> <p>The ProPEL Indy study team will use input regarding walkability and connectivity within the study area to identify deficiencies in the development of a purpose and need document. The study team will work with INDOT and the City of Indianapolis to develop potential solutions to these deficiencies.</p> <p>The study team appreciates your feedback about the map on your mobile device, and will look into the potential issue for future outreach.</p>
<b>943</b>	<p>I70 is a wall that blocks community, commerce, vision/view, and connectivity to the heart of downtown. If downtown is a beating heart the arteries are blocked and the Old Southside suffers today after the initial damage hobbled the community 40 so years ago. PLEASE lower I70 to below grade from the White River to I65. PLEASE place as many bridges over the I70 to reconnect the community as is financially possible.</p>	<p>The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost.</p> <p>Input regarding the need for improvements, access, and connectivity within the study area will be used in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions will be considered in the development and evaluation of potential alternatives.</p>



<b>944</b>	Yes, The underpasses (overall) feel so unwelcoming and often unsafe due to high speed vehicles. They also bring significant noise and environmental pollution that makes my commute by bike as an asthmatic unpleasant and unsafe. Interchanges have no place in Indianapolis proper. Reducing the number of lanes, lowering the speed limit. Utilizing highway funding towards municipal complete streets projects prioritizing protected bike lane creation to create a safe, bikeable grid to encourage alternative forms of transportation and reduce highway demand.	<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 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>
<b>945</b>	I can no longer get off at Pennsylvania street coming from the east. You closed the exit that's been open my whole life during this reconstruction of the north split. Cut a hole in that wall so that I can exit like the people coming from the south. There is no improvement in traffic from my perspective, that is headed to Methodist from the east side. It is actually quite an inconvenience since I used to get off at Pennsylvania and avoid the traffic, now I have to stay through all the traffic all the way to 21st street, driving past my work, and then back track to my work. My commute has increased by 10 mins, 20 mins per day, 100 mins a week 5200 mins a year! And the traffic was not improved by all that work. Reopen the exit. I bought a house assuming the commute to Methodist/Neuroscience building is a certain distance and now you closed my exit so I have to drive past my work and get off at 21st. There will be NO direct/fast way to get to the new hospital from the east the way you have it now. Tear a hole in that wall and reopen the exit that you closed.	<p>The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.</p> <p>Maximizing the safety of our roads is a priority. Safety needs will be discussed in the existing transportation conditions report and the draft purpose and need. The potential solutions identified through this study are expected to improve safety both on the interstates and in the vicinity of interchanges.</p>



<b>946</b>	<p>I came across this while reviewing the 2023 Indiana Transportation Annual and came here to provide comment. Speaking as a resident of Avon, I think it is absurd, that the only expansion of IndyGo has been to the Warehouses in Plainfield. There are no routes to Avon or the other communities, and Indianapolis has been prevented from investing in Light Rail. More roads are not a solution to traffic, all widening 65 and 70 will do inside the loop is create induced demand, and further disrupt the downtown neighborhoods which are cut to pieces by these interstates. Ideally, Indianapolis would join the growing number of cities around the world and remove its urban interstates. This would not only be beneficial to the environment and air quality, but also make possible a rebuilding of a rich downtown culture and provide economic development opportunities. People entering and leaving downtown via interstates do not make for good patrons of local businesses. Also, Indiana's constant prioritizing of road infrastructure forces increased costs of mobility on all of its residents, and that is felt most keenly by those who are struggling the most, and are still required to maintain a car, with all of its related costs, as our public transportation, where available, is woefully underfunded which leads to a lack of use as the timetables are not consistent and rapid enough to fit into people's commutes. I have been to a number of other cities both larger and smaller and enjoyed being able to shop, work and explore without having to rely on a car. But, living in Avon, that is an impossibility. With climate change growing worse every year, we should not, as a state be going out of our way to get more cars on the road, with the pollution caused, not only by exhaust, but also tire particles and the maintenance of the roadways. We should be spending our money on new ways of moving people through our communities that create less pollution and provide more efficient use of space, rather than paving our entire city. In addition, to light rail, and further developments like the Red Line. I would love to see some Trams in the city, the overhead electrification infrastructure is far more efficient than battery powered busses, and as we move towards more Renewable Energy having that Electrification infrastructure will pay dividends many decades into the future.</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. 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>
<b>947</b>	<p>The rethink proposal looks excellent. I would encourage a slight change at the West St. exit on the north side of downtown to include a provision for: 1) Dedicated exit and entrance lanes directly to and from West St., 10th&amp;11th St. 2) In a way that would enable the potential submerging of West St. 3) Provide for a future 4th lane, more entrance/exit options, (as I understand nothing has changed in the last 50years), local and express lanes i.e. 2+3 Please consider the benefits of this plan to keep a competitive advantage ahead of our peer cities, not just in the Midwest, but also in the south. We need to strive for better than Midwest mediocre while retaining our Hoosier culture.</p>	<p>The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost.</p> <p>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>

948	LOVE the idea for recessed interstates! I'm from Cincy and can say it made a huge difference in the connection of downtown.	The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost.
949	Stop wasting taxpayer money under the guise of improvements and finish the jobs you have on hand.	The ProPEL Indy study team has received your comment and it has been documented with the official study record.
950	I want to voice my support for Rethink 65-70 Coalition's proposal for a recessed interstate, especially on the southside	The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost.
951	Underground roads will be less impacted by weather. This should make winter, after dark, and wet weather travel safer. It will also save on salting and plowing costs. Prospect, Kentucky build roads to a new bridge underground a few years ago. The people who lived in the area were impacted by the blasting. You need to consider insurance costs to blasting near buildings.	The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost.
952	Underground interstates are an intriguing idea for many reasons but my immediate and largest concern is safety for those of us that travel on those roads. The "lowers" in Chicago are extremely dangerous a lot of the time. You also loose cell service underground. What happens when cars break down and need help but are unable to call anyone for help? What if a backup causes people to sit for prolonged periods of time in these underground interstates without cell service? Prolonged sitting can cause cars to overheat along with other problems. How can you ensure that people will be able to call for help if needed when most phones can't get a signal when underground?	Maximizing the safety of our roads is a priority. Safety needs will be discussed in the existing transportation conditions report and the draft purpose and need. The potential solutions identified through this study are expected to improve safety both on the interstates and in the vicinity of interchanges.
953	I'd love for INDOT to consider the proposals from The Rethink Coalition and move the interstate underground so downtown can be more connected. Second, I'm hopeful that roads/interstates aren't the only things being taken into consideration when investing in transportation and infrastructure. The US, and specifically Indiana, lag behind the rest of the world as it relates to things like High-Speed Rail. Having the ability to ride a train to and from Cincinnati, Louisville, and Chicago while working would make my life so much more efficient. Currently, I have to risk taking the drive on those roads and lose two-three hours of productivity. Besides what the FRA and the Whitehouse announced on December 8th, is there anything else the state is doing to prioritize passenger rail?	The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost.



<b>954</b>	I live at 37th & Pennsylvania and drive/try to walk across the infamous 38th St corridor. This street is deadly and has been since it was literally made an onramp to I-65 in the early sixties. 38th NEEDS to be decoupled from 65 and it NEEDS to be turned back into a regular street, part of the Indianapolis grid. There is ample land available to separate the interstate and the street, possibly creating a fine boulevard between the International District and Midtown Indy. I like shopping and dining in the ID, but I am terrified to drive out there because the way that the roads were designed encourages dangerous driving. A revamp of this corridor could also open up an important east-west pedestrian and bicyclist route. There's nothing for us now.	The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.
<b>955</b>	As my family and I walk and bike around the city, the presence of the current interstates present challenges in safely accessing different parts of the city. Due to the limited number of crosses and the lack of protected and maintained pedestrian and cyclist paths, we often do not feel safe traversing these crossings during high traffic periods. I'd encourage a view with a focus on vehicular mobility along with other modes of mobility with the scope of the plan. If it were easier and safer to cross the interstates, my family would be more comfortable commuting sustainably around the city.	The ProPEL Indy study team will use input regarding walkability and connectivity within the study area to identify deficiencies in the development of a purpose and need document. The study team will work with INDOT and the City of Indianapolis to develop potential solutions to these deficiencies.  Maximizing the safety of our roads is a priority. Safety needs will be discussed in the existing transportation conditions report and the draft purpose and need. The potential solutions identified through this study are expected to improve safety both on the interstates and in the vicinity of interchanges.
<b>956</b>	Love, love the idea of a recessed interstate through Indiana. Definitely worth the extra costs as not only would central Indiana would be a leader in offering this community-based option, it greatly improves our life style.	The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost.
<b>957</b>	Stop "fixing" the I-65 and I-70 in downtown! First, we had the "hyper-fix," and we just finished a two-year "rebuild" that fixed nothing. Aside from irritating everyone by making them drive on I-465 for two years to go from north to south and back, the latest version still has issues with crossover traffic and choke points that haven't changed. Colossal waste of time and money that only benefitted the construction companies.	The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost.



