



MEETING SUMMARY

The North Split project received 219 comments and/or inquiries on the [System-Level Analysis](#). The official comment period started on May 3, 2018, and lasted through June 7, 2018. Comments were also accepted for a one-week grace period through June 14, 2018. The feedback was received via:

- Emails both with and without attached letters (99)
- Comment cards (83)
- Verbal comments at the open house (33)
- Phone calls (1)
- Facebook (3)

Overall, nearly half requested that INDOT pause its plans for the North Split interchange and fund a comprehensive study that measures impacts to neighborhoods, economic development and walkability. Several comments were adapted from a form letter, and several individuals submitted comments via more than one medium. A general breakdown of the focus of the comments, with sample comments, is included below.

Further Study (101 comments)

- I hope that, since the INDOT's mission is to enhance the economy of the state, and, of course, Indianapolis, that they'll look at the alternatives very seriously since simply doing the usual kind of widening and massification will actually depress Indianapolis' economy.
- It's a project that is going to have significant long-term impacts, and I think, given the scope and breadth of the impact, it's all the more essential that INDOT make sure it has studied a wide range of implications.
- We can really create the future by contemplating and implementing alternative plans that don't separate communities, that don't create more asphalt, that don't create more noise pollution, that are creative, solid plans to make Indianapolis even more attractive for folks to live here and thrive here.
- I just really encourage INDOT to slow it down and engage in a process that is a legitimate evaluation of alternatives.
- I would like to see this project be a partnership between the city and the state, to stabilize the current interstates and allow enough time for there to be a bond development between the city and state for improved finances, and to make this a better community for everyone.
- What the city needs to do is delay this whole process to allow studies of how we can reduce the load on the system to improve the ridership and transit.
- We need a more inclusive study that takes into account the impact to the people living, working, and playing in the area. The amount of pollution, noise, and vibration that would be detrimental to historic buildings as well as humans has not been part of the study process.
- We need a plan that looks beyond traffic flow to a twenty-first century version of a city that keeps and attracts residents as a place in which one wants to live, work, play, and visit.
- Please re-think I-65 and I-70 in the North Split to be a contextually sensitive design and outcome while maintaining a fiscally responsible budget.

Concept 1 – No Build (6 comments)

- I am a strong supporter of concept #1 to just fix and repair what's already established. This idea has a small impact on the surrounding communities and no effect on homes (land acquisition) by interstate widening.

Concept 2 – Traffic System Management (16 comments)

- I understand that, from a transportation standpoint, moving cars downtown does not help downtown. Let's try putting those vehicles that want to go through the county onto the circle, onto 465, and those that want to come into the town, that makes sense, but perhaps some methodology of trucks not being allowed to drive through 65 or 70, and being ticketed. But instead, just put them on the outer loop and let them drive the bigger road and make better time.
- My comment would be addressing concept two where you are incorporating the idea of moving people onto public transit. It really looks like you're talking about existing public transit, but if you had \$2.5 billion to pour into our public transit, I think you could extend it much further out.
- The metropolitan area would be much better served by better public transportation and more integrated support for bicycle riders and pedestrians (including eliminating awkward and dangerous intersections around approach ramps for riders and walkers).

Concept 3 – Upgrade Existing Interstates (29 comments)

- I am against option 3. We should not double down on the mistakes of 50 years ago, and we should allow the healing that has come to our neighborhoods to continue, and not put that in jeopardy, and even add to the healing and connectivity.
- I oppose in the strongest terms INDOT's plan to expand I-65 and I-70 at the North Split in Indianapolis. Doing so would severely damage the quality of life and economic vitality of Indianapolis's downtown, which is the primary economic driver in the State of Indiana.
- Concept 3 is a disaster on so many levels it is hard to know where to begin. First, it doubles down on the highway planning mistakes of 50 years ago. Concept 3 would now wall them off and install a LA-style interstate system on top of it all. More lanes, more traffic, more congestion, more pollution, more noise, more vibration, much more graffiti, not to mention the series of elected officials who will be voted out of office as the public revolts after having to go through so much pain to achieve only a 10% improvement in congestion in the morning and 6% in the evening for up to a \$1.6 billion spend of hard earned taxpayer dollars.
- In terms of physical impact, widening and adding of more lanes, with more traffic, noise, air pollution and potentially 18 ft retaining walls will visually and physically segregate the city, cutting off the Mile Square from the surrounding neighborhoods. To include option #3 with boulevards and capturing back the land for economic development seems to make the most sense for our City.
- Concept 3 is favored because it involves both minimal ROW and cost, yet provides maximum performance.

Concept 4 – Depress Downtown Interstates (10 comments)

- I really like number 4 because it's putting the interstates below grade, and then you can have the connectivity re-established with the roads that once originally went across the area that the interstate is occupying, and then eventually, as money was found, you could also put a lid on top of those, and then have parks, or have green space, or at least make it look really attractive.
- I guess I like the depressed freeway concept. I think that's a happy middle ground, and between what some of the neighborhood groups want and some of the needs that are necessary for downtown, I think the depressed option really puts together better connectivity because even with the boulevard option, the bridge connectivity does not.
- Concept 4 is better than Concept 3, but not by much. Unless it is combined with some capping at some streets where retail commerce can help bridge the commerce and connectivity gap, you will have improved sightlines and traffic flow during the rush-hour but do nothing to improve urban connectivity or address any of the environmental problems that come with interstates, particularly in dense urban areas.
- It seems to me that on the whole concept 4, a depressed interstate, is most preferable. The design is much more open than the current situation, it is visually cleaner, and bridges will be more inviting than tunnels for pedestrians and cyclists that are seeking to cross.
- Option 4 provides for some possibly amazing future enhancements, like possibly reconnecting Mass Ave to the downtown grid.

Concept 5 – Boulevards to Replace Interstates (15 comments)

- I prefer concept number 5 because it's the cheapest, the least people would be displaced, and it would be best for property values downtown.
- I noticed in the study that option 5 would dramatically increase the traffic load. Of course it would. This is assuming people don't find other routes...which they invariably would.

- Go with the boulevard option. The shops along the boulevard will grow the tax base and be better economically than infrastructure jobs that will eventually go away. Also, the boulevard option will make the city more walkable and better for bikes.
- I prefer option 5. It's the cheapest, quickest, least disruptive of the options. The main downside - increased traffic - can be mitigated by the coming improvement to transit in town. This approach would also allow property values downtown to soar a boon to residents and government alike.
- Though highest in cost, Concept 5 (boulevards and tunnels) would be the most productive for Indianapolis. Allowing new buildings on the former right of way would provide valuable tax dollars for city services. The tunneled interstate traffic is out of the way.
- Please consider investment into a multi-lane boulevard system. A lane for pedestrians, bikes, frontage and through traffic.

Concept 6 – Boulevards and Tunnels (5 comments)

- This concept too deserves further attention, even though it appears to be designed to fail. The depressed thoroughways would help alleviate traffic on the surface corridors and allow thru-traffic not to congest traffic destined for downtown. Even with its challenges, it is far better than Concept 3.
- I really like the "maintain and divert" option and the tunnel/boulevard option. I spent considerable time in Seattle, who has a quasi-tunnel system and it was wonderful. Mass transit went quicker, streets were more walkable, and I had no difficulties driving.
- Tunnels could help reduce noise and pollution in strategic sections where the split most affects neighborhoods.

Concept 7 – West St. Interstate Tunnel and Boulevard (6 comments)

- I'm not sure why concept 7 was included. It doesn't seem to solve any of INDOT's stated problems, it costs a lot, and given the state of existing development along its path, it seems highly unlikely that this plan could ever move forward.
- The West Street tunnel option, Concept 7, is problematic for the Eiteljorg and other White River State Park Attractions. A project excavating West Street for one or more seasons would reroute downtown traffic and profoundly impede the ability of visitors, volunteers and employees to access the Eiteljorg by vehicle during construction.

Walls (18 comments)

- Adding lanes and building all these walls to hold up that structure will devastate neighborhoods.
- I'm really against a big wall. I think that would really divide those neighborhoods and stigmatize some of them.
- I don't like the idea of 30-foot walls increasing the right of way to the maximum. It would destroy neighborhood that are still recovering from the interstates tearing through the neighborhoods many years ago.
- If the construction plan continues in its current form, with towering concrete walls replacing grassy slopes, we will be treated to an ugly eyesore of a huge wall reminiscent of something like the Berlin Wall, for decades to come.
- The idea of widening the roadway and erecting huge retaining walls is horrible. I live downtown (Chatham Arch) and frequently have to traverse freeway underpasses either on bike or foot. To make these passages even longer (uglier and foreboding) even if you put decorations and lighting in, is unacceptable.
- My comment is no walls please! Consider the impact of the surrounding downtown neighborhoods such as Windsor Park. It would be segregated and there are many young urbanites moving to these areas and renewing these neighborhoods. These neighborhoods need to be more connected, therefore no walls please!

Immediate Repairs (28 comments)

- I would like to see whatever stabilization is necessary done, and then an actual process of evaluating alternatives to the interstates.

- At the very least, I call on INDOT to Stay In The Lane, and do whatever repairs are needed on this section of highway without expanding it in any way, including not adding lanes and not further developing the right of way. Repairs do not require expansion.
- I support implementing short-term fixes that will buy the city and state the necessary time (3-5 additional years) to complete a full-scale independent study to analyze all possible alternatives.
- I would strongly recommend that the System Level Analysis be put aside for the time being and that the current planning and engineering work for the North Split be halted and put aside, while INDOT immediately move forward with all appropriate measures to 1) stabilize bridges within the North Split that present safety concerns—without expanding those bridges or the lanes upon them—and 2) address safety concerns raised by “weaving” traffic through speed and signage control measures.
- As the design process unfolds over the next several months, I will ask INDOT to keep the interstate within the existing road bed; make necessary bridge repairs to address valid safety concerns; make short-term repairs to allow further exploration of the long-term system-wide concepts; and build a project that does not preclude future construction of those concepts.

Safety (8 comments)

- I also definitely think the 65/70 continuation where cars have to go across many lanes, we've got to figure out a lane to fix that because that is so dangerous.
- Public health and safety must be weighed on a macro level. We definitely want to reduce crashes and injuries on the highway itself, but the highway also has other negative health effects on the surrounding community. There is a large body of research showing increased chances of COPD and heart disease from living in close proximity to a highway.
- Many of my constituents in Lawrence Township rely on the NorthSplit to get to work every day, like thousands of other Indy residents. Delaying work on the crumbling I-65/I-70 highway segment is irresponsible and may risk public safety.

Traffic Modeling (19 comments)

- I would like a map visualization of the studies on commute times to see what residents, where in the city have their commute increased or decreased, different amounts with the different proposals, and to know what percentage of residents, where, are impacted, how many minutes, percentage of their commute.
- I would like to see, as this is considered, more information on where the data came from that is being presented on each option. For example, what is the base case on traffic volume? I would like to know what hours they took that traffic volume, and how many times they measured it, so that when I see ten percent reduction or 40 percent increase, I know 40 percent of what.
- The models that show that only 10% of north split traffic are through trips are suspicious. The data that supports this estimate should be made public.
- I know I have questioned this before, but I think the models are wrong on the number of through trucks, especially during rush hour.
- Figures that say only 10% of traffic is through traffic is misleading. We need to know total amount during day that travels through.

Public Involvement (11 comments)

- I'm concerned by what seems to be a lack of public input through the process to get us to now. I feel like only when it was a done deal was it brought to the people, and now, they are talking as if it's too late, it's an emergency, but, in fact, there is time because this is something that will last for decades and decades.
- Do you want public input or do you want to tell us you have made your decision already?
- We also have grave concerns about the lack of consistent information about this project including the timeline, public input and ability for changes to be made. This lack of public disclosure has made residents very uneasy about INDOT's lack of transparency in this process and whether the state has any interest in hearing resident concerns.
- I will stress that the state must continue to seek public input for a project that must strike an appropriate balance between the needs of downtown residents and suburban commuters.

Other (4)

- I think that the notion that having a toll road is not beneficial or not a real prospect is alarming because of the amount of commuters we have coming into the city, and with that money, if they were to pay a toll, the city could utilize that money to maintain the bridges, maintain the highway, and also contribute to the community, and they should really consider looking at a toll option in the future.
- My personal belief is that the highway should be removed and the grid restored, and that a highway is harmful to cities and completely unnecessary. The most successful cities in Europe, for instance, do not have highways at all.
- If feasible, I recommend constructing a skyway over the existing roadway. Once completed, each level would become one way. This would double the traffic volume capacity and would not require condemning additional property to accommodate the corridor.



COMMENTS AND QUESTIONS

Go with the Boulevard option.
The shops along the boulevard will
grow the tax base and be better
economically than infrastructure jobs
that will eventually go away.

Also, the Boulevard option will
make the city more walkable
and better for bikes



COMMENTS AND QUESTIONS

I really liked the 'maintain + divert' option and the 'tunnel/boulevard' option. I spent considerable time in Seattle, who has a quasi-tunnel system, and it was wonderful. Mass transit went quicker, streets were more walkable, and I had no difficulties driving. I lived in Harstar for 5 years, and watched them expand that Interstate from 4 to 12 (!) lanes, and the traffic immediately returned! Please don't just add lanes - it's not a fix!



COMMENTS AND QUESTIONS

NEED TO HAVE FUTURE TYPE PLAN

LIKE CONCEPTS 3, 4, 5 & 6. HAVE A VISION.



COMMENTS AND QUESTIONS

THE IDEA OF WIDENING THE ROADWAY AND ERECTING HUGE RETAINING WALLS IS HORRIBLE. I LIVE DOWNTOWN (CHATHAM ARCH) AND FREQUENTLY HAVE TO TRAVERSE FREEWAY UNDERPASSES EITHER ON BIKE OR FOOT. TO MAKE THESE PASSAGES EVEN LONGER (UGLIER & FOREBODING), EVEN IF YOU PUT DECORATIONS & LIGHTING IN, IS UNACCEPTABLE. IT WILL FURTHER SEPARATE NEIGHBORHOODS AND COMPROMISE THE LIVABILITY/INTEGRITY OF OUR LOVELY CITY. DON'T DO THIS IF YOU WANT A CITY TO BE PROUD OF



COMMENTS AND QUESTIONS

The design options presented don't adequately consider their impact on community development, and neighborhoods near the interstates. Appears the designers need to start over and take into account the overall impact on the community. The options presented miss positive impacts a major redesign could provide.



COMMENTS AND QUESTIONS

— NO TO OPTION 3 —

Option 3 will take our city back 50 years. Let's improve community & economic development by making our city more connected, more walkable & more desirable for businesses, for recruiting & for downtown life. If we have to do something—do something that will make our city better!



COMMENTS AND QUESTIONS

I feel that INDOT lacked transparency and rushed this project without considering alternatives. I am speaking as a concerned citizen and INDOT employee. This affects our reputation as an agency & creates further divide between INDOT & the public.



COMMENTS AND QUESTIONS

* Please ensure community and economic development is assessed during planning phases.
City + MPO

* Engage appropriate state agencies that work in comm. & ec. dev.
- IHEDA, OCRA, Tourism, IECD

* Even if 'solution' costs more now than that's worth it for a longer term gain.
By Pham et al.



COMMENTS AND QUESTIONS

First do no harm:

Don't widen the interstate
beyond the existing pavement
You have an opportunity to create
a solution of the 21st century
but your ideas double down on
1950's thinking. Don't force
Indianapolis to be stuck with dark
~~concrete~~ canyons and 30' walls.
Open it up - back to the grid
where people have many points
of access & egress. Give a
boulevard system a chance!!



COMMENTS AND QUESTIONS

Investing in the north split w/o a true analysis of all possibilities is crazy! This is a mistake from 50 years ago, and Indy is drastically different now. ~~Q~~ I run daily and I can tell you I will not be running under an interstate that size for fear of my own safety.

Don't do this just because you have the money. This should be our chance to re-do!

Drivers will adjust to a different commute time with 1 of the other alternatives



COMMENTS AND QUESTIONS

What is sound impact on each compact?

of vehicles vs. congestion

- How does our traffic move
compared to the peer cities?

Where do current (original plans) for
the North Split fit in these concepts.

Concept 3 - How long is congestion alleviated?

Concept 5 - Why can't the boulevards carry
more traffic?

Concept 4 - What values are gained with
the higher cost? Do we "get more
for our \$\$?"



COMMENTS AND QUESTIONS

I prefer option 5. It's the cheapest, quickest, least disruptive of the options. The main downside - increased traffic - can be mitigated by the coming improvement to transit in town. This approach would also allow property values downtown to soar a boon to residents and government alike.

Thank you,



COMMENTS AND QUESTIONS

Though highest in cost, Concept 5 (Blud + Tunnels) would be the most productive for Indianapolis. Allowing new buildings on the former Right of Way would provide valuable tax dollars for city services. The tunneled interstate traffic is out of the way. The road grid is rebuilt and allows better non-auto motor options. Downtown neighborhoods would be able to reconnect with each other & quality of life should improve. We tell people to fix what they break. The interstate broke downtown and now is the time to repair downtown. Sadly it is always more expensive to repair something than to not break it in the first place.



COMMENTS AND QUESTIONS

- 1) Option 4 provides for some possibility amazing ~~for~~ future enhancements, like possibly reconnecting Mass ave to the downtown grid.
- 2) On option 4 - From a sound engineer perspective what is the net change to noise levels for properties ~~adjacent~~ adjacent to interstate.
- 3) On option #3 or 4, with the concept of induced congestion, how long would it be before, we are at the same level of congestion that we have today?
- 4) With a "Diversion to tolling", what is the net peak delay reduction with the current ~~the~~ system, assuming you could almost eliminate thru trucks?



COMMENTS AND QUESTIONS

I Am concerned about pollution.
Why would the environmental report
be done in 2020 and not earlier?

How will Crispys Attucks HS
be impacted in the future?

1.
Do no harm to Historic Rawson
Pl. Neighborhood!



COMMENTS AND QUESTIONS

- NO ADDED LANES, INCREASING CAPACITY WILL ONLY TEMPORARILY REDUCE CONGESTION.
- NOISE REDUCTION THROUGH PAVEMENT SELECTION
- CONSIDER REMOVING CERTAIN MOVEMENTS IF DELAWARE RAMP TO E BOUND I-70 OR N BOUND I-65 TO PENN. RAMP IF THAT IS WHAT'S NEEDED TO PREVENT WIDENING.



COMMENTS AND QUESTIONS

Speaking broadly, it is nothing short of essential that any large scale investment in downtown transportation infrastructure fully take into account the effect it will have on economic development, quality of life, and ~~the~~ public health in our city.

We need roads that have ~~more~~ good multimodal connectivity and we need investment that opens the land currently wasted along INDOT's right of way to private development. These are measures that will make Indy Thrive.

To that end, I support concepts 5, 6, and 7 and condemn concept 3.

Thank you.



COMMENTS AND QUESTIONS

CONCEPT ONE (1)

NO BUSES

COMPREHENSIVE STUDY



COMMENTS AND QUESTIONS

① Would suggest studying delay in total, for a car that might save time at the North Split, but be dumped into more congested situation on surface streets.

Also focus on access points, allowing access to /from highway from more surface streets. Raising CSX tracks from Market to 10th would allow the C-ID system to be connected.

Also, congestion isn't the end of the world.



COMMENTS AND QUESTIONS

EMAIL ADDRESS

concept 2



COMMENTS AND QUESTIONS

Concept 1 No Build



COMMENTS AND QUESTIONS

I'm here to encourage INDOT to seriously consider modern & updated options for the 65/70 project. Ultimately, I also want to voice my **DISAPPROVAL** of Option 3 (Upgrade Existing Interstates) specifically.



COMMENTS AND QUESTIONS

I FEEL VERY STRONGLY THAT INDOT NEEDS
TO SLOW THE PROCESS AND CONSIDER QUALITY
OF LIFE ISSUES IN ADDITION TO TRAFFIC FLOW.
DECISIONS MADE TODAY WILL IMPACT DT FOR
A GENERATION. THOSE OF US WHO HAVE INVESTED
IN DT NEIGHBORHOODS AND WORKED HARD TO
RAISE AREAS THAT WILL BE IMPACTED BY
GOING TO ARE STRONGLY AGAINST ADDING LANE,
ADDING LANE, ETC.

OTHER CITIES HAVE HAD GREAT SUCCESS
REMOVING INTERSECTIONS IN FAVOR OF
BOULEVARDS AND TUNNELS A SYSTEM
I WOULD SUPPORT.



COMMENTS AND QUESTIONS

EMAIL ADDRESS

Please do not do option
(3)!

I think (4) or (5) will work
for our city + neighborhoods.

Thank you



COMMENTS AND QUESTIONS

Urban highways unquestionably impact more than traffic and safety — they affect economic development, public health, ~~the~~ quality of life, and, frankly, the appeal of our city. Most importantly, this impact is felt disproportionately by our most vulnerable communities.

An independent panel with representation from the City of Indy, urban neighborhoods and experts from economic development, public health, and quality of life **MUST** be considered before choosing redesigns to account for the true impact of our urban highways. Anything less is both deaf and ~~def~~ self-defeating.



COMMENTS AND QUESTIONS

For tolling as an option, we assume only 10% of traffic (through traffic) would be diverted. If tolls were added at all ramps inside 465, many trips would seek alternatives off of the interstate.



COMMENTS AND QUESTIONS

The construction of interstates in downtown Indy destroyed the connectivity of our neighborhood. We now have the opportunity to take steps to reverse these impacts + drive economic growth. Steps should be taken to stabilize the existing infrastructure + develop a long-range plan to replace the current highway system with something that is transformative like the Big Dig in Boston. Indiana is consistently a giver as it relates to federal gas tax dollars. It is our turn to improve our lived-in environment downtown + rebuild I-65 + I-70 in a way to reconnect the mile square with adjacent neighborhoods. This requires transformative thinking and making Indiana a 'taker' with federal gas tax dollars to fund such a transformative project over years if not a decade or more.



COMMENTS AND QUESTIONS

NO: TO OPTION 3 + OPTION 7

YES TO OPTION 4 + OPTION 5



COMMENTS AND QUESTIONS

□ IT'S CLEAR THROUGH THE DATA SHOWN WE CURRENTLY HAVE VERY LITTLE CONGESTION & NO PROJECTED INCREASES IN TRAFFIC COMING IN THE FUTURE. IF THE DECISION IS MADE TO SPEND \$1/BIL ON ROADWORK WE SHOULD BE SOLVING TEN ISSUES (OR MORE) WITH EVERY TAX DOLLAR (QUALITY OF LIFE, ECONOMIC DEV.) & NOT JUST ONE ISSUE (TRAFFIC).
WE NEED MORE / BROADER STUDY



COMMENTS AND QUESTIONS

Self-driving cars will make drive time less of a problem: drivers will be able to read or use the internet behind the wheel. (Plus more people will work remotely.) The concepts seem to be putting too much emphasis on drive time as a result. You should probably scrap the split altogether.

Thanks



COMMENTS AND QUESTIONS

I'd like to hear more about the human impact of new project - not just impact on traffic delay, costs - The historic neighborhoods suffer from the heavy traffic close to homes - NOISE - POLLUTION - DIVISION
This should be corrected with a forward thinking plan that improve quality of neighborhood life, & health. The Cost would pay itself off in the end.



COMMENTS AND QUESTIONS

Please consider investment into a multi lane boulevard system. A lane for ped., bikes, frontage, and through traffic. As a cyclist, I do not feel safe riding my bike in Indy. IF we had a system like this I would quit my car entirely and bike the city. As well, sound and air pollution could be greatly ~~decreased~~ ~~decreased~~ if we took the time to find opportunities for Green SPACE! As a city w/ very little "outdoor" opportunities (unlike Denver, Seattle, etc...) this could be an awesome opportunity to make our NATURE a destination.

I LOVE INDY! I am a transplant from MKE and couldn't imagine going back. Please Keep Indy Beautiful, safe and healthy.

thank you



COMMENTS AND QUESTIONS

I am concerned about ~~the~~ ^{independent} INDOT's unwillingness to do an ^{independent} comprehensive study of the project & surrounding areas, failing to take into account other factors beyond moving cars & traffic times. The freeway does not exist in a bubble, and interplays with the city of Indianapolis at large. Economic, social, and physical health factors must also be considered, among others. I request a comprehensive study to be done before moving forward on the project, and as such, believe concept #1 be the option until the study is completed. #3 should absolutely NOT be considered. As of now, #~~5~~ & #6 are my preferred alternatives. A better future is possible.



COMMENTS AND QUESTIONS

I am very concerned about planned expansion. I live in one of the communities that will be directly impacted by the work. A solution to the current problem should ensure less traffic and less pollution not more. Air quality is a huge concern. Our children live & play very close to this already huge interstate & we should come up with an innovative solution that does not prioritize cars above everything else. PLEASE LISTEN TO RESIDENTS & LOCAL COMMUNITIES!



COMMENTS AND QUESTIONS

Support continued discussion between

1. State of IN

2. City of Indianapolis

3. Local neighborhoods in Indianapolis

to consider also quality of life issues
for the whole city.



COMMENTS AND QUESTIONS

You should maintain
the existing ~~to~~ North
Split roadway while
enhancing the on and
off ramps at Delaware
and 11th Street and
W 7th and Pennsylvania
to correct the necessity
to cross multiple lanes
of traffic in such a
short distance. Absolutely
do not add lanes of
road through Historic
Downtown and ruin
our beautiful city!!



COMMENTS AND QUESTIONS

The current highway was designed when you worked downtown & lived in the suburbs. We need to bring our neighborhood back together. We live downtown! The depressed highway seems to create much green space & connectivity while moving traffic. Our city needs to be for people & living! Sell the 10 acres of real estate, to pay for at least some of it. Excited to live & sell a first rate city ready for the next 50 years!



COMMENTS AND QUESTIONS

Thank you for considering alternatives to expanding 65-70. The interstate has been a blight on neighborhoods for years, and I'm hopeful an innovative, progressive solution that re-connects neighborhood and benefits the people of Indianapolis can be implemented. Access to multi-modal transportation and ~~reducing~~ improving public health are important. I also want a solution that lowers speeds and decreases ^{the # of} deaths of people using all transportation modes. Vision Zero is a value that should be a



COMMENTS AND QUESTIONS

NO NEW LANES

STABILIZE BRIDGES FOR SAFETY

THINK AHEAD, NOT BEHIND



COMMENTS AND QUESTIONS

Questions:

Have traffic lengths of commutes been considered in the time of construction consideration?

If so, is there a plan to compensate workers impacted like professional taxi drivers?

Have alternative construction materials (i.e. solar) been considered?



COMMENTS AND QUESTIONS

Request for data + visualizations

I would like the commute-time data to be parsed out for impacts ~~on~~ on residents down to a census tract/block or similar smaller measurement. If there is an estimated 40% increase in commute overall — ~~that~~ ^{there} is difference between 2% of people having an 80% increase and the rest having a 2% increase — and everyone equally having a 40% increase (I know my example numbers don't shake out statistically, but I hope you understand what I mean. I think this could be visually represented on a map.



COMMENTS AND QUESTIONS

SAFETY IS VERY IMPORTANT, BUT ASIDE FROM REPAIRING OLD INFRASTRUCTURE, OPTION 3 ACCOMPLISHES VIRTUALLY NOTHING. A MARGINAL IMPROVEMENT IN TRAFFIC FLOW IN THE SHORT TERM IS NOT WORTH THE COST AND COMMUNITY DAMAGE THIS OPTION WILL INFLICT. IF THE MODE OF THOUGHT THAT BROUGHT OPTION 3 TO THE TABLE PERSISTS, WE WILL HAVE A NEVER ENDING CYCLE OF HIGHWAY EXPANSION AND COMMUNITY DESTRUCTION. WE NEED A D.O.T. THAT ACTUALLY WORKS ON TRANSIT! AUTO DEPENDENCE WILL RUIN OUR CITY.



COMMENTS AND QUESTIONS

my comment is
NO WALLS PLEASE!
consider the impact of
the surrounding downtown
neighborhoods such as
Windsor Park. It would
be segregating and there
are ~~to~~ many young urbanites
(people) moving to these
areas and renewing these
neighborhoods. These
neighborhoods need to be
more connected therefore
no walls please.



COMMENTS AND QUESTIONS

I use the I-70 corridor + North Split nearly everyday. My comments:

1.) Take this opportunity to remove the divide in our city
(Rethink 65/70!)

2.) Don't make changes that would obstruct the ability of a train to pass under the North Split (or 465-69 interchange).



COMMENTS AND QUESTIONS

Can you get better counts on the number of thru trucks? Having driven from S. West street to ~~the~~ N meridian every ~~day~~ workday for 12 years, and then sitting in the Opera House ^(5/20) protestation at the Bitwell Event center, ^(with a view of I-70) I believe the ~~est~~ count of thru trucks is much higher than your models indicate. I think a thru tolling option would have a larger impact on increasing capacity than your current models indicate.



COMMENTS AND QUESTIONS

STABILIZE for Now

Remove the Freeway
Restore the Grid

Highways will be
obsolete as oil runs
out and Climate change
Forces us to use transix
bikes + walking which
are better for Cities
and the planet.



COMMENTS AND QUESTIONS

Keep the greenspace

No Wall! It would
make some neighborhoods
feel cut off. like
Windsor Park!

Please consider the
neighborhoods.



COMMENTS AND QUESTIONS

These proposals all assume no change in the status quo in the next decades, in terms of transit use, commute times, delivery logistics, etc. Workers will not always work in cubes between 9am and 5pm. With the disappearance of the middle class fewer people will own individual cars. More will be dependent upon public transit, car sharing, biking, etc.

Also, people living in the neighborhoods affected by the highways will rise up and rebel. Our homes are more than just an obstruction to the free flow of traffic from Carmel and Greenwood.



COMMENTS AND QUESTIONS

No mention of property values or
economic development of the plans.

No environmental impact stated from
the different plans



COMMENTS AND QUESTIONS

1. Any consideration for HOV lanes?
2. Any consideration for a rail line to high commuter areas?
3. Traffic delay's mainly affect commuters what about the cumulative inconvenience and delay to locals within downtown?
4. Why did the presented cost not show revenue or other revenue item reductions?



COMMENTS AND QUESTIONS

It is widely acknowledged that the US interstate system was used to divide and destroy largely Black + immigrant neighborhoods. Ransom Place has barely survived the waves of gentrification + highway construction that now hem in what is left of this historic Black neighborhood. The plans to have a ramp down West St, that would enter at car right in front of Crispus Attacker HS, are unconscionable. While other cities are slowly removing their interstates, Indianapolis is stuck in the 1970s. It's a shame.



COMMENTS AND QUESTIONS

Elevated interstate highways in an urban environment are a blight.

They ~~bring~~^{introduce} noise and air pollution and degrade quality of life, as well as depress adjacent development.

Please take a step back from "fixing" the elevated highway and instead replace it with an at-grade or below-grade solution.



COMMENTS AND QUESTIONS

I would like INDOT to stabilize the bridges in the North Split without expanding lanes and ramps that would impede real discussion of alternatives for the north and east legs.



COMMENTS AND QUESTIONS

Expansion needs to be off the table. Toll expressway usage inside 465 so people recognize that expressway access to downtown from the suburbs is not a right, but something that has real costs.



COMMENTS AND QUESTIONS

As a city on the rise, as Indianapolis is, more than just "people movers" need to be considered. Economic development and quality of life are critical components if Indy ^{is to} ~~will~~ continue to grow - or face being stuck with a mammoth interstate system.

I support repairing the existing bridges (Concept 1) and taking the time for a deliberative ^{impartial} study looking at options that will serve the city as it deserves.



COMMENTS AND QUESTIONS

Please do not enlarge the barriers presented by the elevated system in place.

Depress thru traffic interchange and provide boulevards that will connect neighborhoods.

Do things that enhance connectivity and street life and support public transportation

Concept 3 is bad

Concept 4, 5, 6, 7 are superior.



COMMENTS AND QUESTIONS

Concerned how this will effect Monon trail
and O'Bannon park.

Concepts ~~#~~ 6, 5, & 4 are my preferred
in that order. No to ^{concept B} ~~#~~ 7, & 3,

Thank you for showing all the poss, b/c
options at this time.



COMMENTS AND QUESTIONS

We now address a huge mistake made 40 years ago that disabled downtown for decades. We have potential to make a landmark decision to restore urban vitality to the expanding "downtown"

Simply put, the 65/70 combined connector from spaghetti bowl to south split should be eliminated. No additional west side through way should be allowed to dismember the west side.

There is no need for through freight traffic downtown, which may be serviced adequately by N & S loops.



COMMENTS AND QUESTIONS

- 1) Need to make argument for enhancing existing Interstate /opt #3) clearer: 1) Safety improvements (e.g. crash/fatality)? ; 2) ~~ref~~ changes in delay specifically on interstates (6-10% reduction system-wide sounds very small!!)
- 2) ~~Put~~ ^{Put} ~~Put~~ aesthetic improvements at forefront of discussion & allocate budget (e.g. 10%) specifically for this. Can we make ~~the~~ the highways as ~~to~~ people-friendly as possible?!? Underground parks, ~~the~~ art, lights, unique forward-thinking infrastructure, etc.

I think a modern highway that ~~also~~ supports an energizing urban core + neighborhood can be achieved simultaneously.



COMMENTS AND QUESTIONS

I would like to see
our city neighborhoods
united and not cut off
by walls and highways.

Indianapolis is a great
city! It would be so
beautiful without highways
going through.



COMMENTS AND QUESTIONS

EMAIL ADDRESS

need to have traffic data showing
average interstate usage vs in/out
From I65



COMMENTS AND QUESTIONS

An exciting boulevard and a walkable downtown
would move Indy onward toward a world-class
city designation. If money must be spent,
we should commit to improving the city, not
just continuing on as an average, cross
midwestern town.



COMMENTS AND QUESTIONS

EMAIL ADDRESS

Tunnels could help
reduce noise and pollution
in strategic sections
where the split most
affects neighborhoods



COMMENTS AND QUESTIONS

Take time necessary to
correct existing system
that brings noise and
bad air quality through
historic neighborhoods



COMMENTS AND QUESTIONS

Please pause this project - do not take major steps to move forward. Rather, fix problems, and wait to think through these issues ~~to~~ for ways that could connect, rather than separate, neighborhoods.

(INDOT)

The alternatives [↑]you have made do not take into account better ideas. The information you have compiled is faulty!



COMMENTS AND QUESTIONS

The impact of this project needs to be looked from the perspective of quality of life for the residents closest to it.

The economic impact also: the Interstate divided the Fountain Sq. & Fletcher place neighborhoods and it has taken 50 years to recover.



COMMENTS AND QUESTIONS

comment: START ALL OVER
AGAIN, DO A PROPER
PUBLIC PROCESS.
YOU'D SHOW FRANKLIN
MORE RESPECT.



COMMENTS AND QUESTIONS

Figures that say only 10% of traffic is thru traffic is misleading

We need to know total amount during day the travels thru.

Studies do not account for induced demand or disappearing traffic when calculating delay times



COMMENTS AND QUESTIONS

Why ~~it~~ is true no synapse
Diverting interstate traffic to
use 465 in the downtown area

Can the political elected officials
work with a coalition to have
concerns about the solutions for
65/70 split -

There are cities like Columbus, Ohio
that divert traffic away from
the downtown which seems like
a reasonable consideration for people



COMMENTS AND QUESTIONS

Have Surge on North +
South Side @ Interchange
465 to Drive
Traffic to South + West
465 instead of Downtown
Surge on 65 Current
Says Chicago 65 had h.



COMMENTS AND QUESTIONS

Cumulative impact should be a key consideration of the EA. There is the potential for positive neighborhood/community impacts to historic east side areas through increased connectivity, including for pedestrians and cyclists. Traffic congestion is also a problem on surface streets already.



COMMENTS AND QUESTIONS

1) Environmental impact of all concrete ~~is~~ on drainage. Impaction New Big Dig Tunnel ~~is~~ also pollution & climate change.

