



**NORTH SPLIT  
UPGRADES  
DRIVING PROGRESS**

# **I-65/I-70 North Split Project**

Community Advisory Committee Meeting #2

May 21, 2018



# Meeting Overview

1. Introductions/Overview
2. Responses to System-Level Analysis Questions
3. Breakout Session
  1. Group Discussion
  2. Report Out
4. Conclude System-Level Analysis Discussion
5. Conclude Meeting

# System-Level Analysis Overview

## The System-Level Analysis of downtown interstates:

- Was not intended to answer all questions or address all issues
- Focuses on the most basic parameters: performance, cost, and impacts
- Analyzed current conditions, not future forecasts
- Was fact finding, not deliberative
- Did not make recommendations or decisions for the future of downtown interstates

# System-Level Analysis

## CAC Questions

# System-Level Analysis Questions

## Timing-related questions

- When is the opening and closing of the public comment period for the North Split Project EA review? How is this different than the System-Level Analysis comment period?

# System-Level Analysis Questions

## Timing-related questions (cont'd)

- When is the opening and closing of the public comment period for the North Split Project EA review? How is this different than the System-Level Analysis comment period?
- What is the process for formally submitting public comment during the EA process?

# System-Level Analysis Questions

## Timing-related questions (cont'd)

- Is there a plan for the North Split project? When will any plan being proposed be shared?

# System-Level Analysis Questions

## Timing-related questions (cont'd)

- Is there a plan for the North Split project? When will any plan being proposed be shared?
- Can less expensive stabilization work on the whole system be completed to buy time, so that the North Split project and system-level work can all happen at one time?



# System-Level Analysis Questions

## Timing-related questions (cont'd)

- Why was a System-Level Analysis completed only now knowing that the North Split project needed to happen soon?

# System-Level Analysis Questions

## Future study-related questions

- If an independent economic investment study is completed, how will it be effectively used and incorporated into planning the system-level work?

# System-Level Analysis Questions

## Future study-related questions (cont'd)

- If an independent economic investment study is completed, how will it be effectively used and incorporated into planning the system-level work?
- Should an EIS be done for all seven concepts or can the options be whittled down to the most logical options?

# System-Level Analysis Questions

## Future study-related questions (cont'd)

- If an independent economic investment study is completed, how will it be effectively used and incorporated into planning the system-level work?
- Should an EIS be done for all seven concepts or can the options be whittled down to the most logical options?
- What is the timeline and process for choosing the option for the system?

# System-Level Analysis Questions

## Future study-related questions (cont'd)

- How can we be assured that the North Split project does not preclude or prohibit what to do with the rest of the system? Will the state invest money twice into this project within a decade?

# System-Level Analysis Questions

## Future study-related questions (cont'd)

- How can we be assured that the North Split project does not preclude or prohibit what to do with the rest of the system? Will the state invest money twice into this project within a decade?
- Are there options that are being excluded due to effectiveness or funding already, i.e. the basic repair or tunnel/boulevard options?

# System-Level Analysis Questions

## Data-related questions

- Where can we obtain the actual data used in the System-Level Analysis?

# System-Level Analysis Questions

## Concept-related questions

- Concept 2 suggests only 10% through traffic, but it is dismissed because that's not substantial enough. The other options seem to be comparative, so is this being dismissed too soon? Is there a way to incentivize traffic to take other options?



# System-Level Analysis Questions

## Concept-related questions (cont'd)

- Concept 2 suggests only 10% through traffic, but it is dismissed because that's not substantial enough. The other options seem to be comparative, so is this being dismissed too soon? Is there a way to incentivize traffic to take other options?
- Why does Concept 4 have so much more ROW than other options except the West Street expansion?

# System-Level Analysis Questions

## Concept-related questions (cont'd)

- Are there ways to combine concepts to increase quality and effectiveness?

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## Concept-related questions (cont'd)

- Are there ways to combine concepts to increase quality and effectiveness?
- How much consideration is in these options for increasing opportunities for successful planting and mitigating the change?

# System-Level Analysis Questions

## Traffic-related questions

- Since the North Split carries so little through traffic, how is it justified as an interstate?

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## Traffic-related questions (cont'd)

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- Is the interstate truly at capacity, or is there simply a timing/peak demand issue?