<b>958</b>	I'd love to see more green areas instead of interstates splitting neighborhoods. I've seen designs that would rejoin these neighborhoods split by 65/70. I think it's a wonderful idea and makes Indianapolis even more bicycle and pedestrian friendly.	<p>The ProPEL Indy study team will use stakeholder and public input regarding improved corridor aesthetics in the development of community goals. In addition, potential alternatives developed will allow for placemaking and pleasing aesthetic treatments.</p> <p>Input regarding walkability and connectivity within the study area will be used to identify deficiencies in the development of a purpose and need document. The study team will work with INDOT and the City of Indianapolis to develop potential solutions to these deficiencies.</p>
<b>959</b>	<p>First of all, what an incredible opportunity this is! Thank you for all the work you do behind the scenes to actually bring the community in on such an important development, I have seen the plans presented by the Rethink Coalition and think as it stands that project would be an astronomical improvement from what we currently experience in Indy, however I don't know when we might have an opportunity like this so I have to try to push for 2 more things - pedestrian bridge/tunnel crossing and rail transit. I have visited places like Tokyo, Osaka, Boston, Las Vega, and Chicago, and of those visits one of the clearest patterns that predicted success in public transportation was an ability to make travel predictable and efficient. That is to say, improving speed and eliminating unnecessary stops. I think when we sandwich car, pedestrian, and public transit lanes together we end up competing for space, whereas if we just created nonstop dedicated lanes for each we could improve speed and reduce stops. I think that Indy has been doing a great job increasing public walkways, as is seen with the most recent plan to expand the Cultural Trail, but the worst part about being on foot or bike is easily still when you have to cross a street. Pedestrian bridges are popular in Vegas and Boston and Japan, and help to not only improve speed and safety, but also decrease anxiety for pedestrians, which I have found increases their likelihood to travel on foot or bike. My proposal for rail transit keeps with similar logic- having unobstructed rail transit - particularly subway or suspended rail - increases speed by removing stops and increases people's likelihood to use the service. Both can potentially avoid competing with car travel by implementing these dedicated lanes. That is my long winded way of requesting that with any update in infrastructure we prioritize creating spaces that allow transportation methods to avoid interfering or competing with each other. Both pedestrian (walking/biking) and rail transit are the most efficient ways to reduce traffic, improve safety, improve sustainability, and reduce maintenance costs, and I think both would be wildly popular if they are allowed to run unobstructed. I would love to discuss this more and help out in any way possible. Thank you for hearing me out and for trying to make Indy a better place to live!</p>	<p>The ProPEL Indy study team will use input regarding walkability and connectivity within the study area to identify deficiencies in the development of a purpose and need document. The study team will work with INDOT and the City of Indianapolis to develop potential solutions to these deficiencies.</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>



<b>960</b>	I would like less intrusive highways. I am tired of the overpasses domination of the south corridor. Put it underground and block the sound. I want there to be some quiet in my neighborhood. Further, I would love a rail system that connects the donut cities.	<p>The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, 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>
<b>961</b>	Greetings! Center City Indianapolis needs to be pedestrian-friendly, cyclist-friendly, and friendly for folks with disabilities. Even with recent improvements, Interstates 65 and 70 are dangerous for drivers, some of whom are traveling at tremendous speeds. Some lane markings are difficult to see on a rainy night. Green space and public plazas can absolutely be built on top of portions of the Inner Loop, as we see in Seattle and elsewhere. Interstate drivers cannot be allowed to speed through Downtown Indianapolis, creating traffic hazards and dangerous crashes. The new left side shoulders are really not wide enough for a driver to pull off in case of emergency...thus, creating another hazard. I-65 and I-70 Downtown benefit truckers and suburbanites, but not Central City residents. Downtown needs to be quite friendly for local residents and tourists. INDOT needs to be completely responsive to community needs, desires, quality of place, and quality of life. INDOT needs to be fully 100% multimodal...not just the "department of highways". Thank You!	<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> <p>Maximizing the safety of our roads is a priority. Safety needs will be discussed in the existing transportation conditions report and the draft purpose and need. The potential solutions identified through this study are expected to improve safety both on the interstates and in the vicinity of interchanges.</p>



<b>962</b>	Tear down the North/South section of 65/70 and build one of the densest, walkable neighborhoods in America on the Near-East side. Recessing still creates pollution and externalities. Recessing is preferable to above ground, but it isn't "bold."	<p>The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost.</p> <p>Input regarding the impact of the interstates on neighborhoods within the study area will be considered in the development of the draft purpose and need, community goals, and during alternative development and evaluation. The ProPEL Indy study team will seek to improve existing connections and add connections where practical.</p>
<b>963</b>	I fully support the vision being presented by Rethink Coalition, of a recessed highway system in and around the Indy metro area. I grew up in the area in the 1960's and 70's, and know firsthand the devastating effects of the current highway system. This poor design led to uprooted families and neighbor cultures, and downward spiral in economic inequality. Please, let's right this wrong, and build a smarter, efficient, and more equitable system, while setting a futuristic example for other cities to look towards.	<p>The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost.</p>
<b>964</b>	As a downtown Indy resident (Riverside neighborhood), I strongly support the vision that has been put forward by The Rethink Coalition. I believe that the short-term construction pain of a recessed highway downtown is well worth the time and investment for our city, state, and residents. As it stands now, the downtown interstate system has severed neighborhood connectivity and made us not only a pass-through location but also wholly car dependent vs. adopting other, safer means of public transportation. The renderings that Rethink have recently shared are vibrant with green space and provide an innovative solution that will continue to set us apart on a national scale and have a ripple effect across multiple industries and state interests. Also, and I think this cannot be overstated, we have a responsibility to rectify the past destruction the original downtown interstate design had on Indianapolis's thriving Black community. We should do everything in our power and with our collective resources to bring to life a vision that celebrates our history and communities and moves us forward with new and innovative ways to solve problems that will have the greatest public good for generations to come.	<p>The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost.</p>



<b>965</b>	<p>We are in a heavy growth mode with continuing the development of the downtown Bottleworks project and some other potential projects within the city. Approximate number of employees: Bottleworks alone serves hundreds of thousands. There is far too much office and not enough '3rd' places for people to gather that feel secure, engaging, fun, and easily accessible.</p>	<p>The ProPEL Indy study team will use input regarding quality of life and livability factors such as safety, walkability, and connectivity within the study area in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions, including multimodal improvements, will be considered in the development and evaluation of potential alternatives.</p>
<b>966</b>	<p>What are your organization's development or growth plans?: Continued growth in the Indy region Approximate number of employees: hundreds of thousands As we plan out 20+ years, are there trends or factors in your industry or Indianapolis overall that we should carefully consider?: impact of driverless vehicles How do the current interstates inside of I-465 help or hinder your organization?: help, we do better in serving our customers when it is easier to get to and from downtown Are there specific improvements to the interstates that would improve your operations?: recessed would be preferable</p>	<p>The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost.</p>
<b>967</b>	<p>What are your organization's development or growth plans? Undertaking capital project to renovate downtown Indianapolis campus. End result will allow for consolidation of services at this location, which will result in more students/faculty/staff being physically present in downtown Indy. Approximate number of employees: 35,000 As we plan out 20+ years, are there trends or factors in your industry or Indianapolis overall that we should carefully consider? Our campus serves Marion, Hendricks, and Boone counties, so connectivity between these areas is important. Typical issues that we hear from students that are barriers to them include lack of transportation, lack of childcare, lack of food options in the area, and lack of affordable housing. To the extent the project could affect those issues or connect students more meaningfully to those type of services, it could remove barriers for them and increase their success. How do the current interstates inside of I-465 help or hinder your organization? Being near the interstate system is a positive as it allows large numbers of people access our primary campus. Are there specific improvements to the interstates that would improve your operations? Better signage to direct people to campus. Are there transportation projects that would identify placemaking and equal access or opportunity to your business? Not transportation specifically, but the IU Health project will affect us. Neighborhood projects are often discussed. Mass transit discussions would affect our students.</p>	<p>The ProPEL Indy study team will consider input regarding new development opportunities for business in the development of the draft purpose and need, as well as community goals. In addition, specific suggestions will be considered in the development and evaluation of potential alternatives.</p> <p>Input regarding improved wayfinding and signage along the corridor will be used by the study team in the development of the draft purpose and need, as well as community goals. In addition, specific concerns and suggestions will be considered in the development and evaluation of potential alternatives.</p>



