



## ENVIRONMENTAL ASSESSMENT

### APPENDIX K: ENVIRONMENTAL JUSTICE TECHNICAL MEMORANDUM

# **I-65/I-70 North Split Project Indianapolis, Indiana**

Des. Nos. 1592385 and 1600808

## **ENVIRONMENTAL JUSTICE TECHNICAL MEMORANDUM**

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June 5, 2020





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Appendix A: Red Flag Investigation has been removed from the Environmental Justice Technical Memorandum to reduce file size. It can be found in Appendix E of this Environmental Assessment





# 1 INTRODUCTION

In 1994, President Clinton issued Executive Order 12898, which directed federal agencies to consider environmental justice in their programs, policies, and activities. The U.S. Department of Transportation (DOT) and Federal Highway Administration (FHWA) responded by developing environmental justice implementation orders to address the concerns associated with low-income and minority populations bearing a disproportionate share of adverse health and environmental consequences associated with federal transportation programs and projects.

The fundamental principles of environmental justice are:

- To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects – including social and economic effects – on minority and low-income populations.
- To ensure the full and fair participation by all potentially affected populations in the transportation decision-making process.
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

The purpose of this technical memorandum is to:

- Describe the environmental justice analysis methodology for the proposed North Split Interchange Reconstruction Project (North Split Project);
- Describe the efforts to involve low-income and minority populations in the decision-making process;
- Assess the potential for project-related direct, indirect, and cumulative effects to low-income and/or minority populations;
- Determine whether the North Split Project would have a disproportionately high and adverse effect on low-income and/or minority populations; and
- Describe minimization, mitigation, and enhancement measures incorporated into the project (as needed).

## 1.1 Project Description

The Indiana Department of Transportation (INDOT) is proposing an interchange reconstruction project at the I-65/I-70 North Split interchange in Indianapolis, Marion County, Indiana (Des. Nos. 1592385 & 1600808). The project includes reconstruction of the I-65/I-70 North Split interchange as well as bridge and pavement replacement south along I-65/I-70 to the Washington Street interchange, west along I-65 to approximately Meridian Street, and east along I-70 to approximately the bridge over Valley Avenue (west of the Keystone Avenue/Rural Street interchange). The North Split project limits are shown in **Figure 1**.

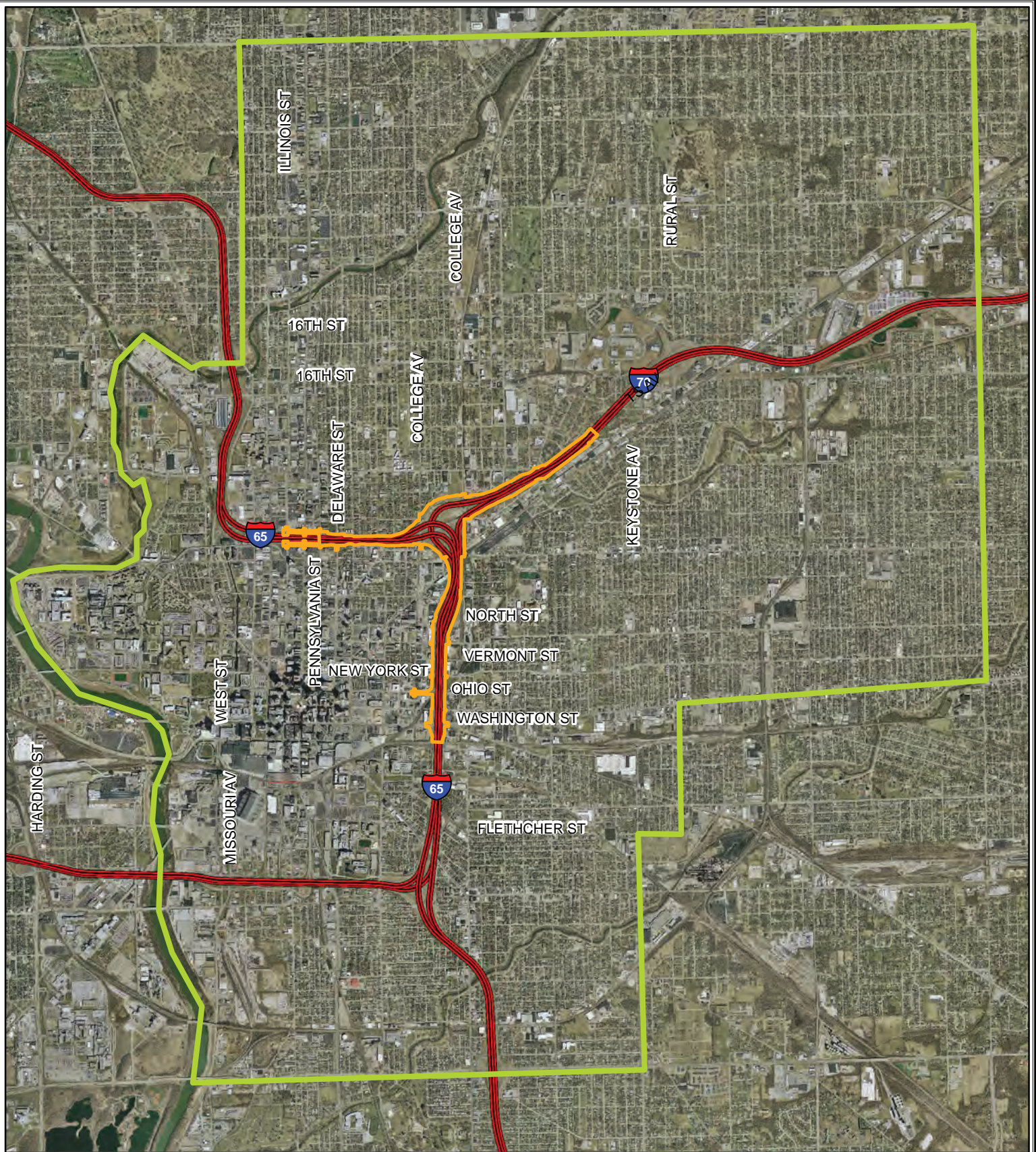
## 1.2 Purpose and Need

The purpose of the North Split Project is to rehabilitate and improve the existing interstate facilities leading to and through the North Split interchange in downtown Indianapolis.

