

APPENDIX K: RESOURCE AGENCY, STAKEHOLDER, & PUBLIC INVOLVEMENT SUMMARY #4



Resource Agency, Stakeholder & Public Involvement Summary #4

12/15/2025



Prepared By:



CONTENTS

Study Overview.....	2
Purpose of Public Engagement.....	2
Outreach and Advertisement.....	3
Stakeholder Meetings.....	6
ReThink 65/70 Coalition Meetings.....	6
Resource Agency and Tribal Coordination.....	6
Stakeholder Advisory Committees.....	6
Public Meeting Format.....	7
Comment Summary.....	8

APPENDICES

- Appendix A: Alternatives Identification and Screening Press Release
- Appendix B: Community Conversations Press Release
- Appendix C: Social Media Posts
- Appendix D: Stakeholder Email Blasts
- Appendix E: Public Notice
- Appendix F: Resource Agency/Tribal Nation Coordination
- Appendix G: Stakeholder Advisory Committee Meeting Materials
- Appendix H: Community Conversations Presentation
- Appendix I: Community Conversations Boards
- Appendix J: Community Conversations Digital Displays
- Appendix K: Community Conversations Handout
- Appendix L: Alternatives Identification and Screening Summary
- Appendix M: Public Comments and Response

Study Overview

The Indiana Department of Transportation (INDOT) has initiated ProPEL Indy, a Planning and Environment Linkages (PEL) study on I-65 and I-70 within I-465 in Indianapolis, Indiana. Analysis and planning activities are being 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, economic opportunity, and quality of life. The goal of ProPEL Indy is to identify transportation needs and community goals along I-65 and I-70 inside I-465. ProPEL Indy will develop a set of alternatives to be considered that meet those 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 one 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 21st Street interchange.
- **65/70 Downtown Spoke** – I-65 from the 21st Street interchange south to Alabama Street (west end of North Split project), I-65/I-70 from Washington Street (south end of North Split project) south to the South Split interchange, and I-70 from just west of the 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. Otherwise, two federally funded projects recently constructed (I-65/I-70 North Split) or in construction (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 Avenue on I-65/I-70 to the South Split interchange, ending south of Morris Street along I-65. The remainder of the I-65 Safety and Efficiency project area, which extends south on I-65 to I-465, is excluded from the study limits.

This report provides a summary of the information provided and feedback collected at 18 stakeholder meetings, four Community Conversations, one community event, two Stakeholder Advisory Committee meetings, and additional public feedback collected January 6 through October 5, 2025.

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. The fourth round of public engagement occurred from January 6 through October 5, 2025, as part of the Alternatives Identification and Screening Phase of the ProPEL Indy study. The purpose of the engagement was to:

- Introduce several location-specific planning-level alternatives that were developed to address the transportation needs in the study area.

- Highlight neighborhood connectivity and planning principles that were developed by the study team in response to public feedback.
- Provide an overview of the study’s alternative evaluation process to eliminate or carry forward alternatives for future consideration.
- Share the results of the evaluation process and the study’s recommendations for the report’s identified alternatives.
- Solicit input on the *Draft Alternatives Identification and Screening Report* developed by the study team.

Figure 1. ProPEL Indy Schedule



Outreach and Advertisement

The study team conducted stakeholder and public outreach to raise awareness of the ProPEL Indy study; encourage participation; report on the study’s progress to date; provide an overview of the planning-level alternatives developed to address the transportation needs at specific locations in the study area; share insights on how the alternatives were evaluated by the study team; review the results of the evaluation process and the study’s recommendations; preview next steps in the study process; and solicit feedback during the public comment period. Outreach efforts included public information meetings, community outreach events, and stakeholder meetings. **Table 1** contains a summary of these efforts.

Table 1. ProPEL Indy Outreach Efforts

Outreach Efforts		Date(s)
Website information	ProPELIndy.com	9/5/2025
Alternatives Identification and Screening Release (Appendix A)	INDOT media list	9/5/2025
Community Conversations Release (Appendix B)	INDOT media list	9/9/2025

Outreach Efforts		Date(s)
Social media posts (Appendix C)	Facebook, Instagram & LinkedIn posts with information about Alternatives Identification and Screening release, Community Conversations, and comment period.	9/5/2025
		9/9/2025
		9/12/2025
		9/26/2025
		10/3/2025
Stakeholder email blasts and newsletters (Appendix D)	63% open rate and 393 recipients	1/17/2025
	59% open rate and 395 recipients	2/19/2025
	62% open rate and 395 recipients	3/20/2025
	23% open rate and 394 recipients	4/22/2025
	53% open rate and 396 recipients	5/28/2025
	50% open rate and 396 recipients	6/19/2025
	56% open rate and 397 recipients	7/18/2025
	64% open rate and 398 recipients	8/28/2025
	61% open rate and 397 recipients	9/5/2025
	56% open rate and 395 recipients	9/9/2025
	58% open rate and 395 recipients	9/19/2025
	59% open rate and 456 recipients	9/29/2025
Public notice (Appendix E)	Indy Recorder	9/5/2025
	IndyStar	9/6/2025 9/8/2025
Community Conversations	John Boner Neighborhood Center	9/11/2025
	International District Community Center	9/15/2025
	IPL West Branch	9/23/2025
	Ivy Tech Conference Center	9/25/2025
Hard copy of report	Indianapolis Public Library: Central Branch	9/5/2025 – 10/5/2025
	Indianapolis Public Library: Martindale-Brightwood Branch	9/5/2025 – 10/5/2025
	Indianapolis Public Library: West Indianapolis Branch	9/5/2025 – 10/5/2025

Outreach Efforts		Date(s)
	Indianapolis Public Library: Michigan Road Branch	9/5/2025 – 10/5/2025
Stakeholder meetings	Indianapolis Department of Public Works (DPW) Meeting	1/8/2025 3/12/2025 7/9/2025 9/10/2025
	City of Beech Grove	1/13/2025
	Greater Lawrence Chamber of Commerce	1/21/2025
	Eagledale Neighborhood Association	2/6/2025
	Southdale Neighborhood Association	2/6/2025
	Pike Township Residents Association	2/12/2025
	Southwest Neighborhood Association	2/15/2025
	40 West Business Association	2/19/2025
	Purdue Road School	3/19/2025
	Greater Indianapolis NAACP	4/3/2025
	Indianapolis Department of Metropolitan Development (DMD)	4/7/2025
	Bellaire Neighborhood Association	4/17/2025
	Westside Community Association	5/13/2025
	Stadium Village Business Association	9/17/2025
	Indianapolis Metropolitan Planning Organization (IMPO)	10/1/2025
ReThink 65/70 Coalition	Hybrid meetings	1/30/2025 2/26/2025 5/28/2025 6/25/2025 7/23/2025 9/12/2025
Stakeholder Advisory Committees	Meeting #4, Indianapolis Public Library, Central Branch (2:00 PM & 5:30 PM)	9/17/2025
Resource Agency Coordination Meeting	Virtual Meeting	9/25/2025
Community events	Neighbor Power Indy	3/8/2025

Stakeholder Meetings

The ProPEL Indy study team identified and met with various stakeholder groups during the Alternatives Identification and Screening Phase of the study. These groups included neighborhood associations, local agencies, and community organizations. The purposes of these meetings were to share information about the ProPEL Indy study; report on the study's progress to date; provide an overview of the planning-level alternatives developed to address the transportation needs at specific locations in the study area; highlight neighborhood connectivity and planning principles that were developed by the study team in response to public feedback; share insights on how the alternatives were evaluated by the study team; review the results of the evaluation process and the study's recommendations; preview next steps in the study process; solicit feedback during the public comment period; and answer any questions from attendees. See **Table 1** for dates of these outreach efforts.

ReThink 65/70 Coalition Meetings

The ProPEL Indy study team met with the president and CEO of the ReThink 65/70 Coalition on five occasions during the Alternatives Identification and Screening Phase of the study. In general, the purposes of these meetings were to provide regular updates about the study process, facilitate coordination with the coalition's upcoming study within ProPEL Indy's study limits, and answer questions.

The ProPEL Indy study team provided members of the ReThink 65/70 Coalition with a virtual briefing on the *Draft Alternatives Identification and Screening Report* on September 12, 2025. The purpose of this meeting was to provide an overview of the planning-level alternatives developed to address the transportation needs at specific locations in the study area; share insights on how the alternatives were evaluated by the study team; review the results of the evaluation process and the study's recommendations; preview next steps in the study process; and answer any questions from attendees.

Resource Agency and Tribal Coordination

An letter and a link to the *Draft Alternatives Identification and Screening Report* were emailed to resource agencies on September 5, 2025. The Indiana Department of Natural Resources (IDNR), US Fish and Wildlife Service, and the Indiana Department of Transportation Office of Aviation provided comments. The letter and comments received are included in **Appendix F**.

From January 6 to October 5, 2025, one coordination meeting was held with resource agencies. This virtual meeting took place on September 25. The purpose was to report on the study's progress to date; provide an overview of the planning-level alternatives developed to address the transportation needs at specific locations in the study area; highlight neighborhood connectivity and planning principles that were developed by the study team in response to public feedback; share insights on how the alternatives were evaluated by the study team; review the results of the evaluation process and the study's recommendations; preview next steps; answer questions; and solicit input and feedback. Meeting materials and a summary are included in **Appendix F**.

An invitation letter to ProPEL Indy and a link to the *Draft Alternatives Identification and Screening Report* were emailed to Tribal Nations on September 10, 2025. The Miami Tribe of Oklahoma provided comments on the *Draft Universe of Concepts Report*. The invitation letter and comments received are included in **Appendix F**.

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 and Livability, Economic Growth and Opportunity, Transportation and

Mobility, and Transportation for All. Each committee includes representatives from a broad collection of neighborhoods, businesses, and organizations.

The fourth Stakeholder Advisory Committees meetings were held on September 17, 2025, at the Indianapolis Public Library Central Branch. These meetings included 18 members from all committees split across two sessions to report on the study's progress to date; provide an overview of the planning-level alternatives developed to address the transportation needs at specific locations in the study area; highlight neighborhood connectivity and planning principles that were developed by the study team in response to public feedback; share insights on how the alternatives were evaluated by the study team; review the results of the evaluation process and the study's recommendations; answer stakeholder questions about specific alternatives; preview next steps; and solicit input and feedback. The study team also encouraged committee members to assist in raising awareness about the study and its feedback opportunities. Meeting materials and a summary are included in **Appendix G**.

Public Meeting Format

In the Alternatives Identification and Screening Phase of the ProPEL Indy study, public information meetings were branded Community Conversations. The study team held four in-person meetings:

- September 11, 2025, at John Boner Neighborhood Center from 5 to 7 p.m.
- September 15, 2025, at International District Community Center from 5 to 7 p.m.
- September 23, 2025, IPL West Branch from 5 to 7 p.m.
- September 25, 2025, Ivy Tech Conference Center from 5 to 7 p.m.

A total of 53 stakeholders attended the in-person meetings during the Alternatives Identification and Screening Phase. Each meeting featured an online livestream of the study team's presentation, and a total of nine stakeholders watched the streams live. All public comments received prior to October 6, 2025, were considered as part of this report.

The format of the meetings was an open house with a presentation (**Appendix H**) 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 ProPEL Indy study; reported on the study's progress to date; provided an overview of the planning-level alternatives developed to address the transportation needs at specific locations in the study area; highlighted neighborhood connectivity and planning principles that were developed by the study team in response to public feedback; shared insights on how the alternatives were evaluated by the study team; reviewed the results of the evaluation process and the study's recommendations; previewed next steps; and solicited input and feedback.

At the in-person meetings, the informational boards and digital displays (**Appendix I** and **Appendix J**) 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:

- Welcome/Sign-In
- Station 1: Neighborhood Connectivity and Placemaking
- Station 2: Alternatives Overview
- Station 3: Comment Station

Informational boards included an overview of the report with a map of the study limits; an overview of the neighborhood connectivity and placemaking principles, including definitions of the typologies used in the report;

an overview of the primary alternative types developed by the study team; and a snapshot of the alternative evaluation process, results, and the study’s recommendations. Digital displays included illustrations for all identified alternatives included in the report and maps of each spoke identifying connectivity and placemaking opportunities for future consideration.

After participants signed in, they were provided with an informational flyer (**Appendix K**), which included a brief overview of the report including the identified needs, identification and evaluation of alternatives, and the results of the evaluation process, and the study’s recommendations.

The study team developed a visual summary (**Appendix L**) of the *Draft Alternatives Identification and Screening Report* to provide members of the public a high-level overview of the report’s contents. The summary was posted on the study’s website, and hard copies were available at public meetings for review.

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 comment 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.

Comment Summary

The study team received more than 300 comments from Community Conversations, community events, stakeholder meetings, and the online comment form during the Alternatives Identification and Screening Phase. The study team identified the following key themes within the content of the comments as shown in **Table 2**.

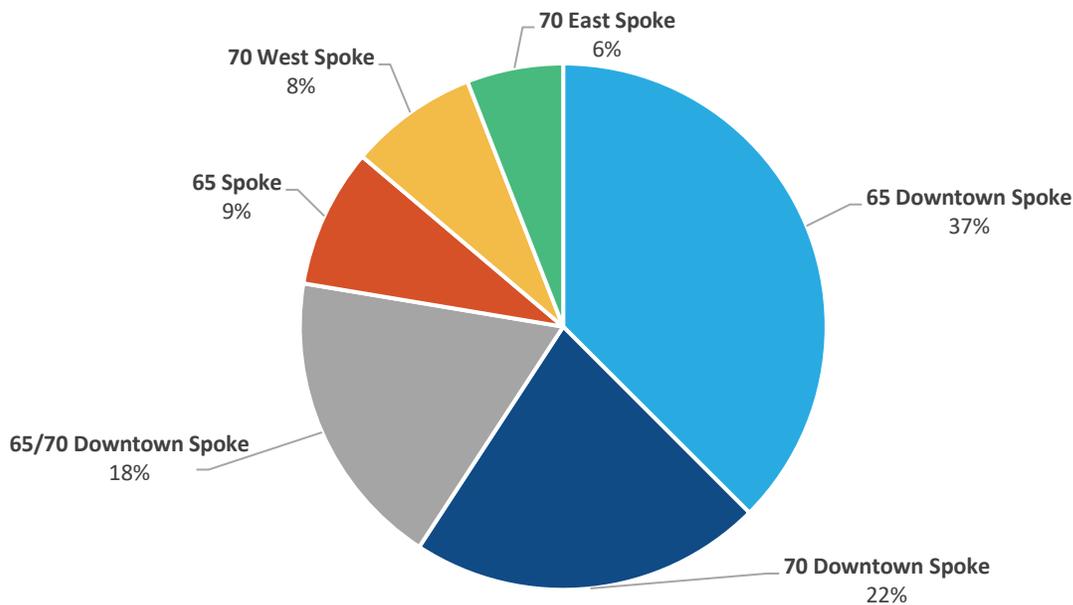
Table 2. Public Comment Themes and Descriptions

Comment Theme	Description
Connectivity and Quality of Life	Connectivity between neighborhoods and key institutions is seen as critical. Comments call for designs that reconnect neighborhoods and prioritize health, safety, and livability.
Added Travel Lanes	Comments largely do not support the idea of widening highways. They argue that adding lanes does not solve congestion but instead induces more traffic, worsens air and noise pollution, and compromises pedestrian safety. Many see this approach as outdated and costly, urging INDOT to prioritize other alternatives.
Recessed and Viaduct Alternatives	Support for recessed designs, particularly near downtown corridors like West Street. Reactions to the viaduct alternatives downtown were a bit more mixed, with some stakeholders supporting them equally alongside the recessed option, while others opposed them altogether.
Design and Safety Concerns	Several comments criticize proposed 12-foot lane widths on local streets, noting that they encourage speeding and increase crash risks. Residents advocate for narrower lanes, traffic-calming measures, and safe crossings for pedestrians and cyclists.
Construction Fatigue and Cost	Frustration with ongoing roadwork is a recurring theme. Many residents express fatigue from years of construction and demand cost-effective,

Comment Theme	Description
	practical solutions, emphasizing the need for transparency and fiscal responsibility in future decisions.
Multimodal and Transit	Many respondents urge INDOT to consider public transit and multimodal options. Suggestions include expanding bus rapid transit, exploring rail corridors, and improving bike and pedestrian infrastructure.

Alternatives included in the *Draft Alternatives Identification and Screening Report* were location-specific, which generated a significant number of comments tied to one of the study’s spokes. The study team identified which locations were included in the content of the comments and aligned them as shown:

Figure 2. Summary of Public Comment Alignment by Spoke



As shown, the study’s downtown spoke accounted for most of the mentions (77%), with the 65 Downtown Spoke specifically receiving 37%.

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



Resource Agency, Stakeholder & Public Involvement #4 Appendices

12/15/2025



Prepared By:



CONTENTS

Appendix A: Alternatives Identification and Screening Press Release	2
Appendix B: Community Conversations Press Release	4
Appendix C: Social Media Posts.....	6
Appendix D: Stakeholder Email Blasts	8
Appendix E: Public Notice	31
Appendix F: Resource Agency/Tribal Nation Coordination	36
Appendix G: Stakeholder Advisory Committee Meeting Materials	63
Appendix H: Community Conversations Presentation	82
Appendix I: Community Conversations Boards	85
Appendix J: Community Conversations Digital Displays.....	89
Appendix K: Community Conversations Handout	102
Appendix L: Alternatives Identification and Screening Summary	104
Appendix M: Public Comments and Response.....	109

Appendix A: Alternatives Identification and Screening Press Release

September 5, 2025



September 5, 2025

ProPEL Indy releases Draft Alternatives for Indianapolis interstates

INDOT requests public feedback through October 5

INDIANAPOLIS, Ind. - The Indiana Department of Transportation (INDOT) is encouraging public feedback on the latest phase of [ProPEL Indy](#), a planning and environment linkages (PEL) study focused on the future of I-65 and I-70 inside the I-465 loop.



The study team has released its **Draft Alternatives Identification and Screening Report**, which outlines a range of potential improvements to address aging infrastructure, safety, mobility, and multimodal connectivity on the interstates. A short video summary of the report is available [here](#).

"The identification of potential solutions represents a key milestone in the study process," INDOT Commissioner Lyndsay Quist said. "From basic reconstruction to transformative redesigns, each option has been carefully evaluated for its ability to meet transportation needs while considering environmental impacts, costs, and community goals."

Over the past two years, ProPEL Indy has engaged central Indiana residents, commuters, neighborhoods, and businesses to gather input on the future of Indianapolis' interstates. That feedback, along with data analysis by the study team, informed the development of multiple location-specific alternatives for each of the study's spokes.

Alternatives that meet the study's purpose and need and are considered potentially reasonable will be carried forward for further analysis. Those with limited benefits or disproportionate impacts have been eliminated from consideration and likely do not warrant evaluation as part of any future studies.

The report also introduces neighborhood and connectivity planning principles to guide future interstate projects toward better integration with surrounding communities. These principles emphasize safer and more accessible walking, biking, and connections across and near the interstates.

"Improving connectivity is a key theme we've heard throughout our engagement with the public," INDOT Project Manager Sandra Flum said. "This shows how feedback from those who use, work, or live near the interstates have helped shape this study."

ProPEL Indy will host information meetings, known as Community Conversations, for the public to engage with the study team during the comment period. A list of these events can be found [here](#).

The full report and supporting documents can be found at [ProPELIndy.com](https://www.propelindy.com). INDOT invites public feedback through Sunday, October 5. Comments may be submitted on the study [website](#), in-person at public meetings, by phone, and via mail.

ProPEL Indy is expected to conclude in late 2025 with the publication of the PEL Study Report, which will include a range of reasonable alternatives for INDOT to consider for development of future projects. Alternatives carried forward from the study will require further analysis to determine if they are reasonable solutions to the area's transportation needs. Multiple factors, including the urgency of identified needs, statewide priorities, and funding availability, will be considered when identifying future projects in the study area.

INDOT encourages the public to continue sharing input throughout the study at [ProPELIndy.com](https://www.propelindy.com). Stay up to date with study progress by following ProPEL Indy on social media.



Stay Informed

Motorists in Indiana can monitor road closures, road conditions, and traffic alerts any time via:

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

About ProPEL Indy

ProPEL Indy is a unique opportunity for Indy residents to envision the future of our transportation network. This study will inform the next 20 years of investment in our interstates, as we identify ways to modernize our roads and enhance the region's overall mobility, economic opportunity, and quality of life. ProPEL Indy will listen to ideas and input from residents all across the region to create a bold vision for the future of Indianapolis. Because smarter transportation builds stronger communities. Learn more about the study at [ProPELIndy.com](https://www.propelindy.com).

About the Indiana Department of Transportation

INDOT is responsible for planning, constructing, maintaining, and operating the State of Indiana's more than 29,000 highway lane miles and 5,700 bridges, and providing support for 4,500 rail miles and 127 aviation facilities throughout the Hoosier State. With six district offices and over 3,500 employees, INDOT works to ensure safe, efficient, and reliable transportation infrastructure while supporting the state's economic vitality. The department is committed to fostering innovation, sustainability, and safety in transportation planning and development, in addition to collaborating with local governments and private sector partners to meet the state's transportation needs. For the eighth consecutive year, Indiana has placed in the top ten in the nation for infrastructure in CNBC's "America's Top States for Business" rankings. Learn more at [in.gov/indot](https://www.in.gov/indot).

Appendix B: Community Conversations Press Release

September 9, 2025



September 9, 2025

INDOT to host Community Conversation meetings for latest ProPEL Indy report

Public feedback requested through October 5

INDIANAPOLIS, Ind. -The Indiana Department of Transportation (INDOT) invites the public to Community Conversation meetings to learn more about ProPEL Indy's [Draft Alternatives Identification and Screening Report](#), which identifies and evaluates planning-level alternatives to address transportation needs along I-65 and I-70 inside the I-465 loop in Indianapolis.



These meetings will be held over the next several weeks at various locations. Livestream options will also be available for those who are unable to attend in person. Registration is required to access the livestream options. A presentation will begin 30 minutes after doors open.

Thursday, September 11

John Boner Neighborhood Center
5 to 7 p.m.
2236 E. 10th Street
Indianapolis, IN 46201
Livestream link: <https://rebrand.ly/ProPELIndy1>

Monday, September 15

International District Community Center
5 to 7 p.m.
3540 Commercial Drive
Indianapolis, IN 46222
Livestream link: <https://rebrand.ly/ProPELIndy2>

Tuesday, September 23

Indianapolis Public Library – West Branch
5 to 7 p.m.
1216 Kappes Street
Indianapolis, IN 46221
Livestream link: <https://rebrand.ly/ProPELIndy3>

Thursday, September 25

Ivy Tech Community College Culinary and Conference Center
5 to 7 p.m.
2820 N. Meridian Street
Indianapolis, IN 46208
Livestream link: <https://rebrand.ly/ProPELIndy4>

ProPEL Indy has outlined a range of potential improvements to address aging infrastructure, safety, mobility, and multimodal connectivity on the interstates. Additional information can be found in the study's [Draft Alternatives Identification and Screening report](#), which was released last week. A brief video overview of the report is available [here](#). The full report and supporting documents can be found at [ProPELIndy.com](https://rebrand.ly/ProPELIndy4).

Community feedback on this report is requested through Sunday, October 5. Comments may be submitted on the study [website](#), in-person at public meetings, by phone, and via mail.

INDOT encourages the public to continue sharing input throughout the study at [ProPELIndy.com](https://rebrand.ly/ProPELIndy4). Stay up to date with study progress by following ProPEL Indy on social media.



Stay Informed

Motorists in Indiana can monitor road closures, road conditions, and traffic alerts any time via:

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

About ProPEL Indy

ProPEL Indy is a unique opportunity for Indy residents to envision the future of our transportation network. This study will inform the next 20 years of investment in our interstates, as we identify ways to modernize our roads and enhance the region's overall mobility, economic opportunity, and quality of life. ProPEL Indy will listen to ideas and input from residents all across the region to create a bold vision for the future of Indianapolis. Because smarter transportation builds stronger communities. Learn more about the study at [ProPELIndy.com](https://rebrand.ly/ProPELIndy4).

About the Indiana Department of Transportation

INDOT is responsible for planning, constructing, maintaining, and operating the State of Indiana's more than 29,000 highway lane miles and 5,700 bridges, and providing support for 4,500 rail miles and 127 aviation facilities throughout the Hoosier State. With six district offices and over 3,500 employees, INDOT works to ensure safe, efficient, and reliable transportation infrastructure while supporting the state's economic vitality. The department is committed to fostering innovation, sustainability, and safety in transportation planning and development, in addition to collaborating with local governments and private sector partners to meet the state's transportation needs. For the eighth consecutive year, Indiana has placed in the top ten in the nation for infrastructure in CNBC's "America's Top States for Business" rankings. Learn more at [in.gov/indot](https://www.in.gov/indot).

Appendix C: Social Media Posts

ProPEL Indy
September 7

Just released! ProPEL Indy's Draft Alternatives Identification and Screening Report. We want your feedback. The study team has developed and evaluated several planning-level alternatives to address transportation issues and needs in the study area. Visit ProPELIndy.com to view the report and submit your comments. Public comments on the report will be accepted through Sunday, October 5. #ProPELIndy #Indianapolis #Indiana

JUST RELEASED DRAFT ALTERNATIVES IDENTIFICATION AND SCREENING REPORT

SUBMIT YOUR COMMENTS AT: PROPELINDY.COM

COMMENT PERIOD CLOSES OCTOBER 5, 2025.

ProPEL Indy
165 followers
September 7

We want to hear from you! Head to our website to learn about several planning-level alternatives to address transportation issues and needs identified in the study area in our draft Alternatives Identification and Screening Report. This is one of your last opportunities to provide feedback on the study. Don't miss this chance to make your voice heard!

The public comment period for this report ends October 5. Share your feedback at ProPELIndy.com.

#CommunityFeedback

REVIEW DRAFT ALTERNATIVES IDENTIFICATION AND SCREENING REPORT

COMMENT PERIOD CLOSES OCTOBER 5, 2025.

SHARE YOUR FEEDBACK

PROPELINDY.COM

ProPEL Indy
September 12

We want to hear from you! Head to our website to learn about several planning-level alternatives to address transportation issues and needs identified in the study area in our draft Alternatives Identification and Screening Report. This is one of your last opportunities to provide feedback on the study. Don't miss this chance to make your voice heard! The public comment period for this report ends on Sunday, October 5. Share your feedback at ProPELIndy.com/resources. #CommunityFeedback

REMINDER

REVIEW DRAFT ALTERNATIVES IDENTIFICATION AND SCREENING REPORT

SUBMIT YOUR COMMENTS >>> PROPELINDY.COM

COMMENT PERIOD CLOSES OCTOBER 5, 2025

ProPEL Indy
September 9

By Calling all central Indiana residents! If you live, work, or live near I-65 or I-70 within the I-465 loop, we want to hear from YOU! Mark your calendars for an exciting opportunity to shape the future of our Interstate! ProPEL Indy is hosting four Community Conversations this September. Join us at any of our four upcoming meetings for your chance to learn about the study and share your feedback. Presentations will begin 30 minutes after doors open. Don't miss out on making an impact on our city's future! ProPELIndy.com #ProPELIndyforward #Indianapolis #Indiana #CommunityConversations

COMMUNITY CONVERSATIONS

SEPTEMBER

11	JOHN BONER NEIGHBORHOOD CENTER
TIME: 5:00 - 7:00 PM	ADDRESS: 2218 S. 30TH STREET, INDIANAPOLIS, IN 46203
15	INTERNATIONAL DISTRICT COMMUNITY CENTER
TIME: 5:00 - 7:00 PM	ADDRESS: 3000 COMMERCIAL DRIVE, INDIANAPOLIS, IN 46221
23	INDIANAPOLIS PUBLIC LIBRARY - WEST BRANCH
TIME: 5:00 - 7:00 PM	ADDRESS: 1216 KAPPEL STREET, INDIANAPOLIS, IN 46223
25	IIV TECH COMMUNITY COLLEGE CULINARY AND CONFERENCE CENTER
TIME: 5:00 - 7:00 PM	ADDRESS: 2520 N. AMERICAN STREET, INDIANAPOLIS, IN 46208

VISIT ProPELIndy.com

PROPEL INDY

UPCOMING EVENTS

PROPELINDY.COM Home - ProPEL Indy Central Indiana is home to a world-class transportation system that links our... Learn more

1:28 3 comments 14 shares

ProPEL Indy
September 10 · 🌐

Join us tomorrow for a #ProPELIndy Community Conversation!

📅 Thursday, September, 11 from 5-7 p.m.
📍 John Boner Neighborhood Center
2236 E. 10th Street, Indianapolis, IN 46201

This is one of your last opportunities to provide feedback on the study, gain insights directly from the ProPEL Indy team, and ask questions. Your participation is crucial in shaping the future of our transportation system. Don't miss this chance to make your voice heard!

Visit [ProPELIndy.com/get-involved/](https://rebrand.ly/ProPELIndy) to see upcoming events and where we'll be next.

Can't make the meeting? Sign up for the live stream here: <https://rebrand.ly/ProPELIndy>

#ProPELIndy #CommunityConversation #PublicEngagement #Indianapolis #Indiana



JOHN BONER NEIGHBORHOOD CENTER

TIME: 5:00 - 7:00 PM
ADDRESS: 2236 E. 10TH STREET, INDIANAPOLIS IN 46201

PROPEL UPCOMING EVENTS

ProPEL Indy
September 14 at 11:35 AM · 🌐

Join us tomorrow for a #ProPELIndy Community Conversation!

📅 Monday, September 15 from 5-7 p.m.
📍 International District Community Center 3540 Commercial Drive, Indianapolis, IN 46222

This is your chance to provide feedback on the draft Alternatives Identification and Screening Report, gain insights directly from the study team, and ask questions.

Don't miss this opportunity to make your voice heard!

Visit [ProPELIndy.com/get-involved/](https://rebrand.ly/ProPELIndy) to see upcoming events and where we'll be next.

Can't make the meeting? Sign up for the live stream here: <https://rebrand.ly/ProPELIndy2>

#ProPELIndy #CommunityConversation #PublicEngagement #Indianapolis #Indiana



INTERNATIONAL DISTRICT COMMUNITY CENTER

TIME: 5:00 - 7:00 PM
ADDRESS: 3540 COMMERCIAL DRIVE, INDIANAPOLIS IN 46222

PROPEL UPCOMING EVENTS

ProPEL Indy
September 22 at 10:30 AM · 🌐

Join us tomorrow for a #ProPELIndy Community Conversation!

📅 Tuesday, September 23, from 5-7 p.m.
📍 Indianapolis Public Library - West Branch 1216 Kappes Street, Indianapolis, IN 46221

This is your chance to provide feedback on the draft Alternatives Identification and Screening Report, gain insights directly from the study team, and ask questions.

Your participation is crucial. Don't miss this opportunity to make your voice heard!

Visit [ProPELIndy.com/get-involved/](https://rebrand.ly/ProPELIndy) to see upcoming events and where we'll be next.

Can't make the meeting? Sign up for the live stream here: <https://rebrand.ly/ProPELIndy3>

#ProPELIndy #CommunityConversation #PublicEngagement #Indianapolis #Indiana



INDIANAPOLIS PUBLIC LIBRARY - WEST BRANCH

TIME: 5:00 - 7:00 PM
ADDRESS: 1216 KAPPES STREET, INDIANAPOLIS IN 46221

PROPEL UPCOMING EVENTS

1 share

ProPEL Indy
September 24 at 11:30 AM · 🌐

Join us tomorrow for our final #ProPELIndy Community Conversation!

📅 Thursday, September 25, from 5-7 p.m.
📍 Ivy Tech Community College Culinary and Conference Center
2820 N. Meridian Street, Indianapolis, IN 46208

This is one of your last opportunities to provide feedback on the study, gain insights directly from the ProPEL Indy team, and ask questions.

Don't miss this chance to make your voice heard!

Can't make the meeting? Sign up for the live stream here: <https://rebrand.ly/ProPELIndy4>

#ProPELIndy #CommunityConversation #PublicEngagement #Indianapolis #Indiana



IVY TECH COMMUNITY COLLEGE CULINARY AND CONFERENCE CENTER

TIME: 5:00 - 7:00 PM
ADDRESS: 2820 N MERIDIAN STREET, INDIANAPOLIS IN 46208

PROPEL UPCOMING EVENTS

Appendix D: Stakeholder Email Blasts

January 2025



Happy New Year from the ProPEL Indy study team!

Last month the ProPEL Indy released the draft Universe of Concepts report, which identifies and evaluates potential solutions to address transportation issues and needs on I-65 and I-70 inside the I-465 loop.

Potential solutions included in the Universe of Concepts encompass a wide range of possibilities that could be applied to one or more locations to improve bridge and pavement conditions, safety, mobility, and multimodal connectivity.

Watch this [video](#) to learn more or view the full report [here](#).

Thank you to everyone who provided comments in response to the Universe of Concepts. The study team is reviewing all feedback and will carefully consider your input as the study progresses.

Share your feedback: Virtual Map Tool

In the next phase of the study, the project team will evaluate and refine identified concepts to create location-specific alternatives, but we need your help.



Use our virtual map tool to show us where you think specific concepts should be placed along I-65 and I-70, and why. This easy-to-use tool allows you to "drag and drop" potential concepts in locations throughout the study area.

[Try it here](#) and help shape the future of I-65 and I-70 in Indianapolis. Your voice matters!

To stay informed about the ProPEL Indy study, visit ProPELIndy.com and follow us on social media.



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

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



February 2025

In The Loop

This month the ProPEL Indy study team met with several neighborhoods and organizations to provide updates on the study, answer questions, and gather feedback. Thank you to the Eagledale Neighborhood Association, Southdale Neighborhood Association, Pike Township Residents Association, and Southwest Neighborhood Association for having us.

We want to hear from more Hoosiers who use, work or live near I-65 and I-70 inside the I-465 loop.



If you represent a neighborhood, group or organization that would like to learn more about the study, let us know. We can attend an upcoming meeting or set up a separate conversation. Visit ProPELIndy.com to get on our calendar.

ProPEL Indy Latest: Universe of Concepts

In December, ProPEL Indy released the [Draft Universe of Concepts Report](#), which identifies and evaluates potential solutions to address transportation issues and needs on I-65 and I-70 inside the I-465 loop.

Potential solutions included in the report encompass a wide range of possibilities that could be applied to one or more locations to improve bridge and pavement conditions, safety, mobility, and multimodal connectivity.

Watch this [video](#) to learn more or view the full report [here](#).

ProPEL Indy: What's Next

The study team will evaluate and refine identified concepts to create location-specific alternatives within the study area. ProPEL Indy anticipates sharing those alternatives later this year.

To stay informed about the ProPEL Indy study, visit ProPELIndy.com and follow us on social media.



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

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



In The Loop



As spring arrives in central Indiana and we enjoy longer days with more sunlight, the ProPEL Indy study team is excited to continue connecting with communities across the city. On March 8, we had the pleasure of attending Neighbor Power Indy—an inspiring annual gathering that brings together neighbors, community leaders, and local officials to celebrate the power of community and share ideas to create vibrant, connected neighborhoods. Thank you to everyone who stopped by to talk with us and share your ideas!

We'd love to keep the conversation going, and we need you to help achieve the goal of ProPEL Indy and identify transportation needs and goals along I-65 and I-70, inside the I-465 loop. If your group or organization is hosting an event or would like to schedule a discussion with the study team, let us know. Visit ProPELIndy.com/get-involved and invite us to your next meeting.

Help us ProPEL Indy Forward

The ProPEL Indy website is your one-stop hub for the latest updates, reports, and ways to get involved. Don't miss our [Universe of Concepts](#) page, where you'll find detailed information about potential solutions that may address transportation issues and needs in the study area.

Explore our [Virtual Map Tool](#) to tell us where you would like to see identified concepts implemented in the study area. Are there specific issues a concept would address? Share your feedback and let's explore what's possible together.

ProPEL Indy: What's Next

The study team will evaluate and refine identified concepts to create location-specific alternatives within the study area. ProPEL Indy anticipates sharing those alternatives later this year.

To stay informed about the ProPEL Indy study, visit ProPELIndy.com and follow us on social media.



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

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



In The Loop



New Video: What's Next for ProPEL Indy

Over the last two years, we've connected with central Indiana residents, neighborhoods, businesses, and commuters at more than 130 meetings, festivals, and community events. Your feedback, ideas, and insights are helping shape the future of I-65 and I-70 in Indianapolis.

The ProPEL Indy team is evaluating concepts and developing potential solutions to address transportation needs in the study area. These solutions will be evaluated not only on their ability to improve bridge and pavement conditions, safety, mobility, and connectivity—they'll also take into consideration community goals, constructability, and cost.

This summer, we'll release draft alternatives for specific locations along I-65 and I-70 inside the I-465 loop. Once again, your voice will be critical in evaluating what works best for our communities.

 [To learn more and see what's coming next, watch our latest video here.](#)

Keep the Conversation Going

We're excited to see you out and about this spring and summer! If your neighborhood or organization is interested in hosting the ProPEL Indy study team, we want to hear from you.

Schedule a visit with us: ProPELIndy.com/get-involved/

To stay informed about the ProPEL Indy study, visit ProPELIndy.com and follow us on social media.



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

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



In The Loop

STAKEHOLDER SPOTLIGHT



The Colts mission is to entertain, inspire, and unite by winning the right way. This means that although our day job is football, we take just as much pride in serving our community.

Indianapolis is more than where we play our games - it's our home. We appreciate projects like ProPEL Indy that are seeking long-term solutions and improvements to make Indianapolis the best place to live, work, and raise a family.

Steve Campbell

Vice President of Communications & External Affairs, Indianapolis Colts

Stakeholder Spotlight

At ProPEL Indy, we believe the future of transportation is a shared effort—and we're grateful for the community leaders, organizations, and residents who have participated in this journey so far.

We're excited to highlight stakeholders who are sharing their voices, ideas, and commitment to ProPEL Indy. Today's spotlight on Steve Campbell, Vice President of Communications & External Affairs for the Indianapolis Colts, emphasizes his passion for meaningful community engagement. Thank you, Steve, for your involvement with the ProPEL Indy study!

Concepts in Progress

The ProPEL Indy team continues to evaluate public feedback and refine potential solutions that address key transportation issues and needs along I-65 and I-70 inside the I-465 loop. We're carefully reviewing your priorities, concerns, and ideas as we shape the Draft Alternatives, which will be released this summer.

Stay Connected This Summer

As we gear up for summer engagement, we'll be connecting with communities across the city.

If your group or organization is hosting an event or would like to schedule a discussion with the study team, let us know. Visit ProPELIndy.com/get-involved and invite us to your next meeting.

To stay informed about the ProPEL Indy study, visit ProPELIndy.com and follow us on social media.



JOIN THE CONVERSATION 

  @ProPEL.Indy
 @ProPEL Indy
 @ProPEL Indy

Learn more at ProPELIndy.com

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

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



In The Loop

It's an Exciting Time to be in Indy!



If the last few weeks have shown us anything, it's that Indy knows how to shine. From the thrill of the Indy 500 to the electric energy of the Pacers' playoff run, our city has been buzzing with excitement, pride, and community spirit.

Summer is in full swing, and there's no better time to celebrate all things Indy-including the future of our transportation network. Your participation continues to propel the study forward as we work together to develop a collective vision to improve our interstates and enhance our community for generations to come.

Stakeholder Spotlight

At ProPEL Indy, we believe the future of transportation is a shared effort-and we're grateful for the community leaders, organizations, and residents who have participated in this journey so far.

We're excited to highlight stakeholders who are sharing their voices, ideas, and commitment to ProPEL Indy. Today's spotlight is Mark Adler, Senior Vice President of Operations for Keep Indianapolis Beautiful. Thank you, Mark, for your involvement with the ProPEL Indy study!

STAKEHOLDER SPOTLIGHT



As a partner who has worked with INDOT on planting and beautification projects for many years, Keep Indianapolis Beautiful is excited to be part of ProPEL Indy and the outcomes for the future of the interstate.

Mark Adler

Senior Vice President of Operations,
Keep Indianapolis Beautiful

To stay informed about the ProPEL Indy study, visit ProPELIndy.com and follow us on social media.

JOIN THE CONVERSATION

@ProPEL.Indy
 @ProPEL Indy
 @ProPEL Indy

Learn more at ProPELIndy.com

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

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



In The Loop

Summer in Indy is all about events and community!



From neighborhood block parties to outdoor concerts and cultural festivals, summer in Indianapolis is a celebration of connection. It's a time when communities come together, and at ProPEL Indy, we're excited to be a part of it.

What makes Indy feel like home to you?

Whether it's a go-to park for sunset walks, a local cafe that knows your order, or a hidden gem you think more people should know about - we want to see it!

Snap a photo and tag us on social media! Let's celebrate the places that make our community unique.

Concepts in Progress

The ProPEL Indy team is evaluating public feedback and refining potential solutions that address key transportation issues and needs on I-65 and I-70 inside the I-465 loop. We're carefully reviewing priorities, concerns, and ideas as we shape the Draft Alternatives Report, which will be released later this summer.



To stay informed about the ProPEL Indy study, visit ProPELIndy.com and follow us on social media.

JOIN THE CONVERSATION

[@ProPEL.Indy](https://www.instagram.com/ProPEL.Indy)
[@ProPEL Indy](https://www.linkedin.com/company/ProPEL-Indy)
[@ProPEL Indy](https://www.facebook.com/ProPEL-Indy)

Learn more at ProPELIndy.com

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

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



In The Loop



Summer in Indianapolis is a reminder of how connected our communities are—whether we're gathering for sports, music, or neighborhood festivals, the city thrives on people coming together. That same spirit of community is what drives ProPEL Indy, and as the season winds down, we're excited to share what's ahead for the future of our interstates.

Upcoming Community Conversations

Next month, ProPEL Indy will release the study's Draft Alternatives Identification and Screening Report, which identifies and evaluates planning-level alternatives to address transportation needs along I-65 and I-70 inside the I-465 loop.

In anticipation of the release, the study team is sharing dates for upcoming Community Conversations for the ProPEL Indy study. This is one of your last opportunities to provide feedback on the study, gain insights directly from the ProPEL Indy team, and ask any questions you may have.

These meetings will be held on the following dates in September. More details will be shared soon. Livestream options will also be available for those who are unable to attend in person.

Thursday, September 11

John Boner Neighborhood Center
2236 E. 10th Street
Indianapolis, IN 46201

Monday, September 15

International District Community Center
3540 Commercial Drive
Indianapolis, IN 46222

Tuesday, September 23

Indianapolis Public Library – West Branch
1216 Kappes Street
Indianapolis, IN 46221

Thursday, September 25

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

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

To stay informed about the ProPEL Indy study, visit ProPELIndy.com and follow us on social media.

JOIN THE CONVERSATION 

  @ProPEL.Indy
 @ProPEL Indy
 @ProPEL Indy

Learn more at ProPELIndy.com

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

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



In The Loop

ProPEL Indy releases Draft Alternatives for Indianapolis interstates

The Indiana Department of Transportation (INDOT) is encouraging public feedback on the latest phase of [ProPEL Indy](#), a planning and environment linkages (PEL) study focused on the future of I-65 and I-70 inside the I-465 loop.

The study team has released its **Draft Alternatives Identification and Screening Report**, which outlines a range of potential improvements to address aging infrastructure, safety, mobility, and multimodal connectivity on the interstates. A short video summary of the report is available [here](#).



"The identification of potential solutions represents a key milestone in the study process," INDOT Commissioner Lyndsay Quist said. "From basic reconstruction to transformative redesigns, each option has been carefully evaluated for its ability to meet transportation needs while considering environmental impacts, costs, and community goals."

Over the past two years, ProPEL Indy has engaged central Indiana residents, commuters, neighborhoods, and businesses to gather input on the future of Indianapolis' interstates. That feedback, along with data analysis by the study team, informed the development of multiple location-specific alternatives for each of the study's spokes.

Alternatives that meet the study's purpose and need and are considered potentially reasonable will be carried forward for further analysis. Those with limited benefits or disproportionate impacts have been eliminated from consideration and likely do not warrant evaluation as part of any future studies.

The report also introduces neighborhood and connectivity planning principles to guide future interstate projects toward better integration with surrounding communities. These principles emphasize safer and more accessible walking, biking, and connections across and near the interstates.

“Improving connectivity is a key theme we’ve heard throughout our engagement with the public,” INDOT Project Manager Sandra Flum said. “This shows how feedback from those who use, work, or live near the interstates have helped shape this study.”

ProPEL Indy will host information meetings, known as Community Conversations, for the public to engage with the study team during the comment period. A list of these events can be found [here](#).

The full report and supporting documents can be found at ProPELIndy.com. INDOT invites public feedback through Sunday, October 5. Comments may be submitted on the study [website](#), in-person at public meetings, by phone, and via mail.

ProPEL Indy is expected to conclude in late 2025 with the publication of the PEL Study Report, which will include a range of reasonable alternatives for INDOT to consider for development of future projects. Alternatives carried forward from the study will require further analysis to determine if they are reasonable solutions to the area’s transportation needs. Multiple factors, including the urgency of identified needs, statewide priorities, and funding availability, will be considered when identifying future projects in the study area.

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

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



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

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



In The Loop

INDOT to host Community Conversation meetings for latest ProPEL Indy report

Public feedback requested through October 5

The Indiana Department of Transportation (INDOT) invites the public to Community Conversation meetings to learn more about ProPEL Indy's [draft Alternatives Identification and Screening Report](#), which identifies and evaluates planning-level alternatives to address transportation needs along I-65 and I-70 inside the I-465 loop in Indianapolis.

These meetings will be held over the next several weeks at various locations. Livestream options will also be available for those who are unable to attend in person. Registration is required to access the livestream option. A presentation will begin 30 minutes after doors open.

Thursday, September 11

John Boner Neighborhood Center
5 to 7 p.m.
2236 E. 10th Street
Indianapolis, IN 46201

Livestream link: <https://rebrand.ly/ProPELIndy1>

Monday, September 15

International District Community Center
5 to 7 p.m.
3540 Commercial Drive
Indianapolis, IN 46222

Livestream link: <https://rebrand.ly/ProPELIndy2>

Tuesday, September 23

Indianapolis Public Library – West Branch
5 to 7 p.m.
1216 Kappes Street
Indianapolis, IN 46221

Livestream link: <https://rebrand.ly/ProPELIndy3>

Thursday, September 25

Ivy Tech Community College Culinary and Conference Center
5 to 7 p.m.
2820 N. Meridian Street
Indianapolis, IN 46208

Livestream link: <https://rebrand.ly/ProPELIndy4>

ProPEL Indy has outlined a range of potential improvements to address aging infrastructure, safety, mobility, and multimodal connectivity on the interstates. Additional information can be found in the study's [draft Alternatives Identification and Screening report](#), which was released last week. A brief video overview of the report is available [here](#). The full report and supporting documents can be found at [ProPELIndy.com](#).

Community feedback on this report is requested through Sunday, October 5. Comments may be submitted on the study [website](#), in-person at public meetings, by phone, and via mail. INDOT encourages the public to continue sharing input throughout all stages of the study at [ProPELIndy.com](#).

Stay up to date with study progress by following ProPEL Indy on social media.
[Facebook](#) | [Instagram](#) | [LinkedIn](#)

About ProPEL Indy

ProPEL Indy is a unique opportunity for Indy residents to envision the future of our transportation network. This study will inform the next 20 years of investment in our interstates, as we identify ways to modernize our roads and enhance the region's overall mobility, economic opportunity, and quality of life. ProPEL Indy will listen to ideas and input from residents all across the region to create a bold vision for the future of Indianapolis. Because smarter transportation builds stronger communities. Learn more about the study at [ProPELIndy.com](#).

About the Indiana Department of Transportation

INDOT is responsible for planning, constructing, maintaining, and operating the State of Indiana's more than 29,000 highway lane miles and 5,700 bridges, and providing support for 4,500 rail miles and 127 aviation facilities throughout the Hoosier State. With six district offices and over 3,500 employees, INDOT works to ensure safe, efficient, and reliable transportation infrastructure while supporting the state's economic vitality. The department is committed to fostering innovation, sustainability, and safety in transportation planning and development, in addition to collaborating with local governments and private sector partners to meet the state's transportation needs. For the eighth consecutive year, Indiana has placed in the top ten in the nation for infrastructure in CNBC's 'America's Top States for Business' rankings. Learn more at [in.gov/indot](#).

MEDIA CONTACT

Natalie Garrett
812-525-0571
nagarrett@indot.in.gov



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

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



In The Loop

Share Your Feedback: Draft Alternatives Identification and Screening Report

PROPEL
INDY

**JUST RELEASED DRAFT
ALTERNATIVES IDENTIFICATION
AND SCREENING REPORT**

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

COMMENT PERIOD CLOSING OCTOBER 5, 2025.

On September 5, 2025 the study team released the draft **Alternatives Identification and Screening Report**, which identifies and evaluates potential improvements to address infrastructure, safety, mobility, and multimodal connectivity on I-65 and I-70 in Indianapolis.

Watch a brief video overview of the report [here](#).

[The full report is available here for your review.](#)

Now we want your input. Public comments on the ProPELstudy report will be accepted through October 5, 2025. Share your feedback with the study team [here](#).

Upcoming Community Conversations

Join us next week for our last two Community Conversations. This is your opportunity to provide feedback on the study, gain insights directly from the ProPEL Indy team, and ask questions.

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

Livestream options are available for those who are unable to attend in person. Registration is required to access the livestream option. A presentation will begin 30 minutes after doors open.

Tuesday, September 23

Indianapolis Public Library – West Branch
1216 Kappes Street
Indianapolis, IN 46221

Livestream link: <https://rebrand.ly/ProPELIndy3>

Thursday, September 25

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

Livestream link: <https://rebrand.ly/ProPELIndy4>

To stay informed about the ProPEL Indy study, visit [ProPELIndy.com](https://rebrand.ly/ProPELIndy.com) and follow us on social media.



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

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



In The Loop

ProPEL Indy: Alternatives Identification and Screening Report
comments requested by October 5th



We are seeking your feedback on the study's draft Alternatives Identification and Screening Report, a key milestone in the study process, laying out a comprehensive evaluation of potential improvements to address aging infrastructure, safety, mobility, and multimodal connectivity on I-65 and I-70 in Indianapolis.

Public comment on the draft Alternatives Identification and Screening Report is requested through October 5, 2025.

Watch a brief video overview of the report [here](#).

The full report is available [here](#) for your review.

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

We encourage you to review the report and share your comments. Your feedback has guided us to this point in the study, and we're still listening.

To stay informed about the ProPEL Indy study, visit ProPELIndy.com and follow us on social media.



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

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



Appendix E: Public Notice

DES# 2201129

NOTICE OF PUBLIC REVIEW AND COMMENT PERIOD

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

The Draft Alternatives Identification and Screening Report identifies and evaluates planning-level alternatives to address transportation needs in the ProPEL Indy study area. The Draft Alternatives Identification and Screening Report and supporting documents are available at ProPELIndy.com/resources.

Public comments on the Draft Alternatives Identification and Screening Report will be accepted until Sunday, **October 5**. Links to the draft report and the study feedback form are available at ProPELIndy.com.

The ProPEL Indy study team will host public information meetings to discuss the Draft Alternatives Identification and Screening Report and share next steps for the study.

In accordance with Indiana Code 5-13-1.5-2.9, the Indiana Department of Transportation (INDOT) is offering livestreams of all public information meetings and public hearings. You can access the livestream starting at 5:30 p.m. Live stream links specific to each meeting are included below.

The meetings will be held:

Thursday, September 11 from 5 p.m. – 7 p.m.

Presentation at 5:30 p.m.

John Boner Neighborhood Center, 2236 E. 10th Street, Indianapolis, IN 46201

Live stream link: <https://rebrand.ly/ProPELIndy1>

Monday, September 15 from 5 p.m. – 7 p.m.

Presentation at 5:30 p.m.

International District Community Center, 3540 Commercial Drive, Indianapolis, IN 46222

Live stream link: <http://rebrand.ly/ProPELIndy2>

Tuesday, September 23 from 5 p.m. – 7 p.m.

Presentation at 5:30 p.m.

Indianapolis Public Library – West Branch, 1216 Kappes Street, Indianapolis, IN 46221

Live stream link: <https://rebrand.ly/ProPELIndy3>

Thursday, September 25 from 5 p.m. – 7 p.m.

Presentation at 5:30 p.m.

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

Live stream link: <https://rebrand.ly/ProPELIndy4>

ProPEL Indy / Resource Agency, Stakeholder & Public Involvement Summary #4 Appendices 31

Meeting attendees will have time to view informational displays, 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.

A recording of the livestream and the presentation will be posted on both on ProPELIndy.com and INDOT's website 48 hours after the meeting. The recording will be available online for up to 90 days. Livestream audience comments will only be accepted in electronic form, not verbally.

In addition, a copy of the Draft Alternatives Identification and Screening Report will be available at the following locations during the public comment period:

Indianapolis Public Library – Central Library

40 E. St. Clair St.
Indianapolis, IN 46204

Indianapolis Public Library – Martindale-Brightwood Branch

2434 N. Sherman Dr.
Indianapolis, IN 46218

Indianapolis Public Library – Michigan Road Branch

6201 Michigan Rd.
Indianapolis, IN 46268

Indianapolis Public Library – West Indianapolis Branch

1216 S. Kappes St.
Indianapolis, IN 46221

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

In accordance with 23 CFR 450, INDOT intends to use the information, analysis, and recommendations from the PEL study process to inform future federal environmental reviews conducted in accordance with the National Environmental Policy Act (NEPA).

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

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

Indianapolis Recorder*

DES# 2201129

DES# 2201129
NOTICE OF PUBLIC
REVIEW AND COM-
MENT PERIOD

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

The Draft Alternatives Identification and Screening Report identifies and evaluates planning-level alternatives to address transportation needs in the ProPEL Indy study area. The Draft Alternatives Identification and Screening Report and supporting documents are available at ProPEL-Indy.com/resources.

Public comments on the Draft Alternatives Identification and Screening Report will be accepted until Sunday, October 5. Links to the draft report and the study feedback form are available at ProPELIndy.com.

The ProPEL Indy study team will host public information meetings to discuss the Draft Alternatives Identification and Screening Report and share next steps for the study.

In accordance with Indiana Code 5-13-1.5-2.9, the Indiana Department of Transportation (INDOT) is offering livestreams of all public information meetings and public hearings. You can access the livestream starting at 5:30 p.m. Live stream links specific to each meeting are included below.

The meetings will be held:

Thursday, September 11 from 5 p.m. – 7 p.m.
Presentation at 5:30 p.m.

John Boner Neighborhood Center, 2236 E. 10th Street, Indianapolis, IN 46201
Live stream link: <https://rebrand.ly/ProPELIndy1>

Monday, September 15 from 5 p.m. – 7 p.m.
Presentation at 5:30 p.m.

International District Community Center, 3540 Commercial Drive, Indianapolis, IN 46222
Live stream link: <http://rebrand.ly/ProPELIndy2>

Tuesday, September 23 from 5 p.m. – 7 p.m.

Presentation at 5:30 p.m.
Indianapolis Public Library – West Branch, 1216 Kappes Street, Indianapolis, IN 46221
Live stream link: <https://rebrand.ly/ProPELIndy3>

Thursday, September 25 from 5 p.m. – 7 p.m.
Presentation at 5:30 p.m.

Ivy Tech Community College Culinary and Conference Center, 2820 N. Meridian Street, Indianapolis, IN 46208
Live stream link: <https://rebrand.ly/ProPELIndy4>

Meeting attendees will have time to view informational displays, 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.

A recording of the livestream and the presentation will be posted on both on ProPELIndy.com and INDOT's website 48 hours after the meeting. The recording will be available online for up to 90 days. Livestream audience comments will only be accepted in electronic form, not verbally.

In addition, a copy of the Draft Alternatives Identification and Screening Report will be available at the following locations during the public comment period:

Indianapolis Public Library – Central Library, 40 E. St. Clair St., Indianapolis, IN 46204

Indianapolis Public Library – Martindale-Brightwood Branch, 2434 N. Sherman Dr., Indianapolis, IN 46218

Indianapolis Public Library – Michigan Road Branch, 6201 Michigan Rd., Indianapolis, IN 46268

Indianapolis Public Library – West Indianapolis Branch, 1219 S. Kappes St., Indianapolis, IN 46221

After public comments are considered, INDOT will publish a final Alternatives Identification and Screening Report on the study website.

In accordance with 23 CFR 450, INDOT intends to use the information, analysis, and recommendations from the PEL study process to inform future federal environmental reviews conducted in accordance with the National Environmental Policy Act (NEPA).

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

This notice is published in compliance with: 1) Code of Federal Regulations, Title 23, Section 771 (CFR 771.111(h)(1) stating, "Each State must have procedures approved by the FHWA to carry out a public involvement/public hearing program," 2) 23 CFR 450.210(e)(1) (ix) stating, "Provide for the periodic review of the effectiveness of the public involvement process to ensure that the process provides full and open access to all interested parties and revise the process, as appropriate," and 3) The INDOT Public Involvement Policies and Procedures approved by the Federal Highway Administration on July 7, 2021. 5320-1019437 09/05/25

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)

9/5/2025

Affiant Signature

Subscribed and Sworn before me on this 5th day of September, 2025.
A.D.

My commission expires:

Advertising: \$106.63



CR 1019437



PO Box 630485 Cincinnati, OH 45263-0485

AFFIDAVIT OF PUBLICATION

Hntb
111 Monument CIR # 1200
Indianapolis IN 46204-5404

STATE OF WISCONSIN, COUNTY OF BROWN

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

09/06/2025, 09/08/2025

and that the fees charged are legal.
Sworn to and subscribed before on 09/08/2025

Legal Clerk

Notary, State of WI, County of Brown

9-3-29

My commission expires

Publication Cost:	\$177.84	
Tax Amount:	\$0.00	
Payment Cost:	\$177.84	
Order No:	11622226	# of Copies:
Customer No:	565264	0
PO #:	LSBN0362139	

THIS IS NOT AN INVOICE!

Please do not use this form for payment remittance.

KONGMENG YANG Notary Public State of Wisconsin
--

NOTICE OF PUBLIC REVIEW AND COMMENT PERIOD

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

The Draft Alternatives Identification and Screening Report identifies and evaluates planning-level alternatives to address transportation needs in the ProPEL Indy study area. The Draft Alternatives Identification and Screening Report and supporting documents are available at ProPELIndy.com/resources.

Public comments on the Draft Alternatives Identification and Screening Report will be accepted until Sunday, October 5. Links to the draft report and the study feedback form are available at ProPELIndy.com.

The ProPEL Indy study team will host public information meetings to discuss the Draft Alternatives Identification and Screening Report and share next steps for the study.

In accordance with Indiana Code 5-13-1.5-2.9, the Indiana Department of Transportation (INDOT) is offering livestreams of all public information meetings and public hearings. You can access the livestream starting at 5:30 p.m. Live stream links specific to each meeting are included below.

The meetings will be held:

Thursday, September 11 from 5 p.m. – 7 p.m.

Presentation at 5:30 p.m.
John Boner Neighborhood Center, 2236 E. 10th Street, Indianapolis, IN 46201
Live stream link: <https://rebrand.ly/ProPELIndy1>

Monday, September 15 from 5 p.m. – 7 p.m.

Presentation at 5:30 p.m.
International District Community Center, 3540 Commercial Drive, Indianapolis, IN 46222
Live stream link: <http://rebrand.ly/ProPELIndy2>

Tuesday, September 23 from 5 p.m. – 7 p.m.

Presentation at 5:30 p.m.
Indianapolis Public Library – West Branch, 1216 Kappes Street, Indianapolis, IN 46221
Live stream link: <https://rebrand.ly/ProPELIndy3>

Thursday, September 25 from 5 p.m. – 7 p.m.

Presentation at 5:30 p.m.
Ivy Tech Community College Culinary and Conference Center, 2820 N. Meridian Street, Indianapolis, IN 46208
Live stream link: <https://rebrand.ly/ProPELIndy4>

Meeting attendees will have time to view informational displays, 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.

A recording of the livestream and the presentation will be posted on both on ProPELIndy.com and INDOT's website 48 hours after the meeting. The recording will be available online for up to 90 days. Livestream audience comments will only be accepted in electronic form, not verbally.

In addition, a copy of the Draft Alternatives Identification and Screening Report will be available at the following locations during the public comment period:

Indianapolis Public Library – Central Library
40 E. St. Clair St.
Indianapolis, IN 46204

Indianapolis Public Library – Martindale-Brightwood Branch
2434 N. Sherman Dr.
Indianapolis, IN 46218

Indianapolis Public Library – Michigan Road Branch
6201 Michigan Rd.
Indianapolis, IN 46268

Indianapolis Public Library – West Indianapolis Branch
1216 S. Kappes St.
Indianapolis, IN 46221

After public comments are considered, INDOT will publish a final Alternatives Identification and Screening Report on the study website.

In accordance with 23 CFR 450, INDOT intends to use the information, analysis, and recommendations from the PEL study process to inform future federal environmental reviews conducted in accordance with the National Environmental Policy Act (NEPA).

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

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

HSPAXLP
September 6, 8 2025
LSBN0362139

Appendix F: Resource Agency/Tribal Nation Coordination

From: Kia Gillette
Sent: Friday, September 5, 2025 12:25 PM
To: Alena Jones; amy.wunder@indy.gov; bmccord@dnr.in.gov; Busch, Meg T; Chad Slider (CSlider@dnr.IN.gov); Colvin, Don; dbrier@dnr.in.gov; debra.jenkins@indy.gov; Denman, Andre T; egummere@dnr.in.gov; environmentalreview@dnr.in.gov; eric.washburn@uscg.mil; Erik Sandstedt; GCWrin@idem.IN.gov; John Allen; john-hazlett@iaswcd.org; Mark Dollase (mdollase@indianalandmarks.org); Matt Buffington (mbuffington@dnr.in.gov); membership@mchsindy.org; Mwro_Compliance@nps.gov; paige.story@dot.gov; peloso.elizabeth@epa.gov; PLamb@indot.in.gov; Randy Braun (rbraun@idem.in.gov); RegulatoryApplicationsLRL@usace.army.mil; Robin McWilliams-Munson (Robin_McWilliams@fws.gov); Steven Barnett (srbarnett44@yahoo.com); Tait, Erica (FHWA); tgiffin@dnr.in.gov; 'Tharp, Wade'; Alexander, Kelyn; Turnbow, Alisha
Cc: Timothy Miller; Lisa Wall; Eric Jagger; Flum, Sandra; Wallace, Jonathan N; Laura Hilden (lhilden@indot.IN.gov); Webb, Corey; Passmore, Andrew D; Nunley, Cindy E; mcoon@indot.IN.gov; Sandy Bowman (sbowman@indot.in.gov); Ryan Huebschman
Subject: Des. No. 2201129 - ProPEL Indy - Draft Alternatives Identification and Screening Report
Attachments: ProPELIndy_ResourceAgencyLetter3_20250905.pdf

Dear Resource Agencies,

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

Attached is a letter transmitting the *Draft Alternatives Identification and Screening Report* for your review and comment. This Report is available on the ProPEL Indy website:
<https://propelindy.com/resources/>

If possible, we are requesting comments by October 6, 2025.

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

Thank you,
Kia

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

HNTB CORPORATION | INFRASTRUCTURE SOLUTIONS



September 5, 2025

**RE: Des. No. 2201129 - ProPEL Indy Draft Alternatives Identification and Screening Report,
DHPA #: 32338, DNR #: ER-26546**

Dear Resource Agency,

The Indiana Department of Transportation (INDOT) has initiated ProPEL Indy, a Planning and Environment Linkages (PEL) study on I-65 and I-70 within the urbanized area of Indianapolis, Indiana. All segments of I-65 and I-70 inside the I-465 beltway are included in this study, except the project areas for two federally funded projects – the recently completed I-65/I-70 North Split interchange and the I-65 Safety and Efficiency project between the South Split interchange and I-465 south of downtown.

Analysis and planning activities are being conducted in coordination with resource agencies, stakeholders, and the public. Transportation planning documents from this PEL study will shape and inform subsequent environmental reviews conducted in accordance with the National Environmental Policy Act (NEPA) for specific projects.

The study team is requesting your review of the *ProPEL Indy Draft Alternatives Identification and Screening Report*. The *ProPEL Indy Draft Alternatives Identification and Screening Report* documents the second step of a two-step alternatives development and screening process. In this step, concepts advanced in the *ProPEL Indy Universe of Concepts Screening Report* are combined into planning-level alternatives at specific locations, and these alternatives are evaluated in greater detail. The purpose of this *ProPEL Indy Draft Alternatives Identification and Screening Report* is to identify alternatives and quantitatively and qualitatively evaluate their ability to meet the study purpose, need, and community goals. This alternatives identification and screening process provides greater detail than the Universe of Concepts screening regarding feasibility, benefits, costs, and potential impacts of the alternatives.

The study team is seeking public, stakeholder, resource agency, and Tribal Nation input at this screening step. The output of this process will be a set of reasonable alternatives that could be studied as projects move forward into development.

The *ProPEL Indy Draft Alternatives Identification and Screening Report* is available at: <https://propelindy.com/resources/>

For your reference, the study team also published the *Final ProPEL Indy Universe of Concepts Screening Report* and the *Resource Agency, Stakeholder & Public Involvement Summary (RASPI) #3* on the study website (<https://propelindy.com/resources/>). The *Final ProPEL Indy Universe of Concepts Screening Report* was updated after review and consideration of all comments received during the public comment period. The *RASPI #3* provides a summary of the information provided and feedback collected during the Universe of Concepts public comment period.

Virtual Resource Agency Meeting Invitation

We invite you to participate in a virtual Resource Agency Meeting on Thursday September 25, 2025, from 10 to 11 am (Eastern time) via Microsoft Teams. An Outlook meeting invitation was previously sent out to all invitees with the Microsoft Teams link. At this meeting, we will provide an overview of the *ProPEL Indy Draft Alternatives Identification and Screening Report* and answer any questions you may have on this study.

Microsoft Teams

[Join the meeting now](#)

Meeting ID: 282 903 941 259

Passcode: 4Wu7NE24

Dial in by phone

[+1 816-702-6618, 906012628#](#)

Phone conference ID: 906 012 628#

If possible, please respond by October 6, 2025 to:

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

For questions concerning the study, please contact Kia Gillette at (317) 695-0825 or at kgillette@hntb.com.

Sincerely,



Kia M. Gillette
Environmental Lead
ProPEL Indy

cc: Sandra Flum, INDOT Project Manager
Jonathan Wallace, INDOT Project Manager
Laura Hilden, INDOT Director of Environmental Services
Corey Webb, INDOT Environmental Policy Manager
Cindy Nunley, INDOT NEPA Major Projects/LPA Review Liaison
Sandy Bowman, INDOT Ecology and Waterway Permitting
Matt Coon, INDOT Cultural Resources Office, Manager
Kelyn Alexander, INDOT Cultural Resources Office
Tim Miller, HNTB Corporation
Lisa Wall, HNTB Corporation

Resource Agency List

Federal Agencies

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

State Agencies

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

Local Agencies

Meg Busch, Indianapolis Historic Preservation Commission
Steven Barnett, Marion County Historian
Marion County Historical Society
Mark Dollase, Indiana Landmarks
Debra Jenkins, Marion County Surveyor's Office
John Hazlett, Marion County Soil and Water Conservation District
Amy Wunder, Marion County Construction and Business Services (County Floodplain Administrator)
Don Colvin, Indy Parks and Recreation
Andre Denman, Indy Parks and Recreation
Alena Jones, Administrator, City of Indianapolis Stormwater & Infrastructure

From: Payne, Taylor <TaPayne@indot.IN.gov>
Sent: Wednesday, September 10, 2025 9:34 AM
To: cspeck <cspeck@delawarenation-nsn.gov>; thpo <thpo@estoo.net>; thpo <thpo@miamination.com>; thpo@peoriatribe.com; matthew.bussler <matthew.bussler@pokagonband-nsn.gov>; section106 <section106@shawnee-tribe.com>; Larus Longie <larus.longie@tmbci.org>
Cc: Flum, Sandra <SFlum@indot.IN.gov>; Wallace, Jonathan N <JWallace2@indot.IN.gov>; Kia Gillette <kgillette@HNTB.com>; Coon, Matthew <mcoon@indot.IN.gov>
Subject: INDOT ProPEL Indy - Draft Alternatives Identification and Screening Report - Email to Tribal Nation Partners

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

Dear Tribal Nation Partners,

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

Attached is a letter requesting your feedback on the *ProPEL Indy Draft Alternatives Identification and Screening Report*. This report is available for review here: <https://propelindy.com/resources/>

Tribal Nation representatives please respond to INDOT's Tribal Liaison, Taylor Payne, at tapayne@indot.in.gov (317-779-5775) with any responses pertaining to this study, including to provide INDOT/Indiana FHWA additional information about Tribal resources/concerns and questions/comments regarding cultural resources. The FHWA point of contact is Erica Tait at erica.tait@dot.gov (317-226-7481).