2) \$\$\$ broken down into Fed/State/Local in future.



COMMENTS AND QUESTIONS

I am very concerned w/ the way this project is being planned. For a department so concerned with the public safety implications of starting construction, the fact that feasibility studies + community outreach didn't begin years ago suggests a lack of foresight that bodes poorly for the continued development of livable, safe, and urban communities like mine. I love the old north side, and am willing to see through years of massive construction in the middle of it, but if the end result isn't good for the neighborhood + isn't good for the people it will be just as destructive as the first time the highways were built.



COMMENTS AND QUESTIONS

Why not route pass-through traffic ~~regardless of~~ when it shows decrease of up to 9% on your analysis?

Did you run simulations with lowering speed limits in the loop?

If most traffic isn't pass-through and not coming to or leaving from downtown, what analysis has been done to reduce the pseudo-pass through?



COMMENTS AND QUESTIONS

THIS SEEMS LIKE THE LEAST THOUGHT OUT, MOST POORLY-
PLANNED PROJECT. THE REPORT AND PRESENTATION
RAISE MORE QUESTIONS THAN THEY ANSWERED. IT'S
UNFATHOMABLE THAT THOSE IN-DEPTH STUDIES THAT ARE
TRULY NEEDED TO FULLY UNDERSTAND THE SITUATION WERE NOT DONE
YEARS AGO. TO RUSH INTO A DECISION NOW WITHOUT TAKING THE
TIME TO UNDERSTAND, ENGAGE THE PUBLIC, AND BE FULLY TRANSPARENT
WOULD BE FOOLISH. I WOULD LIKE TO SEE THE ^{& INTERACTION} LEAST AMOUNT OF INVESTMENT
NEEDED TO MAINTAIN WHAT WE HAVE (OR EVEN IMPROVE THE SPLIT), EVEN IF IT'S
TEMPORARY. THAT'S A MUCH SMALLER RISK THAN DIVING INTO SOMETHING
THAT WILL AFFECT US FOR DECADES. WE'RE TALKING ABOUT BILLIONS OF
DOLLARS ~~FOR~~ TO MITIGATE A CONGESTION ISSUE THAT DOES NOT EXIST. BILLIONS
OF DOLLARS TO SAVE A COUPLE MINUTES OFF A COMMUTE. BILLIONS SPENT
ON AN ANTIQUATED TRANSPORTATION SYSTEM. SLOW DOWN. RECONSIDER
BUILD FOR THE FUTURE OF TRANSPORTATION. THE FUTURE
OF INDY.



COMMENTS AND QUESTIONS

If this ever gets read & considered,
Can you just take a minute to step
back & really think about why we
are doing this w/o the feasibility study?
Because if ~~INDOT~~ INDOT was only thinking
of cost & safety, an ^{independent} study would
help the argument & appealing to communities
impacted. ~~But~~ yet, if ~~the study~~
INDOT believes the communities have a solid
case for economic loss & damage to
neighborhoods, ~~then~~ ^{then} not getting a feasibility
study is a true obstruction.

Think Smarter! Think beyond highways!
~~Transporting~~ Transporting people and things is more than
-that!



COMMENTS AND QUESTIONS

Over fifty years ago, the North Split cut across numerous historic urban neighborhoods and almost destroyed all of them. It has taken 50 years for those neighborhoods to recover and today they are vibrant.

INDOT SEEMS TO BE FAVORING ANOTHER divisive alternative which its studies demonstrate will have an immaterial impact on traffic flow. Indeed, the HTNB consultant used the word "immaterial" in describing a disfavored option. If these are the only choices, the best option is simply to fix what's there.



COMMENTS AND QUESTIONS

If Google maps had a sustainable directions option it would take 10% off the 65/70 traffic. Coming down to Bittwell it tried to get me on 65 at 2 different points.

The commuters need to have options other than interstates & they aren't more important than making downtown Indy inviting & pleasant living destination, moving traffic efficiently is NOT the most important issue.

Questions

Are there examples of State DOTs giving ongoing (annual) funding assistance for transit/multimodal improvements + ^{transit} operating costs to help significantly strengthen local transit / multimodal services? Could that be done here - related to this project?

Are flyover lanes being considered to help w/ ^(eliminate) weave movements?

For Concept 3, could the "18 lane" plan be reduced to about 13-14 lane equivalents by reducing median width and lessen # of ramp off/on lanes?

(to reduce width of expansion - especially into adjacent, very close residential neighborhoods - ie. 12th Street into Old North Side)




PLACE
STAMP
HERE

NORTH SPLIT PROJECT

PO Box 44141

Indianapolis, IN 46244

More than 160,000 people live in Center township, don't ruin where we live for the 160,000 that choose to commute. There's got to be a better way.



NORTH SPLIT
UPGRADES
DRIVING PROGRESS



COMMENTS AND QUESTIONS

Please consider the metropolitan, social, & historic preservation aspects of a re-design. This is not just about traffic. Economically, a re-design that only considers traffic will negatively impact neighborhoods and businesses and quality of life downtown.

Please develop a community based plan that addresses connectivity of the region & urban mobility for the next 100 yrs. Work w/ metropolitan Board, businesses, communities. Let's be progressive in our approach →

to traffic bottlenecks.

The use of boulevards, tunnels
is far more attractive, less pollution,
more accessible than a system
of ramps that bottlenecks streets.
I know I drive it every day

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NORTH SPLIT
UPGRADES
DRIVING PROGRESS



COMMENTS AND QUESTIONS

Friends visiting from Milwaukee ~~Co~~ were in awe of downtown Indy, and how everything connected and flowed. They are returning with friends etc.

Please don't mess up our historic downtown neighborhoods with added lanes or walls. As a Woodruff Place resident I was thrilled when the city reopened Market Street to a direct route to the east side. This is

our future for the city
Thank you

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NORTH SPLIT
UPGRADES
DRIVING PROGRESS

northsplit.com



COMMENTS AND QUESTIONS

W/ a project this big & long reaching, why wouldn't the state want to have a comprehensive study on a solution that both assists commuters and factors in Quality of life & property owners downtown who have invested in the area around the Interstate 46 or downtown Indy? (optim3)
Expanding the interstate to add lanes & needing to cut down trees/remove beams so a large wall can be added sounds awful

PLACE
STAMP
HERE

and a little scary if I'm wanting
to walk or ride my bike downtown.

Also, feels like a lot of \$ is being
invested to only ~~save~~ ^{eliminate} 10% of
congestion.

NORTH SPLIT PROJECT

PO Box 44141

Indianapolis, IN 46244

Please assemble
a comprehensive Planning group
to study this issue. Otherwise,
this is a rotten legacy the gov
sets ~~stuck~~ leaving for generations
to come. Thanks for listening



NORTH SPLIT
UPGRADES
DRIVING PROGRESS



COMMENTS AND QUESTIONS

further study should be done on ~~impacts of~~ the alternatives to analyze how they impact factors other than traffic delay, including health, economic development, quality of life, etc. INDOT should not move forward with the project before this is done. INDOT should also contribute financially to this study - it should not be up to other organizations to do this work. While I like the idea of replacing the interstates

→

with boulevards, three lanes of one-way traffic is uncomfortable to cross as a pedestrian or bicyclist. Other options, such as reconnecting the original street grid, should be considered.

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**NORTH SPLIT
UPGRADES
DRIVING PROGRESS**



KENTUCKIANA
— COURT REPORTERS —

INDOT NORTH SPLIT PROJECT PUBLIC MEETING

DATE:

May 23, 2018



✉ schedule@kentuckianareporters.com

☎ 877.808.5856 | 502.589.2273

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3 INDOT NORTH SPLIT PROJECT
4 PUBLIC MEETING
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24 DATE: MAY 23, 2018
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1 PUBLIC COMMENTERS:

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2 Dealing with the 65-70 split, the
3 north end of the split, my main concern is the safety of
4 all, dealing with the construction process of this also,
5 that the lines need to be removed and put down properly.
6 Because when the south -- when 65 and 465 interchange
7 was done, it left motorists kind of floating all over
8 the highway. So a very distinct line markings need to
9 happen. Plus, also need a commitment from Indiana State
10 Police, IMPD, and Marion County Sheriffs, for those to
11 keep everybody safe, to cut down on the speeding through
12 this work zone while it happens. Also, I want to make
13 sure that the City of Indianapolis stays in compliance
14 with the federal green space that we're supposed to have
15 as a city our size, and not eliminate hardly any of
16 them. Another option that I have not seen on any of
17 these concept boards here today is possibly building up
18 instead of just building out. Building up takes up less
19 space, and it's easier to maintenance and maintain than
20 it is to build on the ground. That's -- that's the
21 short version, but it will work.
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2 Yeah. So I -- I am opposed to
3 -- if this is what INDOT's doing, I'm opposed to
4 expanding lanes and adding walls, representing all the
5 neighborhoods. Adding lanes and -- and building all
6 these walls to hold up that structure will devastate
7 neighborhoods. It's taken 50 years for these
8 neighborhoods to come back from when we built it the
9 first time in the '60s and '70s, so I'm afraid of what
10 may happen. A more constructive point here is: What
11 I'm wanting to see is a comprehensive community-wide
12 study that looks at what would be best in the building
13 our interstate. So -- because whatever is going to
14 happen in reconstruction, they're going to be taking the
15 interstate down to the ground completely, and it will be
16 closed for three to five years, and so we think we have
17 an opportunity here to do something grand for
18 Indianapolis. And, by the way, that study that I
19 mentioned needs to look at, you know, economic
20 development, you know, the environmental impact. So the
21 quality of life, you know, people on bikes, people
22 walking. And all those things come into play along with
23 our mass transit coming online. All those things come
24 into play where we need to look at what is best
25 solution. So we're just looking for a better vision

1 than adding lanes, which is basically enlarging --
2 building onto the stakes that we did in the '60s and
3 '70s. Let's -- let's look at design build of the next
4 -- of this century.

Hi. So I'm very concerned about the idea of expanding the current interstate because I think that just simply allowing for more and more traffic is not the correct way to go. I think the -- whatever solution we come to, it should be an innovative solution that prioritizes the communities and the residents and the people who live and work downtown, and the new east side first, and not just because. I really think that there should be more authority given to pedestrians, and to bicycles, and to transit options, for example, because I think if you just continue to go down the road of expanding more and more just because, then you end up with ridiculous situations that we have in some other countries where there's, you know, ten lanes of traffic. You have to stop somewhere, and this is a perfect opportunity that doesn't come up very often. It's a perfect opportunity to actually take a fresh look at this and do something while we still can, instead of just going by the usual route of just expansion. So I really hope that this opportunity is taken to do something positive instead of just creating a situation of more pollution and more traffic. The pollution aspect particularly worries me because we don't have great air quality here, and we really need to

1 make that a priority. So that's my comments on this.
2 Thank you.
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3 I'm here to make a comment that I
4 don't want to see the walls built downtown on the
5 interstate, and I'd like some solution that had less
6 traffic, pollution, and noise.
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3 I think it's important to look to
4 the future instead of to look to the past. I, from
5 where I live, see the interstate, and it seems like
6 there's a tremendous amount of traffic that goes through
7 the city instead of around the city that can easily be
8 going to the center of the city as a stop. Why don't we
9 just go through it? Whether it's south or north or east
10 or west. And I really like the proposals 3, 4, and 5. I
11 don't want to see this proposal 7 with East Street --
12 with West Street. And I think, really, it's nice that
13 they just slow this down and do it the right way instead
14 of just doing it. That's all.
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3 I have lived in downtown
4 Indianapolis since I -- almost since I moved to
5 Indianapolis, and I've been thrilled with its beautiful
6 changes, like good restaurants, and wonderful
7 entertainment, and people in neighborhoods that are like
8 diverse little towns. I enjoy living like that. I've
9 lived in Chicago and liked it, but Indianapolis,
10 fortunately, was still affordable, and I would hate to
11 see that ruined. I lived in the old north side for a
12 number of years, and then I moved to Lockerbie. The
13 neighborhoods are wonderful. The people are wonderful.
14 I hope nobody messes it up.
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3 So first off, I want to thank
4 INDOT for taking time and slowing down and considering
5 lots of different options. Of those options, I prefer
6 concept number 5 because it's the cheapest, the less --
7 the least people would be displaced, and it would be
8 best for property values downtown. As a second option,
9 I prefer concept 6. My concerns are that it costs too
10 much money, and it takes too much time, and I also think
11 that may benefit, in terms of less traffic, could be
12 mitigated by concept 5 nudging people towards public
13 transit, which is improving here in the city. So thank
14 you.
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3 So I have two different comments.

4 The first is that I would like a map visualization of
5 the studies on commute times to see what residents,
6 where in the city have their commute increased or
7 decreased, different amounts with the different
8 proposals, and to know what percentage of residents,
9 where, are impacted, how many minutes, percentage of
10 their commute. So that's my first piece, and my second
11 piece is that this is just such a special opportunity
12 for us to have invested in our city to make our city a
13 special place rather than just a mediocre mid-sized
14 Midwestern city. We have an opportunity with people
15 moving back to the city for a few decades now and
16 reinvesting, but our neighborhoods need to be walkable
17 if we want to attract the corporations that we really
18 want to attract, if we want to retain the corporations
19 that we already have, and to improve quality for the
20 people that already live downtown, or would be open to
21 moving downtown as we grow. But I don't think that we
22 should squander this opportunity because it's really
23 special. Thank you.
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3 I
4 own two business within sight of this highway expansion,
5 at least two or three properties within sight of this
6 expansion. I'm not sure why this is so critical to
7 expand the highway. My understanding is that the
8 highway would be shut down for two to four years, in
9 which case, we can do without it for two to four years,
10 maybe we can just do without it. If it's for the
11 convenience of interstate travelers, they're not paying
12 my property taxes. So I object to the expansion. I
13 wouldn't mind them stabilizing it. It does need work.
14 But I'm strongly against it. For best of my knowledge,
15 there will be a 30-foot wall immediately adjacent to one
16 of my restaurants. If they don't believe that that has
17 a fiscal impact on me, I'm not sure where they live or
18 how they live, but yeah, I don't understand why there's
19 not an environmental impact study being done at the
20 federal level, or at least a fiscal impact study at the
21 state level. It seems they've short-cuttred the process.
22 Those are my comments.
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3 Thanks for the information on
4 the highway and logistics focus. I -- my question is:
5 Who is looking at the broader impacts of the different
6 options on the city overall? Quality of life, what
7 would stimulate more businesses, or other aspects of
8 daily life in the city. I don't have a clue. I don't
9 know who would be studying those things. So as options
10 are studied, who is the ultimate decision maker on which
11 option is chosen?
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3 I think that they should
4 stabilize what they have now in order to study -- do a
5 study that looks also at the economic and social impacts
6 of the highway. My personal belief is that the highway
7 should be removed and the grid restored, and that a
8 highway is harmful to cities and completely unnecessary.
9 The most successful cities in Europe, for instance, do
10 not have highways at all. Is that good? Did I make my
11 point clear? I think I did.
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3 It seems to me that what the
4 statistics that they're showing about the traffic coming
5 into the downtown, we're going through all of this to
6 accommodate people from outside of Marion County, who
7 don't pay taxes in Marion County, who simply come here
8 to work. They drive in on the interstate, and then
9 drive out. Because they're figures show that if there's
10 140,000 trips per day through the downtown interstate
11 that are not ones that can be relocated to 465, and the
12 entire population of Marion County is only around
13 800,000, that means we would all be on the road all the
14 time using these interstates, and that makes no sense.
15 And so instead, we're accommodating all of these
16 commuters from outside of our neighborhoods, and
17 sacrificing our neighborhoods so that they can live in
18 their nice gated communities in Carmel or wherever, and
19 I don't think that's fair. I don't think that's right.
20 I think that if they aren't going to pay tolls or pay
21 taxes to fund better streets, that they need to stay
22 home, or find a job closer to home, or move closer to
23 work, or move into Marion County where they pay taxes.
24 That's me venting.
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3 Okay. So I have had quite a bit
4 of experience with INDOT, going back a few -- oh, circa
5 2006, when I returned to the state from elsewhere, but
6 the issue that I have with this project is that it
7 started -- it seems to have started very top-down, which
8 is the usual process at INDOT, and may work well with
9 the usual projects, particularly in rural areas where
10 there's not a lot of people involved, and also, there's
11 not a lot of things like NEPA involved, but what they
12 should have done in this process, very, very early on,
13 was to bring as much of the public in as possible as
14 early as possible. However, they did not do that
15 because that's not in the nature of INDOT, so here we
16 are. And although there are comments being made that
17 the presentation made the impression that it's opened up
18 considerably, and they're pretty much open to all
19 alternatives, I hear comments such as the INDOT
20 commissioners saying something about, "Well, we thought,
21 rather than just shoving this projects -- project down
22 everyone's throat, why don't we open it up?" As if
23 we're being done a favor by not having INDOT's
24 preference shoved down our throats, which is a really
25 odd view to take because, you know, the opposite should

1 be true as a matter of course, by which, I mean early
2 public involvement and public's preferences over most,
3 rather than INDOT's. Even today, there was a comment
4 during the presentation about -- something about we
5 didn't have to do this system level study, but, you
6 know, that sort of thing, so, you know, I appreciate the
7 efforts that they say they're making, but still, I'm a
8 little concerned, particularly given my own history with
9 background with -- excuse me, with INDOT. Things like
10 I-69, local projects, whatever, makes me skeptical and
11 concerned. Finally, really, I was going to say that --
12 oh, as I just expressed to Mr. Dietrich (phonetic),
13 unfortunately, the legislature has boxed us into this
14 situation by, out of pure ideology, outlawing rapid mass
15 transit via rail in Marion County, whenever that was,
16 two sessions ago or something. So the process isn't
17 working as it should have worked, just because of a
18 political atmosphere. But I hope that, since the
19 INDOT's mission is to enhance the economy of the state,
20 and, of course, Indianapolis, that they'll look at the
21 alternatives very seriously since simply doing the usual
22 kind of widening and massification will actually depress
23 Indianapolis' economy. End of story.

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3 I am concerned about the
4 decision to widen the interstate. I think it's
5 something that reflects maybe something that would have
6 been done back in the '70s or '60s. Something where
7 cars are king, and cities aren't built for people. I
8 think we live in a different era now where we need to
9 consider people first, and the tens of thousands of
10 residents in downtown neighborhoods that will be further
11 divided from the downtown area by an expansion of the
12 interstate. Let's see if I have anything else. I --
13 I'm concerned by what seems to be a lack of public input
14 through the process to get us to now. I feel like only
15 when it was a done deal was it brought to the people,
16 and now, they are talking as if it's too late, it's an
17 emergency, but, in fact, there is time because this is
18 something that will last for decades and decades. So I
19 think short-term changes should be made to make it safer
20 and more secure, but then an actual analysis needs to
21 take into account the people that live downtown, and let
22 our voices be heard. That's it.
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3 I would really like to see a
4 delay, and repair what we have. I think we need a more
5 comprehensive study. Yeah. I mean, I think we need to
6 involve more the public and the economic considerations.
7 Okay.
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My
comment is to please consider the surrounding
neighborhoods that -- that are right outside of that
split, such as Windsor Park, to keep that growing, and
that's a neighborhood that is getting renewed right now,
and a lot of young people are moving in, and we want to
beautify our downtown and surrounding areas, so keep --
keep -- keep the green space. No wall, please. I'm
really against a big wall. Do not like that at all. I
think that would really divide those neighborhoods and
stigmatize some of them. Thank you very much.

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3 I have two big issues, comments,
4 when it comes to the plans. I'm a cyclist. I ride my
5 bike a lot, and I do not feel safe riding my bike in
6 Indianapolis. I would completely quit my car if we made
7 a greater commitment to bike lanes, and from what I've
8 seen with the Boulevard and the multi-tier lanes, like
9 pedestrian bike frontage and then through traffic, that
10 makes me excited about the fact that I could actual ride
11 my bike as an option for commuting in this city. The
12 other big thing is green space. Indianapolis is kind of
13 one of those places that's not really known for its
14 nature or outdoorsy activities, kind of live Denver,
15 which is where I see a lot of my peers move. I'm 24.
16 And I think that if we made the commitment to maximize
17 our green space and make nature a greater priority, we
18 could maintain a lot of younger people in this city that
19 are otherwise moving to Denver, San Francisco, all those
20 kind of places. So also an effort of the brain drain,
21 we can do a lot to maintain talent in Indy through our
22 infrastructure. Thanks.
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3 So I am a national urban fellow
4 that is doing a nine-month -- or has been doing a nine
5 month mentorship here in the City of Indianapolis, and I
6 believe that the north split and the upgrades that are
7 coming from it really need to involve the community, and
8 they really need to look at how it's going to affect the
9 community. Specifically, like, where the off-ramps are
10 going to be placed, and how that's going to impact
11 walkability, and pedestrian, you know, accidents and
12 things like that, and we really just need to really take
13 a look at the communities that these type of upgrades
14 will affect. I really think that INDOT needs to focus
15 on the people and not concrete and whatever other
16 personal agendas are happening, and they really need to
17 look at the community, and what the community wants, and
18 what's going to be best for the community. Especially
19 for people, like myself, that are coming in and looking
20 as -- at Indianapolis as a place to live. We look at,
21 you know, walkability. We look at, you know, where the
22 opportunities are downtown to walk or, you know, in our
23 neighborhoods to walk, or safely walk. You look at all
24 those things when we're trying to consider places to
25 live. And if you want to attract people to Indianapolis

1 and to the city, we need to look at how we can make the
2 downtown area more attractive. Secondly -- sorry.
3 Secondly, I think that the notion that having a toll
4 road is -- is not beneficial or not a real prospect is
5 alarming because of the amount of commuters we have
6 coming into the city, and with that money, if they were
7 to pay a toll, the city could utilize that money to
8 maintain the bridges, maintain the highway, and also
9 contribute to the community, and they should really
10 consider looking at a toll option in the future.

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3 I appreciate this opportunity to
4 offer public comment on the north split project. It's a
5 project that is going to have significant long-term
6 impacts, and I think, given the scope and breadth of the
7 impact, it's all the more essential that INDOT make sure
8 it has studied a wide range of implications. My
9 greatest concern is that INDOT is not factoring into its
10 evaluation the devastating impact an elevated highway
11 has on the surrounding community. Once you put a
12 highway up in the air, even if you're building walls
13 around it, first of all, those walls are, themselves, a
14 blight, and without them, you get even more noise and
15 air pollution introduced to the neighborhood, and you
16 depress the values of the adjacent properties, make them
17 much harder to develop in a way that fosters connections
18 and community. I should say, rather, community
19 connectivity. So I realize some of these metrics are
20 harder to quantify than just traffic counts, but the
21 impact on the quality of life in an urban environment is
22 huge, and I would -- would -- I wish that INDOT used
23 impact on quality of life as the starting point and not
24 an afterthought. Thank you.
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3 I would like to see, as this
4 is considered, more information on where the data came
5 from that is being presented on each option. For
6 example, what is the base case on traffic volume? I
7 would like to know what hours they took that traffic
8 volume, and how many times they measured it, so that
9 when I see ten percent reduction or 40 percent increase,
10 I know 40 percent of what. So I think that should be
11 provided. I would also like to know the data around
12 rear-end traffic accidents, and the increase between
13 2012 and 2016, how many of those accidents involve cell
14 phone or other reasons why there is that increase. May
15 be difficult to get the individual ones, but there are
16 probably national statistics. I would also like to know
17 what the definition is through and local traffic, how
18 often that was measured, and how it was measured. What
19 constitutes through versus local, and was that data
20 collected on more than one occasion so that there was a
21 composite? And then the last thing I have questions
22 about are the cell phone data that was used to determine
23 where people were going. It just doesn't make sense to
24 me, so I would have to know a lot about how that data
25 was collected, and whether or not people were going home

1 or going to a restaurant when they stayed local, and how
2 often was that data collected, and what was the sample
3 size. So I don't have a -- I don't have an option 1, 2,
4 or 3 vote yet, but I think that we need -- it made me --
5 it makes me cynical about the presentations and the
6 options when those underlying factors are not
7 considered. And the one recommendation that I have that
8 is about all of this is a study needs to be done, and a
9 study needs to be done by some people who are experts at
10 doing this kind of study, and are dispassionate, not
11 political. So take the time before we make another
12 50-year mistake. Other than that, I have nothing to
13 say.

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6 Well, I've
7 lived in Cottage Home neighborhood on the near east side
8 of Indianapolis for 34 years. I've raised four
9 children. My husband and I raised four children, and we
10 were so broke, we couldn't afford the \$500 price tag of
11 our home, and I just want to say that the -- I feel that
12 this particular plans that INDOT's putting forth is
13 shortsighted, and we have spent many, many years trying
14 to foster, develop, create community and restore our
15 urban center, and I think that the vision put forth by
16 INDOT is not in keeping with that creation. And we have
17 a lot of ideas. We can be forward-thinking. We can
18 really create the future by contemplating and
19 implementing alternative plans that don't separate
20 communities, that don't create more asphalt, that don't
21 create more noise pollution, that are creative, solid
22 plans to make Indianapolis even more attractive for
23 folks to live here and thrive here. That's what I want
24 to say.
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3 My concerns are that this is a
4 decision being made far too rapidly. I would like to
5 see whatever stabilization is necessary done, and then
6 an actual process of evaluating alternatives to the
7 interstates that we have, which have run roughshod
8 through historic neighborhoods, made it difficult for
9 people -- for pedestrians and bike traffic, and have had
10 very negative effects on not only the urban fabric
11 generally, but upon property values adjacent to these
12 hulking concrete barriers. I think the most important
13 thing that can be done is a legitimate genuine
14 evaluation of available alternatives. Right now, there
15 are at least ten cities in the process of taking down
16 these kinds of structures in the -- in the city's core
17 and placing them with tunnels, with boulevards, with
18 other -- other kinds of streets and roads. So I just --
19 I really encourage INDOT to slow it down and engage in a
20 process that is a legitimate evaluation of alternatives.
21 Okay.
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3 I live in
4 Indianapolis, and my comment for the 65/70 refurbishing
5 is we need to think about more than just the metric of
6 moving more cars through. While that makes sense, and I
7 understand that, from a transportation standpoint,
8 moving cars downtown does not help downtown. Let's try
9 putting those vehicles that want to go through the
10 county onto the circle, onto 465, and those that want to
11 come into the town, that makes sense, but perhaps some
12 methodology of trucks not being allowed to drive through
13 65 or 70, and being ticketed, but instead, just put them
14 out on the outer loop and let them drive the bigger road
15 and make better time. So that's my idea. I don't like
16 the idea of 30-foot walls increasing the right of way to
17 the maximum. It would destroy neighborhoods that are
18 still recovering from the interstates tearing through
19 the neighborhoods many years ago. Thank you for
20 listening. That's all I have.
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3 So this is an important
4 project that we need to get right. I would like to see
5 this project be a partnership between the city and the
6 state, to stabilize the current interstates and allow
7 enough time for there to be a bond development between
8 the city and the state for improved finances, and to
9 make this a better community for everyone.
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3 I moved to Indianapolis six years
4 ago from Portland, Oregon, and we bought a house without
5 really vetting the neighborhood. We love the house, we
6 love the neighborhood, but we didn't realize that there
7 was this freeway running through that is so close and
8 cuts off the neighborhood into two. And when I walk my
9 dog, I can smell the air that this -- that the cars
10 make. The noise is -- makes it unpleasant to sit out in
11 my yard. This mistake was made 50 years ago, and it
12 would be absurd to repeat it, when there are options.
13 And these options don't only help my neighborhood where
14 I live, and all of the neighborhoods affected, but it
15 would really help the whole city and our image of
16 Indianapolis as a forward-looking city, instead of a
17 stupid, podunky little town that's going to make the
18 same damn mistake over and over again. Cars do not
19 rule. People, the quality of people's life is what's
20 important. Making the land more valuable by not running
21 loud stinky cars through the neighborhoods would be
22 great. Let's get together and make this road right.
23 Let's improve. Let's look at the future. Cars will not
24 always be ruling. People's lives are more important,
25 and we can have everything, if it's done right.

I'm

the former director of Metropolitan Development in Indianapolis, which involved all of the transportation planning in nine counties. I have looked over all of the options presented, and I think the problem with the options that we see is they all measure against a through point. And, I mean, how many cars can we get through there -- through the inner loop, when, in fact, they should be looking at how does the inner loop interface with the downtown grid. Because our biggest traffic jam today are at those interstates, the ramps go on and off of the interstates. There's no proposal on the boulevard to solve that problem. Today, as I was coming over here, almost an eight-block traffic -- that will not improve with any except the boulevard -- the boulevard intersects with every street downtown, which is twice the number of interfaces we have today. What the city needs to do is delay this whole process to allow studies of how we can reduce the load on the system to improve the ridership and transit. The funniest thing that we've seen here are most of the current systems only include the traffic by seven percent, and that only includes what will probably --

1 will get the congestion worse, trying to get from the
2 interstate. That's all I have now.

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3 I am against option number 3, in
4 expanding the existing interstate, but I am in favor of
5 the boulevard or one of the other options that would
6 connect to the neighborhoods better. We should not
7 double down on the mistakes of 50 years ago, and we
8 should allow the healing that has come to our
9 neighborhoods continue, and not put that in jeopardy,
10 and even add to the healing and the connectivity. We
11 need to get -- let the -- the transit system be
12 utilized, and encourage more ridership. So if we have
13 to slow traffic on the downtown interstates a little
14 bit, that's okay because it might encourage a greener
15 option.
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3 I really like number 4 because
4 it's putting the interstates under -- below grade, and
5 then you can have the connectivity reestablished with
6 the roads that once, you know, originally went across
7 the area that the interstate is occupying, and then
8 eventually, as money was found, you could also put a lid
9 on top of those, and then have parks, or have green
10 space, or at least make it look really attractive. It
11 also would be interesting if -- there's just something
12 about the West Street, and having the through traffic go
13 from the sound to the north or north to the south and
14 using that West Street, but a tunnel. West Street,
15 right now, can't be expanded anymore because it would
16 impact the neighborhoods. I think it -- what I also
17 don't know is the -- the congestion that exists on West
18 Street right now to get onto the interstate, I don't
19 think that goes away, and this seems like we're spending
20 a crazy amount of money to reduce congestion by just six
21 to ten percent. I mean, it seems like -- it seems crazy
22 that it's such a small number. I wish there were a way
23 to make traffic that was going through the city go
24 around the city. I know that's pushing our traffic
25 problem to the suburbs, but it would be -- it would be

1 nice. I also definitely think the 65/70 continuation
2 where cars have to go across many lanes, we've got to
3 figure out a lane to fix that because that is so
4 dangerous. I, in fact, hate coming up on that stretch,
5 and I certainly now -- my kids now are driving age. I
6 certainly hate for them to drive downtown because we
7 don't want to see them have an accident. You know,
8 someone driving at a high speed. And just that -- that
9 -- I mean, I've been driving for 30 years. If I'm
10 nervous, somebody that's been driving a year has to be
11 super nervous. And I don't know that any particular
12 plan really -- I haven't been able to see how any
13 particular plan really addresses that of not weaving.
14 Because I don't know how you not weave, unless you add
15 height to the interstate, or if one lane goes across,
16 the other lane goes under. I mean, maybe that's the
17 answer. But thank you guys for coming out, bringing
18 options. I guess, in closing, I'll say that
19 establishing a comprehensive plan that looks at economic
20 development, quality of life, and balances that with the
21 commuter traffic, I would just urge the state to do
22 because then it seems to match all the stakeholders
23 because the commuters are a stakeholder, but also the
24 people who live and pay taxes in the community, they
25 have to be a state corporate to, and -- and this is a

1 legacy project. And unless the -- Amazon comes here,
2 this is going to be the biggest legacy project to hit
3 this community in 30 or 40 years.
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3 All right. I would like to thank
4 INDOT for looking at other options, but I think there's
5 more study that still needs to be done because it still
6 is just as study on transportation and does not look at
7 quality of life, economic development. And it needs to
8 also be done in conjunction with the city and the NPO.
9 It needs to be a joint venture, and it needs to take in
10 more consideration about how it affects the
11 neighborhoods that it's going through, and that
12 transportation, or automotive transportation seems to be
13 level over the last number of years, and decreasing. And
14 do we truly need more lanes? I don't think so. And is
15 there a better way of doing this that can be a win- win
16 for the people who live and work near the interstate, as
17 well as people who use it? No walls. We do not want
18 the Berlin Wall through downtown. Thanks.
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6 So as I was kind

7 of looking through the various concepts INDOT has
8 presented here, it's pretty clear, from the data that
9 we're looking at, we currently have very little
10 congestion we're talking about. If you look at the
11 amount of congestion, it works out to about seven to ten
12 minutes is what they're showing on the boards, which is
13 actually very little compared to other cities and
14 states, which is a good thing. The projected increases
15 in traffic coming in the future is actually very little
16 as well. So the question would be, if we're planning to
17 spend one billion-plus on roadwork to make improvements
18 on the roads, as taxpayers, we should be looking to
19 solve more than just a single issue, being traffic. We
20 should be looking to solve as many issues with our
21 taxpayers as we can. For example, including things like
22 quality of life, economic development opportunities,
23 reconnecting historic neighborhoods. Creating
24 opportunities for bike lanes and walkability, pedestrian
25 friendly neighborhoods. All those issues really would

1 indicate that we need more time and a broader, more
2 comprehensive study than what's currently being looked
3 at. It's clear from the matrix that INDOT has they're
4 not looking at things like quality of life, economic
5 development opportunities, and opportunities to
6 reconnect us with neighborhoods and promote walkability
7 on our neighborhoods. That would be my comment, to look
8 at a more broader perspective in this study. All right.
9 Thanks.

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3 I've lived in a community called
4 Cottage Home, which is right along the split in Saint
5 Claire and Dorman, Highland, Oriental. I've been there
6 since 1980. I've lived with the interstate since 1980.
7 I guess that's 38 years. I don't want the interstate to
8 be wider. I don't want the addition of concrete walls.
9 I've seen Cottage Home go from \$500, \$1,500 a house to
10 now over \$650,000. We -- I don't want to hurt Cottage
11 Homes. I don't want to hurt downtown. A community that
12 we have worked so hard to build. I think your addition
13 is unnecessary. I've studied this ever since the
14 announcement was made. I've visited other cities, and I
15 understand that 465 is an idea vehicle to go around
16 downtown and not through it, and we need to do
17 everything we can to encourage people to go around
18 downtown and not through it any longer. And I love some
19 of the plans that the neighborhoods have come up with.
20 That's it.
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4 So my comment would be addressing
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6 concept two where you are incorporating the idea of
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8 moving people onto public transit. And there was a
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10 statistic that it would be, like, less than one percent
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12 of a change. It really looks like you're talking about
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14 existing public transit, but if you had 2.5 billion to
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16 pour into our public transit, I think you could extend
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18 it much further out. You could do -- whether it was bus
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20 ride transit or something else, you could be bringing
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22 far more people through and in, especially if there was
23
24 an alternative of a new multi-lane super highway. I
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think that cars are not the wave of the future. I hate
every one of these concepts when I see huge lanes of
cars and the amount of real estate that that takes up. I
think this is -- cars sit idle for 22 hours a day, and
we do not need to be using huge chunks of our land to
move cars into and out of downtown and to park our cars
while they are downtown, and I think the overall
economic improvement that we would see if we
incorporated a much stronger public transit plan would
be very significant. There we go.