The North Split Project must meet the following transportation needs:

- Correct deteriorated bridge conditions.
- Correct deteriorated pavement conditions.
- Improve safety by reducing or eliminating conditions that contribute to crashes along I-65 and I-70.
- Improve interchange operations and reduce congestion by removing weaving sections and improving levels of service now and in 2041.





**Figure 1: Project and EJ Analysis Areas**

Des No:1592385 & 1600808

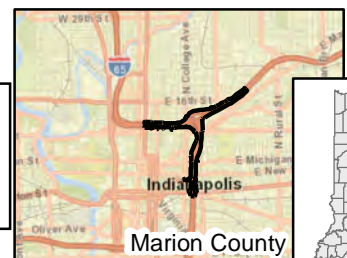
Project: North Split Project

0 2,000 4,000 Feet

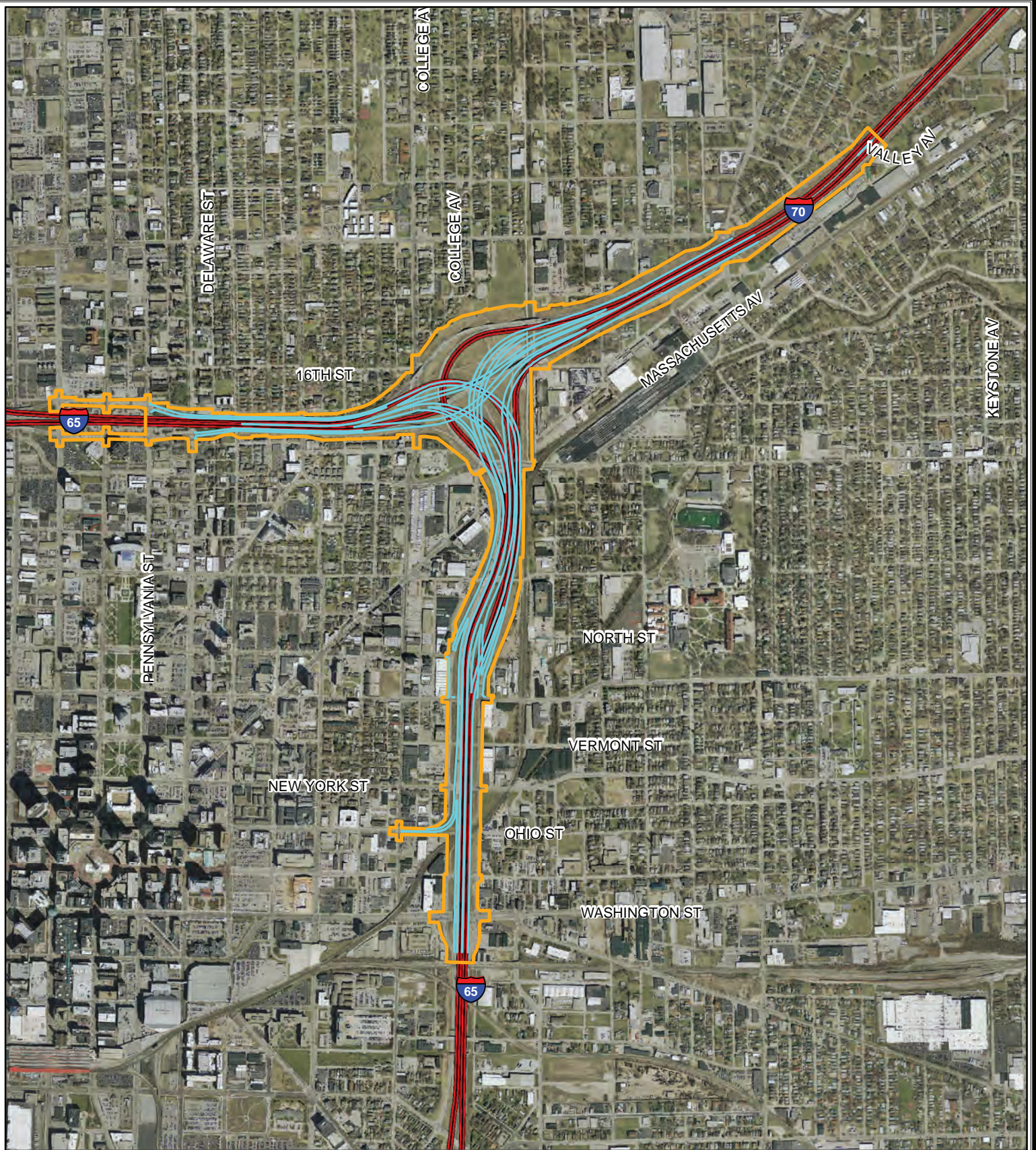


**Legend**

- Project Limits
- EJ Analysis Area







**Figure 2: Preliminary Preferred Alternative**

Des No:1592385 & 1600808

Project: North Split Project

0 750 1,500 Feet

**HNTB**

**Legend**

- Proposed Alignment
- Project Limits

3







### 1.3 Alternatives

INDOT conducted a System-Level Analysis to assess the performance, cost, and impact of seven large-scale changes to I-65 and I-70 through downtown Indianapolis. The purpose of the analysis was to define the scope of the North Split interchange project, as well as inform current public dialogue about the future of the downtown interstates. The System-Level Analysis determined:

- The North Split interchange should tie in with the existing interstate system;
- An environmental study for improvements to the North Split interchange study should move forward, with the scope of the project to be defined through that study process;
- Project-level alternatives for improving the North Split interchange would be developed to best meet the project purpose and need while minimizing impacts to the surrounding environment; and
- Comments on the System-Level Analysis would be considered in developing the project-level alternatives for the North Split Project, and efforts would be made to minimize the project footprint and incorporate other measures to respond to community concerns.