Thank you in advance for your input,

Kia Gillette

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



September 5, 2025

**RE: Des. No. 2201129 - ProPEL Indy Draft Alternatives Identification and Screening Report,
DHPA #: 32338**

Dear Tribal Nation Partners,

The Indiana Department of Transportation (INDOT) has initiated ProPEL Indy, a Planning and Environment Linkages (PEL) study on I-65 and I-70 within the urbanized area of Indianapolis, Indiana. All segments of I-65 and I-70 inside the I-465 beltway are included in this study, except the project areas for two federally funded projects – the recently completed I-65/I-70 North Split interchange and the I-65 Safety and Efficiency project between the South Split interchange and I-465 south of downtown.

Analysis and planning activities are being conducted in coordination with resource agencies, stakeholders, and the public. Transportation planning documents from this PEL study will shape and inform subsequent environmental reviews conducted in accordance with the National Environmental Policy Act (NEPA) for specific projects.

The *ProPEL Indy Draft Alternatives Identification and Screening Report* is now available if you would like to review it. The *ProPEL Indy Draft Alternatives Identification and Screening Report* documents the second step of a two-step alternatives development and screening process. In this step, concepts advanced in the *ProPEL Indy Universe of Concepts Screening Report* are combined into planning-level alternatives at specific locations, and these alternatives are evaluated in greater detail. The purpose of this *ProPEL Indy Draft Alternatives Identification and Screening Report* is to identify alternatives and quantitatively and qualitatively evaluate their ability to meet the study purpose, need, and community goals. This alternatives identification and screening process provides greater detail than the Universe of Concepts screening regarding feasibility, benefits, costs, and potential impacts of the alternatives.

The study team is seeking public, stakeholder, resource agency, and Tribal Nation input at this screening step. The output of this process will be a set of reasonable alternatives that could be studied as projects move forward into development.

The *ProPEL Indy Draft Alternatives Identification and Screening Report* is available at: <https://propelindy.com/resources/>

For your reference, the study team also published the *Final ProPEL Indy Universe of Concepts Screening Report* and the *Resource Agency, Stakeholder & Public Involvement Summary (RASPI) #3* on the study website (<https://propelindy.com/resources/>). The *Final ProPEL Indy Universe of Concepts Screening Report* was updated after review and consideration of all comments received during the public comment period. The *RASPI #3* provides a summary of the information provided and feedback collected during the Universe of Concepts public comment period.

Tribal Nation representatives please respond to INDOT's Tribal Liaison, Taylor Payne, at tapayne@indot.in.gov (317-779-5775) with any responses pertaining to this study, including to provide INDOT/Indiana FHWA additional information about Tribal resources/concerns and questions/comments regarding cultural resources. The FHWA point of contact is Erica Tait at erica.tait@dot.gov (317-226-7481).

Thank you in advance for your input,

Sincerely,



Matthew S. Coon, Manager
Cultural Resources Office
Environmental Services

cc: Erica Tait, FHWA
Paige Story, FHWA
Sandra Flum, INDOT Project Manager
Jonathan Wallace, INDOT Project Manager
Laura Hilden, INDOT Director of Environmental Services
Cindy Nunley, INDOT NEPA Major Projects/LPA Review Liaison
Taylor Payne, INDOT Tribal Liaison
Kelyn Alexander, INDOT Cultural Resources Office
Tim Miller, HNTB Corporation
Lisa Wall, HNTB Corporation

Tribal Nation Distribution List

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



ProPEL Indy – Meeting Summary

Meeting Name: Resource Agency Meeting # 2
Meeting Date/Time: 9/25/2025 – 10:00 to 10:30 a.m.
Location: Microsoft Teams

Attendees:

Name	Company
Jonathan Wallace	INDOT Major Projects
Laura Hilden	INDOT ESD
Cindy Nunley	INDOT ESD
Corey Webb	INDOT ESD
Matt Coon	INDOT CRO
Kelyn Alexander	INDOT CRO
Sandra Bowman	INDOT EWPSO
Erica Tait	FHWA
Beth McCord	IDNR DHPA
Wade Tharp	IDNR DHPA
Matt Buffington	IDNR DFW
Alisha Turnbow	IDEM Groundwater Section
Graham Wrin	IDEM Wetlands Section
Don Colvin	Indy Parks & Recreation
Andre Denman	Indy Greenways
Andrew Carl	National Park Service
Sam Wiser	TSW Design Group
Tim Miller	HNTB
Kia Gillette	HNTB
Lisa Wall	HNTB
Eric Jagger	HNTB
Ryan Huebschman	HNTB

Meeting Items:

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

Item #	Topic Discussion / Action Items
	<ul style="list-style-type: none"> ○ Neighborhood Connectivity & Placemaking ○ Alternatives Evaluation – Environmental Impacts ○ Final Thoughts & Next Steps
Agenda Item 2 – ProPEL Indy Study Updates	
2.1	<ul style="list-style-type: none"> ● Community Engagement <ul style="list-style-type: none"> ○ Over 130 events attended ○ 1,600+ public comments received ○ Feedback helped identify key transportation and connectivity needs
2.2	<ul style="list-style-type: none"> ● Identified Needs <ul style="list-style-type: none"> ○ Aging infrastructure (e.g., bridges and pavement) ○ Roadway safety ○ Roadway mobility ○ Limited multimodal and neighborhood connectivity
2.3	<ul style="list-style-type: none"> ● Universe of Concepts <ul style="list-style-type: none"> ○ Draft report published in December 2024 ○ 14 concepts carried forward for further
2.4	<ul style="list-style-type: none"> ● Current Phase <ul style="list-style-type: none"> ○ Draft Alternatives Identification and Screening Report released ○ Planning-level alternatives for I-65 and I-70 corridors
Agenda Item 3 – Alternatives Identification	
3.1	<ul style="list-style-type: none"> ● Key Questions Considered: <ul style="list-style-type: none"> ○ Where should concepts be applied? ○ Do they address specific needs? ○ How can concepts be combined to address a location’s needs?
3.2	<ul style="list-style-type: none"> ● Spokes Overview: <ul style="list-style-type: none"> ○ 65 Spoke: I-465/I-65 to 21st Street, 7 alternatives developed ○ 65 Downtown Spoke: Fall Creek to North Split, 5 alternatives developed ○ 65/70 Downtown Spoke: Washington Street to South Split, 3 alternatives developed ○ 70 Downtown Spoke: White River to South Split, 6 alternatives developed ○ 70 West Spoke: I-465 to West Street, 5 alternatives developed ○ 70 East Spoke: Keystone/Rural to I-465, 4 alternatives developed
3.3	<ul style="list-style-type: none"> ● Alternatives: <ul style="list-style-type: none"> ○ Range from basic reconstruction to transformative redesigns ○ Up to 7 alternatives per spoke ○ Further analysis will be needed for alternatives carried forward
3.4	<ul style="list-style-type: none"> ● Alternative Types: <ul style="list-style-type: none"> ○ No Build - Includes preventative maintenance and is considered the baseline condition. It is required to be included as a point of comparison in the study and NEPA. ○ Rebuild with Modern Design/Materials (RMM) - Focuses on repairing and replacing aging infrastructure—like bridges and pavement—without changing how the interstate functions. It’s a used to compare costs and benefits with more transformative alternatives.

Item #	Topic Discussion / Action Items
	<ul style="list-style-type: none"> ○ RMM Plus - Builds on the basic rebuild by adding small but meaningful upgrades to improve safety and traffic flow. Think of it as a “smart repair”—it keeps a similar footprint but makes the interstate work a little better for drivers. ○ Added Travel Lanes - Adds a new lane in each direction where traffic operations are poor or are expected to get worse in the future. It’s designed to reduce congestion and improve travel times. ○ Dynamic Shoulder Lanes - Uses the median shoulder as a travel lane during rush hour, giving drivers extra capacity when it’s needed most. It’s a flexible and space-efficient solution. ○ Reversible Lanes - Adds a lane that changes direction depending on traffic flow—for example, heading into downtown in the morning and out in the evening. It’s ideal for areas where traffic is heavily one-sided during certain times. ○ Recessed Interstate - Lowers the highway below street level. This design improves sightlines, walkability, and community access, while keeping traffic moving efficiently. It can be paired with other upgrades to improve safety and operations. ○ Viaduct - Raises the interstate much higher than a typical bridge—up to 65 feet—creating a bright, open space underneath. This design allows for green space, natural light, and pedestrian-friendly areas, transforming what’s usually a dark, disconnected zone into a community asset.
Agenda Item 4 – Neighborhood Connectivity & Placemaking	
4.1	<ul style="list-style-type: none"> ● Public Feedback <ul style="list-style-type: none"> ○ Indicated a strong desire for improved multimodal connectivity ○ In response to public feedback, the report introduces neighborhood and connectivity planning principles to guide future interstate projects toward better integration with surrounding communities. These principles emphasize safer and more accessible walking, biking, and connections across and near the interstates.
4.2	<ul style="list-style-type: none"> ● Urban designers evaluated the study’s spokes to identify ways to add, improve, or enhance connectivity and placemaking specific to each location’s needs. ● The 12 typologies used to guide enhanced connectivity opportunities are shown on this slide and include: <ul style="list-style-type: none"> ○ Existing Underpass Facility Upgrades ○ Existing Overpass Facility Upgrades ○ Existing Interchange Facility Upgrades ○ Existing Pedestrian Crossing Improvement ○ New Pedestrian Crossing ○ New Connection Opportunities ○ Local Road Improvements ○ Active Transportation Connections ○ Linear Trails ○ Gateways ○ Placemaking ○ Signature Bridge
4.3	<ul style="list-style-type: none"> ● Neighborhood Connectivity and Placemaking opportunity application: <ul style="list-style-type: none"> ○ The 70 West spoke map showing neighborhood connectivity and placemaking opportunities was reviewed as an example. ○ Opportunities could be integrated into alternatives or pursued as standalone projects.

Item #	Topic Discussion / Action Items
Agenda Item 5 – Alternatives Evaluation – Environmental Impacts	
5.1	<ul style="list-style-type: none"> • Evaluation Criteria: <ul style="list-style-type: none"> ○ Purpose and Need - Does the alternative address the identified transportation needs in the study area? ○ Environmental Impacts - What are the impacts on natural, cultural, community, and socioeconomic resources? ○ Cost Estimates - What are the estimated costs for construction, operations, and maintenance? ○ Constructability - What are the construction impacts, such as length of construction and relative difficulty? ○ Community Goals - Does the alternative address the study’s community goals? These goals were aligned with the study’s pillars of quality of life and livability, economic growth and opportunity, transportation and mobility and transportation for all.
5.2	<ul style="list-style-type: none"> • Environmental Screening: <ul style="list-style-type: none"> ○ Evaluated per spoke ○ Based on existing data (e.g., National Wetlands Inventory, Indiana Historic Buildings, Bridges, and Cemeteries Map) ○ No field surveys were completed ○ Archaeological sites are not included in the tables because they were not mapped within the alternative footprints. Archaeology surveys will be completed as needed for any projects that move forward from this study.
5.3	<ul style="list-style-type: none"> • Example – 65 Spoke: <ul style="list-style-type: none"> ○ 7 alternatives evaluated • Generally, the more transformative options (e.g., viaduct, recessed) had higher impacts • Because all alternatives largely remained within existing INDOT right-of-way, impacts are not radically different across alternatives
Agenda Item 6 – Final Thoughts & Next Steps	
6.1	<ul style="list-style-type: none"> • Recommendations Summary: <ul style="list-style-type: none"> ○ Alternatives categorized as either “Carried Forward” or “Eliminated” ○ Carried forward alternatives require further analysis and funding consideration ○ Alternatives carried forward with construction or operations costs beyond the other alternatives shown would be contingent on additional funding being identified.
6.2	<ul style="list-style-type: none"> • Public Involvement: <ul style="list-style-type: none"> ○ 4 community conversations held, including one scheduled on the evening of this meeting, September 25, 2025, at the Ivy Tech College Culinary and Conference Center. ○ Tim Miller (HNTB) noted that all of the events are livestreamed, and the previous presentations are available to watch online on the website.
6.3	<ul style="list-style-type: none"> • What is Next?: <ul style="list-style-type: none"> ○ ProPEL Indy will result in a wide range of reasonable alternatives for INDOT to consider for future projects. ○ Alternatives carried forward will require further analysis. ○ Final PEL Study Report expected late 2025. ○ No decisions have been made yet on the future of I-65 or I-70. ○ Multiple factors, including the urgency of identified needs, statewide priorities, and funding availability, will be considered when identifying future projects in the study area.

Item #	Topic Discussion / Action Items
	<ul style="list-style-type: none"> ○ Future projects identified as a result of ProPEL Indy could take place over the next 5, 10, or 20 years. ○ ProPEL Indy’s evaluation of the corridor identified locations within the study area with urgent needs that will require more immediate attention. This data can be found in the study’s Purpose and Need Report at ProPELIndy.com. Examples include the I-65 bridge spanning from Alabama Street to Senate Avenue and pavement needs along the 70 West spoke from downtown to I-465.
6.4	<ul style="list-style-type: none"> • Questions: <ul style="list-style-type: none"> ○ Andre Denman (Indy Greenways) inquired about how to recommend ideas not currently reflected in the study findings, such as utilizing space for additional green areas. <ul style="list-style-type: none"> ▪ Kia Gillette (HNTB) responded that suggestions can be submitted via email and will be included in the study.
Action Items	<ul style="list-style-type: none"> • Provide a summary of the meeting and the presentation slides to resource agencies • Submit any comments or questions to Kia Gillette (kgillette@hntb.com) by October 6, 2025.

PROPEL INDY
RESOURCE AGENCY
MEETING #2
SEPTEMBER 25, 2025

1

PROPEL INDY AGENDA

- ProPEL Indy Study Update
- Alternatives Identification
- Neighborhood Connectivity & Placemaking
- Alternatives Evaluation - Environmental Impacts
- Final Thoughts & Next Steps

HELP US PROPEL INDY FORWARD

2

PROPEL INDY PROGRESS TO DATE

Community Engagement

Attended more than 130 events and received more than 1000 comments from stakeholders who use, work, or live near the interstates.

Purpose and Need

Identified transportation needs in the study area, including aging bridge and pavement conditions, safety, mobility, and multiracial connectivity.

Universe of Concepts

Evaluated a wide range of potential solutions to address the identified needs, which resulted in 14 concepts for further consideration.

3

PROPEL INDY STUDY SCHEDULE

1. Visioning: Data Collection (July 21 - July 24)
2. Identify Needs Based on Data Analysis and Initial Public Input (Aug 21 - August 24)
3. Identify Concepts that Address Needs (September 21 - October 2)
4. Alternative Development and Cost Estimation (We are here! - October 21 - October 24)
5. Development of Study Summary Report (Nov 21)

ProPEL Indy | Next 20 years of investment in our interstates

Public Input collected and considered throughout the study process

4

PROPEL INDY ALTERNATIVES IDENTIFICATION & DEVELOPMENT

Where should concepts be placed along the study corridor?

Why should this concept be used? Does it address a specific need?

How should concepts be combined to address the location's needs?

5

PROPEL INDY ALTERNATIVES OVERVIEW

65 Spoke

Extends from I-465 / I-65 interchange on the northwest side of Indianapolis to the 27th Street interchange.

Key areas of concern that could be addressed by these alternatives include 35th street and the interchanges at 29th, 30th, and March Luther King Jr. Street.

65 Downtown Spoke

Extends from Fall Creek to the west end of the North Spoke interchange near Central Avenue.

Key areas of concern that could be addressed in these alternatives include the West Street interchange and the I-465 bridge spanning from Alabama Street to Senate Avenue.

65/70 Downtown Spoke

Extends South from Washington Street to include the South Spoke interchange, and slightly west on I-70 to the East Street bridge.

Key areas of concern that could be addressed in these alternatives include the Calvary Street entrance ramp and the South Spoke.

6

PROPEL ALTERNATIVES OVERVIEW

70 Downtown Spoke

Extends from the White River to the South Split interchange.

Key areas of concern that could be addressed in these alternatives include widening segments, frequency of access points, and improved connectivity between neighborhoods and downtown.



70 West Spoke

Extends from the I-465/70 interchange on the west side to just west of the West Street interchange.

Key areas of concern that could be addressed in these alternatives include congestion during peak periods on I-70 as well as the Holt Road and Harding Street interchanges.



70 East Spoke

Extends from just west of the Reynolds/Rural Street interchange (west end of the North Spoke) to the I-465/70 interchange on the east side.

Key areas of concern that could be addressed in these alternatives include the Rural Street interchange and Emerson Avenue entrance ramp.



7

PROPEL ALTERNATIVES OVERVIEW

Up to 7 planning-level alternatives developed for each spoke.

Alternatives range from basic reconstruction to transformative redesigns.

Further analysis would be required on alternatives carried forward.




8

PROPEL ALTERNATIVES OVERVIEW

NO BUILD

No Build

Dynamic Shoulder Lanes

Rebuild with Modern Design/Materials

Reversible Lane

Rebuild with Modern Design/Materials Plus

Recessed Interstate

Added Travel Lanes

Viaduct

9

PROPEL ALTERNATIVES OVERVIEW

Rebuild with Modern Design/Materials

This alternative focuses on repairing and retaining using infrastructure-like bridges and pavement without changing how the interstate looks or functions. It keeps the current layout and access points, even if some features (like narrow shoulders) don't meet today's standards. It's a baseline option used to compare costs and benefits with more transformative alternatives.





Rebuild with Modern Design/Materials Plus

This option builds on the basic rebuild by adding small but meaningful upgrades to improve safety and traffic flow. Think of it as a "smart repair" that keeps a similar footprint but makes the interstate work a little better for drivers.



10

PROPEL ALTERNATIVES OVERVIEW

Added Travel Lanes

This alternative adds a new lane in each direction where traffic operations are poor or are expected to get worse in the future. It's designed to reduce congestion and improve travel times, especially in busy areas. It's a more impactful solution than a simple rebuild, but it requires more space and investment.



Dynamic Shoulder Lanes

Dynamic Shoulder Lanes use the road's median shoulder as a travel lane during rush hour, giving drivers extra capacity when it's needed most. It's a flexible and space-efficient solution. Outside of peak times, the shoulder returns to its regular use.



Reversible Lanes

This alternative adds a lane that changes direction depending on traffic flow—for example, traveling into downtown in the morning and out in the evening. It's ideal for areas where traffic is heavily one-sided during certain times. A barrier separates opposing lanes to keep drivers safe.



11

PROPEL ALTERNATIVES OVERVIEW

Recessed Interstate

The Recessed Interstate lowers the highway below street level, helping reconnect neighborhoods that were divided by the elevated road. This design improves sightlines, visibility, and emergency access, while still keeping traffic moving efficiently. It can be paired with other approaches to improve safety and operations.





Viaduct

The Viaduct raises the interstate much higher than a typical bridge—up to 65 feet—creating a bright, open space underneath. This design allows for green space, natural light, and pedestrian-friendly areas, transforming what's usually a dark, disconnected zone into a vibrant community asset. It also improves connectivity and can include safety upgrades.



12



13



14



15



16

ALTERNATIVES EVALUATION - ENVIRONMENTAL RESOURCES

Environmental Resource	Screening Criteria
Water	
Water Quality	Does the project involve construction or other activities that may affect water quality?
Water Quantity	Does the project involve construction or other activities that may affect water quantity?
Water Use	Does the project involve construction or other activities that may affect water use?
Wetlands	
Wetlands	Does the project involve construction or other activities that may affect wetlands?
Wildlife	
Wildlife	Does the project involve construction or other activities that may affect wildlife?
Vegetation	
Vegetation	Does the project involve construction or other activities that may affect vegetation?
Soil	
Soil	Does the project involve construction or other activities that may affect soil?
Air Quality	
Air Quality	Does the project involve construction or other activities that may affect air quality?
Noise	
Noise	Does the project involve construction or other activities that may affect noise?
Visual Resources	
Visual Resources	Does the project involve construction or other activities that may affect visual resources?
Historic Resources	
Historic Resources	Does the project involve construction or other activities that may affect historic resources?
Cultural Resources	
Cultural Resources	Does the project involve construction or other activities that may affect cultural resources?
Archaeological Resources	
Archaeological Resources	Does the project involve construction or other activities that may affect archaeological resources?
Geology	
Geology	Does the project involve construction or other activities that may affect geology?
Seismicity	
Seismicity	Does the project involve construction or other activities that may affect seismicity?
Other	
Other	Does the project involve construction or other activities that may affect other resources?

17

ALTERNATIVES EVALUATION - ENVIRONMENTAL IMPACTS - 66 SPOKE EXAMPLE

Screening Criteria	Screening Criteria	Screening Criteria																		
		100-150	151-200	201-250	251-300	301-350	351-400	401-450	451-500	501-550	551-600									
Water	Water Quality	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Water Quantity	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Water Use	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Wetlands	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Wildlife	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Vegetation	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Soil	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Air Quality	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Noise	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Visual Resources	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other	Historic Resources	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Cultural Resources	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Archaeological Resources	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Geology	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Seismicity	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

18

PROPEL RECOMMENDATIONS SUMMARY

65 SPOKE	65 DOWNTOWN SPOKE	65/70 DOWNTOWN SPOKE	70 DOWNTOWN SPOKE	70 EAST SPOKE	70 WEST SPOKE
Alternative 5 No Spoke	Alternative 2 No Spoke	Alternative 3 No Spoke	Alternative 4 No Spoke	Alternative 5 No Spoke	Alternative 6 No Spoke
Alternative 7 65 Spoke with Downtown Spoke/Spoke	Alternative 2 65 Spoke with Downtown Spoke/Spoke	Alternative 3 65 Spoke with Downtown Spoke/Spoke	Alternative 4 65 Spoke with Downtown Spoke/Spoke	Alternative 5 65 Spoke with Downtown Spoke/Spoke	Alternative 6 65 Spoke with Downtown Spoke/Spoke
Alternative 8 65 Spoke with Downtown Spoke/Spoke	Alternative 2 65 Spoke with Downtown Spoke/Spoke	Alternative 3 65 Spoke with Downtown Spoke/Spoke	Alternative 4 65 Spoke with Downtown Spoke/Spoke	Alternative 5 65 Spoke with Downtown Spoke/Spoke	Alternative 6 65 Spoke with Downtown Spoke/Spoke
Alternative 9 65 Spoke with Downtown Spoke/Spoke	Alternative 2 65 Spoke with Downtown Spoke/Spoke	Alternative 3 65 Spoke with Downtown Spoke/Spoke	Alternative 4 65 Spoke with Downtown Spoke/Spoke	Alternative 5 65 Spoke with Downtown Spoke/Spoke	Alternative 6 65 Spoke with Downtown Spoke/Spoke
Alternative 10 65 Spoke with Downtown Spoke/Spoke	Alternative 2 65 Spoke with Downtown Spoke/Spoke	Alternative 3 65 Spoke with Downtown Spoke/Spoke	Alternative 4 65 Spoke with Downtown Spoke/Spoke	Alternative 5 65 Spoke with Downtown Spoke/Spoke	Alternative 6 65 Spoke with Downtown Spoke/Spoke
Alternative 11 65 Spoke with Downtown Spoke/Spoke	Alternative 2 65 Spoke with Downtown Spoke/Spoke	Alternative 3 65 Spoke with Downtown Spoke/Spoke	Alternative 4 65 Spoke with Downtown Spoke/Spoke	Alternative 5 65 Spoke with Downtown Spoke/Spoke	Alternative 6 65 Spoke with Downtown Spoke/Spoke
Alternative 12 65 Spoke with Downtown Spoke/Spoke	Alternative 2 65 Spoke with Downtown Spoke/Spoke	Alternative 3 65 Spoke with Downtown Spoke/Spoke	Alternative 4 65 Spoke with Downtown Spoke/Spoke	Alternative 5 65 Spoke with Downtown Spoke/Spoke	Alternative 6 65 Spoke with Downtown Spoke/Spoke
Alternative 13 65 Spoke with Downtown Spoke/Spoke	Alternative 2 65 Spoke with Downtown Spoke/Spoke	Alternative 3 65 Spoke with Downtown Spoke/Spoke	Alternative 4 65 Spoke with Downtown Spoke/Spoke	Alternative 5 65 Spoke with Downtown Spoke/Spoke	Alternative 6 65 Spoke with Downtown Spoke/Spoke
Alternative 14 65 Spoke with Downtown Spoke/Spoke	Alternative 2 65 Spoke with Downtown Spoke/Spoke	Alternative 3 65 Spoke with Downtown Spoke/Spoke	Alternative 4 65 Spoke with Downtown Spoke/Spoke	Alternative 5 65 Spoke with Downtown Spoke/Spoke	Alternative 6 65 Spoke with Downtown Spoke/Spoke
Alternative 15 65 Spoke with Downtown Spoke/Spoke	Alternative 2 65 Spoke with Downtown Spoke/Spoke	Alternative 3 65 Spoke with Downtown Spoke/Spoke	Alternative 4 65 Spoke with Downtown Spoke/Spoke	Alternative 5 65 Spoke with Downtown Spoke/Spoke	Alternative 6 65 Spoke with Downtown Spoke/Spoke
Alternative 16 65 Spoke with Downtown Spoke/Spoke	Alternative 2 65 Spoke with Downtown Spoke/Spoke	Alternative 3 65 Spoke with Downtown Spoke/Spoke	Alternative 4 65 Spoke with Downtown Spoke/Spoke	Alternative 5 65 Spoke with Downtown Spoke/Spoke	Alternative 6 65 Spoke with Downtown Spoke/Spoke
Alternative 17 65 Spoke with Downtown Spoke/Spoke	Alternative 2 65 Spoke with Downtown Spoke/Spoke	Alternative 3 65 Spoke with Downtown Spoke/Spoke	Alternative 4 65 Spoke with Downtown Spoke/Spoke	Alternative 5 65 Spoke with Downtown Spoke/Spoke	Alternative 6 65 Spoke with Downtown Spoke/Spoke
Alternative 18 65 Spoke with Downtown Spoke/Spoke	Alternative 2 65 Spoke with Downtown Spoke/Spoke	Alternative 3 65 Spoke with Downtown Spoke/Spoke	Alternative 4 65 Spoke with Downtown Spoke/Spoke	Alternative 5 65 Spoke with Downtown Spoke/Spoke	Alternative 6 65 Spoke with Downtown Spoke/Spoke
Alternative 19 65 Spoke with Downtown Spoke/Spoke	Alternative 2 65 Spoke with Downtown Spoke/Spoke	Alternative 3 65 Spoke with Downtown Spoke/Spoke	Alternative 4 65 Spoke with Downtown Spoke/Spoke	Alternative 5 65 Spoke with Downtown Spoke/Spoke	Alternative 6 65 Spoke with Downtown Spoke/Spoke
Alternative 20 65 Spoke with Downtown Spoke/Spoke	Alternative 2 65 Spoke with Downtown Spoke/Spoke	Alternative 3 65 Spoke with Downtown Spoke/Spoke	Alternative 4 65 Spoke with Downtown Spoke/Spoke	Alternative 5 65 Spoke with Downtown Spoke/Spoke	Alternative 6 65 Spoke with Downtown Spoke/Spoke

19

PROPEL ALTERNATIVES IDENTIFICATION AND SCREENING REPORT OUTLINE

1. Introduction
2. Summary of Public Involvement
3. Alternatives Identification and Development
 - Overview
4. Planning Principles and Design Toolbox
5. Alternatives Evaluation Methodology
6. 65 Spoke
7. 65 Downtown Spoke
8. 65/70 Downtown Spoke
9. 70 Downtown Spoke
10. 70 West Spoke
11. 70 East Spoke
12. Recommendations
13. Next Steps



20

PROPEL PUBLIC INVOLVEMENT

Community Conversations

Thursday, September 11th from 5 PM - 7 PM
John H. Borer Community Center

Monday, September 15th from 5 PM - 7 PM
International District Community Center

Tuesday, September 23rd from 5 PM - 7 PM
Indianapolis Public Library - West Branch

Thursday, September 25th from 5 PM - 7 PM
Ivy Tech Community College Culinary and Conference Center
2820 N. Meridian Street, Indianapolis, IN 46208

21

PROPEL WHAT'S NEXT?

ProPEL Indy will result in a wide range of potentially reasonable alternatives for INDOT to consider for future projects.

No decisions have been made about the future of I-65 and I-70 in Indianapolis. Multiple factors, including the urgency of identified needs, statewide priorities, and funding availability, will be considered when identifying future projects in the study area.

Future projects identified as a result of ProPEL Indy could take place over the next 5, 10, or 20 years.

22

PROPEL FINAL THOUGHTS & NEXT STEPS

Agency comments on the Draft Alternatives Identification and Screening Report will be accepted through October 6, 2025.

INDOT anticipates ProPEL Indy's PEL Study Report will be published in late 2025.

23

PROPEL

Questions?

24



25



Miami Tribe of Oklahoma

3410 P St. NW, Miami, OK 74354 • P.O. Box 1326, Miami, OK 74355
Ph: (918) 541-1300 • Fax: (918) 542-7260
www.miamination.com



Via email: mcoon@indot.in.gov

August 19, 2025

Matt Coon
Manager, Cultural Resources Office
Acting Archaeology Team Lead
Indiana Department of Transportation
100 North Senate Ave., N758
Indianapolis, IN 46204

Re: Des. No. 2201129 - ProPEL Indy - Draft Universe of Concepts Report – Comments of the Miami Tribe of Oklahoma

Dear Mr. Coon:

Aya, kweehsitoolaanki – I show you respect. The Miami Tribe of Oklahoma, a federally recognized Indian tribe with a Constitution ratified in 1939 under the Oklahoma Indian Welfare Act of 1936, respectfully submits the following comments regarding Des. No. 2201129 - ProPEL Indy - Draft Universe of Concepts Report.

The Miami Tribe offers no objection to the above-referenced project at this time, as we are not currently aware of existing documentation directly linking a specific Miami cultural or historic site to the project site. However, given the Miami Tribe's deep and enduring relationship to its historic lands and cultural property within present-day Indiana, if any human remains or Native American cultural items falling under the Native American Graves Protection and Repatriation Act (NAGPRA) or archaeological evidence is discovered during any phase of this project, the Miami Tribe requests immediate consultation with the entity of jurisdiction for the location of discovery. In such a case please contact me at 918-541-7885 or by email at THPO@miamination.com to initiate consultation.

The Miami Tribe requests to serve as a consulting party to the proposed project. In my capacity as Tribal Historic Preservation Officer, I am the point of contact for all Section 106 consultation.

Respectfully,

Logan York

Logan York
Tribal Historic Preservation Officer

Kia Gillette

From: Kia Gillette
Sent: Thursday, September 11, 2025 6:18 AM
To: Lamb, Patrick A
Subject: RE: Des. No. 2201129 - ProPEL Indy - Draft Alternatives Identification and Screening Report

Hi Patrick,

Thanks for responding, that makes sense. I will remove you from the ProPEL Indy list, but you will be included on early coordination for future projects along the corridors.

Thanks,
Kia

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

HNTB CORPORATION | INFRASTRUCTURE SOLUTIONS

From: Lamb, Patrick A <PLamb@indot.IN.gov>
Sent: Wednesday, September 10, 2025 11:06 AM
To: Kia Gillette <kgillette@HNTB.com>
Subject: Re: Des. No. 2201129 - ProPEL Indy - Draft Alternatives Identification and Screening Report

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

Hello Kia!

Thank you so much for reaching out about the ProPEL study! Unfortunately, I don't think I am able to add much to the study as my portion of early coordination is purely concerned with height restrictions and tall structures when the plan is already set and construction is set to begin. Because of this, I believe I should be removed from the list but do contact me again if you have any questions or my input because necessary!

Thanks so much!

Patrick Lamb
Aviation Program Manager
Indiana Department of Transportation
Central Office
Mobile: (317) 495-4875
Email: plamb@indot.in.gov
Find us on social media!

Kia Gillette

From: DNR Environmental Review <environmentalreview@dnr.IN.gov>
Sent: Friday, September 12, 2025 9:41 AM
To: Kia Gillette
Cc: DNR Environmental Review
Subject: RE: Des. No. 2201129 - ProPEL Indy - Draft Alternatives Identification and Screening Report [ER-26546]
Attachments: ER26546-signed.pdf

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

Hi Kia,

Your original review was concerning purpose and need of this road project, while this seems to provide a variety of road alternatives. Since these are primarily in relation to traffic management, and the differences to environmental resources are fairly similar among the alternatives, the potential impacts to resources and suggested minimization and mitigation options still apply. I have attached our original review letter for your convenience. I believe at least one person from our office still plans to attend the scheduled meeting on September 25th. Please let me know if you have any questions. Thanks for keeping us updated.

Kind regards,

Elizabeth Adkins (she/her)
Environmental Program Coordinator
Indiana Department of Natural Resources
Division of Fish and Wildlife: Environmental Unit
(317) 234-2719
EAdkins@dnr.IN.gov
dnr.IN.gov/fish-and-wildlife

From: Kia Gillette <kgillette@HNTB.com>
Sent: Friday, September 5, 2025 12:25 PM
To: Alena Jones <Alena.Jones@indy.gov>; amy.wunder@indy.gov; McCord, Beth K <BMccord@dnr.IN.gov>; Busch, Meg T <meg.busch@indy.gov>; Slider, Chad (DNR) <CSlider@dnr.IN.gov>; Colvin, Don <Donald.Colvin@indy.gov>; Brier, Dale <dbrier@dnr.IN.gov>; debra.jenkins@indy.gov; Denman, Andre T <Andre.Denman@indy.gov>; Gummere, Erica <EGummere@dnr.IN.gov>; DNR Environmental Review <environmentalreview@dnr.IN.gov>; eric.washburn@uscg.mil; Erik Sandstedt <erik.r.sandstedt@hud.gov>; Wrin, Graham C <GCWrin@idem.IN.gov>; Allen, John - FPAC-NRCS, IN <john.allen@usda.gov>; john-hazlett@iaswcd.org; Mark Dollase (mdollase@indianalandmarks.org) <mdollase@indianalandmarks.org>; Buffington, Matt <MBuffington@dnr.IN.gov>; membership@mchsindy.org; Mwro_Compliance@nps.gov; paige.story@dot.gov; pelloso.elizabeth@epa.gov; Lamb, Patrick A <PLamb@indot.IN.gov>; Braun, Randy <RBRAUN@idem.IN.gov>; RegulatoryApplicationsLRL@usace.army.mil; Robin McWilliams-Munson (Robin_McWilliams@fws.gov) <Robin_McWilliams@fws.gov>; Steven Barnett (srbarnett44@yahoo.com) <srbarnett44@yahoo.com>; Tait, Erica (FHWA) <erica.tait@dot.gov>; Giffin, Toni L <TGiffin@dnr.IN.gov>; Sharp, Wade <WTharp1@dnr.IN.gov>; Alexander, Kelyn <KAlexander3@indot.IN.gov>; Turnbow, Alisha <ATurnbow@idem.IN.gov>
Cc: Timothy Miller <tnmiller@HNTB.com>; Lisa Wall <liwall@HNTB.com>; Eric Jagger <ejagger@hntb.com>; Flum, Sandra <SFlum@indot.IN.gov>; Wallace, Jonathan N <JWallace2@indot.IN.gov>; Hilden, Laura <lhilden@indot.IN.gov>; Webb, Corey <CoWebb@indot.IN.gov>; Passmore, Andrew D <APassmore@indot.IN.gov>; Nunley, Cindy E <CNunley@indot.IN.gov>; Coon, Matthew <mcoon@indot.IN.gov>; Bowman, Sandra A <SBowman@indot.IN.gov>; Ryan

THIS IS NOT A PERMIT

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

DNR#: ER-26546

Request Received: May 20, 2024

Requestor:

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

Project:

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

meeting request June 14th

County/Site Info: Marion County

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

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

Regulatory Assessment:

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

Natural Heritage Database:

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

Properties

Eagle Creek Park

Communities

Central Till Plain Flatwoods

Animal Assemblages

Migratory Bird Concentration Area

Raptor Migratory Concentration Area

Shorebird Migratory Concentration Area

Wading Bird Colony

Fauna

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

Fish and Wildlife Comments:

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

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

A) Heritage Species

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

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

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

B) Stream Crossing Design

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

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

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

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

C) Streambank Stabilization

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

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

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

D) Riparian Habitat

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

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

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

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

E) Street Trees

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

F) Wetlands

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

G) Drainage and Stormwater Management

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

H) Pavement Rehabilitation

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

I) Induced Demand/Traffic

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

J) Noise Barriers

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

K) LED Lighting

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

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

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

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

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

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

Contact Staff:

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

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

Date: June 19, 2024

Kia Gillette

From: McWilliams, Robin <robin_mcwilliams@fws.gov>
Sent: Wednesday, September 17, 2025 11:09 AM
To: Kia Gillette
Subject: Re: [EXTERNAL] Des. No. 2201129 - ProPEL Indy - Draft Alternatives Identification and Screening Report

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

Hi Kia,

I have looked through some of the report and appendices. I do not plan to provide any formal comments at this stage. I encourage you to update the IPAC species list periodically as things do change. As of now, the project should be able to use the FHWA Dkey to consult on listed bats in the project area. We do not have concern for whooping cranes in the project area in Indianapolis. The monarch butterfly is currently not listed. On December 12, 2024, the Service announced a proposal to list the monarch butterfly as a threatened species with species-specific protections and flexibilities to encourage conservation under Section 4(d) of the Endangered Species Act. The proposed 4(d) rule incentivizes proactive conservation efforts and allows actions that have beneficial or minimal impacts to monarchs and that do not threaten the species' overall population. A 90-day comment period opened on December 12, 2024, and closed on March 12, 2025. The comment period was reopened around March 19, 2025, and closed May 19, 2025. No final rule has been published, and the monarch butterfly currently does not have federal protections. As a proposed species, the only requirement for federal action agencies is to avoid jeopardizing the continued existence of the monarch butterfly population as a whole. I would not expect this project to have impacts that rise to that level.

Thanks for keeping me in the loop. Hope all is well with you!

Sincerely,
Robin

Robin McWilliams Munson
Fish and Wildlife Biologist/Transportation Liaison
U.S. Fish and Wildlife Service
Indiana Ecological Services Field Office
620 South Walker Street
Bloomington, IN 47403
Robin_McWilliams@fws.gov
***NEW* 812-902-1752**

Mon-Thurs 8:30-4:30p

Appendix G: Stakeholder Advisory Committee Meeting Materials



ProPEL Indy – Stakeholder Advisory Committee Meeting #4

Meeting Name: Stakeholder Advisory Committee Meeting #4
Meeting Date/Time: 9/17/2025 from 2 PM – 3 PM / 5:30 PM – 6:30 PM
Location: Indianapolis Public Library, Central Library Branch, Indianapolis

Attendees:

Name	Organization	Role
Sandra Flum	INDOT	ProPEL Indy PM
Jonathan Wallace	INDOT	ProPEL Indy PM
Danielle Judin	INDOT	INDOT, Business Engagement Director
Jeff Cummins	AES Indiana	SAC Member
Clark Harris	Bates-Hendricks Neighborhood Association	SAC Member
Kathy Mathena	Children’s Museum of Indianapolis	SAC Member
Jeff Willman	Citizens Energy Group	SAC Member
Leslie Schulte	Community Heights Neighborhood Organization	SAC Member
Lawrence McCormack	Cummins	SAC Member
Laura Giffel	Fountain Fletcher District	SAC Member
Melissa Thompson	Indiana Sports Corp.	SAC Member
Amy Conrad Warner	Indiana University - Indianapolis	SAC Member
Maggie Foley	Indy Chamber	SAC Member
Kyle Hardie	IU Health	SAC Member
Andy Cummings	Ivy Tech Community College	SAC Member
Brad Coffing	MIBOR	SAC Member
Jed Fuller	Old Southside Neighborhood Group	SAC Member
Jay Wasson	Purdue University	SAC Member
Brenda Freije	ReThink I-65 / I-70 Coalition	SAC Member
Bruce Colville	Southeast Neighborhood Alliance	SAC Member
Chelsy Winters	YMCA of Greater Indianapolis	SAC Member
Tim Miller	HNTB	ProPEL Indy PM
Kia Gillette	HNTB	Study Team
Lisa Wall	HNTB	Study Team
Ryan Huebschman	HNTB	Study Team
Meredith Weingart	HNTB	Study Team
Linda Bardha	HNTB	Study Team
Daniel Curtis	HNTB	Study Team
Matti McCormick	McCormick Group	Study Team
Ron Taylor	TSW	Study Team
Sam Wiser	TSW	Study Team
Scott Siefker	TSW	Study Team
Iasia Cheers	Engaging Solutions	Study Team

Meeting Summary

The fourth ProPEL Indy Stakeholder Advisory Committee meeting was held September 17, 2025. There were two sessions, 2 PM and 5:30 PM. These meetings included members from all committees. 12 committee members attended the 2 PM session, 6 attended the 5:30 PM session. The purpose was to provide study updates, review the Draft Alternatives Identification and Screening Report, answer questions, and facilitate stakeholder feedback.

Introductions and Opening

- Presenter Tim Miller welcomed attendees and thanked them for their participation in both this meeting and their involvement over the past two years. .
 - Presenter: Tim Miller, ProPEL Indy project manager
- The study team provided an overview of the study's progress to date. This included:
 - An overview of the study's public outreach efforts.
 - The study team has now attended, presented at, or hosted well over 130 engagement events and received more than 1600 comments from stakeholders who use, work, or live near the interstates.
 - Development of the study's Purpose & Need, which identified transportation needs in the study area including aging bridge and pavement conditions, roadway safety, roadway mobility, and limited multimodal and neighborhood connections.
 - The purpose of ProPEL Indy is to identify potential solutions to address these needs.
 - In December of last year, the study team released the Universe of Concepts Report which included a wide range of solutions that could be applied at one or more locations throughout the study area.
 - These concepts were evaluated, and 14 were carried forward for further consideration.
 - On September 5, 2025, ProPEL Indy released the study's Draft Alternatives Identification and Screening report. A key milestone in the study process where the study team developed and evaluated planning-level alternatives to address the identified needs on I-65 and I-70 in Indianapolis.

Alternatives Identification and Screening Report Overview

- Presenter Lisa Wall provided a brief overview of the draft [Alternatives Identification and Screening Report](#). This overview included:
- *Alternatives Identification and Development*
 - Planning-level alternatives were developed using solutions identified in the study's last phase, the Universe of Concepts. The study team considered the following questions when developing these alternatives:
 - Where should concepts be placed along the study corridor?
 - Why should this concept be used? Does it address a specific need?
 - How should concepts be combined to address the location's needs?
 - The study team noted how technical and long the report is and shared that due to the complexity of the interstate system the study team spent a significant amount of time building these alternatives to ensure they met the identified needs.
 - Regardless, all alternatives included in the report are at a planning-level and will require further analysis if they are moved forward in the future.
- *Alternatives Overview*
 - Up to seven planning-level alternatives were developed for each of the study's spokes. They range from basic reconstruction to transformative redesigns.
 - Alternatives that meet the study's purpose and need are considered potentially reasonable and will be carried forward for further analysis. Those with limited benefits or disproportionate impacts have been eliminated from further consideration
 - The study team identified the primary concepts used in each alternative and provided a definition to attendees. The concepts include:

- No Build: Includes preventative maintenance and is considered the baseline condition. It's required to be included as a point of comparison in the study process.
- Rebuild with Modern Design/Materials: Focuses on repairing and replacing aging infrastructure—like bridges and pavement—without changing how the interstate looks or functions. It's used to compare costs and benefits with more transformative alternatives.
- Rebuild with Modern Design/Materials Plus: Builds on the basic rebuild by adding small but meaningful upgrades to improve safety and traffic flow. Think of it as a “smart repair”—it keeps a similar footprint but makes the interstate work a little better for drivers.
- Added Travel Lanes: Adds a new lane in each direction where traffic operations are poor or are expected to get worse in the future. It's designed to reduce congestion and improve travel times, especially in busy areas.
- Dynamic Shoulder Lanes: Uses the median shoulder as a travel lane during rush hour, giving drivers extra capacity when it's needed most. It's a flexible and space-efficient solution.
- Reversible Lane: Adds a lane that changes direction depending on traffic flow—for example, heading into downtown in the morning and out in the evening. It's ideal for areas where traffic is heavily one-sided during certain times.
- Recessed Interstate: Lowers the highway below street level. This design improves sightlines, walkability, and community access, while keeping traffic moving efficiently. It can be paired with other upgrades to improve safety and operations.
- Viaduct: Raises the interstate much higher than a typical bridge—up to 65 feet—creating a bright, open space underneath. This design allows for green space, natural light, and pedestrian-friendly areas, transforming what's usually a dark, disconnected zone into a vibrant community asset.
- *Alternatives Evaluation Process*
 - Next, the study team walked through the process of evaluating the identified alternatives at a high level. Each alternative was evaluated on several factors, which included:
 - Purpose and Need: Does the alternative address the identified transportation needs in the study area?
 - Environmental Impacts: What are the impacts on natural, cultural, community, and socioeconomic resources?
 - Cost Estimates: What are the estimated costs for construction, operations, and maintenance?
 - Constructability: What are the construction impacts, such as length of construction and difficulty?
 - Community Goals: Does the alternative address the study's community goals? These goals were aligned with the study's pillars of quality of life and livability, economic growth and opportunity, transportation and mobility and transportation for all.
 - The study team provided stakeholders more detail on the planning-level cost estimates that were developed for the report to evaluate alternatives.
 - The study team used a practical and straightforward approach to develop cost estimates. Using conceptual layouts from each alternative, the team measured key construction elements—such as how much dirt needs to be moved, how much pavement is needed, and how long the bridges and walls will be. These quantities were then matched with current prices for labor, materials, and equipment to estimate costs.
 - Not everything can be measured directly from the layouts, though. Things like landscaping, traffic signs, and erosion control are harder to quantify, so their costs were estimated based on percentages from similar past projects.
 - The same goes for “soft costs” like setting up the construction site, managing traffic during construction, and engineering oversight—these were also estimated using standard percentages based on INDOT guidelines.

- The team also included other important costs like environmental permitting, design work, and right-of-way.
 - Finally, instead of using a flat contingency percentage to cover unexpected costs, they ran simulations to model risks—like labor shortages or design changes—to better understand how these factors could affect the final price.
 - Each alternative also includes costs associated with long-term operations and maintenance. The magnitude of these costs increases as the complexity of the alternative increases. Operations and maintenance costs provided for alternatives in the report are shown for a 30-year period.
- *Recommendations Summary and Next Steps*
 - As a result of the evaluation process, each alternative was either recommended to be eliminated or carried forward for further consideration. The study team shared a table that provided an overview of the recommendations.
 - Alternatives carried forward are considered potentially reasonable. These alternatives will be considered in future studies but require further analysis.
 - Eliminated alternatives are considered unreasonable. They will not be evaluated further in this study and likely do not warrant consideration as part of any subsequent NEPA studies.
 - Alternatives carried forward with construction or operations costs beyond INDOT’s traditional funds would be contingent on additional funding being identified.
 - The study team shared information regarding the next steps for the study. Which included:
 - ProPEL Indy will result in a wide range of reasonable alternatives for INDOT to consider for future projects.
 - Alternatives carried forward from the study will require further analysis to determine if they are reasonable solutions to the area’s transportation needs.
 - No decisions have been made about the future of I-65 and I-70 in Indianapolis. Multiple factors, including the urgency of identified needs, statewide priorities, and funding availability, will be considered when identifying future projects in the study area.
 - Future projects identified from ProPEL Indy could take place over the next 5, 10, or 20 years.
 - ProPEL Indy’s evaluation of the corridor identified locations within the study area with urgent needs that will require more immediate attention. This data can be found in the study’s [Existing Transportation Conditions Report](#) at ProPELIndy.com.
 - Examples include I-65 bridge spanning from Alabama Street to Senate Avenue and pavement needs along the 70 West spoke from downtown to I-465.
- At the end of the overview, the study team opened the floor for questions and/or comments from the committee members. A summary of the comments is below:
 - Committee member(s) pointed out that the more transformative alternatives, such as recessed and viaducts were marked to need additional funding beyond INDOT’s traditional funds. How could this funding gap be bridged?
 - The study team acknowledged this was correct and shared that additional funding could potentially be identified in a variety of ways, including federal grants and private sector investment.
 - Committee member(s) asked what the difference in construction cost was between a recessed and a viaduct option on the 65 Downtown Spoke.
 - Study team shared that the recessed alternative is estimated to cost \$3.22 billion, where the viaduct alternative would be estimated to be \$2.41 billion.
 - Committee member(s) asked what the process of ProPEL Indy’s recommendations being considered by INDOT.
 - Multiple factors, including the urgency of identified needs, statewide priorities, and funding availability, will be considered when identifying future projects in the study area. Alternatives recommended to be carried forward for future consideration by ProPEL Indy would be reviewed and analyzed further as part of the project development process.

- Committee member(s) asked about the impact that tolling might have on the study and its recommendations.
 - The study team shared that tolling had not been considered in this study.
- Committee member(s) asked about the traffic modeling data, specifically how far outside of the interstate corridors the model extended.
 - Study team shared the microsimulation models generally include the interstates and intersections at the ramp terminals. In select instances, such as the I-65 & West Street interchange, the model includes more of the local street network.

Neighborhood Connectivity and Placemaking Overview

- In the next section of the meeting, the study team shared how improving multimodal connectivity in and around the interstates has been a common theme throughout the study.
 - In response, the study's latest report introduces neighborhood and connectivity planning principles to guide future interstate projects toward better integration with surrounding communities. These principles emphasize safer and more accessible walking, biking, and connections across and near the interstates.
- Presenter Sam Wiser provided an overview of the Neighborhood Connectivity and Placemaking Principles outlined in the report. Which included:
 - The study team evaluated each spoke to identify ways to add, improve, or enhance connectivity and placemaking specific to each location's needs.
 - 12 typologies were used to guide enhanced connectivity design, those are:
 - Existing Underpass Facility Upgrades: Improve existing pedestrian facilities along underpasses to include lighting, sidewalk conditions, and other enhancements.
 - Placemaking: Create inviting public spaces where people can gather, relax, and engage in activities. These may include seating, tables, play areas, food vendors, and public art.
 - Existing Overpass Facility Upgrades: Enhance pedestrian infrastructure on overpasses by improving lighting, sidewalk conditions, and overall accessibility.
 - Signature Bridge: Develop bridges that serve as architectural or engineering landmarks, symbolizing the identity of a city, neighborhood, or district.
 - Existing Interchange Facility Upgrades: Upgrade pedestrian elements at interchanges, similar to overpass improvements, to ensure safety and comfort.
 - New Connection Opportunities: Reconnect previously severed vehicular and pedestrian corridors to improve mobility and neighborhood access.
 - Linear Trails: Introduce trails with vegetation and trees along corridors to enhance livability, provide shade, and support environmental sustainability.
 - Existing Pedestrian Crossing Improvement: Modernize existing pedestrian bridges and tunnels to improve safety and usability for all users.
 - Active Transportation Connections: Support walking, bicycling, micromobility devices, or other nonmotorized modes of transportation through dedicated infrastructure that promotes non-motorized travel.
 - Gateways: Install visually prominent signs or structures—often with landscaping—that welcome travelers to specific areas and reinforce a sense of place.
 - New Pedestrian Crossing: Construct new pedestrian bridges or elevated walkways to allow safe crossings without disrupting vehicular traffic.
 - Local Road Improvements: Upgrade local roads affected by construction to meet current standards and serve all users, including pedestrians, cyclists, and motorists.
- Committee members were provided with a packet that showed the results of the connectivity evaluation of each spoke. They were asked to review the packet and consider the following questions when providing feedback to the study team:
 - Are there identified connectivity opportunities that stand out?

- Are there other locations for connectivity opportunities we should consider?
- At the end of the overview, the study team opened the floor for questions and/or comments from the committee members. A summary of the comments is below:
 - Committee member(s) inquired about the process for getting these connectivity principles incorporated into future projects.
 - Study team shared that connectivity considerations would be part of the project development process. The goal of identifying these opportunities in ProPEL Indy is to provide them to INDOT for consideration in the future.
 - Committee member(s) identified potential connectivity opportunities, such as using the Bates-Hendricks North Landmark as a gateway for consideration by the study team.
 - Committee members noted pedestrian connectivity concerns between Dr. Martin Luther King Jr. Street and the IU Health Campus, as well as 10th and 11th Streets across West Street, on the 65 Downtown Spoke that were previously identified by stakeholders were not addressed in the study's alternatives for the area.
 - The study team noted the comment and will address it in the final report.
 - Committee member(s) noted that the layout of the cultural trail on the southside was misrepresented on the connectivity map for that spoke.
 - The study team noted the comment and will update the figure in the report.

Alternatives Walk Through and Discussion

- The remainder of the meeting was focused on walking through a selection of the report's identified alternatives and answering questions from committee members.
- The study team began with an overview of the study's spokes and noted that due to the complexity of the 65/70 Downtown spoke, it was divided into three smaller spokes for the purposes of alternative development. The spokes included:
 - 65 Spoke: Extends from I-465 / I-65 interchange on the northwest side of Indianapolis to the 21st Street interchange. Seven alternatives were developed for this spoke, including improvements to 38th Street and I-65
 - 65 Downtown Spoke: Extends from Fall Creek to the west end of the North Split interchange. Five alternatives were developed for this spoke including potential improvements to the West Street interchange, as well as viaduct and recessed options north of the North Split.
 - 65/70 Downtown Spoke: Extends South from Washington Street to include the South Split interchange, and slightly west on I-70 to the East Street bridge. Three alternatives were developed for this spoke, including potential improvements to the South Split.
 - 70 Downtown Spoke: Extends from the White River to the South Split interchange. Six alternatives were developed for this spoke, including both recessed and viaduct options to improve connectivity.
 - 70 West Spoke: Extends from the I-465/I-70 interchange on the west side to just west of the West Street interchange. Five alternatives were developed for this spoke, including the use of Dynamic Shoulder Lanes to improve mobility.
 - 70 East Spoke: Extends from the east end of the North Split to the I-465/I-70 interchange on the east side. Four alternatives were developed for this spoke, including potential improvements for the Keystone / Rural Street interchange.
- Due to the number of alternatives and limited amount of time, the study team asked committee members in attendance to identify their preferred order of spokes to walk through alternatives. The goal was to walk through at least three spokes prior to the end of the meeting. The preferred order of each meeting was:
 - 2:00 PM: 65 Downtown, 65/70 Downtown, 70 West
 - 5:30 PM: 65 Downtown, 65/70 Downtown, 70 Downtown
- The study team pre-selected alternatives for each spoke with the intention of featuring a variety of the types of alternatives included in the report. Alternatives selected for each spoke included:
 - 65 Downtown Spoke – Alternative 2 (RMM Plus) and Alternative 5 (Viaduct)

- 65/70 Downtown Spoke – Alternative 2 (Low Impact South Split) and Alternative 3 (South Split)
- 70 Downtown Spoke – Alternative 5 (Recessed)
- 70 West Spoke – Alternative 5 (Reversible Lane) and Alternative 3 (ATL)
- Presenter Ryan Huebschman walked through the alternatives and opened the floor for questions and/or comments from the committee members. A summary of the comments is below:
 - Committee member(s) inquired about the impacts to the current city grid if Alternative 4 (Recessed) on the 65 Downtown Spoke was constructed.
 - Study team shared that the Alabama Street connection across I-65 would be permanently lost, as I-65 cannot descend quickly enough for this connection to remain. Delaware Street would remain connected across I-65 but would be raised approximately 7 feet to provide adequate vertical clearance over I-65. This would likely require retaining walls along Delaware Street to minimize impacts to adjacent properties.
 - Committee member(s) asked why 12-foot lanes were used for local streets in Alternative 5 (Viaduct) on the 65 Downtown Spoke.
 - Study team explained that alternatives were developed at a planning-level and 12-foot lanes were used to demonstrate the worst-case scenario as it relates to impacts. Alternatives would require more analysis if they moved into project development, which would potentially reduce the lane widths on local streets.
 - Committee member(s) asked about capacity analysis results included in the report at I-65 and West Street.
 - The study team agreed to review these results and revise if necessary.
 - Committee member(s) asked how the study team determined where a Dynamic Shoulder Lane or Added Travel Lane alternative made more sense for a particular location.
 - Study team explained dynamic shoulder lanes are more applicable when additional capacity is needed only the peak periods. Added travel lanes are necessary when additional capacity is needed in more than just the peak periods or when interchange geometry prevents the use of dynamic shoulder lanes.
 - Committee member(s) asked if Dynamic Shoulder Lanes could be open all the time.
 - Study team explained the dynamic shoulder lanes would only be used when speeds on the interstate fall below 45mph, which is an indication of when additional capacity is needed.
 - Committee member(s) inquired about the inclusion of snow removal in the report operations and maintenance costs in the report.
 - Study team confirmed that snow removal for the interstates was included. Maintenance costs for roads not under INDOT's jurisdiction were not included.
 - Committee member(s) asked about maintenance of proposed new connections in the city grid.
 - Study team noted that INDOT would work with the local jurisdiction in project development to discuss new connections and maintenance.
 - Committee member(s) asked about the impacts on residents who live along Lenoard Street as it relates to Alternative 3 (South Split Improvements) on the 65/70 Downtown Spoke.
 - Study team acknowledged that this alternative would likely have impacts to this area but noted that impacts would be evaluated further in the project development phase as alternatives shown in ProPEL Indy are at a planning-level.

Wrap Up & Next Steps

- The study team thanked the committee members for their time and indicated a summary of the meeting would be shared with them in the coming weeks.
- The study team concluded the session by outlining next steps for attendees, this included:
 - Public comments on the Draft Alternatives Identification and Screening Report will be accepted through October 5, 2025.

ProPEL Indy Stakeholder Advisory Committee Meeting

- After public and agency review, the report will be finalized. The final step of the ProPEL Indy study will be the development and publication of the PEL Study Report, which will document the study process. INDOT anticipates ProPEL Indy's PEL Study Report will be published in late 2025.
- Asked attendees to share information about ProPEL Indy with their organizations and to encourage participation.
 - Shared details of two remaining Community Conversation events taking place on September 23, 2025 and September 25, 2025.



1



2



3



4



5



6

PROPEL ALTERNATIVES OVERVIEW

- No Build** (No Build icon)
- Dynamic Shoulder Lanes** (Dynamic Shoulder Lanes icon)
- Rebuild with Modern Design/Materials** (Rebuild with Modern Design/Materials icon)
- Reversible Lane** (Reversible Lane icon)
- Rebuild with Modern Design/Materials Plus** (Rebuild with Modern Design/Materials Plus icon)
- Recessed Interstate** (Recessed Interstate icon)
- Added Travel Lanes** (Added Travel Lanes icon)
- Viaduct** (Viaduct icon)

7

PROPEL ALTERNATIVES OVERVIEW

Rebuild with Modern Design/Materials
 This alternative focuses on repairing and replacing aging infrastructure—like bridges and pavement—without changing how the interstate looks or functions. It keeps the current layout and access points, even if some features (like narrow shoulders) don't meet today's standards. It's a baseline option used to compare costs and benefits with more transformative alternatives.

Rebuild with Modern Design/Materials Plus
 This option builds on the basic rebuild by adding small but meaningful upgrades to improve safety and traffic flow. Think of it as a "smart repair"—it keeps a similar footprint but makes the interstate work a little better for drivers.

8

PROPEL ALTERNATIVES OVERVIEW

Added Travel Lanes
 This alternative adds a new lane in each direction where traffic operations are poor or are expected to get worse in the future. It's designed to reduce congestion and improve travel times, especially in busy areas. It's a more impactful solution than a simple rebuild, but it requires more space and investment.

Dynamic Shoulder Lanes
 Dynamic Shoulder Lanes use the road's median shoulder as a travel lane during rush hour, giving drivers extra capacity when it's needed most. It's a flexible and space-efficient solution. Outside of peak times, the shoulder returns to its regular use.

Reversible Lanes
 This alternative adds a lane that changes direction depending on traffic flow—for example, heading into downtown in the morning and out in the evening. It's ideal for areas where traffic is heavily one-sided during certain times. A barrier separates opposing lanes to keep drivers safe.

9

PROPEL ALTERNATIVES OVERVIEW

Recessed Interstate
 The Recessed Interstate lowers the highway below street level, helping reconnect neighborhoods that were divided by the elevated road. This design improves sightlines, walkability, and community access, while still keeping traffic moving efficiently. It can be paired with other upgrades to improve safety and operations.

Viaduct
 The Viaduct raises the interstate much higher than a typical bridge—up to 65 feet—creating a bright, open space underneath. This design allows for green space, natural light, and pedestrian-friendly areas, transforming what's usually a dark, disconnected zone into a vibrant community asset. It also improves connectivity and can include safety upgrades.

10

PROPEL ALTERNATIVES EVALUATION PROCESS

- Purpose and Need**
- Environmental Impacts**
- Cost Estimates**
- Constructability**
- Community Goals**

11

PROPEL ALTERNATIVES EVALUATION - COST ESTIMATES

Major Construction Items

- Pavement, earthwork, bridges, etc., have quantities estimated from conceptual layouts.
- Estimated from historical production rates and current costs for labor, equipment, and materials.

Unquantified Items

- Drainage inlets, curb and gutter, traffic items, ancillary construction activities, etc.
- Estimated as a percentage of the total construction cost based on historical data for similar projects.

Soft Costs

- Preliminary engineering, construction engineering, maintenance of traffic, etc.
- Estimated as a percentage of the construction subtotals based on similar types of projects in Indiana as well as guidance provided in the INDOT Design Manual.

Other Project Costs

- Preliminary engineering, NEPA, permitting, right-of-way, utility relocation cost, construction engineering and inspection.
- Estimated based on guidance provided in the INDOT Design Manual, historical data, and engineering judgment.

12

PROPEL INDY ALTERNATIVES EVALUATION - COST ESTIMATES

- All alternatives will have costs associated with long-term operations and maintenance.
- The magnitude of these costs increases as the complexity of the alternative increases.
- Operations and maintenance costs provided for alternatives are shown for a 30-year period.

Operations

- Incident Management
- Snow and Ice Removal
- Monitoring of Managed Lanes

Maintenance

- Patching Potholes
- Resurfacing Pavement
- Maintenance of Pump Stations



13

PROPEL INDY RECOMMENDATIONS SUMMARY

ALL SPACES	66 DOWNRAMP SPACES	SOUTH DOWNRAMP SPACES	70 DOWNRAMP SPACES	70 WEST SPACES	70 EAST SPACES
Alternative 0: No Build					
Alternative 1: Repair with Modern Design/Materials					
Alternative 2: Repair with Modern Design/Materials and Street Reprofile	Alternative 2: Repair with Modern Design/Materials and Street Reprofile	Alternative 2: Repair with Modern Design/Materials and Street Reprofile	Alternative 2: Repair with Modern Design/Materials and Street Reprofile	Alternative 2: Repair with Modern Design/Materials and Street Reprofile	Alternative 2: Repair with Modern Design/Materials and Street Reprofile
Alternative 3: Added Travel Lane					
Alternative 4: Dynamic Shoulder Lane					
Alternative 5: Reversible Lane					
Alternative 6: Mixed					
Alternative 7: Mixed					

14

PROPEL INDY WHAT'S NEXT?

ProPEL Indy will result in a wide range of potentially reasonable alternatives for INDOT to consider for future projects.

No decisions have been made about the future of I-65 and I-70 in Indianapolis. Multiple factors, including the urgency of identified needs, statewide priorities, and funding availability, will be considered when identifying future projects in the study area.

Future projects identified as a result of ProPEL Indy could take place over the next 5, 10, or 20 years.



15

PROPEL INDY

Questions?



16

PROPEL INDY NEIGHBORHOOD CONNECTIVITY & PLACEMAKING



ProPELIndy.com

17

PROPEL INDY NEIGHBORHOOD CONNECTIVITY & PLACEMAKING

- Existing Underpass Facility Upgrades
- Existing Interchange Facility Upgrades
- Active Transportation Connections
- Placemaking
- New Connection Opportunities
- Gateways
- Existing Overpass Facility Upgrades
- Linear Trails
- New Pedestrian Crossing
- Signature Bridge
- Existing Pedestrian Crossing Improvement
- Local Road Improvements

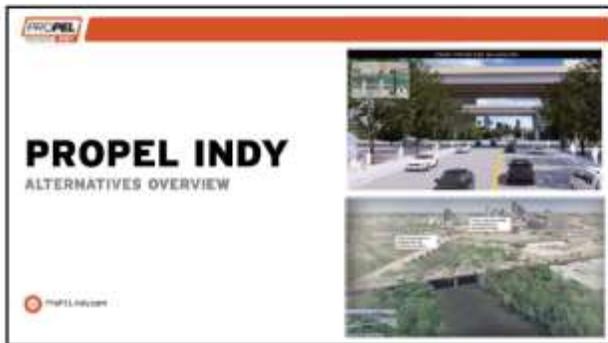
18



19



20



21

ALTERNATIVES OVERVIEW

<p>65 Spoke</p> <p>Extends from I-465 / I-465 interchange on the northwest side of Indianapolis to the 21st Street interchange.</p> <p>Key areas of concern that could be addressed in these alternatives include 38th street and the interchanges at 29th, 30th, and Martin Luther King Jr. Street.</p> 	<p>65 Downtown Spoke</p> <p>Extends from Fall Creek to the west end of the North Split interchange near Central Avenue.</p> <p>Key areas of concern that could be addressed in these alternatives include the West Street interchange and the I-465 bridge spanning from Alabama Street to Senate Avenue.</p> 	<p>65/70 Downtown Spoke</p> <p>Extends South from Washington Street to include the South Split interchange, and slightly west on I-70 to the East Street bridge.</p> <p>Key areas of concern that could be addressed in these alternatives include the Calvary Street entrance ramp and the South Split.</p> 
--	--	---

22

ALTERNATIVES OVERVIEW

<p>70 Downtown Spoke</p> <p>Extends from the White River to the South Split interchange.</p> <p>Key areas of concern that could be addressed in these alternatives include weaving segments, frequency of access points, and improved connectivity between neighborhoods and downtown.</p> 	<p>70 West Spoke</p> <p>Extends from the I-465/I-70 interchange on the west side to just west of the West Street interchange.</p> <p>Key areas of concern that could be addressed in these alternatives include congestion during peak periods on I-70 as well as the West Road and Harding Street interchanges.</p> 	<p>70 East Spoke</p> <p>Extends from just west of the KeyStone/Rural Street interchange east end of the North Split to the I-465/I-70 interchange on the east side.</p> <p>Key areas of concern that could be addressed in these alternatives include the Rural Street interchange and Emerson Avenue entrance ramp.</p> 
---	---	---

23



24



25



26



27



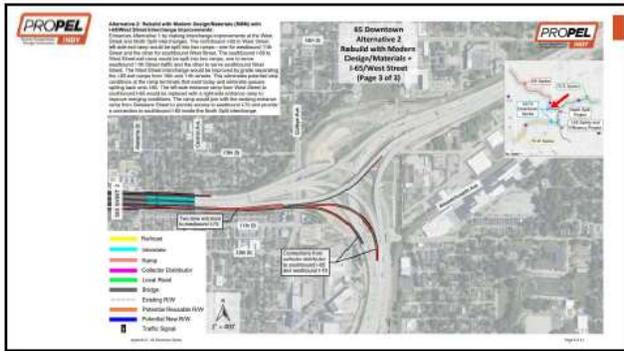
28



29



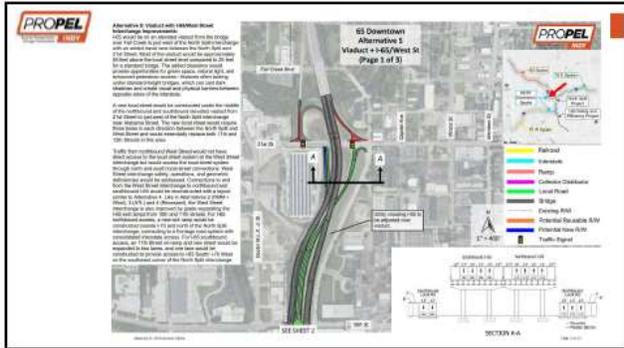
30



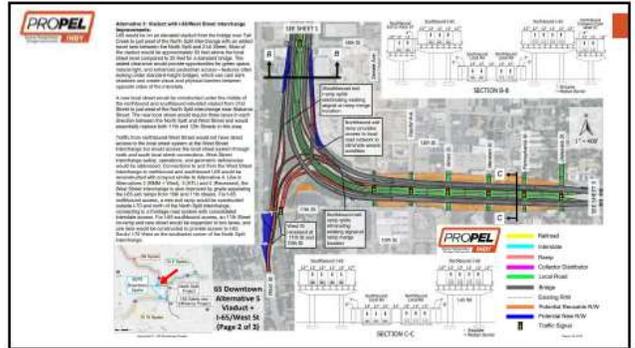
37



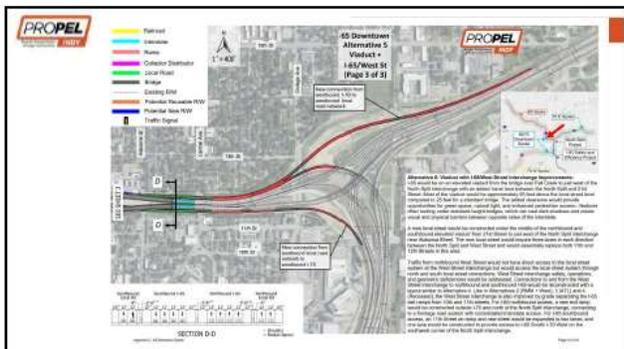
38



39



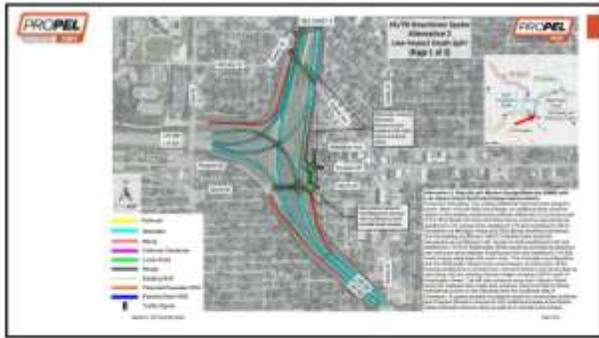
40



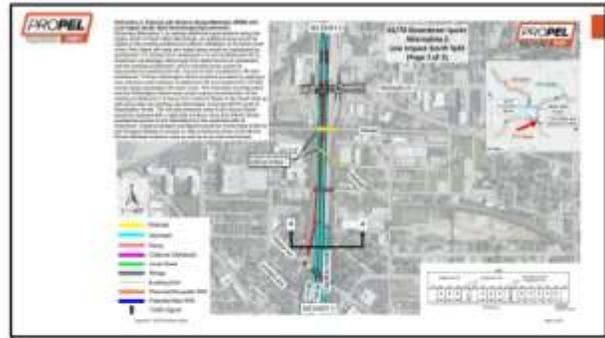
41



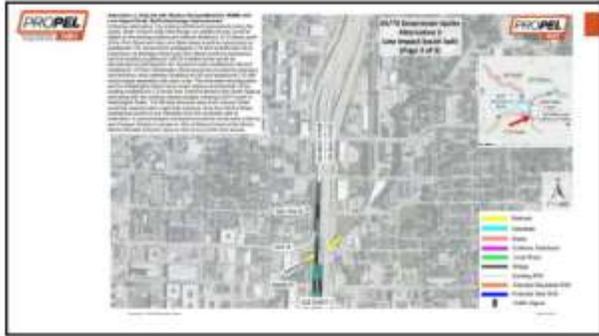
42



43



44



45



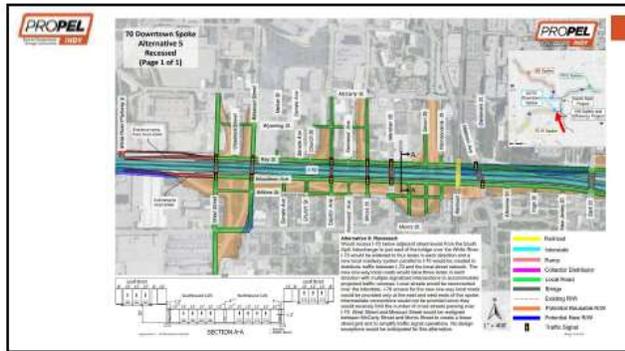
46



47



48



49



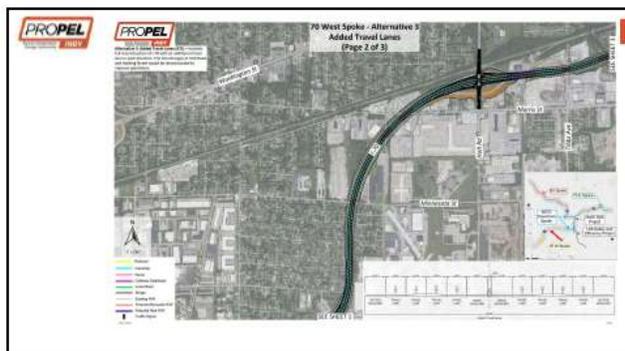
50



51



52



53



54



55



56



57



58

PROPEL FINAL THOUGHTS & NEXT STEPS

Public comments on the Draft Alternative Identification and Screening Report will be accepted through October 5, 2025.