<b>968</b>	<p>What are your organization’s development or growth plans? Indiana Sports Corp will continue to advance our community through sports and continue to bring world-class sporting events to Indianapolis. We hope to bring even larger events to our city and state than we have in the past.</p> <p>Approximate number of employees: 250,000</p> <p>How do the current interstates inside of I-465 help or hinder your organization? They help get people to our downtown sports venues. We very much need those interstates to do our work.</p> <p>Are there specific improvements to the interstates that would improve your operations? Beautification to the landscape on the interstates, specifically the route from the airport to downtown. This is the "welcome to Indy" and right now it looks like a major manufacturing area.</p> <p>Are there transportation projects that would identify placemaking and equal access or opportunity to your business? Similar to my answer above, the beautification of the areas around the interstate would do a lot for the visitors to our city.</p>	<p>The ProPEL Indy study team will consider input regarding new development opportunities for business in the development of the draft purpose and need, as well as community goals. In addition, specific suggestions will be considered in the development and evaluation of potential alternatives.</p> <p>Input regarding improved wayfinding and signage along the corridor will be used by the study team in the development of the draft purpose and need, as well as community goals. In addition, specific concerns and suggestions will be considered in the development and evaluation of potential alternatives.</p>
<b>969</b>	<p>Support growth and economic development throughout Central Indiana</p> <p>Approximate number of employees: 700,000</p> <p>Indy’s plans must be in alignment with surrounding county plans for the entire region to thrive. Regional partnership and cooperation will be key to success.</p> <p>Recurring bottlenecks, congestion and backups during high traffic periods impact the quality of life for all people and businesses in our region. It will also limit our ability to thrive and prosper in the logistics space long-term. With Fed-Ex here, traffic flow should never being a limiting factor for economic development.</p> <p>Fewer backups and congestion. Adequate capacity to handle high traffic periods when and where they occur.</p>	<p>The ProPEL Indy study team will consider input regarding new development opportunities for business in the development of the draft purpose and need, as well as community goals. In addition, specific suggestions will be considered in the development and evaluation of potential alternatives.</p> <p>Safety and operations will be considered throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.</p>
<b>970</b>	<p>What are your organization’s development or growth plans?: Add additional workforce connectors and vanpools on the road.</p> <p>Approximate number of employees: 10 counties</p> <p>As we plan out 20+ years, are there trends or factors in your industry or Indianapolis overall that we should carefully consider?: Growth and access to jobs and how quickly and efficiently people can get there . Also the need for HOV lanes and more express options in certain areas.</p> <p>How do the current interstates inside of I-465 help or hinder your organization?: When traffic continues to worsen and commute times increase or construction takes place more are willing to consider alternative ways to get to work which actually helps our organization.</p> <p>Are there specific improvements to the interstates that would improve your operations?: HOV lanes.</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> <p>Input regarding the need for improvements, access, and connectivity to support economic opportunities for business will be used in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions will be considered in the development and evaluation of potential alternatives.</p>



<b>971</b>	<p>As the crossroads of America, Indiana should be on the cutting edge of transportation innovation in our country. Rebuilding the highways as is would be a shame and would have the worst result of any of the opportunities. This would keep neighborhoods displaced from downtown, along with promoting traffic and pollution in out state's densest residential neighborhoods. The best solution would be to remove the loop near downtown but I don't believe that's a serious consideration. I believe we should absolutely recess the highways and cap them, as proposed by Rethink 65/70 Coalition. Indianapolis would immediately be seen as one of the nation's top highway innovators. This would reconnect neighborhoods and communities artificially separated for miles by the interstate. It would make our streets safer and cleaner for our children. It would vastly increase quality of life for both residents and visitors to our great city. Capped highways would also increase useable land for economic development along the interstates. More housing and commerce could be built next to or even on top of the recessed roads. This is an opportunity to change downtown Indy's landscape forever. Also, while you're at it: there should absolutely be a light rail service between Fishers and the Indy airport with stops at Keystone, fairgrounds, and downtown. Expanding public transportation would not only reduce congestion but would also actually produce some income, unlike our roads. It's unfortunate it seems like most of our taxes towards transportation seem to go towards roads when so many of us prefer to travel through other mechanisms.</p>	<p>The ProPEL Indy study team will use input regarding quality of life and livability factors such as safety, walkability, and connectivity within the study area in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions, including multimodal improvements, will be considered in the development and evaluation of potential alternatives.</p> <p>Input regarding the impact of the interstates on neighborhoods within the study area will be considered in the development of the draft purpose and need, community goals, and during alternative development and evaluation. The ProPEL Indy study team will seek to improve existing connections and add connections where practical.</p> <p>The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost.</p>
<b>972</b>	<ul style="list-style-type: none"><li>• Improvements such as recessing the interstate allows various parcels of land to be redeveloped into a productive revenue stream. Several cities around the US are exploring this, including Fort Washington Way, Columbus, OH, and Clyde Warren Park in Dallas, TX</li><li>• Decommissioning of the interstates in downtown is not realistic given our city's logistics---it would not make sense from an economic perspective.</li><li>• Concerned about the connection of I-65 and West Street. This includes this location as well as other areas that impeded pedestrian and other bike/ped facilities. Support the addition of bike and ped facilities.</li></ul>	<p>The ProPEL Indy study team will use input regarding the need for improvements, access, and connectivity to support economic opportunities for business in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions will be considered in the development and evaluation of potential alternatives.</p> <p>Input regarding new development opportunities for business will be used in the development of the draft purpose and need, as well as community goals. In addition, specific suggestions will be considered in the development and evaluation of potential alternatives.</p> <p>The ProPEL Indy study team will use input regarding walkability and connectivity within the study area to identify deficiencies in the development of a purpose and need document. The study team will work with INDOT and the City of Indianapolis to develop potential solutions to these deficiencies.</p>



<b>973</b>	<ul style="list-style-type: none"><li>• Thoughts about how the interstate can help downtown:<ul style="list-style-type: none"><li>o Signage: Making sure drivers understand how and where to exit and enter</li><li>o Lighting: Many suggestions about improved lighting. Specifically, at the West Street/Maryland/I-65 interchange. Also, the “type” of lighting is something she often hears---is the “bright” type of lighting or is it the not as bright type of lighting?</li><li>o Trash: Amount of trash the interstates attract---oftentimes, the trash then goes into areas under bridges, neighborhood streets, yards. There have been some scenarios where the trash will go into fenced-in areas near the bridges that cannot be easily accessed for clean-up. Access to these areas where trash is collected is important.</li><li>o Interstates also can provide access to many businesses that have a “campus-like” feel (i.e.. Bottleworks) an area where people are working and staying. Live and Stay type of environment.</li></ul></li></ul>	<p>Input regarding improved wayfinding and signage along the corridor will be used by the study team in the development of the draft purpose and need, as well as community goals. In addition, specific concerns and suggestions 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>
<b>974</b>	<ul style="list-style-type: none"><li>• Thinks the current interstate system works fine. Does think a few more entry/exit points to the downtown area would be better.</li><li>• Thinks express lanes, like those that are being used on construction projects, would be a good thing for interstates throughout Marion County.</li><li>• Stressed the ease of entry/exit is very important to customers. This is part of their customer experience.</li><li>• Is supportive of more trees and a more appealing look of the interstate.</li><li>• Thinks we need to enhance the look of feel of I-70 between the airport and downtown. This is the city’s “Front Door”</li><li>• Would also be supportive of additional architecture along our interstates to provide a better experience.</li></ul>	<p>The ProPEL Indy study team will use stakeholder and public input regarding improved corridor aesthetics in the development of community goals. In addition, potential alternatives developed will allow for placemaking and pleasing aesthetic treatments.</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> <p>Safety and operations will be evaluated throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.</p>