The results of the System-Level Analysis were published in a report released on May 3, 2018 and were presented to project working groups during May and early June 2018. A public open house was held to present the results of the System-Level Analysis on May 23, 2018, and public comments were accepted through June 14, 2018.

INDOT published a project-level Alternatives Screening Report in September 2018. This report identified Alternative 4c as INDOT's preliminary preferred alternative for the North Split Project. The Alternatives Screening Report was available for public comment from September 28, 2018 through November 3, 2018. Following the public availability, INDOT made refinements to Alternative 4c to address the feedback received. As currently proposed, Refined Alternative 4c would reconstruct the North Split interchange to correct safety concerns as well as replace the bridges and pavement throughout the project area. The top two safety concerns – weaves at the Pennsylvania Street exit ramp and the Delaware Street entrance ramp – would be eliminated in Refined Alternative 4c. The need for pavement widening and retaining walls would be minimized, but some interstate access to and from downtown would be reduced. Westbound traffic from I-70 would no longer be able to exit at the Pennsylvania Street ramp on the north side of downtown. Southbound I-65 traffic would be able to access the collector-distributor (C-D) road as they do now, but movements from the Delaware Street ramp would only connect with I-70 eastbound. Traffic entering at Delaware Street would no longer have access to I-65 southbound or to the C-D road. All other movements in the North Split interchange area would remain.

For the remainder of this report, Refined Alternative 4c is referred to as the preliminary preferred alternative. The preliminary preferred alternative is shown in **Figure 2**.

Public involvement activities were conducted throughout the System-Level Analysis and the project-level Alternatives Screening Report. A summary of the public involvement efforts is included in **Section 4**. INDOT used the feedback received from these efforts to shape the purpose and need statement, as well as the preliminary preferred alternative.

### 1.4 Methodology

This Environmental Justice (EJ) Technical Memorandum has been prepared in accordance with federal and state guidelines for assessing environmental justice, including, but not limited to, the following:

- Presidential Executive Order (EO) 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations (February 16, 1994);
- USDOT Order 5610.2(a) Final DOT Environmental Justice Order (May 2, 2012);
- FHWA Order 6640.23A FHWA Actions to Address Environmental Justice in Minority Populations and Low-Income Populations (June 14, 2012);
- FHWA Environmental Justice Reference Guide (April 1, 2015)



- Community Impact Assessment: A Quick Reference for Transportation – Report No. FHWA-HEP-18-055 (FHWA, June 2018);
- Environmental Justice in NEPA Documentation Process (American FactFinder, Step-by-Step Guide) (INDOT, April 3, 2012); and
- Procedural Manual for Preparing Environmental Documents (INDOT, 2008).

Using FHWA's publication entitled *Community Impact Assessment: A Quick Reference for Transportation* as a guide, the EJ impact analysis utilized the following seven-step process:

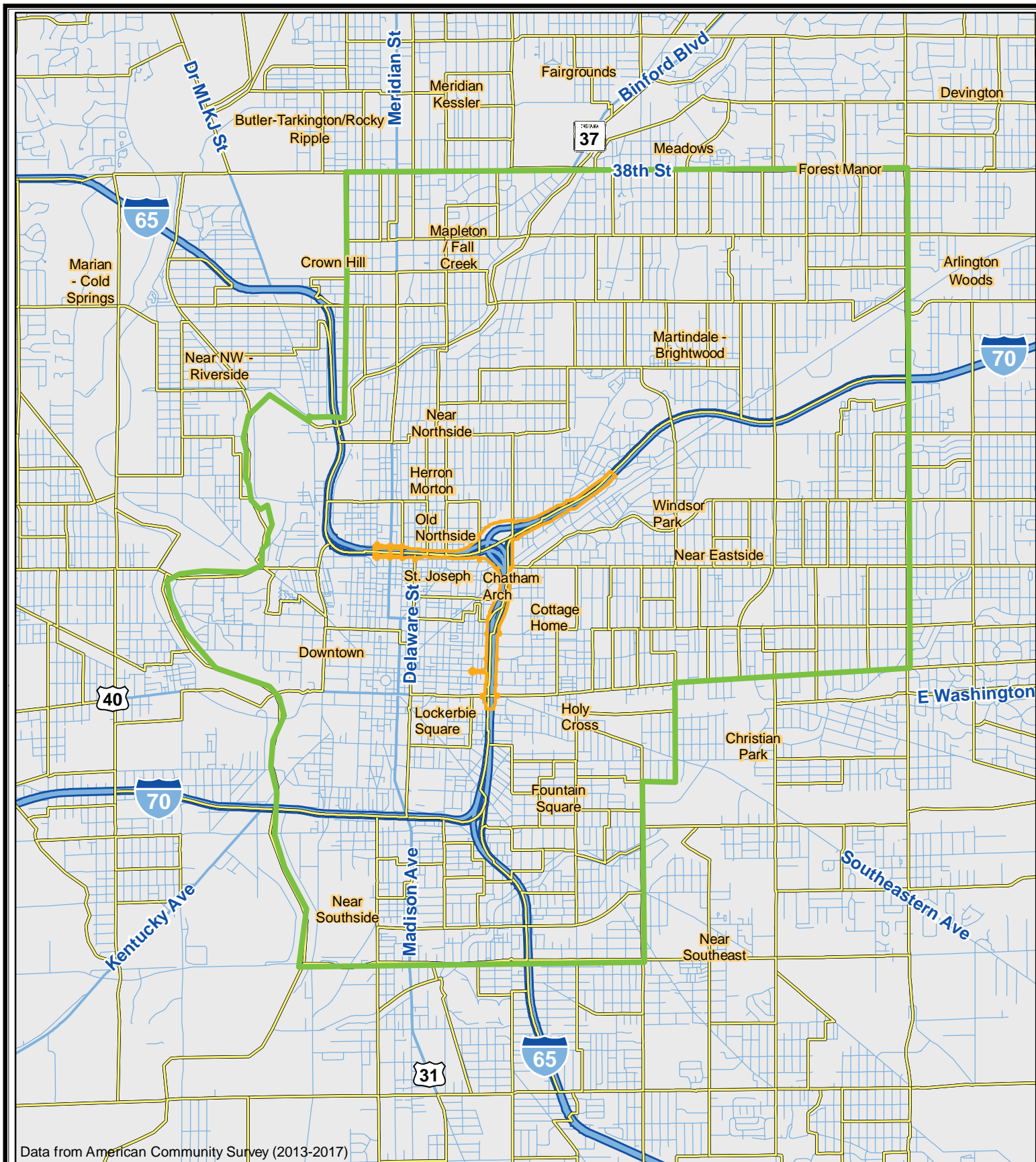
- Step 1 – Define the project and analysis areas
- Step 2 – Evaluate the presence of low-income and minority populations within the analysis area
- Step 3 – Analyze positive and negative effects (repeat as needed)
- Step 4 – Identify solutions to address potential negative effects (repeat as needed)
- Step 5 – Conduct public involvement activities to coordinate information (repeat as needed)
- Step 6 – Refine design/re-analyze impacts/update public outreach methods (repeat as needed)
- Step 7 – Document findings