INDOT anticipates ProPEL Indy's PEL Study Report will be published in late 2025.

59

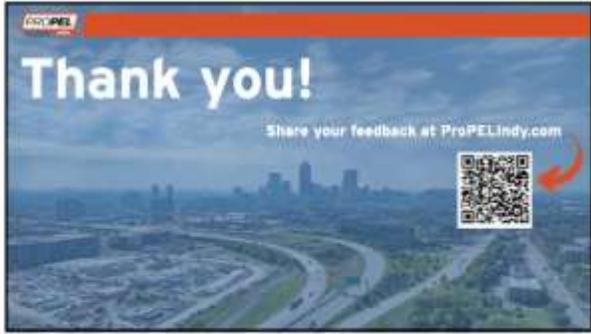
PROPEL FINAL THOUGHTS & NEXT STEPS

Upcoming Community Conversations

Tuesday, September 23rd from 5 PM - 7 PM
Indianapolis Public Library - West Branch
1216 Kappas Street, Indianapolis, IN 46221

Thursday, September 25th from 5 PM - 7 PM
Ivy Tech Community College Culinary and Conference Center
2820 N. Meridian Street, Indianapolis, IN 46208

60



61

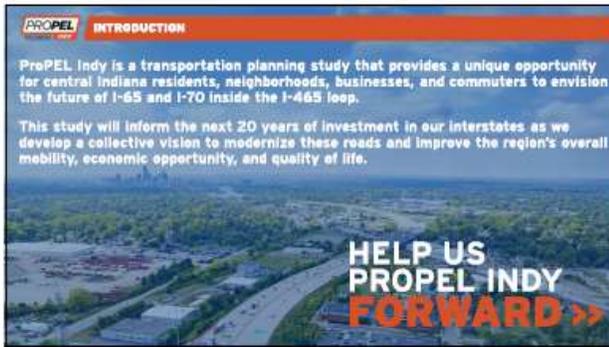
Appendix H: Community Conversations Presentation



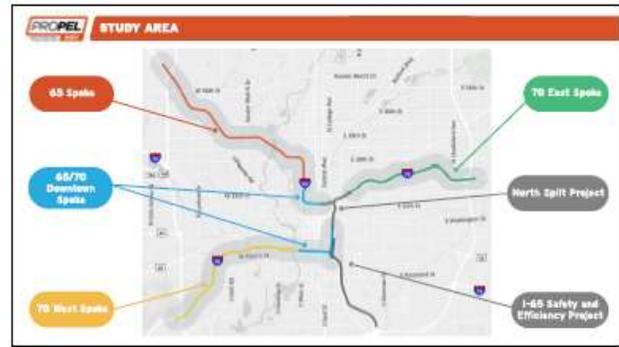
1



2



3



4



5



6

PROPEL NEIGHBORHOOD CONNECTIVITY & PLACEMAKING

ProPEL Indy has developed neighborhood and connectivity planning principles to offer guidance for designing future interstate projects that better integrate with surrounding neighborhoods.

7

PROPEL ALTERNATIVES IDENTIFICATION & DEVELOPMENT

Where should concepts be placed along the study corridor?

Why should this concept be used? Does it address a specific need?

How should concepts be combined to address the location's needs?

8

PROPEL ALTERNATIVES EVALUATION PROCESS

Purpose and Need

Environmental Impacts

Cost Estimates

Constructability

Community Goals

9

PROPEL ALTERNATIVES OVERVIEW

Up to 7 planning-level alternatives developed for each spoke.

Alternatives range from basic reconstruction to transformative redesigns.

Further analysis would be required on alternatives carried forward.

10

PROPEL ALTERNATIVES OVERVIEW

No Build

Dynamic Shoulder Lanes

Rebuild with Modern Design/Materials

Reversible Lane

Rebuild with Modern Design/Materials Plus

Recessed Interstate

Added Travel Lanes

Viaduct

11

PROPEL ALTERNATIVES OVERVIEW

65 Spoke
Extends from I-465 / I-65 Interchange on the northwest side of Indianapolis to the 21st Street Interchange.

Key areas of concern that could be addressed by these alternatives include 38th street and the interchanges at 29th, 30th, and Martin Luther King Jr. Street.

65 Downtown Spoke
Extends from Fall Creek to the west end of the North Split Interchange near Central Avenue.

Key areas of concern that could be addressed in these alternatives include the West Street Interchange and the I-65 bridge spanning from Alabama Street to Senate Avenue.

65/70 Downtown Spoke
Extends South from Washington Street to include the South Split Interchange, and slightly west on I-70 to the East Street bridge.

Key areas of concern that could be addressed in these alternatives include the Calvary Street entrance ramp and the South Split.

12

Appendix I: Community Conversations Boards



ProPEL Indy is a transportation planning study that provides a unique opportunity for central Indiana residents, neighborhoods, businesses, and commuters to envision the future of I-65 and I-70 in Indianapolis.

ALTERNATIVES IDENTIFICATION & EVALUATION

ProPEL Indy's Draft Alternatives Identification and Screening Report identifies and evaluates planning-level alternatives to address transportation needs in the study area which include:

-  **Bridge & Pavement Conditions**
-  **Roadway Safety**
-  **Roadway Mobility**
-  **Multimodal & Neighborhood Connections**



ProPEL Indy's study area includes approximately 26 miles of I-65 and I-70 within the I-465 loop.

Alternatives were developed using solutions identified in the study's Universe of Concepts report, which was released last year. The study team considered the following questions when developing alternatives:

 **Where should concepts be placed along the study corridor?**

 **Why should this concept be used? Does it address a specific need?**

 **How should concepts be combined to address the location's needs?**

A detailed summary of the report, including maps, graphics, and more can be found at ProPELIndy.com

WATCH VIDEO TO LEARN MORE



REVIEW STUDY'S LATEST REPORT



SHARE YOUR FEEDBACK



Improving multimodal connectivity in and around the interstates has been a common theme we've heard from you throughout ProPEL Indy. In response to your feedback, our latest report introduces neighborhood and connectivity planning principles to guide future interstate projects toward better integration with surrounding communities.

ProPEL Indy evaluated the study's spokes to identify ways to add, improve, or enhance connectivity and placemaking specific to each location's needs. The 12 typologies used to guide enhanced connectivity design include:



Existing Underpass Facility Upgrades
Improve existing pedestrian facilities along underpasses to include lighting, sidewalk conditions, and other enhancements.



Linear Trails
Introduce trails with vegetation and trees along corridors to enhance livability, provide shade, and support environmental sustainability.



Placemaking
Create inviting public spaces where people can gather, relax, and engage in activities. These may include seating, tables, play areas, food vendors, and public art.



Existing Pedestrian Crossing Improvement
Modernize existing pedestrian bridges and tunnels to improve safety and usability for all users.



Existing Overpass Facility Upgrades
Enhance pedestrian infrastructure on overpasses by improving lighting, sidewalk conditions, and overall accessibility.



Active Transportation Connections
Support walking, bicycling, micromobility devices, or other nonmotorized modes of transportation through dedicated infrastructure that promotes non-motorized travel.



Signature Bridge
Develop bridges that serve as architectural or engineering landmarks, symbolizing the identity of a city, neighborhood, or district.



Gateways
Install visually prominent signs or structures—often with landscaping—that welcome travelers to specific areas and reinforce a sense of place.



Existing Interchange Facility Upgrades
Upgrade pedestrian elements at interchanges, similar to overpass improvements, to ensure safety and comfort.



New Pedestrian Crossing
Construct new pedestrian bridges or elevated walkways to allow safe crossings without disrupting vehicular traffic.



New Connection Opportunities
Reconnect previously severed vehicular and pedestrian corridors to improve mobility and neighborhood access.



Local Road Improvements
Upgrade local roads affected by construction to meet current standards and serve all users, including pedestrians, cyclists, and motorists.

ALTERNATIVES OVERVIEW

ProPEL Indy developed up to seven planning-level alternatives for each of the study's spokes, they range from basic reconstruction to transformative redesigns. The primary concepts used in the alternatives are:

Rebuild with Modern Design/Materials

This alternative focuses on repairing and replacing aging infrastructure—like bridges and pavement—without changing how the interstate looks or functions. It keeps the current layout and access points, even if some features (like narrow shoulders) don't meet today's standards. It's a baseline option used to compare costs and benefits with more transformative alternatives.



Reversible Lane

This alternative adds a lane that changes direction depending on traffic flow—for example, heading into downtown in the morning and out in the evening. It's ideal for areas where traffic is heavily one-sided during certain times. A barrier separates opposing lanes to keep drivers safe.



Rebuild with Modern Design/Materials Plus

This option builds on the basic rebuild by adding small but meaningful upgrades to improve safety and traffic flow. Think of it as a "smart repair"—it keeps a similar footprint but makes the interstate work a little better for drivers.



Recessed Interstate

The Recessed Interstate lowers the highway below street level, helping reconnect neighborhoods that were divided by the elevated road. This design improves sightlines, walkability, and community access, while still keeping traffic moving efficiently. It can be paired with other upgrades to improve safety and operations.



Added Travel Lanes

This alternative adds a new lane in each direction where traffic operations are poor or are expected to get worse in the future. It's designed to reduce congestion and improve travel times, especially in busy areas. It's a more impactful solution than a simple rebuild, but it requires more space and investment.



Viaduct

The Viaduct raises the interstate much higher than a typical bridge—up to 65 feet—creating a bright, open space underneath. This design allows for green space, natural light, and pedestrian-friendly areas, transforming what's usually a dark, disconnected zone into a vibrant community asset. It also improves connectivity and can include safety upgrades.



Dynamic Shoulder Lanes

Dynamic Shoulder Lanes use the road's median shoulder as a travel lane during rush hour, giving drivers extra capacity when it's needed most. It's a flexible and space-efficient solution. Outside of peak times, the shoulder returns to its regular use.



WE WANT TO HEAR FROM YOU!

Visit ProPELIndy.com to review the alternatives and share your feedback with the study team.

RECOMMENDATIONS SUMMARY

ProPEL Indy identified up to seven planning-level alternatives for each of the study's spokes. These alternatives were evaluated on their ability to address the identified transportation needs in the study area as well as environmental impacts, costs, constructability, and community goals.



Does the alternative address the identified transportation needs in the study area?



What are the impacts on natural, cultural, community, and socioeconomic resources?



What are the estimated costs for construction, operations, and maintenance?



What are the construction impacts of the alternative?



Does the alternative address community goals?

As a result of the evaluation process, each alternative was either recommended to be eliminated or carried forward. A summary of these results can be found below:

65 SPOKE	65 DOWNTOWN SPOKE	65/70 DOWNTOWN SPOKE	70 DOWNTOWN SPOKE	70 WEST SPOKE	70 EAST SPOKE
Alternative 0: No Build	Alternative 0: No Build	Alternative 0: No Build	Alternative 0: No Build	Alternative 0: No Build	Alternative 0: No Build
Alternative 1: Rebuild with Modern Design/Materials	Alternative 1: Rebuild with Modern Design/Materials	Alternative 1: Rebuild with Modern Design/Materials	Alternative 1: Rebuild with Modern Design/Materials	Alternative 1: Rebuild with Modern Design/Materials	Alternative 1: Rebuild with Modern Design/Materials
Alternative 2: Rebuild with Modern Design/Materials + 38" Street Improvements	Alternative 2: Rebuild with Modern Design/Materials + West 51 Interchange Improvements	Alternative 2: Rebuild with Modern Design/Materials + Low Impact South Split	Alternative 2: Rebuild with Modern Design/Materials + Spool Improvements	Alternative 2: Rebuild with Modern Design/Materials + Auxiliary Lanes	Alternative 2: Rebuild with Modern Design/Materials + Auxiliary Lanes
Alternative 3: Added Travel Lanes	Alternative 3: Added Travel Lanes	Alternative 3: South Split Improvements	Alternative 3: Added Travel Lanes	Alternative 3: Added Travel Lanes	Alternative 3: Added Travel Lanes
Alternative 4: Dynamic Shoulder Lanes	Alternative 4: Recessed		Alternative 4: Added Travel Lanes + Local Road System	Alternative 4: Dynamic Shoulder Lanes + Viaduct	Alternative 4: Dynamic Shoulder Lanes
Alternative 5: Reversible Lanes	Alternative 5: Viaduct		Alternative 5: Recessed	Alternative 5: Reversible Lane	
Alternative 6: Recessed			Alternative 6: Viaduct		
Alternative 7: Viaduct					



Alternatives carried forward are considered potentially reasonable. These alternatives will be considered in future studies but require further analysis.

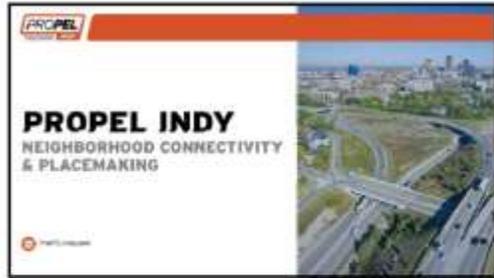


Eliminated alternatives are considered unreasonable. They will not be evaluated further in this study and likely do not warrant consideration as part of any subsequent NEPA studies.



Alternatives carried forward with construction or operations costs beyond INDOT's traditional funds would be contingent on additional funding being identified.

Appendix J: Community Conversations Digital Displays



1



2



3



4



5



6



7



10



11



12



13



14



15



16



17



18



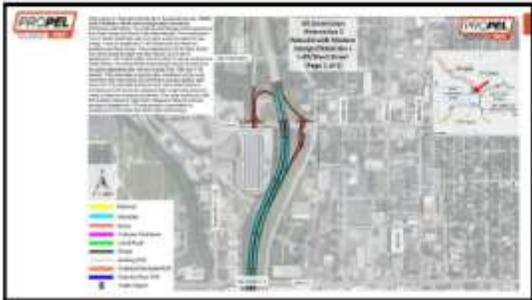
28



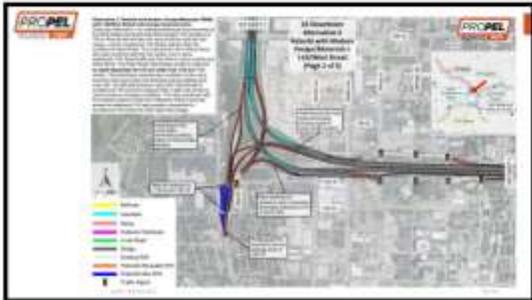
29



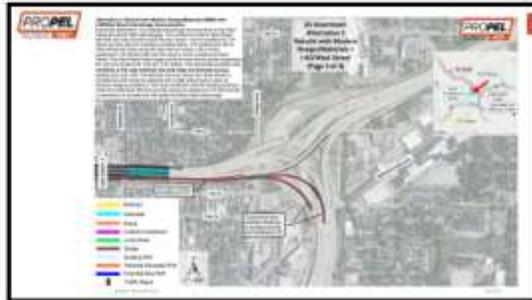
30



31



32



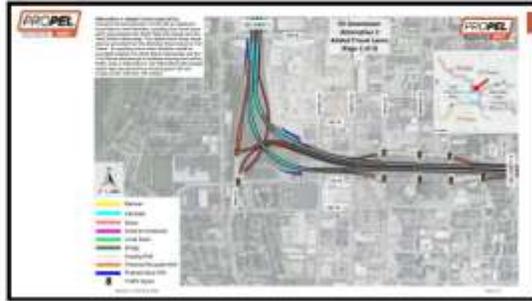
33



34



35



36



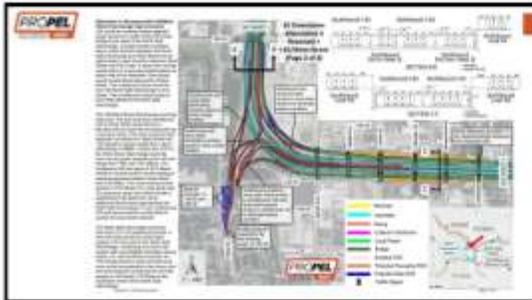
37



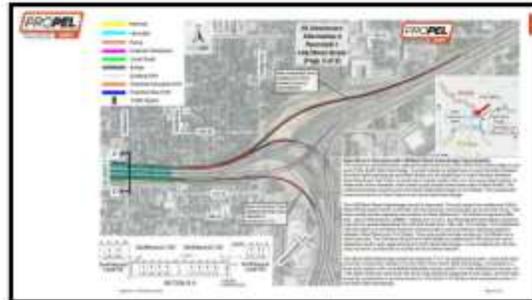
38



39



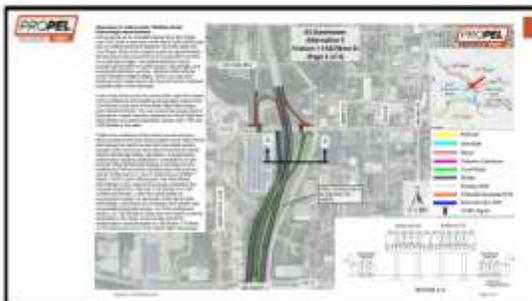
40



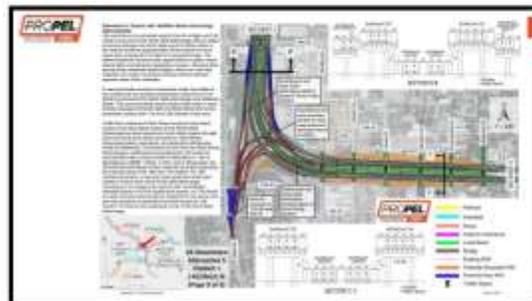
41



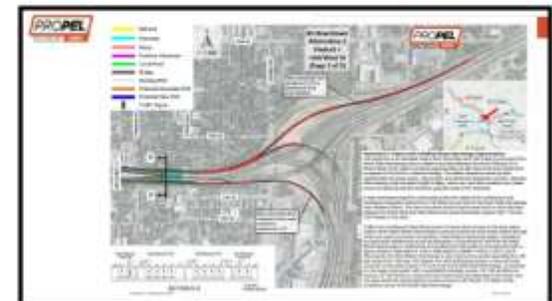
42



43



44



45



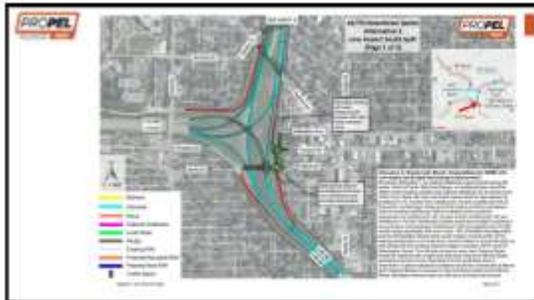
46



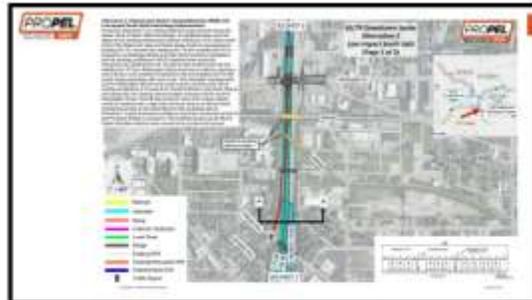
47



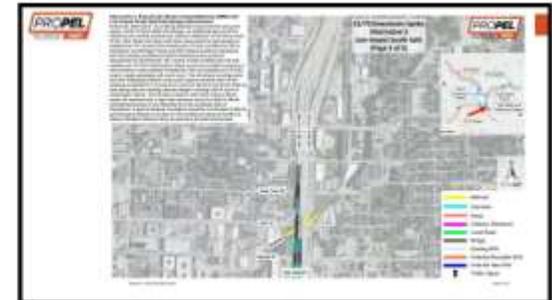
48



49



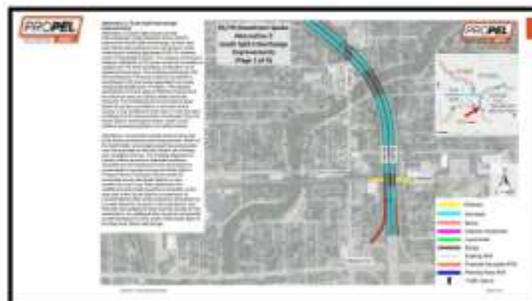
50



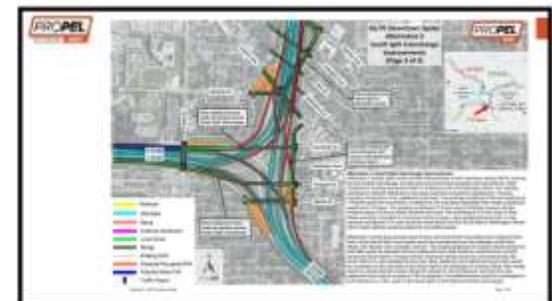
51



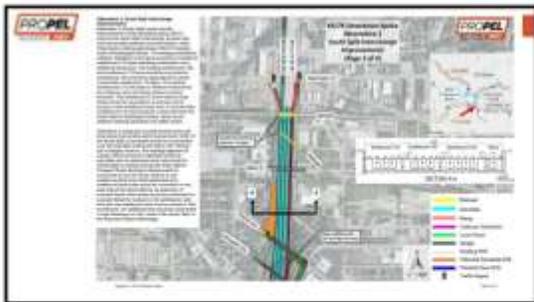
52



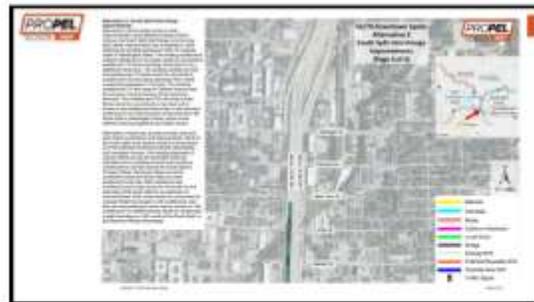
53



54



55



56



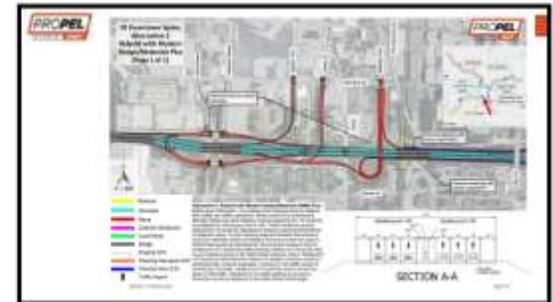
57



58



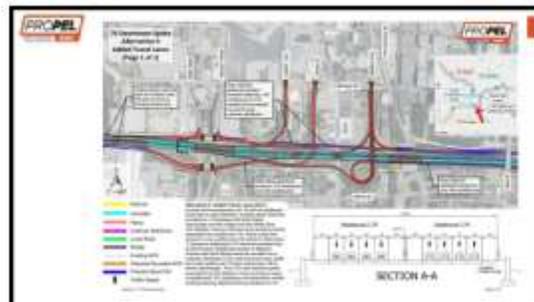
59



60



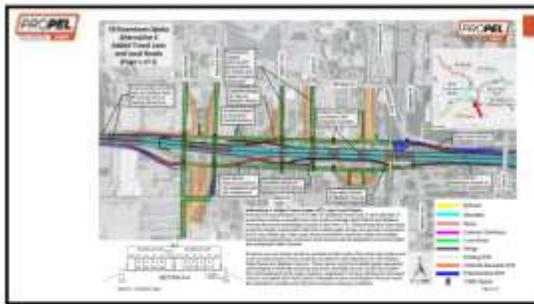
61



62



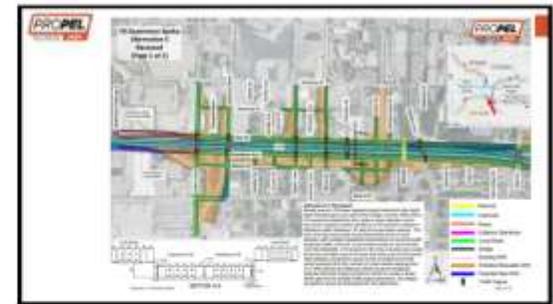
63



64



65



66



67



68



69



70



71



72



73



74



75



76



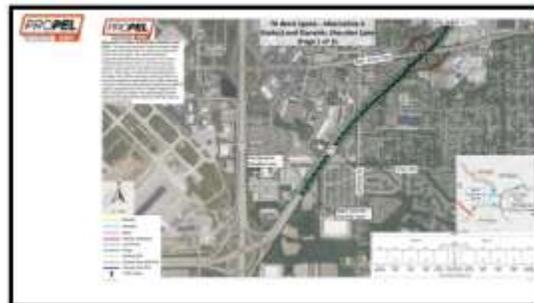
77



78



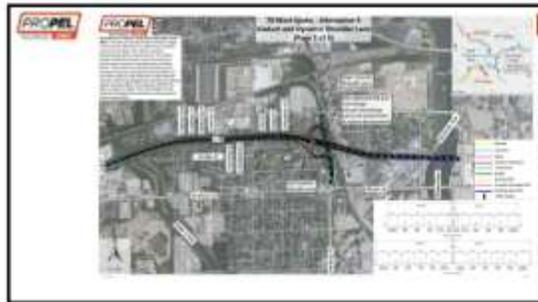
79



80



81



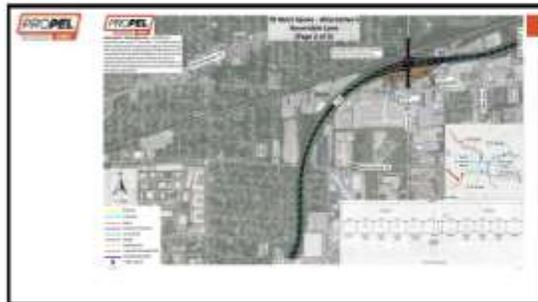
82



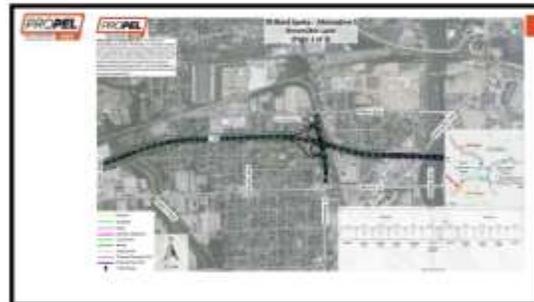
83



84



85



86



87



88



89



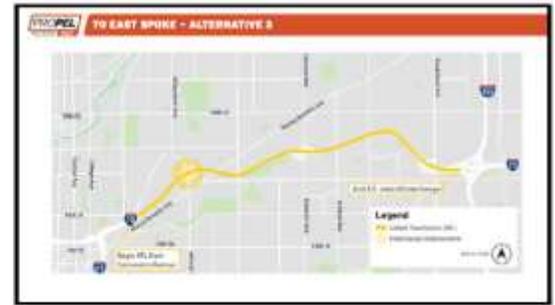
90



91



92



93



94



95



96



97



98



99



100

Appendix K: Community Conversations Handout



ProPEL Indy will result in a wide range of potentially reasonable alternatives for INDOT to consider for future projects. Alternatives carried forward from the study will require further analysis to determine if they are reasonable solutions to the area's transportation needs.

No decisions have been made about the future of I-65 and I-70 in Indianapolis. Multiple factors, including the urgency of identified needs, statewide priorities, and funding availability, will be considered when identifying future projects in the study area.



WE WANT TO HEAR FROM YOU!
Visit ProPELIndy.com to review the report and share your feedback with the study team.

- 317-917-5380
- ProPELIndy.com
- @ProPEL Indy
- @ProPEL Indy
- @ProPELIndy



ProPEL Indy is a transportation planning study that provides a unique opportunity for central Indiana residents, neighborhoods, businesses, and commuters to envision the future of I-65 and I-70 in Indianapolis.

ALTERNATIVES IDENTIFICATION & EVALUATION

ProPEL Indy's Draft Alternatives Identification and Screening Report identifies and evaluates planning-level alternatives to address transportation needs in the study area which include:

- Bridge & Pavement Conditions
- Roadway Safety
- Roadway Mobility
- Multimodal & Neighborhood Connections



ProPEL Indy's study area includes approximately 26 miles of I-65 and I-70 within the I-465 loop.

Alternatives were developed using solutions identified in the study's Universe of Concepts report, which was released last year. The study team considered the following questions when developing alternatives:

- Where should concepts be placed along the study corridor?**
- Why should this concept be used? Does it address a specific need?**
- How should concepts be combined to address the location's needs?**

WATCH VIDEO TO LEARN MORE



REVIEW STUDY'S LATEST REPORT



SHARE YOUR FEEDBACK



A detailed summary of the report, including maps, graphics, and more can be found at ProPELIndy.com.





RECOMMENDATIONS SUMMARY

ProPEL Indy identified up to seven planning-level alternatives for each of the study's spokes. These alternatives were evaluated on their ability to address the identified transportation needs in the study area as well as environmental impacts, costs, constructability, and community goals.



Does the alternative address the identified transportation needs in the study area?



What are the impacts on natural, cultural, community, and socioeconomic resources?



What are the estimated costs for construction, operations, and maintenance?



What are the construction impacts of the alternative?



Does the alternative address community goals?

As a result of the evaluation process, each alternative was either recommended to be eliminated or carried forward. A summary of these results can be found below:

65 SPOKE		65 DOWNTOWN SPOKE		65/70 DOWNTOWN SPOKE		70 DOWNTOWN SPOKE		70 WEST SPOKE		70 EAST SPOKE	
Alternative 0: No Build		Alternative 0: No Build		Alternative 0: No Build		Alternative 0: No Build		Alternative 0: No Build		Alternative 0: No Build	
Alternative 1: Rebuild with Modern Design/Materials		Alternative 1: Rebuild with Modern Design/Materials		Alternative 1: Rebuild with Modern Design/Materials		Alternative 1: Rebuild with Modern Design/Materials		Alternative 1: Rebuild with Modern Design/Materials		Alternative 1: Rebuild with Modern Design/Materials	
Alternative 2: Rebuild with Modern Design/Materials + 3B th Street Improvements		Alternative 2: Rebuild with Modern Design/Materials + West St. Interchange Improvements		Alternative 2: Rebuild with Modern Design/Materials + Low Impact South Split		Alternative 2: Rebuild with Modern Design/Materials + Spot Improvements		Alternative 2: Rebuild with Modern Design/Materials + Auxiliary Lanes		Alternative 2: Rebuild with Modern Design/Materials + Auxiliary Lanes	
Alternative 3: Added Travel Lanes		Alternative 3: Added Travel Lanes		Alternative 3: South Split Improvements		Alternative 3: Added Travel Lanes		Alternative 3: Added Travel Lanes		Alternative 3: Added Travel Lanes	
Alternative 4: Dynamic Shoulder Lanes		Alternative 4: Recessed				Alternative 4: Added Travel Lanes + Local Roads System		Alternative 4: Dynamic Shoulder Lanes + Viaduct		Alternative 4: Dynamic Shoulder Lanes	
Alternative 5: Reversible Lanes		Alternative 5: Viaduct				Alternative 5: Recessed		Alternative 5: Reversible Lane			
Alternative 6: Recessed						Alternative 6: Viaduct					
Alternative 7: Viaduct											

Alternatives carried forward are considered potentially reasonable. These alternatives will be considered in future studies but require further analysis.

Eliminated alternatives are considered unreasonable. They will not be evaluated further in this study and likely do not warrant consideration as part of any subsequent NEPA studies.

Alternatives carried forward with construction or operations costs beyond INDOT's traditional funds would be contingent on additional funding being identified.

REVIEW THE FULL REPORT AT PROPELINDY.COM

Appendix L: Alternatives Identification and Screening Summary



TABLE OF CONTENTS

- 3 STUDY OVERVIEW
- 5 WHAT WE'VE HEARD
- 7 WHAT WE'VE FOUND
- 9 NEIGHBORHOOD AND MULTIMODAL CONNECTIVITY
- 11 ALTERNATIVES IDENTIFICATION AND DEVELOPMENT
- 13 ALTERNATIVES EVALUATION PROCESS
- 15 ALTERNATIVES OVERVIEW
- 17 65 SPOKE
- 19 65 DOWNTOWN SPOKE
- 21 70 DOWNTOWN SPOKE
- 23 65/70 DOWNTOWN SPOKE
- 25 70 WEST SPOKE
- 27 70 EAST SPOKE
- 29 RECOMMENDATIONS SUMMARY
- 31 WHAT'S NEXT



PROPEL STUDY OVERVIEW

Central Indiana is home to a world-class transportation system that links our businesses, neighborhoods, and attractions together. As Hoosiers, we all depend on safe, reliable roads to get us to work, promote economic growth, and provide the quality of life we deserve. Most interstates inside the I-465 loop were built more than 40 years ago and will need to be modernized in the near future.

PROPEL Indy is a collaborative effort to envision the future of I-65 and I-70 in Indianapolis. Data driven and fueled by feedback, this study seeks to identify transportation needs in the study area while gathering input from a broad collection of stakeholders to understand the interstates' fit and function in the community.

PROPEL Indy will result in a set of recommendations to improve our interstates and enhance our community for generations to come.

PROPEL Indy's study area includes approximately 25 miles of I-65 and I-70 within the I-465 loop.

WE SAW THIS:

- 1 **VIASING DATA COLLECTION**
- 2 **IDENTIFY NEEDS BASED ON PUBLIC FEEDBACK**
- 3 **GENERATE CONCEPTS THAT ADDRESS NEEDS**
- 4 **ALTERNATIVE IDENTIFICATION AND EVALUATION**
- 5 **DEVELOPMENT OF STUDY SUMMARY REPORT**

PROPEL WHAT WE'VE HEARD

PROPEL Indy has connected with hundreds of stakeholders who use, work, or live near the interstates. We're met with a variety of neighborhoods, businesses, and organizations to gain a greater understanding of our community's needs and ideas for improvement.

1600+ PUBLIC COMMENTS RECEIVED

130+ EVENTS ATTENDED

70 like to see Indiana with two express lanes. Much of our suburban traffic is heavy directional depending on the time of the day. Allowing for directional lanes here would allow for our 80% capacity to be at least more efficient.

"I-70 goes over the major river in Indianapolis. Should be an excellent place for a cogwheel bridge right as the city comes into view if you're traveling east on I-70. It could create a vital moment for those traveling into our city. And give the residents who drive it every day, a strong sense of how great it is to live in Indianapolis."

"The 38th street interchange with 65 causes incredibly dangerous traffic patterns. Highway speeds are slowed down by drivers exiting the interchange. Paved shoulder making the 38th street corridor a messback."

"Create an entry way for pedestrians and bicycles to cross over or under the interstates to that of existing locations with enhanced width, green, or at new pedestrian/bicycle trail bridges over or "hubs" under."

"Would like the 465 on-ramp into area from Calvary street removed or redesigned as it is a very tricky and dangerous to merge with traffic."

"The interchange ramp for Madison, Meridian & Ard Street on a I-70 west seems to be potential safety hazard. 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."

"45 onramp from 38th street into downtown backage every day in the afternoon, often without any incident causing it."

Feedback from all stakeholders has been carefully considered by PROPEL Indy throughout the study process and informed our collection and analysis of data.

Review all the public feedback received by the study team at PROPEL.Indy.com



PROPEL WHAT WE'VE FOUND

ProPEL Indy evaluated bridge and pavement conditions, crash data, roadway operations, current and projected traffic volumes, previous studies, and environmental constraints to identify transportation issues, opportunities, and desired outcomes on I-65 and I-70 inside the I-465 loop.



ProPEL Indy identified the following needs in the study area as part of our Purpose & Need Report:

- Bridge & Pavement Conditions**
There are bridges and pavement sections on the interstates that are nearing the end of their lifespan and will need to be replaced.
- Roadway Safety**
Between 2016 and 2022 there were more than 4,000 crashes within the study area. Seven percent resulted in fatal or incapacitating injuries.
- Roadway Mobility**
Decreased mobility on the interstates due to roadway operational issues and traffic congestion. This is projected to worsen over time.
- Multimodal & Neighborhood Connections**
There are gaps in the pedestrian and bicycle infrastructure across and near the interstates.

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

Refer to the study's full Purpose & Need Report and supporting data located at PROPELINDY.COM

PROPEL NEIGHBORHOOD CONNECTIVITY & PLACEMAKING

Improving neighborhood connectivity or reestablishing neighborhood connections lost during the construction of I-65 and I-70 was one of the most common comments made by stakeholders during the ProPEL Indy study.

As a result, the study team developed Neighborhood and Connectivity Planning Principles to be considered by INDOT when developing future design decisions in projects along I-65 and I-70.

These planning principles offer guidance for designing future interstate projects that better integrate with surrounding neighborhoods and focus on improving multimodal connectivity and placemaking across and near the interstates.





For a city with the size and complexity of Indianapolis, there is not a one-size-fits-all approach to connectivity. ProPEL Indy evaluated the study's spokes to identify ways to add, improve, or enhance connectivity and placemaking specific to each location's needs. You can find connectivity considerations in the alternative identification and evaluation chapter for each spoke.

REVIEW THE FULL REPORT AT PROPELINDY.COM

PROPEL ALTERNATIVE IDENTIFICATION & DEVELOPMENT

ProPEL Indy used previous studies, agency input and public feedback to identify 24 potential solutions that may address the transportation needs in the study area known as the Universe of Concepts.

Solutions identified as the Universe of Concepts included a wide range of possibilities that were evaluated on their ability to improve bridge and pavement conditions, safety, mobility, and multimodal connectivity.

As a result of the evaluation process, 10 concepts were carried forward to further consider them.



VIEW THE UNIVERSE OF CONCEPTS AT PROPELINDY.COM

Alternatives have been developed by the ProPEL Indy study team by considering the following questions:

- WHERE?**
Where should concepts be placed along the study corridor?
Each of the study's spokes (I-65, I-70 E, I-70 W, and I-65/I-70 Divergent) was divided into segments to be evaluated by the study team. Most of the interstate segments begin and end with an interchange on the corridor. Interchanges in the study area were evaluated separately as the needs and concepts that apply to these two location types vary significantly.
- WHY?**
Why should this concept be used? Does it address a specific need?
Concepts were categorized on their ability to improve bridge and pavement conditions, safety, mobility, and connectivity. A series of questions was developed for each need and then applied to segments and interchanges within the study area to identify concepts most likely to address the needs of each specific location.
- HOW?**
How should concepts be combined to address the location's needs?
Concepts identified were combined to create alternatives for each spoke. Alternatives were generally developed by selecting a concept that is expected to address most of the needs of the spoke, then including additional concepts to address the remaining needs.

PROPEL ALTERNATIVE EVALUATION PROCESS

ProPEL Indy evaluated the identified alternatives on several factors:

- PURPOSE AND NEED**
Does the alternative address the identified transportation needs in the study area?
- ENVIRONMENTAL IMPACTS**
What are the impacts on natural, cultural, community, and socioeconomic resources?
- COST ESTIMATES**
What are the estimated costs for construction, operations, and maintenance?
- CONSTRUCTABILITY**
What are the construction impacts of the alternative?
- COMMUNITY GOALS**
Does the alternative address community goals?

Alternatives in each spoke were evaluated by ProPEL Indy on their ability to meet the study's purpose and need by addressing aging bridge and pavement conditions, safety, mobility and connectivity.

Potential impacts to environmental resources were assessed by the study team. They included natural, cultural, community, and socioeconomic resources.

Planning-level cost estimates were prepared for each alternative, as were estimated operation and maintenance costs. Operation and maintenance costs included key components like incident management, snow removal, pump station maintenance and more.

Constructability was evaluated to measure the construction impacts of each alternative. This included construction timeframe, difficulty, potential closures, local street, utility and railroad impacts.

Community goals were grouped into the study's four main pillars: quality of life and livability, economic growth and opportunity, transportation and mobility, and transportation for all. These pillars served as a framework for how these goals were considered during the alternative evaluation.





PROPEL ALTERNATIVES OVERVIEW

ProPEL Indy developed up to seven planning level alternatives for each of the study's spokes, they range from basic reconstruction to transformative redesigns. The primary concepts used in the alternatives are:

Rebuild with Modern Design/Materials

This alternative focuses on rebuilding and replacing aging infrastructure like bridges and pavement without changing how the infrastructure on the road. It leaves the current travel and access ways, uses a more modern color scheme (blue and grey) to meet modern standards. It's a baseline option used to compare other more radical, transformative alternatives.



Rebuild with Modern Design/Materials Plus

This option builds on the basic rebuild by adding small but meaningful upgrades to improve safety and traffic flow. Think of it as a "smart repair" - it keeps a similar footprint but makes the infrastructure work a little better for drivers.



Add Travel Lanes

This alternative adds a new lane in each direction where traffic is expected to get worse in the future. It's designed to reduce congestion and improve travel times, especially in busy areas. It's a more radical redesign than a simple rebuild, but it requires more space and materials.



Dynamic Shoulder Lanes

Dynamic Shoulder Lanes use the road's shoulder shoulder as a travel lane during rush hour, construction and other specific times of the day. It's a flexible and space-efficient solution. Outside of peak times, the shoulder returns to its regular use.



Reversible Lane

This alternative adds a lane that changes direction depending on traffic flow. For example, heading into downtown in the morning and out in the evening. It's best for areas where traffic is heavily one-sided during peak hours. A barrier separates opposing flows to keep drivers safe.



Recessed Interstate

The Recessed Interstate lowers the highway below street level, helping reconnect neighborhood that were divided by the elevated road. This design improves aesthetics, walkability, and community access, while still allowing traffic to move efficiently. It can be paired with other approaches to improve safety and operations.



Viaduct

The Viaduct raises the elevated truck major than a viaduct bridge up to 60 feet, creating a green space, park, and pedestrian friendly area. A surrounding street's usually a park. A viaduct can also be a safe and community asset. It also improves connectivity and can reduce safety hazards.



PROPEL 65 SPOKE

ProPEL Indy's 65 Spoke extends from the I-465 / I-45 interchange on the northwest side of Indianapolis to the 2nd Street interchange.



ProPEL Indy developed seven planning level alternatives for the 65 Spoke to address identified needs:

- 1. Add 100' wide shoulders on both sides of the road.
- 2. Add a 100' wide shoulder on the north side of the road.
- 3. Upgrade shoulders to include a 100' wide shoulder on both sides of the road.
- 4. Add a 100' wide shoulder on the north side of the road.
- 5. Add a 100' wide shoulder on the north side of the road.
- 6. Add a 100' wide shoulder on the north side of the road.
- 7. Add a 100' wide shoulder on the north side of the road.

Key areas of concern that could be addressed by these alternatives include 20th Street and the interchanges at 20th, 30th, and Martin Luther King Jr. Street.



The results of the alternative evaluation and screening for this spoke can be found on the next page. View the details of the evaluation process in Chapter 8 of the full report at ProPELIndy.com.

PROPEL 65 DOWNTOWN SPOKE

ProPEL Indy's 65 Downtown Spoke extends from Fall Creek to the west end of the North Split interchange near Central Avenue.



ProPEL Indy developed five planning level alternatives for the 65 Downtown Spoke to address identified needs:

- 1. Add 100' wide shoulders on both sides of the road.
- 2. Add a 100' wide shoulder on the north side of the road.
- 3. Upgrade shoulders to include a 100' wide shoulder on both sides of the road.
- 4. Add a 100' wide shoulder on the north side of the road.
- 5. Add a 100' wide shoulder on the north side of the road.

Key areas of concern that could be addressed by these alternatives include the West Street interchange and the I-45 bridge spanning from Alabama Street to Senate Avenue.



The results of the alternative evaluation and screening for this spoke can be found on the next page. View the details of the evaluation process in Chapter 7 of the full report at ProPELIndy.com.

PROPEL 65/70 DOWNTOWN SPOKE

ProPEL Indy's 65/70 Downtown Spoke extends south from Washington Street to include the South Split interchange, and slightly west on I-70 to the East Street bridge.



ProPEL Indy developed three planning level alternatives for the 65/70 Downtown Spoke to address identified needs:

- 1. Add 100' wide shoulders on both sides of the road.
- 2. Add a 100' wide shoulder on the north side of the road.
- 3. Upgrade shoulders to include a 100' wide shoulder on both sides of the road.

Key areas of concern that could be addressed by these alternatives include the Calvary Street entrance ramp and the South Split.



The results of the alternative evaluation and screening for this spoke can be found on the next page. View the details of the evaluation process in Chapter 8 of the full report at ProPELIndy.com.



PROPEL TO DOWNTOWN SPOKE

ProPEL Indy's 70 Downtown Spoke extends from the White River to the South Split interchange.

ProPEL Indy developed six planning-level alternatives for the 70 Downtown Spoke to address identified needs.

Key areas of concern that could be addressed in these alternatives include weaving segments, frequency of access points, and improved connectivity between neighborhood and downtown.

The results of the alternative evaluation and screening for this spoke can be found on the next page. View the details of the evaluation process in Chapter 4 of the full report at PROPELINDY.COM.

TO DOWNTOWN SPOKE RECOMMENDATIONS

Alternative 1	Alternative 2	Alternative 3	Alternative 4	Alternative 5	Alternative 6
Green	Green	Green	Green	Green	Green

PROPEL TO WEST SPOKE

ProPEL Indy's 70 West Spoke extends from the I-465/I-70 interchange on the west side to just west of the West Street interchange.

ProPEL Indy developed five planning-level alternatives for the 70 West Spoke to address identified needs.

Key areas of concern that could be addressed in these alternatives include congestion during peak periods on I-70 as well as the Hull Road and Harding Street interchanges.

The results of the alternative evaluation and screening for this spoke can be found on the next page. View the details of the evaluation process in Chapter 4 of the full report at PROPELINDY.COM.

TO WEST SPOKE RECOMMENDATIONS

Alternative 1	Alternative 2	Alternative 3	Alternative 4	Alternative 5
Green	Green	Green	Green	Green

PROPEL TO EAST SPOKE

ProPEL Indy's 70 East Spoke extends from just west of the Keystone/Rural Street interchange (east end of the North Split project) to the I-465/I-70 interchange on the east side.

ProPEL Indy developed four planning-level alternatives for the 70 East Spoke to address identified needs.

Key areas of concern that could be addressed in these alternatives include the Rural Street interchange and Emerson Avenue entrance ramp.

The results of the alternative evaluation and screening for this spoke can be found on the next page. View the details of the evaluation process in Chapter 4 of the full report at PROPELINDY.COM.

TO EAST SPOKE RECOMMENDATIONS

Alternative 1	Alternative 2	Alternative 3	Alternative 4
Green	Green	Green	Green

PROPEL RECOMMENDATIONS SUMMARY

	60 SPOKE	65 DOWNTOWN SPOKE	70 DOWNTOWN SPOKE	70 EAST SPOKE	70 WEST SPOKE
Alternative 1	Green	Green	Green	Green	Green
Alternative 2	Red	Red	Red	Red	Red
Alternative 3	Green	Green	Green	Green	Green
Alternative 4	Green	Green	Green	Green	Green
Alternative 5	Green	Green	Green	Green	Green
Alternative 6	Green	Green	Green	Green	Green
Alternative 7	Green	Green	Green	Green	Green

REVIEW THE FULL REPORT AT PROPELINDY.COM

Alternatives 1 are preferred and recommended for implementation. These alternatives will be included in future studies but require further analysis.

Alternatives 2-6 are not recommended for implementation. They will not be included further in the future studies but may be considered as part of any subsequent MGA updates.

Alternative 7 is not recommended for implementation. It will not be included further in the future studies but may be considered as part of any additional future study needed.



Appendix M: Public Comments and Response

Table I: Public Comments with Response

#	Comment	Response
1	I70 is a major gateway corridor to downtown Indianapolis. Regional Partners implementing the White River Vision Plan have recently adopted the name "The White Riverway" to describe the network of parks and attractions connected by the river. They are deploying a national-park inspired brand that will soon be displayed at entrances to nearly 30 riverfront parks. A signature bridge here not only has the opportunity to welcome people to Indiana's capital, but also celebrate its greatest natural resource: the White River. We'd love to be intimately involved if this idea moves forward.	Future consideration of a signature bridge is recommended for all spokes, but the location of the White River on the 70 West Spoke provides a special opportunity. It would establish a significant gateway entry into Downtown Indianapolis for people coming from the airport. Feedback from both the public and business stakeholders expressed the desire for this area to be aesthetically appealing as it serves as the city's front door welcoming visitors and residents. Signature bridge design elements would be prioritized to make the signature elements non-structural for ease of maintenance. A signature bridge would have a higher cost than a standard bridge, and supplemental funding would need to be identified. Community input would be required to determine if there is interest and to identify the type of design.
2	I think this is a great opportunity to use new asphalt technology that makes quieter roads and also open graded friction courses that reduce dangerous spray and reduce runoff and icing. The noise is very harmful to human health and also to birds and other wildlife. This would be great within the city or other densely populated areas.	Quiet pavement is another design toolbox element that could be implemented to help reduce traffic noise. Future pavement replacement projects will evaluate the possibility for incorporating quiet pavement into the project.
3	First, a recessed design is needed at the NW split, but even once recessed, this turn could be more gentle.	A recessed alternative was developed for the 65 Downtown Spoke and included in the Alternatives Identification and Screening Report. The alternative is considered potentially reasonable and recommended to be carried forward for consideration in future studies. Alternatives carried forward from the study will require further analysis to determine if they are reasonable solutions to the area's transportation needs. 65 Downtown Spoke Alternative 4 (Recessed) has construction or operations costs beyond INDOT's traditional funds and would be contingent on additional funding being identified. Multiple alternatives developed for the study's Alternatives Identification Screening Report would improve the West Street interchange to address safety, operations, and geometric deficiencies.



4	Recessed design to connect \$4B+ IU Health, IU and PU, and the adjacent neighborhoods/communities.	<p>A recessed alternative was developed for the 65 Downtown Spoke and included in the Alternatives Identification and Screening Report. The alternative is considered potentially reasonable and recommended to be carried forward for consideration in future studies. Alternatives carried forward from the study will require further analysis to determine if they are reasonable solutions to the area’s transportation needs.</p> <p>65 Downtown Spoke Alternative 4 (Recessed) has construction or operations costs beyond INDOT’s traditional funds and would be contingent on additional funding being identified.</p>
5	Recessed Roadway. Reconnect neighborhoods destroyed by the interstate.	<p>A recessed alternative was developed for the 65 Downtown Spoke and included in the Alternatives Identification and Screening Report. The alternative is considered potentially reasonable and recommended to be carried forward for consideration in future studies. Alternatives carried forward from the study will require further analysis to determine if they are reasonable solutions to the area’s transportation needs.</p> <p>65 Downtown Spoke Alternative 4 (Recessed) has construction or operations costs beyond INDOT’s traditional funds and would be contingent on additional funding being identified.</p>
6	Signature Bridge Obvious location - Smart design with inspirational international design above a waterway that will be transformed over the next two decades.	<p>Future consideration of a signature bridge is recommended for all spokes, but the location of the White River on the 70 West Spoke provides a special opportunity. It would establish a significant gateway entry into Downtown Indianapolis for people coming from the airport. Feedback from both the public and business stakeholders expressed the desire for this area to be aesthetically appealing as it serves as the city’s front door welcoming visitors and residents. Signature bridge design elements would be prioritized to make the signature elements non-structural for ease of maintenance. A signature bridge would have a higher cost than a standard bridge, and supplemental funding would need to be identified. Community input would be required to determine if there is interest and to identify the type of design.</p>

7	Recessed Road on I-70 between the South Split and the White River	<p>A recessed alternative was developed for the 70 Downtown Spoke and included in the Alternatives Identification and Screening Report. The alternative is considered potentially reasonable and recommended to be carried forward for consideration in future studies. Alternatives carried forward from the study will require further analysis to determine if they are reasonable solutions to the area's transportation needs.</p> <p>The recessed alternative has construction or operations costs beyond INDOT's traditional funds would be contingent on additional funding being identified.</p>
8	Recessed Road near Fletcher Place. Obvious - This section is already recessed... Let's cap it and create connectivity to two of the most vibrant and culturally interesting neighborhoods in Indy.	All alternatives in the study's Alternatives Identification and Screening Report for this area retain the existing recessed interstates and allow for a potential cap if funded by others. Further coordination and design during project development will be necessary.
9	This exit (65 Downtown between West and Delaware) is embarrassing and needs a total overhaul. This is how many folks experience Indy once they get off the interstate... and it's filled with surface parking lots, blight, and destroyed roads & sidewalks... As well as the Benjamin Harrison Presidential Site and their neighborway (which COULD plug into the IU Health Campus).	Multiple alternatives were developed for this location as part of the Alternatives Identification and Screening Report. Land use is a local decision, your comment will be shared with the city of Indianapolis.
10	Since the completion of the north split, the south bound lanes of 65 from west street / MLK exit north to 38th back up on a daily basis. This did not happen (to that extent) before the north split work. I believe it is due to the entrance lane from 10th/west street, with cars merging on and mainly wanting to continue toward 70 east/west. This causes folks to cross 2-3 lanes of traffic. Clearly missed during the planning of the north split. Certainly is less safe now due to the congestion caused.	Roadway mobility on the interstates is a transportation need identified by the study team. Multiple alternatives developed for the study's Alternatives Identification Screening Report would improve mobility and reduce congestion on the interstates through downtown Indianapolis by adding capacity and improving the West Street interchange to address safety, operations, and geometric deficiencies.
11	65 South should be extended to 465 on the South side	ProPEL Indy's study area includes approximately 26 miles of I-65 & I-70 within the I-465 loop. On I-65 the study area extends just past the South Split interchange ending south of Morris Street. We anticipate the long-term vision for the I-65 corridor south of the south split will be evaluated as part of a future study.



12	Concentrate on completing an area of the hwy before shutting down another section. Think through the detour path and find times when commuting is low like spring break or during the summer when school is out.	Many bridges and pavement segments along I-65 and I-70 within I-465 will require major work within the next 20 years. This study is evaluating improvements to bridge and pavement condition while also addressing other needs within the study area. Rehabilitation and replacement of bridges and pavement is required to maintain their condition. The timing of construction in relation to other construction projects will be determined once projects are identified and move into development.
13	I am very much in favor of the Rethink Coalitions ideas for the inner loop. Ultimately there is much to love with this recessed highway plan ranging from traffic flow, environmental impacts, much needed space to be freed up for surrounding developments, and overall provides a much needed facelift/beautification of an aging interstate system. The city is slowly growing yet somewhat stuck in the past with many of its ideas. It's time to bring it into the future. I am fully behind all aspects of the Coalitions vision.	<p>A recessed alternative was developed and evaluated for multiple locations in the study area and included in the Alternatives Identification and Screening Report. The alternative is considered potentially reasonable and recommended to be carried forward for consideration in future studies. Alternatives carried forward from the study will require further analysis to determine if they are reasonable solutions to the area's transportation needs.</p> <p>A recessed alternative has construction or operations costs beyond INDOT's traditional funds would be contingent on additional funding being identified.</p>



14	In support of the ReThink Coalition's proposal to recess the downtown interstates in an effort to repair the damage the interstates did to downtown communities when they were constructed. Recessing the interstate would allow for redevelopment opportunities and economic growth in downtown. Concerned that the reconstructed North Split did not alleviate issues around IU Indianapolis Campus at West Street / MLK - this area continues to be congested and unsafe.	<p>The North Split project did not include the West Street interchange. ProPEL Indy did include the West Street interchange and a recessed alternative was developed and evaluated for multiple locations in the study area and included in the Alternatives Identification and Screening Report. The alternative is considered potentially reasonable and recommended to be carried forward for consideration in future studies. Alternatives carried forward from the study will require further analysis to determine if they are reasonable solutions to the area's transportation needs.</p> <p>A recessed alternative has construction or operations costs beyond INDOT's traditional funds would be contingent on additional funding being identified.</p> <p>Roadway mobility on the interstates is a transportation need identified by the study team. Multiple alternatives developed for the study's Alternatives Identification Screening Report would improve mobility and reduce congestion on the interstates through downtown Indianapolis.</p>
15	Litter needs to be removed from the interstates on a regular basis. Consideration for more "No Littering" signage along and near interstates.	Litter collection is included in the study's design toolbox, which are elements that could be incorporated in a range of alternatives. INDOT policies and manuals guide the application of numerous toolbox elements. Maintenance of some design toolbox elements will be an important consideration during project development. Design toolbox elements will be considered for future projects and in coordination with the community.
16	I-70 between downtown and the airport needs a major corridor improvement. Improved and consistent aesthetics to welcome people into the city.	Aesthetic design packages are included in the study's design tool box, which are elements that could be incorporated in a range of alternatives. The study's Neighborhood Connectivity and Planning Principles include the identification of potential placemaking opportunities to be considered in future projects. Multiple opportunities were identified along the 70 West spoke between the airport and downtown and are included in the Alternatives Identification and Screening Report.

17	Designated pull off safety areas need to be expanded throughout the interstate system.	Designated pull off safety areas, or accident investigation sites, were not included in the ProPEL Indy study but can be considered as projects are identified. This comment will be shared with the agency.
18	Interstate pavement materials need to be improved to minimize potholes.	INDOT is regularly working to prolong pavement life through new design methods, maintenance activities and rehabilitation projects. This comment will be shared with the agency.
19	Sam Jones Expressway exits have traffic backups in morning rush hour and in the afternoon starting at 3 PM.	Roadway mobility on the interstates is a transportation need identified by the study team. Multiple alternatives developed for the study's Alternatives Identification Screening Report would improve mobility and reduce congestion on the interstates in Indianapolis.
20	Litter needs to be removed from the interstates on a regular basis. Consideration for more "No Littering" signage along and near interstates.	Litter collection is included in the study's design toolbox, which are elements that could be incorporated in a range of alternatives. INDOT policies and manuals guide the application of numerous toolbox elements. Maintenance of some design toolbox elements will be an important consideration during project development. Design toolbox elements will be considered for future projects and in coordination with the community.
21	This is a complaint about high mast light towers. These light towers and their luminaires should not be use on any new construction or they should be severely modified. I live in Fletcher Place (46203) along the Inner Loop I-65/I-70. This is a complaint about the numerous high mast, light towers that have been installed. These towers are approximately 200 ft high and have six open, exposed light fixtures (Luminaires) per. These open exposed luminaires create a bright glare that hurts the eye, the exposed glare is a form of LIGHT POLLUTION (Light Glare) - these exposed luminaires are visible for over a quarter mile. Across the South Split there are close to ten (10) towers. They are visible from my windows (the closest is unavoidable) and from in front of our condo. These high mast light towers need to have their luminaires shielded with a cowl or masking fixture. There is no need for thousands of residents in our community to have to be exposed to this LIGHT GLARE. The open luminaire needs to be shielded.	The study's design toolbox includes roadway lighting improvements and recommends lighting be designed to reduce light trespassing into adjacent neighborhoods when incorporated into future projects. INDOT policies and manuals guide the application of numerous toolbox elements. Design toolbox elements will be considered for future projects and in coordination with the community.