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3 So I guess I like the concept --
4 the depressed freeway concept. I think that's a happy
5 middle ground, and I -- between what some of the
6 neighborhood groups want and some of the needs that are
7 necessary for downtown, and I think, like, the depressed
8 option really puts together better connectivity because
9 even with the boulevard option, the bridge connectivity
10 does not. So I don't -- I guess that's just my two
11 cents.
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1 CERTIFICATE OF REPORTER

2 COMMONWEALTH OF KENTUCKY AT LARGE

3
4 I do hereby certify that the foregoing transcript was
5 taken on the date, and at the time and place set out on
6 the Title page hereof; and that the said matter was
7 recorded stenographically and mechanically by me and
8 then reduced to typewritten form under my direction, and
9 constitutes a true record of the transcript as taken,
10 all to the best of my skill and ability. I certify that
11 I am not a relative or employee of either counsel, and
12 that I am in no way interested financially, directly or
13 indirectly, in this action.

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22 BETHANY BELLOFATTO,

23 COURT REPORTER / NOTARY

24 MY COMMISSION EXPIRES ON: 09/11/2021

25 SUBMITTED ON: 06/04/2018

From: Indy North Split

Subject: RE: North Split Opposition Public Comment
Date: Friday, June 8, 2018 8:59:00 AM

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the analysis.

Kind regards,
Emily

Sent: Thursday, June 7, 2018 4:53 PM

To: Indy North Split <info@northsplit.com>

Subject: North Split Opposition Public Comment

Dear Governor Holcomb and Commissioner McGuinness:

I am a homeowner in the Cottage Home neighborhood on the Near Eastside of Indianapolis and I oppose INDOT's recommendation for the I-65/I-70 highway project. After attending the "Consulting Party's" public meeting in May, I am deeply concerned.

My reasons for dissent of this project include:

- **Lack of transparency:** It has become clear to me that public meetings have not been transparent or fair. They are cursory affairs that lack direct communication and dodge questions and honest answers about this project.
- **Opportunity cost:** The proposed investment is a massive one and does not yield a sufficient return. Repairs for public safety could be made at a fraction of the cost and better returns could be gained by considering alternates. Billions of dollars could be better spent elsewhere.
- **Harmful impacts to downtown and the surrounding neighborhoods:** We are at a time as a city where downtown and the surrounding historic neighborhoods are just now recovering from the original construction of the interstates and the decades of disinvestment that followed. We have momentum now, and this project will only set us back as a city yet again. Tunnels and walls will divide the city and destroy our city's walkability.
- **Harmful impacts to the economy:** Property values will decrease and business will be affected downtown.
- **Damage to the environment and living space:** The walls that support the widened highways will increase traffic noise and reflect and increase train noise in several areas; increased traffic will bring more pollution and trash; the longer tunnels will further divide the city making it less walkable. The walls are unsightly and are further proof that planners are out-of-touch with best practices of urban design and have given no consideration to the input of those who live, work, and visit the area.
- **Shortsighted commitment to one mode of transportation:** The metropolitan area

would be much better served by better public transportation and more integrated support for bicycle riders and pedestrians (including eliminating awkward and dangerous intersections around approach ramps for riders and walkers). A project of this scale should be more forward-thinking and aspirational.

The studies of alternatives are unconvincing and suggest bias. The claim that studies should target only the north split are undercut by the state bringing in people from the donut counties. The results of comparative studies of alternatives use questionable assumptions. This project fails to answer criticisms of the original highway development a half century ago.

The consultants themselves said that to properly understand the impact of this project would be a multi-year study. This is far too important of a decision to rush.

I request that INDOT take the time to research and consider alternative solutions to this project. Given the adverse consequences on downtown living that was the result of the original highway development a half century ago, it is the obligation of the State of Indiana to focus on a broader vision that goes beyond vehicular travel.

Sincerely,

--

From: Indy North Split

Subject: RE: North Split Input

Date: Thursday, June 7, 2018 4:09:00 PM

Thank you for taking the time to share your comments on the System-Level Analysis. We want to acknowledge receipt and let you know that they will be included in the formal record for the analysis.

Thank you again,
Emily

Sent: Thursday, June 7, 2018 1:37 PM

To: Indy North Split <info@northsplit.com>

Subject: North Split Input

Hello,

Please see the attached letter as my North Split comments.

Thank you,

6 June 2018

Governor Eric Holcomb
Office of the Governor
200 W. Washington St., Rm. 206
Indianapolis, IN 46204

Joe McGuinness
Commissioner
INDOT Management Team
100 N. Senate Ave., IGCN 755
Indianapolis, IN 46204

Dear Governor Holcomb and Commissioner McGuinness:

I am a resident of Cottage Home neighborhood on the near east side of Indianapolis and I oppose INDOT's recommendation for the I-65/I-70 highway project.

My reasons for dissent of this project include:

- Harmful impacts to the **economy**: property values will decrease and business will be affected downtown
- Damage to the **environment and living space**: the walls that support the widened highways will increase traffic noise and reflect and increase train noise in several areas; increased traffic will bring more pollution and trash; the longer tunnels will further divide the city making it less walkable
- **Shortsighted** commitment to one mode of transportation: the metropolitan area would be much better served by better public transportation and more integrated support for bicycle riders and pedestrians (including eliminating awkward and dangerous intersections around approach ramps for riders and walkers)

Work on the project has not come close to giving the impression of transparency or fairness. Meetings have cursory affairs that lack direct communication; question and answer sessions are important for such a significant project. The studies of alternatives are unconvincing and suggest bias. The claim that studies should target only the north split are undercut by the state bringing in people from the donut counties. The results of comparative studies of alternatives use questionable assumptions. This project fails to answer criticisms of the original highway development a half century ago.

I request that INDOT take the time to research and consider alternative solutions to this project. Given the adverse consequences on downtown living that was the result of the original highway development a half century ago, it is the obligation of the State of Indiana to focus on a broader vision that goes beyond vehicular travel.

Sincerely,

From: Indy North Split

Subject: RE: North Split Input

Date: Thursday, June 7, 2018 4:11:00 PM

Thank you for taking the time to share your comments on the System-Level Analysis. I would like to acknowledge receipt and confirm that they will be included in the official project record for the analysis.

Thank you again for your thoughtful input.

Kind regards,
Emily

Sent: Thursday, June 7, 2018 1:41 PM

To: Indy North Split <info@northsplit.com>

Subject: North Split Input

Hello,

Please see the attached letter for my official comment on the North Split project.

Thanks,

6 June 2018

Governor Eric Holcomb
Office of the Governor
200 W. Washington St., Rm. 206
Indianapolis, IN 46204

Joe McGuinness
Commissioner
INDOT Management Team
100 N. Senate Ave., IGCN 755
Indianapolis, IN 46204

Dear Governor Holcomb and Commissioner McGuinness:

I am a resident of Cottage Home neighborhood on the near east side of Indianapolis and I oppose INDOT's recommendation for the I-65/I-70 highway project.

My reasons for dissent of this project include:

- Harmful impacts to the **economy**: property values will decrease and business will be affected downtown
- Damage to the **environment and living space**: the walls that support the widened highways will increase traffic noise and reflect and increase train noise in several areas; increased traffic will bring more pollution and trash; the longer tunnels will further divide the city making it less walkable
- **Shortsighted** commitment to one mode of transportation: the metropolitan area would be much better served by better public transportation and more integrated support for bicycle riders and pedestrians (including eliminating awkward and dangerous intersections around approach ramps for riders and walkers)

Work on the project has not come close to giving the impression of transparency or fairness. Meetings have cursory affairs that lack direct communication; question and answer sessions are important for such a significant project. The studies of alternatives are unconvincing and suggest bias. The claim that studies should target only the north split are undercut by the state bringing in people from the donut counties. The results of comparative studies of alternatives use questionable assumptions. This project fails to answer criticisms of the original highway development a half century ago.

I request that INDOT take the time to research and consider alternative solutions to this project. Given the adverse consequences on downtown living that was the result of the original highway development a half century ago, it is the obligation of the State of Indiana to focus on a broader vision that goes beyond vehicular travel.

Sincerely,

From: Indy North Split

Subject: RE: citizen comments on north split project

Date: Friday, June 8, 2018 9:02:00 AM

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the analysis.

We also wanted to take a moment and clarify that alternatives for the North Split are just now being developed and you will have opportunities to learn more about them – and more importantly comment on them – in the future. No decisions have been made at this point.

Thank you again for your thoughtful comments.

Kind regards,
Emily

Sent: Thursday, June 7, 2018 4:55 PM

To: Indy North Split <info@northsplit.com>

Subject: citizen comments on north split project

Please see the attached letter.

Thanks,

6 June 2018

Governor Eric Holcomb
Office of the Governor
200 W. Washington St., Rm. 206
Indianapolis, IN 46204

Joe McGuinness
Commissioner
INDOT Management Team
100 N. Senate Ave., IGCN 755
Indianapolis, IN 46204

Dear Governor Holcomb and Commissioner McGuinness:

I am a resident of Cottage Home neighborhood on the near east side of Indianapolis and I oppose INDOT's recommendation for the I-65/I-70 highway project.

My reasons for dissent of this project include:

- Adverse impact on the economy: expanding the highway will decrease property values and limit business growth in the impacted areas
- Long term damage to the environment and decrease in quality of life for downtown residents: the walls that support the widened highways will increase traffic noise and reflect and increase train noise in several areas; increased traffic will bring more pollution and trash; the longer tunnels will further divide the city making it less walkable and accessible
- Shortsighted commitment to one mode of transportation: the metropolitan area would be much better served by better public transportation and more integrated support for bicycle riders and pedestrians (including eliminating awkward and dangerous intersections around approach ramps for riders and walkers)

Work on the project has not come close to giving the impression of transparency or fairness. Meetings have cursory affairs that lack direct communication; question and answer sessions are important for such a significant project. The studies of alternatives are unconvincing and suggest bias. The results of comparative studies of alternatives use questionable assumptions. This project fails to answer criticisms of the original highway development a half century ago.

I request that INDOT research and consider alternative solutions to this project and undertake a comprehensive cost benefit analysis. State of Indiana needs to embrace on a holistic vision that goes beyond vehicular travel.

Sincerely,

From: Indy North Split

Subject: RE: North split feedback

Date: Wednesday, May 30, 2018 8:52:00 AM

Thank you for your email and for taking the time to share your thoughts on the I-65/I-70 North Split project. I wanted to acknowledge receipt and let you know that your comments will be included in the public record for the project.

Thank you,
Emily

-----Original Message-----

Sent: Saturday, May 26, 2018 2:08 PM
To: Indy North Split <info@northsplit.com>
Subject: North split feedback

I am writing to express my concerns about the current proposals to re-do the north split.

First, it feels as though the outcome has already been decided.

I understand that the current road is falling apart, and funding has only recently become available with the recent gas tax increase.

However, this road will stay in place for decades. A lack of proper funding for roads should not, in turn, force a decision of consequence to be rushed.

Second, I do not understand why quality of life for those in the path of the road is not being considered among the factors for which alternative is being chosen.

Finally, I understand that recent simulation work (along with cell phone data) was used to arrive at the figure that only 10% of downtown traffic is thru traffic. I would love to know those numbers both during the morning and afternoon rush hour only (when traffic is at its worse), and the numbers for commute disruption that were experience when the splits were closed in the last 15 years.

Thank you for your time.

From: Indy North Split

Subject: RE: 65/70 Downtown Split

Date: Thursday, May 24, 2018 1:04:00 PM

Thank you for your email and for taking the time to share your thoughts on the System-Level Analysis. I wanted to acknowledge receipt and let you know that your comments will be included in the public record.

Thank you,
Emily

-----Original Message-----

Sent: Wednesday, May 23, 2018 7:49 AM
To: Indy North Split <info@northsplit.com>
Subject: 65/70 Downtown Split

Study ways not to re-build as it is. Quality of life for residents should be the essential driver.
This is your opportunity to change the city thinking 50 years out.

From: Indy North Split
Subject: RE: Feedback on System-Level Analysis
Date: Thursday, May 24, 2018 1:05:00 PM

Thank you for your email and for taking the time to share your thoughts on the System-Level Analysis. I wanted to acknowledge receipt and let you know that your comments will be included in the public record.

Thank you,
Emily

Sent: Tuesday, May 22, 2018 9:13 PM
To: Indy North Split <info@northsplit.com>
Subject: Feedback on System-Level Analysis

Hi,

I live (own a home) and work just outside of the mile square. I have read through INDOT's system-level analysis and am overall disappointed for the following reasons:

- The report states that urban freeways were studied nationwide. It implies that freeways that are most similar to the north split have not benefited from alternative approaches, but does not give any examples of where that has been shown to be the case. The community has presented examples of peer cities that have decommisioned or otherwise altered their urban highways with positive results, so it is up to INDOT to show why the north split is uniquely challenged and would not experience those same benefits.
- The models that show that only 10% of north split traffic are through trips are suspicious. The data that supports this estimate should be made public. Facts are facts, but this seems suspect from personal observation. I have lived with a perfect view of the north split for the past 3 years. Just based on the ratio of semi trucks that traverse that section of highway would suggest that the through trips are much higher. Certainly a number of semis do exit into downtown, but they are relatively rare on downtown streets.
 - An alternative argument to this would be that a boulevard solution would increase the number of semis on downtown streets, but that is where smart tolling would come in. This analysis needs to be revisited.
- The report stresses safety, which is wonderful. Public health and safety must be weighed on a macro level. We definitely want to reduce crashes and injuries on the highway itself, but the highway also has other negative health effects on the surrounding community. There is a large body of research showing increased chances of COPD and heart disease from living in close proximity to a highway:
 - <http://www.lung.org/our-initiatives/healthy-air/outdoor/air-pollution/highways.html>

- <https://www.bostonglobe.com/metro/2016/04/13/new-evidence-dangers-living-near-highways/hVyqTnY4iyn9YRoNSwWtGI/story.html>
- Overall the tone of the report demonstrates bias against the community suggested alternatives. This should be an 100% objective analysis.

I support implementing short-term fixes that will buy the city and state the necessary time (3-5 additional years) to complete a full scale independent study to analyze all possible alternatives. I do not support INDOT moving forward with widening the north split and erecting walls.

Thank you,

From: [Indy North Split](#)

Subject: RE: Public Comments

Date: Monday, June 11, 2018 10:47:00 AM

Thank you for taking the time to share your thoughtful comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the analysis.

Kind regards,
Emily

Sent: Thursday, June 7, 2018 11:57 PM

To: Indy North Split <info@northsplit.com>

Subject: Public Comments

Thank you!

Ransom Place Neighborhood Association, Inc
PO Box 441486, Indianapolis, IN 46244



June 7th, 2018

To Whom It May Concern

The majority of the long-time residents in the Old Near Westside neighborhoods, Ransom Place, Historic Flanner House Homes and Fayette Street are in support of INDOT completing the necessary work to stabilize and repair the bridges and loose payment to allow time to complete a comprehensive regional study on the best path forward for the future expansion of the interstates.

We do not support rebuilding the north split in its present form or any plan to add lanes or ramps throughout downtown. Our neighborhood like so many others was destroyed with the construction of the interstate 50 years ago. We all have suffered from the loss of historic structures, thousands of residents, schools and other anchor organizations and it's doubtful we be able to survive a further expansion of the North Split as proposed.

Sincerely,

Paula Brooks
Immediate Past President and Board Member

From: Indy North Split

Subject: RE: Submitted for Public Comment - 65/70

Date: Thursday, June 7, 2018 4:39:00 PM

Thank you for sharing your thoughtful comments. We wanted to take a moment and clarify that alternatives for the North Split are just now being developed and you will have opportunities to learn more about them – and more importantly comment on them – in the future. No decisions have been made at this point.

The System-Level Analysis did not make specific recommendations for the downtown interstate system. We agree that further extended studies are needed for the entire system.

Thank you again for taking the time to share your comments.

Kind regards,
Emily

Sent: Thursday, June 7, 2018 4:09 PM

To: Indy North Split <info@northsplit.com>

Subject: Submitted for Public Comment - 65/70

We support the "Do no harm strategy": INDOT should address the public safety issues and fix bridges now but not move forward with a 65-70 plan until proper independent review impact studies can be done on the economic, quality of life, and connectivity issues. We need a plan that looks beyond traffic flow to a twenty-first century version of a city that keeps and attracts residents as a place in which one wants to live, work, play, and visit.

Please do better.

From: [Indy North Split](#)

Subject: RE: Comments/Feedback from Systems Level Analysis
Date: Friday, June 8, 2018 9:11:00 AM

Thank you for taking the time to share your thoughtful comments on the System-Level Analysis. We wanted to acknowledge receipt and confirm that they will be included in the official record for the analysis.

Thank you also for continued role on the project's Community Advisory Committee.

Kind regards,
Emily

Sent: Thursday, June 7, 2018 10:18 PM
To: Indy North Split <info@northsplit.com>
Subject: Comments/Feedback from Systems Level Analysis

To whom it may concern:

Fishers appreciates the opportunity to participate in the CAC process and provide feedback about the planned improvements with the North Split. When Fishers was invited to be part of the CAC, our desire was to be able to learn about the project to be able to communicate with our residents and elected officials about how the North Split project might impact their daily commute to work or school. An informed resident or commuter could better and more successfully navigate this part of the Indianapolis region during the life of the construction project.

Since the CAC was initiated, we have attended a handful of outreach meetings that have discussed the initial scope of work and also looked at the system level analysis. We know that the budgets and resources of INDOT are a limited commodity and we would respectfully request strong consideration by INDOT for right-sized options that improve safety, mobility, transport, and commerce in the downtown Indianapolis region all while keeping in mind the need for respect of the adjacent neighborhoods and businesses affected by the project. It would seem fiscally inconsistent compared with other INDOT projects to contemplate alternatives or options that could make traffic and safety worse than it is today while expending potentially billions of dollars, with a project duration many years longer than the typical construction project. To overspend on a large-scale project like the North Split would be detrimental to the other significant transportation needs all over Indiana. Please at least consider ruling out any options that do not improve safety and mobility and options that do not improve the congestion that exists today. Reducing congestion and improving freeway operations, while balancing the needs of rehabilitating the interstate system in downtown Indianapolis, will ensure the continued investment in the downtown business district and nearby neighborhoods.

Significant improvements to the overall transportation network can be made in downtown Indianapolis while maintaining a sensible budget, and still improving the neighborhoods and the

connectivity on both sides of the interstate. If the interstate were removed from downtown Indianapolis, as some of the system level analysis investigated, in an effort to restore neighborhoods that were divided by the interstate 50+ years ago would have a significant detrimental trickle-down effect to those same adjacent neighborhoods who are interested in re-thinking I-65 and I-70.

Because congestion would be increased in downtown Indianapolis on current I-65/I-70 in the North Split as a parkway type alternative, motorists would likely seek alternate routes in these nearby adjacent neighborhoods. Removal of the interstate may have a costly or detrimental traffic impacts upon other surface streets in the nearby Indianapolis area. Removal of the interstate in downtown Indianapolis could divert some trips to the I-465 loop, however it may not have the capacity to handle the additional trips without significant additional investment in this beltway by INDOT.

Please re-think I-65 and I-70 in the North Split to be a contextually sensitive design and outcome while maintaining a fiscally responsible budget. Fishers and all stakeholders should continue to challenge the scope by INDOT to find a successful project of which we can all be proud.

Sincerely,

Jeff Hill, P.E., PTOE

Director of Engineering, Department of Engineering

P 317.595.3162



www.fishers.in.us



From: [Indy North Split](#)

Subject: RE: I-65 I-70 rebuild

Date: Thursday, June 7, 2018 7:58:00 AM

for your email and for taking the time to share your thoughts on the System-Level Analysis of the downtown interstate system. I wanted to acknowledge receipt and let you know that your comments will be included in the public record for the analysis.

I also wanted to take a moment to clarify that alternatives for the North Split are just now being developed. No decisions have been made at this point, and the wall image you are referring to was not produced by INDOT.

Kind regards,
Emily

Sent: Wednesday, June 6, 2018 12:05 PM

To: Indy North Split <info@northsplit.com>

Subject: I-65 I-70 rebuild

This is the opportunity to make right the ugly interstate mess in downtown Indy. Now we can do something to remedy the unsightly tangle of concrete that is a blighted scar on the face of our city. If the construction plan continues in its current form, with towering concrete walls replacing grassy slopes, we will be treated to an ugly eyesore of a huge wall reminiscent of something like the Berlin Wall, for decades to come. We can expect it to be the target of graffiti to add to its "loveliness". This is an example of why bureaucrats probably shouldn't be in charge of things. Please stop this plan which is bad for Indianapolis.

From: Indy North Split
To: ["Cottage Home"](#)

Subject: RE: opposition to inner loop expansion for public record
Date: Thursday, June 7, 2018 9:19:00 AM

Thank you for taking the time to share your thoughtful comments on this project. I wanted to acknowledge receipt and confirm that they will be included in the formal record.

Kind regards,
Emily

Sent: Wednesday, June 6, 2018 8:03 PM
To: Indy North Split <info@northsplit.com>

Subject: opposition to inner loop expansion for public record

As president of the Cottage Home Neighborhood Association, I want our neighborhood to be on record that we oppose INDOT's recommendation for the I-65/I-70 highway project and insist on an independent study of alternatives.

Our reasons for dissent of this project include:

- Harmful impacts to the economy: property values will decrease and business will be negatively affected downtown.
- Damage to the environment and living space: the walls that support the widened highways will increase traffic noise and reflect and increase train noise in several areas; increased traffic will bring more pollution and trash; the longer tunnels will further divide the city making it less walkable.
- Shortsighted commitment to one mode of transportation: the metropolitan area would be much better served by better public transportation and more integrated support for bicycle riders and pedestrians (including eliminating awkward and dangerous intersections around approach ramps for riders and walkers).

Work on the project has not come close to giving the impression of transparency or fairness. The public meeting regarding the "alternatives analysis" lacked direct communication; question and answer sessions are important for such a significant project. The studies of alternatives are unconvincing and suggest bias. The claim that studies should target only the north split are undercut by the state bringing in people from the donut counties. The results of comparative studies of alternatives use questionable assumptions. This project fails to answer criticisms of the original highway development a half century ago.

I request that INDOT take the time to research and consider alternative solutions to this project by initiating an independent study. Given the adverse consequences on downtown living that was the result of the original highway development a half century ago, it is the obligation of the State of Indiana to focus on a broader vision that goes beyond vehicular travel.

Sincerely,

Crystal Rehder, President
Cottage Home Neighborhood Association

From: Indy North Split
Subject: RE: Concerns about INDOT's plans for I65/70 North Split
Date: Thursday, June 7, 2018 4:03:00 PM

We will include these additional thoughts in the official record as well. Again, thank you for taking the time to share your comments.

King regards,
Emily

Sent: Thursday, June 7, 2018 10:06 AM
To: Indy North Split <info@northsplit.com>
Subject: Re: Concerns about INDOT's plans for I65/70 North Split

Emily,
I really appreciate the response! I've attended numerous meetings and presentations about the plan. While the entire project is not decided, INDOT has made it pretty clear that they are moving forward with the north split. Once that project is in motion, it will be very difficult to make a radical change in approach for the rest. This is a terrible idea for downtown communities, a huge loss in economic opportunity for the city, and generally caters to suburban commuters accessing the roads in a county that they do not pay income taxes.

This plan must be stopped. Only necessary repairs should be made to ensure safety while a proper independent study is conducted.

Thank you,

On Thu, Jun 7, 2018 at 8:55 AM, Indy North Split <info@northsplit.com> wrote:

Thank you for taking the time to provide comment. We wanted to take a moment and clarify that alternatives for the North Split are just now being developed and you will have opportunities to learn more about them – and more importantly comment on them – in the future. No decisions have been made at this point.

The System-Level Analysis did not make specific recommendations for the downtown interstate system. We agree that further extended studies are needed for the system.
Thank you again for taking the time to share your comments.

Thank you,
Emily

Sent: Wednesday, June 6, 2018 9:37 PM
To: Indy North Split <info@northsplit.com>
Subject: Concerns about INDOT's plans for [I65/70](#) North Split

June 6, 2018

Governor Eric Holcomb
Office of the Governor
[200 W. Washington St., Rm. 206](#)
[Indianapolis, IN 46204](#)

Joe McGuinness
Commissioner
INDOT Management Team
[100 N. Senate Ave.](#), IGCN 755
Indianapolis, IN 46204

Dear Governor Holcomb and Commissioner McGuinness:

I am deeply concerned with INDOT's plan for the [I65/70](#) north split. I live one block from where the construction is planned.

The Rethink Coalition has come up with wonderful alternatives which would have a positive financial impact. I strongly oppose what is planned currently.

I request that INDOT consider alternative solutions to this project rather than rushing this through for a near-sighted fix. Focus on structurally securing the bridges until a proper study can be done.

Sincerely,

To: [Indy North Split](#)
Subject: 5/23 Open House
Date: Thursday, May 24, 2018 9:57:56 AM

While I was eventually able to find the location of this meeting, the address in your email was incorrect and took me to South White River Parkway, east of the river, and a Lilly complex. Please make note and correct for the future.

From: Indy North Split

Subject: RE: Rethink 65/70

Date: Thursday, May 24, 2018 1:06:00 PM

Thank you for your email and for taking the time to share your thoughts on the I-65/I-70 North Split project. I wanted to acknowledge receipt and let you know that your comments will be included in the public record for the project.

Thank you,
Emily

Sent: Sunday, May 20, 2018 4:25 PM

To: govholcomb@gov.in.gov

Cc: Indy North Split <info@northsplit.com>;

Subject: Rethink 65/70

Please see attached letter urging Governor Holcomb to rethink INDOT's 65/70 North Split project.

Thank you.

From: [Kerry Dinneen](#)

Subject: Re: Rethink 65/70

Date: Monday, May 21, 2018 10:21:44 AM

Great letter, . I couldn't agree more!

Sent from my iPhone

Please see attached letter urging Governor Holcomb to rethink INDOT's 65/70 North Split project.

Thank you.

<Rethink 65:70.pdf>

May 20, 2018

Governor Eric Holcomb
Office of the Governor
200 W. Washington Street. Room 206
Indianapolis, IN 46204

Dear Governor Holcomb,

I voted for you, and I have very serious concerns about INDOT's North Split project. As proposed, it will have a negative effect not only on the downtown Indianapolis neighborhoods it adjoins, but on the city of Indianapolis and the state of Indiana.

Please rethink 65/70 and rebuild it right.

We have a chance to actually improve the existing highway that was done poorly in the first place, Let's not make a bad thing worse.

I love our city and state, we do many things well. But sometimes we try to take the easy way to solve problems, without looking at the big picture. Let's figure out a way to better move traffic through downtown Indianapolis, in a way that enhances our downtown neighborhoods- instead of damaging them further-and sets an example for our state and the nation. Let's do it in a way that improves our infrastructure, and also improves our quality of life and livability, which will encourage businesses to locate and grow in our state.

We can do better. The citizens of Indiana deserve better. Many courageous Hoosier leaders have thought big, and chosen to solve problems without creating new ones. Please be one of those leaders.

Sincerely,

From: Indy North Split

Subject: RE: Comments on shared north split concepts
Date: Thursday, June 7, 2018 4:31:00 PM

Thank you for taking the time to share your thoughtful comments on the System-Level Analysis. We want to acknowledge receipt and let you know that they will be included in the formal record for the analysis.

Kind regards,
Emily

Sent: Thursday, June 7, 2018 3:13 PM

To: Indy North Split <info@northsplit.com>

Subject: Comments on shared north split concepts

Thanks for sharing the various scenarios that are being looked at for the north split. As a resident of Indianapolis, I would like to see a stronger commitment to preventing that the city be divided even further than it already is by the existing highway system. If the current trend of people moving back into the city continues, and this seems to be the case, there is a strong economic motive for the city to retain its spatial integrity by favoring an infrastructure that make it easy for people living or working out of the inner (three-quarter) loop to go back and forth toward downtown. What I have been able to gather from concepts 3, 5, and 6, all three lead to an increased isolation of the near north side from downtown.

I also would like to see more effort put in the long-term impact of this project in terms of congestion. To what extent is the projected performance of the various concepts a genuine improvement, as opposed to mere temporary relief. Better integration with public transportation would most certainly be good as well.

It seems that concept 2 (diverting traffic) can be combined with any of the others. A 10% reduction means that one out each ten vehicles disappears, which seems to me significant given that, for instance, concept 3 would only accomplish a 6% reduction in PM delay. Hence, I'm a bit surprised to see that no mention is made of combining these approaches. I was further surprised by the absence of a HOV/bus lane proposal for the highways feeding into downtown. It seems that one good way of reducing congestion is to reduce the number of cars that are on the road.

It seems to me that on the whole concept 4, a depressed interstate, is most preferable. The design is much more open than the current situation, it is visually cleaner, and bridges will be more inviting than tunnels for pedestrians and cyclists that are seeking to cross.

Thanks so much for your consideration, and with the best wishes,

From: [Kia Gillette](#)

Subject: RE: I 65/70 split

Date: Monday, June 11, 2018 7:39:00 AM

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the analysis.

We also wanted to take a moment and clarify that alternatives for the North Split are just now being developed and you will have opportunities to learn more about them – and more importantly comment on them – in the future. No decisions have been made at this point.

Thank you again for your thoughtful comments.

June 7, 2018

Ms. Kia Gillette, HNTB

Re: I65-70 redevelopment

Dear Ms. Gillette,

I know that work needs to be done to the I 65-70 split in Indianapolis.

I am concerned about the need for comprehensive planning for the changes.

After getting a PhD at IU Bloomington, my husband accepted a teaching position at Tulane University. We moved to New Orleans in 1967 and heard that the city had just decided not to build a spur of I 10 along the Mississippi River between the river and the French Quarter. That location would have had a devastating effect on the charm of the city and its tourist industry, and probably would not have been any better for interstate traffic than the alternative which was built.

Indianapolis has become an amazing city between the time we moved to New Orleans and, after my husband's retirement, when Hurricane Katrina sent us back to Indianapolis.

I ask that you do a serious study concerning economic, social and environmental issues, as well as traffic flow in this part of the city. It's important to do this now to have a positive effect on this city for years to come.

Sincerely yours,

From: [Indy North Split](#)

Subject: RE: I-65 I-70 North Split

Date: Monday, June 11, 2018 10:46:00 AM

Thank you for taking the time to share your thoughtful comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the analysis.

Kind regards,
Emily

Sent: Thursday, June 7, 2018 11:58 PM

To: Indy North Split <info@northsplit.com>

Subject: I-65 I-70 North Split

In-Re: The I-65 / I-70 north split.

1) When traveling westbound on I-65, then then the I-65 is forced down to one lane when the right lane exits.

2) When travelling westbound on I-70, the the I-70 is forced down to one lane when the right lane merges in.

We are 18 years into the millennium and those two major intrastates are still only one lane wide at some points.

That's just plain crazy and dangerous too.

With Sincerity,

From: Indy North Split
Subject: RE: Interstate 65 & 70 Reconstruction
Date: Thursday, May 24, 2018 1:04:00 PM

Thank you for your email and for taking the time to share your thoughts. I wanted to acknowledge receipt and let you know that your comments will be included in the public record.

Thank you,
Emily

-----Original Message-----

Sent: Wednesday, May 23, 2018 9:51 AM
To: Indy North Split <info@northsplit.com>
Subject: Interstate 65 & 70 Reconstruction

If feasible, I recommend constructing a skyway over the the existing roadway. Once completed, each level would become one way. This would double the traffic volume capacity and would not require condemning additional property to accommodate the corridor. Designers should be able to plan appropriate connections.

From: Indy North Split

Subject: RE: 65-70 plan feedback

Date: Thursday, June 7, 2018 9:16:00 AM

Thank you for taking the time to provide thoughtful comment on the System-Level Analysis. I wanted to acknowledge receipt and confirm that they will be included in the formal record for the analysis.

Thank you again,
Emily

Sent: Wednesday, June 6, 2018 6:14 PM

To: Indy North Split <info@northsplit.com>

Subject: 65-70 plan feedback

I support the "Do no harm strategy". INDOT should address the public safety issues and fix bridges now but not move forward with a 65-70 plan until proper independent review impact studies can be done on the economic, quality of life, and connectivity issues. We need a plan that looks beyond traffic flow to a twenty-first century version of a city that keeps and attracts residents as a place in which one wants to live, work, play, and visit.

The study you have done only looks at traffic and construction. It does not consider important impacts such as economic, connectivity, quality of life, etc. Therefore, this study does NOT include offset revenue from potential redevelopment of the ROW with new buildings that could generate significant revenue (such as property taxes, sales tax, income tax, COITs, etc). We do not have all of the information yet to make a truly informed decision on which concepts would be the best solution.

I support INDOT & the city of Indianapolis putting creativity and the quality of life of the people of Indy first.

Best wishes,

From: [Indy North Split](#)

Subject: RE: SLA public comment from Eiteljorg Museum
Date: Thursday, June 7, 2018 8:03:00 AM

Thank you and Mr. Vanausdall for taking the time to share your thoughtful comments on the System-Level Analysis. I wanted to acknowledge receipt and let you know that your letter will be included in the formal project record for the analysis.

Kind regards,

Emily

Sent: Wednesday, June 6, 2018 4:28 PM

To: Indy North Split <info@northsplit.com>

Subject: SLA public comment from Eiteljorg Museum



Commissioner Joe McGuinness
Indiana Department of Transportation

June 6, 2018

Dear Commissioner McGuinness:

The Eiteljorg Museum of American Indians and Western Art appreciates INDOT's invitation to join the Community Advisory Committee (CAC). While we do not wish to support or argue against any of the proposed plans, we do wish to share our formal comment on the System-Level Analysis (SLA), specifically Concept 7, the West Street tunnel-and-boulevard option, which would have a significant impact on the Eiteljorg Museum were it to become a reality.

Located in White River State Park at the intersection of West Street and Washington Street, the Eiteljorg is a museum of art, history and culture, focusing on Native Americans and the peoples of the American West. Built in 1989 through private fundraising, the Eiteljorg is a 501c3 nonprofit that employs approximately 42 full-time and 20 part-time employees and has approximately 350 volunteers. In addition to exhibitions of Native and Western art, the Eiteljorg offers educational programming all year, with a special outreach to under-served neighborhoods on the Near West Side. Our annual Eiteljorg Indian Market and Festival, held the final weekend of June on the lawn

bordered by West and Washington streets, brings thousands of visitors downtown to meet Native American artists and purchase fine art.

For nearly three decades, the Eiteljorg Museum has been deeply involved in the community life and cultural tourism economy of central Indiana. The Eiteljorg was the first tenant of White River State Park, and over the years other museums and cultural institutions also have relocated to the state park as our neighbors and colleagues. Nearly all our visitors – whether in personal vehicles or tour buses – must use the intersection of West Street and one-way westbound Washington Street to access the Eiteljorg and the state park.

Of the SLA concepts INDOT has studied, the West Street tunnel option, Concept 7, is problematic for the Eiteljorg and other White River State Park attractions. We are not opposed to the concept in theory; however, a project excavating West Street for one or more seasons would reroute downtown traffic and profoundly impede the ability of visitors, volunteers and employees to access the Eiteljorg by vehicle during construction. Pedestrians and bicyclists who reach the museum via the Central Canal (itself impacted by tunnel construction) also could face limited access. Noise and vibration associated with tunnel excavation would detract from the museum experience for visitors, particularly during outdoor events such as the Indian Market and Festival.

We are concerned that INDOT's preliminary sketch of the West Street tunnel concept does not take into account the significant portion of the Eiteljorg building that extends below ground and is not visible from the street level. Thousands of historically significant artworks and Native cultural objects have long been housed in the Eiteljorg's underground collections vault, located on the eastern side of the building directly adjacent to West Street in close proximity to the construction zone. The collections vault was specifically built in this space to safely store, preserve and protect museum objects with proper environmental controls and in compliance with federal laws and treaties governing the care of Native cultural objects. Moreover, the White River State Park underground garage – where thousands of visitors park vehicles each week – also abuts West Street along its eastern wall. Excavating a deep trench to construct an interstate tunnel would pose a significant hardship and hindrance to the Eiteljorg Museum, its operations, its mission and the ability of its visitors to access it, throughout the duration of construction.