Steps 3 through 6 of the impact analysis process were iterative in nature and repeated as new information – such as refined design or public input – became available. Additionally, the public involvement process was continually refined to maximize opportunities for public input into the transportation decision-making process. The analysis and its associated conclusions are summarized in this technical memorandum (Step 7).

To understand how the proposed North Split Project would affect low-income and minority populations, the following 11 impact categories were identified:

- Displacements
- Community Cohesion
- Air Quality
- Noise and Vibration
- Visual
- Land Use
- Economic Conditions
- Mobility and Access
- Public Services and Facilities
- Safety
- Temporary Construction Impacts

To consider the context and intensity of each potential impact, both quantitative and qualitative evaluation criteria were utilized. Most of the evaluation criteria were qualitative in nature. Some categories, such as displacements, were evaluated using a combination of quantitative (i.e., the number of displacements) as well as qualitative factors (i.e. effect on neighborhoods). All qualitative evaluations were assessed based on data collected during the study process, including stakeholder input, as well as sound professional judgment.



**Figure 3: EJ Analysis Area Neighborhoods**

Des No: 1592385 & 1600808

Project: North Split Project

- Project Limits
- EJ Analysis Area
- U.S. Census Block Groups

0 2,500 5,000 Feet





## 1.5 Environmental Justice Analysis Area

The EJ analysis area is approximately six miles by six miles and extends east-west from the White River in the west to Emerson Avenue in the east. The north-south limits extend from 38<sup>th</sup> Street in the north to Raymond Street in the south. The EJ analysis area was established to consider potential changes in traffic and travel patterns during construction and corresponds to the traffic study area<sup>1</sup> previously identified for the project. Based on the scope of proposed transportation improvements, the direct impacts associated with the construction and operation of the preliminary preferred alternative are anticipated to occur within and adjacent to the existing transportation right-of-way. The EJ analysis area is shown in **Figure 1**.

The EJ analysis area contains 155 U.S. Census block groups. A map showing the Indianapolis neighborhoods contained within the EJ analysis area is shown in **Figure 3**.

## 2 COMMUNITY RESOURCES

A Red Flag Investigation (RFI) was developed to identify resources of concern within a 0.5-mile buffer around the project limits. The RFI mapping was created using existing local, state, and federal geographic information system (GIS) databases and documentation. The RFI is included in **Appendix A** and identifies the following notable features within 0.5-mile of the project area:

- Community facilities (e.g., schools, parks, trails, religious facilities, police/fire/medical facilities);
- Other infrastructure facilities (e.g., freight railroads, public and private airports, pipelines);
- Water resources (e.g., streams, wetlands, lakes, floodplains); and

The RFI does not include historic properties or districts. Potential effects to historic properties and districts were assessed as part of the Section 106 consultation for the project. IndyGo also operates several transit routes in the EJ analysis area. A map showing the IndyGo transit routes is included in **Appendix B**.

## 3 POPULATION CHARACTERISTICS

This technical memorandum uses socioeconomic demographic data from the 155 U.S. Census block groups, as defined by the 2010 U.S. Census, that are either fully or partially contained within the EJ analysis area. Data from the U.S. Census Bureau's 2013-2017 American Community Survey (ACS) was used to determine the presence of minority and low-income populations (as defined by FHWA Order 6640.23A) within the EJ analysis area. For the purposes of the analysis, individuals living below the federal poverty level were identified as low-income.

According to INDOT EJ guidance, populations of potential concern are present if the concentration of low-income or minority individuals of an affected community (i.e., block groups) is greater than 50 percent or at least 25 percent higher than a defined reference population or community of comparison (COC). When this situation occurs, the affected community is referred to as having an elevated concentration of low-income or minority populations. The INDOT EJ guidance indicates that an affected community needs to be contained within the COC, which is typically a county, city, or town, but may be based on other locally or regionally important community contexts. For the North Split Project, the City of Indianapolis was selected as the COC. Data for Marion County was reviewed to provide additional context.

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<sup>1</sup> The traffic study area is the area where a more detailed traffic simulation model was developed for the project. The intent in defining a study area this large is to provide a high degree of confidence that traffic changes resulting from changes to the interchange are captured.