22	How do I address the problems with the North Split? It appears that the community at large recognizes errors in design, but no one at INDOT is doing anything about it. Are there plans to address the design deficits of congestion and capacity limitations in the future?	<p>Roadway mobility on the interstates is a transportation need identified by the study team. Multiple alternatives developed for the study's Alternatives Identification Screening Report would improve mobility and reduce congestion on the interstates through downtown Indianapolis by adding capacity and improving the West Street interchange to address safety, operations, and geometric deficiencies.</p> <p>The North Split was largely excluded from the ProPEL Indy study. However, the study team took into consideration how developed alternatives might impact the North Split. These impacts were not evaluated in this study, however they should be considered in the future when developing projects in the study area.</p>
23	Many people in this area work at the airport. They are relegated to go downtown to get a connecting bus link to take them to the airport. Can your study take a look at expanding bus transportation links?	<p>Bus transit planning and operations are outside the responsibility of INDOT. Regional transit planning is conducted by the Indianapolis MPO in coordination with IndyGo and the Central Indiana Regional Transportation Authority (CIRTA). Improved bus transit was evaluated and eliminated in the study's last phase, the Universe of Concepts. INDOT will coordinate with the local transit service provider IndyGo and other relevant stakeholders to advance transit in the region beyond this study. Comments related to transit planning will be referred to the transit agency.</p>
24	Currently I465 has become a local transportation link versus being used for interstate travel. Suggest that consideration be given to creating parallel traffic lanes for local travel and express, dedicated truck lanes for trucks.	<p>ProPEL Indy's study area includes approximately 26 miles of I-65 and I-70 within the I-465 loop. The comment about I-465 will be shared with INDOT.</p>
25	The interstates need to have a better look, creating more attractive roadways, better landscaping, better painting options, better signage for businesses and neighborhoods.	<p>The study's design toolbox includes aesthetic design packages, which are elements that could be incorporated in a range of alternatives. The study's Neighborhood Connectivity and Planning Principles include the identification of potential placemaking opportunities to be considered in future projects. Multiple opportunities were identified along the 70 West spoke between the airport and downtown and are included in the Alternatives Identification and Screening Report.</p>



26	<p>I-65 south bound from W 38th to the north split has a traffic engineering problem that has been complicated even further by the changes to I-65 and I-70 downtown. From merging traffic entering the interstate as the interstate approaches hard turns, to the merging and crossover of traffic from both the left and right lanes of the interstate, with traffic attempting to make it across four lanes before the ramps divide at the north split, people are struggling with the interactions and traffic-friction has increased significantly. The interstates are physical, cultural, and economic barriers for many people in our community. If you do not have access to a vehicle, interstates are not your friend. They actually make your life much harder. We need to build community crossings that connect people across these quarter-mile-wide barriers, that have been built through the middle of our neighborhoods. I-65 has a proposed trail that connects Michigan Road at the Indianapolis Museum of Art along West 38th Street to Lafayette Road in the International District. There is no other east-west pedestrian connector within .8 miles of I-65 and it provides for crossings of I-65 at Guion Road, Kessler Boulevard, and Cold Springs Road, that are desperately needed by a community divided by the interstate corridor. How do we add that to your plan to redevelop I-65?</p>	<p>Roadway mobility on the interstates is a transportation need identified by the study team. Multiple alternatives developed for the study's Alternatives Identification Screening Report would improve mobility and reduce congestion on I-65 near 38th Street and through downtown Indianapolis.</p> <p>Limited multimodal and neighborhood connections is also identified as a ProPEL study need.</p> <p>Alternatives 2-7 in the 65 Spoke include multi-use paths on either side of I-65 and 38th Street. This would include a portion of the proposed trail mentioned in the comment. Parallel paths or trails would require maintenance by other agencies or organizations. Figure 15 and Table 9 in the Alternatives Identification and Screening Report includes the following potential connectivity and placemaking opportunities in this area: a new crossing opportunity at Little Eagle Creek, a linear park along the east side of I-65 between Lafayette Road and 38th Street, a gateway and pedestrian and bicycle improvements at Guion Road, and improved pedestrian facilities on the Kessler Boulevard Bridge.</p>
27	<p>There needs to be more of an effort to punch the interstate traffic from the core of the city to the outskirts.</p>	<p>A re-route traffic to I-465 concept was evaluated and eliminated from consideration during the study's last phase, the Universe of Concepts. The ProPEL Indy Existing Transportation Conditions Report documents that only 10% of all trips passing through downtown Indy on I-65 and I-70 are trips that begin and end outside of I-465. While complete removal of these pass-through trips could improve operations through the downtown area, existing and future traffic needs would still require the improvements documented in this study.</p>

28	<p>I would like to provide comment regarding the Universe of Concepts report. While I understand the lack of desire to remove entire spurs of the inner loop, I believe INDOT should examine removal of certain ramps which are either redundant or superfluous. These include the ramp on the 70E spur at Rural, the ramps on the 65 N spur at Illinois, 21st, and 29th/30th, the ramp on the 65 S spur at Raymond and Fletcher, and the Ramps on the 70 W spur at Madison, Illinois, Capitol, and Harding. Two of these Ramps, Madison and Raymond, have experienced fatality crashes in the past weeks. Elimination of these ramps still provides for convenience while removing complexity, eliminating weaving in complex interchanges, and minimizing high speed traffic dumped into neighborhood not equipped to handle those volumes. These ramps have recently proven their danger, and removing some of them must be considered in the high level analysis.</p>	<p>Consolidation and elimination of ramps was considered in the ProPEL Indy study. Several alternatives include consolidation of ramps along the 70 Downtown Spoke to address safety and/or operational concerns. Multiple alternatives of the 65 Spoke include removal of ramps at the Dr MLK Jr St and 29th/30th St interchanges as well as reconfiguration of the southbound ramps between 29th Street and 21st Street.</p>
29	<p>Please remove ramps at Raymond (recent cyclist fatality), Madison (recent driver fatality), Rural/Keystone, 29th/30th, 21st, and MLK/West. I've got three grandchildren who live in INDY whom I visit several times a week. They are teenagers, wanting to get around the city, but there are so many unsafe places for us to walk and bike.</p>	<p>Consolidation and elimination of ramps was considered in the ProPEL Indy study. Several alternatives include consolidation of ramps along the 70 Downtown Spoke to address safety and/or operational concerns. Multiple alternatives of the 65 Spoke include removal of ramps at the Dr MLK Jr St and 29th/30th St interchanges as well as reconfiguration of the southbound ramps between 29th Street and 21st Street.</p>
30	<p>I only know of one pedestrian bridge and one pedestrian tunnel around Indianapolis interstates and both are scary to use. They are overgrown with brush, full of glass, and don't really connect any areas I have any interest in going. They don't have lighting either. More connections across the downtown portions would be good. Also more sound walls!! And quit building your interstate drains so they pond water on the Monon!</p>	<p>Limited multimodal and neighborhood connections is identified as a ProPEL study need. Multiple alternatives developed for the study's Alternatives Identification Screening Report would improve connectivity across and near the interstates.</p> <p>In addition, and in response to public feedback, ProPEL Indy developed neighborhood and connectivity planning principles to guide future interstate projects toward better integration with surrounding communities. These principles emphasize safer and more accessible walking, biking, and connections across and near the interstates. ProPEL Indy's urban planners evaluated the study's spokes to identify ways to potentially add, improve, or enhance connectivity and placemaking specific to each location's needs. Connectivity considerations can be found in the alternative identification and evaluation chapter for each spoke in the study's Alternatives Identification and Screening report.</p>

31	<p>The interstate along Garfield Park needs sound barrier walls badly. I live just south of Garfield Park, roughly 3/4 of a mile from the interstate and the roar of traffic is frustrating and makes it harder to enjoy the nature-- which is the area's biggest draw. Even gardening in my yard is made significantly less enjoyable by how clearly I can hear the interstate. Helping to reduce the noise in Garfield Park would go a long way to improve our quality of life in the area. Also, the interstate access on Raymond St. makes the intersection of Raymond/Shelby much more dangerous and uncomfortable, especially if I am biking or walking to Fountain Square or downtown. Any redevelopment should consider ways to improve safety at that intersection. Are there any ways we can advocate for these issues or get engaged beyond this survey? These two issues I mentioned have been major concerns of mine and my friends/family for a long time now and I'm thrilled to see that there is an opportunity to make progress toward fixing them.</p>	<p>ProPEL Indy's study area includes approximately 26 miles of I-65 & I-70 within the I-465 loop. On I-65 the study area extends just past the South Split interchange ending south of Morris Street. We anticipate the long-term vision for the I-65 corridor south of the south split will be evaluated as part of a future study.</p> <p>Highway noise concerns in the study area will be documented by the study team. The ProPEL Indy study will result in a set of recommendations for INDOT to consider for future projects throughout the study area. If a project moves forward into project development and NEPA, a noise analysis will be completed in accordance with INDOT's noise policy if the project is a Type 1 project. Type 1 projects involve the alteration of a highway that significantly changes its alignment or increases capacity. Examples of Type I projects include adding travel lanes or substantially changing its vertical alignment. The results of the noise analysis will determine if a noise barrier is constructed as part of a project. Quiet pavement is another design toolbox element that could be implemented to help reduce traffic noise. Future pavement replacement projects will evaluate the possibility for incorporating quiet pavement into the project.</p>
32	<p>The I-465/I-65 NW Interchange should be re-imagined to have the NB I-465 exit to I-65 be on the right and then enter I-65 on the right of I-65 to be consistent with expectations. If possible the I-465 SB exit to SB I-65 should have improved geometry.</p>	<p>ProPEL Indy's study area includes approximately 26 miles of I-65 and I-70 within the I-465 loop. These I-465 ramps to I-65 were not included in the ProPEL Indy study as they do not impact operations along I-65. This comment will be shared with INDOT for consideration in future studies of I-465.</p>
33	<p>Going from Shadeland to the interstate on ramp is technically an on-ramp to I-465/I-70. However, if you want to get on I-70 you need to merge across 4 lanes in approximately 1/2 mile with on coming traffic to exit on the right. This should be redesigned.</p>	<p>Please see section 11.6.2 of the <i>ProPEL Indy Alternatives Identification and Screening Report</i> to review the study team's analysis of this area.</p>
34	<p>The Washington Street/CD ramp is an added travel lane for I-70. The quick lane changes for drivers trying to continue South on I-70 through the only through lane to I-70 is problematic and creates queuing on SB I-70 at all times of the weekday.</p>	<p>Please see section 8.5 of the <i>ProPEL Indy Alternatives Identification and Screening Report</i>. Alternatives 2 and 3 address the concern described in this comment.</p>
35	<p>The I-65N/S ramps to MLK Jr need to be redesigned. The I-65N off ramp is on the left hand side and many times that causes backups from the north split as people on I-65N will cross all lanes to reach this exit.</p>	<p>Please see section 7 of the <i>ProPEL Indy Alternatives Identification and Screening Report</i>. Alternatives 2-6 address the concern described in this comment.</p>



<p>36</p>	<p>1) The 'universe of concepts' does not seem to provide due diligence in investigating feasibility that meets the mobility purpose and need for public transportation. As a part of this investigation, INDOT has stated that 'operations on I-65 and I-70 could be improved by actions outside INDOT's control'. In other words, something may happen that results in regional, highway operated transit, but INDOT has no control over whether this happens or not. While this may be true within INDOT's current structure, that may not always be the case. It's a reaction to how things are and not how things could, and arguably should, be. This doesn't necessarily answer the question that I feel should be answered here, which is, does INDOT think regional transit should be explored/studied further? Is that an appropriate recommendation within this study as a response to meet roadway mobility needs? If INDOT supports moving in this direction it may shift 'outside INDOT's control' to a position where INDOT will lead or advocate for regional public transportation studies to better inform future decision-making. This moves the ownership and accountability from 'others' to INDOT (if they agree with the approach, and if not, explaining why not) as a collaborator. INDOT may not operate the service but leading and advocating for future studies could go a long way to bolstering the validity of the end-results of this effort. 2) Sections 5.6.1-5.6.2 what analysis was completed to conclude that public transportation 'may improve mobility'? How did the analysis conclude that the 'effect would be small' and 'it would likely have little effect on local traffic volumes' (pg 45)? Documenting this analysis would be appreciated. Similarly, taking the position that regional transit is outside of INDOT's control suggests that INDOT doesn't think it can help improve regional mobility or that they can't play a major part in pursuing the feasibility/outcome. If they did, would they recommend studying it further?</p>	<p>The question of whether regional transit should be explored/studied further for other reasons is meaningful, but it is outside the scope of this study. Currently, INDOT participates in the transit planning process by serving on the Indianapolis MPO Technical and Policy Committees. In addition, INDOT's Office of Transit manages federal and state transit grants and provides technical assistance for public transit systems across the state.</p> <p>The Central Indiana Transit Plan (2023) shifted the IndyGo system from a radial-based network focused on ridership to a grid network focused on coverage, with BRT lines as spines served by improved local routes. Interstate highways do not fit with this concept, with the exception of the Blue Line extension which will use general purpose lanes on I-70 west of Holt Road to serve the Indianapolis airport.</p> <p>The best opportunity for improving I-65 and I-70 operations with bus transit would be express bus service serving longer distance commute trips with minimal stops. Potential benefits were demonstrated with express bus service from Fishers and Carmel to downtown Indianapolis between 2007 and 2015. Ridership was highest during the first three years when a federal demonstration grant supported \$2.00 fares for six inbound and six outbound routes during peak periods. Daily ridership was highest in July 2008, when the Fishers Express served about 500 passengers. On an hourly basis, this translates to about 230 directional trips per hour. This compares to roughly 4,000 to 8,000 trips per hour on I-65 and I-70 (Table 29, ProPEL Indy Existing Transportation Conditions Report), resulting in minimal impact to interstate operations.</p> <p>The decreases in daily traffic volumes along I-65 and I-70 that are required to substantially reduce congestion along these routes greatly exceed the current daily ridership numbers of IndyGo. This suggests that IndyGo ridership must increase many times over to provide a substantial operational benefit to I-65 or I-70. For this reason, it was eliminated from further consideration.</p>
-----------	---	--

<p>37</p>	<p>I think the 65/70 grass way corridor needs to happen. It needs to. Indy is competing on a larger scale now with bigger cities and doing well. Tech manufacturing being built, IU Health hospitals & campus downtown is HUGE. Purdue tech downtown campus expansion. People/employees want more trees and walkable lives. The city has to do these things. It'd COMPLETELY change that corridor. It's not that much more if only doing concrete roads.</p>	<p>Limited multimodal and neighborhood connections is identified as a ProPEL study need. Multiple alternatives developed for the study's Alternatives Identification Screening Report would improve connectivity across and near the interstates.</p> <p>In addition, and in response to public feedback, ProPEL Indy developed neighborhood and connectivity planning principles to guide future interstate projects toward better integration with surrounding communities. These principles emphasize safer and more accessible walking, biking, and connections across and near the interstates. ProPEL Indy's urban planners evaluated the study's spokes to identify ways to potentially add, improve, or enhance connectivity and placemaking specific to each location's needs. Connectivity considerations can be found in the alternative identification and evaluation chapter for each spoke in the study's Alternatives Identification and Screening report.</p>
<p>38</p>	<p>I work with the community and would love to have a podcast highlighting the changes and ways people can share their input.</p>	<p>Thank you for your comment. The ProPEL Indy engagement process is robust and designed to engage stakeholders who use, cross, work or live near the interstates in multiple ways throughout the study. A summary of all outreach activities can be found in the Resource Agency, Stakeholder, and Public Involvement Summaries on the study's website.</p>
<p>39</p>	<p>INDOT needs to not have multiple projects that extend over long periods of time and then get extended from their expected completion date. It makes the public feel they don't have a respectful control of their schedule.</p>	<p>Many bridges and pavement segments along I-65 and I-70 within I-465 will require major work within the next 20 years. This study is evaluating improvements to bridge and pavement condition while also addressing other needs within the study area. Rehabilitation and replacement of bridges and pavement is required to maintain their condition. The timing of construction in relation to other construction projects will be determined once projects are identified and move into development.</p>
<p>40</p>	<p>Traffic is too congested. For example, where I65 and I70 meet there is always a backup.</p>	<p>Roadway mobility on the interstates is a transportation need identified by the study team. Multiple alternatives developed for the study's Alternatives Identification Screening Report would improve mobility and reduce congestion on the interstates through downtown Indianapolis.</p>

41	Better signage is needed throughout the interstate system to alert drivers at longer intervals before a change in lane or exit is needed.	Improving signage is a design toolbox element that could be incorporated into projects that advance from this study. Design toolbox elements will be considered for future projects and in coordination with the community.
42	Truck traffic is viewed as very destructive to interstate road surfaces. Recommend that INDOT consider some management of truck traffic	INDOT continues to investigate meaningful approaches to balancing truck and vehicle traffic.
43	Recommend that public transportation such as Indygo be included in interstate planning to allow people to better use mass transit verses having to drive. Including rail should also be an option in mass transit consideration.	Bus transit planning and operations are outside the responsibility of INDOT. Regional transit planning is conducted by the Indianapolis MPO in coordination with IndyGo and the Central Indiana Regional Transportation Authority (CIRTA). Passenger rail transit was evaluated and eliminated from consideration during the study's last phase, the Universe of Concepts. The 2016 Central Indiana Transit Plan prepared by the Indianapolis MPO, IndyGo, and other partner organizations recommended Bus Rapid Transit (BRT) over light rail for transit investments in this region. INDOT will coordinate with the local transit service provider IndyGo and other relevant stakeholders to advance transit in the region beyond this study. Comments related to transit planning will be referred to the transit agency.
44	Traffic entering Rural street from the highway overwhelms the city street and causes frequent delays. The off ramps should be removed at this location in favor of an enter only configuration.	The I-70 / Rural Street interchange is a high-volume access point for the movement of people and goods within the City. Several of the alternatives evaluated in this study include improvements for the I-70 / Rural Street interchange that are expected to improve operating conditions. Please see chapter 11 of the <i>ProPEL Indy Alternatives Identification and Screening Report</i> for more details.
45	It is my belief that highways should have designated lanes, for specific use. These would be for example, dedicated truck lanes or express lanes. This would allow increased mobility and relieve congestion.	The travel pattern data provided in Section 5.5.1 of the <i>ProPEL Indy Existing Transportation Conditions Report</i> does not support the concept of dedicated lanes within the study area.

46	It is difficult to understand when interstate construction is designated to relieve congestion and then when the job is finished congestion remains. Example would be the North Split.	Roadway mobility on the interstates is a transportation need identified by the study team. Multiple alternatives developed for the study's Alternatives Identification Screening Report will improve mobility and reduce congestion on the interstates through downtown Indianapolis.
47	Wayfinding could be better and placed at intervals long before a change in lane or exit is needed.	Improving signage is a design toolbox element that would be included for projects that advance from this study.
48	Designing of the interstate needs to be coincided with expanding mass transit options, not independent of them.	Bus transit planning and operations are outside the responsibility of INDOT. Regional transit planning is conducted by the Indianapolis MPO in coordination with IndyGo and the Central Indiana Regional Transportation Authority (CIRTA). Passenger rail transit was evaluated and eliminated from consideration during the study's last phase, the Universe of Concepts. The 2016 Central Indiana Transit Plan prepared by the Indianapolis MPO, IndyGo, and other partner organizations recommended Bus Rapid Transit (BRT) over light rail for transit investments in this region. INDOT will coordinate with the local transit service provider IndyGo and other relevant stakeholders to advance transit in the region beyond this study. Comments related to transit planning will be referred to the transit agency.
49	Why are no added travel lanes being planned on I-65 on the NW side from I-465 to I-865? Indianapolis does not stop at I-465. Most of that section is still in Marion county. 2 lanes each direction is not adequate with the amount of volume on that stretch. There are near accidents or actual accidents just about every day when I am driving home through there.	ProPEL Indy's study area includes approximately 26 miles of I-65 and I-70 within the I-465 loop. The comment about I-465 and I-865 will be shared with INDOT.
50	Incorporate protected bike lanes to alleviate traffic on congested city and interstate roads to stop the positive feedback loop that is adding lanes until we end up like Atlanta, Georgia / manila, philipines ... enable the public to chose their mode of transportation rather than perpetuating a bland car-centric metropolitan area. Indy's history is steeped in multi-modal transportation including the old passenger trains that carried many in and out of indy....ripped up by the automobile companies to start their automobiles crusade. Hopefully these engineers and planners are creative enough to envision something besides "added capacity" aka the politically correct term for adding lanes	Local road and bike lanes are outside of the jurisdiction of INDOT. Improvements to local facilities are the responsibility of DPW for bikes lanes and IndyGo for transit stations. Coordination between INDOT and stakeholder agencies is ongoing throughout the ProPEL Indy Study.
51	Truck traffic should be considered in terms of any widening of lanes as trucks are being designed wider and longer than in the past when roads were designed.	All alternatives developed for this study are based on current design standards, which account for truck sizes.

52	Illegal dumping under interstates is a large problem as is trash along I70.	Litter collection is included in the study's design toolbox, which are elements that could be incorporated in a range of alternatives. INDOT policies and manuals guide the application of numerous toolbox elements. Maintenance of some design toolbox elements will be an important consideration during project development. Design toolbox elements will be considered for future projects and in coordination with the community.
53	Consideration should be given to not allow any further disconnection within neighborhoods because of interstate development, as it occurred in the 70's when urban neighborhoods were chopped up to allow interstate development. Need for improved connections on either side of the interstate at Morris and Minnesota.	<p>Limited multimodal and neighborhood connections is identified as a ProPEL study need. Multiple alternatives developed for the study's Alternatives Identification Screening Report would improve connectivity across and near the interstates.</p> <p>In addition, and in response to public feedback, ProPEL Indy developed neighborhood and connectivity planning principles to guide future interstate projects toward better integration with surrounding communities. These principles emphasize safer and more accessible walking, biking, and connections across and near the interstates. ProPEL Indy's urban planners evaluated the study's spokes to identify ways to potentially add, improve, or enhance connectivity and placemaking specific to each location's needs. Connectivity considerations can be found in the alternative identification and evaluation chapter for each spoke in the study's Alternatives Identification and Screening report.</p>
54	Make efforts before construction to create less Single Occupancy Rider trips in order to ease congestion during and post construction. I.e. park and rides (as seen in other major metro areas), carpool lots, etc.	A public awareness campaign will be implemented prior to any major interstate construction program.
55	Hello, I am a homeowner in the Bates-Hendricks neighborhood, along the I-65/70 south split. There is a lot of trucks that use engine braking, especially when they approach the south split on I-70 EB...I've seen other areas around the city ban engine braking to improve the quality of life of people living near the interstates. Would ProPel please consider an ordinance or other means to influence enacting such a ban? Would there also be benefits to reducing congestion, not only noise pollution? I imagine this would make areas around the downtown interstates more attractive for homeowners, developers, and businesses - overall, making the downtown core a better place for people.	An ordinance to prohibit engine braking must be approved by the City of Indianapolis. We encourage you to discuss this topic with your City Councilmember.

56	<p>What is the anticipated timeline of reconstructing the South Split? I know the I-65 S&E project is going on now through a bit of 2027. My fear as a homeowner near the South Split is that construction timing will suddenly be announced, which would kinda blindside our neighborhood's residents. Please share some timing insight, if you could. Thank you!</p>	<p>No decisions have been made about the future of I-65 and I-70 in Indianapolis, including the South Split. Multiple factors, including the urgency of identified needs, statewide priorities, and funding availability, will be considered when identifying future projects in the study area. Public engagement activities would occur as part of the NEPA process for any future projects.</p>
57	<p>Vehicle Miles Traveled should be added as a KPI under environmental impacts. Recessed Interstate at Between Emerson and Arlington to improve Pogues Run Park. Follow Rethink Coalitions proposal. Plan has no physical improvements to transit or banking of space for transit expansion. Expansion of interstates will only temporarily reduce congestion, but over the long term will induce more demand that will once again clog the interstates, leading to even higher levels of pollution. Reduce capacity of interstates downtown and build right of way for public transportation. You don't need to build the rail lines, just make the space for it to be added once the party of small government decides to legalize trains. Even express bus For INDOT, stop denying induced demand.</p>	<p>Vehicle Miles Traveled (VMT) throughout the study area will increase because traffic volumes are expected to increase. VMT was not a KPI used in this study because the alternatives don't substantially change the distances motorists must travel; thus, VMT would increase the same amount in each alternative.</p> <p>Access to Pogue's Run Park (across I-70) may be approved by means other than recessing I-70. Such means are described in the Alternatives report.</p> <p>Bus transit planning and operations are outside the responsibility of INDOT. Regional transit planning is conducted by the Indianapolis MPO in coordination with IndyGo and the Central Indiana Regional Transportation Authority (CIRTA). INDOT will coordinate with the local transit service provider IndyGo and other relevant stakeholders to advance transit in the region beyond this study. Comments related to transit planning will be referred to the transit agency.</p>
58	<p>Widen 465 and make semis use it unless delivering in indy. Im also a truck driver</p>	<p>ProPEL Indy's study area includes approximately 26 miles of I-65 and I-70 within the I-465 loop. I-465 was not evaluated as part of the study. A re-route traffic to I-465 concept was evaluated and eliminated from consideration during the study's last phase, the Universe of Concepts. The ProPEL Indy Existing Transportation Conditions Report documents that only 10% of all trips passing through downtown Indy on I-65 and I-70 are trips that begin and end outside of I-465. While complete removal of these pass-through trips could improve operations through the downtown area, existing and future traffic needs would still require the improvements documented in this study.</p>



59	While I would normally support improvement, but I am so sick of road construction that I would rather you just finish construction and let us live with what we have for a while. The construction used to be a few months a year and now is just drags on endlessly and the most frustrating thing is to drive through these construction zones and very rarely do you see anyone working. Can't you just close down a smaller section and actually have people work until it's done and then move on to the next? Construction projects in Indiana seem to be very poorly managed.	Many bridges and pavement segments along I-65 and I-70 within I-465 will require major work within the next 20 years. This study is evaluating improvements to bridge and pavement condition while also addressing other needs within the study area. Rehabilitation and replacement of bridges and pavement is required to maintain their condition. The timing of construction in relation to other construction projects will be determined once projects are identified and move into development. Concerns regarding road closure, construction, and current INDOT projects will be shared with the agency.
60	I think we should build a tunnel system underground between the north split and the south split. The interstate split divides the downtown area with the near east side. This would be a way of bringing the city back together, and would probably increase housing and home prices in the area. I wouldn't build any permanent structures on top of the tunnel system. I would recommend building a Central Park style park on it. Within that park there can be access points down to the tunnel system. I'm not an engineer, and don't have any clue if this is feasible. But what I do know is that Indianapolis just dug a multimillion dollar tunnel system to house sewage waste. Any water issues that could arise installing and maintaining the tunnel could be dumped into that sewage tunnel. I think a trip to Baltimore is in order if this is even a thought. They did it and they have major navigable waterways there. It seems to me that we could make something like that work in the swamp under our great city!	The tunnel concept was evaluated and eliminated from consideration during the study's last phase, the Universe of Concepts. Several challenges would be associated with development of a tunnel concept, including roadway geometrics at entry and exit points and site limitations related to water table elevation, utilities, rail crossings, maintenance of traffic during construction, installation cost, and ongoing costs for operation and maintenance. High initial and ongoing maintenance cost, coupled with site limitations, constitutes a fatal flaw for a potential tunnel concept.
61	Please STOP messing with the interstates in Marion County. We do NOT need to spend millions or billions of dollars to save less than 5 minutes of travel times. There are a lot of better places to spend the money such as helping senior citizens with healthcare. INDOT hasn't completed the work on I-69/I-465 and that has been going on for over 5 years. The general public just needs to slow down plan for congestion and wait in line for their turn to merge. Should any of these braindead proposals see fruition the people of Indiana would also like to demand that the contractor(s) warranty the road to be free from chuckholes, potholes, and any other maintenance for at least 25 years. Can we just get the legislature or Congress to defund INDOT?	Many bridges and pavement segments along I-65 and I-70 within I-465 will require major work within the next 20 years. This study is evaluating improvements to bridge and pavement condition while also addressing other needs within the study area. Rehabilitation and replacement of bridges and pavement is required to maintain their condition. The timing of construction in relation to other construction projects will be determined once projects are identified and move into development. Concerns regarding road closure, construction, and current INDOT projects will be shared with the agency.



62	You just got done investing God knows how much in the north split, which still hasn't helped 65 South at the split. Now you want to do more! 🤔	Many bridges and pavement segments along I-65 and I-70 within I-465 will require major work within the next 20 years. This study is evaluating improvements to bridge and pavement condition while also addressing other needs within the study area. Rehabilitation and replacement of bridges and pavement is required to maintain their condition. The timing of construction in relation to other construction projects will be determined once projects are identified and move into development. Concerns regarding road closure, construction, and current INDOT projects will be shared with the agency.
63	Take it all underground. Reconnect our neighborhoods and improve our economic development and greater access to our city.	<p>The tunnel concept was evaluated and eliminated from consideration during the study's last phase, the Universe of Concepts. Several challenges would be associated with development of a tunnel concept, including roadway geometrics at entry and exit points and site limitations related to water table elevation, utilities, rail crossings, maintenance of traffic during construction, installation cost, and ongoing costs for operation and maintenance. High initial and ongoing maintenance cost, coupled with site limitations, constitutes a fatal flaw for a potential tunnel concept.</p> <p>A recessed alternative was developed and evaluated for multiple locations in the study area and included in the Alternatives Identification and Screening Report. The alternative is considered potentially reasonable and recommended to be carried forward for consideration in future studies. Alternatives carried forward from the study will require further analysis to determine if they are reasonable solutions to the area's transportation needs.</p> <p>A recessed alternative has construction or operations costs beyond INDOT's traditional funds would be a contingent on additional funding being identified.</p>



64	<p>Is there any possible way all this money could be redirected to improving the areas people actually live in instead of building up more highway infrastructure that will need more repairs and more money and produce more construction into the far future? Would love to know if this study is looking into improving mobility for all people and all modes of transport, not just those of us with cars. I don't care if the highway is pretty, it's still a highway.</p>	<p>Limited multimodal and neighborhood connections is identified as a ProPEL study need. Multiple alternatives developed for the study's Alternatives Identification Screening Report would improve connectivity across and near the interstates.</p> <p>In addition, and in response to public feedback, ProPEL Indy developed neighborhood and connectivity planning principles to guide future interstate projects toward better integration with surrounding communities. These principles emphasize safer and more accessible walking, biking, and connections across and near the interstates. ProPEL Indy's urban planners evaluated the study's spokes to identify ways to potentially add, improve, or enhance connectivity and placemaking specific to each location's needs. Connectivity considerations can be found in the alternative identification and evaluation chapter for each spoke in the study's Alternatives Identification and Screening report.</p>
65	<p>The neighbor hoods have already been changed. Equity for those former residents is not possible. A Big Waste Of Money.</p>	<p>Thank you for your comment, it has been documented in the study record.</p>
66	<p>The downtown spokes really would be best if bulldozed and developed. You can have parkways if you really need something. But the freeway eats up precious real estate, creates barriers, and incentivises non local traffic to cut through downtown, when it should be using the bypass. It's an outdated way of thinking about mobility and it feels like a waste to keep throwing money at it.</p>	<p>Remove segment(s) of interstate was evaluated and eliminated from consideration in the study's last phase, the Universe of Concepts, due to a fatal flaw of adverse impacts to the safety and operations of the local street network. Removing segment(s) of the interstate would result in high levels of congestion and create unacceptable safety and operational impacts on the local road network.</p> <p>A re-route traffic to I-465 concept was evaluated and eliminated from consideration during the study's last phase, the Universe of Concepts. The ProPEL Indy Existing Transportation Conditions Report documents that only 10% of all trips passing through downtown Indy on I-65 and I-70 are trips that begin and end outside of I-465. While complete removal of these pass-through trips could improve operations through the downtown area, existing and future traffic needs would still require the improvements documented in this study.</p>



67	It would be great to reconnect previously disconnected neighborhoods to bring a sense of community back.	<p>Limited multimodal and neighborhood connections is identified as a ProPEL study need. Multiple alternatives developed for the study's Alternatives Identification Screening Report would improve connectivity across and near the interstates.</p> <p>In addition, and in response to public feedback, ProPEL Indy developed neighborhood and connectivity planning principles to guide future interstate projects toward better integration with surrounding communities. These principles emphasize safer and more accessible walking, biking, and connections across and near the interstates. ProPEL Indy's urban planners evaluated the study's spokes to identify ways to potentially add, improve, or enhance connectivity and placemaking specific to each location's needs. Connectivity considerations can be found in the alternative identification and evaluation chapter for each spoke in the study's Alternatives Identification and Screening report.</p>
68	I'm very happy to see the efforts made to improve connectivity for drivers and pedestrians! I'm impressed with the recessed options, which create more roadway connections and improve areas that are currently very divided from each other. This includes: 65 downtown spoke alternative 4 65/70 downtown spoke alternative 3, and 70 downtown spoke alternative 5. As a resident of the southside, I see the 70 downtown spoke alternative 5 as especially crucial. The interstate currently cuts off nearly all access, and the access points that do exist are unpleasant to walk/run/bike through because all the cars have to funnel through those limited points. The recessed aspect adds an additional needed level of comfort and connectivity. I also love the proposed pedestrian bridge on pg. 129. Thank you for your work to make Indianapolis more connected, especially for those looking for connections between neighborhoods!	<p>Thank you for your comments and review of the study's latest report. Limited multimodal and neighborhood connections is identified as a ProPEL study need. Multiple alternatives developed for the study's Alternatives Identification Screening Report would improve connectivity across and near the interstates.</p> <p>As noted by this comment, a recessed alternative was developed and evaluated for multiple locations in the study area and included in the Alternatives Identification and Screening Report. The alternative is considered potentially reasonable and recommended to be carried forward for consideration in future studies. Alternatives carried forward from the study will require further analysis to determine if they are reasonable solutions to the area's transportation needs.</p> <p>A recessed alternative has construction or operations costs beyond INDOT's traditional funds would be a contingent on additional funding being identified.</p>

69	We deserve recessed highways for quality of life and reconnecting neighborhoods!	<p>A recessed alternative was developed and evaluated for multiple locations in the study area and included in the Alternatives Identification and Screening Report. The alternative is considered potentially reasonable and recommended to be carried forward for consideration in future studies. Alternatives carried forward from the study will require further analysis to determine if they are reasonable solutions to the area's transportation needs.</p> <p>A recessed alternative has construction or operations costs beyond INDOT's traditional funds would be a contingent on additional funding being identified.</p>
70	Please reconnect our neighborhoods that have long been disrupted by highways and interstates. The dead zones by the interstate are begging for life and to reconnect our communities. Thank you for considering the possibilities. Invest in our roads, but also invest in our residents and communities who need more public and access spaces for growth, accessibility, and connection with one another. As a downtown resident, I am loving some of these plans that utilize the vertical space and add neighborhood connection points, versus walls and concrete parking lots.	<p>Limited multimodal and neighborhood connections is identified as a ProPEL study need. Multiple alternatives developed for the study's Alternatives Identification Screening Report would improve connectivity across and near the interstates.</p> <p>In addition, and in response to public feedback, ProPEL Indy developed neighborhood and connectivity planning principles to guide future interstate projects toward better integration with surrounding communities. These principles emphasize safer and more accessible walking, biking, and connections across and near the interstates. ProPEL Indy's urban planners evaluated the study's spokes to identify ways to potentially add, improve, or enhance connectivity and placemaking specific to each location's needs. Connectivity considerations can be found in the alternative identification and evaluation chapter for each spoke in the study's Alternatives Identification and Screening report.</p>
71	Please, for the love of all things logical, consider the benefits of implementing a rail system instead of throwing hundreds of millions of dollars every few years towards an outdated highway system made for cars. People get in accidents on highways. People die on highways. Those numbers drop significantly, along with many other prominent benefits, with a rail system.	<p>Passenger rail transit was evaluated and eliminated from consideration during the study's last phase, the Universe of Concepts. The 2016 Central Indiana Transit Plan prepared by the Indianapolis MPO, IndyGo, and other partner organizations recommended Bus Rapid Transit (BRT) over light rail for transit investments in this region. INDOT will coordinate with the local transit service provider IndyGo and other relevant stakeholders to advance transit in the region beyond this study. Comments related to transit planning will be referred to the transit agency.</p>

72	I suggest the I65 on and off ramps on Morris St be removed. Ramps should never have been placed on a residential street. They cause a ridiculous amount of high speed traffic especially during rush hour(s). I also recommend adding modern railing with overhangs (as shown in Fig 16) to the I65 overpass on Morris St and the I70 overpass on East St. Both of these suggestions would make the Fountain Square/Bates Hendricks neighborhood quieter and more pedestrian and bicycle friendly. Alternate suggestion would be for the Morris/Prospect street ramps to be for IndyGo Buses Only - add Greenwood/Southside Express Buses to feed the Red Line. Have Express busses for Colts/Pacers/Fever/Indians games.	The removal of ramps to/from Morris/Prospect Streets was not considered in this study as these ramps have no identified deficiencies. Removal of the ramps may provide benefits to neighborhood connectivity; however, this would limit access to and from the interstates. This could be considered in future studies of this area. The suggestions regarding bus transit will be shared with IndyGo.
73	I would love to see roads with pot holes RE-PAVED instead of patched. It's sad to me how you can't enjoy the scenery Indianapolis currently has - especially outside of the center of the city - because of how careful you have to drive to avoid potholes and potential damage to your vehicle. It's like playing a very expensive game of frogger. I would love to see the quality of life and conditions of all roads improved for those who live here before focusing on how we can beautify it. I believe by simply re-paving all of the roads that are in the worst conditions, that you would also be beautifying the city - the parts that need it the most!	<p>Many bridges and pavement segments along I-65 and I-70 within I-465 will require major work within the next 20 years. This study is evaluating improvements to bridge and pavement condition while also addressing other needs within the study area. INDOT is regularly working to prolong pavement life through new design methods, maintenance activities and rehabilitation projects.</p> <p>The City of Indianapolis DPW maintains local road facilities. INDOT maintains all interstates and state routes. Coordination between agencies is ongoing throughout the study.</p>
74	I don't think any changes should be made to the south split for 65/70. There was just a reconstruction of that area, which took years to finish. With all the other major highway projects that have been done over the past decade around 465 and downtown, drivers need a break. Would rather the money be spent on fixing up the primary roadways throughout Indianapolis. Too many are in complete disrepair.	Many bridges and pavement segments along I-65 and I-70 within I-465 will require major work within the next 20 years. This study is evaluating improvements to bridge and pavement condition while also addressing other needs within the study area. Rehabilitation and replacement of bridges and pavement is required to maintain their condition. The timing of construction in relation to other construction projects will be determined once projects are identified and move into development. Concerns regarding road closure, construction, and current INDOT projects will be shared with the agency.
75	Please address the #1 cause of road rage! Teach the public what the passing lane is and how it is used! That is half your battle! City mobility would be greatly improved if people knew how to use your product! My teenage daughter just recently got her drivers license.....there was nothing about learning, understanding and respecting the rules to the far left "passing" lane. I asked her about it and she said oh you mean the fast lane. I assuming that seriously addressing this issue would be your cheapest and greatest impact to improvement of not only our city's mobility but sanity.	Thank you for your comment, it has been documented with the study record. The purpose of ProPEL Indy is to identify potential improvements to address aging infrastructure, safety, mobility, and multimodal connectivity on I-65 and I-70 inside the I-465 loop. Feedback for concerns outside of the scope of the study will be shared with INDOT.



76	Just don't. Right now. Residents have construction fatigue. We are tired of countless projects on every stretch of roadway, unfinished and taking years to complete. It would be one thing if detours and alternate routes were free of construction, but they aren't. Every turn, every corner, it's construction construction construction. We can't get anywhere without delays, longer routes, closed roads with no warning. Just stop. Finish what you have started. Think about the people driving every day and not about money for once.	Many bridges and pavement segments along I-65 and I-70 within I-465 will require major work within the next 20 years. This study is evaluating improvements to bridge and pavement condition while also addressing other needs within the study area. Rehabilitation and replacement of bridges and pavement is required to maintain their condition. The timing of construction in relation to other construction projects will be determined once projects are identified and move into development. Concerns regarding road closure, construction, and current INDOT projects will be shared with the agency.
77	The primary focus must be on cost. We need an efficient highway system that delivers real value to taxpayers without unnecessary spending. Let's avoid extravagant features and concentrate on smart, affordable infrastructure that improves traffic flow and minimizes construction time. A decade-long disruption is unacceptable. The current downtown layout already serves the community well. Any redesign should respect that functionality and avoid costly overhauls. Let's stay focused on practical solutions—not ideological experiments. Taxpayer dollars should be spent wisely, with transparency and accountability.	<p>The study's Alternatives Identification and Screening Report identifies and evaluates a range of potential improvements from basic reconstruction to transformative redesigns to address aging infrastructure, safety, mobility, and multimodal connectivity on I-65 and I-70 inside the I-465 loop.</p> <p>Multiple alternatives identified in this study are considered potentially reasonable and recommended to be carried forward for consideration in future studies. Alternatives carried forward from the study will require further analysis to determine if they are reasonable solutions to the area's transportation needs.</p> <p>No decisions have been made about the future of I-65 and I-70 in Indianapolis. Multiple factors, including the urgency of identified needs, statewide priorities, and funding availability, will be considered when identifying future projects in the study area.</p>
78	Please make the exits in and around the 65/70 interchange safer. Every day, I have a quarter of a mile or less to get across three lanes of traffic to exit 70 coming into downtown. Exiting from westbound 70 to Fletcher or a little further down to Madison is a death trap. It is equally dangerous getting on east bound 70 from Madison for the commute home as I have only an 8th of a mile to cross multiple lanes of heavy traffic to stay on 70. Safety should be the most important factor.	<p>Safety is the most important factor considered in development of alternatives to address the needs of the study area.</p> <p>Please refer to the study's Alternatives Identification and Screening Report, which provides alternatives that address the issues listed in this comment.</p>
79	Please consider creating a smaller highway loop around downtown by building a connector on the west side of downtown that would run parallel to the current North and South Split connector. Also, please consider revisiting the Outer Loop plan.	Providing a fourth leg to the inner loop was not found to be a practical concept to addressing the needs of the study area.



80	Slower traffic should always be encouraged to keep right but that is impossible now with the many poorly-designed on-ramps that force traffic to merge from the left. It should be a top priority to replace all such on-ramps statewide.	The study's Alternatives Identification and Screening Report provides several alternatives that modify or eliminate the existing left side entrance/exit ramps in the study area.
81	I really like the recessed idea maybe make tunnels and allow road ways over top to help alleviate the congested traffic caused by the additional bus lanes the city has added. Also maybe involve the contractors in the planning with maybe a contractor round table meeting on this topic.	<p>The study's Alternatives Identification and Screening Report identifies and evaluates a range of potential improvements from basic reconstruction to transformative redesigns to address aging infrastructure, safety, mobility, and multimodal connectivity on I-65 and I-70 inside the I-465 loop.</p> <p>A recessed alternative was developed and evaluated for multiple locations in the study area and included in the Alternatives Identification and Screening Report. The alternative is considered potentially reasonable and recommended to be carried forward for consideration in future studies. Alternatives carried forward from the study will require further analysis to determine if they are reasonable solutions to the area's transportation needs.</p> <p>A recessed alternative has construction or operations costs beyond INDOT's traditional funds would be a contingent on additional funding being identified.</p> <p>Multiple alternatives identified in this study are considered potentially reasonable and recommended to be carried forward for consideration in future studies. Alternatives carried forward from the study will require further analysis to determine if they are reasonable solutions to the area's transportation needs.</p> <p>No decisions have been made about the future of I-65 and I-70 in Indianapolis. Multiple factors, including the urgency of identified needs, statewide priorities, and funding availability, will be considered when identifying future projects in the study area.</p> <p>Public and stakeholder engagement activities would occur as part of the NEPA process for any future projects.</p>



82	While I Understand you need input on road reconstruction. I believe the city need to delegate a better job fixing the city roads where people travel the MOST. -FROM THE AIRPORT to 70east exit is well. It's an ugly and inviting experience for visitors from 70 East to exit 79A&B meridian. This needs to be repaved and more inviting. Give the city a greater feeling just like you have done with Carmel and Westfield. As an Uber driver I see exactly where most of this funding is going and it's not here where it SHOULD BE First. I transport a lot of investors, Business and Business leadership.They ask where are the better roads at. They see how you treat the City of Indianapolis. 70 is dirty, and needs more visibility on keeping the hi ways clean of debrees and grass growing from concrete. That's mean the job was bad overall. Hire contractors that actually cares about the city and not just throwing money to YOUR BUDDIES! -ITS CALLED ONGOING PROCESS IMPROVEMENT. -BETTER COMPLIANCE. THESE ROADS SHOULD NOT BE CRACKING WITHIN SEVERAL YEARS.	Aesthetic design packages are included in the study's design tool box, which are elements that could be incorporated in a range of alternatives. The study's Neighborhood Connectivity and Planning Principles include the identification of potential placemaking opportunities to be considered in future projects. Multiple opportunities were identified along the 70 West spoke between the airport and downtown and are included in the Alternatives Identification and Screening Report.
83	Whatever option is selected, make sure that there is adequate signage directing motorists to use the entire lane before it ends with a merge (i.e. zipper merging).	Improving signage is a design toolbox element that could be incorporated into projects that advance from this study. Design toolbox elements will be considered for future projects and in coordination with the community.
84	I think there is an opportunity to use the Bates Hendricks North Landmark as a gateway.	Thank you for your comment. This opportunity has been added to the connectivity and placemaking considerations in the 65/70 Downtown Spoke chapter in the Alternatives Identification and Screening report.



85	<p>As a resident of Plainfield, Indiana who commutes to downtown Indianapolis nearly every weekday via I-70, I strongly urge INDOT to prioritize aesthetic and environmental improvements along the I-70 west spoke corridor—from the airport to the downtown core. Specifically, I support the installation of noise barrier walls along this stretch of I-70. These barriers would not only reduce traffic noise for nearby neighborhoods and travelers but also help visually mask the unattractive industrial businesses that currently dominate the corridor. This would significantly improve the experience for daily commuters and visitors arriving from the airport, offering a more welcoming and polished gateway into the city. Additionally, I strongly recommend the inclusion of a signature bridge design for the I-70 crossing over the White River. This location presents a unique opportunity to create an iconic visual landmark that reflects the character and ambition of Indianapolis. A thoughtfully designed bridge could serve as a symbol of civic pride and enhance the visual identity of the corridor, much like signature bridges in other major cities. These enhancements would not only improve the daily experience for thousands of commuters like myself but also elevate the perception of Indianapolis for visitors and residents alike. Thank you for considering these suggestions as part of the ProPEL Indy planning process.</p>	<p>Highway noise concerns in the study area will be documented by the study team. The ProPEL Indy study will result in a set of recommendations for INDOT to consider for future projects throughout the study area. If a project moves forward into project development and NEPA, a noise analysis will be completed in accordance with INDOT's noise policy if the project is a Type 1 project. Type 1 projects involve the alteration of a highway that significantly changes its alignment or increases capacity. Examples of Type I projects include adding travel lanes or substantially changing its vertical alignment. The results of the noise analysis will determine if a noise barrier is constructed as part of a project. Quiet pavement is another design toolbox element that could be implemented to help reduce traffic noise. Future pavement replacement projects will evaluate the possibility for incorporating quiet pavement into the project.</p> <p>Aesthetic design packages are included in the study's design tool box, which are elements that could be incorporated in a range of alternatives. The study's Neighborhood Connectivity and Planning Principles include the identification of potential placemaking opportunities to be considered in future projects. Multiple opportunities were identified along the 70 West spoke between the airport and downtown and are included in the Alternatives Identification and Screening Report.</p> <p>Future consideration of a signature bridge is recommended for all spokes, but the location of the White River on the 70 West Spoke provides a special opportunity. It would establish a significant gateway entry into Downtown Indianapolis for people coming from the airport. Feedback from both the public and business stakeholders expressed the desire for this area to be aesthetically appealing as it serves as the city's front door welcoming visitors and residents. Signature bridge design elements would be prioritized to make the signature elements non-structural for ease of maintenance. A signature bridge would have a higher cost than a standard bridge, and supplemental funding would need to be identified. Community input would be required to determine if there is interest and to identify the type of design.</p>
----	---	--



86	In the overall report for the 65/70 Downtown Spoke, I am a big fan of the pedestrian bridge idea shown in Figure 69! There is a lot of wasted space along that long East Street exit ramp, and this solution would connect Bates-Hendricks residents, Fletcher Place residents, and Lilly employees across the freeway! The bike lanes across the East Street bridge (shown by typology #47) definitely need improvements. I support this need, as you've identified, thank you!	Thank you for your comment. ProPEL Indy's neighborhood and connectivity planning principles are intended to guide future interstate projects toward better integration with surrounding communities. In most cases, these features will not be defined in detail until the project design stage.
87	In the 65/70 Downtown Spoke section of the report (section 8.2), I noticed there are Gateway solutions proposed for Fountain Square and Fletcher Place (typologies 41 and 43), but no Gateway solutions for Bates-Hendricks. Please include Bates-Hendricks as a key neighborhood gateway, just south of the typology 47 item proposed. Definitely supportive of typology #48 shown in section 9.2. That bridge over Madison Avenue is desolate, has broken sidewalks, and has no lighting at night. The noise levels along the 65/70 Downtown spoke are unacceptable given the population density in Bates-Hendricks, Fountain Square, and Fletcher Place. Thankfully the highway is mostly recessed through the South Split, but the noise is still wildly loud with the interstate so close by. To further enhance Alternative #3 for the 65/70 Downtown Spoke, consider capping the freeway, which will contain the filth and noise generated by the interstate. See TX-366 in downtown Dallas and its Klyde Warren Park.	<p>Thank you for your comment. The gateway opportunity for Bates-Hendricks has been added to the connectivity and placemaking considerations in the 65/70 Downtown Spoke chapter in the Alternatives Identification and Screening report. ProPEL Indy's neighborhood and connectivity planning principles are intended to guide future interstate projects toward better integration with surrounding communities. In most cases, these features will not be defined in detail until the project design stage.</p> <p>Highway noise concerns in the study area will be documented by the study team. The ProPEL Indy study will result in a set of recommendations for INDOT to consider for future projects throughout the study area. If a project moves forward into project development and NEPA, a noise analysis will be completed in accordance with INDOT's noise policy if the project is a Type 1 project. Type 1 projects involve the alteration of a highway that significantly changes its alignment or increases capacity. Examples of Type I projects include adding travel lanes or substantially changing its vertical alignment. The results of the noise analysis will determine if a noise barrier is constructed as part of a project. Quiet pavement is another design toolbox element that could be implemented to help reduce traffic noise. Future pavement replacement projects will evaluate the possibility for incorporating quiet pavement into the project.</p> <p>Future opportunities for caps over recessed portions of the interstate would be evaluated as part of the project development process.</p>



88	I'm a fan of recessed (first choice) or viaduct (second choice) sections of the interstate near downtown. I think better connectivity downtown would help with travel and congestion. I think connectivity and additional space would improve conditions for economic development as well.	<p>Limited multimodal and neighborhood connections is identified as a ProPEL study need. Both the recessed and viaduct alternatives developed for the study's Alternatives Identification Screening Report would improve connectivity across and near the interstates. These alternatives are considered potentially reasonable and recommended to be carried forward for consideration in future studies. Alternatives carried forward from the study will require further analysis to determine if they are reasonable solutions to the area's transportation needs.</p> <p>A recessed or viaduct alternative has construction or operations costs beyond INDOT's traditional funds would be a contingent on additional funding being identified.</p>
89	I value an interstate that does not get bogged down during rush hour even if it means costing more up front and being underutilized during non peak hours.	<p>The study's Alternatives Identification and Screening Report identifies and evaluates a range of potential improvements from basic reconstruction to transformative redesigns to address aging infrastructure, safety, mobility, and multimodal connectivity on I-65 and I-70 inside the I-465 loop.</p> <p>Roadway mobility on the interstates is a transportation need identified by the study team. Multiple alternatives developed for the study's Alternatives Identification Screening Report would improve mobility and reduce congestion on the interstates in Indianapolis.</p> <p>Multiple alternatives identified in this study are considered potentially reasonable and recommended to be carried forward for consideration in future studies. Alternatives carried forward from the study will require further analysis to determine if they are reasonable solutions to the area's transportation needs.</p> <p>No decisions have been made about the future of I-65 and I-70 in Indianapolis. Multiple factors, including the urgency of identified needs, statewide priorities, and funding availability, will be considered when identifying future projects in the study area.</p>



90	This is anti pedestrian and I do not believe it will help traffic.	<p>The study's Alternatives Identification and Screening Report identifies and evaluates a range of potential improvements from basic reconstruction to transformative redesigns to address aging infrastructure, safety, mobility, and multimodal connectivity on I-65 and I-70 inside the I-465 loop.</p> <p>Roadway mobility on the interstates is a transportation need identified by the study team. Multiple alternatives developed for the study's Alternatives Identification Screening Report would improve mobility and reduce congestion on the interstates through downtown Indianapolis.</p> <p>Limited multimodal and neighborhood connections is identified as a ProPEL study need. Multiple alternatives developed for the study's Alternatives Identification Screening Report would improve connectivity across and near the interstates.</p> <p>In addition, and in response to public feedback, ProPEL Indy developed neighborhood and connectivity planning principles to guide future interstate projects toward better integration with surrounding communities. These principles emphasize safer and more accessible walking, biking, and connections across and near the interstates. ProPEL Indy's urban planners evaluated the study's spokes to identify ways to potentially add, improve, or enhance connectivity and placemaking specific to each location's needs. Connectivity considerations can be found in the alternative identification and evaluation chapter for each spoke in the study's Alternatives Identification and Screening report.</p>
-----------	--	---



91	what the [redacted] are you guys smoking in the meeting room? "just one more lane bro" is a joke. don't take it seriously	<p>The study's Alternatives Identification and Screening Report identifies and evaluates a range of potential improvements from basic reconstruction to transformative redesigns to address aging infrastructure, safety, mobility, and multimodal connectivity on I-65 and I-70 inside the I-465 loop.</p> <p>This PEL study has documented the need to add capacity in a majority of the study area to address safety concerns and traffic operations in the design year. The study identifies and evaluates alternatives that provide additional capacity, some of which do not require adding more lanes to the interstates.</p> <p>Multiple alternatives identified in this study are considered potentially reasonable and recommended to be carried forward for consideration in future studies. Alternatives carried forward from the study will require further analysis to determine if they are reasonable solutions to the area's transportation needs.</p> <p>No decisions have been made about the future of I-65 and I-70 in Indianapolis. Multiple factors, including the urgency of identified needs, statewide priorities, and funding availability, will be considered when identifying future projects in the study area.</p>
-----------	---	---



<p>92</p>	<p>I am writing to express my vehement DISAPPROVAL of any proposal that involves adding lanes to the interstates that go through downtown Indianapolis. As a resident of Indianapolis who lives fewer than a half block from I-65, building new lanes is NOT the answer. If you must, rebuild the same — but do not add more noise, pollution, and opportunity for crashes. As a pedestrian, I cannot imagine trying to cross widened interchanges/streets to enter and exit the interstate. Please do not widen the roads.</p>	<p>The study’s Alternatives Identification and Screening Report identifies and evaluates a range of potential improvements from basic reconstruction to transformative redesigns to address aging infrastructure, safety, mobility, and multimodal connectivity on I-65 and I-70 inside the I-465 loop.</p> <p>This PEL study has documented the need to add capacity in a majority of the study area to address safety concerns and traffic operations in the design year. The study identifies and evaluates alternatives that provide additional capacity, some of which do not require adding more lanes to the interstates.</p> <p>In addition, and in response to public feedback, ProPEL Indy developed neighborhood and connectivity planning principles to guide future interstate projects toward better integration with surrounding communities. These principles emphasize safer and more accessible walking, biking, and connections across and near the interstates. ProPEL Indy’s urban planners evaluated the study’s spokes to identify ways to potentially add, improve, or enhance connectivity and placemaking specific to each location’s needs. Connectivity considerations can be found in the alternative identification and evaluation chapter for each spoke in the study’s Alternatives Identification and Screening report.</p> <p>Multiple alternatives identified in this study are considered potentially reasonable and recommended to be carried forward for consideration in future studies. Alternatives carried forward from the study will require further analysis to determine if they are reasonable solutions to the area’s transportation needs.</p> <p>No decisions have been made about the future of I-65 and I-70 in Indianapolis. Multiple factors, including the urgency of identified needs, statewide priorities, and funding availability, will be considered when identifying future projects in the study area.</p>
------------------	---	---



93	<p>I am against the idea yet more lanes of highway. Our city needs more alternative modes of transportation. A train / rail system would be incredible as it would reduce traffic congestion, increase safety, promote countless jobs in the metropolitan area and would make our city a more desirable place for people looking for a place to move.</p>	<p>The study's Alternatives Identification and Screening Report identifies and evaluates a range of potential improvements from basic reconstruction to transformative redesigns to address aging infrastructure, safety, mobility, and multimodal connectivity on I-65 and I-70 inside the I-465 loop.</p> <p>This PEL study has documented the need to add capacity in a majority of the study area to address safety concerns and traffic operations in the design year. The study identifies and evaluates alternatives that provide additional capacity, some of which do not require adding more lanes to the interstates.</p> <p>In addition, and in response to public feedback, ProPEL Indy developed neighborhood and connectivity planning principles to guide future interstate projects toward better integration with surrounding communities. These principles emphasize safer and more accessible walking, biking, and connections across and near the interstates. ProPEL Indy's urban planners evaluated the study's spokes to identify ways to potentially add, improve, or enhance connectivity and placemaking specific to each location's needs. Connectivity considerations can be found in the alternative identification and evaluation chapter for each spoke in the study's Alternatives Identification and Screening report.</p> <p>Multiple alternatives identified in this study are considered potentially reasonable and recommended to be carried forward for consideration in future studies. Alternatives carried forward from the study will require further analysis to determine if they are reasonable solutions to the area's transportation needs.</p> <p>No decisions have been made about the future of I-65 and I-70 in Indianapolis. Multiple factors, including the urgency of identified needs, statewide priorities, and funding availability, will be considered when identifying future projects in the study area.</p> <p>Passenger rail transit was evaluated and eliminated from consideration during the study's last phase, the Universe of</p>
-----------	---	--



		<p>Concepts. The 2016 Central Indiana Transit Plan prepared by the Indianapolis MPO, IndyGo, and other partner organizations recommended Bus Rapid Transit (BRT) over light rail for transit investments in this region. INDOT will coordinate with the local transit service provider IndyGo and other relevant stakeholders to advance transit in the region beyond this study. Comments related to transit planning will be referred to the transit agency.</p>
--	--	--



<p>94</p>	<p>This plan will not help improve traffic, but it will decrease safety for drivers and pedestrians. Adding more lanes only makes drivers more comfortable driving at higher rates of speed across several lanes. Driving will be more dangerous and traffic will not improve (studies show this to be true). Moving lanes of traffic to pedestrian level will only bring the dangers of highway driving to pedestrians! Indianapolis is in need of MORE pedestrian friendly areas, and this plan completely ignores the safety needs of pedestrians. Adding more lanes to the highway is an incredibly outdated plan to increase mobility and quality of life in Indy. We should not be spending millions of dollars on a plan that will take decades to complete and will ultimately be going out of fashion by the time it's finished.</p>	<p>The study's Alternatives Identification and Screening Report identifies and evaluates a range of potential improvements from basic reconstruction to transformative redesigns to address aging infrastructure, safety, mobility, and multimodal connectivity on I-65 and I-70 inside the I-465 loop.</p> <p>This PEL study has documented the need to add capacity in a majority of the study area to address safety concerns and traffic operations in the design year. The study identifies and evaluates alternatives that provide additional capacity, some of which do not require adding more lanes to the interstates.</p> <p>In addition, and in response to public feedback, ProPEL Indy developed neighborhood and connectivity planning principles to guide future interstate projects toward better integration with surrounding communities. These principles emphasize safer and more accessible walking, biking, and connections across and near the interstates. ProPEL Indy's urban planners evaluated the study's spokes to identify ways to potentially add, improve, or enhance connectivity and placemaking specific to each location's needs. Connectivity considerations can be found in the alternative identification and evaluation chapter for each spoke in the study's Alternatives Identification and Screening report.</p> <p>Multiple alternatives identified in this study are considered potentially reasonable and recommended to be carried forward for consideration in future studies. Alternatives carried forward from the study will require further analysis to determine if they are reasonable solutions to the area's transportation needs.</p> <p>No decisions have been made about the future of I-65 and I-70 in Indianapolis. Multiple factors, including the urgency of identified needs, statewide priorities, and funding availability, will be considered when identifying future projects in the study area.</p>
-----------	---	---



95	Expanding or widening roadways is not a boon for Indianapolis. As a resident, and tax paying citizen, of Indianapolis, I absolutely reject such efforts.	<p>The study's Alternatives Identification and Screening Report identifies and evaluates a range of potential improvements from basic reconstruction to transformative redesigns to address aging infrastructure, safety, mobility, and multimodal connectivity on I-65 and I-70 inside the I-465 loop.</p> <p>This PEL study has documented the need to add capacity in a majority of the study area to address safety concerns and traffic operations in the design year. The study identifies and evaluates alternatives that provide additional capacity, some of which do not require adding more lanes to the interstates.</p> <p>Multiple alternatives identified in this study are considered potentially reasonable and recommended to be carried forward for consideration in future studies. Alternatives carried forward from the study will require further analysis to determine if they are reasonable solutions to the area's transportation needs.</p> <p>No decisions have been made about the future of I-65 and I-70 in Indianapolis. Multiple factors, including the urgency of identified needs, statewide priorities, and funding availability, will be considered when identifying future projects in the study area.</p>
-----------	--	---



<p>96</p>	<p>No additional lanes ever. Congestion pricing works and we should use it. There should not even be an interstate through downtown. The first thing we should do is tear down the interstate between the north and south splits.</p>	<p>The study's Alternatives Identification and Screening Report identifies and evaluates a range of potential improvements from basic reconstruction to transformative redesigns to address aging infrastructure, safety, mobility, and multimodal connectivity on I-65 and I-70 inside the I-465 loop.</p> <p>This PEL study has documented the need to add capacity in a majority of the study area to address safety concerns and traffic operations in the design year. The study identifies and evaluates alternatives that provide additional capacity, some of which do not require adding more lanes to the interstates.</p> <p>Remove segment(s) of interstate was evaluated and eliminated from consideration in the study's last phase, the Universe of Concepts, due to a fatal flaw of adverse impacts to the safety and operations of the local street network. Removing segment(s) of the interstate would result in high levels of congestion and create unacceptable safety and operational impacts on the local road network.</p> <p>Multiple alternatives identified in this study are considered potentially reasonable and recommended to be carried forward for consideration in future studies. Alternatives carried forward from the study will require further analysis to determine if they are reasonable solutions to the area's transportation needs.</p> <p>No decisions have been made about the future of I-65 and I-70 in Indianapolis. Multiple factors, including the urgency of identified needs, statewide priorities, and funding availability, will be considered when identifying future projects in the study area.</p>
-----------	---	--



97	<p>We do not need more lanes downtown. This will only cause people to not want to live downtown more than they already do not want to and will destroy local businesses. Indy should be more than something you just visit or drive through for work, it should also be habitable for people who actually live in the city and not the suburbs.</p>	<p>The study's Alternatives Identification and Screening Report identifies and evaluates a range of potential improvements from basic reconstruction to transformative redesigns to address aging infrastructure, safety, mobility, and multimodal connectivity on I-65 and I-70 inside the I-465 loop.</p> <p>This PEL study has documented the need to add capacity in a majority of the study area to address safety concerns and traffic operations in the design year. The study identifies and evaluates alternatives that provide additional capacity, some of which do not require adding more lanes to the interstates.</p> <p>Multiple alternatives identified in this study are considered potentially reasonable and recommended to be carried forward for consideration in future studies. Alternatives carried forward from the study will require further analysis to determine if they are reasonable solutions to the area's transportation needs.</p> <p>No decisions have been made about the future of I-65 and I-70 in Indianapolis. Multiple factors, including the urgency of identified needs, statewide priorities, and funding availability, will be considered when identifying future projects in the study area.</p>
98	<p>Build some better mass transit. Build a [REDACTED] train.</p>	<p>Passenger rail transit was evaluated and eliminated from consideration during the study's last phase, the Universe of Concepts. The 2016 Central Indiana Transit Plan prepared by the Indianapolis MPO, IndyGo, and other partner organizations recommended Bus Rapid Transit (BRT) over light rail for transit investments in this region. INDOT will coordinate with the local transit service provider IndyGo and other relevant stakeholders to advance transit in the region beyond this study. Comments related to transit planning will be referred to the transit agency.</p>



<p>99</p>	<p>Consider quality of life here. Is it not better to work on creating multi-modal transportation? When you incentivize cars, all you get are MORE CARS. We do not need more cars! Encourage people to bike, and make walking easier! The buses in Indy are fantastic, they just need more love. The air quality in Indy is one of the worst and creating more lanes will attract more vehicles and exacerbate this issue. This is a horrible idea.</p>	<p>The study's Alternatives Identification and Screening Report identifies and evaluates a range of potential improvements from basic reconstruction to transformative redesigns to address aging infrastructure, safety, mobility, and multimodal connectivity on I-65 and I-70 inside the I-465 loop.</p> <p>This PEL study has documented the need to add capacity in a majority of the study area to address safety concerns and traffic operations in the design year. The study identifies and evaluates alternatives that provide additional capacity, some of which do not require adding more lanes to the interstates.</p> <p>In addition, and in response to public feedback, ProPEL Indy developed neighborhood and connectivity planning principles to guide future interstate projects toward better integration with surrounding communities. These principles emphasize safer and more accessible walking, biking, and connections across and near the interstates. ProPEL Indy's urban planners evaluated the study's spokes to identify ways to potentially add, improve, or enhance connectivity and placemaking specific to each location's needs. Connectivity considerations can be found in the alternative identification and evaluation chapter for each spoke in the study's Alternatives Identification and Screening report.</p> <p>Multiple alternatives identified in this study are considered potentially reasonable and recommended to be carried forward for consideration in future studies. Alternatives carried forward from the study will require further analysis to determine if they are reasonable solutions to the area's transportation needs.</p> <p>No decisions have been made about the future of I-65 and I-70 in Indianapolis. Multiple factors, including the urgency of identified needs, statewide priorities, and funding availability, will be considered when identifying future projects in the study area.</p> <p>INDOT will coordinate with the local transit service provider IndyGo and other relevant stakeholders to advance transit in</p>
-----------	---	---



		the region beyond this study. Comments related to transit planning will be referred to the transit agency.
--	--	--



<p>100</p>	<p>I am concerned that this plan represents the worst of the “just one more lane” philosophy. Adding wide, high speed lanes isn’t the solution I crave as a taxpayer. I want my tax dollars to help us move away from car-centric infrastructure, instead supporting efficient and clean transit</p>	<p>The study’s Alternatives Identification and Screening Report identifies and evaluates a range of potential improvements from basic reconstruction to transformative redesigns to address aging infrastructure, safety, mobility, and multimodal connectivity on I-65 and I-70 inside the I-465 loop.</p> <p>This PEL study has documented the need to add capacity in a majority of the study area to address safety concerns and traffic operations in the design year. The study identifies and evaluates alternatives that provide additional capacity, some of which do not require adding more lanes to the interstates.</p> <p>In addition, and in response to public feedback, ProPEL Indy developed neighborhood and connectivity planning principles to guide future interstate projects toward better integration with surrounding communities. These principles emphasize safer and more accessible walking, biking, and connections across and near the interstates. ProPEL Indy’s urban planners evaluated the study’s spokes to identify ways to potentially add, improve, or enhance connectivity and placemaking specific to each location’s needs. Connectivity considerations can be found in the alternative identification and evaluation chapter for each spoke in the study’s Alternatives Identification and Screening report.</p> <p>Multiple alternatives identified in this study are considered potentially reasonable and recommended to be carried forward for consideration in future studies. Alternatives carried forward from the study will require further analysis to determine if they are reasonable solutions to the area’s transportation needs.</p> <p>No decisions have been made about the future of I-65 and I-70 in Indianapolis. Multiple factors, including the urgency of identified needs, statewide priorities, and funding availability, will be considered when identifying future projects in the study area.</p> <p>INDOT will coordinate with the local transit service provider IndyGo and other relevant stakeholders to advance transit in</p>
-------------------	--	---



		the region beyond this study. Comments related to transit planning will be referred to the transit agency.
101	Transportation is more than just cars. The citizens of downtown Indianapolis want safe roads, not more lanes. Make more and safer bike lanes so less people are driving and we don't need this stuff. Studies have repeatedly showed roads this wide are unsafe. With Indianapolis's uptick in pedestrian deaths over the last few years why would this even be considered?	<p>The study's Alternatives Identification and Screening Report identifies and evaluates a range of potential improvements from basic reconstruction to transformative redesigns to address aging infrastructure, safety, mobility, and multimodal connectivity on I-65 and I-70 inside the I-465 loop.</p> <p>This PEL study has documented the need to add capacity in a majority of the study area to address safety concerns and traffic operations in the design year. The study identifies and evaluates alternatives that provide additional capacity, some of which do not require adding more lanes to the interstates.</p> <p>In addition, and in response to public feedback, ProPEL Indy developed neighborhood and connectivity planning principles to guide future interstate projects toward better integration with surrounding communities. These principles emphasize safer and more accessible walking, biking, and connections across and near the interstates. ProPEL Indy's urban planners evaluated the study's spokes to identify ways to potentially add, improve, or enhance connectivity and placemaking specific to each location's needs. Connectivity considerations can be found in the alternative identification and evaluation chapter for each spoke in the study's Alternatives Identification and Screening report.</p> <p>Multiple alternatives identified in this study are considered potentially reasonable and recommended to be carried forward for consideration in future studies. Alternatives carried forward from the study will require further analysis to determine if they are reasonable solutions to the area's transportation needs.</p> <p>No decisions have been made about the future of I-65 and I-70 in Indianapolis. Multiple factors, including the urgency of identified needs, statewide priorities, and funding availability, will be considered when identifying future projects in the study area.</p>



102	Please do not add this many lanes, a key part of downtown Indy is its walk ability and forcing people to cross 6 lanes if traffic is a horrible and unsafe plan	<p>The study's Alternatives Identification and Screening Report identifies and evaluates a range of potential improvements from basic reconstruction to transformative redesigns to address aging infrastructure, safety, mobility, and multimodal connectivity on I-65 and I-70 inside the I-465 loop.</p> <p>This PEL study has documented the need to add capacity in a majority of the study area to address safety concerns and traffic operations in the design year. The study identifies and evaluates alternatives that provide additional capacity, some of which do not require adding more lanes to the interstates.</p> <p>In addition, and in response to public feedback, ProPEL Indy developed neighborhood and connectivity planning principles to guide future interstate projects toward better integration with surrounding communities. These principles emphasize safer and more accessible walking, biking, and connections across and near the interstates. ProPEL Indy's urban planners evaluated the study's spokes to identify ways to potentially add, improve, or enhance connectivity and placemaking specific to each location's needs. Connectivity considerations can be found in the alternative identification and evaluation chapter for each spoke in the study's Alternatives Identification and Screening report.</p> <p>Multiple alternatives identified in this study are considered potentially reasonable and recommended to be carried forward for consideration in future studies. Alternatives carried forward from the study will require further analysis to determine if they are reasonable solutions to the area's transportation needs.</p> <p>No decisions have been made about the future of I-65 and I-70 in Indianapolis. Multiple factors, including the urgency of identified needs, statewide priorities, and funding availability, will be considered when identifying future projects in the study area.</p>
------------	---	---



103	<p>I live along Senate Avenue and bike to medical school every single day of the week including weekends. My commute is already 50% longer than it needs to be due to the fact that I have to bike over to Illinois Street to be on a bike lane. Besides that, I have to cross several lanes of traffic at times, which heightens my anxiety and slows down my commute, even though I am the one in the environmentally-friendly, compact mode of transport. Please, make my commute the easier one and not car drivers. I have already been hit by a car once and would not like to again.</p>	<p>Limited multimodal and neighborhood connections is identified as a ProPEL study need. Multiple alternatives developed for the study's Alternatives Identification Screening Report would improve connectivity across and near the interstates.</p> <p>In addition, and in response to public feedback, ProPEL Indy developed neighborhood and connectivity planning principles to guide future interstate projects toward better integration with surrounding communities. These principles emphasize safer and more accessible walking, biking, and connections across and near the interstates. ProPEL Indy's urban planners evaluated the study's spokes to identify ways to potentially add, improve, or enhance connectivity and placemaking specific to each location's needs. Connectivity considerations can be found in the alternative identification and evaluation chapter for each spoke in the study's Alternatives Identification and Screening report.</p>
------------	---	---



104	<p>Adding more lanes to the downtown interstates will increase demand and ultimately increase travel times and congestion. This is also a safety hazard for pedestrians, and will reduce the quality of life of nearby residents. This may also reduce profits of nearby businesses (Noone wants to listen to all of the extra traffic while eating dinner) Traffic in Indy is a problem but we well know at this point that adding lanes is not the answer</p>	<p>The study's Alternatives Identification and Screening Report identifies and evaluates a range of potential improvements from basic reconstruction to transformative redesigns to address aging infrastructure, safety, mobility, and multimodal connectivity on I-65 and I-70 inside the I-465 loop.</p> <p>This PEL study has documented the need to add capacity in a majority of the study area to address safety concerns and traffic operations in the design year. The study identifies and evaluates alternatives that provide additional capacity, some of which do not require adding more lanes to the interstates.</p> <p>In addition, and in response to public feedback, ProPEL Indy developed neighborhood and connectivity planning principles to guide future interstate projects toward better integration with surrounding communities. These principles emphasize safer and more accessible walking, biking, and connections across and near the interstates. ProPEL Indy's urban planners evaluated the study's spokes to identify ways to potentially add, improve, or enhance connectivity and placemaking specific to each location's needs. Connectivity considerations can be found in the alternative identification and evaluation chapter for each spoke in the study's Alternatives Identification and Screening report.</p> <p>Multiple alternatives identified in this study are considered potentially reasonable and recommended to be carried forward for consideration in future studies. Alternatives carried forward from the study will require further analysis to determine if they are reasonable solutions to the area's transportation needs.</p> <p>No decisions have been made about the future of I-65 and I-70 in Indianapolis. Multiple factors, including the urgency of identified needs, statewide priorities, and funding availability, will be considered when identifying future projects in the study area.</p>
------------	---	---