If INDOT were to seriously consider moving forward with constructing Concept 7, then the Eiteljorg Museum requests that we be notified of and involved in every stage of the process. Without coordination, and a significant commitment from the project management to protect our assets and to provide a user-friendly alternative access to our public venue, the Eiteljorg Museum could be irreparably harmed.

As a tourism destination, the Eiteljorg Museum appreciates INDOT's duty to address aging highway infrastructure such as the I-65/I-70 North Split for the safety of all motorists traveling to or through Indianapolis. We also deeply appreciate and share concerns that groups have voiced about the impacts of interstate construction upon our downtown neighborhoods. As the decision-making process advances, our hope is that the concerns of all the affected parties – including African-American, Latino-American and Native American communities – and cultural heritage resources will be taken into account. The progress of Indianapolis' downtown neighborhoods as thriving places to live and work must not be lost. We hope you will give quality of life factors and connectivity the highest consideration in making your final selection to improve interstate traffic flow.

Please contact my office if you have questions or need additional information about the Eiteljorg Museum. Thank you for this opportunity to participate in the SLA public-comment process.

A handwritten signature in black ink, featuring a large, stylized 'J' and 'V' followed by a horizontal line.

John Vanausdall
President/CEO
Eiteljorg Museum of American Indians and Western Art

From: Indy North Split

Subject: RE: Public comment on I65/70 North Split
Date: Monday, June 11, 2018 10:51:00 AM

Thank you for taking the time to share your thoughtful comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the analysis.

Kind regards,
Emily

Sent: Friday, June 8, 2018 11:15 PM
To: Indy North Split <info@northsplit.com>
Subject: Public comment on I65/70 North Split

East 10th Street running underneath I65/70 may just be an interstate underpass to some. And for many years, it was that. It was a dark, scary, dangerous, fenced off area devoid of a pedestrian experience except for the occasional brave soul walking down the sidewalk or someone who needed shelter for the night underneath the highway. It has cut off Near Eastside neighborhoods from connectivity serving as a physical barrier to economic development and the positive perception of Downtown. But to me, it represents more than just an underpass.

When I was working at a local landscape architecture firm SKA, and then with East 10th Street Civic Association, a Near Eastside nonprofit focusing on commercial redevelopment of East 10th Street, we, along with many other partners, transformed this intimidating underpass into an artful gateway connecting the Near Eastside neighborhoods to Downtown Indy; connecting the Monon Trail, the Indianapolis Cultural Trail and the Pogues Run Trail; creating partnerships for a \$3M overhaul of the underpass into a Super Bowl legacy project worthy of naming after one of our City's civic leaders - the Payne connect10n gateway, after Brian and Gail Payne.

We took out a lane of traffic, replaced asphalt medians with pervious planted surfaces, installed gateway monuments, an art sculpture, and installed thousands of square feet of mural, painted by Lilly volunteers - the first one which spurred the installation of murals at all of the downtown underpasses. It sets the tone for visitors and residents entering downtown.

And over the past two years, this space has served as a field training site for workforce development in Green Infrastructure maintenance practices for youth and reentry volunteers. It serves as a second chance for these volunteers, providing education on best maintenance practices and a pathway to an emerging career field - a better future for people.

This area, which has been transformed into a gateway connecting neighborhoods and spurring development is under threat from some of the proposed options for the North Split. Widening of bridges would darken the few remaining open spots between bridges now. It would no longer allow plant material to grow. It would revert all of the progress over the past seven years and worsen the real physical and perceived barrier between the Near Eastside and downtown.

However, I believe this gateway can also serve as a second chance and a brighter future for INDOT to rethink the traditional approach to upgrading their infrastructure assets and place Quality of Life at the same priority as Level of Service for analyzing design alternatives. If the outcome ends up that INDOT does extend these bridges and effects the East 10th Street underpass, I encourage them to invest in the community by placing more art, lighting, and branding elements so this can continue to function as a gateway.

Thank you,

From: [Indy North Split](#)

Subject: RE: We support the "Do Not Harm Strategy"

Date: Friday, June 8, 2018 9:00:00 AM

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the analysis.

We also wanted to take a moment and clarify that alternatives for the North Split are just now being developed and you will have opportunities to learn more about them – and more importantly comment on them – in the future. No decisions have been made at this point.

Thank you again for your thoughtful comments.

Kind regards,
Emily

Sent: Thursday, June 7, 2018 4:53 PM

To: Indy North Split <info@northsplit.com>

Subject: We support the "Do Not Harm Strategy"

Good Evening,

We support the "Do No Harm Strategy": INDOT should address the public safety issues and fix bridges now but not move forward with the 65-70 plan until proper independent review impact studies can be done on the economic, quality of life, and connectivity issues.

We need a plan that looks beyond traffic flow to a twenty-first century version of a city that keeps and and attracts residents as a place that one wants to live, work, play, and visit.

Thank you,

From: [Indy North Split](#)

Subject: RE: my thoughts

Date: Wednesday, May 30, 2018 8:51:00 AM

Thank you for your email and for taking the time to share your thoughts on the I-65/I-70 North Split project. I wanted to acknowledge receipt and let you know that your comments will be included in the public record for the project.

Thank you,
Emily

Sent: Friday, May 25, 2018 11:22 AM

To: Indy North Split <info@northsplit.com>

Subject: my thoughts

Hello,

First of all, thank you for considering public opinion when redesigning the split. Opinion from the people who live in the affected areas and drive the highways regularly is important.

I live on the near east side and work on the west side. Some days I drive on 70 to get to work and other days I take Washington through downtown. While 70 is usually a bit faster, I prefer to drive on Washington. Despite the fact that I have to stop at lights and it takes a bit longer, it's more enjoyable to drive on a city street where I can see neighborhoods and trees. Expanding streets into boulevards with bike lanes and medians with trees would be lovely and make my drive even more enjoyable. It would also encourage me to visit the neighborhoods on my days off to walk around, shop, and dine out.

When I first moved to Indy I lived in the Old Northside neighborhood and regularly walked or biked under 65 to get to downtown. There is a small park on Central Ave, immediately north of 65 and across from the Indiana Landmark Center, that is lovely and so much more beautiful than a big wall. The trees along the slope leading up the highway make living next to a big polluting freeway tolerable, in a way that a big wall would not. For the neighborhoods right next to the highways trees are so much prettier than a wall, and create a better environment in the neighborhood.

I understand that walls reduce some of the noise created by the highways, but so can trees and bushes. Plant big pine trees and evergreen bushes next to the road so they can reduce noise year round, and soak up some of the carbon from traffic. Trees make neighborhoods more inviting, making it a super win all the way around.

Financially, spending more on the highways and city streets is worth it if it creates better living and recreational environments. If the neighborhoods are more inviting, growth will happen that will bring in more money. Also, I would be happy to pay more in taxes if it means my city is more beautiful.

From: Indy North Split

Subject: RE: comments on I65/I70

Date: Wednesday, May 30, 2018 11:37:00 AM

Thank you for your email and for taking the time to share your thoughts on the System Level Analysis of the downtown interstate system. I wanted to acknowledge receipt and let you know that your comments will be included in the public record for the analysis.

Thank you,
Emily

Sent: Wednesday, May 30, 2018 10:32 AM

To: Indy North Split <info@northsplit.com>

Subject: comments on I65/I70

I have lived in Herron Morton form over 30 years. The interstates are a part of life. I do however like the concept of the depression of roads. I have been in Boston since they have depressed some of their roads and it gave a much friendlier view of the city-for some reason walking over interstates is much more pleasant than walking under. I am a walker, and I really don't like walking under the interstate-it is noisy and trash accumulates there. My family is not a big work commuter. My husband and I both drove about 10 minutes to work and usually not on the interstate. If we were more of a public transportation city I would use that more.

Thanks,

From: Indy North Split

Subject: RE: Please select an option that improves walkability

Date: Thursday, June 7, 2018 4:06:00 PM

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the analysis.

We also wanted to take a moment and clarify that alternatives for the North Split are just now being developed and you will have opportunities to learn more about them – and more importantly comment on them – in the future. No decisions have been made at this point.

Thank you again for your thoughtful comments.

Kind regards,
Emily

Sent: Thursday, June 7, 2018 12:11 PM

To: Indy North Split <info@northsplit.com>

Subject: Please select an option that improves walkability

Hello,

I'm writing to voice my concern that the proposed changes do nothing to improve the walkability of downtown and that is a critical component of growing as a city.

Please take the time to consider additional weighting to these options, as well as more community feedback and outside-the-box ideas.

Thank you,

From: Indy North Split

Subject: RE: Feedback on the System-Level Analysis
Date: Friday, June 8, 2018 9:04:00 AM

Thank you for taking the time to share your very thoughtful comments on the System-Level Analysis. We want to acknowledge receipt and let you know that they will be included in the formal record for the analysis.

Kind regards,
Emily

Sent: Thursday, June 7, 2018 5:15 PM
To: Indy North Split <info@northsplit.com>
Subject: Feedback on the System-Level Analysis

To Whom It May Concern,

Thank you for the opportunity to give feedback on the System-Level Analysis. My input is that a comprehensive independent study is needed, as well as deeply considering input from the public and interest groups. The question of how to address the 65/70 split of course goes far beyond traffic volume and budget estimates. As long-time Indianapolis resident and homeowner three blocks north of 65, in the Old Northside neighborhood, I am very concerned about the effects the option of expanding the highway would have on the surrounding neighborhoods and the city itself.

As a more direct response to the System-Level Analysis, I believe it is likely the predictions for traffic volume increases are overstated. During the "Hyperfix" rehabilitation of sections of I-65/70 in 2003, INDOT successfully came in under budget, 30 days ahead of schedule, and with far less congestion than estimated. Then Commissioner Nicol said, "that first day we did not have the gloom and doom gridlock with the whole city shut down. People changed their travel behaviors, and it was a huge success." I believe INDOT can achieve this level of success again for the North Split.

One reason the delays were not as long as expected is because "drivers are pliable," according to Tom Gallagher, principal and urban designer with Ratio and a professor-in-practice of urban design at Ball State University. "Traditional traffic models have a hard time accounting for human resourcefulness. In other cities where urban freeways have been decommissioned, drivers have effectively taken advantage of alternative routes. We need to recognize that the whole urban network of roads works together as a system. If the urban grid of streets is allowed to function at its best, few things are more efficient."

Gallagher also reflected on how adding lanes to highways does not guarantee decreasing congestion. "It is true that there might be a short period of improvement immediately after a road is widened, but the improvement itself soon leads to more congestion. The less-congested road draws

more drivers until capacity is exceeded again. The Katy Freeway in Houston claimed the title of world's widest highway, weighing in at 26 lanes, when it was built for \$2.8 billion in 2011 to counter growing congestion in the region. By 2014, the Katy was experiencing more congestion than it had in 2011 by 30 percent in the morning and 55 percent in the afternoon."

When 65/70 was built through downtown Indy built decades ago, the effects on our city were disastrous, destroying historic buildings, dividing communities, discouraging commerce, and adding pollution. Here is a story from Arthur's Music Store, which has been in Fountain Square since 1952: "Fountain Square was a vibrant, full service, connected community. Then 65/70 was built, cutting our neighborhood off from the city... We were effectively isolated as a major portion of the fabric of the community was decimated. [It] has taken almost 4 decades to stabilize." Why double down on this harmful, outdated model?

It is interesting how INDOT worked closely with Carmel to build depressed multilane roads for US 31 and 431. I would hope INDOT would consider similar modern alternatives (boulevards, tunnels, etc. vs. widening the highway) for Indiana's capitol. According to Sheila Kennedy, a professor of law and public policy at the School of Public and Environmental Affairs at IUPUI, "San Francisco, Milwaukee and Portland, Oregon, have replaced downtown interstates with boulevards, saving billions of dollars, increasing property values on adjacent land, and restoring urban neighborhoods. At least 10 other cities are in the process of doing so. Concerns that traffic flow would be hampered have proved unfounded—exits from interstates are limited, while boulevards allow access to the grid, so traffic moves more evenly."

I ask INDOT to work with the public and concerned groups openly and fairly to determine the best solution for the city, state, and its people. This is so much more than a NIMBY issue to me. This is a citizen and homeowner hoping that Indianapolis can unlock its full potential. INDOT can be a part of that bright future. I look forward to further discussions through hearings, opportunities to give feedback, and all other avenues.

Sincerely,

From: [Indy North Split](#)

Subject: RE: RETHINK I-65/70 comments to INDOT and HNTB
Date: Monday, June 11, 2018 10:50:00 AM

Thank you for taking the time to share your comments from the perspective of a downtown business owner. We want to acknowledge receipt and let you know that they will be included in the formal record for the analysis.

We also wanted to take a moment and clarify that alternatives for the North Split are just now being developed and you will have opportunities to learn more about them – and more importantly comment on them – in the future. No decisions have been made at this point.

Thank you again for your thoughtful comments.

Kind regards,
Emily

-----Original Message-----

Sent: Friday, June 8, 2018 1:15 PM
To: Indy North Split <info@northsplit.com>
Subject: RETHINK I-65/70 comments to INDOT and HNTB

I am concerned that a widening of the 65/70 Interstate downtown as part of a needed repair and rebuild will hurt the adjacent neighborhoods and downtown in general.

I ask that INDOT and HNTB join forces with the City of Indianapolis and the Metropolitan Planning Organization and complete a COMPREHENSIVE study, that looks at blending vehicular traffic with other forms of transportation AND takes into account quality of life, historic preservation, economic development and impacts on the natural environment.

I asked that INDOT NOT move ahead quickly with the project, but take the time to plan and build the project in innovative ways that look at more than car counts and traffic flows.

If the downtown can accommodate the Cultural Trail, which was a radical shift in the use of downtown streets, then the rebuild of the 65/70 can also be accomplished in a way that accommodates Interstate traffic and positively impacts the neighboring areas.

My family has been in business on Washington St. in downtown Indianapolis for over one hundred years and has been a property owner on Washington St. since 1949.

Thank you.

From: Indy North Split

Subject: RE: Rethink the 65/70 Split

Date: Thursday, June 7, 2018 9:04:00 AM

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the analysis.

We also wanted to take a moment and clarify that alternatives for the North Split are just now being developed and you will have opportunities to learn more about them – and more importantly comment on them – in the future. No decisions have been made at this point.

Thank you again,
Emily

Sent: Thursday, June 7, 2018 8:25 AM

To: Indy North Split <info@northsplit.com>

Subject: Rethink the 65/70 Split

Governor Eric Holcomb
Office of the Governor
200 W. Washington St., Rm. 206
Indianapolis, IN 46204

Joe McGuinness
Commissioner
INDOT Management Team
100 N. Senate Ave., IGCN 755
Indianapolis, IN 46204

Dear Governor Holcomb and Commissioner McGuinness:

We are residents of Cottage Home neighborhood on the near east side of Indianapolis and I oppose INDOT's recommendation for the I-65/I-70 highway project.

My reasons for dissent of this project include:

- Harmful impacts to the **economy**: property values will decrease and business will be affected downtown
- Damage to the **environment and living space**: the walls that support the widened highways will increase traffic noise and reflect and increase train noise in several areas; increased traffic will bring more pollution and trash; the longer tunnels will further divide the city making it less walkable
- **Shortsighted** commitment to one mode of transportation: the metropolitan area would be much better served by better public transportation and more integrated support for bicycle riders and pedestrians (including eliminating awkward and dangerous intersections around approach ramps for riders and walkers)

Work on the project has not come close to giving the impression of transparency or fairness. Meetings have cursory affairs that lack direct communication; question and answer sessions are important for such a significant project. The studies of alternatives are unconvincing and suggest bias. The claim that studies should target only the north split are undercut by the state bringing in people from the donut counties. The results of comparative studies of alternatives use questionable assumptions. This project fails to answer criticisms of the original highway development a half century ago.

I request that INDOT take the time to research and consider alternative solutions to this project. Given the adverse consequences on downtown living that was the result of the original highway development a half century ago, it is the obligation of the State of Indiana to focus on a broader vision that goes beyond vehicular travel.

Sincerely,

From: Indy North Split

Subject: RE: comments on SLA and INDOT presentation on 5/23
Date: Friday, June 8, 2018 9:07:00 AM

Thank you for taking the time to share your very thoughtful comments on the System-Level Analysis and for attending the presentation on May 23. We want to acknowledge receipt and let you know that they will be included in the formal record for the analysis.

Kind regards,
Emily

Sent: Thursday, June 7, 2018 7:05 PM

To: Indy North Split <info@northsplit.com>

Subject: comments on SLA and INDOT presentation on 5/23

Dear INDOT: I would like to submit comments with respect to the presentation and the System Level Analysis and the overall direction of the North Split project to date. In short, the Indianapolis Star had it right when it headlined an article in January "Splitting Neighborhoods?". This may not be INDOT's intent, but the outcome of a decision to pursue **Concept #3 will be to run a concrete canyon through the heart of the city's residential neighborhoods.**

- In terms of physical impact, a widening and adding of more lanes, with more traffic, noise, air pollution and potentially 18 ft retaining walls will visually and physically segregate the city, cutting off the Mile Square from the surrounding neighborhoods.
- In terms of economics, Indianapolis' own history suggests that the original I-65 project did significant harm to adjacent neighborhoods, with one study suggesting it had a devastating impact on property values:
 - According to a 2013 study done for the Mayors Innovation Project "Rethinking the Urban Freeway", noted that the construction of freeways through cities "did notorious damage to neighborhoods and had a disproportionate impact on neighborhoods that were primarily African-American and/or low income."
 - The study noted "***The building of I-65/70 I Indianapolis produced a staggering downward push on real estate values adjacent to the interstate, with one estimate showing a loss of \$99 million in real estate for a single mile of freeway analyzed in downtown Indianapolis.***"
- Numerous studies have indicated that 'millennials' and younger people highly value connectivity and the ability to walk and bike to various venues and to work, and this affects their decisions about where to locate.
 - Buffalo NY has seen an increase of 6% in its urban millennial population from 2010 to 2015 (ahead of Seattle, up 5.4%) , vs Indpls. At 1.4%. Buffalo is one of the cities in the process of redesigning an expressway that divides its downtown. [Time Magazine, 2017]
- The "Brain Drain" still hampers Indiana's potential in attracting the key 25-34 year old

demographic is key. According to a BioCrossroads study,

- Only 33% of in-state college biology majors remain in IN; for engineers, the retention level is 38% and 49% for computer and IT students
- 50% of Purdue students (from IN) found jobs outside the State after college
- According to the Indiana Chamber of Commerce, 45% of respondents said they left jobs unfilled due to lack of qualified applicants
- In US News & World Report 2018 edition, “Best Places to Live” Indianapolis’ ranks #55, behind Columbus OH at #36 and Ft Wayne at #40 – our two lowest scores are “Desirability” at 5.8 and “Quality of Life” at 5.6.
- Interestingly, according to *US News & World Report*, **Indy had one of the lowest overall commuting times, with an average of 24.8 minutes.** According to the US News article, average commuting time from Fishers (zip code 46037) is 29.1 minutes – so Concept # 3 will result in potential time travel savings of 3 to 6 minutes at a devastating consequence to adjacent/affected neighborhoods.
- INDOT’s own studies show a marginal benefit of reduced congestion (10% and 6%) at peak periods of travel time – at a cost in excess of \$900 million -- and if INDOT builds all the way out to the edge of the ROW, there are no options or flexibility for the future.
- Business needs customers, and customers value the ability to ride their bikes, walk strollers, sit outside at restaurants. Sites adjacent to major highways do not promote these activities.
 - A study done in the SW for Los Angeles indicated that “the imposition of freeway routes [had, still has] two major negative economic impacts: the massive destruction of street commerce isolated neighborhoods [and] created economic dead zones....”
- A study done by University of Akron for the Ohio Journal of Science, showed that the construction of the Innerbelt Freeway in Akron resulted in increased racial segregation of adjacent neighborhoods, a general decline and closing of neighborhood business and drop in median house values.

Below are questions that I do not believe were adequately or even ever addressed by INDOT at its briefings or with sufficient particularity within the SLA. All of the schematic photos were labeled “prototypical” so it was difficult to discern what the actual project might look like:

- number of lanes to be added and how much of the 250 ft right of way will now be occupied by travel lanes or otherwise built out?
- Will this result in solid [concrete] tunnel underpasses for the north/south thoroughfares that today connect neighborhoods?
- What is the expected height of retaining wall that will be required for structural support?
 - will sound barrier walls be needed in addition?
 - What is the projected additional decibels and noise pollution as a result of increased traffic?
- What is the impact of additional air pollutants as a result of increased traffic?
- What will be the expanded width of highway at major cross streets such as College, Central, Alabama, Pennsylvania, Illinois?
- What will be the increase in the number and width of exit ramps?

- What is the projected volume of through traffic in off-hours,
 - Please provide a breakdown of Local vs commuting vs through traffic, including truck volume – not just during peak periods
- Please quantify what a 10% reduction in travel time will mean in real minutes to the average traveler from Fishers to downtown,
- what is the expected increase in traffic volume will be as a result of the lane widening?
 - what the increased traffic will mean to air quality in surrounding neighborhoods?
 - what the increased flow will mean in terms of noise pollution and vibration?
- Have they evaluated ALL possible options to address the safety issues with the bridges and straighten out the curve at the North split, without widening the existing span of the highway?
- Below is a visual of what a retaining wall plus sound barrier could look like, creating the concrete canyon we want to avoid.



We recognize that the department's intentions in general are honorable, and its mission as stated is to plan, build maintain and operate transportation systems and enhance safety mobility and economic growth. It is essential that INDOT fix the critical safety issues that 50+ year old aging infrastructure requires and these needs be addressed immediately. But INDOT's mission (p. 2 of the SLA) does include economic growth and I believe the options you are pursuing, specifically Concept #3, fly in the face of that mission. A starting point for any government is 'to do no harm', which at a minimum means not expanding the highway footprint beyond its existing lanes – simply staying within the Right of Way is not an acceptable outcome, however legal an option.

INDOT needs to consider that Indianapolis plays a vital role in the State's economy and that having its capital city be an attractive place for new businesses to locate and for residents to live is an essential part of the state's economic development strategy. I can't imagine future Amazon's will be attracted to a location carved up by 250 foot spans of concrete elevated highway running right through residential neighborhoods. According to Governing Magazine "State Migration Rates, Net Totals: 2011-2016" <http://www.governing.com/gov-data/census/state-migration-rates-annual-net-migration-by-state.html> Indiana lost population to other states in 3 out of the last 5 years – this is not the direction we – or the Governor – would want to continue. This Administration should want a legacy that they can look back on 20 years from now with pride.

INDOT has an opportunity to move this State forward to a better future for its residents. I encourage you to reconsider your options while addressing essential Safety needs.

Sincerely,

<https://www.census.gov/data/tables/time-series/demo/geographic-mobility/state-to-state-migration.html>

From: Indy North Split

Subject: RE: North Split Input

Date: Monday, June 11, 2018 10:42:00 AM

Thank you for taking the time to share your thoughtful comments on the System-Level Analysis. We want to acknowledge receipt and let you know that they will be included in the formal record for the analysis.

Thank you also for your continued role on the project's Community Advisory Committee.

Kind regards,
Emily

Sent: Thursday, June 7, 2018 10:20 PM

To: Indy North Split <info@northsplit.com>

Subject: North Split Input

Good evening,

Thank you for the opportunity to provide input on the North Split System-Level Analysis. On behalf of the Health by Design coalition, I have several general comments to offer:

- We appreciate the critical need to ensure the safety of the existing bridges and support stabilization, maintenance and repairs that will address those in the short-term. That said, such strategies should not preclude the parallel exploration of broader and longer-term system-level options. In addition, non-infrastructure related interventions (speed reduction, traffic calming measures, etc.) should be considered, as appropriate.
- We believe that further study of the non-transportation-related impacts of the interstate system through downtown Indianapolis is warranted and should be conducted to include the most comprehensive assessment of public health, public safety, quality of life, environment and community economic development possible. Such study should be funded by INDOT as part of the larger project development process and rely on local, state and national partners and subject matter experts.
 - We would be more than happy to provide support to a formal Health Impact Assessment.
- The decision-making process should include consideration of active transportation options and impacts as related to accessibility, safety (perceived and actual), connectivity and both latent and induced demand. Moving forward, the process should include more detail related to the planning, design and implementation of walking, biking and transit-related facilities for the various concepts.
- Given the fiscal restraints and generally limited resources available for our overall

transportation system, it is paramount we ensure that every dollar spent is spent in the wisest way possible. To do this, estimated project costs should account for the full range of associated immediate, short- and long-term expenses and returns. With that, we should account for full life-cycle costs, as well as expenses (or savings) associated with the non-transportation-related impacts discussed above. It seems unlikely that the costs projected in this analysis do so.

- A project like this also warrants a broader conversation about transportation concepts such as performance, peak, congestion and delay. There is an argument to be made that we shouldn't want a downtown interstate to function in the same way as one through a suburban or rural part of the state, let alone be expected to. Along with that, it's important to understand and be forthcoming about the inherent biases and limitations of the models in use. Both of these topics need further transparency, consideration and discussion as the process continues.

I also have one specific questions:

- INDOT's North Split materials state that during peak times, only a small percentage of traffic is traveling to/from outside 465. What is the overall percentage of through-traffic throughout the day, including non-peak times?

I am more than happy to discuss these comments further or answer any questions, as needed. Again, thank you for this opportunity to provide input. We look forward to continued participation in the process.

Take care,

Kim

Kim Irwin, MPH

[Health by Design](#)

Executive Director, Alliance for Health Promotion

615 N. Alabama Street, Suite 426

To: [Indy North Split](#)
Subject: North Split System Level Analysis Question - comments
Date: Thursday, May 3, 2018 6:29:16 PM

Dear Sir or Madam:

In regards to the System Level Analysis for Downtown Interstates (<https://northsplit.com/wp-content/uploads/2018/05/North-Split-System-Level-Analysis.pdf>) for Section 2 was there consideration of looking at areas where a freeway across an urban area was not completed and a boulevard type section connects two freeway segments? I had the following in mind:

- * US 50 through Jefferson City, Missouri: Five signalized intersections between two freeway segments in the downtown area
- * I-380/US 218 through Waterloo, Iowa: Five signalized intersection between two freeway segments near downtown.
- * I-27/US 87 through Amarillo, Texas: A double one way pair in the downtown area between two freeway segments with at least 10 signalized intersections.

It seems one of the above may be a better indicator of traffic flow and any safety issues than any of the freeway decommissions that have already happened.

Also, it is not listed in the analysis but there is a commonly cited example of the Central Freeway removal/Octavia Boulevard in San Francisco. When I drove the corridor a few years ago, there was a decent off-peak delay caused by the queue from first light at the transition from the freeway to the boulevard of at least three minutes. The queue was extending into the freeway section. None of the people in favor of freeway removals seem to mention this operational deficiency and possible safety hazard.

As someone who does use I-65 to cross Indiana every now and then, I object to a complete freeway removal without significant upgrades to I-465 or a new outer belt outside of the I-465 loop.

Sincerely,

From: Indy North Split
Bcc: ["kgillette@hntb.com"](mailto:kgillette@hntb.com); [Seth Schickel](#); [John W. Myers](#); ["northsplit@hntb.com"](mailto:northsplit@hntb.com); ADietrick@indot.in.gov; [Shi, Runfa](#); ["Erin Pipkin"](#)
Subject: RE: North Split Public Comment
Date: Friday, June 8, 2018 8:56:00 AM

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the analysis.

We also wanted to take a moment and clarify that alternatives for the North Split are just now being developed and you will have opportunities to learn more about them – and more importantly comment on them – in the future. No decisions have been made at this point.

Thank you again for your thoughtful comments.

Kind regards,
Emily

Sent: Thursday, June 7, 2018 4:44 PM
To: Indy North Split <info@northsplit.com>
Subject: North Split Public Comment

Dear Governor Holcomb and Commissioner McGuinness:

I am a resident of Cottage Home neighborhood on the Near Eastside of Indianapolis, and I oppose INDOT's recommendation for the I-65/I-70 highway project.

My reasons for dissent of this project include:

- Harmful impacts to the **economy**: property values will decrease and business will be affected downtown. We have worked so hard to connect neighborhoods to downtown, which has had a tremendous impact on the vitality of Indianapolis, and this would reverse that progress.
- Damage to our **quality of life**: the walls that support the widened highways will increase traffic noise and increase train noise in several areas; increased traffic will bring more pollution and trash; the longer tunnels will further divide the city making it less walkable

So many respected organizations and leaders have come out and opposed this project. It makes me sad that our city seems at odds with the state, and that we don't have a voice in coming to some sort of a compromise.

I know we need to fix the problem, but I want to do so in a fair way that shows true innovation and our commitment to taking Indiana to the Next Level for all citizens. This is an opportunity to lead and demonstrate our values, not settle for status quo. I know we can do it.

I request that INDOT take the time to research and consider alternative solutions to this project; it would be a missed opportunity not to.

Sincerely,

From: [Kia Gillette](#)

Subject: RE: Comments for the System Level Analysis Report

Date: Wednesday, June 6, 2018 4:29:19 PM

Thank you for your comments on the System-Level Analysis. I wanted to acknowledge receipt and let you know they will be included in the formal project record.

Thank you again for taking the time to share your comments as well as for your input regarding the CAC and public meetings for this project.

Kia

Kia Gillette

Environmental Project Manager

Sent: Monday, May 21, 2018 4:00 PM

Subject: Comments for the System Level Analysis Report

Good afternoon John/Kia,

I have the following comments regarding the system-level report. They are the same ones I mentioned this morning, but with more detail.

Comments on System-Level Analysis:

- What is the actual crash rate for downtown interchanges, how do they compare to the rest of the interchanges in the State of Indiana, and also break that down by fatalities/serious injuries/other.
- Please indicate the actual rated lifespans of each bridge in downtown system, according to whatever are the most recent inspections for each bridge in downtown (North Split, northwest, southeast, each leg, etc.)
- Please evaluate the level of “through-traffic” in downtown to supplement the data for the tunnel/depression options. By that I mean traffic coming from north of 30th street, south of Raymond, east of Rural, and west of West Street, going through downtown without stopping downtown, and coming out one of the other points mentioned. That would give a better idea of how much traffic could be reasonably tunneled without having to use a lot of ramping downtown (e.g. finding out what it would look like to have local traffic above, accessing surface streets before getting downtown, keeping through traffic below, and minimizing the number of / locations of exit/on ramps).

Thanks!

Subject: RE: Feedback on approaches to 65/70 opportunity
Date: Friday, June 8, 2018 9:05:00 AM

Thank you for taking the time to share your very thoughtful comments on the System-Level Analysis. We want to acknowledge receipt and let you know that they will be included in the formal record for the analysis.

Kind regards,
Emily

Sent: Thursday, June 7, 2018 5:45 PM
To: Indy North Split <info@northsplit.com>
Subject: Feedback on approaches to 65/70 opportunity

Hello Northsplit.com

Reading background materials for the ongoing 65/70 discussion, I am surprised how focused the principle documents are on fixes to current conditions of roads and bridges including structural risk hazards. Also the almost exclusive attention to measurements of miles, hours, minutes, delays. These and hazards to pedestrians are of serious concern, of course.

Yet, why aren't we imagining first **what we want this city to look like 10-20 years from now**, and plan toward that?

Consideration of the benefit of more aesthetically nurturing urban spaces, reduced traffic noise, innovative alternatives to car travel, diverting what through traffic there is to bypasses, revitalization of neighborhoods or acknowledging new ones is at least as productive an exercise.

These can all occur without preferential treatment of wealthy citizens, without threat to fundamental municipal institutions, and without scapegoating/exploiting currently more modest or disadvantaged communities.

We need to have a thoughtful, comprehensive plan that honors multiple stakeholders' needs and that leverages strategic and creative opportunities on behalf of the desired future Indianapolis. Surely this can be melded with necessary short term, narrowly focussed, conservatively funded concerns.

The next best thing to do is take the time to generously and properly define the mosaic scope of the City's needs. Then to compassionately, practically, and imaginatively consider not only the resources we currently have, but those we can develop for the future, to feed the growth we want to promote.

To me, this would be a wise investment as we process the fate of a well-intended transportation complex "nearing the end of its useful life."

Looking forward to a thorough and thoughtful process~

From: [Indy North Split](#)

Subject: RE: Slow down on the I 65-70 plans
Date: Thursday, June 7, 2018 4:36:00 PM

Thank you for taking the time to share your thoughtful comments from the perspective of someone who not only lives, but operates a business, in downtown Indianapolis. We wanted to acknowledge receipt and confirm that your input will be included in the official record for the analysis.

We also wanted to take a moment and clarify that alternatives for the North Split are just now being developed and you will have opportunities to learn more about them – and more importantly comment on them – in the future. No decisions have been made at this point.

Thank you again,
Emily

Sent: Thursday, June 7, 2018 4:08 PM
To: Indy North Split <info@northsplit.com>;
Subject: Slow down on the I 65-70 plans

Dear INDOT and HNTB,

I am one of the many residents who is very concerned about plans to widen I 65-70 downtown. Not only do I live two blocks from the I 65/70 split in the Cottage Home Neighborhood, I also have my business in the neighborhood. I've gone to many neighborhood meetings and have seen several presentations and do not believe that we are moving in the right direction for the future of our city. It feels like the project is being rushed. This will impact our city for decades, please slow down and thoughtfully work on a plan that is not only functional or the least expensive option, but one that takes into account vehicle usage in the future. We need a plan that blends our car traffic with other forms of transportation. Let's be a leader and come up with a plan that might blend with boulevards and respect our quality of life, neighborhoods, historic preservation, economic development, and the aesthetics of the highway.

I'm the historian of our neighborhood and saw the huge impact that the highway made on my neighbors who were here when it was originally built in the 1970s. The highway is a large divide between us and downtown. It creates too much noise and pollution. Adding tall and ugly walls, while adding yet more lanes, can't be the only solution. Please join forces with the City of Indianapolis and the Metropolitan Planning Organization and complete a comprehensive study that works best for our city.

Indianapolis has really become such a cool city since I moved here in 1979 and the plans that I've seen are not progressive and helpful to our forward-thinking communities. With creativity I know you can do much better!

Regards,

From: Indy North Split

Subject: RE: north split...let's be visionary

Date: Friday, June 8, 2018 9:02:00 AM

Thank you for taking the time to share your comments. I wanted to acknowledge receipt and let you know that they will be included in the formal record for the analysis.

Kind regards,
Emily

Sent: Thursday, June 7, 2018 5:09 PM

To: Indy North Split <info@northsplit.com>

Subject: north split...let's be visionary

I am 5 minutes late. But I have lived in the 700 block of Dorman street for 34 years. Guys, we can do better! We can be visionary in projecting our future. So much work has been done to create community, a thriving downtown and surrounding neighborhoods. PLEASE, take a moment and think about what will really serve our city best for the long haul!!!! Indy is just really getting our footing as a great urban realm. A place for all. A place that stimulates its residents and visitors alike. I beg you to RETHINK!!!

With great hope,

From: Indy North Split

Subject: RE: HUNI response to the system analysis

Date: Thursday, June 7, 2018 8:58:00 AM

Thank you for sharing HUNI's position on the System-Level Analysis. I wanted to acknowledge receipt and confirm it will be included in the formal record for the analysis.

Kind regards,
Emily

Sent: Wednesday, June 6, 2018 11:10 PM

To: Indy North Split <info@northsplit.com>;

Subject: HUNI response to the system analysis

Attached is the position of Historic Urban Neighborhoods of Indianapolis on the INDOT System Analysis. Please add it to your recorded responses.

Contact: Marjorie Kienle or
Garry Chilluffo
Historic Urban Neighborhoods
of Indianapolis
mkienle@indy.rr.com
garry@chilluffo.com
<http://www.huniindy.org/>



historic urban neighborhoods
of INDIANAPOLIS

Position Statement

INDOT System Analysis

Indianapolis, Indiana June 5, 2018 The Historic Urban Neighborhoods of Indianapolis (HUNI) appreciates INDOT's response to the public's concern for a need for alternate solutions for the Northsplit. However, this system analysis does not go far enough to be able to appropriately select the best solution for transportation infrastructure within its vibrant urban context.