Given the above, low-income and minority populations were identified according to the following methodology:

1. Calculate the overall concentration – or percent – of minority and low-income populations in the EJ analysis area, the City of Indianapolis, and Marion County<sup>2</sup>.
2. Apply a 25 percent increase to the low-income and minority concentrations in the City of Indianapolis, which is the COC for the North Split Project<sup>3</sup>.
3. Identify the threshold concentration for both low-income and minority populations. The threshold concentration is defined as the value calculated in Step 2 or 50 percent, whichever is less.
4. Compare the individual Census block groups in the EJ analysis area to the threshold value.
5. Identify block groups where the concentration low-income and/or minority individuals exceed the threshold values. These block groups are considered to have elevated concentrations of low-income and/or minority individuals.

Limited English proficiency (LEP) data was also analyzed to inform outreach efforts for the project. Tables showing the demographic information associated with the individual block groups in the EJ analysis area are contained in **Appendix C**. The following sections summarize the low-income, minority, and LEP population data for the EJ analysis area, the City of Indianapolis, and Marion County.

### 3.1 Low-Income

**Table 1** shows the low-income concentrations in the EJ analysis area, the City of Indianapolis, and Marion County. **Figure 4** shows the low-income concentrations by block group and highlights those with elevated concentrations of low-income populations. Of the 155 block groups in the EJ analysis area, 104 (67%) have concentrations of low-income populations over the threshold of 25.1 percent.

**Table 1: Low-Income Populations**

Geographic Area	Total Population <sup>1</sup>	Low-Income (Below Poverty Level)	
		Population	Percent (%)
Marion County	920,904	182,317	19.8
City of Indianapolis (COC)	835,405	167,666	20.1
Threshold Concentration <sup>2</sup>	-	-	25.1
EJ Analysis Area	138,891	45,796	33.0

1. Population data is provided for individuals for whom poverty status has been determined.

2.  $1.25 * \text{COC concentration} = 25.1\%$

Source: U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates

<sup>2</sup> Low-income or minority concentration = # of low-income or minority individuals / total population

<sup>3</sup> 25 percent increase =  $1.25 * \text{City of Indianapolis (COC) concentration}$





### 3.2 Minority

**Table 2** shows the concentrations of minorities in the EJ analysis area, the City of Indianapolis, and Marion County. **Figure 5** shows the minority concentrations by block group and highlights those with elevated concentrations of minorities. Of the 155 block groups in the EJ analysis area, 76 (49%) have concentrations of minorities over 50 percent, most of which are located north of the North Split interchange.

**Table 2: Minority Populations**

Geographic Area	Total Population	Minority <sup>1</sup>	
		Population	Percent (%)
Marion County	939,964	407,068	43.3
City of Indianapolis (COC)	853,431	376,186	44.1
Threshold Concentration <sup>2</sup>	-	-	50.0
EJ Analysis Area	144,794	75,450	52.1

1. Includes both ethnic and racial minorities – including Hispanic or Latino, Black or African American, American Indian and Alaska Native, Asian, Native Hawaiian and Other Pacific, and other races.

2. The threshold concentration is 50.0%, because it is less than  $1.25 * \text{COC concentration}$ , or 55.1%

Source: U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates

### 3.3 Limited English Proficiency

**Table 3** shows the LEP population in the EJ analysis area, the City of Indianapolis, and Marion County. **Figure 6** shows the LEP population concentrations by block group and highlights those with elevated concentrations of LEP individuals. Of the 155 block groups in the EJ analysis area, 35 (22%) have concentrations of LEP populations over 4.4 percent. Most of the LEP individuals in the EJ analysis area speak Spanish.

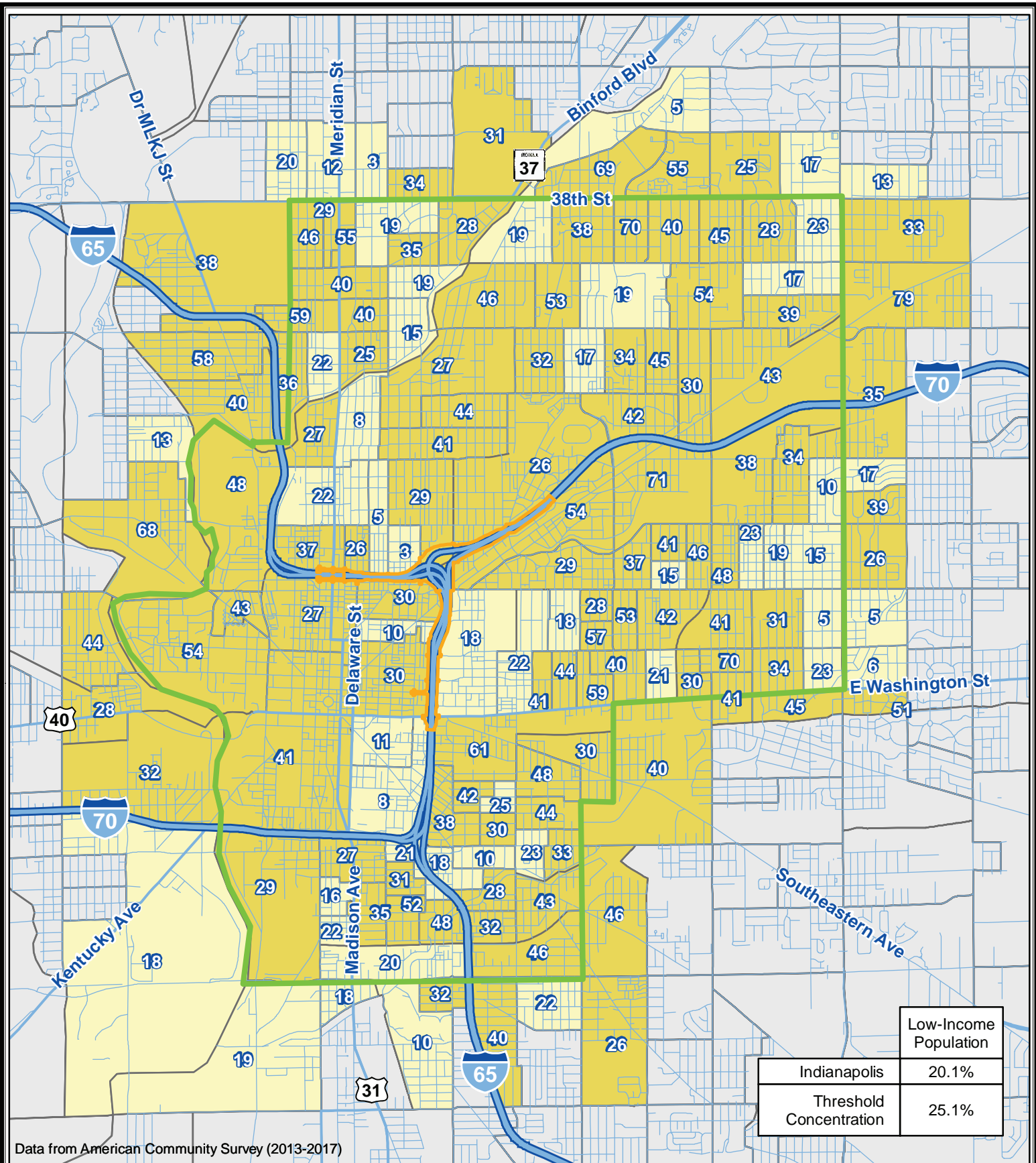
**Table 3: Limited English Proficiency Populations**