<b>975</b>	<p>What could be improved about current interstates:</p> <ul style="list-style-type: none"><li>• West Street acts as a barrier to several mobility issues.<ul style="list-style-type: none"><li>o For example, it is so wide...hard to get pedestrians across.</li><li>o Not sure what to do with West Street but something can be done. Maybe terminate Michigan Street and West?</li><li>o Mobility is poor in mornings and afternoons on West Street. It's just a logjam on West attempting to get on the interstate (I-65). Need something better.</li></ul></li><li>• Interested in timing of projects once identified by the study: can these be constructed in 3-5-7 years?</li></ul>	<p>The ProPEL Indy study team will use input regarding walkability and connectivity within the study area to identify deficiencies in the development of a purpose and need document. The study team will work with INDOT and the City of Indianapolis to develop potential solutions to these deficiencies.</p> <p>Input regarding the need for improvements, access, mobility and connectivity within the study area will be used in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions will be considered in the development and evaluation of potential alternatives.</p>
<b>976</b>	<ul style="list-style-type: none"><li>• Ability for semis to easily enter and exit the downtown is very, very important. Need to continue to have a very good pattern where trucks can come in, unload, and leave in the most efficient manner.</li><li>• Most people use either the north split or south split to access this business. Does not want FEWER access points! Very important to have multiple. Find a better way we can increase mobility in the area.</li><li>• Pedestrian safety during events is very important.</li><li>• Not a fan of all the No Turn on Red signs because it really reduces the amount of right turns because when it's green, motorists can't turn right because of all the pedestrians walking across the street. When it's red, you can't turn right b/c of the signage. It only backs up traffic more.</li><li>• Always looking for a better and more enjoyable experience. Downtown mobility is something that needs addressed.</li><li>• West Street is a problem. It's very wide and A LOT of pedestrians cross a 6-lane local street.</li><li>• Would like the I-70 corridor from airport to downtown more "welcoming". Not very exciting as it stands now and would like a better "customer journey."<ul style="list-style-type: none"><li>o Maybe a signature bridge? Yes.</li><li>o Possibly adding Art along the interstate to bring more identity to the area.</li></ul></li><li>• Would be interested in lighting on a bridge and signage/wayfinding so people understand how to get on/off interstates. Again, integrating local art may be a solution.</li></ul>	<p>The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.</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>Public input regarding improved corridor aesthetics will be used in the development of community goals. In addition, potential alternatives developed will allow for placemaking and pleasing aesthetic treatments.</p>



<b>977</b>	<p>Considerations for I-70 between downtown and the airport:</p> <ul style="list-style-type: none"><li>• Noted that they have several business associates fly into the airport and then take a trip downtown to their business. Keeping the corridor between the airport and their downtown office as efficient as possible is very important.</li><li>• Anything that could be done to enhance the look of the corridor would also be good.</li></ul> <p>Considerations for BRT/Light Rail:</p> <ul style="list-style-type: none"><li>• Noted that a BRT line from the airport to downtown should be considered.</li><li>• Although the BRT is currently going to go down Washington Street, having a BRT line along I-70 might be something we want to consider.</li><li>• Suggested we consider a type of transit center that would be below grade – maybe even light rail along I-70 using the median. Noted that when visiting Vietnam less than a year ago, they were building rail inside the median of their roadways.</li></ul>	<p>The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.</p> <p>Public input regarding improved corridor aesthetics will be used in the development of community goals. In addition, potential alternatives developed will allow for placemaking and pleasing aesthetic treatments.</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>
<b>978</b>	<p>Considerations for future improvements:</p> <ul style="list-style-type: none"><li>• Sees the southwest side of the city a major opportunity for transformational change and ripe for development. In addition to the GM Stamping Plant development that includes construction of the Indy Eleven Stadium, Indy Eleven Park, and the plans for both IU &amp; Purdue.</li></ul> <p>o Borders include South, West, &amp; Harding</p> <ul style="list-style-type: none"><li>• Improvements in and around the interstate include better wayfinding and improved lighting.</li><li>• Public Transportation from the Airport to Downtown o Considerations for a direct shuttle to and from the airport</li></ul>	<p>The ProPEL Indy study team will use input regarding the need for improvements, access, and connectivity within the study area in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions, including multimodal improvements, will be considered in the development and evaluation of potential alternatives.</p> <p>Input regarding new development opportunities for business will be used in the development of the draft purpose and need, as well as community goals. In addition, specific suggestions will be considered in the development and evaluation of potential alternatives.</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>



<b>979</b>	<p>Observations and Considerations for Improvements:</p> <ul style="list-style-type: none"><li>• Main access point will be the West Street interchange off of I-70 on the south side. Noted this needs to give a good impression for those travelling on I-70 and entering from the southside o Today main focal point is the I-70 structure above. What can be done to improve the aesthetics of this interchange? Digital or public art pieces? Not sure if trees are the right answer – needs to feel safe for those walking/biking in the area.</li><li>• Want to make the area look more inviting. Recessing the interstate might be an answer, but open to considering other options to improve.</li><li>• Need to improve the experience with more lighting and sidewalks, especially on the West Street entrance and others.</li><li>• I-70 is acting as a barrier to more development on the southside of the city</li></ul>	<p>The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost.</p> <p>Public input regarding improved corridor aesthetics will be used in the development of community goals. In addition, potential alternatives developed will allow for placemaking and pleasing aesthetic treatments.</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>
<b>980</b>	<ul style="list-style-type: none"><li>• Employees have set a higher standard for Quality of Life. The area of their workplace must feel and be safe. They want their surroundings to be inviting, so they can walk/bike/scooter to work. This is very important to their culture.<ul style="list-style-type: none"><li>o Employee experiences living in Mass Ave vs. Holy Cross</li><li>§ Both are about the same distance from the office. Mass Ave is very walkable with greenspace and an inviting environment, whereas Holy Cross has I-70 between the office and their neighborhood, which is not inviting, hard to walk, noise, etc. o The interstate influences how and where people live in a downtown environment.</li></ul></li><li>• Maintaining the efficiency of I-65 corridor between Indianapolis and Columbus is very important. Many tips are made along I-65, and this corridor being highly functioning is key.</li><li>• Interested in investigating architectural improvements to the south split. How do we make that more inviting into downtown?<ul style="list-style-type: none"><li>o The I-65/SR46 bridge in Columbus is a architecturally designed bridge, and people know Columbus because of the bridge. It is a Statement as you enter the city.</li></ul></li><li>• Interested in public art, landscaping and green landscaping where possible.</li></ul>	<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>Public input regarding improved corridor aesthetics will be used in the development of community goals. In addition, potential alternatives developed will allow for placemaking and pleasing aesthetic treatments.</p>



