



## MEETING SUMMARY

**Date:** Thursday, May 3, 2018  
**Time:** 2 p.m. - 3 p.m.  
**Meeting:** System-Level Analysis Community Advisory Committee (CAC) Briefing  
**Location:** Indiana State Museum

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### Attendees:

1. Introductions
2. Purpose of Meeting and Update
3. Need for the Project and Project Evolution
4. System-Level Analysis
  - Key Considerations
  - 7 Concepts Evaluated
  - Concept Comparison
  - Conclusions
5. Next Steps and Schedule
6. Discussion and Questions

### Questions (Q) and Answers (A):

**Q: Would improvements to the North Split interchange be needed regardless of which alternative concept is selected?**

A: The purpose of the System-Level Analysis was not to select an alternative for the entire downtown interstate system. However, work needs to happen at the North Split interchange soon.

**Q: Where can the report be found on the website?**

A: A link will be sent out via email.

**Q: Is there an updated timeline for the North Split project?**

A: Alternatives for the North Split project will likely be released for public review late summer or fall.

**Q: Will you look more closely at peer cities moving forward?**

A: Peer cities were reviewed in the System-Level Analysis. There are no other cities that have the same conditions as Indianapolis.

**Q: What percentage of the 10 percent through traffic is trucks?**

A: During the peak hours it is about 12 percent in the inner loop.

**Q: Could you provide additional information on the need to acquire land? Does that mean taking houses?**

A: Some concepts may require the acquisition of homes or businesses. Right-of-way and relocation impacts are shown as ranges because this is a high-level analysis. Right-of-way acquisition would be from private property for the highway facility.

**Q: INDOT has missed the idea completely undergoing a comprehensive study using outside design firms; is INDOT going to take an in-depth look at the seven concepts?**

A: The study was intended to address key issues to inform how the North Split project moves forward. The analysis recognized there is a longer-term conversation about the entire downtown interstate system. The data and models used in this analysis are what any engineering firm would use.

**Q: An economic study and more detailed analysis of community impact have been suggested. It appears these are not currently planned. Is that accurate?**

A: That is correct. INDOT is not completing an additional study on the entire downtown interstate system. This type of in-depth study on economic analysis would be a long process and it is not something INDOT is charged with completing.

**Q: One of the big concerns of the Rethink Coalition is that work at the North Split will dictate what will happen on the rest of the system in the future. Have you decided what will happen at the North Split? How will input from the public be used?**

A: INDOT needs to move forward with the environmental review for the North Split interchange. In the near term, the work to be done at the North Split interchange will need to fit with the interstate that currently exists. What is done with the North Split will not automatically preclude larger system concepts.

**Q: Why is an economic study not going to be completed?**

A: An economic study that looks at the development potential of excess right-of-way is not typically completed as part of the Environmental Assessment (EA).

**Q: Did you look at neighborhood impacts? You are only looking at numbers, if streets aren't lit, and if the highway size is doubled, the community won't want to walk outside. These are some of the fears they have on the near east side. It destroys the neighborhood.**

A: New impacts from the North Split project as well as public concerns will be documented in the EA. Concerns from adjacent neighborhoods will be identified as part of the public involvement process.

**Q: Those kinds of things like quality of life are significantly important to those CAC members that live and work near the interstate. They want to avoid the devastation that happened years ago. They want to do the project in a way that enhances the lives of people who live and work downtown. Everyone's goals can be met.**

A: The Project Team agreed and said they want to make it the very best it can be, and they hope the CAC stays involved throughout the project.

**Q: How much of the safety issues relate to the current structure and design?**

A: The safety issues are largely related to the design of the interchange and existing congestion. The majority of the crashes are rear end and side swipes. Rear end crashes happen when there is slow operation of the facility. Alternatives to address these conditions may mean adding an extra lane, but all of those things will be explained in the report. The CAC and public will have the opportunity to comment on the alternatives report.

**Q: What is causing the urgency for the North Split project?**

A: The urgency is caused by the deteriorated condition of the bridges and safety concerns. While the interchange is closed to fix the bridge problems, INDOT will also correct safety issues at the same time. When the interchange originally opened, INDOT almost immediately started having safety problems. The layout of the interchange is inefficient and movements are indirect, leading to safety concerns.

**Q: Is it possible to keep the interchange as is?**

A: Yes, it is possible.

**Attendees:**

Project Team	
Michelle Allen	FHWA
David Cleveland	Corradino Group
Andy Dietrick	INDOT
Eryn Fletcher	FHWA
Kia Gillette	HNTB

Ali Hernandez	Borshoff
Laura Hilden	INDOT
Emily Kibling	Borshoff
Anuradha Kumar	INDOT
Scott Manning	INDOT
Laura Morales	HNTB
John Myers	HNTB
Chad Nierman	INDOT
Jim Poturalski	INDOT
Anthony Ross	INDOT
Katie Rounds	INDOT
Seth Schickel	HNTB
Runfa Shi	INDOT
Scott Siefker	TSW
Ron Taylor	TSW
Sam Wiser	TSW
<b>CAC Members</b>	
Hilary Barnes	Old Northside Neighborhood
Andy Beck	Cottage Home Neighborhood
Tom Beck	Downtown Indy, Inc.
Bill Benner	Bankers Life Fieldhouse
Glenn Blackwood	Fletcher Place Neighborhood
Jennifer Boehm	IUPUI
Paula Brooks	Ransom Place Neighborhood
Bruce Buchanan	Coble-Noble Neighborhood
Anthony Burke Sr.	Nora-Northside Community Council
Garry Chilluffo	HUNI
Sandy Cummings	Health by Design

Marsh Davis	Indiana Landmarks
Chantee Eldridge Proxy	NCAA
Mark Fisher	Indy Chamber
Elizabeth Gore	Brightwood-Martindale Neighborhood
Anna Gremling	Indianapolis Metropolitan Planning Organization
Pete Haupers	St. Joseph Neighborhood
Charlie Henry	Indianapolis Indians
Jen Higgenbotham	Indy MPO
Jeff Hill	City of Fishers
Ashley Hungate	Indiana State Personnel Department
Olubunmi Ijose	Mayor's Neighborhood Advocate (Area #8)
Joe Jarzen	Keep Indianapolis Beautiful
Jeremy Kashman	City of Carmel
Marjorie Kienle	Lockerbie Square Neighborhood
Paul Knapp	Interstate Business Group
Mark Lawrence	Indiana Chamber
Cole Macer	Indiana Restaurant and Lodging Association
Lawrence McCormack	Cummins
Steven Meyer	King Park Development Corp.
Mark Myers	City of Greenwood
Vop Osili	City-County Council
Nick Parr	Boone County Plan Commission
David Pflugh	Chatham-Arch Neighborhood
Erin Pipkin	Compass Outreach Solutions
Chris Pryor	MIBOR REALTOR® Association
Meg Purnsley	Indianapolis Historic Preservation Commission
Joel Reuter	Rolls-Royce
Philip Roth	Central Indiana Regional Transportation Authority

Jordan Ryan	North Square Neighborhood
Morgan Snyder	Visit Indy
Meg Storrow	American Institute of Architects - Indiana Chapter
Michael A. Terry	IndyGo
Amy Waggoner	Salesforce
Beth White	Greater Indianapolis Progress Committee
Dr. Eugene White	Martin University
Robert Whitt	Sun King Brewing
Scotty Z. Wilson	Holy Cross Neighborhood
Mark Zwoyer	Indianapolis Department of Public Works
<b>Non-CAC Members</b>	
Tony Alexander	Purpose of Life
Amy Bartner	Indy Star
Susan Orr	Indianapolis Business Journal