Geographic Area	Total Population <sup>1</sup>	Limited English Proficiency	
		Population	Percent (%)
Marion County	870,560	30,794	3.5
City of Indianapolis (COC)	790,417	27,987	3.5
Threshold Concentration <sup>2</sup>	-	-	4.4
EJ Analysis Area	135,260	2,944	2.2

1. Population data is provided for individuals age 5 years and over.

2.  $1.25 * \text{COC concentration} = 4.4\%$

Source: U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates



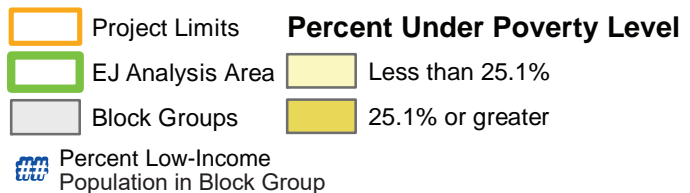
Data from American Community Survey (2013-2017)

## Figure 4: Low-Income Population

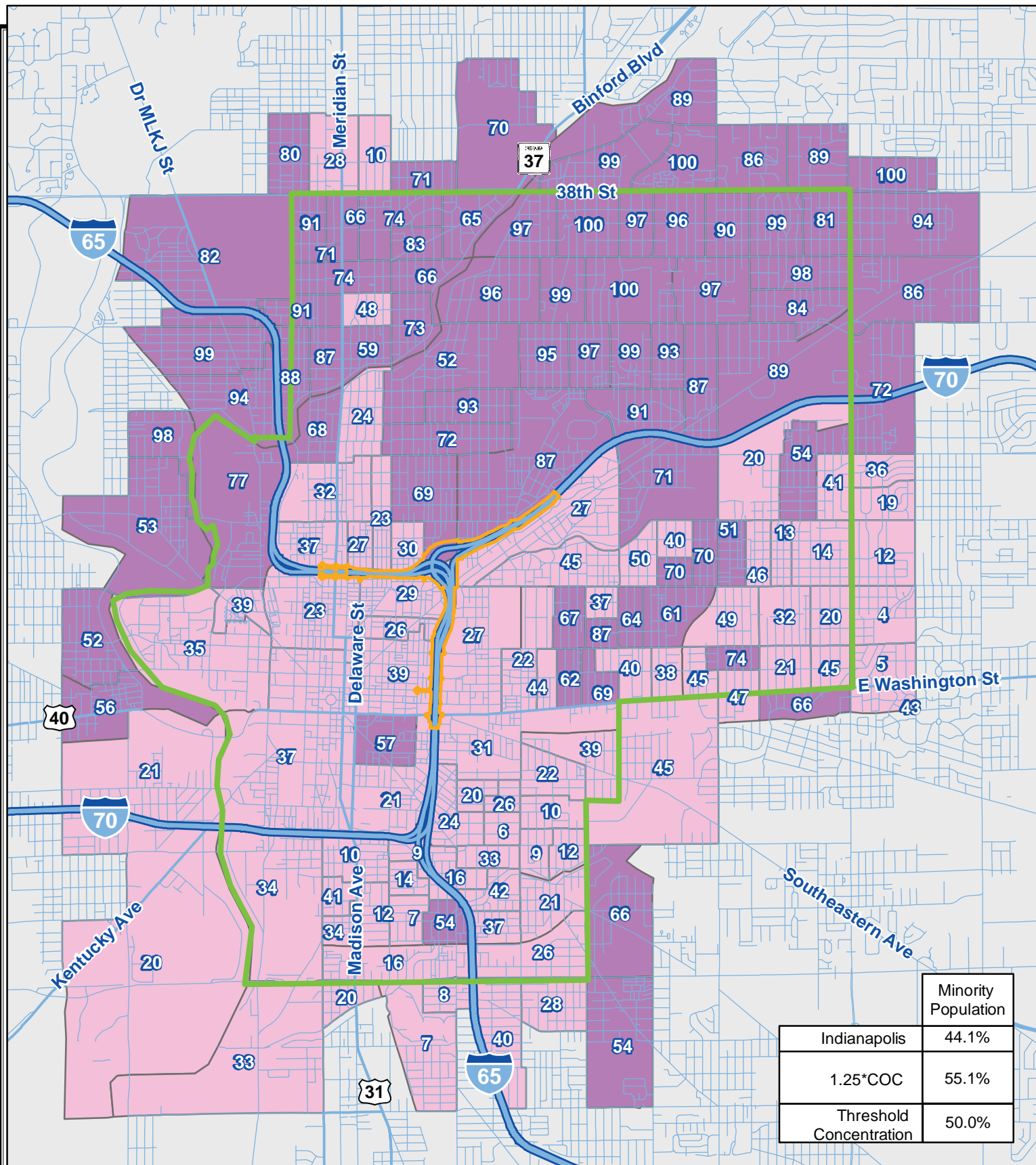
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Project: North Split Project

0 2,500 5,000 Feet



Note: For the purposes of the EJ analysis, low-income was defined as individuals living below the federal poverty level.