At the INDOT Consulting Party meeting on Friday, January 26, 2018, HUNI urged INDOT to join with the City of Indianapolis and Metropolitan Planning Organization to work together on a policy directive to shape future investments in the interstate system through downtown. We have consistently advocated for the development of technically and economically feasible alternatives that more holistically address community development and quality of life opportunities. Those include economic development, environmental and social justice considerations, and historic preservation (the route slices through several National Register and local IHPC districts) in addition to traffic management (in conjunction with mass transit, bike trails, and other modes of transportation). Our intention has not been adversary to the existing process, but rather to facilitate a creative solution that meets INDOT's objectives, accelerates a bold vision for a world-class City, and maintains Indianapolis as the primary economic generator for the State of Indiana.

HUNI recognizes the safety and aging infrastructure issues and is requesting that INDOT move forward immediately by **stabilizing, not expanding**, existing structures and pavements. **Reduce weaving** impacts through speed control measures. Extend the life of the infrastructure for 3-5 years. In tandem with these steps, HUNI encourages INDOT to **create a partnership** between the Rethink 65/70 Coalition, City, State, and MPO for development of a comprehensive plan that includes community considerations of economic development and quality of life, in addition to moving traffic. **Maintain the partnership** to implement the plan in logical phases.

Proceeding now with a permanent solution to the Northsplit clearly puts the cart before the horse and can perpetuate the mistakes of the past.

From: [Indy North Split](#)

Subject: RE: North Split Project, Letter from Indiana State Museum

Date: Thursday, June 7, 2018 8:00:00 AM

Thank you and your Board of Directors for taking the time to share your thoughtful comments on the System-Level Analysis. I wanted to acknowledge receipt and let you know that your letter will be included in the formal project record for the analysis.

Kind regards,
Emily

Sent: Wednesday, June 6, 2018 3:38 PM

To: Indy North Split <info@northsplit.com>

Subject: North Split Project, Letter from Indiana State Museum

Hello,

Attached please find a letter from our Board of Director's Vice-Chair Andrew Dahlem regarding the North Split Project.

Thank you.



June 6, 2018

Dear Commissioner McGuinness:

The Indiana State Museum and Historic Sites would like to share our concerns on the System-Level Analysis (SLA), Concept 7, for INDOT's I-65/I-70 Split proposal on the West Street tunnel-and-boulevard option, which would have a significant impact on the museum if it were to become a reality.

We are located in White River State Park at the intersection of West Street and Washington Street. Of the SLA concepts INDOT has studied, the West Street tunnel option, Concept 7, is problematic for the Indiana State Museum and other White River State Park attractions. A project excavating West Street for one or more seasons would reroute downtown traffic and profoundly impede the ability of visitors, volunteers and employees to access the museum by vehicle during construction. Pedestrians and bicyclists who reach the museum via the Central Canal (itself impacted by tunnel construction) also could face limited access. Noise and vibration associated with tunnel excavation would detract from the museum experience for visitors, particularly during outdoor events.

We are also very concerned that the West Street tunnel would have a detrimental effect on fragile items in our collection, both on view and in storage areas located in multiple stories both above and below ground level. The museum's collection of more than 500,000 cultural and natural science artifacts are central to Indiana's heritage. It includes many objects that are highly susceptible to damage from vibrations. If the tunnel proceeds, these will be at risk not only during the construction phase, but also from the elevated level of traffic that would travel through the tunnel on a regular basis.

Moreover, the White River State Park underground garage – where thousands of visitors park vehicles each week – also abuts West Street along its eastern wall. Excavating a deep trench to construct an interstate tunnel would pose a significant hardship and hindrance to the museum's operations, mission and the ability of its visitors to access it throughout the duration of construction.

As a tourism and school field trip destination, the Indiana State Museum appreciates INDOT's duty to address aging highway infrastructure such as the I-65/I-70 North Split for the safety of all motorists traveling to or through Indianapolis.

Thank you for your consideration.

A handwritten signature in black ink, appearing to read "Andrew M. Dahlem".

Andrew M. Dahlem, Ph.D
Vice-Chair, Board of Directors
Indiana State Museum and Historic Sites

650 W. Washington St.
Indianapolis, IN 46204
317.232.1637
indianamuseum.org

Subject: RE: Indianapolis Urban League Statement for the Record on I/65 I/70 Split Construction
Date: Monday, June 4, 2018 4:40:00 PM

Thank you again for your thoughtful comments shared last week. Upon reviewing your letter, we wanted to take a moment and clarify that the System-Level Analysis did not make specific recommendations for the downtown interstate system. We agree that further extended studies are needed.

Additionally, alternatives for the North Split are just now being developed and you will have opportunities to learn more about them – and more importantly comment on them – in the future.

Thank you for taking the time to share your comments.

Kind regards,
Emily

Sent: Wednesday, May 30, 2018 3:33 PM
To: Indy North Split <info@northsplit.com>;

Subject: Indianapolis Urban League Statement for the Record on I/65 I/70 Split Construction
Importance: High



Indianapolis
Urban League

Position on I-65/I-70 Split Construction Project

After much deliberation and analysis, the Indianapolis Urban League (IUL) is recommending that the Indiana Department of Transportation (INDOT) only proceed with repairing and replacing the 32 critical infrastructure bridges outlined in the *PROJECT INTENT REPORT* (I-65 from Vermont Street to Fall Creek and I-70 from I-65 North Split to I-465 East Leg Original Draft 9 May 2016, Revision 18 July 2016). This approach is not an option currently being offered for public consideration by INDOT and it would address the many safety concerns cited by the Indiana Department of Transportation.

Further, IUL requests that INDOT not proceed or formally adopt any of the 6 plans currently being shown to the public (System Level Analysis renderings) for at least two years to allow true, broad-based, intentional public input. The emergency bridge repair work supported by the Indianapolis Urban League will itself cost an estimated \$671 million.

IUL is requesting this action because the comment process from the public has been very truncated and flawed. There was only one major public input session that occurred on May 23rd at 4:00 and 6:00 PM—during the height of rush hour in a building which was not fully handicapped accessible, and which was not located on a bus-line.

The Indianapolis Urban League believes that a project of this magnitude must have true public input from a variety of residents, including homeowners, businesses, apartment dwellers, mass transit users, and our many area universities.

Given the historical impact of the original installation and development of this corridor, stakeholders who were most impacted and least consulted continue to bear the consequences of a massive project that reaped devastation and isolation to inner city dwellers who literally saw their neighborhoods cut off and bisected by the I-65-I70 corridor from Downtown in Ransom Place and Indiana Avenue to the 29th and Highland vicinity areas.

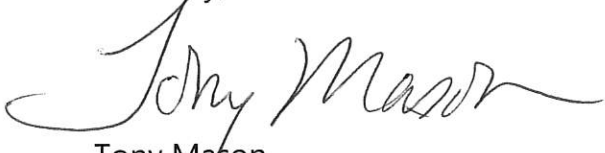
"The state built the I-65 interchanges between 1968-1971. Ultimately, particularly Fountain Square felt a dramatic decrease in population (17,000 residents in the downtown area total were displaced) as well as access to social services. Additionally, the west and northwest sides lost a significant portion of housing built between 1870-1910." (The Polis Center, IUPUI at <http://historicindianapolis.com/flats-lost-i-65-construction/>)

Too other many questions remain unanswered: How many minority, veteran, and women-owned enterprises will see jobs as a result of this work? Will nearby public housing communities and high school graduates seeking employment in the trades benefit from training and employment programs sponsored/required of vendors? What specific environmental mitigation steps will be taken before, during, and after the construction work? Will these environmental interventions utilize the input and labor of neighborhood residents?

IUL will not assent to history being repeated that resulted in deep and disproportionate impact to community members with the least financial means while contractors and developers reaped many rewards.

Lastly, thorough consideration and analysis must be given to this massive project's impact on neighborhood development and improvement plans, city development plans, TIF Districts and their revenues, impact on IPS residents and ratepayers, economic development decisions, livability as a city for drivers, bikers, and walkers, and a host of other considerations.

Sincerely,

A handwritten signature in black ink that reads "Tony Mason". The signature is fluid and cursive, with a long horizontal stroke at the end.

Tony Mason
President & CEO
Indianapolis Urban League

Subject: RE: I-65/I-70 North Split
Date: Thursday, June 7, 2018 9:07:00 AM

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the analysis.

We also wanted to take a moment and clarify that alternatives for the North Split are just now being developed and you will have opportunities to learn more about them – and more importantly comment on them – in the future. No decisions have been made at this point.

Thank you again for your thoughtful comments.

Kind regards,
Emily

Sent: Thursday, June 7, 2018 9:00 AM
To: Indy North Split <info@northsplit.com>
Subject: I-65/I-70 North Split

7 June 2018

Governor Eric Holcomb
Office of the Governor
200 W. Washington St., Rm. 206
Indianapolis, IN 46204

Joe McGuinness
Commissioner
INDOT Management Team
100 N. Senate Ave., IGCN 755
Indianapolis, IN 46204

Dear Governor Holcomb and Commissioner McGuinness:

I am a resident of Cottage Home neighborhood on the near east side of Indianapolis and I oppose INDOT's recommendation for the I-65/I-70 highway project.

My reasons for dissent of this project include:

- Harmful impacts to the economy: property values will decrease and business will be affected downtown.
- Damage to the environment and living space: the walls that support the widened highways will increase traffic noise and reflect and increase train noise in several areas; increased traffic will bring more pollution and trash; the longer tunnels will further divide the city making it less walkable.

- Shortsighted commitment to one mode of transportation: the metropolitan area would be much better served by better public transportation and more integrated support for bicycle riders and pedestrians (including eliminating awkward and dangerous intersections around approach ramps for riders and walkers).

Work on the project has not come close to giving the impression of transparency or fairness. Meetings have cursory affairs that lack direct communication; question and answer sessions are important for such a significant project. The studies of alternatives are unconvincing and suggest bias. The claim that studies should target only the north split are undercut by the state bringing in people from the donut counties. The results of comparative studies of alternatives use questionable assumptions. This project fails to answer criticisms of the original highway development a half century ago.

I request that INDOT take the time to research and consider alternative solutions to this project. Given the adverse consequences on downtown living that was the result of the original highway development a half century ago, it is the obligation of the State of Indiana to focus on a broader vision that goes beyond vehicular travel.

Sincerely,

From: Indy North Split

Subject: RE: I 65/I 70 Split - more analysis needed
Date: Thursday, June 7, 2018 4:13:00 PM

Thank you for taking the time to provide comment. We wanted to take a moment and clarify that alternatives for the North Split are just now being developed and you will have opportunities to learn more about them – and more importantly comment on them – in the future. No decisions have been made at this point.

The System-Level Analysis did not make specific recommendations for the downtown interstate system. We agree that further extended studies are needed for the system.
Thank you again for taking the time to share your comments.

Kind regards,
Emily

Sent: Thursday, June 7, 2018 2:16 PM
To: Indy North Split <info@northsplit.com>
Subject: I 65/I 70 Split - more analysis needed

I have lived in downtown Indianapolis for several years and witnessed the explosive growth first hand.

There clearly has not been enough thorough analysis of the proposed construction for the I 65 / I 70 Split. Please include groups other than INDOT to conduct an in-depth analysis.

We will have to live with this for years and it will have a major impact on our city. I know the exits and bridges in this area need to be addressed, but the current proposal does not seem like it is the best option...it seems like the fastest, easiest way to address the situation, but not the best way. Please consider additional analysis and input before moving forward.

From: Indy North Split

Subject: RE: Rethink the I-65/I-70 Project
Date: Thursday, June 7, 2018 4:01:00 PM

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the analysis.

We also wanted to take a moment and clarify that alternatives for the North Split are just now being developed and you will have opportunities to learn more about them – and more importantly comment on them – in the future. No decisions have been made at this point.

Thank you again for your thoughtful comments.

Kind regards,
Emily

Sent: Thursday, June 7, 2018 9:55 AM
To: Indy North Split <info@northsplit.com>
Subject: Rethink the I-65/I-70 Project

Dear Governor Holcomb and Commissioner McGuinness:

I am a resident of Fletcher Place and I oppose INDOT's recommendation for the I-65/I-70 highway project.

I request that INDOT take the time to research and consider alternative solutions to this project. Given the adverse consequences on downtown living that was the result of the original highway development a half century ago, it is the obligation of the State of Indiana to focus on a broader vision that goes beyond vehicular travel. We have seen our downtown grow and become a desirable place to live, work, and play. I hope you'll take the action needed to consider highway projects that support the growth of our downtown rather than divide it.

Sincerely,

Subject: RE: I-65/I-70 INDOT plans, a.k.a., North Split Project
Date: Thursday, June 7, 2018 4:27:00 PM

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the analysis.

We also wanted to take a moment and clarify that alternatives for the North Split are just now being developed and you will have opportunities to learn more about them – and more importantly comment on them – in the future. No decisions have been made at this point.

Thank you again for your thoughtful comments.

Kind regards,
Emily

Sent: Thursday, June 7, 2018 2:37 PM
To: Indy North Split <info@northsplit.com>
Subject: I-65/I-70 INDOT plans, a.k.a., North Split Project

Dear Sir or Madam:

For the past fourteen years I have been a homeowner in what is now called the North Square neighborhood. My house is just four doors from the South Split in Indianapolis. When I saw the artist's renderings of what INDOT proposes to do with this section of the downtown freeway that bisects my section of the community, I was appalled. It would increase noise, pollution, and vibration, lowering quality of life and home values for my neighbors and me. Our neighborhood has worked very hard over the past eleven years, partnering with multiple organizations, to lower the incidence of crime, to clean up, to enhance the quality of housing stock, to build relationships, to foster responsible homeownership, and to beautify our area. Our efforts have not gone unnoticed.

I already lived through the piano breakers of the South Split seven-bridge project of ca. 2014, though that ended up making our quality of life better. I dread the idea of INDOT just plowing forward with the current plan without first taking a breather to allow ample time, resources, and opportunity for a completely *independent*, comprehensive study of both feasibility and of impact. Please seriously consider the feelings, needs, wishes, and perspectives of those of us who actually live and work adjacent to this proposed project area.

Thank you for your kind attention.

Respectfully,

From: [Indy North Split](#)

Subject: RE: Comments on INDOT's/HNTB's System Level Analysis and Concepts
Date: Thursday, June 7, 2018 8:06:00 AM

Thank you for your email and for taking the time to share your thoughts on the System-Level Analysis. I wanted to acknowledge receipt and let you know that they will be included in the formal record for the analysis.

Kind regards,
Emily

Sent: Wednesday, June 6, 2018 5:26 PM

To: Indy North Split <info@northsplit.com>

Subject: Comments on INDOT's/HNTB's System Level Analysis and Concepts

Hello,

First, as INDOT and HNTB representatives have repeatedly said in public meetings, their System Level Analysis was just “a beginning point”, “incomplete”, and did not take into consideration many factors of replacing two interstates in the core urban center of a capital city including economic impact and community impact of possible alternative designs. As such, I question whether it is worthy of any meaningful public comment because it has served to largely distract the public and the media from the much more immediate issue at hand: the coming “improvements” of the North Split.

I would strongly recommend that the System Level Analysis be put aside for the time being and that the current planning and engineering work for the North Split be halted and put aside, while INDOT immediately move forward with all appropriate measures to 1) stabilize bridges within the North Split that present safety concerns—without expanding those bridges or the lanes upon them—and 2) address safety concerns raised by “weaving” traffic through speed and signage control measures. From answers given by HNTB representatives in public meetings, such “band-aid” measure should extend the expected life of the North Split 3-5 years. Within the extended life period, and probably within a two year time period, I would urge the State, including INDOT, the Department of Commerce, and all other economic development bodies, to immediately convene a community-wide, including the City of Indianapolis, the Metropolitan Planning Organization, the Rethink 65/70 Coalition, and others, comprehensive study and planning process to take the most advantage of this historic opportunity of replacing two major interstates that run through the State’s capital city and its main economic engine.

I urge our State’s leaders not to enter the planning stage of this massive project with blinders on. The opportunity before us is decidedly NOT about improving traffic flow. The opportunity is a once-in-a-lifetime chance to fundamentally change the identity and economic platform of the State’s biggest economic engine. We can literally remove physical barriers to an economic rebirth encircling downtown Indianapolis and make Indiana’s capital city the envy of the rest of

the country. Designed the right way, we can take a highway reconstruction project and turn it into an adrenaline pump into the State' largest economic engine. We can create a job magnet to rival any major city. At the same time, we can reduce taxpayer cost for maintenance of highway upkeep, make transportation and housing fairer, and improve air quality and public health. Yes, we can be that bold and we can make it happen.

Turning to the System Level Analysis and the 7 Concepts presented by INDOT and HNTB.

--In public meetings INDOT and HTNB have removed Concepts 1 and 2 from consideration.

--Concept 3 is a disaster on so many levels it is hard to know where to begin. First, it doubles down on the highway planning mistakes of 50 years ago. 50 years ago the interstates cut up neighborhoods and business communities and divided them. Concept 3 would now wall them off and install a LA-style interstate system on top of it all. More lanes, more traffic, more congestion, more pollution, more noise, more vibration, much more graffiti, not to mention the series of elected officials who will be voted out of office as the public revolts after having to go through so much pain to achieve only a 10% improvement in congestion in the morning and 6% in the evening for up to \$1.6 Billion spend of hard earned taxpayer dollars. Think the public won't notice? Central Indiana is the No. 1 media market in the State with 4 active and competitive broadcast tv stations and 2 widely read print news outlets, and 3 widely read online news outlets, all looking for conflict stories for what will be at least 3 election cycles through the course of this project's first phase alone.

--Concept 4 is better than Concept 3 but not by much. Unless it is combined with some capping at some streets where retail commerce can help bridge the commerce and connectivity gap, you will have improved sightlines and traffic flow during the rush-**half**-hour but do nothing to improve urban connectivity or address any of the environmental problems that come with interstates, particularly in dense urban areas. Most importantly, the State will have failed to take advantage of the massive opportunities that the reconstruction of the interstates could have given the State.

--Concept 5. This concept is INDOT's and HNTB's interpretation of "boulevards" but they designed boulevards that are guaranteed to fail. They have really designed limited access highways in a dense urban core. This concept has to be re-designed, but once that takes place it is the concept that begins to launch massive economic opportunities available to the State and City. It is the concept that can transform the urban core into a thriving, livable, economically diverse and appealing area that will bring new commerce and creative financing opportunities to the overall project. It is this concept that deserves the most future attention.

--Concept 6. This concept too deserves further attention, even though it appears to be designed to fail. The depressed throughways would help alleviate traffic on the surface corridors and allow thru-traffic not to congest traffic destined for downtown. Even with its challenges, it is far better than Concept 3.

--Concept 7. I'm not sure why concept 7 was included. It doesn't seem to solve any of INDOT's stated problems, it costs a lot, and given the state of existing development along its path, it seems

highly unlikely that this plan could ever move forward.

Thank you for the opportunity to comment.

Subject: RE: North Split / Downtown Interstate changes
Date: Wednesday, June 6, 2018 9:34:00 AM

Thank you for sharing your thoughtful comments. We wanted to take a moment and clarify that alternatives for the North Split are just now being developed and you will have opportunities to learn more about them – and more importantly comment on them – in the future. No decisions have been made at this point.

The System-Level Analysis did not make specific recommendations for the downtown interstate system. We agree that further extended studies are needed for the system and that the players you mentioned in your email should be involved.

Thank you again for taking the time to share your comments.

Kind regards,
Emily

Sent: Wednesday, June 6, 2018 7:53 AM
To: Indy North Split <info@northsplit.com>
Subject: North Split / Downtown Interstate changes

I urge you to stabilize (not expand) existing structures and pavement in the North Split and to allow time to form a partnership between the ReThink 65-70 Coalition, the City, State, and Metropolitan Planning Organization for development of a community-wide plan that reflects the changes that have occurred to the capital of our State in the last 20 years.

The need to improve or expand the North Split to avoid traffic bottlenecks is welcome, but not at the expense of the tremendous progress downtown Indianapolis has made in the last 20 years. The city has transformed into a world class city that is the envy of many East/West coast cities.

Our highway system should also be part of this amazing transformation. How? Let's look at a few examples:

* - After the 1980 Loma Prieta earthquake in San Francisco, the Embarcadero Freeway was torn down. What took its place - a massive, well-lit boulevard along the shore - transformed downtown San Francisco into the highest-rent district in the United States.

* - Boston's exorbitantly expensive "Big Dig" (Ted Williams Tunnel and I-93 replacement) freed up hundreds of acres of land to develop along its shoreline. Granted, the project went way overboard on cost, but engineers were up against serious geological challenges along the bay.

We Hoosiers deserve equal opportunities like the ones created by forward-thinking people in other parts of the U.S. Indianapolis is the capital of Indiana; the downtown has literally transformed in the

past 20 years into a world-class city that is the envy of many people across America. Our city deserves a plan that encompasses public transportation, moving through-traffic around the downtown (not through it) and an appreciation/respect of the amazing restoration of the architecture that survived the first North Split project in the 60's.

From: [Indy North Split](#)

Subject: RE: Don't repeat same mistake

Date: Thursday, June 7, 2018 8:40:00 AM

Thank you for taking the time to provide comment on the System-Level Analysis. I wanted to acknowledge receipt and confirm that these will be included in the official record for the analysis.

Kind regards,
Emily

Sent: Wednesday, June 6, 2018 8:33 PM

To: Indy North Split <info@northsplit.com>

Subject: Don't repeat same mistake

The interstate cutting through our downtown neighborhoods is noisy and polluting. It divides our neighborhoods and wastes land that could be developed into housing and businesses, increasing value of property and tax base.

Highways have no place in a modern city that considers quality of life of people over cars and traffic. Indot must find a solution that is better than the current proposals. Indot should not go back and redo a mistake that has had a negative impact on the city. Indot should listen to the neighborhoods, architects, urban planners, and other well qualified experts that take into consideration much more than volume of traffic, delays measured in minutes of traffic flow, and cost. Yes, cost is a real issue, but if Indot is sincere in wanting to cooperate with intelligent thinking, then a way will be found to build the new infrastructure in a better and cost effective way. The residents involved do not accept the stale arguments and pretense of concern. Indy deserves forward thinking, to steer the city into a better future. Indy deserves a change for the better, not a step backwards.

Subject: RE: I-65/I-70 Highway Project
Date: Thursday, June 7, 2018 4:00:00 PM

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the analysis.

We also wanted to take a moment and clarify that alternatives for the North Split are just now being developed and you will have opportunities to learn more about them – and more importantly comment on them – in the future. No decisions have been made at this point.

Thank you again for your thoughtful comments.

Kind regards,
Emily

Sent: Thursday, June 7, 2018 9:38 AM
To: Indy North Split <info@northsplit.com>
Subject: I-65/I-70 Highway Project

Governor Eric Holcomb
Office of the Governor
200 W. Washington St., Rm. 206
Indianapolis, IN 46204

Joe McGuinness
Commissioner
INDOT Management Team
100 N. Senate Ave., IGCN 755
Indianapolis, IN 46204

Dear Governor Holcomb and Commissioner McGuinness:

I am a resident of Indianapolis, and I oppose INDOT's recommendation for the I-65/I-70 highway project.

I request that INDOT take the time to research and consider alternative solutions to this project. Given the adverse consequences on downtown living that was the result of the original highway development a half century ago, it is the obligation of the State of Indiana to focus on a broader vision that goes beyond vehicular travel.

Sincerely,

From: Indy North Split

Subject: RE: I 65 north split project - opposition

Date: Thursday, June 7, 2018 7:54:00 AM

Attachments: [image001.png](#)

Thank you for sharing your thoughtful comments on the System-Level Analysis. We want to acknowledge receipt and let you know that they will be included in the formal record.

We also wanted to take a moment and clarify that alternatives for the North Split are just now being developed and you will have opportunities to learn more about them – and more importantly comment on them – in the future. No decisions have been made at this point.

Thank you again for taking the time to share your comments.

Kind regards,
Emily

Sent: Wednesday, June 6, 2018 11:54 AM

To: Indy North Split <info@northsplit.com>

Subject: I 65 north split project - opposition

Commissioner McGuinness:

As residents of the Old Northside, a historic neighborhood that abuts the I-65 North split project, we are adamantly opposed to the State of Indiana's proposed expansion of this section of highway through our neighborhood. We believe the best course of action for INDOT and the state to take is to make the necessary, immediate repairs to the bridges through this stretch of highway, while a long term 21st century solution can be identified.

We believe that the state is missing an opportunity to reconfigure highway traffic that addresses transportation, quality of life and economic development needs of our state's capital. Using a 1950's solution to highway planning is not an acceptable solution to the current highway needs. By INDOT's own admission, they did not study environmental and noise pollutions concerns, potential increased vibration through historic neighborhoods and its impact on structures or quality of life concerns that will result from nearly doubling the highway lanes, traffic flow and speeds through this stretch of downtown Indianapolis.

A reduction in property values in this premier neighborhood could have a cascading effect on property values throughout downtown neighborhoods. Further INDOT has stated that they only assessed the costs of various alternatives but did not take into account other factors, including safety of residents, environmental and economic Impact. We believe that Governor Holcomb needs to direct a state led, independent, comprehensive study of the economic and environmental impact of the various alternatives that may be possible, including redevelopment potential, to assess the best course for addressing both traffic and quality of life issues through this stretch of highway.

We also have grave concerns about the lack of consistent information about this project including the timeline, public input and ability for changes to be made. The “public meeting” INDOT held on May 23, 2018 in Indianapolis did not provide a forum for the public to ask questions. No information was provided about the timeline for this project. No information was given to the public about whether this project is a design-build or whether plans will be fully fleshed out before requests for bids are issued. This lack of public disclosure has made residents very uneasy about INDOT’s lack of transparency in this process and whether the state has any interest in hearing resident concerns.

Many states have found ways to reconnect neighborhoods and address traffic and road stability issues in cities around the country. We believe that Governor Holcomb and the state of Indiana can do the same. Failure to engage in a comprehensive analysis that studies more than traffic flow would be a failure by the Governor and the state to protect the best interests of the thousands of residents who have purchased property and invested in our state’s capital.

For INDOT letter: We strongly urge the Federal Highway Administration to require INDOT to engage in a comprehensive study of all the impacts of this project before approval is given.

Sincerely,

From: Indy North Split

Subject: RE: North Split Upgrades

Date: Wednesday, May 30, 2018 8:53:00 AM

Thank you for your email and for taking the time to share your thoughts and ideas on the I-65/I-70 North Split project. I wanted to acknowledge receipt and let you know that your comments will be included in the public record for the project.

Thank you,
Emily

Sent: Tuesday, May 29, 2018 4:40 PM

To: Indy North Split <info@northsplit.com>

Subject: North Split Upgrades

Hello I would like to comment on the proposals to upgrade the north split. I current live near downtown and I would be affected by any of the concepts presented. I am a strong supporter of concept #1 to just fix and repair what's already established. This idea has a small impact on the surrounding communities and no effect on homes (land acquisition) by interstate widening. I understand there are traffic issues as I travel by this route as my daily commute. It seems to me that employers (downtown) are responsible for much of the traffic due to their employees commute to/from work. Has anyone asked the private sector employers for their support by staggering their daily shifts? I understand this cannot be controlled by INDOT but if we engage the private sector they could provide assistance or insight for INDOT and save revenue in the long term and reduce some of the traffic issues. Another idea the private sector could assist INDOT is by offering home work schedules (downtown employees).

This may not sound like much but instead of INDOT shouldering all of the solutions please engage the employers also.

Thank You,

From: [Indy North Split](#)

Subject: RE: North Split Comments

Date: Thursday, June 7, 2018 8:43:00 AM

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the analysis.

We also wanted to take a moment and clarify that alternatives for the North Split are just now being developed and you will have opportunities to learn more about them – and more importantly comment on them – in the future. No decisions have been made at this point.

Thank you again for taking the time to share your comments.

Kind regards,
Emily

Sent: Wednesday, June 6, 2018 9:07 PM

To: Indy North Split <info@northsplit.com>

Subject: North Split Comments

Hello,

I am a resident of Cottage Home neighborhood on the near east side of Indianapolis and I oppose INDOT's recommendation for the I-65/I-70 highway project.

My reasons for dissent of this project include:

- Harmful impacts to the **economy**: property values will decrease and business will be affected downtown
- Damage to the **environment and living space**: the walls that support the widened highways will increase traffic noise and reflect and increase train noise in several areas; increased traffic will bring more pollution and trash; the longer tunnels will further divide the city making it less walkable
- **Shortsighted** commitment to one mode of transportation: the metropolitan area would be much better served by better public transportation and more integrated support for bicycle riders and pedestrians (including eliminating awkward and dangerous intersections around approach ramps for riders and walkers)

Work on the project has not come close to giving the impression of transparency or fairness. Meetings have cursory affairs that lack direct communication; question and answer sessions are important for such a significant project. The studies of alternatives are unconvincing and suggest bias. The claim that studies should target only the north split are undercut by the state bringing in people from the donut counties. The results of

comparative studies of alternatives use questionable assumptions. This project fails to answer criticisms of the original highway development a half century ago.

I request that INDOT take the time to research and consider alternative solutions to this project. Given the adverse consequences on downtown living that was the result of the original highway development a half century ago, it is the obligation of the State of Indiana to focus on a broader vision that goes beyond vehicular travel.

Sincerely,

From: Indy North Split

Subject: RE: opposing current plan for I65 I70

Date: Wednesday, June 6, 2018 9:35:00 AM

Thank you for your email and thoughtful letter. I wanted to acknowledge receipt and take a moment to clarify that alternatives for the North Split are just now being developed. No decisions have been made at this point, and the wall image shown in your letter was not produced by INDOT.

As the alternatives are developed, you will have opportunities to learn more about them – and more importantly comment on them – in the future.

Thank you again for taking the time to share your comments.

Kind regards,
Emily

Sent: Tuesday, June 5, 2018 5:19 PM

To: Indy North Split <info@northsplit.com>

Subject: opposing current plan for I65 I70

I am a resident of a downtown neighborhood, please see attached.

I am also sending a copy to Governor Holcomb, both of our Indiana senators, and Representative Carson.

Best regards,

June 5, 2018

Indiana Department of Transportation
100 N. Senate Avenue
Indianapolis, Indiana 46204

Dear Commissioner McGuinness:

As a Cottage Home resident for the past 27 years, I am vehemently opposed to the proposed plan for expanding I65/I70 and building this unimaginative wall. If I lived across the street from it, I would move and likely take a loss on the value of my property.



*This illustration is an interpretation of INDOT's plan. Source: "Project Intent Report", Revision July 18, 2016 INDOT

It will only be a few short hours or days when local graffiti "artists" realize what a fine new palette they have been provided with. Here is a recent photo of a similar wall on 10th street near our neighborhood. I cannot imagine how many work hours will be dedicated to keeping up with graffiti removal.



There are many reasons to "build it right," this is just one reason. Please consider a more aesthetically pleasing boundary that is neighborhood friendly for those of us who live, work, and play in the downtown neighborhoods.

Very truly yours,

Subject: RE: Tonight's meeting
Date: Thursday, June 7, 2018 4:14:00 PM

Thank you for taking the time to share your thoughtful comments. I wanted to acknowledge receipt and confirm that they will be included in the official record for the System-Level Analysis.

I also wanted to take a moment and clarify that alternatives for the North Split are just now being developed and you will have opportunities to learn more about them – and more importantly comment on them – in the future. No decisions have been made at this point.

Kind regards,
Emily

Sent: Thursday, June 7, 2018 2:28 PM
To: Indy North Split <info@northsplit.com>
Subject: Tonight's meeting

Good afternoon!

I won't be able to attend tonight's meeting, but I hope you will take a serious look at alternatives to widening the expressways in downtown Indianapolis. I don't want to invite more cars downtown when drivers could just as well take I-465 or public transportation. With climate change accelerating, more highways aren't the answer.

Thanks,

From: Indy North Split

Subject: RE: North Split Project

Date: Thursday, June 7, 2018 4:42:00 PM

Thank you for taking the time to share your thoughtful comments. We wanted to acknowledge receipt and confirm that they will be included in the official record for the analysis.

Kind regards,
Emily

-----Original Message-----

Sent: Thursday, June 7, 2018 2:04 PM

To: Indy North Split <info@northsplit.com>

Subject: North Split Project

Many of my constituents in Lawrence Township rely on the NorthSplit to get to work every day, like thousands of other Indy residents.

Delaying work on the crumbling I-65/I-70 highway segment is irresponsible and may risk public safety.

Thank you INDOT for carefully evaluating all of the plans to keep Indiana moving!

Michael J. McQuillen, indianapolis City-County Councillor, District #4

From: [Indy North Split](#)
Subject: RE: purpose & need statement
Date: Wednesday, May 30, 2018 9:11:00 AM
Attachments: [20171018_North Split EC MPO.pdf](#)

Thank you for reaching out. The purpose and need statement you're referring to was included in the project's early coordination letter. I've attached the complete letter to this email, which includes the missing pages from the versions you have seen.

A more detailed purpose and need statement is currently under development and will be published later this year.

I hope this information is helpful. Please feel free reach out if you have further questions.

Thank you,
Emily

Sent: Tuesday, May 29, 2018 5:07 PM
To: Indy North Split <info@northsplit.com>
Subject: purpose & need statement

Hello INDOT:

Could you please send me the North Split "purpose and need statement" (or direct me as to where to find it on the Northsplit.com website? I have seen a version of it from October 2017 that has circulated, but every PDF version I have seen appears to have either an entire page (or just a few lines) missing after page 2. Could you please send me the complete Purpose and Need Statement being utilized for NEPA purposes?

Thank you!



To: [John W. Myers](#); [Indy North Split](#)

Subject: Public Comment on the I65/I70 system level analysis - Through Truck Traffic Model Incorrect

Date: Thursday, May 24, 2018 9:01:50 AM

John,

Good to see you again yesterday.

I know I have questioned this before, but I think the models are wrong on the number of through trucks, especially during rush hour. This has always been from a gut feel while sitting in traffic while traveling from South West street to North Meridian Street on I65/I70.

As I was sitting in at the open house presentation yesterday from 4:00 to about 4:30, I could clearly see the the traffic on I70, and the number of trucks in the traffic mix was astounding. I don't don't know if you looked out the window, but I think this needs more evaluation.

If the through traffic is only 10% of the vehicles, then 50% of it must be trucks, or the trucks always just go through! I am not sure which, but I think your models need to be adjusted with actual empirical counts.

The mix of many large trucks and cars seems like it could be a significant contributing factor in peak time congestion, especially on the curves in the north and south splits. If the number of through trucks is as high as I think it is, then something like peak time through tolling could add 10-20% more capacity to the almost any design.

I think that part of the model needs to be evaluated.

Thanks.

From: Indy North Split

Subject: RE: I-65/70 North Split

Date: Thursday, June 7, 2018 4:00:00 PM

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the analysis.

We also wanted to take a moment and clarify that alternatives for the North Split are just now being developed and you will have opportunities to learn more about them – and more importantly comment on them – in the future. No decisions have been made at this point.

Thank you again for your thoughtful comments.

Kind regards,
Emily

Sent: Thursday, June 7, 2018 9:54 AM

To: Indy North Split <info@northsplit.com>

Subject: I-65/70 North Split

Governor Eric Holcomb
Office of the Governor
[200 W. Washington St., Rm. 206](#)
[Indianapolis, IN 46204](#)

Joe McGuinness
Commissioner
INDOT Management Team
[100 N. Senate Ave.](#), IGCN 755
Indianapolis, IN 46204

Dear Governor Holcomb and Commissioner McGuinness:

I am a resident of Holy Cross and I oppose INDOT's recommendation for the I-65/I-70 highway project.