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## Traffic-related questions (cont'd)

- Since the North Split carries so little through traffic, how is it justified as an interstate?
- Is the interstate truly at capacity, or is there simply a timing/peak demand issue?
- How much volume could the city grid carry if it were to be reconnected once the interstate was removed?

# System-Level Analysis Questions

## Traffic-related questions (cont'd)

- Purdue's HyperFix study in 2004 indicated 80% of traffic is through traffic. What is causing such a large disparity between the two studies?

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- Purdue's HyperFix study in 2004 indicated 80% of traffic is through traffic. What is causing such a large disparity between the two studies?
- Purdue's 2004 study indicated 89% of commuters were not affected by HyperFix, and 54% of those had to change their route but their commute time remained the same. Doesn't this indicate our system can absorb a much higher volume of traffic than shown in the system-level study?



# System-Level Analysis Questions

## Traffic-related questions (cont'd)

- Why is there an urgency to fix the design to deal with volume when the AADT has been basically flat since 1996?

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## Traffic-related questions (cont'd)

- Why is there an urgency to fix the design to deal with volume when the AADT has been basically flat since 1996?
- What efforts have been put into carpooling?
- What efforts have been put into alternative work schedules or modified hours?

# System-Level Analysis Questions

## Traffic-related questions (cont'd)

- The 2013 INDOT Needs Report includes the statement, “Congestion pricing...works by shifting purely discretionary rush hour highway travel to other transportation modes or to off-peak periods, taking advantage of the fact that that the majority of rush hour drivers on a typical urban highway are not commuters.” Was congestion pricing evaluated in this project? If a lot of peak traffic is discretionary, it appears there would be room to add disincentives to travel during peak hours.

# System-Level Analysis Questions

## Traffic-related questions (cont'd)

- How does change of habits and encouraging other options play into the decision for the system-level (e.g. tolling, HOV lanes, redirecting traffic, increased local options such as bike lanes and transit?)

# System-Level Analysis Questions

## Traffic-related questions (cont'd)

- How does change of habits and encouraging other options play into the decision for the system-level (e.g. tolling, HOV lanes, redirecting traffic, increased local options such as bike lanes and transit?)
- To what extent is the state working with city traffic planners for long-term traffic planning for Center Township and downtown?

# System-Level Analysis Questions

## Traffic-related questions (cont'd)

- How does maintaining and increasing traffic flow on interstates at peak time compare to long-term plans for city infrastructure and planned traffic patterns?

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## Traffic-related questions (cont'd)

- How does maintaining and increasing traffic flow on interstates at peak time compare to long-term plans for city infrastructure and planned traffic patterns?
- Do the existing traffic counts include points of entry from within the 465 outer belt? This might provide information for trips made that could be done on local roads therefore alleviating highway congestion.



# System-Level Analysis Questions

## Construction-related questions

- Will INDOT just rebuild the current system, without any expansion?

# System-Level Analysis Questions

## Construction-related questions (cont'd)

- Will INDOT just rebuild the current system, without any expansion?
- Will INDOT have to acquire the building located at 277 E 12<sup>th</sup> Street? If so, what does INDOT plan to do with it? Will INDOT do the full environmental impact statement regardless, but especially if demolition is a consideration? Does this require a more rigorous review?

# System-Level Analysis Questions

## Construction-related questions (cont'd)

- What is the timeline for knowing how much existing green infrastructure will be lost with the North Split development?

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## Construction-related questions (cont'd)

- What is the timeline for knowing how much existing green infrastructure will be lost with the North Split development?
- When I-65 is closed this year, will INDOT complete any traffic counts for travel diverted along I-465 during that time? Is there anything looked at during this project that might influence or inform the System-Level review?