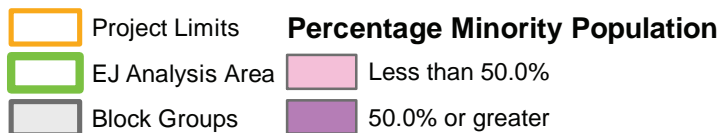


Data from American Community Survey (2013-2017)

## Figure 5: Minority Population

Des No:1592385 & 1600808

Project: North Split Project

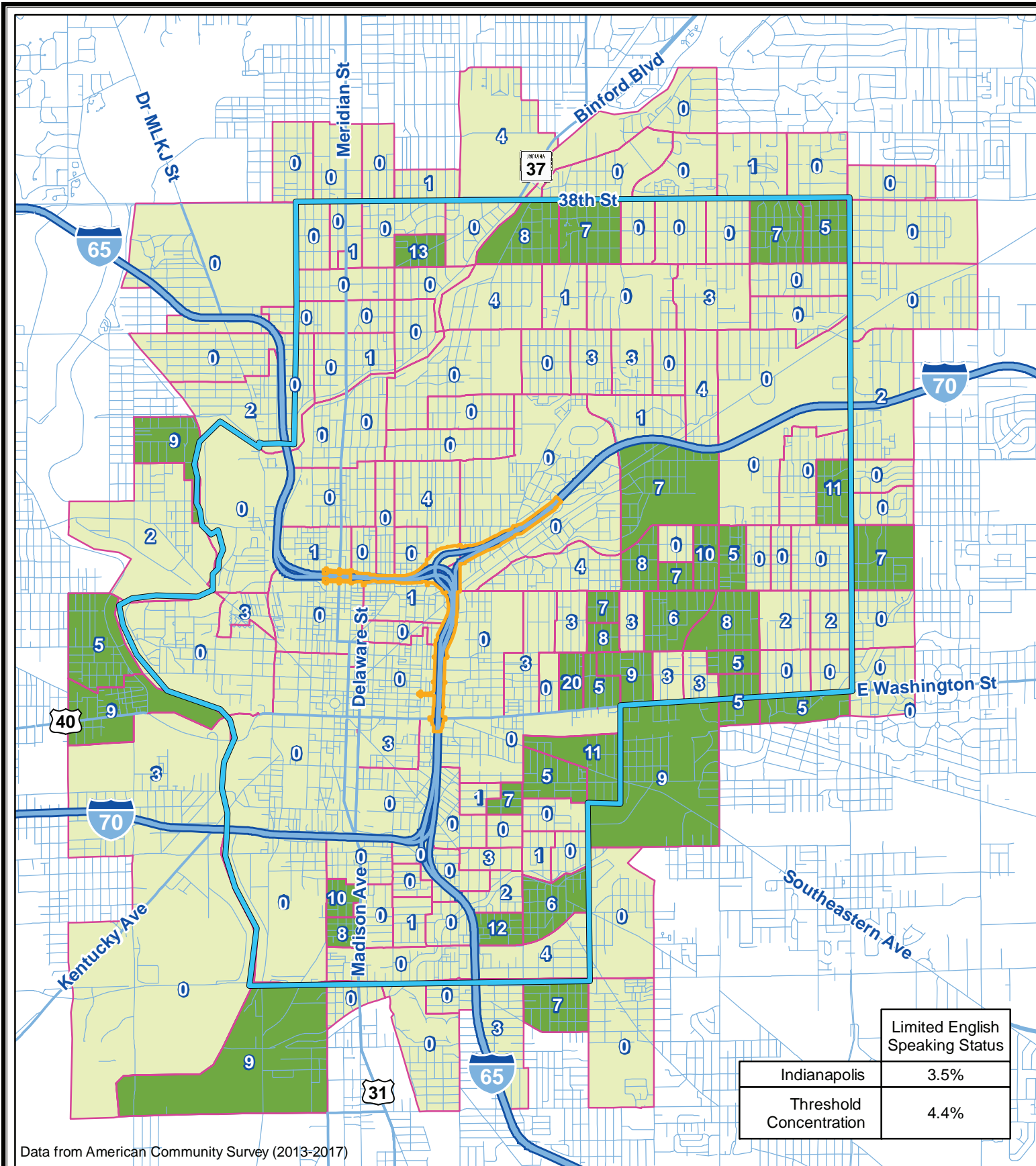


0 2,500 5,000 Feet



 Percent Minority Population in Block Group





**Figure 6: Limited English Proficiency Populations**

Des No: 1592385 & 1600808

Project: North Split Project

0 2,500 5,000 Feet



Project Limits

EJ Analysis Area

U.S. Census Block Groups

## Percent Limited English Speaking Individuals in Block Group

12

**Limited English Speaking Status**

Less than 4.4%

4.4% or greater



## 4 PUBLIC INVOLVEMENT

The following sections describe the public involvement conducted to date for the North Split Project, including outreach efforts directed toward low-income and minority individuals who may be affected by the project.