105	<p>This is a terrible idea. We should be putting traffic under ground not adding more traffic above ground. More lanes above ground doesn't reduce traffic volume as more people and cars will flood those lanes. We should be reducing the number of lanes not increasing them</p>	<p>The study's Alternatives Identification and Screening Report identifies and evaluates a range of potential improvements from basic reconstruction to transformative redesigns to address aging infrastructure, safety, mobility, and multimodal connectivity on I-65 and I-70 inside the I-465 loop.</p> <p>This PEL study has documented the need to add capacity in a majority of the study area to address safety concerns and traffic operations in the design year. The study identifies and evaluates alternatives that provide additional capacity, some of which do not require adding more lanes to the interstates.</p> <p>The tunnel concept was evaluated and eliminated from consideration during the study's last phase, the Universe of Concepts. Several challenges would be associated with development of a tunnel concept, including roadway geometrics at entry and exit points and site limitations related to water table elevation, utilities, rail crossings, maintenance of traffic during construction, installation cost, and ongoing costs for operation and maintenance. High initial and ongoing maintenance cost, coupled with site limitations, constitutes a fatal flaw for a potential tunnel concept.</p> <p>A recessed alternative was developed and evaluated for multiple locations in the study area and included in the Alternatives Identification and Screening Report. The alternative is considered potentially reasonable and recommended to be carried forward for consideration in future studies. Alternatives carried forward from the study will require further analysis to determine if they are reasonable solutions to the area's transportation needs.</p> <p>A recessed alternative has construction or operations costs beyond INDOT's traditional funds would be a contingent on additional funding being identified.</p> <p>No decisions have been made about the future of I-65 and I-70 in Indianapolis. Multiple factors, including the urgency of identified needs, statewide priorities, and funding availability,</p>
------------	---	---



		will be considered when identifying future projects in the study area.
--	--	--



106	<p>This plan is bad for Indiana and bad for the city of Indianapolis. Put the lanes below grade and encourage people to bypass downtown interstates to keep our city multi-modal transport friendly!</p>	<p>The study's Alternatives Identification and Screening Report identifies and evaluates a range of potential improvements from basic reconstruction to transformative redesigns to address aging infrastructure, safety, mobility, and multimodal connectivity on I-65 and I-70 inside the I-465 loop.</p> <p>A recessed alternative was developed and evaluated for multiple locations in the study area and included in the Alternatives Identification and Screening Report. The alternative is considered potentially reasonable and recommended to be carried forward for consideration in future studies. Alternatives carried forward from the study will require further analysis to determine if they are reasonable solutions to the area's transportation needs.</p> <p>A recessed alternative has construction or operations costs beyond INDOT's traditional funds would be a contingent on additional funding being identified.</p> <p>A re-route traffic to I-465 concept was evaluated and eliminated from consideration during the study's last phase, the Universe of Concepts. The ProPEL Indy Existing Transportation Conditions Report documents that only 10% of all trips passing through downtown Indy on I-65 and I-70 are trips that begin and end outside of I-465. While complete removal of these pass-through trips could improve operations through the downtown area, existing and future traffic needs would still require the improvements documented in this study.</p> <p>In addition, and in response to public feedback, ProPEL Indy developed neighborhood and connectivity planning principles to guide future interstate projects toward better integration with surrounding communities. These principles emphasize safer and more accessible walking, biking, and connections across and near the interstates. ProPEL Indy's urban planners evaluated the study's spokes to identify ways to potentially add, improve, or enhance connectivity and placemaking specific to each location's needs. Connectivity considerations can be found in the alternative identification and evaluation</p>
------------	--	---



		<p>chapter for each spoke in the study's Alternatives Identification and Screening report.</p> <p>No decisions have been made about the future of I-65 and I-70 in Indianapolis. Multiple factors, including the urgency of identified needs, statewide priorities, and funding availability, will be considered when identifying future projects in the study area.</p>
--	--	--



107	<p>Anything but wide, street level designs. In a previous comment, I mentioned the 38th Street design is to be avoided. Preferable are the recessed or viaduct options. They have the best chance of reconnecting areas that have been broken apart by the highway system, especially if the recessed streets can be covered.</p>	<p>The study's Alternatives Identification and Screening Report identifies and evaluates a range of potential improvements from basic reconstruction to transformative redesigns to address aging infrastructure, safety, mobility, and multimodal connectivity on I-65 and I-70 inside the I-465 loop.</p> <p>12-ft travel lanes is a standard starting point for lane widths that conservatively defines the limits of improvements. This clarification has been added to the Alternatives Identification and Screening Report. Future studies or project development will coordinate with asset owner Indy DPW to determine lane widths and footprints. Studies will consider impacts on capacity, volume of trucks and buses, turning movements and safety.</p> <p>Recessed and viaduct alternatives were developed and evaluated for multiple locations in the study area and included in the Alternatives Identification and Screening Report. The alternatives are considered potentially reasonable and recommended to be carried forward for consideration in future studies. Alternatives carried forward from the study will require further analysis to determine if they are reasonable solutions to the area's transportation needs.</p> <p>Both a recessed and viaduct alternative have construction or operations costs beyond INDOT's traditional funds would be a contingent on additional funding being identified.</p> <p>Future opportunities for caps over recessed portions of the interstate would be evaluated as part of the project development process.</p> <p>Multiple alternatives identified in this study are considered potentially reasonable and recommended to be carried forward for consideration in future studies. Alternatives carried forward from the study will require further analysis to determine if they are reasonable solutions to the area's transportation needs.</p> <p>No decisions have been made about the future of I-65 and I-70</p>
------------	---	---



		<p>in Indianapolis. Multiple factors, including the urgency of identified needs, statewide priorities, and funding availability, will be considered when identifying future projects in the study area.</p>
108	<p>I live just north of the north split (20th and Alvord Street). If these changes are made, it will decrease my family's quality of life through pollution and road noise.</p>	<p>The study's Alternatives Identification and Screening Report identifies and evaluates a range of potential improvements from basic reconstruction to transformative redesigns to address aging infrastructure, safety, mobility, and multimodal connectivity on I-65 and I-70 inside the I-465 loop.</p> <p>Multiple alternatives identified in this study are considered potentially reasonable and recommended to be carried forward for consideration in future studies. Alternatives carried forward from the study will require further analysis to determine if they are reasonable solutions to the area's transportation needs.</p> <p>No decisions have been made about the future of I-65 and I-70 in Indianapolis. Multiple factors, including the urgency of identified needs, statewide priorities, and funding availability, will be considered when identifying future projects in the study area.</p>



<p>109</p>	<p>We don't need bigger roads in Indy. Look at 38th Street and how it divides the north and south. We should be trying to connect downtown, not break it further apart with wide roads pedestrians will be unsafe crossing. Other cities are cutting back (Boston, Portland, Seattle) and seeing immense success. Why don't we try to copy that?</p>	<p>The study's Alternatives Identification and Screening Report identifies and evaluates a range of potential improvements from basic reconstruction to transformative redesigns to address aging infrastructure, safety, mobility, and multimodal connectivity on I-65 and I-70 inside the I-465 loop.</p> <p>This PEL study has documented the need to add capacity in a majority of the study area to address safety concerns and traffic operations in the design year. The study identifies and evaluates alternatives that provide additional capacity, some of which do not require adding more lanes to the interstates.</p> <p>In addition, and in response to public feedback, ProPEL Indy developed neighborhood and connectivity planning principles to guide future interstate projects toward better integration with surrounding communities. These principles emphasize safer and more accessible walking, biking, and connections across and near the interstates. ProPEL Indy's urban planners evaluated the study's spokes to identify ways to potentially add, improve, or enhance connectivity and placemaking specific to each location's needs. Connectivity considerations can be found in the alternative identification and evaluation chapter for each spoke in the study's Alternatives Identification and Screening report.</p> <p>Multiple alternatives identified in this study are considered potentially reasonable and recommended to be carried forward for consideration in future studies. Alternatives carried forward from the study will require further analysis to determine if they are reasonable solutions to the area's transportation needs.</p> <p>No decisions have been made about the future of I-65 and I-70 in Indianapolis. Multiple factors, including the urgency of identified needs, statewide priorities, and funding availability, will be considered when identifying future projects in the study area.</p>
-------------------	--	---



110	<p>I am not in favor of road widening or substantial additions of interstates. Investment in alternatives is a more cost effective, safe, efficient, and people-centric solution than adding more road miles downtown.</p>	<p>The study's Alternatives Identification and Screening Report identifies and evaluates a range of potential improvements from basic reconstruction to transformative redesigns to address aging infrastructure, safety, mobility, and multimodal connectivity on I-65 and I-70 inside the I-465 loop.</p> <p>This PEL study has documented the need to add capacity in a majority of the study area to address safety concerns and traffic operations in the design year. The study identifies and evaluates alternatives that provide additional capacity, some of which do not require adding more lanes to the interstates.</p> <p>Multiple alternatives identified in this study are considered potentially reasonable and recommended to be carried forward for consideration in future studies. Alternatives carried forward from the study will require further analysis to determine if they are reasonable solutions to the area's transportation needs.</p> <p>No decisions have been made about the future of I-65 and I-70 in Indianapolis. Multiple factors, including the urgency of identified needs, statewide priorities, and funding availability, will be considered when identifying future projects in the study area.</p>
------------	--	---



111	<p>I do not believe that 'one more lane' on the interstate will aid in dying down traffic. However, I do believe that less construction on the roads would definitely clear up space, so there is less congestion. Also, any pedestrian or bicyclist going north/south would have to cross six 12' lanes of traffic according to the outline shown for this project. Roads 12' feet wide have repeatedly been shown to decrease safety of everyone, actually, so what you all are trying to accomplish is beyond me. Let's decrease construction on the roads in Indy, or maybe just I don't know continue with the projects we have started? I am not sure how long Madison Ave has been one lane, but personally I think we need to have a mindset shift. The completion of already started projects MUST BE a priority before we start new ones. I think this concept is easy to grasp, and I am baffled as to why starting projects and not finishing them always seems to be you all's MO. OR, crazy idea, we could use this money to build a better public transit system and better user interface for the Indy Go app. Stop letting automotive groups lobby our government so we can actually work on efficient transportation in Indiana, instead of beginning new projects that will more than likely go unfinished, just like the other ones.</p>	<p>Many bridges and pavement segments along I-65 and I-70 within I-465 will require major work within the next 20 years. This study is evaluating improvements to bridge and pavement condition while also addressing other needs within the study area. Rehabilitation and replacement of bridges and pavement is required to maintain their condition. The timing of construction in relation to other construction projects will be determined once projects are identified and move into development. Concerns regarding road closure, construction, and current INDOT projects will be shared with the agency.</p> <p>The study's Alternatives Identification and Screening Report identifies and evaluates a range of potential improvements from basic reconstruction to transformative redesigns to address aging infrastructure, safety, mobility, and multimodal connectivity on I-65 and I-70 inside the I-465 loop.</p> <p>This PEL study has documented the need to add capacity in a majority of the study area to address safety concerns and traffic operations in the design year. The study identifies and evaluates alternatives that provide additional capacity, some of which do not require adding more lanes to the interstates.</p> <p>12-ft travel lanes is a standard starting point for lane widths that conservatively defines the limits of improvements. This clarification has been added to the Alternatives Identification and Screening Report. Future studies or project development will coordinate with asset owner Indy DPW to determine lane widths and footprints. Studies will consider impacts on capacity, volume of trucks and buses, turning movements and safety.</p> <p>Multiple alternatives identified in this study are considered potentially reasonable and recommended to be carried forward for consideration in future studies. Alternatives carried forward from the study will require further analysis to determine if they are reasonable solutions to the area's transportation needs.</p>
------------	--	---



		<p>No decisions have been made about the future of I-65 and I-70 in Indianapolis. Multiple factors, including the urgency of identified needs, statewide priorities, and funding availability, will be considered when identifying future projects in the study area.</p> <p>Bus transit planning and operations are outside the responsibility of INDOT. INDOT will coordinate with the local transit service provider IndyGo and other relevant stakeholders to advance transit in the region beyond this study. Comments related to transit planning will be referred to the transit agency.</p>
112	Strongly believe that having street level highways that impede local traffic is not a good long term solution. Need to invest in public transit options.	<p>The study's Alternatives Identification and Screening Report identifies and evaluates a range of potential improvements from basic reconstruction to transformative redesigns to address aging infrastructure, safety, mobility, and multimodal connectivity on I-65 and I-70 inside the I-465 loop.</p> <p>Multiple alternatives identified in this study are considered potentially reasonable and recommended to be carried forward for consideration in future studies. Alternatives carried forward from the study will require further analysis to determine if they are reasonable solutions to the area's transportation needs.</p> <p>No decisions have been made about the future of I-65 and I-70 in Indianapolis. Multiple factors, including the urgency of identified needs, statewide priorities, and funding availability, will be considered when identifying future projects in the study area.</p> <p>Bus transit planning and operations are outside the responsibility of INDOT. Regional transit planning is conducted by the Indianapolis MPO in coordination with IndyGo and the Central Indiana Regional Transportation Authority (CIRTA). INDOT will coordinate with the local transit service provider IndyGo and other relevant stakeholders to advance transit in the region beyond this study. Comments related to transit planning will be referred to the transit agency.</p>



113	<p>“Just one more lane bro” That line exists for a reason; The notion that more lanes will fix everything, except it never does. It’s a short term solution that creates more problems, not less. Highways or large roads through downtown or neighborhoods, especially at pedestrian level, disrupt communities, make it less walkable & bike friendly, & studies show make those areas more dangerous as wider lanes encourage vehicles to drive at higher speeds. We should be moving away from this mentality, not continuing it. I have no idea how the state of Indiana also has a city like Carmel in it. As the “crossroads of America”, Indiana should be innovating & not following the standard North American car centric blueprint that has shown to not work well. If Indy has a goal of reducing pedestrian & cyclist fatalities, this is the wrong direction to be taking & one I do not support as a resident. I’d love to switch to cycling as my main means of transport for short term trips, but currently it is not safe to so here in most of Indy.</p>	<p>The study’s Alternatives Identification and Screening Report identifies and evaluates a range of potential improvements from basic reconstruction to transformative redesigns to address aging infrastructure, safety, mobility, and multimodal connectivity on I-65 and I-70 inside the I-465 loop.</p> <p>This PEL study has documented the need to add capacity in a majority of the study area to address safety concerns and traffic operations in the design year. The study identifies and evaluates alternatives that provide additional capacity, some of which do not require adding more lanes to the interstates.</p> <p>In addition, and in response to public feedback, ProPEL Indy developed neighborhood and connectivity planning principles to guide future interstate projects toward better integration with surrounding communities. These principles emphasize safer and more accessible walking, biking, and connections across and near the interstates. ProPEL Indy’s urban planners evaluated the study’s spokes to identify ways to potentially add, improve, or enhance connectivity and placemaking specific to each location’s needs. Connectivity considerations can be found in the alternative identification and evaluation chapter for each spoke in the study’s Alternatives Identification and Screening report.</p> <p>Multiple alternatives identified in this study are considered potentially reasonable and recommended to be carried forward for consideration in future studies. Alternatives carried forward from the study will require further analysis to determine if they are reasonable solutions to the area’s transportation needs.</p> <p>No decisions have been made about the future of I-65 and I-70 in Indianapolis. Multiple factors, including the urgency of identified needs, statewide priorities, and funding availability, will be considered when identifying future projects in the study area.</p>
------------	--	---



114	If I'm reading this correctly, this doesn't seem safe at all for cyclists or pedestrians downtown.	<p>The study's Alternatives Identification and Screening Report identifies and evaluates a range of potential improvements from basic reconstruction to transformative redesigns to address aging infrastructure, safety, mobility, and multimodal connectivity on I-65 and I-70 inside the I-465 loop.</p> <p>Limited multimodal and neighborhood connections is identified as a ProPEL study need. Multiple alternatives developed for the study's Alternatives Identification Screening Report would improve connectivity across and near the interstates.</p> <p>In addition, and in response to public feedback, ProPEL Indy developed neighborhood and connectivity planning principles to guide future interstate projects toward better integration with surrounding communities. These principles emphasize safer and more accessible walking, biking, and connections across and near the interstates. ProPEL Indy's urban planners evaluated the study's spokes to identify ways to potentially add, improve, or enhance connectivity and placemaking specific to each location's needs. Connectivity considerations can be found in the alternative identification and evaluation chapter for each spoke in the study's Alternatives Identification and Screening report.</p> <p>Multiple alternatives identified in this study are considered potentially reasonable and recommended to be carried forward for consideration in future studies. Alternatives carried forward from the study will require further analysis to determine if they are reasonable solutions to the area's transportation needs.</p> <p>No decisions have been made about the future of I-65 and I-70 in Indianapolis. Multiple factors, including the urgency of identified needs, statewide priorities, and funding availability, will be considered when identifying future projects in the study area.</p>
------------	--	--



115	<p>I'm worried about how so many wide street level lanes are going to be used in actuality (aka I think people will speed even more with the wide lanes). I'm also struggling to understand how pedestrian and cyclist traffic will NOT be hindered or made less safe in this proposal. Time after time cities across this country keep adding lanes and there hasn't been a benefit to drive times. We need trains and busses to help reduce the amount of traffic, not more lanes to facilitate more individuals using a whole car for one passenger.</p>	<p>The study's Alternatives Identification and Screening Report identifies and evaluates a range of potential improvements from basic reconstruction to transformative redesigns to address aging infrastructure, safety, mobility, and multimodal connectivity on I-65 and I-70 inside the I-465 loop.</p> <p>This PEL study has documented the need to add capacity in a majority of the study area to address safety concerns and traffic operations in the design year. The study identifies and evaluates alternatives that provide additional capacity, some of which do not require adding more lanes to the interstates.</p> <p>12-ft travel lanes is a standard starting point for lane widths that conservatively defines the limits of improvements. This clarification has been added to the Alternatives Identification and Screening Report. Future studies or project development will coordinate with asset owner Indy DPW to determine lane widths and footprints. Studies will consider impacts on capacity, volume of trucks and buses, turning movements and safety.</p> <p>In addition, and in response to public feedback, ProPEL Indy developed neighborhood and connectivity planning principles to guide future interstate projects toward better integration with surrounding communities. These principles emphasize safer and more accessible walking, biking, and connections across and near the interstates. ProPEL Indy's urban planners evaluated the study's spokes to identify ways to potentially add, improve, or enhance connectivity and placemaking specific to each location's needs. Connectivity considerations can be found in the alternative identification and evaluation chapter for each spoke in the study's Alternatives Identification and Screening report.</p> <p>Passenger rail transit was evaluated and eliminated from consideration during the study's last phase, the Universe of Concepts. The 2016 Central Indiana Transit Plan prepared by the Indianapolis MPO, IndyGo, and other partner organizations recommended Bus Rapid Transit (BRT) over light rail for transit investments in this region. INDOT will coordinate with the local</p>
------------	---	--



		<p>transit service provider IndyGo and other relevant stakeholders to advance transit in the region beyond this study. Comments related to transit planning will be referred to the transit agency.</p> <p>Multiple alternatives identified in this study are considered potentially reasonable and recommended to be carried forward for consideration in future studies. Alternatives carried forward from the study will require further analysis to determine if they are reasonable solutions to the area's transportation needs.</p> <p>No decisions have been made about the future of I-65 and I-70 in Indianapolis. Multiple factors, including the urgency of identified needs, statewide priorities, and funding availability, will be considered when identifying future projects in the study area.</p>
--	--	--



116	<p>This is truly the most idiotic thing I have ever heard. Genuinely. And you guys have (I am assuming) advanced degrees???!! Tearing apart more downtown for the "just one more lane bro!!" theory is wild. Anyone with an ounce of thought knows efforts towards increased walkability, bike-ability, and public transit will decrease traffic and improve quality of life, and increase pedestrian safety. The only reason this makes sense is that you are taking lobbying money, or it's only going to make you money because it's only about *profit* for you goons. Think about pedestrians for once!!!! Just give us trains.</p>	<p>The study's Alternatives Identification and Screening Report identifies and evaluates a range of potential improvements from basic reconstruction to transformative redesigns to address aging infrastructure, safety, mobility, and multimodal connectivity on I-65 and I-70 inside the I-465 loop.</p> <p>This PEL study has documented the need to add capacity in a majority of the study area to address safety concerns and traffic operations in the design year. The study identifies and evaluates alternatives that provide additional capacity, some of which do not require adding more lanes to the interstates.</p> <p>In addition, and in response to public feedback, ProPEL Indy developed neighborhood and connectivity planning principles to guide future interstate projects toward better integration with surrounding communities. These principles emphasize safer and more accessible walking, biking, and connections across and near the interstates. ProPEL Indy's urban planners evaluated the study's spokes to identify ways to potentially add, improve, or enhance connectivity and placemaking specific to each location's needs. Connectivity considerations can be found in the alternative identification and evaluation chapter for each spoke in the study's Alternatives Identification and Screening report.</p> <p>Multiple alternatives identified in this study are considered potentially reasonable and recommended to be carried forward for consideration in future studies. Alternatives carried forward from the study will require further analysis to determine if they are reasonable solutions to the area's transportation needs.</p> <p>No decisions have been made about the future of I-65 and I-70 in Indianapolis. Multiple factors, including the urgency of identified needs, statewide priorities, and funding availability, will be considered when identifying future projects in the study area.</p>
------------	--	---



117	<p>Adding more lanes to Indy's urban interstate system is not going to solve anything in the long run. It will be even more dangerous to merge and continue to impact actual development of downtown. Please consider instead investing in good, reliable non-car transit.</p>	<p>The study's Alternatives Identification and Screening Report identifies and evaluates a range of potential improvements from basic reconstruction to transformative redesigns to address aging infrastructure, safety, mobility, and multimodal connectivity on I-65 and I-70 inside the I-465 loop.</p> <p>This PEL study has documented the need to add capacity in a majority of the study area to address safety concerns and traffic operations in the design year. The study identifies and evaluates alternatives that provide additional capacity, some of which do not require adding more lanes to the interstates.</p> <p>Multiple alternatives identified in this study are considered potentially reasonable and recommended to be carried forward for consideration in future studies. Alternatives carried forward from the study will require further analysis to determine if they are reasonable solutions to the area's transportation needs.</p> <p>No decisions have been made about the future of I-65 and I-70 in Indianapolis. Multiple factors, including the urgency of identified needs, statewide priorities, and funding availability, will be considered when identifying future projects in the study area.</p> <p>INDOT will coordinate with the local transit service provider IndyGo and other relevant stakeholders to advance transit in the region beyond this study. Comments related to transit planning will be referred to the transit agency.</p>
------------	--	--



118	<p>Instead of adding lanes over 5 decades, make more of the city accessible to those without cars. There is not enough quality public transportation or efficient systems in place to travel without a car. Make improving public transit the top priority.</p>	<p>The study's Alternatives Identification and Screening Report identifies and evaluates a range of potential improvements from basic reconstruction to transformative redesigns to address aging infrastructure, safety, mobility, and multimodal connectivity on I-65 and I-70 inside the I-465 loop.</p> <p>This PEL study has documented the need to add capacity in a majority of the study area to address safety concerns and traffic operations in the design year. The study identifies and evaluates alternatives that provide additional capacity, some of which do not require adding more lanes to the interstates.</p> <p>In addition, and in response to public feedback, ProPEL Indy developed neighborhood and connectivity planning principles to guide future interstate projects toward better integration with surrounding communities. These principles emphasize safer and more accessible walking, biking, and connections across and near the interstates. ProPEL Indy's urban planners evaluated the study's spokes to identify ways to potentially add, improve, or enhance connectivity and placemaking specific to each location's needs. Connectivity considerations can be found in the alternative identification and evaluation chapter for each spoke in the study's Alternatives Identification and Screening report.</p> <p>Multiple alternatives identified in this study are considered potentially reasonable and recommended to be carried forward for consideration in future studies. Alternatives carried forward from the study will require further analysis to determine if they are reasonable solutions to the area's transportation needs.</p> <p>No decisions have been made about the future of I-65 and I-70 in Indianapolis. Multiple factors, including the urgency of identified needs, statewide priorities, and funding availability, will be considered when identifying future projects in the study area.</p> <p>INDOT will coordinate with the local transit service provider IndyGo and other relevant stakeholders to advance transit in</p>
------------	---	---



		the region beyond this study. Comments related to transit planning will be referred to the transit agency.
--	--	--



119	<p>Indianapolis is already an inconvenient and downright dangerous place to get around without a car due to the abundance of wide and fast roads cutting through the heart of downtown and its surrounding neighborhoods. Adding additional lanes to the Interstates is the last thing we want and has been shown time and time again NOT to alleviate traffic due to induced demand. What Indianapolis really needs is increased focus on walkability, cyclability, and usable public transit, as these alternatives are proven to reduce car traffic and its associated noise pollution, air pollution, and myriad other harmful effects on communities and public health. Unlike the proposed Interstate expansion, investing in these areas would materially improve the lives of citizens, which is what any reasonable government should care about at the end of the day.</p>	<p>The study's Alternatives Identification and Screening Report identifies and evaluates a range of potential improvements from basic reconstruction to transformative redesigns to address aging infrastructure, safety, mobility, and multimodal connectivity on I-65 and I-70 inside the I-465 loop.</p> <p>This PEL study has documented the need to add capacity in a majority of the study area to address safety concerns and traffic operations in the design year. The study identifies and evaluates alternatives that provide additional capacity, some of which do not require adding more lanes to the interstates.</p> <p>In addition, and in response to public feedback, ProPEL Indy developed neighborhood and connectivity planning principles to guide future interstate projects toward better integration with surrounding communities. These principles emphasize safer and more accessible walking, biking, and connections across and near the interstates. ProPEL Indy's urban planners evaluated the study's spokes to identify ways to potentially add, improve, or enhance connectivity and placemaking specific to each location's needs. Connectivity considerations can be found in the alternative identification and evaluation chapter for each spoke in the study's Alternatives Identification and Screening report.</p> <p>Multiple alternatives identified in this study are considered potentially reasonable and recommended to be carried forward for consideration in future studies. Alternatives carried forward from the study will require further analysis to determine if they are reasonable solutions to the area's transportation needs.</p> <p>No decisions have been made about the future of I-65 and I-70 in Indianapolis. Multiple factors, including the urgency of identified needs, statewide priorities, and funding availability, will be considered when identifying future projects in the study area.</p> <p>INDOT will coordinate with the local transit service provider IndyGo and other relevant stakeholders to advance transit in</p>
------------	--	---



		the region beyond this study. Comments related to transit planning will be referred to the transit agency.
120	Please be careful in listening to the loud minority who will want full removal of the highways.	Remove segment(s) of interstate was evaluated and eliminated from consideration in the study's last phase, the Universe of Concepts, due to a fatal flaw of adverse impacts to the safety and operations of the local street network. Removing segment(s) of the interstate would result in high levels of congestion and create unacceptable safety and operational impacts on the local road network.



121	<p>Please do not add more lanes downtown. It is already wildly hazardous for pedestrians and adding more wide lanes will only make it worse. Please rebuild as is. We love our city and love our downtown and adding more lanes to the highway slicing across the middle of it will only make it worse.</p>	<p>The study's Alternatives Identification and Screening Report identifies and evaluates a range of potential improvements from basic reconstruction to transformative redesigns to address aging infrastructure, safety, mobility, and multimodal connectivity on I-65 and I-70 inside the I-465 loop.</p> <p>This PEL study has documented the need to add capacity in a majority of the study area to address safety concerns and traffic operations in the design year. The study identifies and evaluates alternatives that provide additional capacity, some of which do not require adding more lanes to the interstates.</p> <p>In addition, and in response to public feedback, ProPEL Indy developed neighborhood and connectivity planning principles to guide future interstate projects toward better integration with surrounding communities. These principles emphasize safer and more accessible walking, biking, and connections across and near the interstates. ProPEL Indy's urban planners evaluated the study's spokes to identify ways to potentially add, improve, or enhance connectivity and placemaking specific to each location's needs. Connectivity considerations can be found in the alternative identification and evaluation chapter for each spoke in the study's Alternatives Identification and Screening report.</p> <p>Multiple alternatives identified in this study are considered potentially reasonable and recommended to be carried forward for consideration in future studies. Alternatives carried forward from the study will require further analysis to determine if they are reasonable solutions to the area's transportation needs.</p> <p>No decisions have been made about the future of I-65 and I-70 in Indianapolis. Multiple factors, including the urgency of identified needs, statewide priorities, and funding availability, will be considered when identifying future projects in the study area.</p>
------------	---	---



122	<p>I'm extremely concerned about the proposed addition of highway lanes throughout downtown Indianapolis. As a landowner who lives, works, and plays in downtown Indianapolis, I could not be more strongly opposed to this plan. These roads are too wide, too fast, and will negatively impact pedestrians and people on bikes as well as contribute to worsening air quality in my neighborhood. We must not enhance convenience for truckers, visitors, and suburban residents who feel they have the right to quickly exit my neighborhood at my expense.</p>	<p>The study's Alternatives Identification and Screening Report identifies and evaluates a range of potential improvements from basic reconstruction to transformative redesigns to address aging infrastructure, safety, mobility, and multimodal connectivity on I-65 and I-70 inside the I-465 loop.</p> <p>This PEL study has documented the need to add capacity in a majority of the study area to address safety concerns and traffic operations in the design year. The study identifies and evaluates alternatives that provide additional capacity, some of which do not require adding more lanes to the interstates.</p> <p>Multiple alternatives identified in this study are considered potentially reasonable and recommended to be carried forward for consideration in future studies. Alternatives carried forward from the study will require further analysis to determine if they are reasonable solutions to the area's transportation needs.</p> <p>No decisions have been made about the future of I-65 and I-70 in Indianapolis. Multiple factors, including the urgency of identified needs, statewide priorities, and funding availability, will be considered when identifying future projects in the study area. this study.</p>
------------	--	---



123	<p>Highways through cities should be smaller because wider roads do not solve traffic congestion due to induced demand, leading to more cars and worse traffic over time. Smaller roads also have significant environmental and public health benefits, such as reduced pollution and increased pedestrian/cyclist safety, while fostering more cohesive urban communities. Additionally, smaller roads are often more cost-effective, require less disruptive construction. The best case scenario would be removing all highways inside the city and giving the land back to the poor and minority families that were displaced to build them. But I'll settle for stable or smaller highways. Thanks for listening!</p>	<p>The study's Alternatives Identification and Screening Report identifies and evaluates a range of potential improvements from basic reconstruction to transformative redesigns to address aging infrastructure, safety, mobility, and multimodal connectivity on I-65 and I-70 inside the I-465 loop.</p> <p>This PEL study has documented the need to add capacity in a majority of the study area to address safety concerns and traffic operations in the design year. The study identifies and evaluates alternatives that provide additional capacity, some of which do not require adding more lanes to the interstates.</p> <p>12-ft travel lanes is a standard starting point for lane widths that conservatively defines the limits of improvements. This clarification has been added to the Alternatives Identification and Screening Report. Future studies or project development will coordinate with asset owner Indy DPW to determine lane widths and footprints. Studies will consider impacts on capacity, volume of trucks and buses, turning movements and safety.</p> <p>In addition, and in response to public feedback, ProPEL Indy developed neighborhood and connectivity planning principles to guide future interstate projects toward better integration with surrounding communities. These principles emphasize safer and more accessible walking, biking, and connections across and near the interstates. ProPEL Indy's urban planners evaluated the study's spokes to identify ways to potentially add, improve, or enhance connectivity and placemaking specific to each location's needs. Connectivity considerations can be found in the alternative identification and evaluation chapter for each spoke in the study's Alternatives Identification and Screening report.</p> <p>Remove segment(s) of interstate was evaluated and eliminated from consideration in the study's last phase, the Universe of Concepts, due to a fatal flaw of adverse impacts to the safety and operations of the local street network. Removing segment(s) of the interstate would result in high levels of</p>
------------	--	--



		<p>congestion and create unacceptable safety and operational impacts on the local road network.</p> <p>Multiple alternatives identified in this study are considered potentially reasonable and recommended to be carried forward for consideration in future studies. Alternatives carried forward from the study will require further analysis to determine if they are reasonable solutions to the area's transportation needs.</p> <p>No decisions have been made about the future of I-65 and I-70 in Indianapolis. Multiple factors, including the urgency of identified needs, statewide priorities, and funding availability, will be considered when identifying future projects in the study area.</p>
--	--	--



<p>124</p>	<p>I am primarily a stakeholder in the I-65 Spoke area. However, as a proud Hoosier and supporter of neighborhoods throughout the City/County, my comments broadly refer to the entire 65/70 system, except where specified. My household's priorities: 1. Kill the interchange from Kessler to 38th eastbound/I-65. Status: currently a nightmare. My wife simply refuses to use it. I have had numerous close calls trying to cross those three lanes of traffic even with great attentive driving. There have been multiple times I have simply had to just settle for continuing on 38th eastbound to Michigan/MLK. Here's what's funny: If I am being honest, this doesn't add that much that to my trip--maybe 5 minutes--which certainly begs the question of the value of this interchange in the first place! Should we spend hundreds of millions of dollars to redesign something that only saves a few thousand people 5 minutes a day for the next 20 years? We have so many better, truly wealth-creating, Hoosier-strengthening options for that level of investment. 2. Whatever you do, please, please, PLEASE do not expand any more lanes. We need to preserve maximum Hoosier land for productive uses, including: local businesses, housing, active/public transportation, and ecosystem services. These are uses that have legitimate potential to improve Hoosier quality of life. 3. Reduce congestion by improving public and active transportation options. For example, many residents of Zionsville, West Carmel, and NW Indy work within 10-minute walk of 65. Install a Park and Ride at the large vacant lot at 9400 N Michigan and 65. Run a BRT to the Indy health district and downtown during rush hour at 10-minute intervals. 4. Similarly, we need safe bicycle routes along/crossing interstates. For example, there is no safe way for a bicyclist to commute down Michigan Rd/MLK under the I-65/MLK interchange. White River and Canal paths are scary around the interstates. Improvement in these areas could unlock a lot of untapped potential for bicycles while reducing wear-and-tear and traffic congestion on the interstates. 5. Whatever projects we do undertake need to place Hoosier health as a top priority. This means we must reduce TOTAL air pollution and greenhouse gases - not just per capita emissions. "Emissions-savings per trip" is not a legitimate metric if total trips increase -- which induced demand-via-lane expansion will undoubtedly create. 6. In short: Interstates should be just that--corridors that are oriented to moving large loads of people and goods from far-flung places to one another--not local traffic that is merely trying to shave 5-minutes off their 20-minute commute by hopping on to the highway for a few miles. 7. And finally: the pathway of interstate expansion has proven again and again to be a financial dead end that only begets worse sprawl, economic insolvency, neighborhood flight and blight, health harms, and ecosystem abuse. We need to hop off this crazy train and get smart with the untapped potential of the people and infrastructure we already have.</p>	<p>The study's Alternatives Identification and Screening Report provides an alternative for the Kessler Blvd interchange that addresses the concerns raised in this concept.</p> <p>This PEL study has documented the need to add capacity in a majority of the study area. The study identifies and evaluates alternatives that provide additional capacity, some of which do not require adding more lanes to the interstates.</p> <p>Park and ride facilities can be provided in conjunction with any of the alternatives of this study. The potential expansion of public transit may be evaluated by IndyGo.</p> <p>The study's Alternatives Identification and Screening Report identifies numerous improvements that should be implemented to improve mobility for bicyclists and pedestrians. These improvements are expected to be incorporated into all alternatives advancing from this PEL study.</p>
-------------------	--	---



125	One of the worst ideas you could've put forth. MASSIVELY unsafe and polluting.	<p>The study's Alternatives Identification and Screening Report identifies and evaluates a range of potential improvements from basic reconstruction to transformative redesigns to address aging infrastructure, safety, mobility, and multimodal connectivity on I-65 and I-70 inside the I-465 loop.</p> <p>Multiple alternatives identified in this study are considered potentially reasonable and recommended to be carried forward for consideration in future studies. Alternatives carried forward from the study will require further analysis to determine if they are reasonable solutions to the area's transportation needs.</p> <p>No decisions have been made about the future of I-65 and I-70 in Indianapolis. Multiple factors, including the urgency of identified needs, statewide priorities, and funding availability, will be considered when identifying future projects in the study area.</p>
------------	--	--



<p>126</p>	<p>I am deeply disappointed in this plan. Not only does it endanger the many folks that walk or bike to get around by forcing them to cross six lanes of heavy, high-speed traffic, but study after study has show that increasing lanes does not increase ease of car navigation or the speed at which you can reach your destination via car! It will merely encourage reckless, high-speed driving and endanger the lives of others. This city already has exceedingly high rates of pedestrian injuries and deaths. We don't want more opportunities for accidents, we want more alternative transportation options: expanded bus lines, divided bike lanes, and walking paths and sidewalks.</p>	<p>The study's Alternatives Identification and Screening Report identifies and evaluates a range of potential improvements from basic reconstruction to transformative redesigns to address aging infrastructure, safety, mobility, and multimodal connectivity on I-65 and I-70 inside the I-465 loop.</p> <p>This PEL study has documented the need to add capacity in a majority of the study area to address safety concerns and traffic operations in the design year. The study identifies and evaluates alternatives that provide additional capacity, some of which do not require adding more lanes to the interstates.</p> <p>In addition, and in response to public feedback, ProPEL Indy developed neighborhood and connectivity planning principles to guide future interstate projects toward better integration with surrounding communities. These principles emphasize safer and more accessible walking, biking, and connections across and near the interstates. ProPEL Indy's urban planners evaluated the study's spokes to identify ways to potentially add, improve, or enhance connectivity and placemaking specific to each location's needs. Connectivity considerations can be found in the alternative identification and evaluation chapter for each spoke in the study's Alternatives Identification and Screening report.</p> <p>Multiple alternatives identified in this study are considered potentially reasonable and recommended to be carried forward for consideration in future studies. Alternatives carried forward from the study will require further analysis to determine if they are reasonable solutions to the area's transportation needs.</p> <p>No decisions have been made about the future of I-65 and I-70 in Indianapolis. Multiple factors, including the urgency of identified needs, statewide priorities, and funding availability, will be considered when identifying future projects in the study area.</p> <p>INDOT will coordinate with the local transit service provider IndyGo and other relevant stakeholders to advance transit in</p>
-------------------	---	---



		the region beyond this study. Comments related to transit planning will be referred to the transit agency.
127	<p>I believe that the section of 38th street co-located with I65, along the "65 Spoke" needs to include traffic calming measures. Currently, traffic moves too quickly, as the road appears to be "the same as" an interstate. This planning process gives the opportunity to develop a design that can accommodate future transit upgrades, and reduce the "interstate-ness" of 38th street. The access to southbound I65 from 29th-30th Street is important, as it reduces loads on southbound surface roads such as Capital and Meridian. The I-65 lanes are more robust for "thru" traffic direct to downtown, compared to pushing that traffic thru Meridan Street or Capital. A frequent traffic pattern is coming down from the North (Such as down Meridian from Carmel), and then shifting to the highway at 30th street. Along the downtown spoke, "linear parks" should be avoided, unless there is substantial funding for ongoing maintenance. If built, these parks should include plenty of lighting, and robustly built-in amenities to stand up to the 'abuse' being in a city can throw at it. From a high-level perspective, I believe the reliance on a thru-interstate downtown should be reduced. I 465 should be upgraded to support all thru-traffic. These highway upgrades should focus on making taking the bypass attractive. This would then allow I65 in the study area to either remove travel lanes, or maintain the existing number of travel lanes. Additionally, while not part of the study area, it should be considered to add tolls to encourage traffic patterns. Ideas include no tolls on 465, but an addition of a small toll to I65 thru the study area.</p>	<p>Alternatives 2-7 for the 65 Spoke include reconfiguring the C-D lanes and ramps to slow traffic along this portion of 38th St. and to address concerns regarding both access and safety in this area.</p> <p>Several alternatives eliminate the loop ramp providing access from Dr MLK Jr St to southbound I-65. Access to southbound I-65 is provided from 29th Street. Further detailed analysis would be conducted in project development.</p> <p>The importance of maintenance of linear trails/parks was added to Chapter 4 of the Alternatives Identification and Screening Report.</p> <p>The <i>ProPEL Indy Existing Transportation Conditions Report</i> documents that only 10% of all trips passing through downtown Indy on I-65 and I-70 are trips that begin and end outside of I-465. While complete removal of these pass-through trips could improve operations through the downtown area, existing and future traffic needs would still require the improvements documented in this study. Thank you for your comments, tolling was not considered within this study.</p>



128	<p>The ProPEL proposals make a ton of sense from an economic development and mobility issue for the city of Indianapolis. Expanded elevated interstates will continue to make the areas near them less economically viable and disconnect neighborhoods, which makes them less attractive. This would help better connect Indianapolis downtown and make it a better selling point for tourism, business, and residents. And it can act as an economic engine for the city.</p>	<p>The study's Alternatives Identification and Screening Report identifies and evaluates a range of potential improvements from basic reconstruction to transformative redesigns to address aging infrastructure, safety, mobility, and multimodal connectivity on I-65 and I-70 inside the I-465 loop.</p> <p>In addition, and in response to public feedback, ProPEL Indy developed neighborhood and connectivity planning principles to guide future interstate projects toward better integration with surrounding communities. These principles emphasize safer and more accessible walking, biking, and connections across and near the interstates. ProPEL Indy's urban planners evaluated the study's spokes to identify ways to potentially add, improve, or enhance connectivity and placemaking specific to each location's needs. Connectivity considerations can be found in the alternative identification and evaluation chapter for each spoke in the study's Alternatives Identification and Screening report.</p> <p>Multiple alternatives identified in this study are considered potentially reasonable and recommended to be carried forward for consideration in future studies. Alternatives carried forward from the study will require further analysis to determine if they are reasonable solutions to the area's transportation needs.</p> <p>No decisions have been made about the future of I-65 and I-70 in Indianapolis. Multiple factors, including the urgency of identified needs, statewide priorities, and funding availability, will be considered when identifying future projects in the study area.</p>
------------	---	--



129	<p>Adding lanes through downtown will make Indianapolis less safe and less livable. Six 12-foot lanes force pedestrians and cyclists to cross massive, highway-like streets — which research shows leads to faster driving and more severe crashes. Bringing even more traffic to ground level will increase air and noise pollution, hurting public health and making downtown less attractive to live, work, or visit. This project will lock Indy into car-centric infrastructure for the next 50 years, creating more congestion through induced demand while undermining walkability, economic vitality, and the potential for vibrant, human-scaled streets. Instead of expanding highways, we should invest in safer crossings, bike lanes, and transit — choices that make downtown healthier, more connected, and more competitive with peer cities.</p>	<p>12-ft travel lanes is a standard starting point for lane widths that conservatively defines the limits of improvements. This clarification has been added to the Alternatives Identification and Screening Report. Future studies or project development will coordinate with asset owner Indy DPW to determine lane widths and footprints. Studies will consider impacts on capacity, volume of trucks and buses, turning movements and safety.</p> <p>The alternatives identified in this study are considered potentially reasonable and recommended to be carried forward for consideration in future studies. Alternatives carried forward from the study will require further analysis to determine if they are reasonable solutions to the area’s transportation needs.</p> <p>In addition, and in response to public feedback, ProPEL Indy developed neighborhood and connectivity planning principles to guide future interstate projects toward better integration with surrounding communities. These principles emphasize safer and more accessible walking, biking, and connections across and near the interstates. ProPEL Indy’s urban planners evaluated the study’s spokes to identify ways to potentially add, improve, or enhance connectivity and placemaking specific to each location’s needs. Connectivity considerations can be found in the alternative identification and evaluation chapter for each spoke in the study’s Alternatives Identification and Screening report.</p>
------------	---	---



<p>130</p>	<p>You all are supposedly professionals who understand this stuff, it is insane to me that despite nearly a century of published research you all continue to pretend that more, wider panes are going to make traffic better or safer. WE KNOW that more lanes on highways simply encourages urban sprawl and will only exacerbate the issues we already have with funding our existing roads. WE KNOW that adding lanes will improve traffic flow for a few months, maybe a year and then traffic will be just as bad, but now with about 25,000 more cars per day being stuck in traffic. WE KNOW that 12 ft wide lanes lead to reckless drivers and more accidents than 11ft wide lanes. So please explain to me, if we all know these things why do we keep barreling forward with plans we know will make our city worse to live in, lower property values, disincentivize business development, and [as always] disproportionately affect poorer communities within our city. At this point there's no way to feign ignorance on this stuff, y'all are professionals. So you're either incompetent or corrupt and I don't even know which one is worse. Seriously. Show me one city where building more, wider lanes has had an actual positive impact on congestion or quality of life for the residents of a city. All this will do is make it worse to live in town and encourage more people to move out into the donut counties and commute in, which will immediately clog up all those extra lanes. Please stop being stupid. Please stop embracing construction projects that do nothing but line the pockets of your friends. Just do something good for the city for once please.</p>	<p>The study's Alternatives Identification and Screening Report identifies and evaluates a range of potential improvements from basic reconstruction to transformative redesigns to address aging infrastructure, safety, mobility, and multimodal connectivity on I-65 and I-70 inside the I-465 loop.</p> <p>This PEL study has documented the need to add capacity in a majority of the study area to address safety concerns and traffic operations in the design year. The study identifies and evaluates alternatives that provide additional capacity, some of which do not require adding more lanes to the interstates.</p> <p>12-ft travel lanes is a standard starting point for lane widths that conservatively defines the limits of improvements. This clarification has been added to the Alternatives Identification and Screening Report. Future studies or project development will coordinate with asset owner Indy DPW to determine lane widths and footprints. Studies will consider impacts on capacity, volume of trucks and buses, turning movements and safety.</p> <p>Multiple alternatives identified in this study are considered potentially reasonable and recommended to be carried forward for consideration in future studies. Alternatives carried forward from the study will require further analysis to determine if they are reasonable solutions to the area's transportation needs.</p> <p>No decisions have been made about the future of I-65 and I-70 in Indianapolis. Multiple factors, including the urgency of identified needs, statewide priorities, and funding availability, will be considered when identifying future projects in the study area.</p>
-------------------	--	---



131	<p>With the exception of the no build option, these plans will leave Indianapolis sicker and poorer. Expanding highway capacity and adding at grade 12 ft wide lanes will divide our neighborhoods, weakening social ties, causing all of the associated crime and lack of opportunity in our great city. Attempts to add placemaking the form of art and lighted signs denoting the neighborhood are to be praised. Removal or tightening up of ramps to return right-of-way to productive use, whether for housing or commercial uses (aka JOBS), is to be commended.</p>	<p>12-ft travel lanes is a standard starting point for lane widths that conservatively defines the limits of improvements. This clarification has been added to the Alternatives Identification and Screening Report. Future studies or project development will coordinate with asset owner Indy DPW to determine lane widths and footprints. Studies will consider impacts on capacity, volume of trucks and buses, turning movements and safety.</p> <p>The alternatives identified in this study are considered potentially reasonable and recommended to be carried forward for consideration in future studies. Alternatives carried forward from the study will require further analysis to determine if they are reasonable solutions to the area's transportation needs.</p>
132	<p>Our neighborhood is completely disconnected from our neighbors north of i-70 due to no pedestrian connection of any kind. This directly harms the economic and social livelihood of our neighborhood and to have no intention of correcting this for next 50 years directly goes against the best interests of the people that live here. We daily see people walking on the medians along Emerson, endangering themselves, because INDOT has not considered the lives of anyone except drivers passing through.</p>	<p>Limited multimodal and neighborhood connections is identified as a ProPEL study need. Multiple alternatives developed for the study's Alternatives Identification Screening Report would improve connectivity across and near the interstates.</p> <p>In addition, and in response to public feedback, ProPEL Indy developed neighborhood and connectivity planning principles to guide future interstate projects toward better integration with surrounding communities. These principles emphasize safer and more accessible walking, biking, and connections across and near the interstates. ProPEL Indy's urban planners evaluated the study's spokes to identify ways to potentially add, improve, or enhance connectivity and placemaking specific to each location's needs. Connectivity considerations can be found in the alternative identification and evaluation chapter for each spoke in the study's Alternatives Identification and Screening report.</p>



133	<p>The plan has no intention to redesign the Emerson interchange to be safer based off of known and established designs. The plan intends to leave the existing interchange in place which DIRECTLY leads to increased speeding along our residential areas on Emerson. This has caused numerous accidents over the years putting our neighbors at risk as well as damaging our monuments along the Emerson street. There are numerous designs, some of which the study intends to use in OTHER areas, that reduce speeding and increase the safety of our neighbors.</p>	<p>This study identified no traffic operations or safety needs with the I-70 and Emerson Ave. interchange and thus proposed no improvements to the interchange. The Alternatives Identification and Screening Report did identify a need for upgrades of the existing interchange including upgrades to the existing overpass facilities that should include appropriate pedestrian and bicycle facilities as well as upgrades to lighting.</p> <p>The expressed concerns likely require improvements to portions of Emerson Avenue that are beyond the limits of the ProPEL Indy study. This comment will be shared with the City of Indianapolis Department of Public Works.</p>
------------	---	--



134	<p>The plan as it stand intends to INCREASE the size and number of lanes in our downtown urban core. Increasing lane size as been shown multiple times to decrease safety of drivers and those that are trying to walk or bike. This is a direct threat on public safety and the intention to disregard established research that confirms this safety threat is pure malpractice on any engineer to supports or designs this. The duty of engineers is to design for safety and not the convenience of vehicles. This plan directly harms the citizens of Indianapolis. Further, increasing and adding grade level HIGHWAY lanes to the north section will further separate the neighborhood in that area and is a step backward.</p>	<p>The study's Alternatives Identification and Screening Report identifies and evaluates a range of potential improvements from basic reconstruction to transformative redesigns to address aging infrastructure, safety, mobility, and multimodal connectivity on I-65 and I-70 inside the I-465 loop.</p> <p>This PEL study has documented the need to add capacity in a majority of the study area to address safety concerns and traffic operations in the design year. The study identifies and evaluates alternatives that provide additional capacity, some of which do not require adding more lanes to the interstates.</p> <p>12-ft travel lanes is a standard starting point for lane widths that conservatively defines the limits of improvements. This clarification has been added to the Alternatives Identification and Screening Report. Future studies or project development will coordinate with asset owner Indy DPW to determine lane widths and footprints. Studies will consider impacts on capacity, volume of trucks and buses, turning movements and safety.</p> <p>Multiple alternatives identified in this study are considered potentially reasonable and recommended to be carried forward for consideration in future studies. Alternatives carried forward from the study will require further analysis to determine if they are reasonable solutions to the area's transportation needs.</p> <p>No decisions have been made about the future of I-65 and I-70 in Indianapolis. Multiple factors, including the urgency of identified needs, statewide priorities, and funding availability, will be considered when identifying future projects in the study area.</p>
------------	--	---

135	Local roads that cross the interstate (whether over or under it) should be widened to accommodate multi-modal travel. A great example of this is College Avenue under I-65 and St. Clair Street under I-65/I-70. INDOT increased the span of the bridge to allow for wider sidewalks along either side of the local street. Wider space for local roads also allows for more flexibility for future City of Indianapolis projects. For example, if in the future the city wanted to add a trail or parking to a street that crosses the interstate, plenty of space is available for those additions.	<p>Limited multimodal and neighborhood connections is identified as a ProPEL study need. Multiple alternatives developed for the study's Alternatives Identification Screening Report would improve connectivity across and near the interstates.</p> <p>In addition, and in response to public feedback, ProPEL Indy developed neighborhood and connectivity planning principles to guide future interstate projects toward better integration with surrounding communities. These principles emphasize safer and more accessible walking, biking, and connections across and near the interstates. ProPEL Indy's urban planners evaluated the study's spokes to identify ways to potentially add, improve, or enhance connectivity and placemaking specific to each location's needs. Connectivity considerations can be found in the alternative identification and evaluation chapter for each spoke in the study's Alternatives Identification and Screening report.</p>
136	Interchanges should be reconfigured, where applicable, to increase traffic efficiency and utilize less land. A good example is I-65 and Lafayette Road. If this were converted to a Single-Point Urban Interchange, the on and off-ramps would take up less land. Newly created space adjacent to the ramp could include new landscaping/beautification or be sold to private developers. Lafayette Road would be more efficient with one fewer traffic signal.	The alternatives of this study include interchange improvements where necessary to address transportation needs. While interchange types are depicted in this study, the final determination on interchange types will be determined by future projects that follow this PEL study.
137	Traffic congestion on west (sw) side is enormous between Harding St. on I-70 to I-465. This is the option to get to I-65 North. There should be a leg or spoke going northwest to I-465 to I-65 north. I-65 needs a connector to connect the two parts of I-65.	The alternatives identified and evaluated in this study address the congestion described in this comment.
138	Run I65 underground and turn the above ground to open space and connect the neighborhoods again	<p>A recessed alternative was developed and evaluated for multiple locations in the study area and included in the Alternatives Identification and Screening Report. The alternative is considered potentially reasonable and recommended to be carried forward for consideration in future studies. Alternatives carried forward from the study will require further analysis to determine if they are reasonable solutions to the area's transportation needs.</p> <p>A recessed alternative has construction or operations costs beyond INDOT's traditional funds would be a contingent on additional funding being identified.</p>



<p>139</p>	<p>I'm a Fountain Square neighborhood resident, and I want to comment on the 65/70 Downtown Spoke alternatives. Alternative 2 would be a disaster for our community. This proposal would increase traffic along Morris and Prospect Streets. Fountain Square continues to pedestrianize and rise as an arts, culture and entertainment district in our downtown. We have multiple festivals throughout the year that shut down parts of Virginia and surrounding streets, and many of our businesses rely on local foot and bicycle traffic to thrive. There are also multiple outdoor parks and dining spaces along this route, which are enjoyable but diminished by the presence of through traffic. Forcing increased highway traffic through this area would derail this progress, and devalue property values south of Virginia and east of Shelby. The lefthand entrance on Calvary is a nuisance, but happens to be a boon to our community, as it routes all highway bound traffic around our neighborhood rather than through. Morris and Prospect (east of the highway and west of Fountain Square Theater) are also currently single lane only, with 24/7 street parking. They're not significantly used as arterial roads today, even if they are marked so on the map - most locals use alternate routes. Better pedestrian and bike access along the Prospect and Morris bridge would help connect the Bates Hendricks and Fountain Square neighborhoods, allowing residents in Bates Hendricks to more easily enjoy the businesses and amenities here. Currently, the Morris / Prospect bridge has crumbling sidewalks that feel unsafe to walk on and roads that feel unsafe to bike on. I'm also skeptical of Alternative 3. I can see Alternative 3 being great if...</p> <ol style="list-style-type: none">1. the project is done in coordination with a highway capping project between Virginia and Fletcher, restoring the connection between Fletcher Place and Fountain Square and providing more value to the area2. if there is a focus on pedestrian and bike access along the Prospect / Morris bridge connection between Fountain Square and Bates Hendricks neighborhoods3. if the righthand NB entrance being proposed is moved north to near Lexington or Fletcher, eliminated entirely, or designed to discourage traffic headed for it from traveling through Prospect and the center of Fountain Square <p>Adding highway access this close to the heart of Fountain Square would be akin to routing a highway ramp through Mass Ave. It would harm local business and residents, and hamper further development in the area. One solution to improving NB access to 65 and 70 from all of the Southeast neighborhood communities would be to instead use Pine Street as a sideroad that collects NB traffic and routes it traffic into the existing 65 and 70 on ramps at E Michigan St. Between E Washington and E Ohio, Pine Street has multiple lanes of one-way northbound traffic which are underutilized. Create a Pine Street overpass over the train tracks north of E Ohio rather than having Pine St curve into E Ohio (and make E Ohio a dead end). This will draw traffic headed for 65/70 northbound out of the Fletcher Place and Fountain Square neighborhoods onto Washington St - an actual arterial - and then onto an already wide one-way Pine Street. This has the added benefit of bypassing the need for traffic to weave / crossover on the highway to access 65 or 70, a problem which persists if the</p>	<p>The proposed relocation of the entrance from Calvary St. to Morris/Prospect St. is intended to address safety and operational concerns on I-65/70. Relocating this ramp to Morris/Prospect Sts. is expected to remove traffic from Virginia Ave., Calvary St. and Fletcher Ave., which would be beneficial given the festivals that close Virginia Ave. as noted in this comment.</p> <p>The proposed right side entrance ramp from Morris/Prospect Sts. substantially improves the weaving conditions between the existing entrance ramp at Calvary and the North Split interchange by moving this ramp south nearly a 1/2 mile. Removal of the entrance ramp from Calvary, or its replacement in these alternatives, would reduce cost and would benefit the interstate system if palatable to the community.</p> <p>The Alternatives Identification and Screening report acknowledges there is a potential opportunity at Prospect and Morris to implement bike facilities that would connect the Bates-Hendricks neighborhood to Fountain Square. These are indicated by the Existing Overpass/Underpass and Facility Upgrades typologies as in Table 23.</p> <p>The proposed right side entrance ramp from Morris/Prospect Sts. substantially improves the interstate weaving conditions between the existing entrance ramp at Calvary and the North Split interchange by moving this ramp south nearly a 1/2 mile.</p> <p>Removal of the entrance ramp from Calvary, or its replacement in these alternatives, would reduce cost and would benefit the interstate system if palatable to the community.</p> <p>The discussion in the Alternatives Identification and Screening Report has been updated to include future consideration of a pedestrian bridge connecting the heart of Fountain Square to Bates Hendricks, south of I-70. Coordination with neighborhoods would be required to determine the best location for a new crossing during project development.</p>
------------	--	---



	<p>righthand NB entrance is created. It would also route highway bound traffic (fast and uninterested in local business) past industrial areas rather than residential, and likely relieve congestion NB on 65/70 in the process. In short, a northbound entrance to 65/70 near Fountain Square is not necessary - if you instead create a Pine Street bridge over the railroad to funnel that traffic towards the existing northbound 65 and 70 on ramps at E Michigan St. Pine St is wide and underutilized. Finally, the pedestrian bridge proposed in Figure 69 is superfluous. All this would do is connect Eli Lilly employees to the Fountain Square neighborhood, who are already nicely connected via the Cultural Trail and the quiet Stevens and Merrill Streets. Instead, a pedestrian bridge connecting the heart of Fountain Square to Bates Hendricks, south of 70, would be much more helpful locally. I also support the idea of recessing the downtown north section of 65, and am against creating a viaduct. Increasing the number and width of lanes, and increasing street level traffic, will cause more accidents and deaths, and rarely if ever improves congestion. I bike through that area often, and three lane traffic at ground level would further sever the connection between downtown and the neighborhoods north, and make cycling more difficult. In contrast, a recessed highway like they have in Cincinnati, with the future option to cap that highway with new development, would be best. Thank you for reading. Also we want trains.</p>	
140	<p>This is not the solution!! Stop making the lives of people who live downtown miserable. It's also miserable for people commuting into downtown</p>	<p>The study's Alternatives Identification and Screening Report identifies and evaluates a range of potential improvements from basic reconstruction to transformative redesigns to address aging infrastructure, safety, mobility, and multimodal connectivity on I-65 and I-70 inside the I-465 loop.</p> <p>Multiple alternatives identified in this study are considered potentially reasonable and recommended to be carried forward for consideration in future studies. Alternatives carried forward from the study will require further analysis to determine if they are reasonable solutions to the area's transportation needs.</p> <p>No decisions have been made about the future of I-65 and I-70 in Indianapolis. Multiple factors, including the urgency of identified needs, statewide priorities, and funding availability, will be considered when identifying future projects in the study area.</p>



141	No more lanes, 10-12ft lane widths are preferable for safer streets, and please no viaducts downtown. Please make the right choice to protect our city's future, health, and livability. We need to develop Indianapolis for the people who live here	<p>The study's Alternatives Identification and Screening Report identifies and evaluates a range of potential improvements from basic reconstruction to transformative redesigns to address aging infrastructure, safety, mobility, and multimodal connectivity on I-65 and I-70 inside the I-465 loop.</p> <p>This PEL study has documented the need to add capacity in a majority of the study area to address safety concerns and traffic operations in the design year. The study identifies and evaluates alternatives that provide additional capacity, some of which do not require adding more lanes to the interstates.</p> <p>12-ft travel lanes is a standard starting point for lane widths that conservatively defines the limits of improvements. This clarification has been added to the Alternatives Identification and Screening Report. Future studies or project development will coordinate with asset owner Indy DPW to determine lane widths and footprints. Studies will consider impacts on capacity, volume of trucks and buses, turning movements and safety.</p> <p>Multiple alternatives identified in this study are considered potentially reasonable and recommended to be carried forward for consideration in future studies. Alternatives carried forward from the study will require further analysis to determine if they are reasonable solutions to the area's transportation needs.</p> <p>No decisions have been made about the future of I-65 and I-70 in Indianapolis. Multiple factors, including the urgency of identified needs, statewide priorities, and funding availability, will be considered when identifying future projects in the study area.</p>
------------	---	---



<p>142</p>	<p>I live on the northside of Indy and frequently drive downtown and previously commuted downtown for about 15 years and I am against expanding the lanes through downtown. It is incredibly expensive to maintain this many lanes and I would argue we don't do it well now with the lanes we have. Further, adding lanes only temporarily eases the congestion while increasing congestion in the long run. A city is for living and not speeding through in a vehicle. I would much prefer to see public transport (such as the rapid bus transit) expanded and with less wait time. This offers alternatives for people who can't afford a vehicle, cannot drive (medical, age, legal) options and allows people wanting to travel to not worry about finding parking, etc. I would be thrilled to have an option from the north side of town to get to other areas without driving. Also, I would prefer to spend funds not on more road lanes but on safe infrastructure I can utilize - I live off 96th street and there are 5 lanes for cars but no sidewalks - I can't believe that a sidewalk is more expensive than a road lane. I have no safe option where I live but to drive abs driving statistically is not safe. So if given the choice around the city I am also for a road diet and totally for more infrastructure that promotes mass transit, biking and walking.</p>	<p>The study's Alternatives Identification and Screening Report identifies and evaluates a range of potential improvements from basic reconstruction to transformative redesigns to address aging infrastructure, safety, mobility, and multimodal connectivity on I-65 and I-70 inside the I-465 loop.</p> <p>This PEL study has documented the need to add capacity in a majority of the study area to address safety concerns and traffic operations in the design year. The study identifies and evaluates alternatives that provide additional capacity, some of which do not require adding more lanes to the interstates.</p> <p>In addition, and in response to public feedback, ProPEL Indy developed neighborhood and connectivity planning principles to guide future interstate projects toward better integration with surrounding communities. These principles emphasize safer and more accessible walking, biking, and connections across and near the interstates. ProPEL Indy's urban planners evaluated the study's spokes to identify ways to potentially add, improve, or enhance connectivity and placemaking specific to each location's needs. Connectivity considerations can be found in the alternative identification and evaluation chapter for each spoke in the study's Alternatives Identification and Screening report.</p> <p>Multiple alternatives identified in this study are considered potentially reasonable and recommended to be carried forward for consideration in future studies. Alternatives carried forward from the study will require further analysis to determine if they are reasonable solutions to the area's transportation needs.</p> <p>No decisions have been made about the future of I-65 and I-70 in Indianapolis. Multiple factors, including the urgency of identified needs, statewide priorities, and funding availability, will be considered when identifying future projects in the study area.</p> <p>INDOT will coordinate with the local transit service provider IndyGo and other relevant stakeholders to advance transit in</p>
-------------------	---	---



		the region beyond this study. Comments related to transit planning will be referred to the transit agency.
--	--	--



143	<p>I've been an Indy resident for 40+ years and feel the I-70/i-65 system does little to improve quality of life and economic development citizens. Please focus on reducing traffic through the core of our city and removing these barriers to our neighborhood connectivity- either by rerouting or recessing interstates below ground</p>	<p>The study's Alternatives Identification and Screening Report identifies and evaluates a range of potential improvements from basic reconstruction to transformative redesigns to address aging infrastructure, safety, mobility, and multimodal connectivity on I-65 and I-70 inside the I-465 loop.</p> <p>A re-route traffic to I-465 concept was evaluated and eliminated from consideration during the study's last phase, the Universe of Concepts. The ProPEL Indy Existing Transportation Conditions Report documents that only 10% of all trips passing through downtown Indy on I-65 and I-70 are trips that begin and end outside of I-465. While complete removal of these pass-through trips could improve operations through the downtown area, existing and future traffic needs would still require the improvements documented in this study.</p> <p>A recessed alternative was developed and evaluated for multiple locations in the study area and included in the Alternatives Identification and Screening Report. The alternative is considered potentially reasonable and recommended to be carried forward for consideration in future studies. Alternatives carried forward from the study will require further analysis to determine if they are reasonable solutions to the area's transportation needs.</p> <p>A recessed alternative has construction or operations costs beyond INDOT's traditional funds would be a contingent on additional funding being identified.</p> <p>Multiple alternatives identified in this study are considered potentially reasonable and recommended to be carried forward for consideration in future studies. Alternatives carried forward from the study will require further analysis to determine if they are reasonable solutions to the area's transportation needs.</p> <p>No decisions have been made about the future of I-65 and I-70 in Indianapolis. Multiple factors, including the urgency of identified needs, statewide priorities, and funding availability,</p>
------------	---	---



		will be considered when identifying future projects in the study area.
--	--	--



144	<p>Do NOT add any more lanes to any of the interstates. Adding lanes has been shown time and time again to be ineffective at curbing congestion -- if anything, in the long run it makes congestion worse (induced demand). Instead, consider adding congestion pricing to the study corridor: this would increase INDOT revenue, reduce local congestion, and incentive through-traffic to take 465 (where it should be). Your own study mentions that 7% of the 11,000 crashes in the study area were fatal or disabling; if you add lanes, you will be facilitating more crashes. More people will die -- that is blood on your hands. Downtown highways have done more harm than good, ripping apart the fabric of neighborhoods and communities. At best they should be torn down entirely and replaced with a system of complete-street boulevards, with slower car traffic and separated lanes for public transit, bikes, and pedestrians. But if the highways must be maintained, then they should be recessed and capped throughout the mile square and in the immediate spokes. This would help stitch the city back together from the damage that the highways have already done.</p>	<p>The study's Alternatives Identification and Screening Report identifies and evaluates a range of potential improvements from basic reconstruction to transformative redesigns to address aging infrastructure, safety, mobility, and multimodal connectivity on I-65 and I-70 inside the I-465 loop.</p> <p>This PEL study has documented the need to add capacity in a majority of the study area to address safety concerns and traffic operations in the design year. The study identifies and evaluates alternatives that provide additional capacity, some of which do not require adding more lanes to the interstates.</p> <p>A re-route traffic to I-465 concept was evaluated and eliminated from consideration during the study's last phase, the Universe of Concepts. The ProPEL Indy Existing Transportation Conditions Report documents that only 10% of all trips passing through downtown Indy on I-65 and I-70 are trips that begin and end outside of I-465. While complete removal of these pass-through trips could improve operations through the downtown area, existing and future traffic needs would still require the improvements documented in this study.</p> <p>A recessed alternative was developed and evaluated for multiple locations in the study area and included in the Alternatives Identification and Screening Report. The alternative is considered potentially reasonable and recommended to be carried forward for consideration in future studies. Alternatives carried forward from the study will require further analysis to determine if they are reasonable solutions to the area's transportation needs.</p> <p>A recessed alternative has construction or operations costs beyond INDOT's traditional funds would be a contingent on additional funding being identified.</p> <p>In addition, and in response to public feedback, ProPEL Indy developed neighborhood and connectivity planning principles to guide future interstate projects toward better integration with surrounding communities. These principles emphasize safer and more accessible walking, biking, and connections</p>
------------	--	--



		<p>across and near the interstates. ProPEL Indy’s urban planners evaluated the study’s spokes to identify ways to potentially add, improve, or enhance connectivity and placemaking specific to each location’s needs. Connectivity considerations can be found in the alternative identification and evaluation chapter for each spoke in the study’s Alternatives Identification and Screening report.</p> <p>Multiple alternatives identified in this study are considered potentially reasonable and recommended to be carried forward for consideration in future studies. Alternatives carried forward from the study will require further analysis to determine if they are reasonable solutions to the area’s transportation needs.</p> <p>No decisions have been made about the future of I-65 and I-70 in Indianapolis. Multiple factors, including the urgency of identified needs, statewide priorities, and funding availability, will be considered when identifying future projects in the study area.</p>
--	--	---