I request that INDOT take the time to research and consider alternative solutions to this project. Given the adverse consequences on downtown living that was the result of the original highway development a half century ago, it is the obligation of the State of Indiana to focus on a broader vision that goes beyond vehicular travel.

Sincerely,

From: Indy North Split
Subject: RE: 65/70 concerns
Date: Thursday, May 24, 2018 1:03:00 PM

Thank you for your email and for taking the time to share your thoughts on the System-Level Analysis. I wanted to acknowledge receipt and let you know that your comments will be included in the public record.

Thank you,
Emily

Sent: Thursday, May 24, 2018 1:13 AM

Subject: 65/70 concerns

Andy, Seth & Kia,

I am writing to register my concerns for the developing 65/70 project. I have reviewed the system level analysis and while I am appreciative that INDOT is studying options such as 4,5, & 6, I have serious concerns about option 3 and think it would be a major setback to the vibrancy, connectivity, and potential future development and growth of the downtown area surrounding the interstate and beyond.

I'm sure you've all heard at length the negative impacts of interstates to cities and the superiority of the European model of excellent transit and minimal interstate interference. Countless European cities have zero interstates cutting through the center of the city...however there are also plenty of cities devoid of interstates AND good transit systems that don't feel the need to rely on massive urban interstate canyons to move people through the city as fast as possible.

A few off the top of my head: Fresno, CA, a city of 1/2 million, has ZERO urban interstates. Austin, TX, hovering around a million people, has one interstate through the city. Vancouver, CA, 2 million, has zero interstates. Wouldn't it be wise if the study analyzed cities that never had interstates carving them up in the first place instead of looking at cities that removed a stretch and explain how it's a little different than Indianapolis?

I noticed in the study that option 5 would dramatically increase the traffic load. Of course it would. This is assuming people don't find other routes...which they invariably would. You could build the split 25 lanes wide and it would be congested. "If you build it, they will come." Case in point: the Katy Freeway in Houston. It's the world's largest freeway...still congested. In

fact the widening in 2011 increased travel times 55%. I'm sure you're familiar with the law of induced demand. Bigger highways are just a freeway to broken traffic systems of the past. Better transit, safer bike lanes, reconnecting the grid to reduce choke points, etc. seems like a much more effective and holistic solution. It's a city. It's in and of itself a holistic collection of different elements working together in harmony and is deserving of an analysis that considers more than just traffic. A great city is more than just a through-way.

I'm glad INDOT is considering other options besides the misguided rebuild school of thought that will eliminate a huge opportunity to pump some life along these urban dead zones.

Thank you for your time. If there is anyone else I should be in touch with about these concerns, please let me know.

From: Indy North Split

Subject: RE: Public Comment

Date: Thursday, June 7, 2018 4:33:00 PM

Thank you for taking the time to share your thoughtful comments. We wanted to acknowledge receipt and confirm they will be included in the formal record for the analysis.

Thank you also for your continued involvement on our Community Advisory Committee for the project.

Kind regards,
Emily

Sent: Thursday, June 7, 2018 3:56 PM

To: Indy North Split <info@northsplit.com>; Kia Gillette <kgillette@hntb.com>

Subject: Public Comment

Hi Kia,

Attached and below is the public comment statement for North Square Neighborhood Association.

"The North Square Neighborhood Association (NSNA) supports a Do No Harm Strategy regarding the I-65/I-70 North Split Interchange Reconstruction Project. NSNA believes INDOT should address the public safety issues and fix bridges now, but INDOT should not move forward on the interstate plan until proper independent review studies regarding the economic impact, quality of life impact, and connectivity impact are addressed and then and only then will we be capable of making a truly informed decision on which concepts would be best.

NSNA urges that INDOT, the State of Indiana, and the Metropolitan Planning Organization work with the City of Indianapolis to ensure that downtown residents and businesses are fully represented in the approved plan for the future reconstruction of interstates I-65 and I-70, specifically in the downtown area. NSNA supports the exploration of alternative plans that expand upon INDOT's original vision and scope, as well as the use of creative funding tools and innovative partnerships and collaborations in order to enhance our quality of life as a downtown neighborhood that abuts the interstate on our western boundary. The reconstruction plan will set a legacy for another 50 years and we want that to be a positive community-enhancing legacy - a transformative project - that incorporates principles of economic development, multimodal transportation, urban planning, connectivity, environmental sustainability, and historic preservation. Downtown neighborhoods are not exit ramps. We urge a creative solution, such as those offered in peer cities. We ask for particular consideration to economic development opportunities that would redevelop multiple acres of downtown property that could ultimately generate more property taxes and attract new businesses and jobs. These strategies could reconnect our neighborhood, along with Fountain Square, to Fletcher Place, righting the wrong when the original interstate came through against our neighborhood's wishes and cut us off of downtown, causing an economic downturn we are finally

recovering from. In addition, we remind the policymakers that there is an ideological dissonance of pursuing bigger highways through downtown after a majority of city residents passed a mass transit referendum in 2016.

Thank you for your time and consideration."

Thanks,

June 6, 2018

North Square Neighborhood Association
Position Statement for the
I-65/I-70 North Split Proposal



The North Square Neighborhood Association (NSNA) supports a Do No Harm Strategy regarding the I-65/I-70 North Split Interchange Reconstruction Project. NSNA believes INDOT should address the public safety issues and fix bridges now, but INDOT should not move forward on the interstate plan until proper independent review studies regarding the economic impact, quality of life impact, and connectivity impact are addressed and then and only then will we be capable of making a truly informed decision on which concepts would be best.

NSNA urges that INDOT, the State of Indiana, and the Metropolitan Planning Organization work with the City of Indianapolis to ensure that downtown residents and businesses are fully represented in the approved plan for the future reconstruction of interstates I-65 and I-70, specifically in the downtown area. NSNA supports the exploration of alternative plans that expand upon INDOT's original vision and scope, as well as the use of creative funding tools and innovative partnerships and collaborations in order to enhance our quality of life as a downtown neighborhood that abuts the interstate on our western boundary. The reconstruction plan will set a legacy for another 50 years and we want that to be a positive community-enhancing legacy - a transformative project - that incorporates principles of economic development, multimodal transportation, urban planning, connectivity, environmental sustainability, and historic preservation. Downtown neighborhoods are not exit ramps. We urge a creative solution, such as those offered in peer cities. We ask for particular consideration to economic development opportunities that would redevelop multiple acres of downtown property that could ultimately generate more property taxes and attract new businesses and jobs. These strategies could reconnect our neighborhood, along with Fountain Square, to Fletcher Place, righting the wrong when the original interstate came through against our neighborhood's wishes and cut us off of downtown, causing an economic downturn we are finally recovering from. In addition, we remind the policymakers that there is an ideological dissonance of pursuing bigger highways through downtown after a majority of city residents passed a mass transit referendum in 2016.

Thank you for your time and consideration.

Sincerely,
North Square Neighborhood Association

From: Indy North Split

Subject: RE: INDOT's plan to expand I-65/70 North Split
Date: Thursday, June 7, 2018 9:08:00 AM

Thank you for your thoughtful comments and for taking the time to share. We want to acknowledge receipt and let you know that they will be included in the formal record for the analysis.

We also wanted to take a moment and clarify that alternatives for the North Split are just now being developed and you will have opportunities to learn more about them – and more importantly comment on them – in the future. No decisions have been made at this point.

Kind regards,
Emily

Sent: Thursday, June 7, 2018 7:46 AM
To: Indy North Split <info@northsplit.com>
Subject: INDOT's plan to expand I-65/70 North Split

Dear Governor Holcomb and Commissioner McGuinness:

I am a resident of Indianapolis, and I oppose INDOT's recommendation for the I-65/I-70 highway project.

I request that INDOT take the time to research and consider alternative solutions to this project. Given the adverse consequences on downtown living that was the result of the original highway development a half century ago, it is the obligation of the State of Indiana to focus on a broader vision that goes beyond vehicular travel.

Sincerely,

From: Indy North Split

Subject: RE: Rethink the North Split

Date: Thursday, June 7, 2018 8:50:00 AM

Thank you for your thoughtful comments and for taking the time to share. We want to acknowledge receipt and let you know that they will be included in the formal record for the analysis.

We also wanted to take a moment and clarify that alternatives for the North Split are just now being developed and you will have opportunities to learn more about them – and more importantly comment on them – in the future. No decisions have been made at this point.

Kind regards,
Emily

Sent: Wednesday, June 6, 2018 9:17 PM

To: Indy North Split <info@northsplit.com>

Subject: Rethink the North Split

Dear Governor Holcomb and Commissioner McGuinness:

We are residents of Cottage Home neighborhood on the near east side of Indianapolis, and we oppose INDOT's recommendation for the I-65/I-70 highway project.

Our reasons for dissent of this project include:

- Harmful impacts to the **economy**: property values will decrease and business will be affected downtown
- Damage to the **environment and living space**: the walls that support the widened highways will increase traffic noise and reflect and increase train noise in several areas; increased traffic will bring more pollution and trash; the longer tunnels will further divide the city making it less walkable
- **Shortsighted** commitment to one mode of transportation: the metropolitan area would be much better served by better public transportation and more integrated support for bicycle riders and pedestrians (including eliminating awkward and dangerous intersections around approach ramps for riders and walkers)

Work on the project has not come close to giving the impression of transparency or fairness. Meetings have cursory affairs that lack direct communication; question and answer sessions are important for such as significant project. The studies of alternatives are unconvincing and suggest bias. The claim that studies should target only the north split are undercut by the state bringing in people from the donut counties. The results of comparative studies of alternatives use questionable assumptions. This project fails to answer criticisms of the original highway development a half century ago.

We request that INDOT take the time to research and consider alternative solutions to this project. Given the adverse consequences on downtown living that was the result of the original highway development a half century ago, it is the obligation of the State of Indiana to focus on a broader vision that goes beyond vehicular travel.

Sincerely,

From: [Kia Gillette](#)

Subject: RE: Des. Nos. 1592385 & 1600808 / 1-65/1-70 North Split Interchange Reconstruction Project
Date: Wednesday, June 6, 2018 1:58:49 PM

Thank you for your thoughtful comments on the North Split purpose and need statement. I wanted to acknowledge receipt and let you know they will be included in the formal project record.

Thank you again for taking the time to share your comments.

Kia

Kia Gillette
Environmental Project Manager

Sent: Wednesday, May 23, 2018 12:54 PM
To: Kia Gillette

Subject: Des. Nos. 1592385 & 1600808 / 1-65/1-70 North Split Interchange Reconstruction Project

Ms. Gillette and Mr. Shi,
Please find attached a letter offering comments on the original Purpose and Need Statement for the I-65/I-70 North Split Interchange Reconstruction Project for your consideration.

We look forward to hearing from you,

Sincerely,
Rethink 65/70 Coalition Technical Committee
<https://rethink65-70.org/>

Meg Storrow, FASLA, AICP CTP
Landscape Architect | Planner | Transportation Planner



May 23, 2018

Kia Gillette, Environmental Project Manager
HNTB Corporation

Mr. Runfa Shi,
INDOT Project Manager

Subject: Des. Nos. 1592385 & 1600808
1-65/1-70 North Split Interchange Reconstruction Project
Indianapolis, Marion County, Indiana

We request that the Purpose and Need statement for the above referenced project identified in your early coordination letter of October 18, 2017 be revised to conform with Indiana's Context Sensitive Solutions policy as stated at <https://www.in.gov/indot/3419.htm> and as copied below:

"It is the policy of the INDOT to incorporate context sensitive solutions (CSS) into the planning, development, construction and maintenance process for improvement to the state jurisdictional system. The process for incorporating context sensitive solutions is intended to establish a basis for the planning, development, construction, and maintenance process to incorporate a community's character and vision in transportation improvements, including pedestrians, cyclists, public transportation vehicles and passengers, trucks, and automobiles."

Based on INDOT's CSS policy, we suggest that the Purpose and Need Statement be modified, and have provided the following language for your consideration:



I-65/I-70 North Split Interchange Reconstruction Project

May 22, 2018, Letter/ Purpose and Need Statement

Page 2

Rethink 65/70 Coalition Recommended Purpose and Need Statement

The purpose of the I-65/I-70 North Split interchange project is to create an efficient regional and local transportation system within and through downtown Indianapolis by improving safety, accessibility and mobility, and decreasing congestion for travel demand; while considering the city of Indianapolis' character and adopted plans.

1. Protect the safety of users and reduce impacts on non-motorized travel caused by barrier effects when replacing or removing deteriorated infrastructure and pavement in the project area.
2. Improve operations by balancing generated traffic, induced travel impacts, and congestion with the goal of reducing annual vehicle miles traveled per capita.
3. Balance impacts on both travelers and the city during the construction process by retaining a through function for drivers, safe and connected bicycle and pedestrian facilities, noise and dust control during construction operations, and financial assistance to the city for the use of its right-of-way for detoured traffic.
4. Reduce environmental impacts on historic districts, neighborhoods and individual resources by minimizing the use of elevated structures and by maintaining a vegetated buffer wherever possible.
5. Balance project expenditures to address mobility for non-drivers, the cost burden of vehicle ownership, and accident risk by incorporating transit, high-occupancy vehicle lanes, and diversion of truck traffic to the outer belt wherever possible.

We invite you to review Indianapolis Plan 2020 Vision + Values section found at this link:

<http://indy.gov/eGov/City/DMD/Planning/adopted-plans/Pages/Home.aspx> and the

Thoroughfare Plan component at this link:

<http://indy.gov/eGov/City/DMD/Planning/Documents/2016CPSR004-ThoroughfarePlan.pdf>

Sincerely,

The Rethink 65/70 Coalition Technical Committee

<https://rethink65-70.org/>

Meg Storrow, FASLA, AICP CTP

Landscape Architect | Planner | Transportation Planner

attached for reference: INDOT Early Coordination Letter, dated 10-18-2017

cc: Mayor Hogsett, Indianapolis
Councillor Vop Osili, Indianapolis
Commissioner McGuiness, INDOT
Representative Andre Carson
Robert Dirks, FHWA

Anna Gremling, Indianapolis MPO
Jeff Bennett, Mayor's Office
Dan Parker, Indianapolis DPW
Emily Mack, Indianapolis DMD
Rethink 65/70 Coalition Member Organizations

From: [Kia Gillette](#)
Bcc: [Emily Kibling](#); [North Split Project \(NorthSplit@hntb.com\)](#)
Subject: RE: Letter from Marsh Davis, Rethink 65/70 Coalition
Date: Sunday, June 10, 2018 9:48:00 AM

Thank you for sharing the Rethink 65/70 Coalition's position on the System-Level Analysis. I wanted to acknowledge receipt and confirm it will be included in the formal record.

Thank you,

Kia

Kia Gillette
Environmental Project Manager

Sent: Wednesday, June 6, 2018 12:39 PM

Subject: Letter from Marsh Davis, Rethink 65/70 Coalition

Ms. Gillette,

Please see the attached letter from Marsh Davis sent on behalf of the Rethink 65/70 Coalition.

Thanks,

.....
Jessica Kramer
Executive Assistant

.....
Indiana Landmarks



c/o Indiana Landmarks
1201 Central Ave., Indianapolis, IN 46202

June 6, 2018

Kia Gillette, Environmental Lead, HNTB
Indiana Department of Transportation
PO Box 44141
Indianapolis, IN 46244

Dear Kia,

On behalf of the Rethink 65/70 Coalition, I submit the following statement in response to Indiana Department of Transportation's "System-Level Analysis for Downtown Interstates," released on May 2, 2018. **The Rethink 65/70 Coalition proposes that INDOT modify its current Downtown Indianapolis Interstate Inner Loop reconstruction process as follows:**

1. Near Term Stabilization and Safety Interventions

Move forward immediately by stabilizing, not expanding, existing structures and pavements. Reduce weaving impacts through speed control measures. Extend the life of the infrastructure for 3-5 years.

2. Long Term Plan

Form a partnership between the Rethink 65/70 Coalition, City, State, and MPO for development of a comprehensive plan that includes community considerations of economic development and quality of life, in addition to moving traffic. Maintain the partnership to implement the plan in logical phases.

The coalition believes this approach will result in community buy-in for predictable project funding and implementation process.

Details of the Position Statement

1. Implement near-term stabilization measures to extend the life of existing critical structures and pavements as necessary for near-term public safety.

- a. Stabilize structures and pavement to ensure near-term public safety. Stabilization *does not include* expansion which is disallowed by provisions of the NEPA until final project environmental approval is secured.
- b. Address operational safety issues associated with high-speed weaving/merging movements through the North Split as a component of *temporary* maintenance-of-traffic (MOT) measures to be employed during the near-term stabilization work and maintained through reconstruction work.
- c. Preserve existing facilities to provide reasonable time for planning, design and implementation of a permanent and appropriate reconstruction plan based on an overall community-based Inner Loop system plan.

2. Develop a robust, comprehensive, community-wide plan in partnership between the Rethink 65/70 Coalition, City of Indianapolis, State of Indiana and the MPO to facilitate a community-led planning and design process that results in a consensus-based long-range strategy and plan for the Downtown Indianapolis interstate system, with the following planning considerations and design parameters:

- a. Full integration of inner loop reconstruction with the community transportation grid, interfacing local infrastructure initiatives, innovative concepts that address regional and local mobility and logistics patterns, and urban design factors consistent with context sensitive solutions [CSS].
- b. Full consideration of FHWA-supported innovative funding mechanisms based on economic development potential associated with those concepts.
- c. Sharing of traffic modeling and other technical data for development of the plan and its transportation demand management.
- d. Consideration of plans for re-routing the CSX tracks that currently cross downtown and impact inner loop interstate configuration.
 1. The North segment of the Inner Loop's east leg (between Washington Street and the North Split) was originally configured as a raised section with overpasses over the railroad.
 2. The CSX tracks have become a heightened public safety and congestion issue due to recent massive increase in train size and frequency resulting from and recent upgrading of the Louisville and Indiana Railroad trackage from southern Indiana to accommodate heavy rail freight demand.
 3. It is therefore prudent, given the changed conditions that now impact downtown in general and the Near Eastside in particular, to revisit previous studies for abandoning existing downtown trackage and rerouting that traffic to the existing perimeter Belt Railway corridor. This should occur prior to investing in what could be unnecessary infrastructure in this section of the inner loop interstate.
- e. Amend the current MPO Transportation Improvement Plan (TIP) to reallocate North Split reconstruction funds (\$35M± State/\$315M± Federal) towards a more comprehensive first phase project between the logical termini of the North Split and West Street interchanges, a complete system.
 1. Current funding can be reallocated to other important projects while a longer-term funding stream appropriate to the scale of the downtown interstates is identified. That major portion (90%) of long-term funding is a necessary component of a Federal Infrastructure bill that is forming behind the scenes in advance of the post-mid-term election of a new congress.
 2. The Coalition will support impending Federal legislation for an appropriate National Infrastructure funding bill. There is growing national consensus for that, with active support from multiple states and DOT's. Andre Carson is a member of the Transportation Committee and can be an important ally in that effort. It hinges on developing an indexed Federal fuel tax similar in concept to that developed by Indiana.
 3. The other funding component currently being studied by Indiana, and that should be completed before final decision on Inner Loop plans are developed, is implementation of a tolling strategy that could include truck-only lanes, for a significant inner loop traffic component.

Sincerely,



Marsh Davis
President
Indiana Landmarks

From: Indy North Split

Subject: RE: Please do your due diligence with 65/70
Date: Thursday, June 7, 2018 9:06:00 AM

Thank you for your thoughtful comments and for taking the time to share. We want to acknowledge receipt and let you know that they will be included in the formal record for the analysis.

We also wanted to take a moment and clarify that alternatives for the North Split are just now being developed and you will have opportunities to learn more about them – and more importantly comment on them – in the future. No decisions have been made at this point.

Kind regards,
Emily

Sent: Thursday, June 7, 2018 8:39 AM
To: Indy North Split <info@northsplit.com>
Subject: Please do your due diligence with 65/70

7 June 2018

Governor Eric Holcomb
Office of the Governor
200 W. Washington St., Rm. 206
Indianapolis, IN 46204

Joe McGuinness
Commissioner
INDOT Management Team
100 N. Senate Ave., IGCN 755
Indianapolis, IN 46204

Dear Governor Holcomb and Commissioner McGuinness:

I am a resident of Cottage Home neighborhood on the near east side of Indianapolis and I oppose INDOT's recommendation for the I-65/I-70 highway project.

My reasons for dissent of this project include:

- Harmful impacts to the **economy**: property values will decrease and business will be affected downtown
- Damage to the **environment and living space**: the walls that support the widened highways will increase traffic noise and reflect and increase train noise in several areas; increased traffic will bring more pollution and trash; the longer

tunnels will further divide the city making it less walkable

- **Shortsighted** commitment to one mode of transportation: the metropolitan area would be much better served by better public transportation and more integrated support for bicycle riders and pedestrians (including eliminating awkward and dangerous intersections around approach ramps for riders and walkers)

Work on the project has not come close to giving the impression of transparency or fairness. Meetings have cursory affairs that lack direct communication; question and answer sessions are important for such a significant project. The studies of alternatives are unconvincing and suggest bias. The claim that studies should target only the north split are undercut by the state bringing in people from the donut counties. The results of comparative studies of alternatives use questionable assumptions. This project fails to answer criticisms of the original highway development a half century ago.

I request that INDOT take the time to research and consider alternative solutions to this project. Given the adverse consequences on downtown living that was the result of the original highway development a half century ago, it is the obligation of the State of Indiana to focus on a broader vision that goes beyond vehicular travel.

Sincerely,

From: Indy North Split
Subject: RE: Comment
Date: Thursday, June 7, 2018 4:05:00 PM

Thank you for taking the time to share your thoughtful comments on the System-Level Analysis. We wanted to acknowledge receipt and confirm that they will be included in the official record for the analysis.

Thank you also for continued role on the project's Community Advisory Committee.

Best wishes,
Emily

Sent: Thursday, June 7, 2018 10:19 AM
To: Indy North Split <info@northsplit.com>
Subject: Comment

Dear INDOT,

We appreciate the excellent work that has gone into providing the different concepts and find the aesthetic values to be extremely creative and attractive in theory. However, we would like to comment from a more practical standpoint:

1. It would be prudent to eliminate concepts which do not improve traffic flow and which are the most costly.
2. The most costly options raise concern for communities like mine which would be deprived of our share of the INDOT budget.
3. Concept 3 is favored because it involves both minimal ROW and cost, yet provides maximum performance.

Thank you for this opportunity to comment on this important project.

Sincerely,

Christine Ritzmann
Planning Director/Floodplain Administrator
Brown County Area Plan Commission

From: Indy North Split

Subject: RE: Rethink I-65/I-70 - Rollison Public Comment
Date: Thursday, June 7, 2018 4:27:00 PM

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the analysis.

We also wanted to take a moment and clarify that alternatives for the North Split are just now being developed and you will have opportunities to learn more about them – and more importantly comment on them – in the future. No decisions have been made at this point.

Thank you again for your thoughtful comments.

Kind regards,
Emily

Sent: Thursday, June 7, 2018 2:51 PM
To: Indy North Split <info@northsplit.com>
Subject: Rethink I-65/I-70 - Rollison Public Comment

Governor Eric Holcomb
Office of the Governor
200 W. Washington St., Rm. 206
Indianapolis, IN 46204

Joe McGuinness
Commissioner
INDOT Management Team
100 N. Senate Ave., IGCN 755
Indianapolis, IN 46204

Dear Governor Holcomb and Commissioner McGuinness:

I am a resident of the St. Joseph neighborhood in Downtown Indianapolis, and I oppose INDOT's recommendation for the I-65/I-70 highway project.

I request that INDOT take the time to research and consider alternative solutions to this project. Given the adverse consequences on downtown living that was the result of the original highway development a half century ago, it is the obligation of the State of Indiana to focus on a broader vision that goes beyond vehicular travel.

Sincerely,

From: Indy North Split

Subject: RE: Highway construction

Date: Monday, June 11, 2018 10:48:00 AM

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the analysis.

We also wanted to take a moment and clarify that alternatives for the North Split are just now being developed and you will have opportunities to learn more about them – and more importantly comment on them – in the future. No decisions have been made at this point.

Thank you again for your thoughtful comments.

Kind regards,
Emily

-----Original Message-----

Sent: Friday, June 8, 2018 8:43 AM

To: Indy North Split <info@northsplit.com>

Subject: Highway construction

We support the “do not harm strategy”: INDOT should address the public safety issues and fix bridges now but not move forward with the 65-70 plan until proper independent review impact studies can be done on the economic quality of life and connectivity issues we need to plan that looks beyond traffic flow of the 21st century version of a city that keeps and attracts new residence to work, play, live, and visit.

From: Indy North Split

Subject: RE: comments on I-65/70 North Split project
Date: Monday, June 11, 2018 11:26:00 AM

Thank you for taking the time to share your thoughtful comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the analysis.

We also wanted to take a moment and clarify that alternatives for the North Split are just now being developed and you will have opportunities to learn more about them – and more importantly comment on them – in the future. No decisions have been made at this point.

Thank you again for your comments.

Kind regards,
Emily

June 7, 2018 10:34 PM

To: Indy North Split <info@northsplit.com>; sschickel@hntb.com; kgillette@hntb.com

Subject: comments on I-65/70 North Split project

I'm writing in concern and questions about the I-65/70 North split project and it's potential impact on the downtown Indianapolis area.

It is rare that we get an opportunity like this. Whatever decisions are made now will be with us for at least fifty to sixty years, so it is critically important that the proposed project be consistent with the city's quality of life and transportation goals.

So that a range of alternatives can be evaluated effectively, **I urge the appointment of an independent panel** -- comprised of representatives from the City of Indianapolis, the State (INDOT), and the Metropolitan Planning Organization (MPO) -- **to focus on a broader vision that goes beyond vehicular travel and includes economic development, environmental and social justice considerations that achieve a great vision for Indianapolis and Central Indiana.**

What is done with the North Split will set the stage for the rest of the Inner loop interstate. It is important to get this right.

Economic development was used as a reason for the need for I-69. Why is economic development not being considered as an impact with this project? Alternatives could free up considerable acreage for commercial development, adding to the tax base.

- How are Automated Vehicles accommodated in this project?
- How is the impact of BRT of Red, Blue and Purple lines on traffic demand been factored in?
- Indianapolis is the 3rd lowest congestion rating. We don't have a traffic congestion problem and adding lanes won't solve the rush hour demand we currently have on the traffic system (Braess Paradox).
- During Hyperfix in 2004, commuting traffic was not impacted to a large extent. When this project is under construction, the impact on commuting is projected to be similar (i.e. minimal). If there won't be much traffic impact when it is totally closed for reconstruction, that begs the question "Is the interstate even needed?"
- If 70% of the I-65/70 traffic is to destinations in the downtown area, that would support the need for more options like mass transit, additional options like boulevards to provide more options for people to get to their destinations. This should be part of the analysis and evaluation of alternatives.
- How will this impact road noise / air pollution? Indianapolis is already in attainment area for small particles. Having additional traffic funnel through downtown won't help this.
- How will this impact the bicycle infrastructure in the downtown area?
- Why is there only a consideration of rebuilding and expanding instead of lower cost alternatives like taking out the interstate and replacing it with boulevards? There are numerous other cities with examples of removal of interstates that have economic boom in the region, additional land to develop, less traffic issues, more open space, more connections from neighborhoods to downtown.
- What is the projected timeline for the North Split and for the rest of the inner loop interstate?

Subject: RE: Northsplit options
Date: Thursday, June 7, 2018 8:53:00 AM

Thank you for sharing your thoughtful comments as a resident and employee in downtown. We wanted to take a moment and clarify that alternatives for the North Split are just now being developed and you will have opportunities to learn more about them – and more importantly comment on them – in the future. No decisions have been made at this point.

Thank you again for taking the time to share your comments.

Kind regards,
Emily

-----Original Message-----

Sent: Wednesday, June 6, 2018 9:34 PM
To: Indy North Split <info@northsplit.com>
Subject: Northsplit options

Dear Indot,

The following is a response to the public presentation of options to address the aging infrastructure of the I 65/I 70 Northsplit.

As a 20 year resident of the Old Northside and someone who works and plays downtown, I believe we have an opportunity to modify this expressway in a fashion that will enhance the many benefits of our city. At the present time, I feel we should stabilize the existing bridges in need of repair, address any acute safety issues, then establish a community wide effort, including all interested parties, to study various options to address the traffic concerns and community concerns. This project will have effects not only on commuters, visitors, but on the established community. It will affect the quality of life of downtowners like me and my family and our neighbors but also our local businesses. These businesses, our property values/taxes affect the health of our city. I would like us to take the time it deserves to come up with an ideal solution.

Sincerely,

From: Indy North Split

Subject: RE: North Split Project

Date: Thursday, June 7, 2018 8:57:00 AM

Thank you for your thoughtful comments on the System-Level Analysis and presentation last month. I wanted to acknowledge receipt and let you know they will be included in the formal record for the analysis.

Kind regards,
Emily

Sent: Wednesday, June 6, 2018 10:50 PM

To: Indy North Split <info@northsplit.com>

Subject: North Split Project

To whom It May Concern:

Thank you for the presentation last month when the different concepts were described regarding our downtown interstate challenges we face in the immediate and more distant future to better ensure that the interstate access through our city is safe and sound.

As a resident of the Old Northside for more than 30 years, it has been enjoyable for me to be part of the revitalization effort and witness our city develop into a place that transformed our image as an exciting place to visit and live.

The task ahead in determining the most favorable plan to rebuild the north split certainly seems to be a challenge that, as was pointed out, will need time and discussion, and hearing this at the presentation was a relief given the information I had when attended the meeting.

In reviewing the concepts presented, some details that also might figure into the plan decision would be land use, with revenue that might be generated if the rebuild would free up areas now taken by ramps and existing open spaces. It also seems that part of the decision should include some vision of future traffic flow needs, along with changes that will further enhance the city improvements that have already taken place.

Moving forward, it is my hope that there will continue to be transparent, open dialogue among

all parties affected by this important undertaking.

Sincerely,

From: [Kia Gillette](#)
Subject: RE: 65-70 Split
Date: Sunday, June 10, 2018 9:38:08 AM

Thank you for sharing your thoughtful comments. We want to acknowledge receipt and let you know that they will be included in the formal record.

We also wanted to take a moment and clarify that alternatives for the North Split are just now being developed and you will have opportunities to learn more about them – and more importantly comment on them – in the future. No decisions have been made at this point.

Thank you again for taking the time to share your comments.

Thanks,
Kia

Kia Gillette
Environmental Project Manager

Sent: Wednesday, June 6, 2018 10:28 AM

Subject: 65-70 Split

Hi Kia-

We're residents of the Lockerbie neighborhood and are concerned about the plan put forth for the 65-70 split. While we recognize that time is of the essence particularly due to the condition of the North Split, we would like to be assured that all ideas relevant to the 21st century, safety and future highway use are being fully addressed.

When the highway system was first built in downtown Indianapolis, many of the neighborhoods the highway traverses were blighted, industrial or both. The downtown was primarily a place of business, not residential nor a place for entertainment, the arts and leisure. The highways were often used to go by downtown, not into it. Thankfully, due to some visionary pioneers, these neighborhoods are now symbols and models for the revitalization of downtowns and surrounding areas. With that in mind, we would like to see a solution for the highways that looks to the future rather than blindly following the actions of the past. Ideally, we would like the problems of the current North Split to be addressed by stabilization of existing structures while dealing with safety issues through other measures such as speed control. Let's buy time so that a comprehensive, thoughtful plan can be developed that takes into consideration the way we live now as well as the aspirations and visions for the future of Indianapolis, its beautiful downtown and thriving neighborhoods.

Thank you for your time and consideration.

From: Indy North Split

Subject: RE: Public Comment for INDOT re: 65/70 North Split
Date: Friday, June 8, 2018 8:58:00 AM

Thank you for taking the time to share your thoughtful comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the analysis.

Kind regards,
Emily

Sent: Thursday, June 7, 2018 4:49 PM
To: Indy North Split <info@northsplit.com>
Subject: Public Comment for INDOT re: 65/70 North Split

Governor Eric Holcomb
Office of the Governor
[200 W. Washington St., Rm. 206](#)
[Indianapolis, IN 46204](#)

Joe McGuinness
Commissioner
INDOT Management Team
[100 N. Senate Ave.](#), IGCN 755
Indianapolis, IN 46204

Dear Governor Holcomb and Commissioner McGuinness:

I am a homeowner and taxpayer in Fountain Square in Indianapolis. I oppose INDOT's recommendation for the I-65/I-70 highway project.

The reality of our transportation future is that citizens want public transportation, which means bus rapid transit and light rail. If I had my way, the middle two lanes of Meridian Street would already be a light rail line, just like Apache Boulevard in Tempe, AZ.

If we truly want to attract young, employed people, constructing apartment buildings and resurfacing ugly interstates is inadequate.

I request that INDOT take the time to research and consider alternative solutions to this project. Given the adverse consequences on downtown living that was the result of the original highway development a half century ago, it is the obligation of the State of Indiana to focus on a broader vision that goes beyond vehicular travel.

Let's learn from the past to make a brighter future.

From: [Indy North Split](#)

Subject: RE: Highway expansion

Date: Monday, June 11, 2018 10:49:00 AM

Thank you for taking the time to share your comment. We want to acknowledge receipt and let you know that it will be included in the formal record for the analysis.

We also wanted to take a moment and clarify that alternatives for the North Split are just now being developed and you will have opportunities to learn more about them – and more importantly comment on them – in the future. No decisions have been made at this point.

Kind regards,
Emily

Sent: Friday, June 8, 2018 8:51 AM

To: Indy North Split <info@northsplit.com>

Subject: Highway expansion

I am against expanding the highway.

From: Indy North Split

Subject: RE: I-65 / I-70 North Split Project
Date: Thursday, June 7, 2018 4:04:00 PM

Thank you for taking the time to share your comments from the perspective of someone who both lives and works downtown. We want to acknowledge receipt and let you know that they will be included in the formal record for the analysis.

We also wanted to take a moment and clarify that alternatives for the North Split are just now being developed and you will have opportunities to learn more about them – and more importantly comment on them – in the future. No decisions have been made at this point.

Thank you again for your thoughtful comments.

Kind regards,
Emily

Sent: Thursday, June 7, 2018 10:06 AM
To: Indy North Split <info@northsplit.com>
Subject: I-65 / I-70 North Split Project

Governor Eric Holcomb
Office of the Governor
[200 W. Washington St., Rm. 206](#)
[Indianapolis, IN 46204](#)

Joe McGuinness
Commissioner
INDOT Management Team
[100 N. Senate Ave.](#), IGCN 755
Indianapolis, IN 46204

Dear Governor Holcomb and Commissioner McGuinness:

I am a resident of the Irvington neighborhood of Indianapolis and a Downtown worker and I oppose INDOT's recommendation for the I-65/I-70 highway project.

I request that INDOT take the time to research and consider alternative solutions to this project. Given the adverse consequences on downtown living that was the result of the original highway development a half century ago, it is the obligation of the State of Indiana to focus on a broader vision that goes beyond vehicular travel. Let's not rush into a decision that could cause 50 more years of regret!

Sincerely,

From: [Emily Kibling](#)

Subject: RE: St. Joseph Historic Neighborhood System Level Analysis Comments

Date: Thursday, June 7, 2018 11:49:28 AM

Thank you for your email and for taking the time to share your thoughtful comments on the System-Level Analysis of the downtown interstate system. I wanted to acknowledge receipt and confirm that your comments will be included in the public record for the analysis.

Kind regards,
Emily

Sent: Thursday, June 7, 2018 10:01 AM

To: Kia Gillette
info@northsplit.com;

Subject: St. Joseph Historic Neighborhood System Level Analysis Comments

Good Morning Kia, Emily, and Seth,

Please find the attached comments from the St. Joe Historic Neighborhood on the System Level Analysis presented in the May meetings.