<b>981</b>	<p>Hello, Thank you for this opportunity to provide comments-my organization, (Indiana Rail Road), is located at 1500 S. Senate Avenue. As we are just south of the I-70 Interchange and well within the I-465 boundary for the study, we believe our presence fits well with the PROPEL plan integration. This conversation that INDOT is soliciting is well placed. Stake holders can consist of both active users as well as those passive occupants such as AES. Our facility sits as a vital economic development hub and has experienced and provided benefits with Indianapolis and the surrounding areas for over a century. The work INDOT has accomplished on the I-465 and I-70 corridors over the years has been beneficial to the economic development of the area, and we are pleased to see that theme continuing. Our initial thoughts are a multi-ring thought process relative to the I-465, I-70, and I-65 corridors where access onto principal arterials that serve these interstates can be best adapted to serve the traveling public as well as the local industries. Other factors that we hope can be considered are inter-arterial local connectivity that allows for the movement of goods and persons without strict use by the Interstate System. One tool may be discussions on railroad overpass options whereby the "Operation Lifesaver" goals can be best met. Kind regards, Bernie Guerrettaz, Director Indiana Rail Road Company 812-699-3435</p>	<p>The ProPEL Indy study team will use input regarding the need for improvements, access, and connectivity within the study area in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions will be considered in the development and evaluation of potential alternatives.</p> <p>Input regarding the need for improvements, access, new development opportunities and connectivity to support economic opportunities for business will be used in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions will be considered in the development and evaluation of potential alternatives.</p>
<b>982</b>	<p>Hello Propel Indy, I'm planning to move downtown and I'd like it to be the best it can be. Ok, my suggestion for I-65 and I-70 downtown applies if they are recessed highways like it's been discussed in the news. My question is can Indy become more like DC with their traffic circles? In DC, they have large traffic circles similar to Monument Circle like Dupont and Logan Circle. My suggestion is if a couple of traffic circles can be where Meridian meets I-65 and I-70 on both the north and south sides. Monuments can be reserved on these 2 traffic circles such as President Benjamin Harrison, Indiana's only president so far, or whoever the people decides. Meridian would be best for pedestrian views of monuments. If the highways are recessed, the footprint should be large enough for traffic circles on both ends of Meridian and it can turn lemons into lemonade where the highway currently divides downtown right now. My preference is to not have roundabouts one after the other because I get motion sickness but traffic circles on Meridian downtown spaced farther apart won't be too much of an issue at least for me.</p>	<p>The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost.</p> <p>Input regarding quality of life and livability factors such as safety, walkability, and connectivity within the study area will be used in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions, including multimodal improvements, will be considered in the development and evaluation of potential alternatives.</p>



<b>983</b>	Get rid of the interstates within the 465 loop. Tear them up and remove them. Convert them to transit lines and housing. Stop trying to prioritize traffic flow when quality of life for urban residents should be a bigger priority. Sorted.	<p>The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost.</p> <p>Input regarding the need for improvements, access, and connectivity within the study area will be used in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions, including multimodal improvements, will be considered in the development and evaluation of potential alternatives.</p>
<b>984</b>	I would like to see tearing down the intercity interstates. Instead invest those dollars that would have been spent into a robust public transportation / bicycle connectivity / sidewalk network that would increase the quality of life for all residents, repair equity issues created by the creation of the interstates and allow greater transportation options for all residents of Indianapolis and those who visit/work in our city. Those who live near interstates have a much lower quality of life - pollution, road noise, lack of connectivity. Taking the interstates out would increase quality of life and allow the city and state to better plan and provide for people to get around in ways that are currently difficult. The cost of one interstate interchange could totally transform the public transportation system. The cost of one interstate interchange could totally create a major interconnected bicycle network throughout Indianapolis. We should be making non-motorized travel more convenient in the light of climate change besides the fact that providing for bicycling, walking and public transportation is much less expensive than adding / creating more interstates. In addition, the land use for public and non-motorized transportation is much less so there would be opportunities for economic development in reclaimed land that don't exist currently. We should be stopping ALL interstates and invest those funds in transportation systems that will help provide an improved quality of life and a full range of mobility options.	<p>The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost.</p> <p>Input regarding climate resilience will be used in the development of the draft purpose and need, as well as community goals. Once alternatives have been developed and refined, they will be evaluated for their ability to address the needs, as well as for their potential impacts on human and environmental resources. Efforts will be made to avoid and minimize impacts or identify potential mitigation options for impacts considered during the study.</p>
<b>985</b>	Great discussion at our quality of life table. I'd love to see us take a bus trip around the various locations we talked about. Or, at the least, have a self-guided tour so we can go out and take our own "field trip."	The ProPEL Indy study team has received your comment and it has been documented with the official study record.

986	What has potential in the study area? Morris/Prospect Bridge: Have 2 neighborhoods that want to reconnect, have done underpass murals, have tried to connect city and state for pedestrians/cyclists improvements. Bud is there, just need water and light	<p>The ProPEL Indy study team will use input regarding the need for improvements, access, and connectivity within the study area in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions will be considered in the development and evaluation of potential alternatives.</p> <p>Input regarding improved corridor aesthetics will be used in the development of community goals. In addition, potential alternatives developed will allow for placemaking and pleasing aesthetic treatments.</p>
987	What has potential in the study area? Recess interstate roadmap - build out bridges (stitches)	The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost.
988	What has potential in the study area? Social solutions coordinated with 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.
989	What is working along the study spokes? Connectivity of 70E with the airport	The ProPEL Indy study team will use input regarding the need for improvements, access, and connectivity within the study area in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions will be considered in the development and evaluation of potential alternatives.

990	What is working along the study spokes? Underpasses that are clean and pedestrian friendly. 10th Street	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.
991	What is working along the study spokes? Visuals off of 65N showing the Trayce Velodrome and MLK Corridor	The ProPEL Indy study team will use stakeholder and public input regarding improved corridor aesthetics in the development of community goals. In addition, potential alternatives developed will allow for placemaking and pleasing aesthetic treatments.
992	What is not working along the study spokes? Deafening noise and visually obscene	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.
993	What is not working along the study spokes? Vibrations, noise and exhaust, especially in older neighborhoods. Lots of streetlights are frequently out of service	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.
994	What is not working along the study spokes? Using highways as barriers, splits communities and services. Ex Museum	The ProPEL Indy study team will use input regarding the need for improvements, access, and connectivity within the study area in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions will be considered in the development and evaluation of potential alternatives.

995	What has potential in the study area? Potential to regain row and reconnect our neighborhoods	The ProPEL Indy study team will use input regarding the need for improvements, access, and connectivity within the study area in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions, including multimodal improvements, will be considered in the development and evaluation of potential alternatives.
996	What has potential in the study area? Important connection to downtown to airport	The ProPEL Indy study team will use input regarding the need for improvements, access, and connectivity within the study area in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions will be considered in the development and evaluation of potential alternatives.
997	What has potential in the study area? Beautification and art along all of the routes	The ProPEL Indy study team will use stakeholder and public input regarding improved corridor aesthetics in the development of community goals. In addition, potential alternatives developed will allow for placemaking and pleasing aesthetic treatments.
998	What has potential in the study area? Natural and native landscape, bridge and wall facades	The ProPEL Indy study team will use stakeholder and public input regarding improved corridor aesthetics in the development of community goals. In addition, potential alternatives developed will allow for placemaking and pleasing aesthetic treatments.
999	What is working along the study spokes? Interstate system provides city residents downtown and employees, easy access to leave the city (travel, airport access, return to suburbs, etc.). I never promised you a rose garden.	The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.
1000	What is working along the study spokes? Connectivity to pillar/stakeholder, educational and cultural entities. Ex Martin University, The Children's Museum, and Ivy Tech	The ProPEL Indy study team will use input regarding the need for improvements, access, and connectivity within the study area in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions will be considered in the development and evaluation of potential alternatives.
1001	What is working along the study spokes? The extended of the highway	The ProPEL Indy study team will use input regarding the need for improvements, access, and connectivity within the study area in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions will be considered in the development and evaluation of potential alternatives.