<p>145</p>	<p>ABSOLUTELY NOT. It is already dangerous enough trying to switch lanes when needing to exit, like the exit from I70W to I65N, because too many lanes make it impossible to make the exit safely with existing traffic alone, imagine needing to cross an extra full lane. The best way to reduce traffic is actually invest more in other forms of transportation so people don't have to drive all the time. All this will do is just cause more traffic from the construction, only to have more traffic once it's done because everyone thinks they'll have better luck driving since there's an extra lane. To improve traffic and increase funding, place tolls at the highest traffic roads from biggest suburbs for people without a Marion county address, and traffic will improve. Why subsidize extra lanes with local tax money when the people most pushing for them won't pay as much for it (in money, time or inconvenience from construction) And that's just from the perspective of driving. It gets worse from the perspective from pedestrians. Unless Indiana has the funds to build crosswalk bridges on every intersection so that people can cross safely, then adding extra lanes just makes things dangerous for everyone. It's already hard enough needing to walking 20 blocks to Uber to and from big events to avoid the traffic, I can't imagine having to deal with more BS because this city can't properly plan out transportation ideas to improve current issues Adding another lane to create more traffic to sit in will make downtown experience like hell. The city is actually enjoyable when we can take the time to relax and go at our own pace and take in the city, not when we have to sit behind the wheel, looking at the red brake lights of the car ahead, waiting for the 3 seconds they turn off before they turn on again, without time to relax because you have to be focused at all times so you can pick your time to switch lanes (some people will force their way in either way so constant) I don't want to see more road lanes suggested until we see more dedicated bus lanes and exclusive bike lanes first to serve the Indy area</p>	<p>The study's Alternatives Identification and Screening Report identifies and evaluates a range of potential improvements from basic reconstruction to transformative redesigns to address aging infrastructure, safety, mobility, and multimodal connectivity on I-65 and I-70 inside the I-465 loop.</p> <p>This PEL study has documented the need to add capacity in a majority of the study area to address safety concerns and traffic operations in the design year. The study identifies and evaluates alternatives that provide additional capacity, some of which do not require adding more lanes to the interstates.</p> <p>In addition, and in response to public feedback, ProPEL Indy developed neighborhood and connectivity planning principles to guide future interstate projects toward better integration with surrounding communities. These principles emphasize safer and more accessible walking, biking, and connections across and near the interstates. ProPEL Indy's urban planners evaluated the study's spokes to identify ways to potentially add, improve, or enhance connectivity and placemaking specific to each location's needs. Connectivity considerations can be found in the alternative identification and evaluation chapter for each spoke in the study's Alternatives Identification and Screening report.</p> <p>Multiple alternatives identified in this study are considered potentially reasonable and recommended to be carried forward for consideration in future studies. Alternatives carried forward from the study will require further analysis to determine if they are reasonable solutions to the area's transportation needs.</p> <p>No decisions have been made about the future of I-65 and I-70 in Indianapolis. Multiple factors, including the urgency of identified needs, statewide priorities, and funding availability, will be considered when identifying future projects in the study area. Tolling was not considered within this study.</p> <p>INDOT will coordinate with the local transit service provider IndyGo and other relevant stakeholders to advance transit in</p>
------------	--	---



		the region beyond this study. Comments related to transit planning will be referred to the transit agency.
146	Do not add lanes downtown	<p>The study's Alternatives Identification and Screening Report identifies and evaluates a range of potential improvements from basic reconstruction to transformative redesigns to address aging infrastructure, safety, mobility, and multimodal connectivity on I-65 and I-70 inside the I-465 loop.</p> <p>This PEL study has documented the need to add capacity in a majority of the study area to address safety concerns and traffic operations in the design year. The study identifies and evaluates alternatives that provide additional capacity, some of which do not require adding more lanes to the interstates.</p> <p>Multiple alternatives identified in this study are considered potentially reasonable and recommended to be carried forward for consideration in future studies. Alternatives carried forward from the study will require further analysis to determine if they are reasonable solutions to the area's transportation needs.</p> <p>No decisions have been made about the future of I-65 and I-70 in Indianapolis. Multiple factors, including the urgency of identified needs, statewide priorities, and funding availability, will be considered when identifying future projects in the study area.</p>



147	The interstate should be recessed to reconnect neighborhoods. Do not add additional lanes.	<p>The study's Alternatives Identification and Screening Report identifies and evaluates a range of potential improvements from basic reconstruction to transformative redesigns to address aging infrastructure, safety, mobility, and multimodal connectivity on I-65 and I-70 inside the I-465 loop.</p> <p>In addition, and in response to public feedback, ProPEL Indy developed neighborhood and connectivity planning principles to guide future interstate projects toward better integration with surrounding communities. These principles emphasize safer and more accessible walking, biking, and connections across and near the interstates. ProPEL Indy's urban planners evaluated the study's spokes to identify ways to potentially add, improve, or enhance connectivity and placemaking specific to each location's needs. Connectivity considerations can be found in the alternative identification and evaluation chapter for each spoke in the study's Alternatives Identification and Screening report.</p>
------------	--	---



148	More lanes does not solve anything. More lanes makes roads more dangerous. The people don't want it.	<p>The study's Alternatives Identification and Screening Report identifies and evaluates a range of potential improvements from basic reconstruction to transformative redesigns to address aging infrastructure, safety, mobility, and multimodal connectivity on I-65 and I-70 inside the I-465 loop.</p> <p>This PEL study has documented the need to add capacity in a majority of the study area to address safety concerns and traffic operations in the design year. The study identifies and evaluates alternatives that provide additional capacity, some of which do not require adding more lanes to the interstates.</p> <p>Multiple alternatives identified in this study are considered potentially reasonable and recommended to be carried forward for consideration in future studies. Alternatives carried forward from the study will require further analysis to determine if they are reasonable solutions to the area's transportation needs.</p> <p>No decisions have been made about the future of I-65 and I-70 in Indianapolis. Multiple factors, including the urgency of identified needs, statewide priorities, and funding availability, will be considered when identifying future projects in the study area.</p>
149	How about actual public transit instead of tearing down more homes to add another stupid lane that won't accomplish anything?	<p>Passenger rail transit was evaluated and eliminated from consideration during the study's last phase, the Universe of Concepts. The 2016 Central Indiana Transit Plan prepared by the Indianapolis MPO, IndyGo, and other partner organizations recommended Bus Rapid Transit (BRT) over light rail for transit investments in this region. INDOT will coordinate with the local transit service provider IndyGo and other relevant stakeholders to advance transit in the region beyond this study. Comments related to transit planning will be referred to the transit agency.</p>



150	Please let us drive without construction for a time. How are we supposed to know if any of these changes ever work if every road in and around town is constantly under construction. Trying to get from one side of town to another on 465 on weekdays is a complete nightmare, let alone 65.	Many bridges and pavement segments along I-65 and I-70 within I-465 will require major work within the next 20 years. This study is evaluating improvements to bridge and pavement condition while also addressing other needs within the study area. Rehabilitation and replacement of bridges and pavement is required to maintain their condition. The timing of construction in relation to other construction projects will be determined once projects are identified and move into development. Concerns regarding road closure, construction, and current INDOT projects will be shared with the agency.
------------	--	--



151	<p>As someone who lives a stones throw from a 65 overpass by Garfield park and commutes all of the city, I am against the idea of adding more lanes of highway. Our city needs to prioritize more alternative modes of transportation. A train / rail system would be incredible as it would reduce traffic congestion, increase safety, promote countless jobs in the metropolitan area and would make our city a more desirable place for people looking for a place to move. Prioritizing pedestrian sidewalks, bicycle traffic, and public transit would create safer roads and reduce auto accident and pollution. Please consider alternative routes.</p>	<p>The study's Alternatives Identification and Screening Report identifies and evaluates a range of potential improvements from basic reconstruction to transformative redesigns to address aging infrastructure, safety, mobility, and multimodal connectivity on I-65 and I-70 inside the I-465 loop.</p> <p>This PEL study has documented the need to add capacity in a majority of the study area to address safety concerns and traffic operations in the design year. The study identifies and evaluates alternatives that provide additional capacity, some of which do not require adding more lanes to the interstates.</p> <p>Passenger rail transit was evaluated and eliminated from consideration during the study's last phase, the Universe of Concepts. The 2016 Central Indiana Transit Plan prepared by the Indianapolis MPO, IndyGo, and other partner organizations recommended Bus Rapid Transit (BRT) over light rail for transit investments in this region. INDOT will coordinate with the local transit service provider IndyGo and other relevant stakeholders to advance transit in the region beyond this study. Comments related to transit planning will be referred to the transit agency.</p> <p>In addition, and in response to public feedback, ProPEL Indy developed neighborhood and connectivity planning principles to guide future interstate projects toward better integration with surrounding communities. These principles emphasize safer and more accessible walking, biking, and connections across and near the interstates. ProPEL Indy's urban planners evaluated the study's spokes to identify ways to potentially add, improve, or enhance connectivity and placemaking specific to each location's needs. Connectivity considerations can be found in the alternative identification and evaluation chapter for each spoke in the study's Alternatives Identification and Screening report.</p> <p>Multiple alternatives identified in this study are considered potentially reasonable and recommended to be carried forward for consideration in future studies. Alternatives carried forward from the study will require further analysis to</p>
------------	---	---



		<p>determine if they are reasonable solutions to the area's transportation needs.</p> <p>No decisions have been made about the future of I-65 and I-70 in Indianapolis. Multiple factors, including the urgency of identified needs, statewide priorities, and funding availability, will be considered when identifying future projects in the study area.</p>
--	--	---



<p>152</p>	<p>It is absolutely ridiculous that INDOT will continue to destroy Downtown for the sake of speedy transit and not consider for a second to do a train or improve bus lanes. Another Lane will not decrease traffic, as time and time again we have seen this be an unfounded claim. Do not put more highway downtown, it's got enough Public transit will allow more people to work downtown, and bring folk in to enjoy it.</p>	<p>The study's Alternatives Identification and Screening Report identifies and evaluates a range of potential improvements from basic reconstruction to transformative redesigns to address aging infrastructure, safety, mobility, and multimodal connectivity on I-65 and I-70 inside the I-465 loop.</p> <p>This PEL study has documented the need to add capacity in a majority of the study area to address safety concerns and traffic operations in the design year. The study identifies and evaluates alternatives that provide additional capacity, some of which do not require adding more lanes to the interstates.</p> <p>Multiple alternatives identified in this study are considered potentially reasonable and recommended to be carried forward for consideration in future studies. Alternatives carried forward from the study will require further analysis to determine if they are reasonable solutions to the area's transportation needs.</p> <p>No decisions have been made about the future of I-65 and I-70 in Indianapolis. Multiple factors, including the urgency of identified needs, statewide priorities, and funding availability, will be considered when identifying future projects in the study area.</p> <p>Passenger rail transit was evaluated and eliminated from consideration during the study's last phase, the Universe of Concepts. The 2016 Central Indiana Transit Plan prepared by the Indianapolis MPO, IndyGo, and other partner organizations recommended Bus Rapid Transit (BRT) over light rail for transit investments in this region. INDOT will coordinate with the local transit service provider IndyGo and other relevant stakeholders to advance transit in the region beyond this study. Comments related to transit planning will be referred to the transit agency.</p>
-------------------	---	--



153	Why not invest in mass transit instead? The city needs a rail system. All major metropolitan cities have much more advanced infrastructure than Indianapolis.	Passenger rail transit was evaluated and eliminated from consideration during the study's last phase, the Universe of Concepts. The 2016 Central Indiana Transit Plan prepared by the Indianapolis MPO, IndyGo, and other partner organizations recommended Bus Rapid Transit (BRT) over light rail for transit investments in this region. INDOT will coordinate with the local transit service provider IndyGo and other relevant stakeholders to advance transit in the region beyond this study. Comments related to transit planning will be referred to the transit agency.
------------	---	---



154	<p>This plan of adding additional lanes of traffic is terrible for all of downtown Indianapolis. The interstate should drop onto 465 and bypass downtown. There is no reason for 70, 65 to be going through downtown. This proposal to just add more lanes is terrible.</p>	<p>The study's Alternatives Identification and Screening Report identifies and evaluates a range of potential improvements from basic reconstruction to transformative redesigns to address aging infrastructure, safety, mobility, and multimodal connectivity on I-65 and I-70 inside the I-465 loop.</p> <p>This PEL study has documented the need to add capacity in a majority of the study area to address safety concerns and traffic operations in the design year. The study identifies and evaluates alternatives that provide additional capacity, some of which do not require adding more lanes to the interstates.</p> <p>A re-route traffic to I-465 concept was evaluated and eliminated from consideration during the study's last phase, the Universe of Concepts. The ProPEL Indy Existing Transportation Conditions Report documents that only 10% of all trips passing through downtown Indy on I-65 and I-70 are trips that begin and end outside of I-465. While complete removal of these pass-through trips could improve operations through the downtown area, existing and future traffic needs would still require the improvements documented in this study.</p> <p>Multiple alternatives identified in this study are considered potentially reasonable and recommended to be carried forward for consideration in future studies. Alternatives carried forward from the study will require further analysis to determine if they are reasonable solutions to the area's transportation needs.</p> <p>No decisions have been made about the future of I-65 and I-70 in Indianapolis. Multiple factors, including the urgency of identified needs, statewide priorities, and funding availability, will be considered when identifying future projects in the study area.</p>
------------	---	--



<p>155</p>	<p>There is more harm than benefit by adding additional highway lanes. More lanes do not help traffic congestion long term, and are absurdly expensive. Plus, these lanes go through downtown Indianapolis, where people live. Highways should not be designed solely for the convenience of suburbanites. They can be detrimental to people that live downtown and in surrounding neighborhoods, especially when you keep adding more and making each lane wider. Speaking of wide lanes, 12-foot lanes have been shown to increase accidents because it makes people comfortable with speeding. We already have a speeding issue in Indiana, which this will make worse. Traffic fatalities will increase. At what point do we hold engineers liable for these deaths? This proposal is also clearly propagating the interests of car and oil industries while diminishing the livelihood of the people that live around these roads. You want to size our roads for ridiculously large vehicles that are now exempt from fuel efficiency regulations. More money for car and oil industries. But this is Indiana DOT so it comes as no surprise. Please try to consider those who live downtown in your plans. More 12-foot lanes is not the answer.</p>	<p>The study's Alternatives Identification and Screening Report identifies and evaluates a range of potential improvements from basic reconstruction to transformative redesigns to address aging infrastructure, safety, mobility, and multimodal connectivity on I-65 and I-70 inside the I-465 loop.</p> <p>This PEL study has documented the need to add capacity in a majority of the study area to address safety concerns and traffic operations in the design year. The study identifies and evaluates alternatives that provide additional capacity, some of which do not require adding more lanes to the interstates.</p> <p>12-ft travel lanes is a standard starting point for lane widths that conservatively defines the limits of improvements. This clarification has been added to the Alternatives Identification and Screening Report. Future studies or project development will coordinate with asset owner Indy DPW to determine lane widths and footprints. Studies will consider impacts on capacity, volume of trucks and buses, turning movements and safety.</p> <p>The alternatives identified in this study are considered potentially reasonable and recommended to be carried forward for consideration in future studies. Alternatives carried forward from the study will require further analysis to determine if they are reasonable solutions to the area's transportation needs.</p> <p>No decisions have been made about the future of I-65 and I-70 in Indianapolis. Multiple factors, including the urgency of identified needs, statewide priorities, and funding availability, will be considered when identifying future projects in the study area.</p>
-------------------	---	--



156	<p>The 465 Project and now Interstate 69 North project has plagued Indianapolis... INDOT has failed to maintain the roadways in Marion County for years, Years of neglect have cause a mass evacuation of the population. The roadway look horrible, are full of trash and enhances no neighborhoods in Marion County. Weeds and Tall Grasses and wild trees and brush is not the way to maintain highway property... INDOT needs better leadership and monthly cleaning of the greenspace all across Indianapolis.</p>	<p>Many bridges and pavement segments along I-65 and I-70 within I-465 will require major work within the next 20 years. This study is evaluating improvements to bridge and pavement condition while also addressing other needs within the study area. Rehabilitation and replacement of bridges and pavement is required to maintain their condition. The timing of construction in relation to other construction projects will be determined once projects are identified and move into development. Concerns regarding road closure, construction, and current INDOT projects will be shared with the agency.</p>
------------	---	---



<p>157</p>	<p>No additional lanes in interstates downtown. No more. If doing anything other than demolishing the interstate or burying it, only repair what is there.</p>	<p>The study's Alternatives Identification and Screening Report identifies and evaluates a range of potential improvements from basic reconstruction to transformative redesigns to address aging infrastructure, safety, mobility, and multimodal connectivity on I-65 and I-70 inside the I-465 loop.</p> <p>This PEL study has documented the need to add capacity in a majority of the study area to address safety concerns and traffic operations in the design year. The study identifies and evaluates alternatives that provide additional capacity, some of which do not require adding more lanes to the interstates.</p> <p>Remove segment(s) of interstate was evaluated and eliminated from consideration in the study's last phase, the Universe of Concepts, due to a fatal flaw of adverse impacts to the safety and operations of the local street network. Removing segment(s) of the interstate would result in high levels of congestion and create unacceptable safety and operational impacts on the local road network.</p> <p>A recessed alternative was developed and evaluated for multiple locations in the study area and included in the Alternatives Identification and Screening Report. The alternative is considered potentially reasonable and recommended to be carried forward for consideration in future studies. Alternatives carried forward from the study will require further analysis to determine if they are reasonable solutions to the area's transportation needs.</p> <p>A recessed alternative has construction or operations costs beyond INDOT's traditional funds would be a contingent on additional funding being identified.</p> <p>Multiple alternatives identified in this study are considered potentially reasonable and recommended to be carried forward for consideration in future studies. Alternatives carried forward from the study will require further analysis to determine if they are reasonable solutions to the area's transportation needs.</p>
------------	--	---



		<p>No decisions have been made about the future of I-65 and I-70 in Indianapolis. Multiple factors, including the urgency of identified needs, statewide priorities, and funding availability, will be considered when identifying future projects in the study area.</p>
--	--	---



158	<p>The only way to solve traffic congestion is to invest in bicycle, pedestrian, and transit infrastructure, combined with better land use policy that puts daily destinations within walking distance of residences. If the freeway cannot be repaired with a simple fix, it is past time to remove the freeway from within the I-465 loop. No more funding should go toward urban interstates in Indiana.</p>	<p>The study's Alternatives Identification and Screening Report identifies and evaluates a range of potential improvements from basic reconstruction to transformative redesigns to address aging infrastructure, safety, mobility, and multimodal connectivity on I-65 and I-70 inside the I-465 loop.</p> <p>Remove segment(s) of interstate was evaluated and eliminated from consideration in the study's last phase, the Universe of Concepts, due to a fatal flaw of adverse impacts to the safety and operations of the local street network. Removing segment(s) of the interstate would result in high levels of congestion and create unacceptable safety and operational impacts on the local road network.</p> <p>In addition, and in response to public feedback, ProPEL Indy developed neighborhood and connectivity planning principles to guide future interstate projects toward better integration with surrounding communities. These principles emphasize safer and more accessible walking, biking, and connections across and near the interstates. ProPEL Indy's urban planners evaluated the study's spokes to identify ways to potentially add, improve, or enhance connectivity and placemaking specific to each location's needs. Connectivity considerations can be found in the alternative identification and evaluation chapter for each spoke in the study's Alternatives Identification and Screening report.</p> <p>INDOT will coordinate with the local transit service provider IndyGo and other relevant stakeholders to advance transit in the region beyond this study. Comments related to transit planning will be referred to the transit agency.</p> <p>Multiple alternatives identified in this study are considered potentially reasonable and recommended to be carried forward for consideration in future studies. Alternatives carried forward from the study will require further analysis to determine if they are reasonable solutions to the area's transportation needs.</p> <p>No decisions have been made about the future of I-65 and I-70</p>
------------	---	---



		in Indianapolis. Multiple factors, including the urgency of identified needs, statewide priorities, and funding availability, will be considered when identifying future projects in the study area.
--	--	--



<p>159</p>	<p>As someone who travels a lot, I don't have much to brag about when it comes to the quality of life in Indianapolis. This is especially sad when I go to cities of comparable sizes that have amenities like accessible/walkable streets, well-maintained parks, various cultural attractions, thoughtful architecture, and nice roads, as it shows me what a city that cares about its citizens can look and feel like. Unless INDOT takes the "no build" option, every plan on the table will leave Indianapolis worse off. More lanes mean more pollution, weaker neighborhoods, and wasted money. Yes, there are some good elements (art, signage, ramp removal), but they're outweighed by the harm of highway expansion. For example: Indiana struggles to maintain existing roads (the amount of potholes is unbelievable). Adding more lanes/roadways will only stretch resources thinner. More lanes = ~25,000 more vehicles/day. More PM2.5 particles from exhaust and tires leads to higher asthma, COPD, and dementia risk. INDOT talks about COx/NOx, but ignores particulate pollution, the real neighborhood danger. Nearly 100 years of research shows that narrower lanes decrease crashes. Safe urban design uses 10–11 ft lanes. Case in point, the East 10th Street traffic calming project: With 12 ft lanes → 30 crashes every 90 days. Reduced to 10.5 ft → crashes dropped to 8. If safety, health, and community actually matter, the only responsible choice is "no build," plus investments in art, lighting, walkability, and connections that make neighborhoods stronger. I want to be able to brag about my city (and yes, I'm actually okay with paying higher taxes for a higher quality of life), and not discourage people from spending their money on a visit to my hometown.</p>	<p>Many bridges and pavement segments along I-65 and I-70 within I-465 will require major work within the next 20 years. This study is evaluating improvements to bridge and pavement condition while also addressing other needs within the study area.</p> <p>The study's Alternatives Identification and Screening Report identifies and evaluates a range of potential improvements from basic reconstruction to transformative redesigns to address aging infrastructure, safety, mobility, and multimodal connectivity on I-65 and I-70 inside the I-465 loop.</p> <p>This PEL study has documented the need to add capacity in a majority of the study area to address safety concerns and traffic operations in the design year. The study identifies and evaluates alternatives that provide additional capacity, some of which do not require adding more lanes to the interstates.</p> <p>12-ft travel lanes is a standard starting point for lane widths that conservatively defines the limits of improvements. This clarification has been added to the Alternatives Identification and Screening Report. Future studies or project development will coordinate with asset owner Indy DPW to determine lane widths and footprints. Studies will consider impacts on capacity, volume of trucks and buses, turning movements and safety.</p> <p>In addition, and in response to public feedback, ProPEL Indy developed neighborhood and connectivity planning principles to guide future interstate projects toward better integration with surrounding communities. These principles emphasize safer and more accessible walking, biking, and connections across and near the interstates. ProPEL Indy's urban planners evaluated the study's spokes to identify ways to potentially add, improve, or enhance connectivity and placemaking specific to each location's needs. Connectivity considerations can be found in the alternative identification and evaluation chapter for each spoke in the study's Alternatives Identification and Screening report.</p>
------------	--	---



		<p>Multiple alternatives identified in this study are considered potentially reasonable and recommended to be carried forward for consideration in future studies. Alternatives carried forward from the study will require further analysis to determine if they are reasonable solutions to the area's transportation needs.</p> <p>No decisions have been made about the future of I-65 and I-70 in Indianapolis. Multiple factors, including the urgency of identified needs, statewide priorities, and funding availability, will be considered when identifying future projects in the study area.</p>
160	<p>North downtown alternative images show pedestrians walking along streets with 6ft sidewalk and 3 12ft lanes. This is intentionally misleading. Would you walk your dog or bring your child inches from cars going 50+ mph. It does not matter what the designated speed limit is if the design itself makes drivers comfortable with driving excessively they will. To design with this width, not provide any barrier between pedestrians, and then expect pedestrians to actually use this space is willful ignorance. To show several pedestrians actually using this walkway on your official report is falsification and intentionally misleading. This is just an example in one part of the report but occurs in several places.</p>	<p>12-ft travel lanes is a standard starting point for lane widths that conservatively defines the limits of improvements. This clarification has been added to the Alternatives Identification and Screening Report. Future studies or project development will coordinate with asset owner Indy DPW to determine lane widths and footprints. Studies will consider impacts on capacity, volume of trucks and buses, turning movements and safety.</p> <p>The alternatives identified in this study are considered potentially reasonable and recommended to be carried forward for consideration in future studies. Alternatives carried forward from the study will require further analysis to determine if they are reasonable solutions to the area's transportation needs.</p>



161	<p>The interstate already cuts through downtown and creates significant noise, exhaust, and tire wear particle pollution. The interstate is an inefficient use of space in downtown Indianapolis and the city would be better served by improving local transportation options including transit, local roads, and pedestrian/bike networks. I disagree with the plan to add more lanes to the interstate. No amount of additional lanes if going to solve the traffic problem.</p>	<p>The study's Alternatives Identification and Screening Report identifies and evaluates a range of potential improvements from basic reconstruction to transformative redesigns to address aging infrastructure, safety, mobility, and multimodal connectivity on I-65 and I-70 inside the I-465 loop.</p> <p>This PEL study has documented the need to add capacity in a majority of the study area to address safety concerns and traffic operations in the design year. The study identifies and evaluates alternatives that provide additional capacity, some of which do not require adding more lanes to the interstates.</p> <p>In addition, and in response to public feedback, ProPEL Indy developed neighborhood and connectivity planning principles to guide future interstate projects toward better integration with surrounding communities. These principles emphasize safer and more accessible walking, biking, and connections across and near the interstates. ProPEL Indy's urban planners evaluated the study's spokes to identify ways to potentially add, improve, or enhance connectivity and placemaking specific to each location's needs. Connectivity considerations can be found in the alternative identification and evaluation chapter for each spoke in the study's Alternatives Identification and Screening report.</p> <p>Multiple alternatives identified in this study are considered potentially reasonable and recommended to be carried forward for consideration in future studies. Alternatives carried forward from the study will require further analysis to determine if they are reasonable solutions to the area's transportation needs.</p> <p>No decisions have been made about the future of I-65 and I-70 in Indianapolis. Multiple factors, including the urgency of identified needs, statewide priorities, and funding availability, will be considered when identifying future projects in the study area.</p> <p>INDOT will coordinate with the local transit service provider IndyGo and other relevant stakeholders to advance transit in</p>
------------	---	---



		the region beyond this study. Comments related to transit planning will be referred to the transit agency.
--	--	--



162	<p>I oppose any expansion of the highway system within the vicinity of the downtown area, particularly at ground level. Ideally all highways would be recessed below ground or removed entirely and replaced with boulevards, but at the very least they should not be expanded. The principal of induced demand tells us that expanded highways simply lead to more people routing their trip through the new lanes, and does nothing to reduce congestion in the long run -- in fact, it can increase it. Pair that with the fact that broad highways only lead to increased isolation of neighborhoods on either side of the highway, thereby reducing mobility, quality of life, property values, and potential for future development in the effected areas, and it becomes even more clear how detrimental highway expansion will be to the city of Indianapolis.</p>	<p>The study's Alternatives Identification and Screening Report identifies and evaluates a range of potential improvements from basic reconstruction to transformative redesigns to address aging infrastructure, safety, mobility, and multimodal connectivity on I-65 and I-70 inside the I-465 loop.</p> <p>This PEL study has documented the need to add capacity in a majority of the study area to address safety concerns and traffic operations in the design year. The study identifies and evaluates alternatives that provide additional capacity, some of which do not require adding more lanes to the interstates.</p> <p>Remove segment(s) of interstate was evaluated and eliminated from consideration in the study's last phase, the Universe of Concepts, due to a fatal flaw of adverse impacts to the safety and operations of the local street network. Removing segment(s) of the interstate would result in high levels of congestion and create unacceptable safety and operational impacts on the local road network.</p> <p>A recessed alternative was developed and evaluated for multiple locations in the study area and included in the Alternatives Identification and Screening Report. The alternative is considered potentially reasonable and recommended to be carried forward for consideration in future studies. Alternatives carried forward from the study will require further analysis to determine if they are reasonable solutions to the area's transportation needs.</p> <p>A recessed alternative has construction or operations costs beyond INDOT's traditional funds would be a contingent on additional funding being identified.</p> <p>Multiple alternatives identified in this study are considered potentially reasonable and recommended to be carried forward for consideration in future studies. Alternatives carried forward from the study will require further analysis to determine if they are reasonable solutions to the area's transportation needs.</p>
------------	---	---



		No decisions have been made about the future of I-65 and I-70 in Indianapolis. Multiple factors, including the urgency of identified needs, statewide priorities, and funding availability, will be considered when identifying future projects in the study area.
163	No build across the board. Indianapolis does not need more highways, especially not near the city proper. Traffic here is very light compared to other major cities as-is.	Many bridges and pavement segments along I-65 and I-70 within I-465 will require major work within the next 20 years. This study is evaluating improvements to bridge and pavement condition while also addressing other needs within the study area. Rehabilitation and replacement of bridges and pavement is required to maintain their condition. The timing of construction in relation to other construction projects will be determined once projects are identified and move into development. Concerns regarding road closure, construction, and current INDOT projects will be shared with the agency.



164	<p>I like the recessed designs. The study should consider air pollutants produced by high traffic volumes in neighborhoods. Also, a tall viaduct adds a lot of maintenance cost long term which will need to be paid by future taxpayers. Let's try to keep this cheap for future generations to maintain so it doesn't unduly burden them.</p>	<p>The study's Alternatives Identification and Screening Report identifies and evaluates a range of potential improvements from basic reconstruction to transformative redesigns to address aging infrastructure, safety, mobility, and multimodal connectivity on I-65 and I-70 inside the I-465 loop.</p> <p>Recessed and viaduct alternatives were developed and evaluated for multiple locations in the study area and included in the Alternatives Identification and Screening Report. The alternatives are considered potentially reasonable and recommended to be carried forward for consideration in future studies. Alternatives carried forward from the study will require further analysis to determine if they are reasonable solutions to the area's transportation needs.</p> <p>Both a recessed and viaduct alternative have construction or operations costs beyond INDOT's traditional funds would be a contingent on additional funding being identified.</p> <p>Multiple alternatives identified in this study are considered potentially reasonable and recommended to be carried forward for consideration in future studies. Alternatives carried forward from the study will require further analysis to determine if they are reasonable solutions to the area's transportation needs.</p> <p>No decisions have been made about the future of I-65 and I-70 in Indianapolis. Multiple factors, including the urgency of identified needs, statewide priorities, and funding availability, will be considered when identifying future projects in the study area.</p>
------------	---	---



165	<p>The study has a majority of suggestions for the north downtown section calling for additional travel lanes. Additionally the study calls for alternatives to shift high speed traffic to ground level with 12' travel lanes. It has been established that 12' lanes promote speeding and cause more accidents. To design these at ground level where there will be downtown pedestrian traffic is unacceptable. Alternative 3 states clearly that an additional travel lane will be added on each side. This will lead to increased congestions, traffic, and health endangering exhaust to residents of downtown. Eight lanes are shown in alternatives 4 and 5 as well suggesting lane expansions in both of these alternatives as well. This report is prioritizing the convenience of drivers at the expense of the health and safety of downtown residents especially those that can not afford to own a car. Any engineer who approves this sort of design priority is negligent especially given the body of knowledge on how lane width affects safety.</p>	<p>12-ft travel lanes is a standard starting point for lane widths that conservatively defines the limits of improvements. This clarification has been added to the Alternatives Identification and Screening Report. Future studies of the corridor and coordination with asset owner DPW should determine where lane widths and footprints can be reduced by considering the impact on capacity, the volume of trucks and buses using these roads, and turning movements of trucks.</p> <p>The alternatives identified in this study are considered potentially reasonable and recommended to be carried forward for consideration in future studies. Alternatives carried forward from the study will require further analysis to determine if they are reasonable solutions to the area's transportation needs.</p>
166	<p>I am directly impacted by the 70 downtown spoke and would strongly like to see a recessed alternative. This would be huge for reconnecting our neighborhoods and reimagining a vision for the cities future. The redlining that tore our neighborhoods apart needs to be addressed and we want a forward thought vision that will take us into the future.</p>	<p>A recessed alternative was developed and evaluated for multiple locations in the study area and included in the Alternatives Identification and Screening Report. The alternative is considered potentially reasonable and recommended to be carried forward for consideration in future studies. Alternatives carried forward from the study will require further analysis to determine if they are reasonable solutions to the area's transportation needs.</p> <p>A recessed alternative has construction or operations costs beyond INDOT's traditional funds would be a contingent on additional funding being identified.</p>



167	Don't add more lanes of highway downtown. It doesn't actually help with congestion, and it makes life worse for the people around it. It will interfere with pedestrians and cyclists. Indianapolis' best chance to succeed as a city is to be MORE walkable, not less.	<p>The study's Alternatives Identification and Screening Report identifies and evaluates a range of potential improvements from basic reconstruction to transformative redesigns to address aging infrastructure, safety, mobility, and multimodal connectivity on I-65 and I-70 inside the I-465 loop.</p> <p>This PEL study has documented the need to add capacity in a majority of the study area to address safety concerns and traffic operations in the design year. The study identifies and evaluates alternatives that provide additional capacity, some of which do not require adding more lanes to the interstates.</p> <p>In addition, and in response to public feedback, ProPEL Indy developed neighborhood and connectivity planning principles to guide future interstate projects toward better integration with surrounding communities. These principles emphasize safer and more accessible walking, biking, and connections across and near the interstates. ProPEL Indy's urban planners evaluated the study's spokes to identify ways to potentially add, improve, or enhance connectivity and placemaking specific to each location's needs. Connectivity considerations can be found in the alternative identification and evaluation chapter for each spoke in the study's Alternatives Identification and Screening report.</p> <p>Multiple alternatives identified in this study are considered potentially reasonable and recommended to be carried forward for consideration in future studies. Alternatives carried forward from the study will require further analysis to determine if they are reasonable solutions to the area's transportation needs.</p> <p>No decisions have been made about the future of I-65 and I-70 in Indianapolis. Multiple factors, including the urgency of identified needs, statewide priorities, and funding availability, will be considered when identifying future projects in the study area.</p>
------------	---	---



168	Adding more lanes to an already busy street harms the local residents more than it helps. Creating more lanes will cause more issues to pedestrians and bicyclists and will harm the neighborhood in general.	<p>The study's Alternatives Identification and Screening Report identifies and evaluates a range of potential improvements from basic reconstruction to transformative redesigns to address aging infrastructure, safety, mobility, and multimodal connectivity on I-65 and I-70 inside the I-465 loop.</p> <p>This PEL study has documented the need to add capacity in a majority of the study area to address safety concerns and traffic operations in the design year. The study identifies and evaluates alternatives that provide additional capacity, some of which do not require adding more lanes to the interstates.</p> <p>In addition, and in response to public feedback, ProPEL Indy developed neighborhood and connectivity planning principles to guide future interstate projects toward better integration with surrounding communities. These principles emphasize safer and more accessible walking, biking, and connections across and near the interstates. ProPEL Indy's urban planners evaluated the study's spokes to identify ways to potentially add, improve, or enhance connectivity and placemaking specific to each location's needs. Connectivity considerations can be found in the alternative identification and evaluation chapter for each spoke in the study's Alternatives Identification and Screening report.</p> <p>Multiple alternatives identified in this study are considered potentially reasonable and recommended to be carried forward for consideration in future studies. Alternatives carried forward from the study will require further analysis to determine if they are reasonable solutions to the area's transportation needs.</p> <p>No decisions have been made about the future of I-65 and I-70 in Indianapolis. Multiple factors, including the urgency of identified needs, statewide priorities, and funding availability, will be considered when identifying future projects in the study area.</p>
------------	---	---



169	<p>I-70 Sam Jones expressway gets backed up during rush hour. Noise from 70 is horrible. Went to meeting and was told no improvements were to be made there. Waste of money to have through way at west Beecher. We need a wall on 70, all the way pass Drexel gardens.</p>	<p>Roadway mobility on the interstates is a transportation need identified by the study team. Multiple alternatives developed for the study's Alternatives Identification Screening Report would improve mobility and reduce congestion on the interstates through downtown Indianapolis.</p> <p>Highway noise concerns in the study area will be documented by the study team. The ProPEL Indy study will result in a set of recommendations for INDOT to consider for future projects throughout the study area. If a project moves forward into project development and NEPA, a noise analysis will be completed in accordance with INDOT's noise policy if the project is a Type 1 project. Type 1 projects involve the alteration of a highway that significantly changes its alignment or increases capacity. Examples of Type I projects include adding travel lanes or substantially changing its vertical alignment. The results of the noise analysis will determine if a noise barrier is constructed as part of a project. Quiet pavement is another design toolbox element that could be implemented to help reduce traffic noise. Future pavement replacement projects will evaluate the possibility for incorporating quiet pavement into the project.</p> <p>We appreciate your feedback about the specific location along 70 West. ProPEL Indy is a transportation planning study. The potential connection opportunities identified as part of the Neighborhood and Connectivity Planning Principles would be evaluated further as part of the project development process if a future project is identified in the area. Feedback from adjacent neighborhoods would be requested as part of that process.</p>
------------	---	--



170	<p>I like the connectivity and how high the alternative 3 for the downtown 65/70 scores. I would like to see a cap along Virginia similar to what the rethink collation has proposed. I feel this will increase the economical vitality of the neighborhood and make it feel connected. I also feel that this proposal could increase the tax base and economical value of the area with repurposing some of the right of way that will be gained. I do have a few questions about the proposal. First, what is the likelihood that any section gets rebuilt as anything other than rebuilt with modern design/materials? In the presentation a comment was made about the INDOT main criteria of only spending to make the road adequate for travel. If this is the case what would need to to happen to make some sure of the other improvements that show benefits besides traffic congestion and road quality are built? Who should people talk to, to put pressure on INDOT to move forward with an option that they might not be inclined to?</p>	<p>None of the alternatives carried forward in this area preclude a future interstate cap. Alternatives with construction or operations costs beyond INDOT's traditional funds would be a contingent on additional funding being identified.</p>
------------	---	--



171	<p>I read the Mirror Indy article that broke down the draft report. Made it so easy to understand the options! In general, I am in favor of the options that either recess or elevate spokes of the interstate. Yes, they are more expensive and will take longer to complete, but construction is going to happen regardless. And it always takes longer and costs more than estimated. My priorities would be those options that reduce congestion at the 65/70 splits and those that increase safety on connected city streets, like 29th and 30th.</p>	<p>The study's Alternatives Identification and Screening Report identifies and evaluates a range of potential improvements from basic reconstruction to transformative redesigns to address aging infrastructure, safety, mobility, and multimodal connectivity on I-65 and I-70 inside the I-465 loop.</p> <p>Recessed and viaduct alternatives were developed and evaluated for multiple locations in the study area and included in the Alternatives Identification and Screening Report. The alternatives are considered potentially reasonable and recommended to be carried forward for consideration in future studies. Alternatives carried forward from the study will require further analysis to determine if they are reasonable solutions to the area's transportation needs.</p> <p>Both a recessed and viaduct alternative have construction or operations costs beyond INDOT's traditional funds would be a contingent on additional funding being identified.</p> <p>Multiple alternatives identified in this study are considered potentially reasonable and recommended to be carried forward for consideration in future studies. Alternatives carried forward from the study will require further analysis to determine if they are reasonable solutions to the area's transportation needs.</p> <p>No decisions have been made about the future of I-65 and I-70 in Indianapolis. Multiple factors, including the urgency of identified needs, statewide priorities, and funding availability, will be considered when identifying future projects in the study area.</p>
------------	--	---



172	<p>I'm writing in support of the Rethink 65/70 coalition's plans for highway updates. I don't think adding lanes decreases traffic congestion and I want Indianapolis to reconnect neighborhoods historically marginalized by the highway system in the 1960s and 70s. We have an opportunity to fix it. So let's do it!</p>	<p>The study's Alternatives Identification and Screening Report identifies and evaluates a range of potential improvements from basic reconstruction to transformative redesigns to address aging infrastructure, safety, mobility, and multimodal connectivity on I-65 and I-70 inside the I-465 loop.</p> <p>This PEL study has documented the need to add capacity in a majority of the study area to address safety concerns and traffic operations in the design year. The study identifies and evaluates alternatives that provide additional capacity, some of which do not require adding more lanes to the interstates.</p> <p>A recessed alternative was developed and evaluated for multiple locations in the study area and included in the Alternatives Identification and Screening Report. The alternative is considered potentially reasonable and recommended to be carried forward for consideration in future studies. Alternatives carried forward from the study will require further analysis to determine if they are reasonable solutions to the area's transportation needs.</p> <p>A recessed alternative has construction or operations costs beyond INDOT's traditional funds would be a contingent on additional funding being identified.</p> <p>Multiple alternatives identified in this study are considered potentially reasonable and recommended to be carried forward for consideration in future studies. Alternatives carried forward from the study will require further analysis to determine if they are reasonable solutions to the area's transportation needs.</p> <p>No decisions have been made about the future of I-65 and I-70 in Indianapolis. Multiple factors, including the urgency of identified needs, statewide priorities, and funding availability, will be considered when identifying future projects in the study area.</p>
------------	--	--





		<p>forward for consideration in future studies. Alternatives carried forward from the study will require further analysis to determine if they are reasonable solutions to the area's transportation needs.</p> <p>No decisions have been made about the future of I-65 and I-70 in Indianapolis. Multiple factors, including the urgency of identified needs, statewide priorities, and funding availability, will be considered when identifying future projects in the study area.</p>
174	<p>I would like to register my comment that I would like INDOT to consider investing in and incorporating Trams or some kind of semi-autonomous street car infrastructure to any new interstate proposals. Having fewer individual vehicles on the road would mean the material of interstates would not degrade as quickly and it would allow for less congestion and fewer cars on the road.</p>	<p>Bus transit planning and operations are outside the responsibility of INDOT. Regional transit planning is conducted by the Indianapolis MPO in coordination with IndyGo and the Central Indiana Regional Transportation Authority (CIRTA). INDOT will coordinate with the local transit service provider IndyGo and other relevant stakeholders to advance transit in the region beyond this study. Comments related to transit planning will be referred to the transit agency.</p>



175	<p>I65 N Spoke Comments: I fully support the ramp removals as proposed in alternatives 3,4,5,6, and 7, but we MUST not add any further width to the interstate right of way or widen/add lanes. I believe part of the ramp removals should include a reconnected 32nd Street across MLK with a signal and pedestrian refuge island to help reconnect this neighborhood. 65 Downtown: We should absolutely not be adding new ramps at the North Split. A big part of the project that residents fought for was shrinking the interchange and adding buffer (urban forest). Do not undo that progress. Furthermore, it is critical that Alabama Street is not severed as is proposed in some of the alternatives. The footprint of the interstate should not be expanded near these sensitive historic neighborhoods. 65-70 Downtown Spoke: In this section, I believe it is critical that the Cavalry ramp, East Street ramp and Washington Street Ramp Southbound must be removed to eliminate hazardous mixing zones near the C-D lanes and South Split merging areas and simplify south split operations. Furthermore, it is just as important that no new ramps are added or the footprint expanded for the same reason. I believe the reconnection of Buchanan Street across the interstate would be transformative for the neighborhood to help reconnect the North Square neighborhood. 70 Downtown- I believe Alternative 5 shows the most promise, as 33.7 acres of new developable land near Lucas Oil and the blossoming South Meridian Corridor would transformative. However, I believe the surface roads should be two way, two lane roads, not wide one ways that make the collector streets a hostile place to cross. Any project considered should not expand the footprint of the interstate, especially as I70 is already below grade exiting the South Split at East Street, burying this segment and removing ramps should be prioritized. 70 West- For this segment, I believe Alternative 1 is the best option, but Bus Only Shoulders West of Holt should be considered. Different than bus lanes, these shoulders would be maintained at a higher level than most shoulders with regular sweeping to ensure access for both emergency vehicles and buses during backups. These shoulders create enormous benefit for such a small investment- just paint and limited signage. Kansas City has these across the metro. The interstate footprint must not be expanded on the Western spoke. 70 E- Once again Alternative 1 is the best option here combined with the suggested modifications to the Rural Street ramp. Pedestrian and Bike connections between the Brookside and Martingale-Brightwood neighborhoods should be a top priority with the reconstruction of the Rural interchange. The interstate footprint must not be expanded on the eastern spoke.</p>	<p>Added travel lanes are included in Alternative 3 on the 65 Spoke to improve safety and mobility. Additional pavement width within the existing right-of-way would be needed for Alternatives 2, 3, 4, 5, 6, and 7 for added travel lanes or auxiliary lanes. The reconnection of 32nd Street is not feasible given the location of the northbound I-65 entrance ramp.</p> <p>The proposed ramps of Alternatives 2, 4 and 5 are necessary to address congestion and safety concerns associated with the I-65 and West St. interchange. The added travel lanes along I-65, as proposed in Alternative 3, are an alternative to providing these new ramps. Recessing the interstate (Alternative 4) would sever Alabama Street because I-65 cannot descend quickly enough to allow this connection to remain. The preliminary conceptual footprint was based on a maximum 4 percent grade. This grade would require an approximate 1,000-foot transition from the existing elevated condition to the recessed condition.</p> <p>Alternatives 2 and 3 improve or entirely eliminate the weaving segments that are described in this comment. Alternatives for the 65/70 Downtown Spoke include improvements to ramp operations to enhance safety and traffic flow. This includes removing ramps and adding ramps based on the traffic needs. Additionally, the potential reconnection of Buchanan Street across the interstate should be evaluated as part of future NEPA studies of projects in this area.</p> <p>The surface roads in Alternative 5 must be one-way streets to ensure no queuing at intersections spills onto the mainline lanes of I-70. This has been clarified in the Alternatives Identification and Screening Report. Additional analysis during future NEPA studies will be required to determine the number of lanes on the local roads.</p> <p>Running buses on the shoulders between I-465 and Holt Rd. as suggested in this comment would require widening and strengthening of the shoulders to allow for heavy vehicle traffic, which would have a cost. Implementation of this</p>
------------	---	--



		<p>concept would require further coordination with both INDOT and IndyGo to determine feasibility and benefit of this concept.</p> <p>The Alternatives Identification and Screening Report identifies potential connectivity and placemaking opportunities between the Brookside and Martindale-Brightwood neighborhoods at Commerce Ave., Valley Ave., Roosevelt Ave., the Monon-Pogues Connector Trail, and the Keystone/Rural interchange. Alternative 3 (Added Travel Lanes) was eliminated from further consideration; however, Alternative 2 (Rebuild with Modern Design/Materials Plus) and Alternative 4 (Dynamic Shoulder Lanes) would require some additional widening for auxiliary lanes and wider shoulders. The majority of this widening would be within the existing right-of-way.</p>
--	--	--



176	<p>Please do not widen streets or interstates. That (perhaps counterintuitively, but studies have shown it to be so) leads to more congestion, higher speeds and more injuries and deaths, as well as hurting neighborhoods and community.</p>	<p>The study's Alternatives Identification and Screening Report identifies and evaluates a range of potential improvements from basic reconstruction to transformative redesigns to address aging infrastructure, safety, mobility, and multimodal connectivity on I-65 and I-70 inside the I-465 loop.</p> <p>This PEL study has documented the need to add capacity in a majority of the study area to address safety concerns and traffic operations in the design year. The study identifies and evaluates alternatives that provide additional capacity, some of which do not require adding more lanes to the interstates.</p> <p>Multiple alternatives identified in this study are considered potentially reasonable and recommended to be carried forward for consideration in future studies. Alternatives carried forward from the study will require further analysis to determine if they are reasonable solutions to the area's transportation needs.</p> <p>No decisions have been made about the future of I-65 and I-70 in Indianapolis. Multiple factors, including the urgency of identified needs, statewide priorities, and funding availability, will be considered when identifying future projects in the study area.</p> <p>INDOT will coordinate with the local transit service provider IndyGo and other relevant stakeholders to advance transit in the region beyond this study. Comments related to transit planning will be referred to the transit agency.</p>
------------	--	--



177	ProPEL Indy should follow the recessed model for any area they can. I argue against the viaduct proposals because it still reduces the amount of land that people can build on. Should anything happen to it like in Philadelphia, the highway could fall down. The recessed build ensures INDOT follows the community's want of better connectivity, safety, and Quality of life. Additionally, the Rethink Coalition which has advocated for this shows how a recessed model opens up space for new construction. This could spur millions of sqft. of developed floor space and would greatly benefit the community.	<p>A recessed alternative was developed and evaluated for multiple locations in the study area and included in the Alternatives Identification and Screening Report. The alternative is considered potentially reasonable and recommended to be carried forward for consideration in future studies. Alternatives carried forward from the study will require further analysis to determine if they are reasonable solutions to the area's transportation needs.</p> <p>A recessed alternative has construction or operations costs beyond INDOT's traditional funds would be a contingent on additional funding being identified.</p>
178	I strongly support recessing wherever possible with surface level parks/natural areas. The money and time are less concerning to me than the long-term quality of life, livability, alternative transportation, equity, and ecological health of Indianapolis and the heart of our state.	<p>A recessed alternative was developed and evaluated for multiple locations in the study area and included in the Alternatives Identification and Screening Report. The alternative is considered potentially reasonable and recommended to be carried forward for consideration in future studies. Alternatives carried forward from the study will require further analysis to determine if they are reasonable solutions to the area's transportation needs.</p> <p>A recessed alternative has construction or operations costs beyond INDOT's traditional funds would be a contingent on additional funding being identified.</p>



179	<p>The Indiana Department of Transportation has a unique opportunity to improve and embolden the interstate system coming into Downtown Indianapolis. Because of the vision of community leaders years ago to locate all sports venue in downtown Indy, we have countless visitors coming to these events, as well as museums, government centers and major industries such as Eli Lilly. Every effort must be made by INDOT to make the I-70/West Street entrance into our city as attractive as possible. It is absolutely imperative that the State of Indiana invest in our state capitol by providing an attractive gateway into our city. My home is only six houses from I-70 and it is my opinion that the recessed highway is the only answer, especially for I-70 between the south split and White River. Well landscaped street level boulevards would be a welcoming sight, not only for residents, but more importantly for the thousands of visitors who pour into our city. These boulevards would reconnect neighborhoods that were destroyed when the current interstate was built. However, I did not care for the design of Ray Street and Wilkins Street to be 3 lane and one-way. In my opinion, this is not neighborhood friendly. Twoway traffic on a two lane street makes more sense and allows for more trees to be planted. Also, it doesn't seem necessary to add more travel lanes to the highway. Nothing will ever restore the displacement of the 17,000 people who lived here, but this could be a positive step in improving the quality of life for those who remained and for those who are returning to live in the urban core.</p>	<p>Alternatives carried forward from the study will require further analysis to determine if they are reasonable solutions to the area's transportation needs.</p> <p>Alternative 4 (Recessed) is carried forward for further consideration; however, it has construction and operations costs beyond INDOT's traditional funds and would be contingent on additional funding being identified.</p> <p>The surface roads in Alternative 5 (Viaduct) must be one-way streets to ensure no queuing at intersections spills onto the mainline lanes of I-70. This has been clarified in the Alternatives Identification and Screening Report. Additional analysis during future NEPA studies will be required to determine the number of lanes on the local roads.</p>
180	<p>I am in favor of spending more money to recess all spokes.</p>	<p>A recessed alternative was developed and evaluated for multiple locations in the study area and included in the Alternatives Identification and Screening Report. The alternative is considered potentially reasonable and recommended to be carried forward for consideration in future studies. Alternatives carried forward from the study will require further analysis to determine if they are reasonable solutions to the area's transportation needs.</p> <p>A recessed alternative has construction or operations costs beyond INDOT's traditional funds would be a contingent on additional funding being identified.</p>



181	<p>Please focus on making the west 38th street corridor pedestrian friendly and accessible, especially in the north south direction. As is, the interstate is a dividing line preventing safe pedestrian travel between the north and south halves of the region. The side by side nature of 38th street and 65 encourages speeding and turns 38th into a continuation of interstate, rather than the classical boulevard it feels like before the river. I would very much be in favor of separating these major pathways and providing additional passages for pedestrian traffic to travel.</p>	<p>Limited multimodal and neighborhood connections is identified as a ProPEL study need. Multiple alternatives developed for the study's Alternatives Identification Screening Report would improve connectivity across and near the interstates.</p> <p>In addition, and in response to public feedback, ProPEL Indy developed neighborhood and connectivity planning principles to guide future interstate projects toward better integration with surrounding communities. These principles emphasize safer and more accessible walking, biking, and connections across and near the interstates. ProPEL Indy's urban planners evaluated the study's spokes to identify ways to potentially add, improve, or enhance connectivity and placemaking specific to each location's needs. Connectivity considerations can be found in the alternative identification and evaluation chapter for each spoke in the study's Alternatives Identification and Screening report.</p>
------------	--	---



182	<p>Hello, my comments are in response to the 70 East spoke. Several neighborhood organizations are aware that INDOT will be doing a project to address the Rural & Mass Ave intersection and railroad crossing in 2027 just south of I-70. These improvements will greatly improve safety for drivers at that intersection. However, as part of the improvements along Rural immediately south of I-70, the proposed sidewalk improvements would stop south of I-70 and not continue under the interstate leaving approximately 1500 feet without any pedestrian connectivity (as it currently does not exist there). Near East Area Renewal, the John Boner Neighborhood Centers and Edna Martin Christian Center submitted a letter to HNTB, INDOT's contractor on that project in late Aug. 2025 stressing the importance of adding this component to the project. When the interstate construction originally came through these communities, pedestrian connections were lost and Black communities were disproportionately impacted. When asked about the opportunity to include this connectivity in the Rural & Mass project was presented to INDOT and HNTB, they indicated verbally at a public meeting it would fall to the City DPW due to the nature of the right of way, but community advocacy continues. Despite possible challenges of addressing the opportunity/need through that project, we are glad to see this node recognized in the ProPEL study. Accordingly to page 202 of the ProPEL Indy report, Keystone Ave/Rural Street is noted as "an important connection given how few pedestrian crossings exist. Pedestrian and bicycle facilities, along with other enhancements such as lighting, should be provided in the upgrade to this crossing." We know that pedestrians do walk through this area as indicated by paths in the grass, but currently no infrastructure exists to support their ability to safely do so. This off ramp/interstate crossing is a key gateway into both Martindale Brightwood and the Near Eastside and community organizations are exploring how we might be able to secure funds to eventually install wayfinding signage, gateway art, etc. to enhance the sense of place and orientation to the adjacent communities. Currently that node sits in an very underutilizing, aging industrial corridor and such placemaking work would instill community pride and make both residents and visitors more aware of the communities they are entering at that junction.</p>	<p>Limited multimodal and neighborhood connections is identified as a ProPEL study need. Multiple alternatives developed for the study's Alternatives Identification Screening Report would improve connectivity across and near the interstates.</p> <p>In addition, and in response to public feedback, ProPEL Indy developed neighborhood and connectivity planning principles to guide future interstate projects toward better integration with surrounding communities. These principles emphasize safer and more accessible walking, biking, and connections across and near the interstates. ProPEL Indy's urban planners evaluated the study's spokes to identify ways to potentially add, improve, or enhance connectivity and placemaking specific to each location's needs. Connectivity considerations can be found in the alternative identification and evaluation chapter for each spoke in the study's Alternatives Identification and Screening report.</p> <p>As noted in the comment, ProPEL Indy does identify Keystone Avenue / Rural Street as a potential opportunity for INDOT to consider improving connectivity as part of future interstate projects in the area.</p> <p>This comment was shared with the Rural & Mass Project Team.</p>
------------	--	--



183	<p>I support a recessed design for I-65/I-70 at West Street. Recessing this corridor would improve safety and connectivity while unlocking new land for jobs, housing, and private investment that strengthens our tax base. This bold approach is the surest way to maximize the return on billions of dollars that will be spent to modernize our aging infrastructure. With world-class life sciences innovators, higher-ed campuses, sports, cultural institutions, and major employers clustered along West Street, this is the economic engine of our city and state. A recessed design would better connect these assets, strengthen Indy’s position in the competition for talent and investment, and set us on a trajectory of growth for the next 50 years. Cities like Cincinnati, Boston, and Dallas have already pioneered this approach. Their recessed highways reconnected neighborhoods, improved the quality of life, and catalyzed billions in private development. Indianapolis cannot afford to settle for a like-for-like replacement when our competitors are reimagining their highways. Please advance a recessed alternative. This is our chance to make the bold choice for Indianapolis’ future.</p>	<p>A recessed alternative was developed for the 65 Downtown Spoke and included in the Alternatives Identification and Screening Report. The alternative is considered potentially reasonable and recommended to be carried forward for consideration in future studies. Alternatives carried forward from the study will require further analysis to determine if they are reasonable solutions to the area’s transportation needs.</p> <p>Alternative 4 (Recessed) has construction or operations costs beyond INDOT’s traditional funds and would be contingent on additional funding being identified.</p>
184	<p>I support a recessed design for I-65/I-70 at West Street. Recessing this corridor would improve safety and connectivity while unlocking new land for jobs, housing, and private investment that strengthens our tax base. This bold approach is the surest way to maximize the return on billions of dollars that will be spent to modernize our aging infrastructure. With world-class life sciences innovators, higher-ed campuses, sports, cultural institutions, and major employers clustered along West Street, this is the economic engine of our city and state. A recessed design would better connect these assets, strengthen Indy’s position in the competition for talent and investment, and set us on a trajectory of growth for the next 50 years. Cities like Cincinnati, Boston, and Dallas have already pioneered this approach. Their recessed highways reconnected neighborhoods, improved the quality of life, and catalyzed billions in private development. Indianapolis cannot afford to settle for a like-for-like replacement when our competitors are reimagining their highways. Please advance a recessed alternative. This is our chance to make the bold choice for Indianapolis’ future.</p>	<p>A recessed alternative was developed for the 65 Downtown Spoke and included in the Alternatives Identification and Screening Report. The alternative is considered potentially reasonable and recommended to be carried forward for consideration in future studies. Alternatives carried forward from the study will require further analysis to determine if they are reasonable solutions to the area’s transportation needs.</p> <p>Alternative 4 (Recessed) has construction or operations costs beyond INDOT’s traditional funds and would be contingent on additional funding being identified.</p>



185	<p>I support a recessed design for I-65/I-70 at West Street. Recessing this corridor would improve safety and connectivity while unlocking new land for jobs, housing, and private investment that strengthens our tax base. This bold approach is the surest way to maximize the return on billions of dollars that will be spent to modernize our aging infrastructure. With world-class life sciences innovators, higher-ed campuses, sports, cultural institutions, and major employers clustered along West Street, this is the economic engine of our city and state. A recessed design would better connect these assets, strengthen Indy's position in the competition for talent and investment, and set us on a trajectory of growth for the next 50 years. Cities like Cincinnati, Boston, and Dallas have already pioneered this approach. Their recessed highways reconnected neighborhoods, improved the quality of life, and catalyzed billions in private development. Indianapolis cannot afford to settle for a like-for-like replacement when our competitors are reimagining their highways. Please advance a recessed alternative. This is our chance to make the bold choice for Indianapolis' future.</p>	<p>A recessed alternative was developed for the 65 Downtown Spoke and included in the Alternatives Identification and Screening Report. The alternative is considered potentially reasonable and recommended to be carried forward for consideration in future studies. Alternatives carried forward from the study will require further analysis to determine if they are reasonable solutions to the area's transportation needs.</p> <p>Alternative 4 (Recessed) has construction or operations costs beyond INDOT's traditional funds and would be contingent on additional funding being identified.</p>
186	<p>I support a recessed design for I-65/I-70 at West Street. Recessing this corridor would improve safety and connectivity while unlocking new land for jobs, housing, and private investment that strengthens our tax base. This bold approach is the surest way to maximize the return on billions of dollars that will be spent to modernize our aging infrastructure. With world-class life sciences innovators, higher-ed campuses, sports, cultural institutions, and major employers clustered along West Street, this is the economic engine of our city and state. A recessed design would better connect these assets, strengthen Indy's position in the competition for talent and investment, and set us on a trajectory of growth for the next 50 years. Cities like Cincinnati, Boston, and Dallas have already pioneered this approach. Their recessed highways reconnected neighborhoods, improved the quality of life, and catalyzed billions in private development. Indianapolis cannot afford to settle for a like-for-like replacement when our competitors are reimagining their highways. Please advance a recessed alternative. This is our chance to make the bold choice for Indianapolis' future.</p>	<p>A recessed alternative was developed for the 65 Downtown Spoke and included in the Alternatives Identification and Screening Report. The alternative is considered potentially reasonable and recommended to be carried forward for consideration in future studies. Alternatives carried forward from the study will require further analysis to determine if they are reasonable solutions to the area's transportation needs.</p> <p>Alternative 4 (Recessed) has construction or operations costs beyond INDOT's traditional funds and would be contingent on additional funding being identified.</p>
187	<p>Indy needs reliable public transit, not ever-expanding interstate lanes. Park-and-ride areas, increased BRT, and light rail should be the priorities, especially downtown.</p>	<p>Passenger rail transit was evaluated and eliminated from consideration during the study's last phase, the Universe of Concepts. The 2016 Central Indiana Transit Plan prepared by the Indianapolis MPO, IndyGo, and other partner organizations recommended Bus Rapid Transit (BRT) over light rail for transit investments in this region. INDOT will coordinate with the local transit service provider IndyGo and other relevant stakeholders to advance transit in the region beyond this study. Comments related to transit planning will be referred to the transit agency.</p>



188	Eli Lilly and Company is fully supportive of recessing roadways around Indianapolis which will uplift communities and enhance economic development. This is a proven formula for other cities around the world.	<p>A recessed alternative was developed and evaluated for multiple locations in the study area and included in the Alternatives Identification and Screening Report. The alternative is considered potentially reasonable and recommended to be carried forward for consideration in future studies. Alternatives carried forward from the study will require further analysis to determine if they are reasonable solutions to the area's transportation needs.</p> <p>A recessed alternative has construction or operations costs beyond INDOT's traditional funds would be a contingent on additional funding being identified.</p>
189	I support a recessed design for I-65/I-70 at West Street. Recessing this corridor would improve safety and connectivity while unlocking new land for jobs, housing, and private investment that strengthens our tax base. This bold approach is the surest way to maximize the return on billions of dollars that will be spent to modernize our aging infrastructure. With world-class life sciences innovators, higher-ed campuses, sports, cultural institutions, and major employers clustered along West Street, this is the economic engine of our city and state. A recessed design would better connect these assets, strengthen Indy's position in the competition for talent and investment, and set us on a trajectory of growth for the next 50 years. Cities like Cincinnati, Boston, and Dallas have already pioneered this approach. Their recessed highways reconnected neighborhoods, improved the quality of life, and catalyzed billions in private development. Indianapolis cannot afford to settle for a like-for-like replacement when our competitors are reimagining their highways. Please advance a recessed alternative. This is our chance to make the bold choice for Indianapolis' future.	<p>A recessed alternative was developed for the 65 Downtown Spoke and included in the Alternatives Identification and Screening Report. The alternative is considered potentially reasonable and recommended to be carried forward for consideration in future studies. Alternatives carried forward from the study will require further analysis to determine if they are reasonable solutions to the area's transportation needs.</p> <p>Alternative 4 (Recessed) has construction or operations costs beyond INDOT's traditional funds and would be contingent on additional funding being identified.</p>



190	<p>I support a recessed design for I-65/I-70 at West Street. Recessing this corridor would improve safety and connectivity while unlocking new land for jobs, housing, and private investment that strengthens our tax base. This bold approach is the surest way to maximize the return on billions of dollars that will be spent to modernize our aging infrastructure. Doing so would return significant property to the private sector and provide community support. Having seen the absolute transformation via Boston's Big Dig, this is likely one of central Indiana's most transformative opportunities for decades. With world-class life sciences innovators, higher-ed campuses, sports, cultural institutions, and major employers clustered along West Street, this is the economic engine of our city and state. A recessed design would better connect these assets, strengthen Indy's position in the competition for talent and investment, and set us on a trajectory of growth for the next 50 years. Cities like Cincinnati, Boston, and Dallas have already pioneered this approach. Their recessed highways reconnected neighborhoods, improved the quality of life, and catalyzed billions in private development. Indianapolis cannot afford to settle for a like-for-like replacement when our competitors are reimagining their highways. Please advance a recessed alternative. This is our chance to make the bold choice for Indianapolis' future.</p>	<p>A recessed alternative was developed for the 65 Downtown Spoke and included in the Alternatives Identification and Screening Report. The alternative is considered potentially reasonable and recommended to be carried forward for consideration in future studies. Alternatives carried forward from the study will require further analysis to determine if they are reasonable solutions to the area's transportation needs.</p> <p>Alternative 4 (Recessed) has construction or operations costs beyond INDOT's traditional funds and would be contingent on additional funding being identified.</p>
------------	---	---



191	<p>Hi! Very impressed with the careful considerations presented in this study. And excited for the future of Indianapolis transportation! I agree with a majority of Americans that expansion of the highway footprints including and lanes, ramps only exacerbates congestion problems in the long term. (2023 Survey: https://drive.google.com/file/d/1rA0oGD5r349t17klsdU3vbFCmJWjlbYM/view) When we give useable urban land to only high-speed cars, we reduce our ability to pack more value into urban daily experiences. Everyone I know would like to spend less time driving to access their basic needs. If we were to prioritize amenities like grocery stores being built within walking/biking distance of all residents, we could start to make a long-term shift that improves health and happiness and decreases pollution and wear-and-tear on the wonderful roads that we do have. No highway expansion — instead, more infill, connectivity, and safety considerations for cyclists, pedestrians, and bus riders. Invest in bus systems until they are so convenient and affordable, people can't help but want to use them. Thank you!</p>	<p>The study's Alternatives Identification and Screening Report identifies and evaluates a range of potential improvements from basic reconstruction to transformative redesigns to address aging infrastructure, safety, mobility, and multimodal connectivity on I-65 and I-70 inside the I-465 loop.</p> <p>This PEL study has documented the need to add capacity in a majority of the study area to address safety concerns and traffic operations in the design year. The study identifies and evaluates alternatives that provide additional capacity, some of which do not require adding more lanes to the interstates.</p> <p>In addition, and in response to public feedback, ProPEL Indy developed neighborhood and connectivity planning principles to guide future interstate projects toward better integration with surrounding communities. These principles emphasize safer and more accessible walking, biking, and connections across and near the interstates. ProPEL Indy's urban planners evaluated the study's spokes to identify ways to potentially add, improve, or enhance connectivity and placemaking specific to each location's needs. Connectivity considerations can be found in the alternative identification and evaluation chapter for each spoke in the study's Alternatives Identification and Screening report.</p> <p>Multiple alternatives identified in this study are considered potentially reasonable and recommended to be carried forward for consideration in future studies. Alternatives carried forward from the study will require further analysis to determine if they are reasonable solutions to the area's transportation needs.</p> <p>No decisions have been made about the future of I-65 and I-70 in Indianapolis. Multiple factors, including the urgency of identified needs, statewide priorities, and funding availability, will be considered when identifying future projects in the study area.</p> <p>INDOT will coordinate with the local transit service provider IndyGo and other relevant stakeholders to advance transit in</p>
------------	---	---



		the region beyond this study. Comments related to transit planning will be referred to the transit agency.
192	Work on reconnecting the communities that were destroyed by the splits. It can be done with enough creative thinking and will. The citizens of Indianapolis deserve thinking about them instead of just commuters and people driving through the city.	<p>Limited multimodal and neighborhood connections is identified as a ProPEL study need. Multiple alternatives developed for the study's Alternatives Identification Screening Report would improve connectivity across and near the interstates.</p> <p>In addition, and in response to public feedback, ProPEL Indy developed neighborhood and connectivity planning principles to guide future interstate projects toward better integration with surrounding communities. These principles emphasize safer and more accessible walking, biking, and connections across and near the interstates. ProPEL Indy's urban planners evaluated the study's spokes to identify ways to potentially add, improve, or enhance connectivity and placemaking specific to each location's needs. Connectivity considerations can be found in the alternative identification and evaluation chapter for each spoke in the study's Alternatives Identification and Screening report.</p>



<p>193</p>	<p>The Indiana Rail Road Company (INRD) appreciates the opportunity to provide input on the ProPEL Indy study, a vital step in shaping the future of infrastructure along I-65 and I-70 in Indianapolis. We fully support efforts to modernize aging infrastructure and improve safety, mobility, and multimodal connectivity. However, we urge planners to ensure that these improvements do not compromise the critical trucking access to and from our Senate Avenue Terminal (SAT) and Intermodal Facility, located at 1500 S. Senate Avenue.</p> <p>This facility is a vital artery for commerce in Indianapolis and the broader Midwest. INRD moves high volumes of freight in and out of SAT daily, serving a diverse customer base across multiple industries. Our operations support intermodal services, transloading, grain exports, municipal highway salt storage and delivery, industrial lubricants, lumber, and other industrial inputs. These services are essential to the supply chains of manufacturers, distributors, and public agencies throughout the region.</p> <p>The SAT facility provides indispensable first-mile and last-mile connectivity for our customers. While rail offers long-haul efficiency and environmental benefits, trucks are essential for completing the transportation cycle. The current West Street interchange off I-70 is a critical access point that allows trucks to enter and exit our facility safely and efficiently, minimizing disruption to residential neighborhoods and reducing traffic congestion.</p> <p>From January through October 2024, over 180,000 truck trips entered INRD property at Senate Avenue, most via Wisconsin Street off West Street, utilizing the West Street interchange. This volume reflects the growing demand for multimodal logistics and underscores the importance of maintaining direct interstate access. The facility's strategic location and connectivity are key selling points for industrial development, site selectors, and businesses seeking to optimize their supply chains.</p> <p>If the West Street interchange were eliminated or restricted, trucks would be forced to reroute through residential areas, increasing safety risks and undermining the efficiency our customers depend on. This would not only impact INRD's operations but also disrupt the broader ecosystem of industries that rely on our services.</p> <p>INRD is proud of its reputation as a responsible transportation provider and a good neighbor. We are committed to minimizing our impact on surrounding communities and maximizing the efficiency of our operations. Preserving and enhancing access to I-70 via West Street is essential to achieving both goals.</p>	<p>Thank you for your collaboration and feedback throughout the study.</p> <p>Thank you for providing information regarding the Senate Avenue Terminal. Alternatives 1-4 maintain I-70 access at West St. Alternatives 5 (Recessed) and 6 (Viaduct) maintain access to westbound I-70 at West St.; however, access to I-70 eastbound and I-65 would be a new local road network to ramps at the east end of the spoke. The local road network would have multiple signalized intersections and would likely result in more stopping for trucks traveling to and from the SAT facility.</p> <p>Information regarding trucks from the SAT using the local street network and impacts to the surrounding neighborhoods for Alternatives 5 and 6 has been added to the Alternatives Identification and Screening Report. Information regarding the importance of the I-70/West St. interchange will be included in the Future Considerations section of the ProPEL Indy PEL Study Report.</p>
-------------------	--	---