Could we please ask that you confirm receipt?

Let me know if you have any questions.

Thanks,
Pete
President - SJHNA

St. Joseph Historic Neighborhood Association Representatives attended all three May meetings related to the INDOT North Split Project (the Project) – the May 3rd CAC Briefing, the May 21st CAC Meeting #2 and the May 21st Consulting Party Meeting with equal disappointment over HNTB’s System Level Analysis (the Study). We intend to dispute the notion that this Study was conducted in response to public comments, because it did not address any of the St. Joseph Historic District concerns. Our current concerns about the Study are segmented into three categories – (A) what was studied, (B) how it was studied, and (C) how the Study will be used.

- A) **What was studied in the System Level Analysis:** We believe the Study to be fundamentally misguided with crippling scope limitations to the extent where the information is dangerous for public consumption.
 - a. **Scoping limitations:** HNTB stated that this Study was conducted at a higher level in order to analyze concepts that could develop into alternatives. A higher level analysis should have a wider scope, not a smaller scope. Omitting economic and environmental impacts from the scope shows that the Study’s evaluation criteria were selectively chosen by a non-independent team with expertise in only in traffic based metrics.
 - b. **“In Response to Public Comments”:** We dispute the notion that this Study was conducted in response to public comments. The public comments asked for a diverse panel of experts to conduct a comprehensive analysis that considers more than just cost, time of construction, and traffic flow. INDOT responded by commissioning a \$650,000+ Study by the least independent group possible that almost exclusively studied cost and traffic.
 - c. **Completed behind closed doors:** No opportunities for public input on the evaluation criteria, nature of the study, or participants in the study were granted by INDOT. This study was done behind closed doors and was perhaps the least transparent action by INDOT on this Project to date.
- B) **How the System Level Analysis studied the Indianapolis interstate design:** Without public involvement as mentioned above, the basis of the Study was unhelpful in addressing the core issues involved with this Project.
 - a. **No element of forecasting:** It appears shortsighted to preclude any notion of forecasting in the Study. We expected to see this in the Study and used to support INDOT’s unwavering desire to expand the North Split due to projected increased traffic volume over time. If you are about to build a highway to last another 50 years, why not look ahead using HNTB’s state of the art modeling system?
 - b. **Basic parameters omitted critical elements:** Performance, Cost, and Impacts sound like excellent criteria but are actually all based on INDOT preferred metrics that originate from either cost, time of construction, or traffic flow. There is no evaluation of how the concepts would alter a nationally recognized historic district. There is no mention of the financial/economic implications of the altered commerce that would occur as a result of the concepts. And most importantly, extremely limited considerations as to the impact on quality of life for surrounding neighborhoods. We understand that INDOT is not charged with these assessments, but could have at least organized a structured handoff of the Study for these omitted elements to a responsible party.

- c. **High deviation in cost estimates:** Concepts 4, 6, and 7 have cost ranges of nearly \$1B or more with Concept 6 at a range of \$2.2B. For such an expensive study, we would think this could be a little more specific.
 - d. **No recommendations, but strong suggestions:** Although the Study does not conclude or provide any sort of recommendation. We would have expected to see a recommendation for additional studies that consider more than the standard INDOT metrics that always tie back to cost, time of construction, and traffic flow.
- C) **How the System Level Analysis will be Used:** We are left to wonder how the System Level Analysis will impact the North Split section and who will further the Study beyond HNTB's "basic parameters".
- a. **Ambiguous use:** John Myers (HNTB) stated that this study will be "available to the Project team" during the planning phases. That means INDOT can selectively choose to use elements of a study that considered only criteria INDOT selected in the first place.
 - b. **Highlights only negative elements of certain alternatives:** We found it disappointing that the criteria selected appeared to highlight only the negative aspects of certain concepts. These include times of construction in excess of 5 years, red indicators for additional delays, and the enormous aforementioned cost swings.
 - c. **Moving forward with the North Split section:** We also found it odd that the Study that prompted three meetings in one month is not being used to guide the most critical section of the Project – the North Split. It is the namesake of the Project, but it is not clear how this Study ties into the North Split section.
 - d. **Splitting the Project into phases:** Similar to our concerns over the undesirable design/build approach, there is an element of the planning that is meant to split this Project into sections for the sole benefit of circumventing regulatory requirements. This approach should be better explained at future meetings.
 - e. **No input from Commissioner McGuinness:** We noticed that Commissioner McGuinness did not attend any of the three May meetings. In fact, no INDOT representative addressed us at the May meetings. Is it too much to ask for INDOT leadership to explain the current direction of the process? We would like to hear from INDOT executive leadership at future meetings.
 - f. **Handoff of the Study to other parties:** INDOT commissioned this Study and expects another organization to pick up where they left off. INDOT should have been clear and upfront that they intended to only study cost, time of construction, and traffic flow; and then coordinate a handoff with a party that has the ability & competence to study the aspects the public suggested.
 - g. **More study needed:** Given the scope limitations, INDOT traffic-specific metrics, and lack of public involvement in the Study, we ask that any future studies be more transparent. John Myers (HNTB) stated that more study was needed, but HNTB failed us in coordinating a means to another, more comprehensive study.

In conclusion, the System Level Analysis fails to address the concerns of impacted neighborhoods [and historic districts]. Before we move forward with the North Split section, we implore INDOT to commission and/or support further studies in collaboration with responsible parties such as the City of Indianapolis. Stabilize the bridges and address the safety concerns in the meantime. This needs more than just traffic experts & engineers, it needs independent professional experts in the fields of city planning, economics, tax revenues, zoning, air quality, public health, public transportation, and job creation at a minimum. It is both frustrating and disappointing to observe this Project move forward based on such limited information. INDOT is at a critical juncture with this Project – either proceed with the planning process based on non-independent limited scope studies, or make a concerted effort to find an optimal solution. Choosing to commission a more comprehensive independent study while stabilizing the bridges is the responsible option for Indianapolis.

From: Indy North Split

Subject: RE: I65/70

Date: Thursday, June 7, 2018 9:17:00 AM

Thank you for your email and for taking the time to share your thoughts on the System-Level Analysis of the downtown interstate system. I wanted to acknowledge receipt and confirm that your comments will be included in the public record for the analysis.

Kind regards,
Emily

Sent: Wednesday, June 6, 2018 7:08 PM

To: Indy North Split <info@northsplit.com>

Subject: I65/70

Greetings,

I am excited about the opportunity to correct the bad design of the interstate that tore apart our City. To include option #3 with boulevards and capturing back the land for economic development seems to make the most sense for our City.

Thank you for taking my comments on this important issue for Indianapolis' future.

To: [Indy North Split](#)
Subject: I Oppose Expansion of the I-65 I-70 Split
Date: Tuesday, May 15, 2018 3:28:00 PM

I oppose in the strongest terms INDOT's plan to expand I-65 and I-70 at the North Split in Indianapolis. Doing so would severely damage the quality of life and economic vitality of Indianapolis's Downtown, which is the primary economic driver in the State of Indiana.

I urge INDOT at the very least to DO NO HARM, and make whatever repairs are necessary to this section of the highway without making any expansions, thereby staying in the lane and not reopening the wounds created by the construction of the highway that Indianapolis is only just now beginning to recover from.

That said, I believe that the very best thing INDOT could do for the City of Indianapolis and the State of Indiana is to pause this project to allow for an independent to create a plan for this section of the highway that fully accounts for the impact it will have on quality of life, public health, and economic development; not just traffic flows. Frankly, I find it incredible that a project of this scale could be undertaken without considering those things.

Think you.

To: [Indy North Split](#)
Subject: I oppose INDOT's north split reconstruction plan
Date: Wednesday, May 16, 2018 3:42:57 PM

I urge you to halt your current plan to expand the North Split, which is not appropriate for Indianapolis and which will only reinforce the damage done to the city by the original construction of the highways through its downtown core, a place where highways simply do not belong. If you must proceed with repairs, do so only on the infrastructure that currently exists. Stay In The Lane and do not expand the highway.

Moving forward, I urge you to allow for an independent commission to create a proposal for the North Split that fully takes into account the highway's impact on quality of life, public health, and economic development in Downtown Indianapolis (the state's primary economic engine).

Communities are made great by much more than their ability to simply ferry traffic through them at the highest possible speeds. Communities that do not put people first do not thrive in today's America. Simply widening the North Split is putting cars and through traffic first. What we need is multimodal connectivity between downtown and its surrounding neighborhoods and an at grade boulevard that allows for the construction street fronting businesses that will continue the GROWTH of Indianapolis's economy.

How anyone working on behalf of the people of this state could want anything else is truly beyond me.

Thank you for your consideration.

From: [Indy North Split](#)

Subject: RE: Do Not Expand The North Split
Date: Thursday, May 17, 2018 5:56:00 PM

Thank you for your email and taking the time to share your opinion. I wanted to acknowledge receipt and let you know that it has been documented.

Best,
Emily

-----Original Message-----

Sent: Thursday, May 17, 2018 5:26 PM
To: Indy North Split <info@northsplit.com>
Subject: Do Not Expand The North Split

Expanding the North Split in Indianapolis will harm quality of life and economic development in Downtown and its surrounding neighborhoods. Do not move forward with that plan.

At the very least, simply do no harm and Stay In The Lane, meaning do whatever repairs are necessary without making any expansions, laden additions, or otherwise widening the current highway.

Even better would be to pause the project and allow an independent commission to produce and a study and proposal for this stretch of highway that fully incorporates the impact of the highway and any projects involving it on quality of life and economic development.

Yes, widening the highway would create jobs, but so would the proposed plan to convert it to an at-grade boulevard at the section of the North Split. The difference is that converting the highway to a boulevard would continue to create jobs long after construction has ended by spurring new economic investment in that part of town. This would include the construction of many new street fronting businesses (which themselves would employ a large number of workers), as well as the wide ranging positive effects that would come with increased commercial activity along the boulevard and the positive image the city and state would project by undertaking such a forward thinking project.

Simply widening the highway would do none of these things, but it would harm Downtown Indianapolis by further isolating it from its surrounding neighborhoods and by reinforcing I-65/I-70 as a good route for through traffic simply passing by our city, leaving us with nothing but their pollution and the degradation of the highway.

That is the role of I-465, which is the route that through traffic ought to be taking.

INDOT needs to take the concerns of Indianapolis seriously, and consider the impact this project will have on this community (which is the primary economic engine in Indiana). To do anything less is nothing short of negligence.

Thank you for your consideration.

To: [Indy North Split](#)
Subject: I continue to oppose INDOT's north split reconstruction plan
Date: Friday, May 18, 2018 6:38:41 PM

To those who it concerns,

A government project the scale of the North Split reconstruction needs to consider its impact on quality of life, economic development, and public health concerns. To do anything else is bordering on negligence and represents very poor stewardship of public funds (which are of course taxpayer dollars).

I understand that INDOT does not typically take these concerns into account, but the North Split Reconstruction (which, let's face it, is going to set the stage for further work to be done to the entire Inner Loop of highway in Downtown Indy) needs to be an exception. Since analysis and planning of this kind is not what INDOT does, it makes the most sense for an independent commission to develop the proposal for this project.

Please understand the need to take this path, and do not ignore the concerns of the Indianapolis community. Do not ignore the needs of the city. Please do not shut your eyes to the harm an expansion could cause and the great benefit that a more thoughtful and comprehensive plan could bring.

I want you to know that I understand that there are repairs to this stretch of highway that need immediate addressing. Why not proceed with those repairs now while further study takes place? I see no reason why you can't take that path. The benefits of a truly great plan would be than worth the delay (and yes, even the cost increase to the final project).

It is absolutely essential that you make a thorough, well informed decision on this project. Thank you for your thoughtful consideration.

Sincerely,

From: [Indy North Split](#)

Subject: RE: North split expansion project

Date: Thursday, June 7, 2018 4:08:00 PM

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the analysis.

We also wanted to take a moment and clarify that alternatives for the North Split are just now being developed and you will have opportunities to learn more about them – and more importantly comment on them – in the future. No decisions have been made at this point.

Thank you again for your thoughtful comments.

Kind regards,
Emily

Sent: Thursday, June 7, 2018 12:38 PM

To: Indy North Split <info@northsplit.com>

Subject: North split expansion project

I am a resident of Cottage Home neighborhood on the near east side of Indianapolis and I oppose INDOT's recommendation for the I-65/I-70 highway project.

I have been living in Cottage Home since 1993 and am concerned that the project will negatively impact the steady progress the downtown neighborhoods have made in becoming thriving areas in which to live and work.

My reasons for dissent of this project include:

- Harmful impacts to the **economy**: property values will decrease and business will be affected downtown
- Damage to the **environment and living space**: the walls that support the widened highways will increase traffic noise and reflect and increase train noise in several areas; increased traffic will bring more pollution and trash; the longer tunnels will further divide the city making it less walkable
- **Shortsighted** commitment to one mode of transportation: the metropolitan area would be much better served by better public transportation and more integrated support for bicycle riders and pedestrians (including eliminating awkward and dangerous intersections around approach ramps for riders and walkers)

I request that INDOT take the time to research and consider alternative solutions to this project. Given the adverse consequences on downtown living that was the result of the original highway development a half century ago, it is the obligation of the State of Indiana to focus on a broader vision that goes beyond vehicular travel.

Sincerely,

From: Indy North Split

Subject: RE:

Date: Thursday, June 7, 2018 4:45:00 PM

Thank you for taking the time to share your comments. We wanted to acknowledge receipt and confirm that they will be included in the official record for the analysis.

Kind regards,
Emily

Sent: Thursday, June 7, 2018 4:11 PM

To: Indy North Split <info@northsplit.com>

Subject:

Sent from my mobile.

We support the "Do no harm strategy": INDOT should address the public safety issues and fix bridges now but not move forward with a 65-70 plan until proper independent review impact studies can be done on the economic, quality of life, and connectivity issues. We need a plan that looks beyond traffic flow to a twenty-first century version of a city that keeps and attracts residents as a place in which one wants to live, work, play, and visit.

From: Indy North Split

Subject: RE: Indy North Split Review

Date: Thursday, June 7, 2018 9:02:00 AM

Thank you for taking the time to provide comment. I wanted to acknowledge receipt and let you know that they will be included in the official record for the analysis.

I also wanted to take a moment and clarify that alternatives for the North Split are just now being developed and you will have opportunities to learn more about them – and more importantly comment on them – in the future. No decisions have been made at this point.

Kind regards,
Emily

Sent: Thursday, June 7, 2018 5:26 AM

To: Indy North Split <info@northsplit.com>

Subject: RE: Indy North Split Review

Governor Eric Holcomb
Office of the Governor
200 W. Washington St., Rm. 206
Indianapolis, IN 46204

Joe McGuinness
Commissioner
INDOT Management Team
100 N. Senate Ave., IGCN 755
Indianapolis, IN 46204

Dear Governor Holcomb and Commissioner McGuinness:

I am a resident of Lawrence Township and I oppose INDOT's recommendation for the I-65/I-70 highway project.

I used to live at 9th and Ft. Wayne as well as 9th and Broadway, and I understand the impact that the current design has on the local communities. To have another extension of the already disruptive highway would be difficult to recover from and return to a more inclusive plan in the future. I support fixing the roads as they are, and then looking at the long term impacts and how to make the downtown area more connected. In the coming decades, when gas will not be available, I truly believe that we will see a change that we are just starting to experience now. The focus to live downtown is what millennials want. It's what I want for my future as well.

Living in Paris, France, for 2 years as an expat, I was able to see what truly integrated designs could do for communities. Having roadways that also promote walking, biking, commerce and so on creates a community that we do not have today.

I request that INDOT take the time to research and consider alternative solutions to this project in collaboration with the city for the future of our home.

Sincerely,

From: Indy North Split

Subject: RE: Please don't add lanes!

Date: Thursday, June 7, 2018 4:29:00 PM

Thank you for taking the time to share your comments. We want to acknowledge receipt and let you know that they will be included in the formal record for the analysis.

Thank you again for your thoughtful comments.

Kind regards,
Emily

Sent: Thursday, June 7, 2018 3:04 PM

To: Indy North Split <info@northsplit.com>

Subject: Please don't add lanes!

I live in Fountain Square adjacent to the south split. I know you're making a decision on just the north split but I also know that precedent will be set. Do NOT add to your footprint. Fix the bridges, repave the lanes, and lower the speed limit to ensure greater safety. Do a complete study of not only traffic but impact on neighborhoods and our economy. That's it.

It's taken decades for Fountain Square to reconnect to Fletcher Place, the downtown and surrounding neighborhoods. Don't repeat the mistake, please.

6/28/2018

FW: Concerns about INDOT's plans for I65/70 North Split

From: Indy North Split

Sent: Monday, June 11, 2018 3:12 PM

Subject: RE: Concerns about INDOT's plans for I65/70 North Split

Thank you for sharing,

Sent: Sunday, June 10, 2018 8:34 AM

To: Indy North Split <info@northsplit.com>

Subject: Re: Concerns about INDOT's plans for I65/70 North Split

Emily,

This is an interesng r ead on a city that may remove a highway running right through Syracuse.

[hp _s://usa.streetsblog.org/2018/06/07/building-highways-made-racial-segregaon-w orse-can-removing-them-undo-that-legacy/](http://usa.streetsblog.org/2018/06/07/building-highways-made-racial-segregaon-w orse-can-removing-them-undo-that-legacy/)

Let's be on the side of progress.

Thanks,

On Jun 7, 2018, at 4:03 PM, Indy North Split <info@northsplit.com> wrote:

We will include these additional thoughts in the official record as well. Again, thank you for taking the time to share your comments.

King regards,
Emily

Sent: Thursday, June 7, 2018 10:06 AM

To: Indy North Split <info@northsplit.com>

Subject: Re: Concerns about INDOT's plans for I65/70 North Split

Emily,

6/28/2018

FW: Concerns about INDOT's plans for I65/70 North Split

I really appreciate the response! I've attended numerous meetings and presentations about the plan. While the entire project is not decided, INDOT has made it pretty clear that they are moving forward with the north split. Once that project is in motion, it will be very difficult to make a radical change in approach for the rest. This is a terrible idea for downtown communities, a huge loss in economic opportunity for the city, and generally caters to suburban commuters accessing the roads in a county that they do not pay income taxes.

This plan must be stopped. Only necessary repairs should be made to ensure safety while a proper independent study is conducted.

Thank you,

Fw: HEY! Thanks

To: info@northsplit.com <info@northsplit.com>;

Sent: Monday, June 11, 2018 3:10 PM

Subject: RE: HEY! Thanks

Thank you for taking the time to share your thoughts. I wanted to acknowledge receipt and confirm that it will be included in the formal comment log for the North Split Project.

Kind regards,
Emily

Sent: Saturday, June 9, 2018 2:46 AM

To: Indy North Split <info@northsplit.com>

Subject: HEY! Thanks

I really do support the "Do no harm strategy": INDOT should address the public safety issues and fix bridges now but not move forward with a 65-70 plan until proper independent review impact studies can be done on the economic, quality of life, and connectivity issues. We need a plan that looks beyond traffic flow to a twenty-first century version of a city that keeps and attracts residents as a place in which one wants to live, work, play, and visit. Let's not be crazy.

To: [NorthSplit](#)
Subject: FW: 20180607153029390.pdf
Date: Monday, June 11, 2018 8:07:03 AM
Attachments: [20180607153029390.pdf](#)
[ATT00001.htm](#)

Kia Gillette

Environmental Project Manager

Sent: Thursday, June 7, 2018 4:15 PM

To: Kia Gillette

Subject: 20180607153029390.pdf

Kia,

Attached is the City of Indianapolis response to system level analysis on North Split project.

Best regards,



June 7, 2018

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

Re: I-65/I-70 North Split Project, system-level analysis

Dear Ms. Gillette:

I appreciate INDOT's willingness to listen to community concerns and conduct a system-level analysis of the Downtown Indianapolis interstate system. The seven concepts studied give us a sense of what's possible, based on traffic performance, cost, visual and connectivity impacts, and construction timeline.

While the analysis doesn't make any recommendations for a system-wide solution, it is clear there are innovative concepts that improve traffic performance, enhance driver safety, improve visual and/or connectivity impacts, and can be delivered on a reasonable construction timeline. Obviously, cost is a factor that needs to be considered—but the system-level analysis, by INDOT's own admission, didn't study public financing mechanisms or potential economic impacts (positive or negative) of any of the concepts.

With the broader analysis completed, INDOT has been quite clear of its intention to resume focus on a project, "aimed at rehabilitating the I-65/I-70 North Split interchange to improve safety and address deteriorating bridge and pavement conditions in the project area." Indeed, concrete falling from bridges overhead presents an immediate ongoing hazard to motorists, cyclists, and pedestrians on city streets below the interstate.

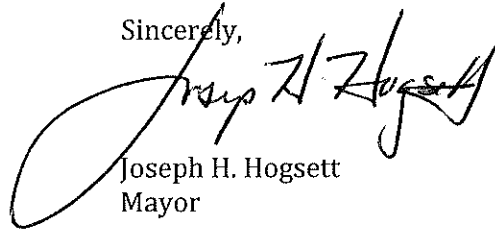
INDOT's system-level analysis has fueled a community-wide conversation about the future of the interstate system, a system whose construction over a half-century ago forever changed the character of downtown Indianapolis. Downtown neighborhoods recovered slowly—over four decades—to become some of the most valuable residential real estate in Marion County, if not the entire state. Over that same time, our downtown employers have come to rely on those suburban commuters who disproportionately use the interstates at peak times during the work week.

Office of the Mayor
2501 City County Building
200 E. Washington Street
Indianapolis, IN 46204
www.indy.gov

With the focus now shifting back to a North Split project, I urge INDOT to minimize harm to downtown neighborhoods while striving, "to maintain the existing interchange in a safe, functioning condition." As the design process unfolds over the next several months, I will ask INDOT to keep the interstate within the existing road bed; make necessary bridge repairs to address valid safety concerns; make short-term repairs to allow further exploration of the long-term system-wide concepts; and build a project that does not preclude future construction of those concepts.

Above all, I will stress that the state must continue to seek public input for a project that must strike an appropriate balance between the needs of downtown residents and suburban commuters.

Sincerely,

A handwritten signature in black ink, appearing to read "Joseph H. Hogsett". The signature is stylized with a large, sweeping loop on the left side and a series of connected, fluid strokes for the rest of the name.

Joseph H. Hogsett
Mayor

From: Emily Kibling
Subject: RE: North Split Project CAC Meeting #2
Date: Tuesday, May 15, 2018 11:05:17 AM

Thank you for reaching out. I hope that the following explanation helps clarify timing for you.

The current public comment period that closes on June 7th is for the System-Level Analysis document and its content. As a reminder, this document considers the entire downtown interstate system, and includes no specific recommendations. It is a fact-finding rather than a decision document. Comments are being recorded for consideration in potential future studies.

The Environmental Assessment and NEPA process for the North Split Project is currently underway and will continue into 2020. During that time, there will be multiple official public comment periods. Those typically occur around key milestones of the project (e.g. release of possible alternatives, selection of preferred alternative). We don't have the specific dates for those milestones yet but anticipate having the first round of alternatives available for public review/comment in the summer of 2018.

Formal comments should be submitted via email to info@northsplit.com. We will also have hard copy comment cards at our public open house events for people to provide input that way.

Please let me know if this answers your questions.

Thank you,
Emily

Sent: Monday, May 14, 2018 10:46 AM

Subject: RE: North Split Project CAC Meeting #2

Hello Emily:

The System-Level Analysis has muddied the waters a bit for me as to the EA Public Comment process, and I cannot find anywhere on previous INDOT presentations any specific timeline or deadline for the opening and closing of public comment period as part of NEPA. Can you please provide me:

1. Date of opening and closing of public comment period for EA review
2. Process for formally submitting public comment for EA process.

This is important information for CAC members to know, so they can provide the proper written public comment for EA consideration.

Thank you,

Sent: Tuesday, May 08, 2018 5:23 PM

To: Seth Schickel

Subject: North Split Suggestion

Mr. Schickel,

I have a suggestion that I have that I believe would dramatically reduce eastbound congestion into the North Split during afternoon rush hour. I have not seen this in any of the materials on the website.

The primary cause of this congestion is motorists leaving downtown entering the system near Delaware & 11th wishing to head east on I-70, having to cross over motorists heading east on 65/70 wishing to go south. One idea is to not allow the former group to merge there, and build a pathway along the interstate and have these motorists not merge with I-70 until they are in the vicinity of Roosevelt and Newman St. (This path could hug the interstate but then dive underneath next to 10th street and then merge with eastbound 70 where possible). A simpler and less costly idea is to make entering the system from Michigan and Pine on the east side more attractive, for example, by timing lights on E New York St to make this process faster, or enabling traffic on E St Clair or 10th St to get on eastbound I-70 more easily.

Thanks for your consideration,

To: [Kia Gillette; NorthSplit](#)
Subject: FW: Question re: System Level Analysis
Date: Monday, June 25, 2018 10:49:52 AM

Thank you for sharing your questions. As we discussed at last week's meeting, we will gather all CAC-member questions and then address them at the beginning of CAC Meeting #2. If you will not be attending as the Old Northside proxy, I will share responses to you via email that same day.

Will the traffic data meeting that John Myers is arranging with you and Dan Mullendore provide the data you were looking for in your first question?

Best,
Emily

Sent: Monday, May 7, 2018 10:27 AM
To: Emily Kibling <EMILY.KIBLING@borshoff.biz>
Subject: Question re: System Level Analysis

Questions:

Where can we obtain the actual data used in the system level analysis?

The Purdue study done after Hyperfix in 2004 concludes that 80% of the traffic is through traffic. (*An Evaluation of the Hyperfix Project for the Reconstruction of I-65/70 in Downtown Indianapolis*, p.13) How does this comport with INDOT's new findings? What is causing such a large disparity between the two studies? Where can we obtain the new through traffic data and parameters for that study?

The Purdue study also concluded that 89% of commuters were not affected by Hyperfix, and of those unaffected, 54% had to change their commute route during construction. The assumption was that even though 54% of those unaffected had to take a different route, their commute time remained the same. (*An Evaluation of the Hyperfix Project for the Reconstruction of I-65/70 in Downtown Indianapolis*, p.11)

Given this data, it appears our local roads are able to absorb a much higher volume of traffic than the system level analysis determines. What has INDOT done to determine why there is this discrepancy between the result of Hyperfix (demonstrating local roads have the ability to absorb an additional 175,000

amount of traffic) and its modules for the alternatives?

AADT has been basically flat since 1996, why now the urgency to fix the design to deal with the volume? (See Traffic Count Database System: 971340, 971330, 973190)

Will INDOT have to acquire the building located at 277 E 12th Street? If so, what does INDOT plan to do with it? The building is historic (built in 1956 by Fran Schroeder), within the Old Northside Historic district, and included in the Old Northside Preservation Plan. Demolition of this building will cause significant negative impact to the district. I assume INDOT will do the full environmental impact statement regardless, but especially if demolition of the building is a consideration? Does this require a more rigorous review?

The following is from the future needs report on the INDOT website:

Congestion Pricing - Congestion pricing, sometimes called value pricing, is a way of harnessing the power of the market to reduce the waste associated with traffic congestion. Congestion pricing, a national discussed topic, works by shifting purely discretionary rush hour highway travel to other transportation modes or to off-peak periods, **taking advantage of the fact that the majority of rush hour drivers on a typical urban highway are not commuters.** By removing a fraction (even as small as 5%) of the vehicles from a congested roadway, pricing enables the system to flow much more efficiently, allowing more cars to move through the same physical space. Similar variable charges have been successfully utilized in other industries - for example, airline tickets, cell phone rates, and electricity rates. There is a consensus among economists that congestion pricing represents the single most viable and sustainable approach to reducing traffic congestion. Other options include alternate routes, car pooling, or mass transit. *(Source: FHWA Publication Congestion Pricing: A Primer)*
https://www.in.gov/indot/files/LRP_FutureNeedsReport_041513.pdf

Was this evaluated in this project at all? If a lot of peak traffic is discretionary, it appears there would be room to add disincentives to travel during peak hours.

Will INDOT just rebuilt the current system, without any expansion? This seems to be the best option, by far.

Thanks!

From: Indy North Split
Subject: RE: Will I have to relocate or move from my residence. My name is _____ and I live at _____. Please provide me with information regarding this project. Sincerely, Mrs. Belton
Date: Tuesday, June 26, 2018 10:54:45 AM

Thank you for reaching out. Alternatives for the North Split Project are just now being developed so no decisions regarding impacts to homes or businesses have been made at this point. Alternatives are expected to be released later this fall, so I encourage you to follow the project on our website (www.northsplit.com).

Thank you!
Emily

Sent: Thursday, June 14, 2018 5:05 PM
To: Indy North Split <info@northsplit.com>
Subject: Will I have to relocate or move from my residence. My name is _____ and I live at _____. Please provide me with information regarding this project. Sincerely,

To: [Seth Schickel](#)
Cc: [Emily Kibling](#)
Subject: Re: 65/70 Meeting
Date: Friday, May 18, 2018 10:09:29 AM

Today is a bit packed for me. I could chat maybe later this afternoon?

Forgive my naiveté, but it seems like I'm asking for some fairly straightforward information. Is there a reason this can't be sent via email? Is there additional context that needs to be considered alongside the data?

From: Seth Schickel
Date: Friday, May 18, 2018 at 8:20 AM

Cc: Emily Kibling
Subject: RE: 65/70 Meeting

So sorry I missed our call – unexpected change in my day and I am just now getting to emails/calls.

Can we talk today? I am free around lunch time.

Thanks,
Seth

Sent: Thursday, May 17, 2018 11:39 AM
To: Seth Schickel
Cc: Emily Kibling
Subject: Re: 65/70 Meeting

Hi Seth,

Sorry I missed you this morning.

Essentially, I'm following up on something Andy Dietrick mentioned. Of all the bridges comprising the North Split (~32), some have considerably longer projected life spans than others. I'd like to know what that life span is for each bridge. And, since the data likely references the bridge's number, I'd like to know which bridge is which.

The lifespan data is more relevant than the map—so if you have that readily available, I'd like to have that sooner than later—ideally prior to the CAC meeting.

From: Seth Schickel

Date: Tuesday, May 15, 2018 at 1:22 PM

Cc: Emily Kibling

Subject: RE: 65/70 Meeting

Let's plan to talk sometime between 8 and 9 am on Thursday. Here is my direct line: 317.917.5289.

Following up on bridge info: If I am understanding your question, I am not sure there is information from INDOT's 2016 study that publicly accessible, so we may need to do some digging. Let's clarify on Thursday what exactly you are looking for.

Thanks,
Seth

Seth R. Schickel, P.E.

HNTB Corporation

Sent: Tuesday, May 15, 2018 10:09 AM

To: Emily Kibling

Cc: Seth Schickel

Subject: Re: 65/70 Meeting

Hi Emily, Seth,

Thanks for getting back to me. Thanks for clarifying the format; I look forward to hearing the answers to my neighbor's comments at the CAC meeting.

As for the bridge info, I was hoping to just get some info via email (or online, if there's anything publicly accessible). I could probably do a call Thursday (early morning or all afternoon). But, again, anything more thorough that either of you could send me would be great.

Best regards,

Holy Cross Neighborhood Representative

From: Emily Kibling

Date: Tuesday, May 15, 2018 at 9:44 AM

Cc: 'Seth Schickel'

Subject: RE: 65/70 Meeting

Thank you for sharing your neighbor's questions. As we discussed at the briefing, we are gathering questions from our CAC members and will address them at the beginning of CAC Meeting #2.

Regarding the bridge information you're looking for, I would like to put you in touch with Seth Schickel, our team's bridge engineer with HNTB. He will be able to best answer your questions. I have copied him on the email. Can you please reply with your phone number and some dates/times that you're available for a call?

Thank you,
Emily

-

Sent: Monday, May 14, 2018 11:10 AM

To: Emily Kibling

Subject: FW: 65/70 Meeting

Hi Emily,

I received the following questions from someone in my neighborhood. Are these questions for which you could provide some answers?

Also, I'd like to follow up on an email I sent you last week...asking about each of the bridges and information about the projected lifespan from the 2016 report. Would you be able to get me that info this week so I have time to review it and possibly formulate questions prior to the next CAC meeting?

Thanks,

Date: Friday, May 11, 2018 at 8:50 AM

Subject: 65/70 Meeting

Good morning, . I heard you are the rep for HCNA at this meeting. I wondered if you might share some opinions with INDOT.

1. If the split truly does carry so little "through" traffic, how do they justify its use as an interstate?
2. What efforts have they put into carpooling?
3. What efforts have they put into alternative work schedules, or modified

hours?

4. How much volume could the city grid carry if it were to be reconnected once the interstate were removed?

5. They suggest that the interstate is "at capacity", yet I see most hours of the day where traffic is moving freely. This must mean that "capacity" is simply referring to the few hours of peak traffic. Doesn't this mean that the interstate isn't at capacity, but there is simply a timing/peak demand issue?

To: [Kia Gillette](#)
Subject: FW: Response Requested: North Split Project CAC Meeting #2
Date: Monday, June 25, 2018 10:32:33 AM

Sent: Tuesday, May 15, 2018 11:13 AM
To: Emily Kibling
Subject: RE: North Split Project CAC Meeting #2

Thank you Emily, that is helpful confirmation. So the system-level analysis comment period is not linked to any specific regulatory requirement, it is just provided by INDOT for public input on the initial study?

One other question on system-level analysis: I would like to have access to the underlying data that the analysis is based on—it is impossible to assess and comment on the study without knowing the underlying data & methodology. Can you advise how and others can obtain or access additional information on the analysis, ideally in advance of the next CAC meeting next week?

From: Emily Kibling
Sent: Tuesday, May 15, 2018 11:05 AM
Subject: RE: North Split Project CAC Meeting #2

Thank you for reaching out. I hope that the following explanation helps clarify timing for you.

The current public comment period that closes on June 7th is for the System-Level Analysis document and its content. As a reminder, this document considers the entire downtown interstate system, and includes no specific recommendations. It is a fact-finding rather than a decision document. Comments are being recorded for consideration in potential future studies.

The Environmental Assessment and NEPA process for the North Split Project is currently underway and will continue into 2020. During that time, there will be multiple official public comment periods. Those typically occur around key milestones of the project (e.g. release of possible alternatives, selection of preferred alternative). We don't have the specific dates for those milestones yet but anticipate having the first round of alternatives available for public review/comment in the summer of 2018.

Formal comments should be submitted via email to info@northsplit.com. We will also have hard copy comment cards at our public open house events for people to provide input that way.

Please let me know if this answers your questions.

Thank you,
Emily

Sent: Monday, May 14, 2018 10:46 AM

To: Emily Kibling

Subject: RE: North Split Project CAC Meeting #2

Hello Emily:

The System-Level Analysis has muddied the waters a bit for me as to the EA Public Comment process, and I cannot find anywhere on previous INDOT presentations any specific timeline or deadline for the opening and closing of public comment period as part of NEPA. Can you please provide me:

1. Date of opening and closing of public comment period for EA review
2. Process for formally submitting public comment for EA process.

This is important information for CAC members to know, so they can provide the proper written public comment for EA consideration.

Thank you,

From: Emily Kibling

Sent: Friday, May 11, 2018 2:01 PM

From: Emily Kibling
Subject: RE: CAC System Level Analysis Follow-up Questions
Date: Wednesday, May 16, 2018 10:29:06 AM

Thank you for sharing your team's questions. As we discussed at the briefing, we are gathering questions from our CAC members and will address them at the beginning of CAC Meeting #2 this coming Monday.

Thanks,
Emily

Sent: Wednesday, May 16, 2018 9:04 AM
To: Kia Gillette

Subject: CAC System Level Analysis Follow-up Questions

Kia and Emily,

I believe I'm supposed to send these questions to you. Our team reviewed the options and of course that has led to many more questions. There are quite a few below. I've bolded some that I feel might be priority questions, but there are several here that we hope to get more clarity. Hopefully we can get to several of these, and that there might be overlap with other questions coming in to you.