1002	What is not working along the study spokes? Connectivity to neighborhood + downtown overall is lacking too much of a barrier	<p>The ProPEL Indy study team will use input regarding the need for improvements, access, and connectivity within the study area in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions will be considered in the development and evaluation of potential alternatives.</p> <p>Input regarding the impact of the interstates on neighborhoods within the study area will be considered in the development of the draft purpose and need, community goals, and during alternative development and evaluation. The ProPEL Indy study team will seek to improve existing connections and add connections where practical.</p>
1003	What is not working along the study spokes? Noise, unsightly pollution, dirt debris. Disconnection in communities, accessibility, and transportation.	<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 ProPEL Indy study team will use input regarding the need for improvements, access, and connectivity within the study area in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions will be considered in the development and evaluation of potential alternatives.</p>
1004	What is not working along the study spokes? Utilitarian/Brutalist style + design of the interstate	<p>The ProPEL Indy study team will use stakeholder and public input regarding improved corridor aesthetics in the development of community goals. In addition, potential alternatives developed will allow for placemaking and pleasing aesthetic treatments.</p>

<b>1005</b>	What has potential in the study area? With more people living downtown and adjacent communities, there is a need for solutions to improve their neighborhoods	<p>The ProPEL Indy study team will use input regarding the need for improvements, access, and connectivity within the study area in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions, including multimodal improvements, will be considered in the development and evaluation of potential alternatives.</p> <p>Input regarding quality of life and livability factors such as safety, walkability, and connectivity within the study area in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions, including multimodal improvements, will be considered in the development and evaluation of potential alternatives.</p>
<b>1006</b>	What has potential in the study area? Improve aesthetics of off ramps and waiting areas especially from airport for better impression from airport	<p>The ProPEL Indy study team will use stakeholder and public input regarding improved corridor aesthetics in the development of community goals. In addition, potential alternatives developed will allow for placemaking and pleasing aesthetic treatments</p>
<b>1007</b>	What has potential in the study area? Better lighting, better round barriers, landscaping (natural plants)	<p>The ProPEL Indy study team will use stakeholder and public input regarding improved corridor aesthetics in the development of community goals. In addition, potential alternatives developed will allow for placemaking and pleasing aesthetic treatments</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>
<b>1008</b>	What is working along the study spokes? Pogue's Run	<p>The ProPEL Indy study team has received your comment and it has been documented with the official study record.</p>

<b>1009</b>	What is working along the study spokes? The pedestrian/bike bridge connecting split neighborhood on the NW side on I-65	The ProPEL Indy study team will use input regarding walkability and connectivity within the study area to identify deficiencies in the development of a purpose and need document. The study team will work with INDOT and the City of Indianapolis to develop potential solutions to these deficiencies.
<b>1010</b>	What is not working along the study spokes? Traffic and the ability to exit and enter the highways	The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.
<b>1011</b>	What is not working along the study spokes? Heavy Traffic	The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.
<b>1012</b>	What is not working along the study spokes? Trash along the road	The ProPEL Indy study team will use stakeholder and public input regarding improved corridor aesthetics in the development of community goals. In addition, potential alternatives developed will allow for placemaking and pleasing aesthetic treatments.
<b>1013</b>	What has potential in the study area? Build more underpasses to allow for above ground activity	The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost.
<b>1014</b>	What has potential in the study area? Integrate with mass transit, be more connective with local communities, variance uses; transportation will be different in 20 years i.e. mass	<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>Input regarding the need for improvements, access, and connectivity within the study area in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions will be considered in the development and evaluation of potential alternatives.</p>
<b>1015</b>	What has potential in the study area? Easily congestion	The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.

<b>1016</b>	What is working along the study spokes? Speed, efficiency, clean	The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.
<b>1017</b>	What is working along the study spokes? Cap perk over south split	The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost.
<b>1018</b>	What is working along the study spokes? Efficiency	The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.
<b>1019</b>	What is not working along the study spokes? No safe way for pedestrians to cross. No side walks	<p>The ProPEL Indy study team will use input regarding walkability and connectivity within the study area to identify deficiencies in the development of a purpose and need document. The study team will work with INDOT and the City of Indianapolis to develop potential solutions to these deficiencies.</p> <p>Input regarding the need for improvements, access, and connectivity within the study area in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions will be considered in the development and evaluation of potential alternative.</p>
<b>1020</b>	What is not working along the study spokes? Not working on need, need to improve lighting, safety or feeling not safe car	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.
<b>1021</b>	What is not working along the study spokes? Interchange at 65/70 and West/MLK	The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.

1022	What is not working along the study spokes? Paving and general wear and tear	The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.
1023	What has potential in the study area? Reconnect historic neighborhoods, 65 N just north of MLK/21st	<p>The ProPEL Indy study team will use input regarding the need for improvements, access, and connectivity within the study area in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions will be considered in the development and evaluation of potential alternatives.</p> <p>Input regarding the impact of the interstates on neighborhoods within the study area will be considered in the development of the draft purpose and need, community goals, and during alternative development and evaluation. The ProPEL Indy study team will seek to improve existing connections and add connections where practical.</p>
1024	What has potential in the study area? 10th & MLK Exit - It's deadly, Need to slow cars	<p>The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.</p> <p>Maximizing the safety of our roads is a priority. Safety needs will be discussed in the existing transportation conditions report and the draft purpose and need. The potential solutions identified through this study are expected to improve safety both on the interstates and in the vicinity of interchanges.</p>
1025	What has potential in the study area? Plan/integrate direct rail or alternative from airport to downtown	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
1026	What is working along the study spokes? I-65/I-70 is a safety shoulder	The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.

1027	What is working along the study spokes? Location to I70 to our location is beneficial - south side area	The ProPEL Indy study team will consider input regarding new development opportunities for business in the development of the draft purpose and need, as well as community goals. In addition, specific suggestions will be considered in the development and evaluation of potential alternatives.
1028	What is working along the study spokes? On/off access to key destinations (Eagle Creek, Butler, etc.)	The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.
1029	What is not working along the study spokes? Harsh division between neighborhoods and difficulty to support our small businesses	<p>The ProPEL Indy study team will use input regarding the need for improvements, access, and connectivity to support economic opportunities for business in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions will be considered in the development and evaluation of potential alternatives.</p> <p>Input regarding the need for improvements, access, and connectivity within the study area in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions will be considered in the development and evaluation of potential alternatives.</p>
1030	What is not working along the study spokes? Very limited walkability and connection because of interstate here	The ProPEL Indy study team will use input regarding walkability and connectivity within the study area to identify deficiencies in the development of a purpose and need document. The study team will work with INDOT and the City of Indianapolis to develop potential solutions to these deficiencies.
1031	What is not working along the study spokes? Ramp to exit I70 E / I465 S	The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.

1032	What has potential in the study area? Put I70 and below ground Rural Street for safety	<p>The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, 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>
1033	What has potential in the study area? Using extra right of way for multimodal (bike/ped) trails	<p>The ProPEL Indy study team will use input regarding walkability and connectivity within the study area to identify deficiencies in the development of a purpose and need document. The study team will work with INDOT and the City of Indianapolis to develop potential solutions to these deficiencies.</p>
1034	What has potential in the study area? Lower I-70 W Section, Reconnect community	<p>The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost.</p> <p>Input regarding quality of life and livability factors such as safety, walkability, and connectivity within the study area in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions, including multimodal improvements, will be considered in the development and evaluation of potential alternatives.</p>
1035	What is working along the study spokes? Pass through traffic	<p>The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.</p>

<b>1036</b>	What is working along the study spokes? Direct connection from airport to downtown	The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.
<b>1037</b>	What is working along the study spokes? Traffic flow on the interstate	The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.
<b>1038</b>	What is not working along the study spokes? Not working + need, 65N split to Washington seems highly desirable but difficult during peak times	The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.
<b>1039</b>	What is not working along the study spokes? The wide interstate footprint divides neighborhoods and harms communities and those who live next to them	The ProPEL Indy study team will use input regarding quality of life and livability factors such as safety, walkability, and connectivity within the study area in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions, including multimodal improvements, will be considered in the development and evaluation of potential alternatives.
<b>1040</b>	What has potential in the study area? Separations freight from passenger	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.
<b>1041</b>	What has potential in the study area? I-70 and Emerson has plenty of space for a separated path w/pedestrian level lighting	<p>The ProPEL Indy study team will use input regarding walkability and connectivity within the study area to identify deficiencies in the development of a purpose and need document. The study team will work with INDOT and the City of Indianapolis to develop potential solutions to these deficiencies.</p> <p>Input regarding quality of life and livability factors such as safety, walkability, and connectivity within the study area in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions, including multimodal improvements, will be considered in the development and evaluation of potential alternatives.</p>

<b>1042</b>	What has potential in the study area? Integrate roads better into residential neighborhoods to the west	The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.
<b>1043</b>	What has potential in the study area? 70W, 465/67 Route converging access and consolidation, reroute to open economic growth	The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.  Input regarding new development opportunities for business in the development of the draft purpose and need, as well as community goals. In addition, specific suggestions will be considered in the development and evaluation of potential alternatives.
<b>1044</b>	What is working along the study spokes? Efficient to get to airport, west side of I70	The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.
<b>1045</b>	What is working along the study spokes? I65 S: good and multiple access points	The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.
<b>1046</b>	What is working along the study spokes? Newly connected Lewis St. as part of the North Split Project	The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.
<b>1047</b>	What is not working along the study spokes? I65 and I70 merging congestion	The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.
<b>1048</b>	What is not working along the study spokes? I-70 & Emerson impossible for anyone w/out a car	The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.
<b>1049</b>	What is not working along the study spokes? Congestion Cars/Trucks	The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.