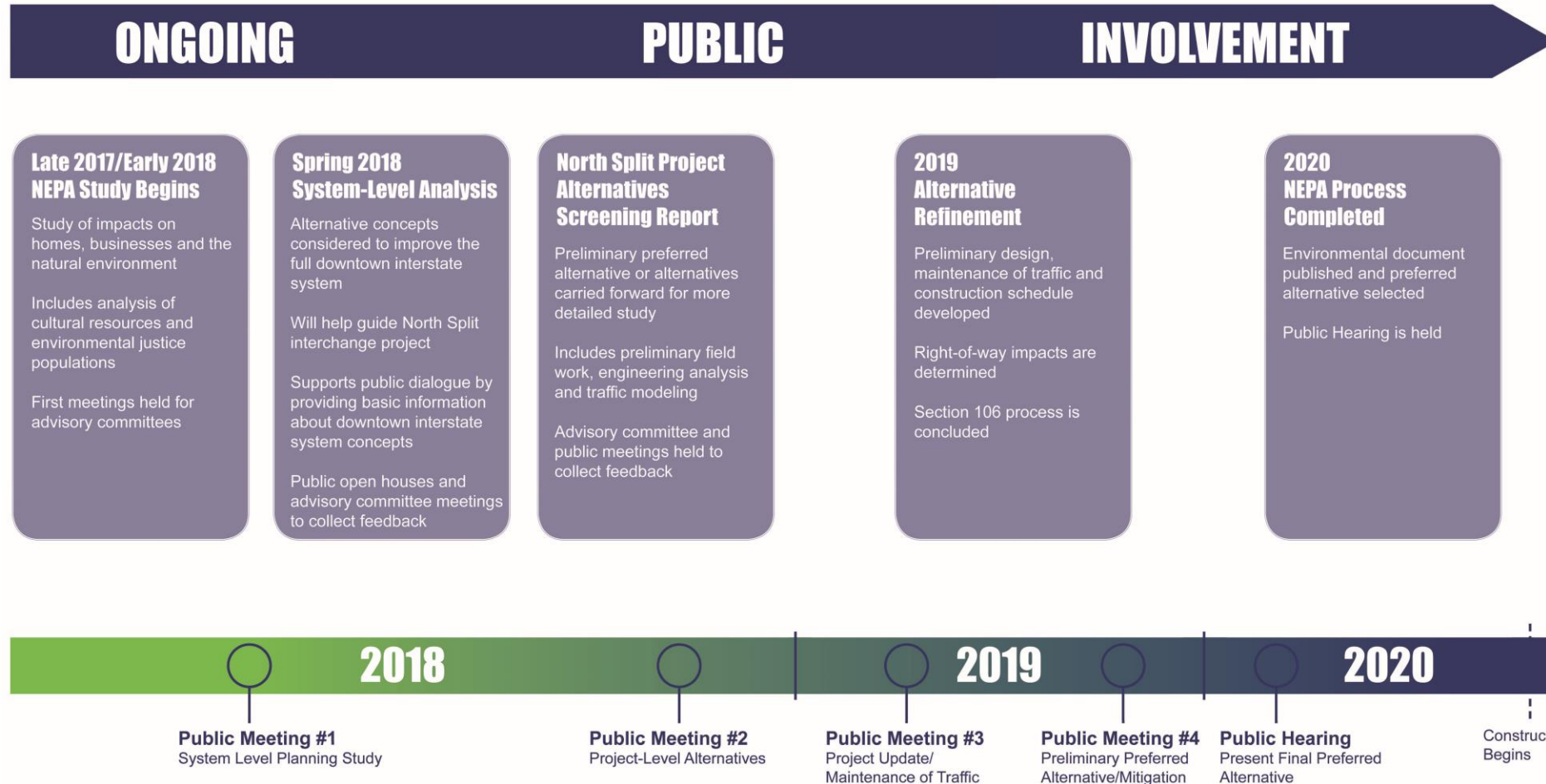
# BREAKOUT SESSION

## System-Level Analysis

# Breakout Session Questions

- Are there any follow up questions you have about the System-Level Analysis of the downtown interstates?
- What were your key takeaways from the System-Level Analysis?
- How do you think the various concepts in the System-Level Analysis would impact your organization and key stakeholders (positively or negatively, and can that impact be quantified)?
- As a transportation agency, INDOT accommodates the traffic needs across the region and state. INDOT recognizes that long-term vision planning will take time and a regional effort. What concepts from the System-Level Analysis do you think should be studied in greater detail by the city, MPO or any other civic organization?

# Preliminary North Split Project Schedule



System-Level Analysis Available: [www.northsplit.com](http://www.northsplit.com)  
Submit Comments by June 7: [info@northsplit.com](mailto:info@northsplit.com)

**Contact:**

Emily Kibling

Public Involvement

PO Box 44141

Indianapolis, IN 46244

Phone: 317.749.0309