	<p>We respectfully request that the ProPEL Indy team prioritize the preservation of the West Street interchange and recognize its importance to the many industries, businesses, and communities that depend on the Indiana Rail Road and the broader transportation network in Indianapolis. Thank you for your consideration.</p>	
194	<p>Viewed as a cyclist, the I65 spoke acts as an almost impenetrable barrier to any safe bike/ped movement east-west and north-south. All roadway bridges over highway need vastly improved protected space. This plan should incorporate numerous between-interchange crossing points (ped bridges or tunnels). Major intersections that feed auto traffic into the I65 system - 56th& Lafayette, Georgetown &Lafayette, Kessler &Lafayette - these all are considered by vulnerable road users as being highly unsafe to the point of nearly total unusability. I was glad to see the report highlights the deplorable condition of the “trail” under I65 at 56th St. This is a trash strewn muddy dark mess and must be remedied... however, try to look beyond the specific crossing issue - where does this “trail” go within a block east? It drops riders at one of the cities most pedestrian hostile intersection, 56th and Lafayette. Why improve an underpass that leads to crown-jewell Eagle Creek, if the trail under that crossing dumps trail users at a highly dangerous intersection????</p>	<p>Limited multimodal and neighborhood connections is identified as a ProPEL study need. Multiple alternatives developed for the study’s Alternatives Identification Screening Report would improve connectivity across and near the interstates.</p> <p>In addition, and in response to public feedback, ProPEL Indy developed neighborhood and connectivity planning principles to guide future interstate projects toward better integration with surrounding communities. These principles emphasize safer and more accessible walking, biking, and connections across and near the interstates. ProPEL Indy’s urban planners evaluated the study’s spokes to identify ways to potentially add, improve, or enhance connectivity and placemaking specific to each location’s needs. Connectivity considerations can be found in the alternative identification and evaluation chapter for each spoke in the study’s Alternatives Identification and Screening report.</p> <p>We appreciate your feedback about the specific location along the 65 Spoke. ProPEL Indy is a transportation planning study. The potential connection opportunities identified as part of the Neighborhood and Connectivity Planning Principles would be evaluated further as part of the project development process if a future project is identified in the area. Feedback from adjacent neighborhoods would be requested as part of that process.</p>
195	<p>An underpass at Bellview (part of the West spoke) is not helpful and does not restore meaningful connectivity. Please don't waste money and resources on that.</p>	<p>We appreciate your feedback about the specific location along 70 West. ProPEL Indy is a transportation planning study. The potential connection opportunities identified as part of the Neighborhood and Connectivity Planning Principles would be evaluated further as part of the project development process if a future project is identified in the area. Feedback from adjacent neighborhoods would be requested as part of that process.</p>



196	Please do not expand the right of way of the freeways, connect local neighborhoods more	<p>The study's Alternatives Identification and Screening Report identifies and evaluates a range of potential improvements from basic reconstruction to transformative redesigns to address aging infrastructure, safety, mobility, and multimodal connectivity on I-65 and I-70 inside the I-465 loop.</p> <p>In addition, and in response to public feedback, ProPEL Indy developed neighborhood and connectivity planning principles to guide future interstate projects toward better integration with surrounding communities. These principles emphasize safer and more accessible walking, biking, and connections across and near the interstates. ProPEL Indy's urban planners evaluated the study's spokes to identify ways to potentially add, improve, or enhance connectivity and placemaking specific to each location's needs. Connectivity considerations can be found in the alternative identification and evaluation chapter for each spoke in the study's Alternatives Identification and Screening report.</p> <p>Multiple alternatives identified in this study are considered potentially reasonable and recommended to be carried forward for consideration in future studies. Alternatives carried forward from the study will require further analysis to determine if they are reasonable solutions to the area's transportation needs.</p> <p>No decisions have been made about the future of I-65 and I-70 in Indianapolis. Multiple factors, including the urgency of identified needs, statewide priorities, and funding availability, will be considered when identifying future projects in the study area.</p>
------------	---	--



197	<p>Glick Companies support a recessed design for I-65/I-70 at West Street. Recessing this corridor would improve safety and connectivity while unlocking new land for jobs, housing, and private investment that strengthens our tax base. This bold approach is the surest way to maximize the return on billions of dollars that will be spent to modernize our aging infrastructure. With world-class life sciences innovators, higher-ed campuses, sports, cultural institutions, and major employers clustered along West Street, this is the economic engine of our city and state. A recessed design would better connect these assets, strengthen Indy's position in the competition for talent and investment, and set us on a trajectory of growth for the next 50 years. Cities like Cincinnati, Boston, and Dallas have already pioneered this approach. Their recessed highways reconnected neighborhoods, improved the quality of life, and catalyzed billions in private development. Indianapolis cannot afford to settle for a like-for-like replacement when our competitors are reimagining their highways. Please advance a recessed alternative. This is our chance to make the bold choice for Indianapolis' future.</p>	<p>A recessed alternative was developed for the 65 Downtown Spoke and included in the Alternatives Identification and Screening Report. The alternative is considered potentially reasonable and recommended to be carried forward for consideration in future studies. Alternatives carried forward from the study will require further analysis to determine if they are reasonable solutions to the area's transportation needs.</p> <p>Alternative 4 (Recessed) has construction or operations costs beyond INDOT's traditional funds and would be contingent on additional funding being identified.</p>
198	<p>I support a recessed design for I-65/I-70 at West Street. Recessing this corridor would improve safety and connectivity while unlocking new land for jobs, housing, and private investment that strengthens our tax base. This bold approach is the surest way to maximize the return on billions of dollars that will be spent to modernize our aging infrastructure. With world-class life sciences innovators, higher-ed campuses, sports, cultural institutions, and major employers clustered along West Street, this is the economic engine of our city and state. A recessed design would better connect these assets, strengthen Indy's position in the competition for talent and investment, and set us on a trajectory of growth for the next 50 years. Cities like Cincinnati, Boston, and Dallas have already pioneered this approach. Their recessed highways reconnected neighborhoods, improved the quality of life, and catalyzed billions in private development. Indianapolis cannot afford to settle for a like-for-like replacement when our competitors are reimagining their highways. Please advance a recessed alternative. This is our chance to make the bold choice for Indianapolis' future.</p>	<p>A recessed alternative was developed for the 65 Downtown Spoke and included in the Alternatives Identification and Screening Report. The alternative is considered potentially reasonable and recommended to be carried forward for consideration in future studies. Alternatives carried forward from the study will require further analysis to determine if they are reasonable solutions to the area's transportation needs.</p> <p>Alternative 4 (Recessed) has construction or operations costs beyond INDOT's traditional funds and would be contingent on additional funding being identified.</p>
199	<p>I support the propel project that will allow stronger communities and smarter transportation.</p>	<p>Thank you for your comment and engagement with the ProPEL Indy study.</p>



200	<p>On behalf of Cummins Inc., I want to express our support for the recessed design for the interstate highways around downtown Indianapolis (65 Downtown Spoke, 65/70 Downtown Spoke, and 70 Downtown Spoke as referenced in the Alternatives Identification and Screening Summary). Cummins is a proud member of the downtown Indy community, and we have community partnerships in the several Near Eastside neighborhoods. Since its construction, the 65/70 highway system has created a barrier between downtown and the surrounding neighborhoods due to its elevated construction. Although we cannot change the current state of these highways, we can make investments in the future to reduce their impact on our community. Recessing these stretches of highway would improve safety and connectivity while unlocking new land for jobs, housing, and private development. We applaud INDOT for commissioning the ProPEL Indy study to proactively explore alternative designs for our highway systems that maintain and improve their functionality, while addressing concerns of residents and businesses in the city. Stakeholder feedback in the public meetings seems supportive of bold designs to reimagine our highways and address the challenges created by past decisions. Recessing the existing highways downtown is a transformative improvement that will benefit the residents of the city for years to come. We urge INDOT to advance a recessed alternative for these highway segments to reconnect our neighborhoods and increase the economic viability of the city.</p>	<p>A recessed alternative was developed for the 65 Downtown Spoke and included in the Alternatives Identification and Screening Report. The alternative is considered potentially reasonable and recommended to be carried forward for consideration in future studies. Alternatives carried forward from the study will require further analysis to determine if they are reasonable solutions to the area’s transportation needs.</p> <p>Alternative 4 (Recessed) has construction or operations costs beyond INDOT’s traditional funds and would be contingent on additional funding being identified.</p>
201	<p>Cities like Cincinnati, Boston, and Dallas have already led the way with this approach. By recessing their highways, they’ve reconnected neighborhoods, improved quality of life, and sparked billions in private investment. Indianapolis can’t afford to settle for a one-for-one rebuild while other cities are rethinking what their highways can be.</p>	<p>A recessed alternative was developed for the 65 Downtown Spoke and included in the Alternatives Identification and Screening Report. The alternative is considered potentially reasonable and recommended to be carried forward for consideration in future studies. Alternatives carried forward from the study will require further analysis to determine if they are reasonable solutions to the area’s transportation needs.</p> <p>Alternative 4 (Recessed) has construction or operations costs beyond INDOT’s traditional funds and would be contingent on additional funding being identified.</p>



202	<p>I oppose any plans to expand interstate highways in Indiana, specifically in Marion County. Adding more lanes of highways has never been shown to reduce traffic. In fact, there is evidence that adding more lanes of highway actually increases traffic. We should use money allocated to roads to maintain what we already have. We already can't afford the maintenance required on our current roads. To reduce traffic, we need better access to public transportation, protected bike lanes, and sidewalks where they're currently absent. Adding more highway lanes greatly reduces pedestrian safety, walkability, and creates borders between neighborhoods. Thank you.</p>	<p>The study's Alternatives Identification and Screening Report identifies and evaluates a range of potential improvements from basic reconstruction to transformative redesigns to address aging infrastructure, safety, mobility, and multimodal connectivity on I-65 and I-70 inside the I-465 loop.</p> <p>This PEL study has documented the need to add capacity in a majority of the study area to address safety concerns and traffic operations in the design year. The study identifies and evaluates alternatives that provide additional capacity, some of which do not require adding more lanes to the interstates.</p> <p>In addition, and in response to public feedback, ProPEL Indy developed neighborhood and connectivity planning principles to guide future interstate projects toward better integration with surrounding communities. These principles emphasize safer and more accessible walking, biking, and connections across and near the interstates. ProPEL Indy's urban planners evaluated the study's spokes to identify ways to potentially add, improve, or enhance connectivity and placemaking specific to each location's needs. Connectivity considerations can be found in the alternative identification and evaluation chapter for each spoke in the study's Alternatives Identification and Screening report.</p> <p>Multiple alternatives identified in this study are considered potentially reasonable and recommended to be carried forward for consideration in future studies. Alternatives carried forward from the study will require further analysis to determine if they are reasonable solutions to the area's transportation needs.</p> <p>No decisions have been made about the future of I-65 and I-70 in Indianapolis. Multiple factors, including the urgency of identified needs, statewide priorities, and funding availability, will be considered when identifying future projects in the study area.</p> <p>INDOT will coordinate with the local transit service provider IndyGo and other relevant stakeholders to advance transit in</p>
------------	--	---



		the region beyond this study. Comments related to transit planning will be referred to the transit agency.
203	<p>I support a recessed design for I-65/I-70 at West Street. Recessing this corridor would improve safety and connectivity while unlocking new land for jobs, housing, and private investment that strengthens our tax base. This bold approach is the surest way to maximize the return on billions of dollars that will be spent to modernize our aging infrastructure. With world-class life sciences innovators, higher-ed campuses, sports, cultural institutions, and major employers clustered along West Street, this is the economic engine of our city and state. A recessed design would better connect these assets, strengthen Indy’s position in the competition for talent and investment, and set us on a trajectory of growth for the next 50 years. Cities like Cincinnati, Boston, and Dallas have already pioneered this approach. Their recessed highways reconnected neighborhoods, improved the quality of life, and catalyzed billions in private development. Indianapolis cannot afford to settle for a like-for-like replacement when our competitors are reimagining their highways.</p>	<p>A recessed alternative was developed for the 65 Downtown Spoke and included in the Alternatives Identification and Screening Report. The alternative is considered potentially reasonable and recommended to be carried forward for consideration in future studies. Alternatives carried forward from the study will require further analysis to determine if they are reasonable solutions to the area’s transportation needs.</p> <p>Alternative 4 (Recessed) has construction or operations costs beyond INDOT’s traditional funds and would be contingent on additional funding being identified.</p>
204	<p>I support a recessed design for I-65/I-70 at West Street. Recessing this corridor would improve safety and connectivity while unlocking new land for jobs, housing, and private investment that strengthens our tax base. This bold approach is the surest way to maximize the return on billions of dollars that will be spent to modernize our aging infrastructure. With world-class life sciences innovators, higher-ed campuses, sports, cultural institutions, and major employers clustered along West Street, this is the economic engine of our city and state. A recessed design would better connect these assets, strengthen Indy’s position in the competition for talent and investment, and set us on a trajectory of growth for the next 50 years. Cities like Cincinnati, Boston, and Dallas have already pioneered this approach. Their recessed highways reconnected neighborhoods, improved the quality of life, and catalyzed billions in private development. Indianapolis cannot afford to settle for a like-for-like replacement when our competitors are reimagining their highways. Please advance a recessed alternative. This is our chance to make the bold choice for Indianapolis’ future.</p>	<p>A recessed alternative was developed for the 65 Downtown Spoke and included in the Alternatives Identification and Screening Report. The alternative is considered potentially reasonable and recommended to be carried forward for consideration in future studies. Alternatives carried forward from the study will require further analysis to determine if they are reasonable solutions to the area’s transportation needs.</p> <p>Alternative 4 (Recessed) has construction or operations costs beyond INDOT’s traditional funds and would be contingent on additional funding being identified.</p>



205	<p>I support a recessed design for I-65/I-70 at West Street. Recessing this corridor would improve safety and connectivity while unlocking new land for jobs, housing, and private investment that strengthens our tax base. This bold approach is the surest way to maximize the return on billions of dollars that will be spent to modernize our aging infrastructure. With world-class life sciences innovators, higher-ed campuses, sports, cultural institutions, and major employers clustered along West Street, this is the economic engine of our city and state. A recessed design would better connect these assets, strengthen Indy’s position in the competition for talent and investment, and set us on a trajectory of growth for the next 50 years. Cities like Cincinnati, Boston, and Dallas have already pioneered this approach. Their recessed highways reconnected neighborhoods, improved the quality of life, and catalyzed billions in private development. Indianapolis cannot afford to settle for a like-for-like replacement when our competitors are reimagining their highways. Please advance a recessed alternative. This is our chance to make the bold choice for Indianapolis’ future.</p>	<p>A recessed alternative was developed for the 65 Downtown Spoke and included in the Alternatives Identification and Screening Report. The alternative is considered potentially reasonable and recommended to be carried forward for consideration in future studies. Alternatives carried forward from the study will require further analysis to determine if they are reasonable solutions to the area’s transportation needs.</p> <p>Alternative 4 (Recessed) has construction or operations costs beyond INDOT’s traditional funds and would be contingent on additional funding being identified.</p>
206	<p>I support a recessed design for I-65/I-70 at West Street. Recessing this corridor would improve safety and connectivity while unlocking new land for jobs, housing, and private investment that strengthens our tax base. This bold approach is the surest way to maximize the return on billions of dollars that will be spent to modernize our aging infrastructure. With world-class life sciences innovators, higher-ed campuses, sports, cultural institutions, and major employers clustered along West Street, this is the economic engine of our city and state. A recessed design would better connect these assets, strengthen Indy’s position in the competition for talent and investment, and set us on a trajectory of growth for the next 50 years. Cities like Cincinnati, Boston, and Dallas have already pioneered this approach. Their recessed highways reconnected neighborhoods, improved the quality of life, and catalyzed billions in private development. Indianapolis cannot afford to settle for a like-for-like replacement when our competitors are reimagining their highways. Please advance a recessed alternative. This is our chance to make the bold choice for Indianapolis’ future.</p>	<p>A recessed alternative was developed for the 65 Downtown Spoke and included in the Alternatives Identification and Screening Report. The alternative is considered potentially reasonable and recommended to be carried forward for consideration in future studies. Alternatives carried forward from the study will require further analysis to determine if they are reasonable solutions to the area’s transportation needs.</p> <p>Alternative 4 (Recessed) has construction or operations costs beyond INDOT’s traditional funds and would be contingent on additional funding being identified.</p>



207	<p>Thank you for the opportunity to provide feedback on this important topic. I am reaching out on behalf of the Health by Design Board of Directors and staff team to provide formal public comment pertaining to INDOT’s ProPEL Indy Alternatives Identification and Screening Summary report. Health by Design collaborates across sectors and disciplines to ensure communities in Indiana and beyond have neighborhoods, public spaces, and infrastructure that promote healthy, active living. We advocate for equitable, accessible, safe, and connected transportation options that serve people of all ages, abilities, and incomes. We appreciate INDOT’s commitment to improving Central Indiana’s overall mobility, economic opportunity, and quality of life. The public comment opportunities made available throughout the process have highlighted a dedication to ensuring final recommendations are shaped by community members. However, we have several concerns with the recommendations currently outlined in the draft, particularly as transportation/mobility is listed as a pillar of ProPEL Indy. Perhaps most critical are the recommendations for added travel lanes (65 Spoke, 65 Downtown Spoke, 70 Downtown Spoke, and 70 West Spoke), as well as additional entrance/exit ramps, and a lack of adequate dedication to multimodal transportation connectivity. While added travel lanes may temporarily improve travel times, studies consistently show that added travel lanes actually induce demand, increasing congestion and travel times in the long-term. Wider highways incentivize car dependence, exacerbating existing challenges within our growing metropolitan area, including low-density development and increasingly expensive road maintenance costs. Similarly, the addition of entrance/exit ramps in largely residential areas nearest to downtown will present new opportunities for conflicts, particularly for people walking and biking. It is likely that additional ramps will also increase congestion on the roadways where the ramp connections are placed. Equity is also listed as a key pillar of this study. As a result, it is essential that INDOT prioritize reconnecting historic neighborhoods that were severed by the Interstate Highway System’s original construction, such as the Near Southside or Near Northwest. INDOT should consider redesigning existing ramp connections to these neighborhoods with a focus on safety for all road users—but with priority for the most vulnerable road users, especially people walking, biking, and using public transit. We underscore the critical importance of reestablishing these connections—over or under the highways—to facilitate ample opportunities for both local drivers and those using other modes of transportation to navigate the community safely. While viaducts and recessed interstates continue to be considered, INDOT must proactively work with the City of Indianapolis to ensure that any work on these corridors respect their urban context. In addition to the strategies outlined in the draft, there should be inclusion of INDOT’s role in advancing strategic land use reform that incentivizes infill development, as well as the agency’s role in supporting robust public transportation as an alternative to costly road expansions. Health by Design would also like to see more focus on INDOT’s role in safe speed</p>	<p>The ProPEL Indy Study identified several needs of the downtown study, including the need for continued and increased roadway safety, roadway mobility and the limited multimodal neighborhood connections, all which are identified in your comment. These needs, as well as your comments, will be considered as projects are developed.</p>
------------	--	--



	management, including how intelligent speed assistance (ISA) could be utilized. Without a Safe System Approach to speed management, any changes made to our Interstate Highway System will fail to meet the goal of improving safety, mobility, and multimodal connectivity on the I-65/I-70 Spokes in Indianapolis for future generations.	
208	I am heavily in favor of recessing the downtown spokes of the interstate. A viaduct on the I-65 downtown spoke would be nice only if it ensures increased safety and green spaces. I-65/I-70 is currently so unsafe, please choose whatever option is safest for motorists.	<p>The study's Alternatives Identification and Screening Report identifies and evaluates a range of potential improvements from basic reconstruction to transformative redesigns to address aging infrastructure, safety, mobility, and multimodal connectivity on I-65 and I-70 inside the I-465 loop.</p> <p>Recessed and viaduct alternatives were developed and evaluated for multiple locations in the study area and included in the Alternatives Identification and Screening Report. The alternatives are considered potentially reasonable and recommended to be carried forward for consideration in future studies. Alternatives carried forward from the study will require further analysis to determine if they are reasonable solutions to the area's transportation needs.</p> <p>Both a recessed and viaduct alternative have construction or operations costs beyond INDOT's traditional funds would be a contingent on additional funding being identified.</p> <p>Multiple alternatives identified in this study are considered potentially reasonable and recommended to be carried forward for consideration in future studies. Alternatives carried forward from the study will require further analysis to determine if they are reasonable solutions to the area's transportation needs.</p> <p>No decisions have been made about the future of I-65 and I-70 in Indianapolis. Multiple factors, including the urgency of identified needs, statewide priorities, and funding availability, will be considered when identifying future projects in the study area.</p>



209	<p>Thank you very much for the recent presentation of alternatives. I was pleased to see the amount of work and consideration put into the study. I would like request the inclusion of several additional alternatives and inclusions. 1. Reconnecting the Central Canal. The canal was split by the construction of the freeway. Since then the canal has become an Indianapolis treasure. Reconnecting the canal would enhance that. 2. Explicit cost benefit analysis: In making decision on alternatives it would be important to see the effects on time savings, economic development, safety, and health and who those benefits accrue to compared to the cost. 3. Congestion pricing: Much of this work could be avoided with more efficient use of the existing resources. Revenue neutral congestion pricing would reduce wasted time and money without dramatic reshaping of the freeways. 4. Bus Rapid Transit: Along with other alternatives, Bus Rapid Transit in the freeway right of way should be considered as a way to reduce congestion, cost for travelers, and health effects of pollution.</p>	<p>This suggestion regarding the Central Canal will be passed along to the City of Indianapolis for further consideration.</p> <p>Costs associated with all alternatives have been provided in this study. The benefits have also been provided; however, the monetization of these benefits is not provided.</p> <p>Congestion pricing is currently used only in New York City and is not appropriate in Indianapolis because differences in population and development density.</p> <p>Bus transit planning and operations are outside the responsibility of INDOT. Regional transit planning is conducted by the Indianapolis MPO in coordination with IndyGo and the Central Indiana Regional Transportation Authority (CIRTA). Improved bus transit was evaluated and eliminated in the study's last phase, the Universe of Concepts. INDOT will coordinate with the local transit service provider IndyGo and other relevant stakeholders to advance transit in the region beyond this study. Comments related to transit planning will be referred to the transit agency.</p>
210	<p>Beautification along the I70 corridor and the West street.</p>	<p>Aesthetic design packages are included in the study's design tool box, which are elements that could be incorporated in a range of alternatives. The study's Neighborhood Connectivity and Planning Principles include the identification of potential placemaking opportunities to be considered in future projects. Multiple opportunities were identified along the 70 West spoke between the airport and downtown and are included in the Alternatives Identification and Screening Report.</p>



211	<p>Don't widen the interstates. Widening interstates to increase capacity increases polluting rural sprawl that destroys farms, woodlands, and wetlands. Widening interstates also reduces tax paying urban land, increases car-centric design and unsafe roads in urban areas with mixed mode transportation. Increased capacity from interstate widening clogs right back up with congestion as additional car-trips are induced and increased by further sprawling development. It also burdens future generations with more infrastructure to maintain than can be paid for out of the tax base, destroying wealth in the attempt to create it. Remove on/off-ramps. Do not add new interstate ramps. Interstate ramps cause interstate safety issues and chew up urban land that is critical to our struggling tax base. Where the on/off ramps interact with neighborhood and city streets, they cause major safety issues and force those street designs to be wider, more car-centric, and unsafe for the community. Smart and successful cities have been deleting on/off ramps, not adding them. Consider better ways to spend funds for urban mobility. A lower cost 'Fix-It First' approach to interstates 65/70 should be combined with (a) continued investment in the region's bus rapid transit system with connections to neighboring population centers, (b) investments in connected multi-use trails that increase active transportation mode share, and (c) land use reform that incentivizes in-fill development over car-centric rural sprawl. Prioritize connecting neighborhoods that were destroyed / split / continuously hindered and polluted by the original interstate construction. Redesign the on/off-ramp connections to the neighborhoods with a focus on safety for all road users, including those walking, biking, and getting to bus stops near those ramps. Design connections over and under the interstate to provide more connections across the interstate for local drivers and walk/bike neighborhood trips. We are in a climate emergency. Doubling down on the fossil fuel intensive infrastructure that got us into this problem will not help. We need to shift to sustainable transportation and growth patterns; this means walking, biking, public transit (rail and bus) and dense infill as opposed to endless suburban sprawl. The bill will come due for this type of car development and we will not be able to pay it.</p>	<p>The study's Alternatives Identification and Screening Report identifies and evaluates a range of potential improvements from basic reconstruction to transformative redesigns to address aging infrastructure, safety, mobility, and multimodal connectivity on I-65 and I-70 inside the I-465 loop.</p> <p>This PEL study has documented the need to add capacity in a majority of the study area to address safety concerns and traffic operations in the design year. The study identifies and evaluates alternatives that provide additional capacity, some of which do not require adding more lanes to the interstates.</p> <p>In addition, and in response to public feedback, ProPEL Indy developed neighborhood and connectivity planning principles to guide future interstate projects toward better integration with surrounding communities. These principles emphasize safer and more accessible walking, biking, and connections across and near the interstates. ProPEL Indy's urban planners evaluated the study's spokes to identify ways to potentially add, improve, or enhance connectivity and placemaking specific to each location's needs. Connectivity considerations can be found in the alternative identification and evaluation chapter for each spoke in the study's Alternatives Identification and Screening report.</p> <p>Multiple alternatives identified in this study are considered potentially reasonable and recommended to be carried forward for consideration in future studies. Alternatives carried forward from the study will require further analysis to determine if they are reasonable solutions to the area's transportation needs.</p> <p>No decisions have been made about the future of I-65 and I-70 in Indianapolis. Multiple factors, including the urgency of identified needs, statewide priorities, and funding availability, will be considered when identifying future projects in the study area.</p> <p>INDOT will coordinate with the local transit service provider IndyGo and other relevant stakeholders to advance transit in</p>
------------	--	---



		the region beyond this study. Comments related to transit planning will be referred to the transit agency.
212	<p>That's a lot of road construction at about the same time period. Please give consideration to the commuters who need to drive to and from work. Also, what about the truckers and workmen who will need to keep our economy functioning while all of these roads are closed or restricted for travel during the construction. For example, see the northwest side of Marion and Hamilton Counties for uncoordinated construction which ties up traffic daily, especially during rush hours.</p>	<p>Many bridges and pavement segments along I-65 and I-70 within I-465 will require major work within the next 20 years. This study is evaluating improvements to bridge and pavement condition while also addressing other needs within the study area. Rehabilitation and replacement of bridges and pavement is required to maintain their condition. The timing of construction in relation to other construction projects will be determined once projects are identified and move into development. Concerns regarding road closure, construction, and current INDOT projects will be shared with the agency.</p>
213	<p>This comment is with regards to the "Alternatives Identification and Screening Report." As a resident of downtown Indy living nearest to the "65 Downtown Spoke" segment, I'm dismayed that smaller improvements were seemingly excluded from the analysis of that segment. I'm personally in favor of recessing the interstate around downtown, but the addition of a fourth lane in each direction on that segment undoubtedly increases the cost tremendously due to the extra amount of dirt that would have to be moved. I additionally regularly commute southbound on I-65 in the afternoon, and while the comments mentioned by the study are correct in that it does regularly back up around 22nd street, that's not due to a lack of lanes, it's due to the number of ramps onto and off of the highway in that area and the amount of lane shifting that's required to get into position for the North Split. Adding more lanes will not fix that and only add cost and impact to neighboring downtown areas. Additionally, making the local, ground-level streets have 12 foot lanes strikes me as dangerous, reckless, and expensive. If the purpose of recessing an interstate or lifting it up on a viaduct is to increase connectivity across the interstate barrier, having 12 foot lanes that induce speeding will immediately counteract that. Pedestrians and cyclists will feel unsafe crossing these streets. As someone who does use the West Street on-ramp very frequently, I do appreciate the effort made to streamline some of the traffic flow, most critically the moving of the I-65 S on-ramp from being on the left side of the highway to the right. Overall, I am opposed to the addition of more lanes as it will induce more driving in and around downtown, putting more stress on our already deteriorating streets that the city cannot handle. With that in mind, for the "65 Downtown Spoke" segment, My ideal proposal would be Alternative 4 - Recessed + I-65 / West Street if the additional lanes were removed and the surface level streets were reduced to 11 or even 10.5 foot lanes. Barring that modification, of the non-rejected alternatives, I would be most okay with Alternative 4 - Recessed + I-65 / West Street followed by Alternative 2 - Rebuild with Modern Materials + I-65 / West Street.</p>	<p>In the 65 Downtown Spoke, the safety and operational issues are too substantial to be addressed by "smaller improvements". The weaving mentioned in this comment is best addressed by adding lanes to eliminate weaving movements.</p> <p>The alternatives of this study do include 12-ft travel lanes for all local streets. This is a standard starting point for lane widths that conservatively defines the limits of improvements. Future studies of the corridor and coordination with asset owner DPW should determine where lane widths and footprints can be reduced by considering the impact on capacity, the volume of trucks using these roads, and turning movements of trucks.</p>



214	<p>The 65/70 Downtown Spoke (aka the South Split and the Southeast Gateway) is the highway interchange above and around the Virginia Avenue bridge. The Southeast Gateway is currently the center of Rethink Coalition's Reconnecting Communities Federal Grant Study. It would appear that the only Alternatives being considered are improved forms of rebuilding "as is." Since the highway is already technically recessed, this is not necessarily a bad thing. However, it must be stressed for the 65/70 Downtown Spoke that the vast footprint of the highway needs to be compressed and in so doing, unleash the potential for economic opportunity, commercial development and new housing and proper density. Finally (again), it should be noted that there is considerable disagreement with how ProPEL and INDOT have determined that Recessed costs are inhibiting factors. Some of these can be measured quite simply. Furthermore, there seems to be little or no consideration toward shrinking the footprint of a recessed highway, thus creating developable real estate and considerable commercial and economic opportunity, all of which would reduce, alter and mitigate the costs of recessed construction.</p>	<p>Compressing the footprint of I-65/70 in the Southeast Gateway is feasible but would substantially increase costs for alternatives of this area. These increased costs may not be offset by any redevelopment potential.</p>
------------	--	--



<p>215</p>	<p>Comments on the ProPEL Indy Alternatives Identification and Screening Report</p> <p>Purdue University supports the elimination of Alternative 1 – Rebuild with Modern Design/Materials Option and is pleased that the INDOT and its consultants are looking to capitalize on this generational opportunity to enhance safety, traffic flow, and long-term mobility, while also enabling much-needed local street connectivity between downtown Indianapolis and neighborhoods to the north. This includes critical connections to adjacent healthcare institutions, businesses, and communities that have long been divided by the existing interstate structural element—often referred to as the "monster bridge."</p> <p>Purdue University supports the continued analysis and evaluation of both Alternative 4 – Recessed Option and Alternative 5 – Viaduct Option under the I-65 Downtown Spoke alternatives, specifically within the corridor extending from 21st Street to the I-65/I-70 West Street / Dr. Martin Luther King Jr. Street interchange, and eastward to the North Split. Implementing a recessed or viaduct cross-section configuration for the I-65 mainline in this area presents a unique opportunity to address the needs of the community and the motoring public.</p> <p>While the recessed or viaduct options may involve a higher upfront capital investment, we believe they offer the most sustainable return on the substantial financial commitment required to modernize this segment of the Interstate Highway System. Beyond transportation improvements, these alternatives have the potential to foster meaningful economic development and strengthen social cohesion in a historically impacted area of the city.</p> <p>Upon review of the ProPEL Study report, our team would like to offer the following recommendations for further consideration as both alternatives are refined and evaluated in the next phase of work:</p> <p>Specific Comments on Advancing Alternatives Ramp Terminal Operations at I-65/West Street (Southbound): If INDOT removes the stop conditions at the southbound ramp terminals, traffic congestion could shift to local streets, undermining the study's stated goals of improving urban mobility and safety for the City street. The study should be updated to provide a more thorough analysis of these local street impacts and propose appropriate mitigations.</p> <p>Southbound Movement on MLK Jr. Street: The current concept does not appear to adequately address southbound traffic along Martin Luther King Jr. Street under the proposed modifications to the West Street Interchange. This movement should be</p>	<p>Thank you for your feedback and collaboration throughout the study.</p> <p>Alternatives carried forward from the study will require further analysis to determine if they are reasonable solutions to the area's transportation needs. Alternatives 4 (Recessed) and 5 (Viaduct) are carried forward for further consideration; however, they have construction or operations costs beyond INDOT's traditional funds and would be contingent on additional funding being identified.</p> <p>Removal of the stop conditions at the southbound ramp terminal will not change the volume of traffic at downstream intersections along West Street. While queues may lengthen at downstream intersections, the West Street interchange improvements do achieve the goal of improving safety and operations of this interchange. Impacts to the local street network beyond the limits of this study should be evaluated by future NEPA studies that follow this PEL study.</p> <p>The <i>ProPEL Indy Existing Transportation Conditions Report</i> documents the expected operations of the Dr MLK Jr St. intersections with 10th and 11th Streets to be LOS D or better in the peak hours of the 2050 horizon year. These operating conditions are acceptable and do not require improvements.</p> <p>Further analysis of the local street network and impacts to it resulting from improvements to the I-65 & West Street intersection will be evaluated in more detail during project development.</p> <p>Congestion at the subject intersection stems from the I-65 and West St. interchange, which is addressed by Alternatives 3, 4, and 5.</p> <p>Pedestrian access can be provided across West St. at 10th and 11th streets under this alternative. Grade separating West Street from 10th and 11th Streets is one concept that could improve conditions at that location. Other alternative to improve traffic operations and provide pedestrian accessibility</p>
-------------------	---	--



<p>incorporated into the study's updated traffic analysis.</p> <p>Pedestrian Access and Grade Adjustments on West Street: The proposed 6% grade for the recessed section of West Street raises concerns about pedestrian accessibility and connectivity. We recommend evaluating the feasibility of extending the grade transition further south—possibly at Indiana Avenue—and considering a recessed profile for both northbound and southbound directions to enhance overall traffic operations and improve pedestrian integration with the urban fabric.</p> <p>Analysis of Local Street Network Impacts: The current VISSIM, Synchro, and HCS modeling appears to focus primarily on interstate operations and ramp terminals. It is also essential to evaluate the traffic impacts on the surrounding local street network—particularly West Street south of 10th/11th Street—as changes to the downtown interchange will directly affect key intersections, such as MLK & West, St. Clair & West, and Indiana & West.</p> <p>Left-Hand Exit Safety Concerns: The proposed design retains a left-hand exit from the mainline to the downtown West Street / MLK interchange, which presents a known safety risk. We recommend evaluating a potential right-hand exit configuration to align with current highway safety standards.</p> <p>Opportunities for Additional Connectivity: Consideration should be given to add a few more collector-distributor (C-D) roads or direct local access connections between the downtown core and both 16th Street and 21st Street. Such enhancements could significantly improve access for local residents and businesses, supporting long-term mobility goals.</p> <p>As a stakeholder directly impacted by this transformational project, Purdue University appreciates the opportunity to provide public input on the ProPEL Indy study. Advancing the recessed and viaduct alternatives will offer long-term benefits not only to our institution but to surrounding neighborhoods, businesses, and the broader Indianapolis community.</p>	<p>and connectivity should be evaluated at these intersections during project development.</p> <p>The Alternatives Identification and Screening report included the following Concept for Future Consideration: Active transportation facilities near and through the I-65 and West Street interchange should be investigated further. Due to the number and configuration of the interchange ramps and high volumes of traffic, careful consideration should be given to how these facilities might be provided in future projects. A Local Road Improvement typology icon was added to this location in the report to highlight the importance of pedestrian crossings at this location for future projects. No further analysis will occur in the PEL study; however, INDOT will coordinate with the City if a project at this location is identified and funded.</p> <p>This study focused on operations of local street intersections that provide access to/from the interstate. Impacts to the local street network beyond the limits of this study should be evaluated by future NEPA studies that follow this PEL study in coordination with the asset owner, the Indianapolis Department of Public Works.</p> <p>While left hand exits are less common, they are allowed by current national guidelines. Safety concerns associated with the existing left side exit ramp to West Street stem from queues that form at the terminal of this ramp and frequently spill onto the mainline lanes of I-65. The alternatives for the 65 Downtown Spoke that retain the left-side exit ramp include ramp terminal improvements to eliminate or minimize queues and eliminate the safety concerns of the current interchange.</p> <p>Replacing the left-side exit ramp with a right-side exit ramp would induce more weaving in the northbound lanes of I-65. This weaving is mitigated in Alternatives 4 and 5 by including a new connection from westbound I-70 to the westbound local road (i.e. 12th Street).</p> <p>C-D roads in this area would essentially parallel Dr MLK Jr St. and Senate Blvd. C-D roads were not considered to be</p>
--	--



		<p>necessary to address the needs of this area.</p> <p>Thank you for your comments. Alternatives carried forward from the study will require further analysis to determine if they are reasonable solutions to the area's transportation needs. Alternatives 4 (Recessed) and 5 (Viaduct) are carried forward for further consideration; however, they have construction or operations costs beyond INDOT's traditional funds and would be contingent on additional funding being identified.</p> <p>No decisions have been made about the future of I-65 and I-70 in Indianapolis. Multiple factors, including the urgency of identified needs, statewide priorities, and funding availability, will be considered when identifying future projects in the study area. INDOT anticipates continued engagement with Purdue University should a future project be identified in the area.</p>
--	--	--



216	<p>What does investment into the community actually look like? Does building the highways the way they are today actually benefit the community? Or does it simply allow people and goods to travel through the city? There is a time and place for that, but as we are focused on the community with this redo we must keep the people who call Indy home centered. Do not simply look at the cost of some of the alternatives and say it is too much for a Highway. Honestly, these prices ARE too much for a highway, even the rebuild options. How long would it take to recoup that cost? Way too long. Instead, we must focus on how much is it worth to build a good neighborhood. These interstates go through many neighborhoods and that is something we can't change now, but we can make them serve the neighborhoods in a way they never have before while also supporting the movement of interstate travel.</p>	<p>The study's Alternatives Identification and Screening Report identifies and evaluates a range of potential improvements from basic reconstruction to transformative redesigns to address aging infrastructure, safety, mobility, and multimodal connectivity on I-65 and I-70 inside the I-465 loop.</p> <p>In addition, and in response to public feedback, ProPEL Indy developed neighborhood and connectivity planning principles to guide future interstate projects toward better integration with surrounding communities. These principles emphasize safer and more accessible walking, biking, and connections across and near the interstates. ProPEL Indy's urban planners evaluated the study's spokes to identify ways to potentially add, improve, or enhance connectivity and placemaking specific to each location's needs. Connectivity considerations can be found in the alternative identification and evaluation chapter for each spoke in the study's Alternatives Identification and Screening report.</p> <p>Multiple alternatives identified in this study are considered potentially reasonable and recommended to be carried forward for consideration in future studies. Alternatives carried forward from the study will require further analysis to determine if they are reasonable solutions to the area's transportation needs.</p> <p>No decisions have been made about the future of I-65 and I-70 in Indianapolis. Multiple factors, including the urgency of identified needs, statewide priorities, and funding availability, will be considered when identifying future projects in the study area.</p>
------------	--	--



217	<p>I still can't get over the fact that the Indiana Department of Transportation is only looking at ONE form of transportation. Even the one alternative that was not car/truck oriented was discarded extremely early. That's embarrassing. This is a once-in-two-lifetimes project and we still can't seem to dream any differently than this one mode. That does not give us the abundance of choice. This traps us into a tiny box with no other choice. This should have been the time to open the box! There is lots of right-of-way, there is a lot of creativity, there are other ways to move people. In fact, this should be in INDOT's interest. If you provide good public transit, it is cheaper than highways and will open up much more space for truck traffic and make it easier to maintain the interstates we have.</p>	<p>The study's Alternatives Identification and Screening Report identifies and evaluates a range of potential improvements from basic reconstruction to transformative redesigns to address aging infrastructure, safety, mobility, and multimodal connectivity on I-65 and I-70 inside the I-465 loop.</p> <p>In addition, and in response to public feedback, ProPEL Indy developed neighborhood and connectivity planning principles to guide future interstate projects toward better integration with surrounding communities. These principles emphasize safer and more accessible walking, biking, and connections across and near the interstates. ProPEL Indy's urban planners evaluated the study's spokes to identify ways to potentially add, improve, or enhance connectivity and placemaking specific to each location's needs. Connectivity considerations can be found in the alternative identification and evaluation chapter for each spoke in the study's Alternatives Identification and Screening report.</p> <p>Multiple alternatives identified in this study are considered potentially reasonable and recommended to be carried forward for consideration in future studies. Alternatives carried forward from the study will require further analysis to determine if they are reasonable solutions to the area's transportation needs.</p> <p>No decisions have been made about the future of I-65 and I-70 in Indianapolis. Multiple factors, including the urgency of identified needs, statewide priorities, and funding availability, will be considered when identifying future projects in the study area.</p> <p>INDOT will coordinate with the local transit service provider IndyGo and other relevant stakeholders to advance transit in the region beyond this study. Comments related to transit planning will be referred to the transit agency.</p>
------------	--	---

218	65 Downtown Spoke. Fairly decent options, though I would lean against the viaduct option. It seems to me that presents two more problems that wouldn't normally be there, 1) new sight lines, obstructions, and hidden spots that would need to be maintained. 2) Multiple single spots of failure carrying a whole interstate system. A Single concrete pillar for the interstate doesn't feel like there is a lot of redundancy. Additionally, West St. must be included in this segment. West St. is very integral with this interchange and cannot be left alone when the interchange is redone. Leaving the street alone would make the changes ineffectual.	Should the viaduct alternative advance to become a project, the design of the viaduct would ensure the proper amounts of safety are provided in all aspects. The I-65 and West Street interchange requires improvements to address both safety and operational needs. Improvements to this interchange are included in the alternatives of this study.
219	65/70 Downtown spoke, South Split. How does this account for the Rethink highway Cap proposal? Will any recommendations fit under the cap? Or does this need to account for that? How does the peanut RAB help mobility for all users? Does it increase safety for all users? How much right-of-way is required for that option and does it damage nearby houses? Now the big one, I assume with the RAB the northbound ramp at Calvary would be closed. How does this affect traffic through the rest of Fountain Square? Would this not greatly increase vehicle traffic through the heart of Fountain Square? The last thing the neighborhood needs is more vehicle traffic in one of the densest cultural districts. Is there a way around this? If it were a choice between easy access to the interstate or less vehicle traffic in Fountain Square, the community would take less traffic.	All alternatives in this spoke retain the existing recessed interstates and allow for a potential cap if funded by others. Further coordination and design during project development will be necessary to ensure the interstate and cap both function. The proposed roundabout replaces one signalized intersection and one-two-way stop intersection. The roundabout will reduce vehicle speeds through these intersections and in turn will improve conditions for all users. Moving the entrance ramp south from Cavalry St. to Morris/Prospect Streets is expected to reduce traffic volumes on Virginia Ave., Cavalry St., and Fletcher Ave.
220	New local roads along the frontage of the interstates—especially on the north side of downtown—make no sense. There are already east/west roads that make the same movements. The last thing we need is more roads. What new movement do they add that is required? What benefit do they provide that would not be better served with green space or new buildings?	The local roads shown in multiple concepts of the 65 Downtown Spoke will replace 11th and 12th Sts. These roadways are necessary to distribute traffic between I-65 and the local street grid, similar to 11th and 12th Sts. Traffic diverted from the interstates will require capacity on the local streets. Limiting access points to and from the interstates requires longer distances of travel of local roads.



<p>221</p>	<p>I'm most interested in the 65 Spoke and Downtown Spoke because they have the most effect on my neighborhood. Your proposed interventions fall far short of what we need done. In fact, they do nothing to improve I-65's ability to serve us in the city well. For example, your proposals for how 65 & 38th Street interact are useless in improving safety and movement for city dwellers. Anything other than complete separation of the two as proposed in 6.7 Concepts for Future Consideration (pg 78) will do NOTHING for us. Your band-aid patches will perpetuate this killing corridor well into the 21st century and you insult us without a permanent fix. You also seem absolutely convinced that elevating highways into tall, vast viaducts are the way to go and will "connect" our neighborhoods and "provide opportunities for green space, natural light, and enhanced pedestrian access." Are you out of your minds??? These viaducts do nothing but create vast dead areas of blight that repel normal city life. So much so, that Hollywood has for decades used these types of areas as settings/metaphors for disconnection, dysfunction, and dystopia. I suggest you do more research into how cities like San Francisco and Seattle REMOVED these terrible structures to revitalize downtown areas. In reading through your jaunty descriptions, all I could think of was the miserable I-84/Route 8 interchange viaducts that loom over Waterbury CT, near where I grew up. Also, it's completely unrealistic of you to propose any sort of parkland under highway structures without also taking responsibility to maintain those areas. Indy Parks is struggling to maintain what it has now without you dropping these difficult to manage spaces into their lap. Finally, state residents are just getting sick and tired of you constantly having to build and rebuild and rebuild again. These plans are nothing more than rent-seeking: you are putting into place mere tweaks to temporarily increase the numbers of vehicles passing through Indianapolis without actually improving the interstate's ability to serve city residents. You're just making sure you have a pipeline of work for decades to come while we wait and wait and wait for you to do what's right. INDIANAPOLIS DESERVES BETTER.</p>	<p>All alternatives of the 65 Spoke include improvements along 38th Street that are intended to improve safety and operations by:</p> <ul style="list-style-type: none">• Reducing the speed of traffic along the current C-D lanes by reducing the number of lanes,• Improving the ability to safely traverse between southbound I-65 and Guion Rd south of I-65,• Improving the ability to safely traverse between Kessler Blvd and I-65 southbound by reducing the speed of traffic and the number of lane changes required; and• Providing multi-modal facilities to connect 38th Street across I-65. <p>The concept for future consideration shown in Section 6.7 also provides the benefits listed above but does so at a substantially higher cost as this concept realigns and elevates several roadways.</p> <p>The viaduct alternative proposed in this study is an alternative to recessing the interstate as originally proposed by the ReThink. 65/70 Coalition is commonly perceived as a barrier that divides portions of the city. A primary objective of both recessing and elevating I-65 is to eliminate this barrier. How the space above or below I-65 is used in either scenario must be agreed upon by INDOT and the City.</p> <p>The <i>ProPEL Indy Existing Transportation Conditions Report</i> provides data for trips passing through downtown Indy on I-65 and I-70. This data indicates trips passing entirely through Indy, beginning and ending outside of I-465, represent a minority of the trips in the study area. This suggests the interstates are largely serving the City's residents.</p>
-------------------	---	---





		<p>forward for consideration in future studies. Alternatives carried forward from the study will require further analysis to determine if they are reasonable solutions to the area's transportation needs.</p> <p>No decisions have been made about the future of I-65 and I-70 in Indianapolis. Multiple factors, including the urgency of identified needs, statewide priorities, and funding availability, will be considered when identifying future projects in the study area.</p>
223	Do not add more lanes to Indianapolis highways. Studies show that adding more lanes does nothing but delay the issue. They also cost more to taxpayers to keep up the condition on the roads.	<p>The study's Alternatives Identification and Screening Report identifies and evaluates a range of potential improvements from basic reconstruction to transformative redesigns to address aging infrastructure, safety, mobility, and multimodal connectivity on I-65 and I-70 inside the I-465 loop.</p> <p>This PEL study has documented the need to add capacity in a majority of the study area to address safety concerns and traffic operations in the design year. The study identifies and evaluates alternatives that provide additional capacity, some of which do not require adding more lanes to the interstates.</p> <p>Multiple alternatives identified in this study are considered potentially reasonable and recommended to be carried forward for consideration in future studies. Alternatives carried forward from the study will require further analysis to determine if they are reasonable solutions to the area's transportation needs.</p> <p>No decisions have been made about the future of I-65 and I-70 in Indianapolis. Multiple factors, including the urgency of identified needs, statewide priorities, and funding availability, will be considered when identifying future projects in the study area.</p>



<p>224</p>	<p>Beyond just reconnecting communities by reconstructing the I-65/70 that you guys just finished doing major work on not too long ago... maybe considering removing the highway altogether from the downtown core? You guys are designing the city to be driven straight through, and this city is the one that already has its downtown core filled with roads of 3+ active lanes of traffic per street. If the intentions are to reconnect and bring together communities, yes, either raise, trench, or remove the highway from the downtown core altogether and reconnect the street grid, but consider the following... Will this reduce traffic levels at every other corner of Indianapolis when it's statically proven that every added lane induces more traffic? We have no direct transit to and from the downtown Indy core and our suburbs, and our city has many areas where fixed-route bus service is so abysmally infrequent it's not even considered an option for most people. You can construct and widen highways as much as you want and can, but that will not cover the fact that car-centric infrastructure, specially in a city, is a con in almost all terms, be it taking up valuable space, making it unsafe the walk, making the surrounding area suffer from noise pollution I, among other issues. If you don't give people options to walk or take public transit conveniently, then surprised surprise! More people will be on the roads to bring traffic to stand still stops, even on massive 10+ lane highways, because there is no option not to use a car. As much as I may enjoy driving, it should be an option in a city, not a requirement. My suggestions, are: Remove the highway and turn it into a linear park, and possibly reconnect the street grid while at it. You can install businesses and other money makers along this corridor to still make revenue, and possibly draw in more tourists. But considering removing the highway might be too ambitious, then turn the amount of lanes to 4 lanes, and sink the highway into a trench with possible parks above. Reconnecting the street grid would be very helpful too. And increase options for public transit. This is not directly related to this project but if a thru-corridor for local, regional, or intercity bus or rail transit can be built along this corridor, than this can possibly still reduce the amount of traffic the highway will receive, making it more viable to both drive through and use.</p>	<p>The study's Alternatives Identification and Screening Report identifies and evaluates a range of potential improvements from basic reconstruction to transformative redesigns to address aging infrastructure, safety, mobility, and multimodal connectivity on I-65 and I-70 inside the I-465 loop.</p> <p>Remove segment(s) of interstate was evaluated and eliminated from consideration in the study's last phase, the Universe of Concepts, due to a fatal flaw of adverse impacts to the safety and operations of the local street network. Removing segment(s) of the interstate would result in high levels of congestion and create unacceptable safety and operational impacts on the local road network.</p> <p>A recessed alternative was developed and evaluated for multiple locations in the study area and included in the Alternatives Identification and Screening Report. The alternative is considered potentially reasonable and recommended to be carried forward for consideration in future studies. Alternatives carried forward from the study will require further analysis to determine if they are reasonable solutions to the area's transportation needs.</p> <p>A recessed alternative has construction or operations costs beyond INDOT's traditional funds would be a contingent on additional funding being identified.</p> <p>Multiple alternatives identified in this study are considered potentially reasonable and recommended to be carried forward for consideration in future studies. Alternatives carried forward from the study will require further analysis to determine if they are reasonable solutions to the area's transportation needs.</p> <p>No decisions have been made about the future of I-65 and I-70 in Indianapolis. Multiple factors, including the urgency of identified needs, statewide priorities, and funding availability, will be considered when identifying future projects in the study area.</p>
-------------------	---	--



		<p>Passenger rail transit was evaluated and eliminated from consideration during the study's last phase, the Universe of Concepts. The 2016 Central Indiana Transit Plan prepared by the Indianapolis MPO, IndyGo, and other partner organizations recommended Bus Rapid Transit (BRT) over light rail for transit investments in this region. INDOT will coordinate with the local transit service provider IndyGo and other relevant stakeholders to advance transit in the region beyond this study. Comments related to transit planning will be referred to the transit agency.</p>
225	<p>I strongly favor a recessed design for I-65/I-70 at West Street. Lowering the highway would enhance safety, reconnect surrounding areas, and open up valuable land for housing, jobs, and new private investment that expands our tax base. It's the best way to ensure a high return on the major public investment required to modernize this corridor. West Street anchors many of our city's key assets—universities, life sciences firms, sports venues, cultural attractions, and major employers. A recessed highway would better link these strengths, help Indianapolis compete for talent and business, and position us for long-term growth. Other cities—Cincinnati, Boston, Dallas—have proven the success of this model. Their recessed highways revitalized neighborhoods and spurred major redevelopment. Indianapolis should not settle for rebuilding the same infrastructure when we have the opportunity to transform it. Please move forward with the recessed option. It's the forward-thinking choice for our city's future.</p>	<p>A recessed alternative was developed for the 65 Downtown Spoke and included in the Alternatives Identification and Screening Report. The alternative is considered potentially reasonable and recommended to be carried forward for consideration in future studies. Alternatives carried forward from the study will require further analysis to determine if they are reasonable solutions to the area's transportation needs.</p> <p>Alternative 4 (Recessed) has construction or operations costs beyond INDOT's traditional funds and would be contingent on additional funding being identified.</p>



<p>226</p>	<p>As a key stakeholder and one of the largest employers in Indiana, with a major medical campus located within the study area, Indiana University Health (IU Health) appreciates the Indiana Department of Transportation’s (INDOT) thorough evaluation of alternatives for the ProPEL Indy initiative. This process presents a critical opportunity to modernize infrastructure in a way that improves traffic flow, enhances long-term mobility and safety, and restores local street connectivity between neighborhoods surrounding downtown Indianapolis.</p> <p>IU Health supports continued evaluation of Alternatives 3, 4, and 5 for the I-65 Downtown Spoke corridor, particularly between 21st Street and the North Split. These options align with the study’s goals of reconnecting communities and improving access. Based on our teams internal review, IU Health supports further analysis and study of both Recessed Option (Alternative 4) and Viaduct Option (Alternative 5). Reconstructing the I-65 mainline as a recessed or viaduct option offers the potential to reconnect communities historically divided by the existing interstate and to reinforce essential links to nearby healthcare institutions such as ours as well as other businesses, and residential neighborhoods in the area.</p> <p>Based on our review of the ProPEL Indy study, our team respectfully submits the following comments and recommendations for consideration during the refinement and further evaluation of both these alternatives in subsequent project phases:</p> <ol style="list-style-type: none">1. 21st Street & I-65 Interchange Modifications – Southbound Loop Ramp Removal The proposed removal of the southbound loop ramp at 21st Street under Alternative 5 would result in a partial interchange. The connection of southbound movements to the local collector-distributor (C-D) network remains unclear. We recommend further analysis and consideration of options that maintain full interchange access at this location.2. 16th Street Local Access & Right-of-Way (R/W) Concerns While new interstate connectivity at 16th Street through a local CD network is promising under both alternatives, there appear to be R/W impacts near Missouri Street, adjacent to IU Health’s new healthcare campus including Neuroscience Building. We recommend further evaluation of access point locations in next phase of the process to ensure minimal disruption and to preserve access to critical facilities.3. I-65 / MLK / West Street Interchange Southbound Ramp Terminal Operations: The elimination of stop controls at southbound ramp terminals could inadvertently increase congestion on adjacent local streets, counteracting goals for improved urban mobility and safety. The southbound traffic on MLK Street is not addressed appropriately as it	<p>Thank you for your feedback and collaboration throughout the study.</p> <p>Alternatives carried forward from the study will require further analysis to determine if they are reasonable solutions to the area’s transportation needs. Alternatives 4 (Recessed) and 5 (Viaduct) are carried forward for further consideration; however, they have construction or operations costs beyond INDOT’s traditional funds and would be contingent on additional funding being identified.</p> <p>The 21st St. interchange in Alternative 5 is technically a partial interchange; however, this alternative does provide a local roadway that retains access from 21st St. to southbound I-65 and westbound I-70.</p> <p>Future studies of these alternatives should further evaluate impacts to Missouri Street and IU Health. Coordination with IU Health will continue for any project that moves forward near their campus.</p> <p>This study focused on operations of local street intersections that provide access to/from the interstate. Impacts to the local street network beyond the limits of this study should be evaluated by future NEPA studies that follow this PEL study.</p> <p>The <i>ProPEL Indy Existing Transportation Conditions Report</i> documents the expected operations of the Dr MLK Jr St. intersections with 10th and 11th Streets to be LOS D or better in the peak hours of the 2050 horizon year. These operating conditions are acceptable and do not require improvements. Further system-wide studies of local streets is outside the scope of this PEL study.</p> <p>Pedestrian access can be provided across West St. at 10th and 11th streets under this alternative. Grade separating West Street from 10th and 11th Streets is one concept that could improve conditions at that location. Other alternative to improve traffic operations and provide pedestrian accessibility</p>
------------	--	---



<p>connects to the West Street local segment. A detailed analysis of potential impacts on local traffic and the street network along with the inclusion of improvements strategies in future design iterations should be considered in future traffic modeling and design evaluation efforts.</p> <p>4. West Street Grade and Safe Pedestrian Safety Accommodations: For the recessed section of West Street, the proposed 6% grade raises concerns related to pedestrian safety and accessibility. We recommend exploring the feasibility of the grade transition starting further south than the current consideration (potentially at Indiana Avenue) and evaluating a recessed alignment for both directions (northbound and southbound) of West Street to support multimodal accessibility and better urban integration.</p> <p>5. Comprehensive Traffic Analysis, Local Connectivity and EMS Access: Current traffic modeling appears to focus primarily on interstate assets. A more comprehensive assessment is needed to capture the effects on the surrounding local network, particularly at critical intersections along 21st Street, 16th Street and along West Street. We encourage the inclusion of additional collector-distributor roads or direct access points between the downtown area and both 16th and 21st Streets. These improvements would support emergency medical services (EMS) access to the IU Health campus and the downtown hospital zone, enhance local mobility, and strengthen connectivity for nearby residents and businesses.</p> <p>6. Right-Hand Exit for Downtown West Street / MLK Interchange : The current design maintains a left-hand exit to the downtown West Street / MLK interchange—a configuration associated with increased safety risks. We recommend evaluating a right-hand exit design to align with INDOT’s established highway safety design standards and national best practices.</p> <p>While both recessed and viaduct alternative may result in a higher initial capital investment, we view it as sustainable and forward-looking solution, providing the best long-term return on public infrastructure investment. Beyond transportation improvements, these alternatives can act as a catalyst for economic development and social cohesion in a historically underserved area of the city.</p> <p>As a key stakeholder with direct and long-term interests in the outcome of this project, IU Health appreciates the opportunity to contribute to the public dialogue on the ProPEL Indy initiative. We are confident that advancing recessed and viaduct alternatives will deliver meaningful and lasting benefits—not only to our healthcare system—but to the broader Indianapolis community and the neighborhoods we proudly serve.</p>	<p>and connectivity should be evaluated at these intersections during project development.</p> <p>The Draft Alternatives Identification and Screening report included the following Concept for Future Consideration: Active transportation facilities near and through the I-65 and West Street interchange should be investigated further. Due to the number and configuration of the interchange ramps and high volumes of traffic, careful consideration should be given to how these facilities might be provided in future projects. A Local Road Improvement typology icon was added to this location in the report to highlight the importance of pedestrian crossings at this location for future projects.</p> <p>This study focused on operations of local street intersections that provide access to/from the interstate. Impacts to the local street network beyond the limits of this study should be evaluated by future NEPA studies that follow this PEL study in coordination with the asset owner, the Indianapolis Department of Public Works</p> <p>While left-hand exits are less common, they are allowed by current national guidelines. Safety concerns associated with the existing left side exit ramp to West Street stem from queues that form at the terminal of this ramp and frequently spill onto the mainline lanes of I-65. The alternatives for the 65 Downtown Spoke that retain the left-side exit ramp include ramp terminal improvements to eliminate or minimize queues and eliminate the safety concerns of the current interchange.</p> <p>Replacing the left-side exit ramp with a right-side exit ramp would induce more weaving in the northbound lanes of I-65. This weaving is mitigated in Alternatives 4 and 5 by including a new connection from westbound I-70 to the westbound local road (i.e. 12th Street).</p> <p>Thank you for your comments. Alternatives carried forward from the study will require further analysis to determine if they are reasonable solutions to the area’s transportation needs. Alternatives 4 (Recessed) and 5 (Viaduct) are carried forward</p>
--	---



		<p>for further consideration; however, they have construction or operations costs beyond INDOT's traditional funds and would be contingent on additional funding being identified.</p> <p>No decisions have been made about the future of I-65 and I-70 in Indianapolis. Multiple factors, including the urgency of identified needs, statewide priorities, and funding availability, will be considered when identifying future projects in the study area. INDOT anticipates continued engagement with IU Health should a future project be identified in the area.</p>
227	<p>Recessing the I-65/I-70 West Street corridor is a must. This will provide economic benefits as well, while improving housing opportunities. Other cities have paved the way for this work and have seen positive results.</p>	<p>A recessed alternative was developed for the 65 Downtown Spoke and included in the Alternatives Identification and Screening Report. The alternative is considered potentially reasonable and recommended to be carried forward for consideration in future studies. Alternatives carried forward from the study will require further analysis to determine if they are reasonable solutions to the area's transportation needs.</p> <p>Alternative 4 (Recessed) has construction or operations costs beyond INDOT's traditional funds and would be contingent on additional funding being identified.</p>
228	<p>I support a recessed design for I-65/I-70 at West Street. Recessing this corridor would improve safety and connectivity while unlocking new land for jobs, housing, and private investment that strengthens our tax base. This bold approach is the surest way to maximize the return on billions of dollars that will be spent to modernize our aging infrastructure. With world-class life sciences innovators, higher-ed campuses, sports, cultural institutions, and major employers clustered along West Street, this is the economic engine of our city and state. A recessed design would better connect these assets, strengthen Indy's position in the competition for talent and investment, and set us on a trajectory of growth for the next 50 years. Cities like Cincinnati, Boston, and Dallas have already pioneered this approach, which have paid massive dividends to their communities. Their recessed highways reconnected neighborhoods, improved the quality of life, and catalyzed billions in private development. Indianapolis cannot afford to settle for a like-for-like replacement when our competitors are reimagining their highways. Please advance a recessed alternative. This is our chance to make the bold choice for Indianapolis' future.</p>	<p>A recessed alternative was developed for the 65 Downtown Spoke and included in the Alternatives Identification and Screening Report. The alternative is considered potentially reasonable and recommended to be carried forward for consideration in future studies. Alternatives carried forward from the study will require further analysis to determine if they are reasonable solutions to the area's transportation needs.</p> <p>Alternative 4 (Recessed) has construction or operations costs beyond INDOT's traditional funds and would be contingent on additional funding being identified.</p>



<p>229</p>	<p>Dear ProPEL Indy Planning Team, As a resident of the Babe Denny neighborhood living directly along the I-70 corridor near downtown Indianapolis, I am writing to share feedback and express strong support for design options that recess the interstate and prioritize noise reduction and neighborhood connectivity. Our homes are positioned extremely close to the interstate, and the constant noise, vibration, and pollution have an ongoing impact on our quality of life. We urge INDOT to move forward with alternatives that lower the highway below grade and incorporate sound barriers, green buffers, and neighborhood reconnection features to restore a livable environment for our community. Specifically, I encourage the planning team to: Recess the I-70 corridor instead of rebuilding it at its current level or elevating it. Lowering the highway will substantially reduce traffic noise and visual disruption. Include landscaped sound walls, tree lines, or green park lids that act as natural buffers while adding beauty and usability to the area. Reestablish pedestrian and bicycle connections between Babe Denny and nearby neighborhoods, ensuring safe and accessible crossings that strengthen our connection to downtown. Implement green infrastructure such as stormwater gardens and native plantings to improve air quality and reduce runoff. Rebuilding I-70 presents a rare opportunity to correct past infrastructure decisions that divided communities. A recessed, well-designed corridor would protect existing homeowners, reconnect neighborhoods, and enhance the long-term livability of the downtown area. We also want to be clear that we do not want the interstate to encroach any closer to our homes than it already does. The proximity of the current highway already places a burden on our neighborhood in terms of noise, air quality, and safety. Expanding the footprint or bringing it closer would have a devastating effect on property values and the health of residents. This improvement would also greatly enhance the quality of life for young families in our neighborhood. Our children deserve to be able to play safely in their backyards and enjoy outdoor spaces without the constant roar of interstate traffic. Reducing the sound and visual impact of I-70 would make a meaningful difference in their daily lives and in the future of our community. Thank you for continuing to engage with residents and for taking our feedback seriously as you refine the design options. Sincerely, Jodi and Mike Denton + Family 1109 S. Capitol Avenue Indianapolis, IN 46225</p>	<p>The study's Alternatives Identification and Screening Report identifies and evaluates a range of potential improvements from basic reconstruction to transformative redesigns to address aging infrastructure, safety, mobility, and multimodal connectivity on I-65 and I-70 inside the I-465 loop.</p> <p>A recessed alternative was developed and evaluated for multiple locations in the study area and included in the Alternatives Identification and Screening Report. The alternative is considered potentially reasonable and recommended to be carried forward for consideration in future studies. Alternatives carried forward from the study will require further analysis to determine if they are reasonable solutions to the area's transportation needs.</p> <p>A recessed alternative has construction or operations costs beyond INDOT's traditional funds would be a contingent on additional funding being identified.</p> <p>In addition, and in response to public feedback, ProPEL Indy developed neighborhood and connectivity planning principles to guide future interstate projects toward better integration with surrounding communities. These principles emphasize safer and more accessible walking, biking, and connections across and near the interstates. ProPEL Indy's urban planners evaluated the study's spokes to identify ways to potentially add, improve, or enhance connectivity and placemaking specific to each location's needs. Connectivity considerations can be found in the alternative identification and evaluation chapter for each spoke in the study's Alternatives Identification and Screening report.</p> <p>Multiple alternatives identified in this study are considered potentially reasonable and recommended to be carried forward for consideration in future studies. Alternatives carried forward from the study will require further analysis to determine if they are reasonable solutions to the area's transportation needs.</p> <p>No decisions have been made about the future of I-65 and I-70</p>
------------	--	--



		<p>in Indianapolis. Multiple factors, including the urgency of identified needs, statewide priorities, and funding availability, will be considered when identifying future projects in the study area.</p>
230	<p>As a very close neighbor to interstate 70 at the corner of Wilkins and Capitol, we are strongly against widening the current footprint of I-70. We already have noise and light issues as well as strong vibrations in our home. My family and I are strongly in favor of alternative 5 for the 70 downtown spoke option. After following this closely for some time now, I do feel like this would be a great step to lift up the health of our downtown community.</p>	<p>A recessed alternative was developed and evaluated for multiple locations in the study area and included in the Alternatives Identification and Screening Report. The alternative is considered potentially reasonable and recommended to be carried forward for consideration in future studies. Alternatives carried forward from the study will require further analysis to determine if they are reasonable solutions to the area's transportation needs.</p> <p>A recessed alternative has construction or operations costs beyond INDOT's traditional funds would be a contingent on additional funding being identified.</p>



231	<p>Do not increase traffic lanes on any Indianapolis highways. Studies and experts have concluded that increasing the amount of traffic lanes does not reduce congestion or make roadways safer. Any improvements toward our highways and interchanges should include plans to enhance pedestrian, bike, and bus options and safety.</p>	<p>The study's Alternatives Identification and Screening Report identifies and evaluates a range of potential improvements from basic reconstruction to transformative redesigns to address aging infrastructure, safety, mobility, and multimodal connectivity on I-65 and I-70 inside the I-465 loop.</p> <p>In addition, and in response to public feedback, ProPEL Indy developed neighborhood and connectivity planning principles to guide future interstate projects toward better integration with surrounding communities. These principles emphasize safer and more accessible walking, biking, and connections across and near the interstates. ProPEL Indy's urban planners evaluated the study's spokes to identify ways to potentially add, improve, or enhance connectivity and placemaking specific to each location's needs. Connectivity considerations can be found in the alternative identification and evaluation chapter for each spoke in the study's Alternatives Identification and Screening report.</p> <p>Multiple alternatives identified in this study are considered potentially reasonable and recommended to be carried forward for consideration in future studies. Alternatives carried forward from the study will require further analysis to determine if they are reasonable solutions to the area's transportation needs.</p> <p>No decisions have been made about the future of I-65 and I-70 in Indianapolis. Multiple factors, including the urgency of identified needs, statewide priorities, and funding availability, will be considered when identifying future projects in the study area.</p> <p>INDOT will coordinate with the local transit service provider IndyGo and other relevant stakeholders to advance transit in the region beyond this study. Comments related to transit planning will be referred to the transit agency.</p>
------------	--	---