<b>1050</b>	What is not working along the study spokes? Connectivity from interstates to downtown	The ProPEL Indy study team will use input regarding the need for improvements, access, and connectivity within the study area in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions will be considered in the development and evaluation of potential alternatives
<b>1051</b>	What has potential in the study area? Homestead legacy find - investment in neighborhoods	Input regarding the impact of the interstates on neighborhoods within the study area will be considered in the development of the draft purpose and need, community goals, and during alternative development and evaluation. The ProPEL Indy study team will seek to improve existing connections and add connections where practical.
<b>1052</b>	What has potential in the study area? Envision gateways from the neighborhoods to the highway, reduce light and air pollution	<p>The ProPEL Indy study team will use input regarding quality of life and livability factors such as safety, walkability, and connectivity within the study area in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions, including multimodal improvements, 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>

1053	What has potential in the study area? Good access to Marian University (lighting, signage, exit ramp)	<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 ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.</p>
1054	What has potential in the study area? Can Indy development bring equity?	<p>Input regarding the impact of the interstates on neighborhoods within the study area will be considered in the development of the draft purpose and need, community goals, and during alternative development and evaluation. The ProPEL Indy study team will seek to improve existing connections and add connections where practical.</p>
1055	What is not working along the study spokes? I-70 and Ritter is dingy for pedestrians there is no path for cyclists	<p>The ProPEL Indy study team will use input regarding walkability and connectivity within the study area to identify deficiencies in the development of a purpose and need document. The study team will work with INDOT and the City of Indianapolis to develop potential solutions to these deficiencies.</p>
1056	What is not working along the study spokes? High levels of congestion during overlapping sports events	<p>The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.</p>

1057	What is not working along the study spokes? 70 W: Airport gateway to downtown is no direct rail or alternative	<p>The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.</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>
1058	What is not working along the study spokes? West St. Access to I-65 SB, Lack of merging distance/capacity, West St. Build for Storage/Queuing	<p>The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.</p>
1059	What is not working along the study spokes? The turns to get on to the city grid are designed to help drivers maintain interstate speed and are inappropriate for our neighborhoods	<p>The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.</p> <p>Maximizing the safety of our roads is a priority. Safety needs will be discussed in the existing transportation conditions report and the draft purpose and need. The potential solutions identified through this study are expected to improve safety both on the interstates and in the vicinity of interchanges.</p>
1060	What has potential in the study area? Neighborhood gateways – identity	<p>The ProPEL Indy study team will use stakeholder and public input regarding improved corridor aesthetics in the development of community goals. In addition, potential alternatives developed will allow for placemaking and pleasing aesthetic treatments.</p>
1061	What has potential in the study area? Develop a legacy “homestead fund” to permit families to reinvent in neighborhoods	<p>Input regarding the impact of the interstates on neighborhoods within the study area will be considered in the development of the draft purpose and need, community goals, and during alternative development and evaluation. The ProPEL Indy study team will seek to improve existing connections and add connections where practical.</p>

1062	What has potential in the study area? Martin University I-70	The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.
1063	What has potential in the study area? Can Elanco build equity?	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.
1064	What is not working along the study spokes? Lighting; balance general safety and neighborhood light pollution	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.
1065	What is not working along the study spokes? Unpleasant for pedestrians, downtown south split	<p>The ProPEL Indy study team will use input regarding walkability and connectivity within the study area to identify deficiencies in the development of a purpose and need document. The study team will work with INDOT and the City of Indianapolis to develop potential solutions to these deficiencies.</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>

1066	What is not working along the study spokes? 70 W: limited gateway appeal	The ProPEL Indy study team will use stakeholder and public input regarding improved corridor aesthetics in the development of community goals. In addition, potential alternatives developed will allow for placemaking and pleasing aesthetic treatments.
1067	What is not working along the study spokes? I-65 Access from Downtown	The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.
1068	What is not working along the study spokes? I-65/70 – Directly to downtown, pedestrian	<p>The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.</p> <p>Input regarding walkability and connectivity within the study area to identify deficiencies in the development of a purpose and need document. The study team will work with INDOT and the City of Indianapolis to develop potential solutions to these deficiencies.</p>
1069	What has potential in the study area? Potential identification of park and ride locations along transportation corridors	<p>Input regarding improved wayfinding and signage along the corridor will be used by the study team in the development of the draft purpose and need, as well as community goals. In addition, specific concerns and suggestions will be considered in the development and evaluation of potential alternatives.</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>
1070	What has potential in the study area? Strong neighborhood pride, (collective organizations organizing)	The ProPEL Indy study team will use stakeholder and public input regarding improved corridor aesthetics in the development of community goals. In addition, potential alternatives developed will allow for placemaking and pleasing aesthetic treatments.

1071	What has potential in the study area? Housing is transportation – INDOT destroyed thousands of homes – get in the housing business so we don’t have to build more roads to move people even further	Input regarding the impact of the interstates on neighborhoods within the study area will be considered in the development of the draft purpose and need, community goals, and during alternative development and evaluation. The ProPEL Indy study team will seek to improve existing connections and add connections where practical.
1072	Regarding the environmental justice community map, the area along the 70 West spoke highlighted as low-income should also likely be highlighted for minority, particularly around the South Split. There were historically black neighborhoods, businesses, and churches in that area.	Input regarding the impact of the interstates on neighborhoods within the study area will be considered in the development of the draft purpose and need, community goals, and during alternative development and evaluation. The ProPEL Indy study team will seek to improve existing connections and add connections where practical.
1073	What is not working along the study spokes? Noise pollution redirection – downtown/northwest	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.
1074	What is not working along the study spokes? Policy impacts outside of our control that impacts equity trails (general assembly 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.
1075	What is not working along the study spokes? Improve quality roadways and public transportation flow for neighborhood circulation	<p>The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.</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>



<b>1076</b>	What is not working along the study spokes? Near Raymond St exit: food stores being closed and replaced with non-neighborhood resources	Input regarding the impact of the interstates on neighborhoods within the study area will be considered in the development of the draft purpose and need, community goals, and during alternative development and evaluation. The ProPEL Indy study team will seek to improve existing connections and add connections where practical.
<b>1077</b>	What is not working along the study spokes? Housing, business and generational wealth displacement	<p>Input regarding the impact of the interstates on neighborhoods within the study area will be considered in the development of the draft purpose and need, community goals, and during alternative development and evaluation. The ProPEL Indy study team will seek to improve existing connections and add connections where practical.</p> <p>Input regarding the need for improvements, access, and connectivity within the study area in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions, including multimodal improvements, will be considered in the development and evaluation of potential alternatives.</p>
<b>1078</b>	What is not working along the study spokes? Enhancements on the front end to commitment for maintenance in back end to sustain investment	The ProPEL Indy study team will use stakeholder and public input regarding improved corridor aesthetics in the development of community goals. In addition, potential alternatives developed will allow for placemaking and pleasing aesthetic treatments.
<b>1079</b>	What is not working along the study spokes? I70 is a wall that divides the neighborhood and harms neighbors	<p>Input regarding the impact of the interstates on neighborhoods within the study area will be considered in the development of the draft purpose and need, community goals, and during alternative development and evaluation. The ProPEL Indy study team will seek to improve existing connections and add connections where practical.</p> <p>The ProPEL Indy study team will use input regarding the need for improvements, access, and connectivity within the study area in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions will be considered in the development and evaluation of potential alternatives.</p>