Please let me know if you have any questions.

- a. How does the North Split project impact or determine what happens with the Systems level project?
 - i. **How can we be assured that the N. 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?
 - ii. **Is there a plan for the North Split project? When will you share any plan that is being proposed? It is difficult to evaluate resources impacted during the environmental and Section 106 processes if we don't have an idea of what is being proposed.**

- iii. If we knew the North Split project needed to happen so soon, why was a System Level Analysis completed only now? If it had been done years ago, perhaps this would have allowed more time to evaluate and understand how to handle both the North Split project and the overall system.
- b. What is the timeline and process for choosing the option for the system?
 - i. **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?**
 - ii. What are the next steps for evaluating the seven options?
- c. How does change of habits and encouraging other options play into the decision – separate from economic investment (i.e. tolling, HOV lanes, redirecting traffic, increased local options such as bike lanes and transit)?
- d. To what extent is the State working with City Traffic Planners for long term traffic planning for Center Township and Downtown? City planning here and around the world best practices suggest decreasing lanes for personal automobiles and reducing overall VMT to fight climate change.
 - i. How does maintaining and increasing traffic flow on interstates at peak times compare to long-term plans for city infrastructure and planned traffic patterns?
- e. **If an independent economic investment study is completed, how will it be effectively used and incorporated into planning the system level work?**
 - i. Would the ReThink Coalition consider focusing its efforts on completing this and then KIB might help support that?
 - ii. Should the EIS be done for all seven or can the options be winnowed down to most logical options?
- f. How does ROW acquisition impact surrounding neighborhood resources (homes and buildings) and plantable space?
 - i. How much loss of existing green infrastructure will be lost with N. Split development – realizing this may not be known until Section 106/Environmental review is complete? What is the timeline for that?
 - ii. How much consideration is in these options for increasing the opportunities for successful (i.e. longer-term, monitoring and placement with more extensive maintenance) planting and mitigating the change?
- g. Concept Specific Questions:
 - i. **Are there any options that are being excluded due to effectiveness or funding already, i.e. the basic repair or tunnel/boulevard options? If so, this may appear to undermine the good faith process.**
 - ii. Concept 2 suggests only 10% is through traffic, but is it 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. Other cities toll roads and have tax share, whereas Indiana and Marion County does not, so roads are being used with little to no financial return.

iii. Added lanes in Option 3 needs more clarity as this is a primary concern from neighborhoods.

iv. Why does Option 4 have so much more ROW acquisition than other options except for the West St expansion?

v. Are there ways to combine concepts to increase quality and effectiveness?

h. When I-65 is closed this year, will INDOT complete any traffic counts for travel diverted along 465 during that time? Is there anything looked at during this project that might influence or inform the System Level review.

i. 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.

Keep Indianapolis Beautiful, Inc.

To: [Emily Kibling](#)
Subject: FW: I65/I70 Opinion
Date: Friday, May 18, 2018 10:07:45 AM

Hi Emily,

Just passing along some late comments from a Holy Cross resident.

1) A new demographic group comes into play in Indianapolis. Per work I've done in Holy Cross Neighborhood and in general conversation with others, Millennials are interested in a local, accessible/walkable, minimal-auto lifestyle. Travel can still be necessary but, in the future, not likely the foremost way to get around.

2) There's been serious focus on use of alternative modes of transportation. The city is in the process of creating mass transit plans, bike lanes are extensive with plans for more, etc. Why go through all the expense, travel headaches for drivers, to add lanes immediately? Let new modes gain momentum and be in full operation and then re-evaluate. Fix what's needed only to interstates.

3) There are many other ways to improve transportation. Fix the STREETS first. TIME TRAFFIC LIGHTS first so that traffic moves more fluidly in the city. Fix basic problems that exist to smooth traffic flow first, then re-evaluate.

4) California -- of course there are traffic problems. However, major thoroughfares in are engineered to move traffic. Maybe INDOT needs to take a trip to Santa Clarita Valley for a lesson. Very wide thoroughfares off of freeways, timed lights, long lights to avoid long backups. Even if it looks like a long backup when you're there, it moves once the light is green. Well planned and long left turn lanes & signals. You can travel 50-60mph on roads that are not freeways. The freeways are what's backed up.

I grew up in Los Angeles in the 1960s-70s. Traffic was terrible. Due to good planning and incentives for carpooling in ways that have never been considered here, plus mass transit, stop and go lights for entering freeways to equalize flow, as examples I'm aware of, traffic has actually improved.

And some more Calif: Earthquake country. Freeways not originally built to withstand earthquakes and have since been retrofitted to help improve bridge survival during earthquakes. Old ones have not been torn down, but retrofitted. ALL of Calif. Huge project. Is

retrofitting I65 I70 bridges a possibility here to save time, money, & headache? An interchange seems minimal compared to what's been done West.

<http://www.dot.ca.gov/hq/paffairs/about/retrofit.htm>

Overall, traffic flow is a system. How efficiently street traffic flows impacts freeway flow, & vice versa. Indy is a hot mess overall. Fix the simpler problems, do the least amount of interstate work -- what's required for safety only, enforce through-travel truck transport taking I465, for now. Re-evaluate when the ongoing smaller issues are fixed and newer, more efficient methods of traffic flow are instituted.

From: Emily Kibling

Subject: RE: additional information on transmission sent on Mr. Adamson's behalf

Date: Monday, June 11, 2018 3:17:22 PM

Thank you for sharing Mr. Adamson's letter. I wanted to acknowledge receipt and confirm that it will be included in the formal comment record for the System-Level Analysis.

Kind regards,
Emily

Sent: Monday, June 11, 2018 11:42 AM

To: Emily Kibling

Cc: Zach Adamson <zach@adamsonforindy.com>

Subject: additional information on transmission sent on Mr. Adamson's behalf

Hello, Emily,

In my haste, I copied Mr. Adamson on his personal email and I should have used his official email address. Mr. Adamson also wanted me to let you know that Council President Vop Osili and Council Member Jeff Miller join him in his support for a continued dialogue on the matter.

Best regards,

To: [Kia Gillette](#)
Subject: FW: North Split
Date: Friday, June 22, 2018 2:09:20 PM
Attachments: [Holcomb.Rethink65.70.pdf](#)

Sent: Monday, June 11, 2018 10:28 AM

To: Emily Kibling

Cc: Zach Adamson

Subject: North Split

Good Morning, Emily,

On June 6th, the Indianapolis City County Council Department of Public Works Committee, chaired by Zach Adamson, held a public hearing on the contemplated changes to the north split of I-65 and I-70. As you will see in Councilmember Adamson's letter to Governor Holcomb, attendance at the meeting overflowed the chamber. Although the formal period for public comment has ended, I hope that you will include Mr. Adamson's letter to Mr. Holcomb in the NEPA work you are doing on behalf of the project. I realize this was not a meeting your firm convened, but I believe this letter shows two things: public support for taking time to make sure the new design considers neighborhoods, businesses and cultural assets and the good faith effort of the Indianapolis City County Council to engage with the State on finding a solution that works for everyone.

Best regards,



**THE COUNCIL
CITY OF INDIANAPOLIS
MARION COUNTY**

ZACH ADAMSON
Vice President
Councillor, District 17

June 11, 2018

Honorable Eric Holcomb
Governor of the State of Indiana
200 W. Washington St., Rm. 206,
Indianapolis, IN 46204

Dear Governor Holcomb,

On June 8, 2018, the Indianapolis City-County Council Dept of Public Works Committee held a hearing to afford citizens a forum to express their views on the planned changes to the configuration of I-65 and I-70. In addition to a formal presentation by representatives from rethink I65/I70, a standing room only crowd of Indianapolis residents attended in support of avoiding mistakes made by previous interstate projects.

Indianapolis' own history suggests that the original I-65 project did significant harm to adjacent neighborhoods, with one study suggesting it had a devastating impact on property values. According to a 2013 study done for the Mayor's Innovation Project *Rethinking The Urban Freeway*, construction of freeways through cities "...did notorious damage to neighborhoods and had a disproportionate impact on neighborhoods that were primarily African-American and/or low-income."



**THE COUNCIL
CITY OF INDIANAPOLIS
MARION COUNTY**

ZACH ADAMSON
Vice President
Councillor, District 17

The study noted **“the building of I-65/70 in Indianapolis produced a staggering downward push on real estate values adjacent to the interstate, with one estimate showing a loss of \$99M in real estate for a single mile of freeway analyzed in downtown Indianapolis.”** Plunging property values translates to less revenue to fund schools, libraries, job readiness support, and infrastructure in the Capital City.

Collectively, the state of Indiana, the city of Indianapolis, and our partners at the Indianapolis Chamber of Commerce, spend millions of dollars annually to promote economic and commercial development in Indianapolis. A “concrete canyon” as this project has been called, would significantly countervail those investments.

Our legacy can be safer travel through, and around, the Capital City, while contributing to aesthetics and quality of life that will show visitors to Indiana that we run a first class operation. Let’s take the time to do this right. It’s not every day that one has the opportunity to both undue past mistakes and create a lasting legacy that drastically changes the landscape of one of America’s greatest cities for generations to come. I wholeheartedly believe this to be the opportunity for you to create that kind of lasting legacy.

With sincere thanks for your most serious consideration, the people of Indianapolis ask that you add your voice to support rethinking the interstates in our Capital City at this once in a lifetime opportunity.

A handwritten signature in black ink, appearing to read "Zach Adamson", followed by a horizontal line.

Zach Adamson
Vice President, Indianapolis City-County Council
District 17

To: [Emily Kibling](#);

Subject: RE: INDOT North Split Upgrades & Systems-Level Analysis Des. Nos. 1592385 & 1600808
Date: Friday, June 15, 2018 2:47:45 PM

Thank for your acknowledgement.

Regards,

From: Emily Kibling]
Sent: Friday, June 15, 2018 2:34 PM

Subject: RE: INDOT North Split Upgrades & Systems-Level Analysis Des. Nos. 1592385 & 1600808

Thank you for sharing your thoughtful and thorough comments on the System-Level Analysis. We wanted to acknowledge receipt and confirm that your input will be included in the formal record.

Thank you again,
Emily

Date: June 14, 2018 at 2:51:46 PM PDT
To: "Kia Gillette

Subject: INDOT North Split Upgrades & Systems-Level Analysis Des. Nos. 1592385 & 1600808

Ms. Gillette and Mr. Shi,

Please find attached a cover letter and our review of the INDOT North Split Upgrades & Systems-Level Analysis for your consideration. The project as currently proposed, appears to us to be a poor return on investment. We urge the State to re-imagine the project in partnership with the city and community to fully realize the transformative opportunity it presents for economic development, next gen logistics and quality of life for the front door to the State of Indiana.

We look forward to hearing from you,
Sincerely,

June 14, 2018

Kia Gillette, Environmental Project Manager
HNTB Corporation

Mr. Runfa Shi,
INDOT Project Manager

INDOT North Split Upgrades & Systems-Level Analysis
DES NOS. 1592385 and 1600808

Ms. Gillette and Mr. Shi,
We are downtown residents, business owners, and principals of a professional planning and design firm that has consulted on multiple Federal-aid projects.

One of our first projects as a firm was participating in the large team that developed the Columbus Front Door (I-65/SR 46) project from strategies and concepts to implementation. It received an "Excellence in Highway Design Category 3a – Major Highway" award from FHWA in 1998. We believe the North Split Upgrades should be equally as impactful and urge the State of Indiana to realize the opportunity it represents.

Attached please find our review and comments on the North Split Upgrades & Systems-Level Analysis. The project as currently proposed, appears to us, to be a poor return on investment. We urge the State to re-imagine the project in partnership with the city and community to fully realize the transformative opportunity it presents for economic development, next gen logistics and quality of life for the front door to the State.

Sincerely,

cc: Governor Eric Holcomb
Mayor Hogsett, Indianapolis
Councillor Vop Osili, Indianapolis
Councillor Zach Admason, Indianapolis
Councillor Jeff Miller, Indianapolis
Commissioner McGuinness, INDOT
Representative Andre Carson

Robert Dirks, FHWA
Anna Gremling, Indianapolis MPO
Jeff Bennett, Mayor's Office
Dan Parker, Indianapolis DPW
Emily Mack, Indianapolis DMD
Rethink 65/70 Coalition Leadership

6/14/2018

Response to a request for comments regarding:
INDOT North Split Upgrades & Systems-Level Analysis
DES NOS. 1592385 and 1600808

Context of Comments:

The System-Level Analysis (SLA), commented upon herein, was developed by INDOT in response to community concerns regarding the proposed *North Split Upgrades Project*. According to public records regarding the project, it is a financially-constrained first phase of an approximately nine-mile long *mobility and expansion plan* for the I-65/70 Inner Loop around downtown Indianapolis, and its extensions beyond downtown. The North Split project is currently in an Environmental Assessment (EA) phase that commenced in September 2017.

Issue: Major Project Segmentation

We believe the North Split Upgrades project represents *Major Project Segmentation*. The first phase scope has been defined, without properly defined logical termini, such that it falls below the cost threshold for designation as a Major Project. Such designation requires greater scrutiny than the current Environmental Assessment (EA), i.e., an Environmental Impact Study (EIS). The project's complexity and controversy are further basis for such designation.

- a** *We recommend that the project be denied a Finding of No Significant Impact (FONSI) and that the more rigorous EIS be initiated.*
-

Issue: Independent Utility assumptions

INDOT's indication that the North Split has *independent utility* and is thus a functionally stand-alone project of limited scope, strains that term's applicability to this project which is clearly part of a larger system. Such designation is typically based on *logical termini* within which the project's elements are functionally resolved or terminated. Temporary lane transitions for phased construction do not constitute logical termini.

- a** *We recommend that the North Split logical termini encompass the West Street/MLK interchange and possibly the Washington Street interchange area, and that the project be subject to environmental review at an EIS level for the included extents.*
-

Issue: Lack of early public engagement and thorough study of all reasonable alternatives

The recently concluded SLA appears intended to correct the omission of required early public engagement and thorough study of all reasonable alternatives, rather than a response to adversarial public input seeking more comprehensive study, as characterized. The public engagement of the SLA study of alternatives took place over a five week period of presentations and one public open house, with formal receipt of comments for the record. The conclusion of the SLA is that while there needs to be continuing discussion of alternatives for the overall Inner Loop, reconstruction of the North Split should advance through the current Preliminary Engineering and NEPA Environmental Assessment processes.

The SLA also concludes that later consideration of the alternative concepts proposed by community groups would likely require reconstruction of a rebuilt North Split.

Given the the magnitude of investment in the proposed first phase (est. at \$300M±), the prospect of reconstruction will effectively preclude objective consideration of otherwise feasible alternatives since the added cost burden of destroying a high-value facility would deem them neither reasonable nor feasible. That probability belies the claim that the Systems-Level Analysis is intended to *inform* the North Split project design, and that the project should proceed while alternatives for the larger system are more comprehensively studied.

- a We recommend that the North Split Upgrade project undergo an EIS for an area contained by more appropriately drawn logical termini.*
- b We recommend that additional alternatives be developed for the North Split, as recommended for an EIS and for a complex controversial project, to accommodate a more comprehensively studied community-based Inner Loop concept.*
- c We believe that proceeding with North Split interchange construction absent substantive additional study of such alternatives is neither reasonable nor feasible since a second rebuilding of the interchange to accommodate an alternative inner loop configuration served by the interchange would carry a major cost penalty.*

Issue: Lack of and need for 2-Tier evaluation process

We believe that this complex, costly and controversial project cannot be adequately evaluated without considering it as part of the overall system, defined as I-465/485 and the I-65/70 legs from the beltway into and through downtown. INDOT's "high-Level" screening of alternatives applies limited data regarding that system to dismiss *Transportation Demand Management* (TDM) as a factor influencing the performance projections for alternatives, even though INDOT and FHWA studies are in progress to consider implementation of TDM concepts within the larger system. Whatever the outcomes of those studies, they will be pertinent to the Inner Loop.

Similarly, *Transportation System Management (TSM)* has been dismissed as having insignificant effect. INDOT's screening process for public transit influence on travel modes is not clear, being stated in one instance to be based on current usage, and in another as being informed by an IMPO model that considers imminent IndyGo transit upgrades.

NEPA mandates that both EA and EIS fully consider both TSM and TDM in evaluation of alternatives since those concepts include strategies to reduce congestion by reduction in vehicle trips and vehicle-miles-traveled. A major purpose of the North Split and its extension projects is reduction of congestion. That purpose is being addressed by developing operational efficiencies, but also by increasing capacity, which is known to induce new traffic demand. TDM and TSM considerations are not being adequately considered as a preferred strategy to reduce congestion by reducing demand.

Another influence not easily quantifiable but observable in Indianapolis and similar cities is the growing synergy between public transit and ride share/hail services, biking and walkability in ►

urban centers that measurably affects a reduction in vehicle use and ownership. It is counterintuitive and counterproductive to those desirable trends to add interstate capacity that induces higher vehicle inputs to the city street system.

A Tier 1 study would provide data to inform development of the overall Inner Loop plan within the context of the larger system, utilizing TDM and TSM concepts and projections, and considering innovative financing to implement them at system-scale.

A Tier 2 study would apply that system-wide planning information to Inner Loop projects that appropriately exhibit Independent Utility per the intention of NEPA.

- a We recommend that INDOT perform a Tiered Study to inform overall Inner Loop planning and phased rebuilding projects and their financing methods.

Issue: Project definition with insufficient justification and incomplete data

The foregoing is the basis for our concern that the North Split project, as currently planned and designed, lacks the fundamental planning and design parameters noted above to guide it to an optimum configuration and effective financing. The North Split project instead establishes an expansion template for the overall Inner Loop before the need for that expansion has been validated within a true system-wide context and before a financing concept has been established.

- a We recommend that INDOT complete current TDM studies for managed lanes (tolling, truck-only lanes, etc.) before moving forward with North Split Upgrades, and before establishing a preferred alternative for either the North Split or its Inner Loop extensions.

Issue: The SLA ranks system alternatives by inference while establishing an initial project without comparable evaluation of alternatives specific to it.

While the SLA states that the alternatives are not ranked for preference, it infers relative feasibility through a cost and congestion-based ranking that, contrary to NEPA guidelines, effectively establishes a preferred alternative for the initial project. The 2016 Project Intent Report is referenced as the specific design basis for a North Split Upgrade. That project is stated as being in Preliminary Engineering (PE), which is the basis for a design/build/best value procurement process. That template establishes a single preferred alternative for the initial project which should be disclosed as such per NEPA requirements. NEPA also recommends that alternatives (plural) be studied at a comparable level of specificity.

Issue: Lack of the following NEPA-required considerations should be addressed:

- 1 NEPA requires that lead agencies (INDOT) consider alternatives that may not be within their jurisdiction. This is particularly relevant since one alternative, a local surface arterial over an interstate facility (tunnel or depressed-capped) could attain much higher feasibility for both cost and performance, if based on available innovative financing concepts such as value-capture of new economic development generated by the arterial. FHWA promotes interagency cooperation required for such a project approach.

-
- 2** NEPA requires that alternatives conform to the project's Purpose and Need (P&N). We request that economic development considerations, now absent, be added to the P&N. Economic development is a critical component of any interstate rebuild scenario for its potential contribution to project financing, as well as for constraints and opportunities.
 - 3** The NEPA EIS process for a major project requires that all reasonable alternatives must be considered and discussed at comparable levels of detail. The de facto preferred alternative for the North Split Upgrades project is stated to be at a PE level while the SLA Alternatives have been developed and evaluated only to the much-less detailed "high level" analysis.
-

Within the context and identification of overarching issues we offer the following comments regarding the Systems-Level Analysis evaluation of a specific set of alternatives:

Systems-Level Analysis [SLA] review and comments

SECTION 1 INTRODUCTION

- a** SLA language stating its objective to "maintain the existing (North Split) interchange" obfuscates the intent for the North Split Upgrade project to expand the footprint and capacity of the three legs of the interchange for some distance through the Inner Loop and its adjacent downtown neighborhoods and districts.
- b** Evidence of bias towards a single preferred alternative for that project is indicated later in the SLA (Section 11) where it is stated that the North Split Upgrades Project is defined by the 2016 Project Intent Report, is at a PE level of development, and will advance (through the design/build procurement process) to implementation. This is in contravention of the NEPA process that mandates study of all reasonable alternatives at *comparable* levels of detail.

SECTION 2 DECOMMISSIONING

Full decommissioning of the inner loop interstate function is neither proposed nor anticipated in community-based alternative concepts. Variants of decommissioning are discussed below:

- a** We do not believe that simply tearing down and decommissioning the Inner Loop interstate is a viable option in the foreseeable future, given the current absence of an alternative comprehensive and well-functioning regional system for distribution of goods and services into and throughout the metropolitan region of Indianapolis.
- b** We do oppose advancing the current Inner Loop expansion plan until there is a better understanding of how that larger system (including the Inner Loop) can be optimized for Transportation Demand Management.

-
- c** We recommend completing the in-progress interstate tolling implementation study prior to advancing North Split Upgrades. That and other studies that address advanced logistics infrastructure and its financing should inform Inner Loop rebuild strategies, including any full or partial decommissioning/diversion scenarios.
 - d** We urge consideration of existing and emergent transportation and logistics technologies in any rebuild concept to introduce efficiencies of scale and reduction of impacts. Infrastructure supportive of that has a cost. There are models that leverage demand for such infrastructure to pay for it through Public Private Partnership (3P) processes for construction and management tied to innovative financing.
 - e** We support reallocation or relinquishment of potentially excess interstate right-of-way for its optimal economic development benefit, and for its applicability to an innovative funding strategy for corridor infrastructure costs associated with a community-based reconstruction concept.

SECTION 3 METHODOLOGY

We request clarification of traffic modeling and cost projections used in the SLA to infer alternatives ranking and a preferred alternative.

- a** We request that INDOT share data used to rank alternatives for congestion and delay; the basis for measurement of “through traffic”, truck traffic volumes and routing, truck traffic measurement (as units or as 3.5 multiplier passenger car equivalents); and traffic as a % of peak periods (hourly volumes) vs. overall system performance.
- b** We request that INDOT share accident data for the entire Inner Loop for a balanced consideration of safety countermeasures.
- c** We request that INDOT consider relative congestion impacts of concentrated vs. distributed interaction between the interstate and the local street grid that has not been adequately considered in the SLA. Available empirical data as well as more nuanced modeling techniques for these considerations have not been utilized as far as we can discern. Available studies regarding the elasticity and permeability of a local street grid in absorption and distribution of interstate traffic inputs should be applied before moving forward based on assumptions of the need to add capacity to the Inner Loop, and ranking alternatives based on those assumptions.
- d** We disagree with the *current conditions* basis of the analysis: if that is an accurate characterization with regard to transit, we question why performance measures are based on current vs. projected usage? Indianapolis is spending nearly \$100M for its initial rapid transit line in addition to major bus-transit fleet and route upgrades intended to improve transit usage and reduce vehicle-miles-traveled. The usage projections that justified \$75M federal funding and a \$54M/year regional transit income tax should be factored into any highway usage and capacity scenario. ►

The data is readily available since the same consultants doing the Inner Loop alternatives analysis prepared the Transit Initiative and federal grant usage projections. (Note: one section of the analysis does state that the IMPO transportation model considers IndyGo system upgrades).

- e** We request that trends in urban/suburban travel patterns, reductions in urban population car ownership and vehicle-miles-traveled be fully considered in projecting interstate capacity needs. Those considerations are active policy directives for Indianapolis public works projects and should inform the Inner Loop rebuild planning to optimize interstate/local system integration.

SECTION 4 ALTERNATIVE CONCEPT 1

No-Build (maintain existing configuration)


We conditionally support this alternative pending more comprehensively developed and evaluated community-based concepts, with the following considerations:

- a** The acknowledged safety issues specific to infrastructure condition can be addressed through standard stabilization and rehabilitation processes that extend the service life of a facility up to ten years. We understand contracts for that work have been developed.
- b** The potential for overall system efficiencies and more innovative funding strategies would make such near-term, relatively limited investment prudent and cost-effective.
- c** A 5-10-year window provides sufficient time for development *and* implementation of a more viable community-based plan that addresses the shortcomings of the proposed rebuild, the potential of a more integrative and economic development-based plan, and the incorporation of available and emerging transportation technologies.
- d** *No-Build* would transition to a more appropriate rebuild plan within an acceptable window provided by North Split stabilization, possibly cost less in the calculation of net-benefit, and possibly be implemented more swiftly in the sense of a more comprehensive and less piecemeal approach to funding.

SECTION 5 ALTERNATIVE CONCEPT 2

Transportation System Management (TSM) w/ through-traffic diversion, transit

We support a more robust and comprehensive examination of this alternative as a component of all alternatives. TSM is a proven method for reduction of demand, and should include considerations of imminent new technologies for a facility that will have a forty year service life.



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- a** It is premature to discard this alternative in part or in whole, based on the assumptions presented regarding through traffic, for which the community seeks clarification, supporting data, and, given its importance, peer review.
 - b** The TSM alternative should consider tolling implementation strategies that INDOT is currently studying (late 2018 completion). Tolling is now a distracting political issue rather than an objective planning consideration, and should be part of the discussion for an undertaking of this magnitude. Social equity concerns about tolling is addressable, as is the feared induced dispersion to local streets. Both are easily handled by a multiway surface corridor, for example, that creates new accessibility and multidirectional cross-town connectivity.
 - c** The logistics industries understand the potential role of tolling in developing more functional infrastructure for its current and growing future needs. Tolling could be an effective solution to build the Inner Loop tunnel system that has been characterized as “cost prohibitive”. It could be an innovative testbed for managed lanes (truck only and transit only lanes) for the connected autonomous logistics fleets that are operating in several states now where supporting infrastructure exists. Those concepts are predicted to become pervasive as soon as infrastructure catches up with the technology. Indianapolis industries are at the forefront of those technologies but the transportation infrastructure to support this has been stated as being ten-years behind. This project can correct that.
 - d** We have systematically observed consistent GPS routing of through traffic along the Inner Loop as the fastest alternative route in general as well as during peak periods “with congestion”. The cost to either change that pattern or to manage it more effectively becomes a choice: invest in the fifty plus miles of the I-465 belt, or invest in the shorter Inner Loop in a way that doesn’t trigger unacceptable massive expansion impacts but does address growing truck and through traffic. This is particularly germane to the Systems-Level Analysis having dismissed tunnels (in combination with a surface multiway corridor) as being cost prohibitive.
 - e** Transit has also been dismissed as a factor based on its current ineffective condition. Its contribution to a balanced system should be measured by the same usage predictors that secured significant federal funding and local taxation for a major upgrade of regional public/mass transit, rather than basing conclusions on currently low usage.

SECTION 6 ALTERNATIVE CONCEPT 3

Upgrade existing interstates for entire Inner Loop [2016 Project Intent Report]

We strongly and unconditionally oppose this expansion scenario alternative for the following reasons:



-
- a** Concept Three represents massive physical and capacity expansion accomplished by creating a wall around downtown. Phase 1, the North Split Upgrades project is based on this template and will thus reinforce the selection of this as a preferred alternative.
 - b** Concept Three has been accurately visualized by community groups (based on scalable INDOT exhibits and corroborated by the Systems-Level Analysis). The visualizations indicate unacceptable impacts on downtown connectivity and visual character.
 - c** Concept 3 will predictably induce new traffic demand, while adding unsustainable input to the local street grid's finite capacity at access ramps.
 - d** Concept 3 will continue to impact Inner Loop-adjacent property utilization and values, while severely limiting economic development potential as well.
-

SECTION 7/ALTERNATIVE CONCEPT 4

Depress downtown interstates

We conditionally support this concept as appropriate for some locations if coupled with strategic capping and confined to a compact form, with the following considerations:

- a** Depressed interstates have less visual and noise impact than raised interstates with embankments or walls.
 - b** However, conventionally-engineered depressed interstate sections generally have more severe connectivity impacts than raised viaduct configurations.
 - c** Depressed interstates with standard ramp configurations, such as the current south section of the east leg of 65/70, are a barrier to economic development and cross-interstate connectivity. Their wide cross-sections are costly to cap.
 - d** Depressed interstates can be developed in compact form to facilitate capping opportunities for parks and open space, and development linkages in some instances.
 - e** Depressed interstate segments should be constructed with compact cross-sections to facilitate capping or tunnels, and to create space for parallel low-speed local streets, not access ramps.
 - f** It is critical that interchange design be equally compact such that transitions and ramps do not subvert the economic development and character potential of a properly designed compact depressed section.
-

SECTION 8/ALTERNATIVE CONCEPT 5

Replace interstates with at-grade boulevard (decommissioning)

We conditionally oppose this alternative as interpreted and as presented.

- a** A conventional boulevard as depicted and evaluated by INDOT cannot replace current interstate traffic demand without major interventions to the overall system. ►

The systems analysis exercise has not adequately considered those interventions and their influence on inner loop alternatives.

- b** The depiction and evaluation of a conventional boulevard fed by conventional interstate ramps has no correlation to the proposed community-based concept, effectively corrupting that concept.
- c** The depicted arterial *road* would be destructive to community connectivity objectives. It does not represent current best practices for multimodal multiway boulevards that have been in development for at least ten years in this country and much longer in Europe.
- d** The depicted conventional roundabouts, which are not part of the community-based concept, predictably failed conventional modeling programs, and are a further bias against those proposals.

SECTION 9/ALTERNATIVE CONCEPT 6

Construct at-grade boulevards above interstate (tunnel or capped/depressed)

We conditionally support this alternative, but oppose it as presented.
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- a** This concept is roughly responsive to community concerns but requires multiple refinements to its design, its traffic modelling approach, and to its cost evaluation and funding mechanisms to become a viable alternative.
- b** The tunnel component deserves more serious study and a more balanced understanding of its role in complex regional transportation patterns, its potential for accommodating new (both existing and emergent) technologies in autonomous vehicles and logistics systems and its potential for more innovative right-of-way allocation and funding mechanisms.
- c** The depicted cost of, and funding for, this concept is skewed in the absence of consideration of tradeoffs in upgrading the entire 50 mile I-465 loop vs. continuing to use the Inner Loop as a preferred route for *regionally* through traffic. We believe more nuanced modeling will show that regional through traffic is much higher than Systems-Level Analysis modelling indicates.
- d** Similarly, the layered cost analysis, which effectively rules out this approach, is remiss in not considering proven innovative finance approaches to transportation infrastructure development of this scale, such as Public Private Partnerships (P3) that are supported by FHWA <https://www.fhwa.dot.gov/ipd/p3/> and are likely to become more common with anticipated Federal Highway Act and Infrastructure funding legislation.

SECTION 10/ALTERNATIVE CONCEPT 7

Construct new West Street interstate link – new I-65 west leg

We oppose this alternative.

- a** This concept displaces much of the Inner Loop's north leg (I-65) traffic and its capacity issues to the south leg of I-70. As a stand-alone improvement it provides few net benefits beyond possibly allowing an improved configuration for West Street.
- b** While it could be considered part of a more comprehensive system, it is more of a distraction from near-term issues.
- c** West Street does have very high potential as a follow-up local street project that reallocates its lane configuration that was originally expanded to accommodate hyperfix traffic demands.
- d** Local low-speed access lanes and better crosswalk connectivity to westside districts (White River State Park, IUPUI and IU Health) can be accomplished by lane reduction and application of *multiway boulevard* design principles. That becomes more feasible as a component of the overall community grid distributive system proposed by the community.
- e** West Street and the overall community-based vision illustrate the need for any reconstruction of the Inner Loop to be a City and State collaboration and synergy of integrated systems rather than the current jurisdictionally separated systems.

SECTION 11/CONCLUSION

The Systems Level Analysis States:

"Based on [the Systems-Level Analysis] the environmental study of the North Split project will advance and the scope of the project will be defined in the NEPA process to address the immediate needs of the interchange.....Concepts for the inner loop interstate system are larger in size and scope than the North Split Project and would take many years to plan, study, design, and implement. The current condition of the interchange requires that it be reconstructed in the near term (next two to four years), and that it must connect and work effectively with the interstate system that currently exists."

We do not support this conclusion for the following reasons.

The Systems-Level Analysis conclusion indicates that the North Split Project is moving forward as originally conceived, regardless of the System-Level Analysis findings, and that it will set the expansionary template for the larger system that the community opposes. The analysis is clearly biased toward that conclusion. In summary: ►

-
- a** It effectively locks in a highly flawed system for generations.
 - b** It preempts opportunities for innovative funding of a more comprehensive economic development and quality of life-based transportation system for the Indianapolis region.
 - c** It will severely impact Indianapolis districts and neighborhoods by its project extents that extend an expanded walled system well into those districts, constituting a template for its extension across the downtown perimeter, while inducing traffic demand that will exceed the capacity of receiving local streets.
 - d** It misstates the urgency of a near-term timeline for tear-down and reconstruction, based on highly variable stabilization outcome predictions.
 - e** It is woefully deficient in consideration of financing alternatives other than short term funding availability that dictates a project that does not have *independent utility* and does not serve logical termini, in contravention of NEPA.
 - f** It does not address the severe impacts of a projected five-year long construction program on maintenance of traffic. This should be a central consideration. It is one that could be addressed with a more comprehensive initial project between logical termini, rather than by a financially-constrained partial project. If shutting down the existing system for five years is acceptable, then the need for the downtown Inner Loop itself is questionable.
 - g** The alternatives analysis that led to this conclusion is superficial and biased towards supporting the original project scope.
 - h** INDOT is placing the state of Indiana in a high-risk position of indeterminate delay by investing in a flawed procurement process for a project approach that is prompting a strong public resistance.
 - i** A very important and unconsidered issue and opportunity:

The CSX railroad crossing of the Inner Loop's I-65/70 east leg was an original Inner Loop construction constraint. It caused the north section of the east leg to transition from the south section's depressed configuration to the north section's raised configuration.

Almost all of the bridges currently proposed to be either rebuilt or rehabilitated exist because of that constraint combined with the nearby Pogues Run culvert.

Given the magnitude of project investment attributable to the bridges, it would be prudent to revisit earlier proposals to relocate the CSX mainline tracks from downtown to the Belt Railway that swings south of downtown from near Harding Street to I-70 near Sherman Drive.

The long-standing Near Eastside connectivity issues and downtown safety issues of hazardous freight being transported adjacent to large public assembly venues have been magnified by the recent three-fold increase in frequency and size of CSX trains. Both would be resolved by relocation. Amtrak lines would be unaffected. ►

The additional constraint posed by Pogues Run culvert can be removed by application of available hydraulics technology that is now feasible because of recent upstream watershed improvements.

Earlier assumptions that rail relocation would be cost-prohibitive are thus affected by a new set of economic benefits associated with that action. It is imperative that they be reexamined before proceeding with current North Split Upgrade plans.

Summary Recommendations:

1

We recommend that INDOT reassess its financially-constrained implementation model for this Interchange Upgrades project to consider a more innovative financing model that produces greater net economic benefit and return on investment for a segment of true independent utility defined by logical termini.

2

We recommend that INDOT defer its current plan to rebuild the North Split, but that INDOT advance rehabilitation and stabilization measures to extend the service life of its existing structures and pavements.

2

We Recommend that implementation of the I-65/70 East leg and its interface with the North Split be deferred until proposals to relocate CSX mainline freight tracks are revisited and resolved.

4

We recommend cooperating with the City of Indianapolis and the Rethink 65/70 coalition to develop a feasible and objective peer review and a community-based alternative that meets a more comprehensive project need and purpose.

5

We recommend that the current EA process be changed to a DEIS/FEIS process, and that the community-based alternative referenced above be more objectively evaluated as part of that process.

Note: while the comments and recommendations expressed above are solely those of the undersigned, they reflect many of the concerns expressed by community groups that oppose current INDOT project plans.

Sincerely,