<p>232</p>	<p>I am a constitute of Marion County, a regular voter, community member, and tax payer. Please do not add more lanes to the existing highways. Studies show that adding more lanes does not reduce traffic. Instead I implore the improvement of existing arteries into the city and increase and improve public access and public transportation. Improving public transit helps everyone and improving bike lanes and creating a safer commute using non-motorized transit directly impacts quality of life for all.</p>	<p>The study's Alternatives Identification and Screening Report identifies and evaluates a range of potential improvements from basic reconstruction to transformative redesigns to address aging infrastructure, safety, mobility, and multimodal connectivity on I-65 and I-70 inside the I-465 loop.</p> <p>This PEL study has documented the need to add capacity in a majority of the study area to address safety concerns and traffic operations in the design year. The study identifies and evaluates alternatives that provide additional capacity, some of which do not require adding more lanes to the interstates.</p> <p>In addition, and in response to public feedback, ProPEL Indy developed neighborhood and connectivity planning principles to guide future interstate projects toward better integration with surrounding communities. These principles emphasize safer and more accessible walking, biking, and connections across and near the interstates. ProPEL Indy's urban planners evaluated the study's spokes to identify ways to potentially add, improve, or enhance connectivity and placemaking specific to each location's needs. Connectivity considerations can be found in the alternative identification and evaluation chapter for each spoke in the study's Alternatives Identification and Screening report.</p> <p>Multiple alternatives identified in this study are considered potentially reasonable and recommended to be carried forward for consideration in future studies. Alternatives carried forward from the study will require further analysis to determine if they are reasonable solutions to the area's transportation needs.</p> <p>No decisions have been made about the future of I-65 and I-70 in Indianapolis. Multiple factors, including the urgency of identified needs, statewide priorities, and funding availability, will be considered when identifying future projects in the study area.</p> <p>INDOT will coordinate with the local transit service provider IndyGo and other relevant stakeholders to advance transit in</p>
-------------------	---	---



		the region beyond this study. Comments related to transit planning will be referred to the transit agency.
233	<p>IMPACT Old Southside 1431 South Meridian Street Indianapolis, IN 46225</p> <p>Dear Propel Indy and Indiana Department of Transportation,</p> <p>I-70 that runs right through my neighborhood and that I can see out my front door. I'm referring to the section that runs from the white river on the west to I 65 on the east. The current I-70 corridor presents a host of severe technical and civic issues. It creates an ugly, unwelcoming entry to our capital city, disregards the White River, and walls off and isolates the Old Southside neighborhood from itself. This is compounded by the noise, pollution, and devaluation of nearby real estate. Alarming, every proposed alternative, with the exception of Alternative #5, fails to solve these grave problems. In fact, they will only exacerbate and perpetuate them, offering no genuine remedy or solution. The Recessed Alternative (#5) is the only proposal that offers a path forward. This solution will:</p> <ul style="list-style-type: none">● Restore the Southside communities and their relationship with Indianapolis.● Jump-start economic development.● Reconnect the historic street grid and traffic patterns. <p>Finally, it must be noted that there is significant disagreement regarding how ProPEL and INDOT have determined that the costs of the Recessed Alternative are prohibitive. Some of these costs can be more easily measured. Furthermore, there appears to be little to no consideration of shrinking the footprint of a recessed highway. Reducing the footprint would create developable real estate and considerable commercial and economic opportunity, which would, in turn, significantly mitigate the overall costs of recessed construction.</p> <p>Sincerely,</p> <p>Jed Fuller Pastor, Impact Old Southside</p>	<p>The study's Alternatives Identification and Screening Report identifies and evaluates a range of potential improvements from basic reconstruction to transformative redesigns to address aging infrastructure, safety, mobility, and multimodal connectivity on I-65 and I-70 inside the I-465 loop.</p> <p>A recessed alternative was developed and evaluated for multiple locations in the study area and included in the Alternatives Identification and Screening Report. The alternative is considered potentially reasonable and recommended to be carried forward for consideration in future studies. Alternatives carried forward from the study will require further analysis to determine if they are reasonable solutions to the area's transportation needs.</p> <p>A recessed alternative has construction or operations costs beyond INDOT's traditional funds would be a contingent on additional funding being identified.</p> <p>Cost estimates developed by the ProPEL Indy team are at a planning-level. These costs are estimated in current year (i.e., 2025) dollars and represent a snapshot in time and would be refined as more detail becomes available during the project development process.</p> <p>Multiple alternatives identified in this study are considered potentially reasonable and recommended to be carried forward for consideration in future studies. Alternatives carried forward from the study will require further analysis to determine if they are reasonable solutions to the area's transportation needs.</p> <p>No decisions have been made about the future of I-65 and I-70 in Indianapolis. Multiple factors, including the urgency of identified needs, statewide priorities, and funding availability, will be considered when identifying future projects in the study area.</p>



<p>234</p>	<p>Thank you for the opportunity to comment on INDOT’s ProPEL Indy Final Universe of Concepts and Alternatives Screening Reports. The Indianapolis Metropolitan Planning Organization (IMPO) is pleased to have the opportunity to comment on such an important and potentially impactful effort to improve critical transportation infrastructure in Central Indiana.</p> <p>The IMPO offers the following comments on the reports:</p> <p>Concepts & Alternatives: The Universe of Concept Reports – Phase 1 identified a total of 24 concepts, 10 of which were not carried forward for second level screening because they did not address the purpose and need or had fatal flaws. The Phase 1 screening report indicated that many of the elements from the various concepts would be considered in the alternatives advanced to level 2 screening.</p> <p>The IMPO continues to believe it is important that alternatives, as they develop, moving forward include elements of the following:</p> <ul style="list-style-type: none">• Rebuild with Modern Design/Materials, TSMO Improvements and Address Geometric Deficiencies• Railroad Crossing Improvements – while not a solution on their own, the IMPO would encourage consideration of these types of projects and their impact on operations as they relate to local streets adjacent to the Interstates.• Bus Transit – the IMPO encourages INDOT and the project team to coordinate with both the IMPO and IndyGo, especially as it relates to transit projects that will utilize the interstate system and involve transit interactions in and around interchange on/off ramps.• Local Road Intersection Improvements – the IMPO encourages INDOT and the project team to consider local intersection operations not only in terms of the impact an alternative may have on existing or future operations, but also as they relate to the impact the local intersections may have on interstate operations. <p>In addition, local multimodal mobility, connectivity, and access should be considered critical to any and all alternative development moving forward. These elements should not only be maintained but enhanced throughout the study area to support and complement the urban grid pattern. Connectivity that enhances and increases access for vehicular travel within the study area, particularly the urban grid pattern, should also be considered in all alternatives. Restoring, across all modes, connectivity and</p>	<p>Thank you for your feedback and collaboration throughout the study.</p> <p>Alternatives in the Alternatives Identification and Screening Report include the Rebuild with Modern Design/Materials, TSMO Improvements, and Address Geometric Deficiencies concepts.</p> <p>One at-grade railroad crossing within the study limits is a CSX crossing along Oliver Avenue, east of Harding Street near I-70. Based on data provided by the Federal Railroad Administration (FRA), this rail line carries an average of three trains per day between 6:00 a.m. and 6:00 p.m., with a maximum train speed of 10 mph. Aerial photography indicates the typical length of trains to be 20 cars. This length of train is not expected to produce delays along Oliver Avenue or Harding Street that would interfere with interchange operations, and no such operational issues have been documented. seven crashes have occurred at this crossing since 1975 per FRA records. Although railroad crossing improvements might benefit nearby local roadways, the bridge and pavement condition, safety, and mobility on the interstates would not be improved. Multimodal connectivity on the interstates would not be improved by eliminating at-grade crossings. Railroad crossing improvements could benefit local roadways but would not meet the needs on the interstates in this study.</p> <p>INDOT will continue to coordinate with IMPO and IndyGo regarding transit projects that will utilize the interstate system or involve transit interactions in and around interchange ramps. At this time, the only planned transit use of the interstate is the Blue Line extension which will use general purpose lanes on I-70 west of Holt Road to serve the Indianapolis airport on the 70 West Spoke.</p> <p>This study focused on operations of local street intersections that provide access to/from the interstate which could impact interstate operations. It is the responsibility of the local street owner to evaluate the function of the local system.</p>
-------------------	---	--



<p>access to employment, education, healthcare, and recreation, can foster equitable development within the study area, particularly for under resourced communities and is critical to central Indiana’s continued growth. These considerations would also support and be consistent with the goals of the IMPO’s Metropolitan Transportation Plan, known as CIRCLE 2050.</p> <p>Local impacts: It continues to be critical that the impact of various design alternatives on local communities and facilities should be considered and factor into the decision-making process in the next steps. This is not only important within the study area and particularly the urban core and its grid pattern, but also outside the study area. While reducing congestion for interstate travel is an identified need, along with safety, system preservation and multimodal connectivity, the IMPO encourages the INDOT and its consultants to continue to consider the needs of local communities and neighborhoods to provide additional connectivity and access, while reducing local impacts. It is essential that the communities through which these facilities travel are not negatively impacted by any alternatives proposed, especially those that involve a wider footprint, diversion of traffic or loss of connectivity. Further, the IMPO strongly discourages the loss of connectivity as part of any alternatives developed. Impacts that do occur from any recommended alternatives should be minimal and/or mitigated so as not to further burden these areas.</p> <p>Metropolitan Transportation Plan: Any alternatives resulting from the final study recommendations that INDOT plans to move forward, will need to be coordinated with the IMPO so that they can be incorporated into the IMPO’s MTP. As a result, these alternatives should be consistent with and support the goals of the adopted MTP. Those goals include MOVE, to provide transportation choices, PROSPER to foster shared economic vitality, MAKE SAFE to support safe travel for all users and SUSTAIN to ensure a reliable and resilient transportation network. Moving forward, all alternatives pursued in the next phases of the ProPEL study should take these goals into consideration. The MTP was developed over a year and a half period with extensive input from the citizens of central Indiana as well as the IMPO’s Transportation Technical and Policy Committees. It represents the long-range planning vision for the Indianapolis MPA and should be foundational to any recommendations that result from this study. The recently adopted MTP can be found here MTP.</p> <p>In addition, as previously noted, the IMPO has recently completed the Regional Resiliency Snapshot, and we are kicking off updates to our Safety Action Plan and Active Transportation Plan in the coming months. All of these should be considered in any</p>	<p>The Alternatives Identification and Screening Report introduces neighborhood and connectivity planning principles to guide future interstate projects toward better integration with surrounding communities. These principles emphasize safer and more accessible walking, biking, and connections across and near the interstates. ProPEL Indy’s urban planners evaluated the study’s spokes to identify ways to potentially add, improve, or enhance connectivity and placemaking specific to each location’s needs. The connectivity considerations can be found in the alternative identification and evaluation chapter for each spoke in the study’s Alternatives Identification and Screening report.</p> <p>Impacts on local communities will be considered in the NEPA process for any projects that move forward from ProPEL Indy.</p> <p>The Alternatives Identification and Screening Report introduces neighborhood and connectivity planning principles to guide future interstate projects toward better integration with surrounding communities. These principles emphasize safer and more accessible walking, biking, and connections across and near the interstates. ProPEL Indy’s urban planners evaluated the study’s spokes to identify ways to potentially add, improve, or enhance connectivity and placemaking specific to each location’s needs. The connectivity considerations are in the chapters for each spoke in the report. Impacts to local communities and ways to minimize and mitigate impacts will be analyzed in the NEPA process for any projects that move forward from ProPEL Indy.</p> <p>It may be necessary to accept an undesirable outcome of small scale to achieve a much larger benefit. A prime example of this occurs in the 65 Downtown Spoke, where recessing the interstate to improve connectivity and remove the barrier that I-65 currently is requires eliminating a connection across I-65 at Alabama Street. While it is undesirable to sever any existing connection, the benefits of recessing I-65 may outweigh the loss of this connection.</p>
--	---



	<p>recommended alternatives moving forward.</p> <p>As the selected alternatives move forward into the next phase of study, the IMPO will want to remain engaged in the process. Please reach out to me with any comments or questions you may have or feel free to suggest a meeting with me and my staff to discuss these comments and other input the IMPO can provide to assist with the study.</p>	<p>INDOT will coordinate with the IMPO for any projects that move forward beyond ProPEL Indy into project development. During project development, INDOT will coordinate with the IMPO and alternatives will be developed to support the goals of the MTP. This has been added to the PEL Study Report.</p> <p>After the PEL study and during project development, INDOT will consider the IMPO's Regional Resiliency Snapshot, Safety Action Plan, and Active Transportation Plan. The IMPO's Regional Resiliency Snapshot was considered in the evaluation of community goals in the Alternatives Identification and Screening Report.</p> <p>Thank you for your comments. Alternatives carried forward from the study will require further analysis to determine if they are reasonable solutions to the area's transportation needs. INDOT will continue to engage with the IMPO as projects are identified in the future.</p>
235	<p>Is there more to the decision to not include dedicated-bus only lanes for the Blue Line BRT route? We are inclined to agree, just looking to see the decision-making process more clearly.</p>	<p>Section 10.6.2 has been expanded to include additional detail. With the frequency of Blue Line buses being every 15 minutes, removing four buses per hour from the flow of traffic along I-70 will not improve traffic operations and does not satisfy the purpose and need. Further it would leave an empty lane that could be used by other vehicles to address capacity needs.</p> <p>The dynamic shoulder lanes proposed in this study are intended to improve travel conditions along the interstates for all users and should improve conditions for buses operating in the general purpose lanes.</p>
236	<p>Can the study be finalized to reflect the need/desire for a "dynamic, part-time shoulder use" or an "alternative travel lane" on the shoulder, even if it's as a potential option for future evaluation and consideration? Leave the door open a bit? As written, the report doesn't distinguish between a full-time, dedicated bus lane and use of the shoulder for the same purposes. The shoulder, if it were designed and constructed appropriately, could serve multiple purposes and the community could potentially derive multiple benefits from its existence. Top of mind are, use by emergency vehicles responding to incidents, better accommodating the various motorcades that to and from the airport to downtown, and the typical emergency refuge area.</p>	<p>Alternative 4 (Dynamic Shoulder Lanes) includes using the median shoulders as an additional travel lane for cars during peak periods. These shoulders would not be wide enough for heavy vehicles like buses. By reducing congestion of the regular travel lanes, this would benefit all vehicles using those lanes.</p>

<p>237</p>	<p>Dear INDOT please enhance the safety for the Virginia Ave and Fletcher Ave bridges by constructing a protected raised shared-use path on the south side of Fletcher Ave. This shared-use path would buffer vulnerable pedestrian pathways from high-speed traffic inches away and create a designated pathway for cyclists/riders of all ages and abilities. A shared-use pathway also greatly improves connectivity between our neighbors, businesses, and community spaces. Closing the Fletcher Ave bridge and the Virginia Ave bridges simultaneously could minimize construction time and neighborhood disruption. Please provide transparent communication between INDOT and community stakeholders (business owners, representatives, neighborhood associations, and other community members). We look forward to hearing from you</p>	<p>The Alternatives Identification and Screening Report recommended adding dedicated bicycle facilities on the Fletcher Avenue bridge. This is shown in Table 23. 65/70 Downtown Spoke Connectivity and Placemaking Opportunities. The report has been revised to add protected bicycle and pedestrian facilities.</p>
<p>238</p>	<p>Dear Mr. Coon: Aya, kweehsitoolaanki – I show you respect. The Miami Tribe of Oklahoma, a federally recognized Indian tribe with a Constitution ratified in 1939 under the Oklahoma Indian Welfare Act of 1936, respectfully submits the following comments regarding Des. No. 2201129 - ProPEL Indy - Draft Universe of Concepts Report.</p> <p>The Miami Tribe offers no objection to the above-referenced project at this time, as we are not currently aware of existing documentation directly linking a specific Miami cultural or historic site to the project site. However, given the Miami Tribe’s deep and enduring relationship to its historic lands and cultural property within present-day Indiana, if any human remains or Native American cultural items falling under the Native American Graves Protection and Repatriation Act (NAGPRA) or archaeological evidence is discovered during any phase of this project, the Miami Tribe requests immediate consultation with the entity of jurisdiction for the location of discovery. In such a case please contact me at 918-541-7885 or by email at THPO@miamination.com to initiate consultation.</p> <p>The Miami Tribe requests to serve as a consulting party to the proposed project. In my capacity as Tribal Historic Preservation Officer, I am the point of contact for all Section 106 consultation.</p> <p>Respectfully, Logan York Tribal Historic Preservation Officer</p>	<p>The Miami Tribe of Oklahoma will be invited to be a consulting party for any project that moves forward after the ProPEL Indy study that requires Section 106.</p>
<p>239</p>	<p>Thank you so much for reaching out about the ProPEL study! Unfortunately, I don't think I am able to add much to the study as my portion of early coordination is purely concerned with height restrictions and tall structures when the plan is already set and construction is set to begin. Because of this, I believe I should be removed from the list but do contact me again if you have any questions or my input because necessary!</p>	<p>The INDOT Aviation Program Manager was removed from the ProPEL Indy resource agency list. Coordination with the INDOT Aviation Program Manager will occur for projects that move forward after the ProPEL Indy study as needed.</p>



240	<p>Your original review was concerning purpose and need of this road project, while this seems to provide a variety of road alternatives. Since these are primarily in relation to traffic management, and the differences to environmental resources are fairly similar among the alternatives, the potential impacts to resources and suggested minimization and mitigation options still apply. I have attached our original review letter for your convenience. I believe at least one person from our office still plans to attend the scheduled meeting on September 25th.</p> <p>Indiana Department of Natural Resources Division of Fish and Wildlife: Environmental Unit</p>	<p>Thank you for your comments. The original comment letter is included in the study record.</p>
241	<p>I have looked through some of the report and appendices. I do not plan to provide any formal comments at this stage. I encourage you to update the IPAC species list periodically as things do change. As of now, the project should be able to use the FHWA Dkey to consult on listed bats in the project area. We do not have concern for whooping cranes in the project area in Indianapolis. The monarch butterfly is currently not listed. On December 12, 2024, the Service announced a proposal to list the monarch butterfly as a threatened species with species-specific protections and flexibilities to encourage conservation under Section 4(d) of the Endangered Species Act. The proposed 4(d) rule incentivizes proactive conservation efforts and allows actions that have beneficial or minimal impacts to monarchs and that do not threaten the species' overall population. A 90-day comment period opened on December 12, 2024, and closed on March 12, 2025. The comment period was reopened around March 19, 2025, and closed May 19, 2025. No final rule has been published, and the monarch butterfly currently does not have federal protections. As a proposed species, the only requirement for federal action agencies is to avoid jeopardizing the continued existence of the monarch butterfly population as a whole. I would not expect this project to have impacts that rise to that level.</p> <p>USFWS</p>	<p>Thank you for your comments. IPAC species lists and coordination with USFWS will occur for projects that move forward after the ProPEL Indy study.</p>



242	<p>Thank you for your leadership in engaging the community in the ProPEL Indy planning process and for the opportunity to comment on the September 2025 ProPEL Indy Draft Alternatives Identification and Screening Report (“ProPEL Report”). We are encouraged that ProPEL has retained the recessed option as one of the transformative alternatives under consideration for the I-65/I-70 Inner Loop. We look forward to working with INDOT, the State, the City of Indianapolis, and key stakeholders to chart a clear path toward implementing the transformative alternatives in the ProPEL Report. Attached are comments we asked our technical experts to prepare in reviewing the ProPEL Report that, together with this letter and the attached Indiana’s Competitive Advantage: A Bold Vision, capture our comments and proposed path forward.</p> <p>As we’ve consistently emphasized, we believe the Inner Loop should be rebuilt with a recessed, compact footprint – an approach that can reconnect communities, catalyze economic vitality, and unlock new development opportunities. As reflected in the ProPEL Report, the current configuration divides neighborhoods, undermines quality of life, and creates vast areas of underutilized land around downtown. As explained in the attached Indiana’s Competitive Advantage: A Bold Vision, reconnecting communities, improving livability, and reactivating this land are essential for long-term competitiveness of Indianapolis and Central Indiana as economic drivers of the State.</p> <p>In reviewing the ProPEL Report, we continue to seek clarity on several critical points, many of which we raised during our September 23, 2025, meeting with you, the INDOT Commissioner and representatives, and the Indiana Secretary of Transportation:</p>	<p>Thank you for your collaboration and feedback throughout the study.</p> <p>A recessed alternative was developed and evaluated for multiple locations in the study area and included in the Alternatives Identification and Screening Report. The alternative is considered potentially reasonable and recommended to be carried forward for consideration in future studies. Alternatives carried forward from the study will require further analysis to determine if they are reasonable solutions to the area’s transportation needs.</p> <p>A recessed alternative has construction or operations costs beyond INDOT’s traditional funds and would be contingent on additional funding being identified</p>
243	Timeline for analyzing alternatives and potential construction.	There is no set timeline for identifying projects or construction. Projects for locations with more immediate condition needs identified in the Existing Transportation Conditions Report will likely occur first but will be dependent upon statewide priorities and funding availability.
244	Structure for real-time stakeholder participation in shaping alternatives and decisions.	INDOT will engage with ReThink and other stakeholders during project development.
245	Scope of ProPEL’s traffic modeling, particularly how West Street and local street connections are integrated into the analysis, a key component to improving overall traffic flow.	The traffic simulation model was generally limited to the interstates and the intersections of interstate ramps and local streets. In select instances, such as at the I-65 and West St. interchange, the traffic simulation models included additional local road intersections near the interchange where local road intersections influence interstate operations.

246	Consideration of long-term return on investment—measured in economic development, land value creation (including strategic capping opportunities), tax revenue generation, and community revitalization—as part of the metrics to evaluate alternatives. This is an opportunity to transform infrastructure spending into a catalyst for sustained growth.	Long-term return on investment studies are not a requirement of the PEL or NEPA process. INDOT does not intend to complete them for projects moving forward from ProPEL Indy. INDOT will consider these studies if provided by nationally qualified individuals and using industry recognized methodologies, along with ability to meet purpose and need, environmental impacts, and cost during the NEPA process.
247	Financing options for transformative alternatives (e.g., potential tolling, increment financing, value capture).	The Alternatives Identification and Screening Report identified 38 acres of potential reusable right-of-way for the Recessed alternative in the 65 Downtown and 70 Downtown spokes. Alternatives for projects moving forward from ProPEL Indy will need to address safety concerns and traffic operations in the design year and maintain the right-of-way to do so. INDOT has not determined if potential reusable right-of-way would be available, or if they would make it available for sale or lease. There is an estimated \$2.96 B cost difference for the Recessed alternative compared to the highest cost of more traditional alternatives. The potential land lease revenue, property tax increment, and local income tax increment are not anticipated to realistically make up this cost difference. Significant additional funding sources will be necessary to fund construction of transformative alternatives. It is uncertain at this time if tolling will be implemented on Indiana interstates.
248	Maximizing use of State-controlled land with the interstate footprint to generate development and revenue.	Alternatives for projects moving forward from ProPEL Indy will need to address safety concerns and traffic operations in the design year and maintain the right-of-way to do so. INDOT has not determined if potential reusable right-of-way would be available, or if they would make it available for sale or lease.
249	Consideration of value engineering to lower projected costs without compromising performance, safety, and long-term bolder outcomes. ProPEL transformative alternatives costs seem higher than comparable projects nationally.	Value engineering may be implemented for projects that move forward from ProPEL Indy. All alternative planning-level costs were developed with the same methods and with the same level of detail.
250	As Alternatives are refined, ensuring that the lack of inclusion of Rethink’s recessed and compressed design concept for the 65/70 Downtown Spoke as part of the recessed Alternative carried forward does not preclude it from being considered as an alternative in future studies.	All ProPEL Indy alternatives for the 65/70 Downtown Spoke retain the existing recessed portion of this spoke. No additional recessed areas along this spoke were considered in the ProPEL Indy study. Alternatives for projects moving forward from ProPEL Indy will need to address safety concerns and traffic operations in the design year and maintain the right-of-way to do so.



251	<p>As noted in our meeting, the Report highlights a significant funding gap between reconstructing the Inner Loop basically “as is” and pursuing a transformative alternative that catalyzes economic development and generates financial returns, turning construction costs into investments. To seize this once-in-a-multi-generation opportunity, we believe the next 12 months must be used to define a clear, actionable path forward for the transformative alternatives. This work would include:</p> <ol style="list-style-type: none">1. A West Street Corridor visioning and redevelopment analysis, given its critical role as an interstate connection to key investments in downtown Indianapolis.2. Robust engagement with stakeholders and the broader community.3. Exploration of an innovation district anchored along the Inner Loop and West Street, leveraging existing life sciences assets while catalyzing new development, job growth, talent retention, and revenue generation to fund transformative infrastructure development. <p>To advance this work efficiently, we recommend convening a planning group that brings together INDOT, State and City officials, Rethink Coalition, the Indy Chamber, and key stakeholders. This group should evaluate cost-efficient design strategies that deliver both the mobility and safety outcomes central to ProPEL and the economic development and talent outcomes championed by the Indy Chamber and Rethink Coalition.</p>	<p>Projects for locations with more immediate condition needs as identified in the Existing Transportation Conditions Report will likely occur first but will be dependent upon statewide priorities and funding availability. ProPEL Indy evaluated the I-65 and I-70 interchanges with West St.</p> <p>West St. is a city street and under the jurisdiction of the City of Indianapolis. Local government leadership would be needed for this analysis. The ProPEL study included robust engagement of the public, ideas from the public have been included in the study reports. Innovation district development is a land use local jurisdiction by statute in Indiana Code Title 36 and is not under control by INDOT.</p>
252	<p>Our goal is not only safe and efficient interstate infrastructure but also infrastructure that attracts investment, supports talent retention (especially graduates educated in Central Indiana), creates jobs, and drives economic growth. We believe the model being developed for the SE Gateway through the USDOT Reconnecting Communities Study can be applied to the Inner Loop—and potentially replicated across Indiana—but additional analysis and partnership are required.</p>	<p>We appreciate the information you have provided throughout the Southeast Gateway Study and thank you for continuing to collaborate and provide current information as the study progresses.</p>
253	<p>The Indy Chamber and Rethink Coalition are committed to this effort. With discussions underway for private support, we are prepared to work with State and local partners to define what must be accomplished in 2026 to be ready for implementation.</p> <p>This will not be easy, but Hoosiers have a long track record of tackling transformative challenges together. Together, we can do this! We deeply appreciate your commitment to this legacy-building, future shaping work. Onward to a stronger Indianapolis and Indiana.</p>	<p>Thank you for your collaboration and feedback throughout the study.</p>



254	INDIANA'S COMPETITIVE OPPORTUNITY Fueling the State's Economic Engine by Unlocking the Future of Indianapolis and Indiana: A Bold Vision for Recessed Interstates Rethink Coalition Draft of October 2025 1. A Transformational Opportunity: The State of Indiana controls 320+ acres within the I-65/I-70 Inner Loop encircling downtown Indianapolis. These interstates require massive, multi-billion-dollar reconstruction over the next 20 years. We have a rare chance to rethink this infrastructure to fuel economic growth and strengthen our Capital City's future. Our reconstruction investment must deliver significant returns.	INDOT's goal is to provide a safe and functional transportation system on their property. I-65 and I-70 bring commuters, visitors, and goods into the City which contributes to the local, regional, and nationwide economy. Long-term return on investment studies are not a requirement of the PEL and NEPA processes. INDOT does not intend to complete them for projects moving forward from ProPEL Indy. INDOT will consider these studies if completed by others, along with ability to meet purpose and need, environmental impacts, and cost during the NEPA process.
255	2. A Smarter, More Prosperous Approach: By implementing recessed interstate construction – including West Street as the fourth leg of the loop – we can unlock 89+ acres of prime real estate for development while significantly improving traffic flow and making our roads safer, cleaner, and better across the board. Removing the towering “interstate walls” will eliminate barriers to growth, seamlessly integrating West Street into the urban landscape and giving a boost to Central Indiana. This visionary approach will enhance connectivity, attract investment, and transform downtown Indianapolis and its linked suburbs into a thriving hub of opportunity.	The Alternatives Identification and Screening Report identified 38 acres of potential reusable right-of-way for the Recessed alternative in the 65 Downtown and 70 Downtown spokes. Alternatives for projects moving forward from ProPEL Indy will need to address safety concerns and traffic operations in the design year and maintain the right-of-way to do so. INDOT has not determined if potential reusable right-of-way would be available, or if they would make it available for sale or lease. There is an estimated \$2.96 B cost difference for the Recessed alternative compared to the highest cost of more traditional alternatives. The potential land lease revenue, property tax increment, and local income tax increment are not anticipated to realistically make up this cost difference. Significant additional funding sources will be necessary to fund construction of transformative alternatives. It is uncertain at this time if tolling will be implemented on Indiana interstates.



256	<p>3. An Inner Loop Innovation/Value Capture District: Modeled after the transit development districts for Northwest Indiana’s Double Track and West Lake rail transit projects and successful State innovation districts, a similar district is envisioned for the downtown Inner Loop, including West Street. This district would help generate returns on the Inner Loop reconstruction by capturing new local property taxes and local income taxes and either capturing or tracking new State sales and income taxes generated from new development in the prime real estate that is created or freed up by recessing and capping projects – and potentially from adjoining areas as well. The substantial new State revenue projected from this district—and from related spin-off development—can be leveraged to fund projects and deliver benefits to communities across the entire State. The district would be governed by a board made up of State and local government appointments, along with business and community stakeholders, with the State have majority representation on the board.</p>	<p>The Alternatives Identification and Screening Report identified 38 acres of potential reusable right-of-way for the Recessed alternative in the 65 Downtown and 70 Downtown spokes. Alternatives for projects moving forward from ProPEL Indy will need to address safety concerns and traffic operations in the design year and maintain the right-of-way to do so. INDOT has not determined if potential reusable right-of-way would be available, or if they would make it available for sale or lease. There is an estimated \$2.96 B cost difference for the Recessed alternative compared to the highest cost of more traditional alternatives. The potential land lease revenue, property tax increment, and local income tax increment are not anticipated to realistically make up this cost difference. Significant additional funding sources will be necessary to fund construction of transformative alternatives. It is uncertain at this time if tolling will be implemented on Indiana interstates.</p>
257	<p>4. Proven Success in Other Cities: Cities across the country (e.g. Boston, Cincinnati, Columbus, Dallas, Denver, Phoenix, St. Louis, Seattle, and Washington, D.C.) have taken this approach and seen remarkable economic returns and a vastly improved quality of life. Their revitalized city centers have drawn top talent, increased property values, and created dynamic, walkable, safer, and cleaner environments. Indianapolis can – and should – follow their lead. And other cities have recessing on the drawing board.</p>	<p>Significant additional funding sources will be necessary to fund construction of transformative alternatives.</p>
258	<p>5. The Cost of Inaction: Rebuilding the interstates as they are means pouring billions into outdated 1960s infrastructure that stifles growth and innovation—a big mistake. We would be left with nothing more than new roads that continue to block development – a missed opportunity for Indiana’s future. Meanwhile, institutions like Purdue in Indianapolis, IU Indianapolis, IU Health, 16 Tech, and Elanco are making major investments. Shouldn’t our infrastructure support this momentum, rather than hinder it? We must learn from projects around Indiana and the country and do something that will take our City and State to the next level.</p>	<p>Significant additional funding sources will be necessary to fund construction of transformative alternatives. Institutions like Purdue in Indianapolis, IU Indianapolis, IU Health, 16 Tech, and Elanco are making major investments with the current transportation infrastructure.</p>
259	<p>6. The Time to Act is Now: This is a once-in-a-generation opportunity to reimagine Indianapolis. While recessed construction requires greater upfront investment, the medium- and long-term economic returns far exceed the cost—unlocking new, developable land and transforming today’s elevated interstates and their surrounding dead zones into vibrant, livable spaces. Simply modernizing, rebuilding the interstates as they are, delivers no real return. Do we invest in a future-ready Indianapolis, or spend billions of dollars to rebuild outdated infrastructure that holds us back? The choice is clear.</p>	<p>Projects for locations with more immediate condition needs as identified in the Existing Transportation Conditions Report will likely occur first but will be dependent upon statewide priorities and funding availability.</p>

260	<p>7. Start with the Southeast Gateway: We're already on the national urban transformation stage with the Rethink Coalition's federal planning study at the southeast corner of the Inner Loop. That report will give us a roadmap for the rest of the Inner Loop and aligns with INDOT's ProPEL study going on in parallel. It's our chance to unlock amazing potential for the Crossroads of America. Let's build a Capital City that attracts talent, fuels innovation, and maximizes economic growth and opportunity. The moment is now—let's seize it</p>	<p>We appreciate the information you have provided throughout the Southeast Gateway Study. The ProPEL Indy study alternatives analysis is complete with the publication of the Final Alternatives Identification and Screening Report.</p>
261	<p>Arup, as an advisor to the Rethink Coalition, reviewed the ProPEL Indy Alternatives Identification and Screening published by INDOT in September 2025. Below are high-level conceptual comments for the ProPEL study and specific comments on some of the alternatives developed.</p> <p>ProPEL Conceptual Comments</p> <ul style="list-style-type: none"> • Future Consideration of Alternatives: The PEL is an environmental planning document, and alternatives will be refined in later phases, however, we would like confirmation from INDOT that exclusion at this stage, of, for example, a recessed and more compact concept for 65/70 Downtown Spoke, would not prevent future consideration of such concept. 	<p>ProPEL Indy does not prohibit consideration of concepts in the future. However, alternatives for projects moving forward from ProPEL Indy will need to address safety concerns and traffic operations in the design year and maintain the right-of-way to do so. INDOT has not determined if potential reusable right-of-way would be available, or if they would make it available for sale or lease.</p>
262	<ul style="list-style-type: none"> • Criteria considerations: The PEL used a multi-criteria analysis that was predominantly qualitative due to the preliminary nature of the assessment. For subsequent phases, as potential alternatives are further developed, we recommend incorporating quantitative metrics that evaluate long-term return on investment. These measures should address factors such as economic development, land value appreciation, tax revenue growth, and community revitalization, which are particularly pertinent within the urban setting of the Inner Loop. This approach will support the transformation of infrastructure investments into sustained growth opportunities. 	<p>Both qualitative and quantitative measures are included to evaluate alternatives in the Alternatives Identification and Screening Report. Long-term return on investment studies are not a requirement of the NEPA process. INDOT does not intend to complete them for projects moving forward from ProPEL Indy. INDOT will consider these studies if provided by nationally qualified individuals and using industry recognized methodologies, along with ability to meet purpose and need, environmental impacts, and cost during the NEPA process.</p>
263	<ul style="list-style-type: none"> • Value for Money Emphasis: We understand that only a limited set of alternatives can be assessed at the PEL stage. As concepts advance, we encourage greater emphasis on value for money—achieving the best design for the investment. Alternative 3 for the 65/70 Downtown Spoke is estimated at \$1.92 billion, and we believe more could be done to meet ProPEL Indy Study Pillars and Community Goals, especially supporting economic development. 	<p>Alternative 3 for the 65/70 Downtown spoke was a planning-level alternative and ProPEL Indy. However, alternatives for projects moving forward from ProPEL Indy will need to address safety concerns and traffic operations in the design year and maintain the right-of-way to do so.</p>
264	<ul style="list-style-type: none"> • Railroad relocation costs: The cost breakdowns in Appendix D show no cost assumed for Railroad. However, some alternatives for 65/70 Downtown Spoke (Alternatives 2& 3) have impacts to railroad bridges identified. Can INDOT clarify which party would be responsible for railroad bridge impacts caused by reconstruction of the freeway lanes in Alternative 2/3? 	<p>INDOT would work with the railroad to determine the best approach to addressing these impacts. INDOT would be responsible for the cost of addressing the impacts to the railroads.</p>

265	<ul style="list-style-type: none"> Emissions reduction: Can INDOT provide more details on how regional air quality emissions were measured? 	<p>Air quality emissions were considered using the results of a travel demand model run on a no-build alternative and multiple alternatives for improved capacity. The modeling found that capacity improvements result in a slight increase in vehicle-miles traveled (VMT), but they also result in decreased congestion. While increased VMT will slightly increase emissions, the effects of reduced congestion, namely improved speeds and reduced idling time, reduces emissions. The emissions reduction due to congestion improvements was found to be stronger than the increases due to VMT, resulting in a net decrease in emissions when compared to the no-build alternative. As a result, alternatives which improve capacity result in an emissions improvement; the alternatives which do the most to reduce congestion do the most to improve emissions. It is important to note that the improvement was slight, and coordination will be required with the IMPO to make sure any projects are included in their Transportation Improvement Program and any necessary air quality conformity modeling is completed.</p>
266	<p>Technical Comments</p> <p>The following specific technical questions & comments are provided on the alternatives presented for the 65/70 Downtown Spoke, as they relate to the Coalition’s Southeast Gateway study actively underway.</p> <p>Alternative 2 Development:</p> <ul style="list-style-type: none"> For Alternative 2, can INDOT comment on the integration of the IndyGo Blue Line right-of way with the planned on-ramp from Washington St? It appears that there is a dual left turn sketched in where the bus lanes would be in IndyGo’s plans. 	<p>The ProPEL Indy alternative can be integrated with the IndyGo Blue Line. The ProPEL Indy alternative provides the same number of lanes along Washington St as are provided in the Blue Line project but does not depict the Bus Only Lanes.</p>
267	<ul style="list-style-type: none"> For the proposed on-ramp from Washington St, how does INDOT plan on preventing weaving issues on the ramp for vehicles destined to either I-65 or I-70? 	<p>When the eastbound right-turn movement is given a green signal, drivers may turn into either of the two receiving lanes. For westbound left-turning vehicles, signage will be installed along Washington Street to clearly designate the left-turn lane as serving both I-65 and I-70 access, with directional signs indicating which interstate is reached from which lane within the dual left-turn lane.</p>
268	<ul style="list-style-type: none"> We would like to understand the vision for how pedestrian and cyclist traffic would navigate the peanut-roundabout comfortably. A double-lane roundabout with interstate ramps on either side would be quite busy and may serve as an unattractive crossing point for pedestrians. 	<p>The peanut-roundabout is a preliminary concept layout. Additional details and pedestrian accessibility will be provided during project development if this alternative is moved forward. Other intersection types could be considered in the future.</p>

269	<ul style="list-style-type: none"> Does the peanut-roundabout as depicted in Alternative 2 account for the radius required for heavy vehicle movements to the I-65 NB on-ramp? 	<p>The peanut-roundabout is a preliminary concept layout. Additional details will be provided at a later date if this alternative is moved forward. Other intersection types could be considered in the future.</p>
270	<ul style="list-style-type: none"> How was the decision made to pursue a peanut-roundabout as opposed to a set of two roundabouts? It looks as though all left-turning traffic from the I-65 off-ramp to Morris St would need to traverse the full peanut-roundabout, which from a driver direction/wayfinding perspective may be confusing given the number of other movements that can be made. 	<p>The peanut-roundabout is a preliminary concept layout. Additional details will be provided at a later date if this alternative is moved forward. A set of two roundabouts could be considered in the future.</p>
271	<p>Alternative 3 Development:</p> <ul style="list-style-type: none"> It appears that the proposed Buchanan St merge with the East St off-ramp would introduce a weaving section with slower local traffic from Buchanan St weaving with vehicles coming from the freeway with potentially poor visibility. Were other alternatives to facilitate this crossing considered? 	<p>We agree this alternative contains a westbound weaving segment between East Street and the ramp. This weaving segment will need to be further evaluated by future studies of this area.</p>
272	<ul style="list-style-type: none"> Given that the Calvary St on-ramp would be removed with Alternative 3, can INDOT comment on the necessity to keep 4 vehicular lanes on Calvary St for Alternative 3? Is this necessary to maintain level of service or can additional space be allocated to pedestrian or cyclist improvements? 	<p>This study retained the existing number of lanes on Calvary St. over I-65/70. The number of lanes required on Calvary St. will require a more detailed study of traffic patterns on local roadways that may be altered by reconnecting the local grid as shown in this alternative.</p>
273	<ul style="list-style-type: none"> A general comment on the development of Alternative 3 is that the Calvary St/McCarty St overpass and the extension of Lexington Ave and Elm St do provide the potential for additional connections, however pedestrians will still need to cross over busy freeway facilities. Have considerations to improve this environment for pedestrians been considered to more strongly meet Need #4: Multi-modal and Neighborhood Connections? 	<p>The mentioned street connections are all local street connections above the interstate and do not cross freeway lanes. Pedestrian accommodations would be provided in these local street connections. Added bridges and connections that are currently missing are identified as an option to meet the goals of improving connectivity. INDOT will depend on its funding levels to determine how or when this is done.</p>
274	<ul style="list-style-type: none"> Can INDOT clarify why the section west of Prospect/Morris St, east of the South Split, is marked as reusable ROW? It appears from the sketch that it is road lanes. 	<p>This area should not be shown as potential reusable right-of-way and has been removed from the figure.</p>
275	<p>ProPELIndy_AltsScreening_AppendixCPart1_RP_INDOT (I-65 Spoke) 1. Alt. 6 (P.23) – The number of lanes crossing Fall Creek on I-65 northbound does not match what is shown on page 10 of ProPELIndy_AltsScreeningAppendixCPart2_RP_INDOT.</p>	<p>INDOT will provide the capacity needed at the time of project development. These alternatives are on different spokes and were not necessarily intended to match. The spokes are simply an organizational tool and not intended to limit alternatives or tie in points. If paired with an alternative for the 65 Downtown Spoke that adds lanes, the recessed alternative of 65 Spoke would need to be modified to add/drop the fourth lanes.</p>

276	<p>ProPELIndy_AltsScreeningAppendixCPart2_RP_INDOT (I-65 Downtown Spoke)</p> <p>1. Alt. 4 (P.11) – A comfortable and safe pedestrian and bicycle connection directly from the intersection of 11th and West Street to the IUH campus through the interchange is an important piece of infrastructure that is missing from this alternative.</p>	<p>Pedestrian access can be provided across West St. at 11th St. under this alternative. Grade separating West Street from 10th and 11th Streets is one concept that could improve conditions at that location. A Local Road Improvement typology icon was added to this location in the report to highlight the importance of pedestrian crossings at this location for future projects. The Draft Alternatives Identification and Screening report included the following Concept for Future Consideration: Active transportation facilities near and through the I-65 and West Street interchange should be investigated further. Due to the number and configuration of the interchange ramps and high volumes of traffic, careful consideration should be given to how these facilities might be provided in future projects.</p>
277	<p>Alt. 4 (P.11) – INDOT’s design provides a direct connection to IUH for I-65 northbound travelers, but not for southbound travelers. Rethink’s circular interchange accommodates both. INDOT should conduct an iterative design process to evaluate variations on Rethink’s circular interchange design that are optimized to conduct traffic. If INDOT is able to find a version of that interchange that works from a traffic standpoint, there could be major improvements that meet INDOT’s stated goals of improved quality of life and local roadway mobility.</p>	<p>The ramp being referred to is the proposed exit ramp to 21st St. While it does improve access to IUH, this is not the intent of the ramp. An evaluation of ReThink’s circular interchange has been included in Section 7.6.1 of the report. The interchange described in Section 7.6.1 was found to cause severe congestion on I-65 and was eliminated from further consideration.</p>
278	<p>Alt. 4 (P.11) – The horizontal alignment of the interstate should be modified to maximize the size of redevelopment parcels on the north side of the corridor as shown in the image below.</p>	<p>The horizontal alignments are conceptual in nature. If this alternative moves forward, the alignment could be modified for various reasons, including increasing size of redevelopment parcels on the north side. However, alternatives for projects moving forward from ProPEL Indy will need to address safety concerns and traffic operations in the design year and maintain the right-of-way to do so.</p>
279	<p>Alt. 4 (P.11) – The cross section “C-C” incorrectly dimensions the space between the retaining walls for the interstate and the parallel local roadways. The correct dimension appears to be 25’-30’. This is too much space. 8’-12’ for landscaping is enough.</p>	<p>The cross section has been revised in the report. However, the spacing of the local roadways is also dependent upon the spacing of the parallel local roadways and the intersecting signalized cross streets and required turn lanes. The horizontal alignments are preliminary and will be refined in project development and NEPA.</p>
280	<p>Alt. 4 (P.11) – Reduce the number of through lanes throughout the I-65 Downtown Spoke to match the existing number of through lanes.</p>	<p>The existing number of through lanes in this area does not support acceptable traffic operations under design year conditions.</p>

281	Alt. 4 (P.11) – 2 exit lanes from I-65 northbound to West Street seems excessive especially with the addition of the new exit ramp to the IUH area. Consider 1 exit lane to reduce the overall footprint of the interstate.	<p>The northbound two-lane exit ramp to West Street is needed based on horizon year traffic volumes and its role in enhancing mainline operations upstream of the ramp diverge point.</p> <p>This alternative proposes no new exit ramp to IUH area. The proposed northbound exit ramp near Senate Avenue is a relocation of the existing 21st St. exit ramp. This relocation of the exit ramp is necessary to eliminate the existing northbound weaving segment between West Street and 21st St.</p>
282	Alt. 4 (P.11-P.12) – Where does the transition from above-grade to below-grade begin? A label on page 11 notes: “Raise Delaware St profile ~7’ for required vertical clearance over recessed I-65.” This is an unacceptable outcome that would negatively impact historic resources. It also appears that Alt. 4 would cut off Alabama St., which is another unacceptable outcome. To work, Alt. 4 needs to make its vertical transition between College and Central. We acknowledge this would entail the removal and reconstruction of some North Split work, but the value impact of severing Alabama and raising Delaware far outstrips the cost of this additional work.	<p>To allow for a recessed alternative, the Alabama Street connection across I-65 would be permanently lost as I-65 cannot descend quickly enough to allow this connection to remain. The preliminary conceptual footprint was based on a maximum 4% grade. This grade would require an approximate 1,000-foot transition from the existing elevated condition to the recessed condition. Delaware Street would remain connected across I-65 but would be raised 7 feet to provide adequate vertical clearance over I-65. This would require retaining walls along Delaware Street to minimize impacts to adjacent properties.</p> <p>Descending between College and Central could be further investigated in project development and NEPA, but the further east the vertical transition starts, the more reconstruction of the North Split interchange ramps becomes necessary. This would increase the cost of this alternative, which would require funding to be provided by others.</p>
283	Alt. 4 (P.12) – The parallel, one-way local roads should extend further east to meet College Avenue at-grade.	From a roadway geometrics perspective, it is not possible to connect these roadways at-grade to College Avenue and provide the proposed connections of these roads to I-65/70 and I-70.
284	ProPELIndy_AltScreeningAppendixCPart3_RP_INDOT (I-65/I-70 Downtown Spoke) 1. Alt. 2 (P.4) – The redesign of the entry ramp to I-65 southbound and I-70 westbound is a significant safety improvement. Did INDOT consider the impacts IndyGo’s Blue Line BRT will have on the Washington Street intersection?	The design of the Washington Street interchange is preliminary in nature and will be refined if this alternative moves into project development and design, including consideration for IndyGo’s Blue Line BRT. Additional coordination with IndyGo will occur at that time.

285	<p>ProPELIndy_AltsScreeningAppendixCPart4_RP_INDOT (I-70 Downtown Spoke)</p> <p>1. Alt. 5 (P.5) – The horizontal alignment of the interstate should be modified to resemble the alignment in Alt. 4 on page 4. This alignment will minimize impacts to Lilly’s corporate campus at the east end of the spoke and the Republic National Distributing Company site on the west end of the spoke.</p>	<p>Alternative 5 creates the largest potential reusable right-of-way of these two alternatives. However, minimizing impacts to adjacent properties, including Lilly’s corporate campus and the Republic National Distributing Company will be considered in project development and NEPA.</p>
286	<p>Alt. 5 (P.5) – Reduce the number of interstate lanes from 8 (4 each direction) to 6 (3 each direction) west of Madison Avenue.</p>	<p>In the westbound direction, approximately ½ mile is provided for merging of the major I-65 and I-70 movements heading west out of the South Split. Given the existing and future volumes merging at this location, a significant merging distance is recommended for both operations and safety. While some construction costs might be reduced by shortening the westbound merge lane, the reconstruction cost if this merge movement were to generate a problem in the future would be substantial.</p> <p>Four eastbound lanes are provided to ensure acceptable interchange operations through the horizon year of this study.</p>
287	<p>Alt. 5 (P.5) – The parallel, one-way local roads are shown with three lanes the entire length of the spoke. Look for opportunities to reduce the number of lanes from 3 to 2 where appropriate.</p>	<p>Three lanes of traffic are needed along both one-way local roadways to prevent traffic from queueing onto I-70 and creating a safety issue.</p>
288	<p>ProPELIndy_AltsScreeningAppendixCPart5_RP_INDOT (I-70 West Spoke)</p> <p>1. Add 12’-18’ along the east side of Harding for a shared-use path.</p> <p>2. Design new interstate bridges so that there is a minimum of 12’ for pedestrians on either side of the local roadway beneath.</p>	<p>An Existing Interchange Facility Upgrade typology icon was added at Harding St. to the 70 West Spoke Connectivity and Placemaking Opportunities figure and table in the Final Alternatives Identification and Screening Report. Information regarding the 12-18-foot shared-use path has also been added to the report for this location. These opportunities are not shown in the figures in Appendix C but could be included in all alternatives for that spoke and should be considered in project development and NEPA.</p>



289	<p>F. ProPELIndy_AltScreeningAppendixCPart6_RP_INDOT (I-70 East Spoke)</p> <ol style="list-style-type: none">1. Add 12'-18' along the west side of Keystone/Rural for a shared-use path.2. Design new interstate bridges so that there is a minimum of 12' for pedestrians on either side of the local roadway beneath.	<p>The Draft Alternatives Identification and Screening Report included an Existing Interchange Facility Upgrade typology icon at the Keystone/Rural interchange. Per public comments, a Gateway typology icon was added at this location to the 70 East Spoke Connectivity and Placemaking Opportunities figure and table in the Final Alternatives Identification and Screening Report. Information regarding the 12-18-foot shared-use path has also been added to the report for this location. These opportunities are not shown in the figures in Appendix C but could be included in all alternatives for that spoke and should be considered in project development and NEPA.</p>
290	<p>Overview and Clarification</p> <p>As a member of the Rethink Coalition technical advisory team, SKA supports and affirms the comments submitted by its collaborating team members REA and Arup.</p> <p>For nearly eight years, the Rethink Coalition has worked to develop a reasonable, integrated alternative to INDOT's apparent intent to reconstruct the Inner Loop as a largely elevated, expanded version of its existing design, with only limited recessed segments. This approach risks perpetuating the same systemic flaws that have long undermined both interstate and local mobility.</p> <p>The Rethink Coalition's alternative emerged from the recognition that reconstruction without restoring local connectivity would merely reinforce two interdependent dysfunctions:</p> <ol style="list-style-type: none">1. mixed-typology interstate that fails to serve its national and regional mobility function efficiently.2. A disrupted local surface network that was originally intended to be served by the interstate but is now fragmented and underperforming. <p>This realization led to a breakthrough concept that reimagines the interface between the Inner Loop's national/regional function and the city-center's local street network. Unlike urban freeway removal strategies pursued in some peer cities, Rethink's approach is one of system integration—not teardown. It seeks to:</p> <ol style="list-style-type: none">1. Improve interstate safety and mobility without expanding the system footprint.2. Rebalance local and limited-access systems to unlock economic development and transportation efficiency.3. Leverage innovative financing and governance mechanisms, familiar to the State of Indiana, and currently being explored in collaboration with institutional stakeholders.	<p>Thank you for clarifying the goals of the Rethink Coalition.</p> <p>The ProPEL Indy study has illustrated the need to provide additional capacity on the interstates in the study area to address both operational and safety concerns.</p> <p>The degree of additional capacity needed cannot be achieved by addressing geometric deficiencies and reconfiguring an interchange as proposed in ReThink's concept. This is documented indirectly in the PEL study by alternatives that provide additional lanes of capacity and directly through analysis of ReThink's concept for the I-65 / West Street interchange.</p>



291	<p>Clarifying the Core Concept</p> <p>The essence of Rethink’s proposal has not been consistently acknowledged in the ProPEL evaluation— possibly due to incomplete technical articulation or misunderstanding. To clarify, the concept rests on three interdependent principles:</p> <p>Consistent Recessing of Interstate Mainlines</p> <p>Depressing the interstate across the Inner Loop enables:</p> <ol style="list-style-type: none">1. Modular bridge construction and utility upgrades.2. Uniform access typology and traffic control systems.3. Improved maintenance and incident response.4. Enhanced user comprehension and safety, aligned with basic physics: vehicles decelerate when ascending exit ramps and accelerate when descending entry ramps— characteristics of a recessed system, not an elevated one.	<p>Alternatives for projects moving forward from ProPEL Indy will need to address safety concerns and traffic operations in the design year and maintain the right-of-way to do so. The Recessed alternatives described in the ProPEL Indy Alternatives Identification and Screening Report will do this.</p>
292	<p>2. Compact Cross-Section</p> <p>A narrower footprint allows for:</p> <ol style="list-style-type: none">1. Efficient bridge crossings and cap structures.2. Reduced right-of-way impacts.3. Improved integration with adjacent land uses.	<p>Alternatives for projects moving forward from ProPEL Indy will address safety concerns and traffic operations in the design year and maintain the right-of-way to do so. INDOT has not determined if potential reusable right-of-way would be available, or if they would make it available for sale or lease.</p>
293	<p>3. Transfer of Auxiliary Functions to a Local Boulevard System</p> <p>A multimodal surface boulevard system shadowing the Inner Loop would:</p> <ol style="list-style-type: none">1. Absorb excess right-of-way gained through compactness.2. Provide low-speed local access to new development opportunities within and adjacent to INDOT’s right-of-way.3. Unlock the absorptive capacity of a restored surface network, relieving the interstate of short-trip local traffic that currently degrades its performance.4. This system integration approach supports both economic development and transportation efficiency and is scalable through proven models of public-private partnership and district governance.	<p>Alternatives for projects moving forward from ProPEL Indy will need to address safety concerns and traffic operations in the design year and maintain the right-of-way to do so. If local roads are included in the alternatives, they will also need to operate and distribute traffic along the local street grid. The Recessed alternatives described in the ProPEL Indy Alternatives Identification and Screening Report will do this.</p>



294	<p>Recommendation</p> <p>The federally supported Southeast Gateway planning process can demonstrate the visual and experiential qualities of this concept. However, its full system-wide potential cannot be realized without broader implementation.</p> <p>ProPEL Indy should:</p> <ol style="list-style-type: none">2. Model the Rethink concept as a system, not as isolated segments.3. Compare it appropriately to a smaller, more focused set of alternatives.4. Include essential components such as the local surface boulevard collector system and its innovative signalized circular intersections, which support interchange functionality and behavior conditioning for transitions between interstate and local traffic. <p>This refined approach would allow ProPEL to more accurately evaluate the transformational potential of the Rethink alternative—not just as a design, but as a strategic framework for urban mobility, equity, and economic growth.</p>	<p>The ProPEL Indy Alternatives Identification and Screening Report breaks up the 65/70 Spoke into 3 sub-spokes to better compare alternatives in those locations. INDOT does not agree that there is only one possible concept for the downtown loop and projects along the downtown interstates should consider the unique characteristics of that location. An evaluation of Rethink's circular interchange is included in Section 7.6.1 of the report. This interchange was found to cause severe congestion on I-65 and was eliminated from further consideration. Any interchanges or intersections, regardless of type, must function from a safety and traffic operations perspective in the design year.</p>
295	<p>7.5.4 Downtown 65 Spoke Alternative 3: Added Travel Lanes (ATL) comments:</p> <p>ATL should not be treated as a standalone concept. They represent a last-resort measure, applied only when mobility levels of service remain unacceptable after all non-capacity-increasing corrections have been implemented. These corrections include addressing geometric deficiencies such as lane drops or inner-lane merges within reconstruction scenarios defined by logical termini.</p> <p>Examples:</p> <ul style="list-style-type: none">• Correcting the northbound I-65 lane drop near Central Avenue to eliminate an obvious bottleneck.• Reconfiguring the West Street entry to southbound I-65 to remove the undesirable inner-lane merge—provided both improvements terminate with properly designed lane diverges. <p>Transportation research shows that adding near-term mainline capacity often leads to more traffic over time, reducing the long-term effectiveness of congestion relief.</p>	<p>Alternative 3 of the 65 Downtown Spoke addresses the deficiencies listed in this comment. Alternatives 2, 3, 4 and 5 all include four lanes of travel on I-65 between West Street and the North Split. Due to the volumes of traffic moving through this area, capacity improvements and geometric improvements are necessary to ensure the interstate functions acceptably in the horizon year of this study.</p>



296	<p>The ATL recommendations are based on ProPEL’s traffic modeling, which assumes:</p> <ul style="list-style-type: none">• Auto trips: +1.57% annually• Truck trips: +2.25% annually <p>These projections appear extremely high compared to FHWA’s Spring 2024 national interstate forecast:</p> <ul style="list-style-type: none">• Light-duty vehicle VMT: +0.4% per year (2019–2050)• Combination truck VMT: +1.1% per year• Single-unit truck VMT: +1.9% per year• Total VMT (all vehicles): +0.5% per year <p>(Source: FHWA VMT Forecast)</p> <p>There is substantial evidence that a well-integrated, closely connected local collector network— implemented incorporating next-generation traffic management systems (smart signals) - can significantly reduce concentrated traffic demand and mitigate safety and mobility hot spots that persist in the current system, even after major investments.</p> <p>Recommendations:</p> <ol style="list-style-type: none">1. Delete Alternative 3: Incorporate arguments supporting cross-section enlargement for correcting existing geometric deficiencies into a more limited set of true concept alternatives.2. Reevaluate Traffic Growth Rates <p>Before advancing to the next stage of Alternatives Analysis:</p> <ul style="list-style-type: none">• Validate growth assumptions against national trends.• Include multi-modal performance and induced demand analysis, not just vehicle throughput.	<p>The national interstate forecasts referred to in this comment are national averages and are not representative of any select areas, such as downtown Indianapolis. The traffic forecast for this study has been developed by applying nationally accepted practices to the IMPO's travel demand model. This model is highly representative of the study area.</p> <p>The following are offered in response to your suggested recommendations:</p> <ol style="list-style-type: none">1. Alternative 3 (ATL) will be advanced from this PEL study as passes the screening process used in this study.2. Please refer to the first paragraph of this response. Projects identified from this PEL will confirm the traffic data and the traffic forecast, if needed due to time elapsed and or development changes.
------------	---	---



297	<p>7.5.5 Alternative 4: Recessed with I-65 and West Street Interchange Improvements comments.</p> <p>Aspects We Support:</p> <ol style="list-style-type: none">1. The recessed concept, provided no added travel lanes are included except where necessary for safety improvements as previously outlined. <p>Aspects We Do Not Support (assuming no added travel lanes):</p> <ol style="list-style-type: none">1. High-speed connections to the local street network.2. Lack of a clear bicycle/pedestrian system for multimodal connectivity in an area that is a high intensity hub for residential and employment uses, adjacent to the canal towpath—a potential bike/ped spine.3. The Rethink concept minimizes right-of-way impacts and respects neighborhood boundaries, unlike current proposals.4. Designated “local roads” use high-speed suburban geometrics; they should be designed as local urban streets consistent with downtown posted speeds and geometrics.5. Recessing portions of West Street may have merit, but only as part of a comprehensive corridor assessment for its role as a northwest-to-southwest link—not necessarily as part of the interstate system.6. The trench, west of Illinois, includes the local roads plus Interstate entry and exit ramps, requiring acquisition, breaking down the local street character and creating a wasteland for potential development and any non-vehicular use.	<p>The roadway network shown in Alternative 4 (Recessed) of the 65 Downtown Spoke depicts the number of lanes and ramps necessary to ensure traffic flows safely and efficiently through this area.</p> <p>Thank you for stating the aspects you support.</p>
298	<p>Concerns About Report’s Analysis of Rethink Concept</p> <p>The report states a flawed analysis for eliminating the Rethink concept for the West Street interchange. The report assumes that the recommended signalized traffic circle is a high-speed roundabout.</p> <p>This misrepresents the Rethink proposal, which includes:</p> <ol style="list-style-type: none">1. A recessed, compact through-interstate with a cap.2. A signalized circle designed for slow-speed access, connecting to an infill network of new streets to create a porous local street system. Similar designs elsewhere handle up to 60,000 vehicles per day, far beyond roundabout capacity.3. A cap that accommodates the Canal Towpath for bike/ped circulation and multimodal mobility <p>Recommendation:</p> <p>We recommend the Rethink Coalition provide a more detailed, technical concept for the NW Gateway and West Street to be considered for the next level of screening.</p>	<p>As stated in Section 7.6.1 of the report, the Rethink concept for the I-65 and West St. interchange is understood to be a 4-lane circular roadway with multiple closely spaced signalized intersections. This concept was never interpreted by the study team as a high-speed roundabout.</p> <p>This concept was evaluated using the traffic volumes forecasted for this study. The results indicate queues extending from this rotary onto the mainline lanes of I-65, which would create significant safety concerns. Other reasons for dismissal of this concept are provided in Section 7.6.1 of the report. Future caps are possible in the recessed portion of the Recessed alternative described in the Alternatives Identification and Screening Report. INDOT recommends any future concepts to be considered during project development provide documentation to show they will operate appropriately in the design year. The alternative analysis portion of ProPEL Indy is complete.</p>

<p>299</p>	<p>7.5.6 Alternative 5: Viaduct with I-65 and West Street Interchange Improvements comments.</p> <p>The existing “Long Bridge” or “Monster Bridge” is already a viaduct and forms more than a half-mile of the elevated section of I-65’s north leg. A similar structure exists at the West Street/Missouri Street interchange. Neither has ever been embraced as an inspiring gateway to downtown; instead, they remain symbols of lost opportunities for urban connectivity and placemaking.</p> <p>Proposed Change: The new proposal essentially replaces the current viaduct with an even larger, double-height structure. This raises significant concerns:</p> <p>Key Issues: A. Community Impact</p> <ol style="list-style-type: none"> 1. The original viaduct was controversial from its inception in the 1970s. Community advocates pushed for a recessed design to minimize disruption, but political decisions—based on perceived lower cost and concerns about groundwater and utilities—prevailed. 2. A taller, wider viaduct would increase shadowing, visual intrusion, and light trespass, while amplifying noise impacts typical of elevated highways. 	<p>The increased height of the viaduct strikes a balance between design functionality and visual appeal, allowing for a more open and connected environment beneath the structure to provide good connectivity and neighborhood continuity. The added clearance would provide opportunities for green space, natural light, and enhanced pedestrian access—features often lacking under standard-height bridges, which can cast shadows and create visual and physical barriers between opposite sides of the interstate.</p> <p>Alternatives at this stage are at a planning-level and will require further analysis as part of the project development process to assess potential impacts. Groundwater and utilities challenges would be greater with the Recessed alternative.</p>
<p>300</p>	<p>B. Design and Cost</p> <ol style="list-style-type: none"> 1. ProPEL acknowledges the construction cost would be “extraordinary.” 2. While the concept suggests lowering the structure to reduce ramp length, the double-height design still requires long ramps and vertical transitions, likely extending well beyond the current interchange footprint. 	<p>The cost of the Viaduct alternative is beyond INDOT’s traditional funds and would be contingent on additional funding being identified. The 65 Downtown Spoke Viaduct and 70 Downtown Spoke Viaduct would require 3-9 acres of potential right-of-way acquisition.</p>
<p>301</p>	<p>C. Right-of-Way and Urban Form</p> <ol style="list-style-type: none"> 1. Longer ramps and wider curves will demand additional right-of-way, especially near West Street and adjacent parcels. 2. Elevated structures create a visual and physical barrier, dominating the streetscape and dividing neighborhoods. 	<p>The 65 Downtown Spoke Viaduct and 70 Downtown Spoke Viaduct would require 3-9 acres of potential right-of-way acquisition. The elevated structures of the Viaduct alternative are anticipated to create less of a physical barrier than the existing condition.</p>
<p>302</p>	<p>D. Gateway Experience</p> <ol style="list-style-type: none"> 1. Instead of creating a welcoming entrance to downtown, the viaduct reinforces the perception of an infrastructure-first approach that ignores urban design and community values. 	<p>The viaduct has the potential to include elements from the study’s Design Toolbox, such as gateway elements and decorative lighting, to create a signature design for the structure.</p>



303	<p>Summary of Concerns</p> <ul style="list-style-type: none">• Visual and noise impacts worsen with increased height and width.• ROW acquisition likely displaces businesses and residents.• Extraordinary cost without corresponding community benefit.• Missed opportunity to reconnect neighborhoods and create a vibrant urban gateway	<p>Alternatives at this stage are at a planning-level and will require further analysis as part of the project development process to assess potential impacts.</p> <p>This alternative's footprint is largely within existing INDOT right-of-way and is anticipated to require no residential relocations. Potential right-of-way acquisition is 3 acres, with 2 potential business relocations identified at this stage.</p> <p>Cost estimates at this stage are at a planning-level and will be revisited in future studies as additional detail is developed and as priorities and funding availability become clearer.</p> <p>The increased height of the viaduct strikes a balance between design functionality and visual appeal, allowing for a more open and connected environment beneath the structure to provide good connectivity and neighborhood continuity. The added clearance would provide opportunities for green space, natural light, and enhanced pedestrian access—features often lacking under standard-height bridges, which can cast shadows and create visual and physical barriers between opposite sides of the interstate.</p> <p>The viaduct has the potential to include elements from the study's Design Toolbox, such as gateway elements and decorative lighting, to create a signature design for the structure.</p>
------------	---	---



304	<p>65/70 Downtown Spoke Alternative 2: Low Impact South Split comments</p> <p>The proposed reconstruction of the railroad bridges presents a unique opportunity to eliminate the physical constraints that currently necessitate median barriers, thereby improving weaving distance and safety—especially for I-65 motorists transitioning to I-70 westbound toward the airport. Rethink would advocate for rethinking the barrier configuration to leverage this structural flexibility and enhance operational performance without compromising connectivity.</p> <p>We recommend streamlining traffic flow and reducing conflict points by extending the I-65 lane drop using existing C-D lanes to create a continuous four-lane corridor into the Southeast Gateway. It would minimize disruption from bridge pier constraints and support long-term multimodal integration in the Southeast Gateway area, which is a priority for Rethink’s Reconnecting Communities vision</p> <p>We recommend that the southbound local street boulevard system begin at the signalized Washington Street/Market Street intersections, separated from the entry ramp. The Washington Street intersection design proposed in this Alternative seems preempted by the IndyGo Blue Line configuration. The IndyGo Blue Line BRT is a transformative transit investment, and any interstate ramp or intersection design must be fully integrated with transit infrastructure.</p> <p>“We don’t see any significant improvements to the neighborhood-impacting access routes at the Morris Street/Prospect Streets. This is a missed opportunity. These streets are critical east-west connectors for neighborhoods south of downtown. Enhanced multimodal treatments, such as pedestrian crossings, protected bike lanes, and traffic calming will restore neighborhood connectivity and reduce the barrier effect of the interstate.</p>	<p>The feasibility of eliminating the railroad bridge piers can be evaluated in project development and NEPA. This will require close coordination with the railroad.</p> <p>This alternative eliminates the southbound weaving by repurposing the southbound mainline and C-D lanes. This results in drivers choosing their destination (I-70 westbound or I-65 southbound) when entering the North Split. This is further described in Section 8.5.3 of the report and in the narrative on the concept.</p> <p>No southbound local street boulevard system is proposed in this alternative. The existing C-D is repurposed as I-70 westbound, which provides access to Fletcher Ave.</p> <p>The ProPEL Indy alternative can be integrated with the IndyGo Blue Line. The ProPEL Indy alternative provides the same number of lanes along Washington St as are provided in the Blue Line project but does not depict the Bus Only Lanes.</p> <p>The proposed roundabout replaces a signalized intersection and a one-way stop-controlled intersection. This change in intersection type is expected to promote slower speeds along Morris St. and Prospect St., which makes these roadways more bike/ped friendly.</p>
------------	--	---



305	<p>65/70 Downtown Spoke Alternative 3 South Split Interchange Improvement Comments</p> <p>A fatal flaw to this concept is the shifting of certain South Split functions in the guise of local network continuity to create intrusive flyovers along the Virginia Ave/McCarty Street alignments, destroying any sense of place and creating a very complex intersection.</p> <p>Further exploration of a fully recessed interstate approach under Morris Street needs to be undertaken. We agree that this may be feasible.</p> <p>The west end of the RR bridges should be rebuilt to remove the divided median. The proposed Lexington and Buchanan vehicular traffic bridges are not desired by the neighborhoods. This should be only be a bike/ped connection. The Bates Street bridge should be improved to accommodate future bike/ped connections, and the piers reconfigured to remove the divided median.</p>	<p>The bridges carrying McCarty St and Virginia Avenue over I-65/70 in are essentially at-grade with the existing roadways. The I-70 lanes are lowered below current grade to allow for the necessary vertical clearances to make this alternative feasible.</p> <p>Tunneling the ramp from I-65 NB to I-70 WB could be considered by future studies of this area to fully recess the South Split Interchange, although this would significantly increase the cost of the project if found to be technically feasible.</p> <p>The feasibility of eliminating the railroad bridge piers can be evaluated in project development and NEPA. This will require close coordination with the railroad and could require increased costs to be provided by others.</p> <p>The Buchanan St. bridge is necessary to provide access to the southside of downtown from I-65 northbound and was not included to improve neighborhood connectivity, but it would reconnect the grid and include safe pedestrian crossings with desirable sidewalk and buffers in further planning and design.</p> <p>The Hosbrook Ave., Elm St., and Lexington Ave. connections across I-65/70 are shown in this alternative as being feasible but are not critical to the functionality of this alternative. These bridges are included to restore the original layout of the neighborhood. These could be removed or modified in future project development. The Draft Alternatives Identification and Screening Report includes a Local Road Improvements typology icon in the 65/70 Downtown Spoke Connectivity and Placemaking Opportunities figure and table. It acknowledges this crossing could be improved for pedestrians.</p>
------------	--	---