1080	What has potential in the study area? Existing Pathways and connectors being enhanced to help start removing barriers ahead of major projects.	The ProPEL Indy study team will use input regarding quality of life and livability factors such as safety, walkability, and connectivity within the study area in the development of the draft purpose and need, as well as community goals. In addition, specific problems and suggestions, including multimodal improvements, will be considered in the development and evaluation of potential alternatives.
1081	What has potential in the study area? Alternative routes during highway or city street construction	The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.
1082	What is working along the study spokes? Sometimes there is a sidewalk under the underpasses	The ProPEL Indy study team will use input regarding walkability and connectivity within the study area to identify deficiencies in the development of a purpose and need document. The study team will work with INDOT and the City of Indianapolis to develop potential solutions to these deficiencies.
1083	What is not working along the study spokes? Red Line on Shelby is a safety issue	<p>Maximizing the safety of our roads is a priority. Safety needs will be discussed in the existing transportation conditions report and the draft purpose and need. The potential solutions identified through this study are expected to improve safety both on the interstates and in the vicinity of interchanges.</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>
1084	What is not working along the study spokes? Restore lose of homes and culture, I-70 and red line	Input regarding the impact of the interstates on neighborhoods within the study area will be considered in the development of the draft purpose and need, community goals, and during alternative development and evaluation. The ProPEL Indy study team will seek to improve existing connections and add connections where practical.

<b>1085</b>	What is not working along the study spokes? INDOT's mission is to "plan, build, and maintain safe and innovative transportation infrastructure". For most of the blue areas on the map - the equity areas - interstates are not the investment that delivers on that mission	Input regarding the impact of the interstates on neighborhoods within the study area will be considered in the development of the draft purpose and need, community goals, and during alternative development and evaluation. The ProPEL Indy study team will seek to improve existing connections and add connections where practical.
<b>1086</b>	What is not working along the study spokes? Will feasible recess interstate or dynamic changes really be accomplished?	The ProPEL Indy study team will identify and evaluate potential solutions to current and/or future issues documented in the purpose and need. These potential solutions will be evaluated and compared based on ability to address purpose and need, feasibility, and cost.
<b>1087</b>	What has potential in the study area? Uniquely "Indy" lighting, materials, arts, etc. (ex. Indy limestone, decorative pillars, taking cues from Indy flag for inspiration)	The ProPEL Indy study team will use stakeholder and public input regarding improved corridor aesthetics in the development of community goals. In addition, potential alternatives developed will allow for placemaking and pleasing aesthetic treatments.
<b>1088</b>	What has potential in the study area? Ongoing maintenance plans for underpasses that involves a public/private partnership	The ProPEL Indy study team will use stakeholder and public input regarding improved corridor aesthetics in the development of community goals. In addition, potential alternatives developed will allow for placemaking and pleasing aesthetic treatments.
<b>1089</b>	What has potential in the study area? Lighting maintenance safety	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.
<b>1090</b>	What is working along the study spokes? Residents have easy access to entire metro area and visitors can get here	The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.

1091	What is not working along the study spokes? I-70 and Arlington is dingy and undignified for pedestrians	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.
1092	What is not working along the study spokes? Sherman Drive: economic disparities I-70	Input regarding the impact of the interstates on neighborhoods within the study area will be considered in the development of the draft purpose and need, community goals, and during alternative development and evaluation. The ProPEL Indy study team will seek to improve existing connections and add connections where practical.
1093	What is not working along the study spokes? Regional equity- Marion county bears the brunt of air pollution, noise, visual pollution, and loss of tax base	Input regarding the impact of the interstates on neighborhoods within the study area will be considered in the development of the draft purpose and need, community goals, and during alternative development and evaluation. The ProPEL Indy study team will seek to improve existing connections and add connections where practical.
1094	What is not working along the study spokes? Interstates are one of the most inequitable transportation systems - you need a car and ability to drive one. If you're only focused on interstate as the study area this project is inherently inequitable	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.
1095	What is not working along the study spokes? Light pollution	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.

1096	What is not working along the study spokes? Concerned transportation authorities and agencies acting as liaisons to state house where policy is developed and acted	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.
1097	What is working along the study spokes? The interstates efficiently move traffic through the city	The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.
1098	What is not working along the study spokes? The interstate is actively hostile towards the folks that live here. The underpass lights, where they exist are the same lights used to illuminate pathways at the Marion County jail. The side walks, where they exist are not maintained. Drainage drips water on pedestrian paths	<p>Input regarding the impact of the interstates on neighborhoods within the study area will be considered in the development of the draft purpose and need, community goals, and during alternative development and evaluation. The ProPEL Indy study team will seek to improve existing connections and add connections where practical.</p> <p>The ProPEL Indy study team will use input regarding walkability and connectivity within the study area to identify deficiencies in the development of a purpose and need document. The study team will work with INDOT and the City of Indianapolis to develop potential solutions to these deficiencies.</p>
1099	What is working along the study spokes? North Split project fixed weaving issues on SB I-65 and System Access at Delaware	The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations.



<b>1100</b>	What is not working along the study spokes? Dead areas under the interstate, just for parking, no commerce, unsafe for walking	<p>The ProPEL Indy study team will consider input regarding new development opportunities for business in the development of the draft purpose and need, as well as community goals. In addition, specific suggestions 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>
<b>1101</b>	What is not working along the study spokes? Isolated, creates barriers, slices through communities, geared to vehicles vs pedestrians. Post Road area	<p>Input regarding the impact of the interstates on neighborhoods within the study area will be considered in the development of the draft purpose and need, community goals, and during alternative development and evaluation. The ProPEL Indy study team will seek to improve existing connections and add connections where practical.</p> <p>The ProPEL Indy study team will use input regarding walkability and connectivity within the study area to identify deficiencies in the development of a purpose and need document. The study team will work with INDOT and the City of Indianapolis to develop potential solutions to these deficiencies.</p>
<b>1102</b>	What is not working along the study spokes? Pedestrian, bike, wheelchair and stroller access essential to 65 downtown	<p>The ProPEL Indy study team will use input regarding walkability and connectivity within the study area to identify deficiencies in the development of a purpose and need document. The study team will work with INDOT and the City of Indianapolis to develop potential solutions to these deficiencies.</p>



<b>1103</b>	Concerns and considerations for improvements: <ul style="list-style-type: none"><li>• People who exit off I-70 at McCarty, are not greeted with a warm and fuzzy welcome. This area needs a facelift.</li><li>• Access to/from I-65 at Missouri is always a challenge.</li><li>• Need something to expedite the mobility of downtown, as it's not very efficient.</li><li>• West street needs to be looked at due to heavy congestion and needs better planning.</li><li>• In favor of additional access points to downtown, not less.</li><li>• Overall, interstate aesthetics could be improved and cleaned up. Better looking entrance to downtown from both the north and south would be great.</li></ul>	The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations. Stakeholder and public input regarding improved corridor aesthetics will be used in the development of community goals. In addition, potential alternatives developed will allow for placemaking and pleasing aesthetic treatments.
<b>1104</b>	Concerns and considerations for improvements. <ul style="list-style-type: none"><li>• Biggest challenge for local transportation is getting people out of downtown. Especially at West Street interchange, simply not enough ramp space</li><li>• Many people fly into Indy, so they get an impression of the city as soon as they land at the airport. It would be nice to make a better impression coming into downtown. Increased awareness of the visuals coming into downtown would be nice.</li></ul>	The ProPEL Indy study team will evaluate safety and operations throughout the study area. The potential solutions identified through this study are expected to improve both safety and operations. Stakeholder and public input regarding improved corridor aesthetics will be used in the development of community goals. In addition, potential alternatives developed will allow for placemaking and pleasing aesthetic treatments.