### 4.1 Community Advisory Committee

The North Split Community Advisory Committee (CAC) was formed to serve as a sounding board for study information and choices, to facilitate collaborative problem solving and discussion of specific issues, and to serve as a link to the community by sharing project information. The 77 members of the CAC represent government, utilities, employers, event/tourism/retail, business, user groups, and special interest groups. To date, six meetings have been held in which the CAC provided meaningful input related to public involvement efforts (including EJ outreach activities), system-level concepts, interchange alternatives, and opportunities to incorporate context sensitive solutions (CSS) into the project.

### 4.2 Environmental Justice Working Group

The EJ Working Group was formed to focus on EJ community concerns by identifying EJ communities, determining the best outreach methods to reach those communities, and identifying possible impacts. EJ Working Group members include government representatives, low-income advocates, minority organizations, and community representatives. A list of the EJ Working Group members is presented in **Appendix D**.

To date, four EJ Working Group meetings have been held, as described below:

- Meeting 1 (May 10, 2018) – Meeting topics included a project overview, the role of EJ Working Group, System-Level Analysis, an overview of EJ and the National Environmental Policy Act (NEPA), a breakout session for potential additions to the EJ Working Group, and how to reach EJ populations.
- Meeting 2 (October 18, 2018) – Meeting topics included a review of EJ and NEPA requirements, a public involvement summary, a review of targeted EJ outreach plan, and presentation of the Alternatives Screening Report.
- Meeting 3 (July 9, 2019) – Meeting topics included a project update, presentation of the refined preliminary preferred alternative, a discussion of CSS, planning for the public survey, and group exercise on how to promote the public survey.
- Meeting 4 (April 23, 2020) – This meeting was held virtually via the WebEx conferencing tool. Topics included public involvement, noise barrier recommendations, public survey, Section 106, traffic impacts during construction, next steps for the project, and the Aesthetic Design Guidelines.

Minutes of the EJ Working Group meetings are provided in **Appendix D**. The breakout session in Meeting 1 resulted in the addition of 14 members to the EJ Working Group. The EJ Working Group provided feedback on the System-Level Analysis and the Alternatives Screening Report in Meetings 1 and 2. Several suggestions from the group exercise in Meeting 3 were used to promote a public survey (see **Section 4.6**), most notably distribution to schools and advertising on IndyGo buses. During Meeting 4, the EJ Working Group provided suggestions on specific tools and strategies that could be used to conduct the North Split Environmental Assessment public hearing, which is scheduled for Summer 2020.

### 4.3 Neighborhood Meetings

Affected neighborhood groups were identified early in the project to support outreach efforts. Representatives of these neighborhoods participate on all project committees, including the CAC and EJ Working Group. To date, presentations have been made to 21 neighborhood groups at 28 neighborhood association meetings, town halls, and CSS workshops. The neighborhood associations are identified, and meeting dates are shown in the North Split presentation log provided in **Appendix E**.



In addition to their contributions on project committees, neighborhood groups provided comments on the System-Level Analysis and the Alternatives Screening Report. This input was a key factor in the development of the preliminary preferred alternative.

Two series of neighborhood workshops were conducted in support of the CSS process. The dates and locations of these workshops are listed in **Appendix E**. Although the workshops were open to all, they focused on specific neighborhoods or groups of neighborhoods to provide the opportunity for input on local issues and preferences. Neighborhood associations assisted by notifying their members directly and providing group responses in addition to those provided by individuals. These comments and the feedback provided during the workshops aided in the development of details related to the appearance of the project and how it can be integrated into surrounding neighborhoods.

As a result of the CSS process, INDOT developed the North Split Aesthetic Design Guidelines, which are available at [www.northsplit.com](http://www.northsplit.com). The Aesthetic Design Guidelines include treatments for the interstate infrastructure (such as underpass treatments, sidewalks, public art space, retaining walls, abutment walls, bridge columns, lighting, signage, and fencing) as well as landscaping within the existing right-of-way. The Aesthetic Design Guidelines were presented to the public at Public Open Houses 4 and 5 (see **Section 4.5**).

#### 4.4 Targeted Stakeholders

A wide range of stakeholders have provided input during the North Split Project development process. These stakeholders include government agencies, transportation providers, emergency responders, major employers, event managers, clergy, chambers of commerce, and many others. Many of these stakeholders are included on project committees. In addition, project specific information has been presented at 41 individual stakeholder meetings to date (see **Appendix E**).

Stakeholder input has shaped the development of alternatives and the CSS process. These stakeholders will continue in their role during project implementation to assist with minimizing community impacts, maintaining regional mobility, and communicating with their constituents.

#### 4.5 Public Information/Open House Meetings

Five public open houses were held at key milestones of the North Split project development process. These meetings were broadly advertised to provide an opportunity for all interested parties to participate in the process. The meetings are described below:

- Public Open House 1 (May 23, 2018) -- The System-Level Analysis was presented using a series of information boards and two formal presentations. Comments provided by the public influenced the determination to proceed with reconstruction of the interchange while maintaining options for the remainder of downtown interstates.
- Public Open House 2 (October 10, 2018) – The Alternatives Screening Report was presented using a series of information boards and a formal presentation. Comments from the public influenced the selection of a preliminary preferred alternative for the interchange.
- Public Open House 3/CSS Workshop (August 15, 2019) – Display boards and a formal presentation were used to describe the CSS process. Comments at this meeting were combined with those from neighborhood workshops to define concepts for aesthetic treatments, connectivity, and community integration in support of project design.
- Public Open Houses 4 and 5 (April 28, 2020 and April 30, 2020) – These two public open houses were held virtually via the WebEx conferencing tool. Both open houses provided the same presentation and allowed participants to ask questions via the WebEx chat feature or via the project email address. The presentation included information on public involvement, the public survey, noise barrier recommendations, Section 106, traffic impacts during construction, next steps, and the Aesthetic Design Guidelines.

The dates and locations of the public open houses are provided in the North Split presentation log in **Appendix E**.



## 4.6 Public Survey

To better engage affected communities, particularly those in areas with elevated concentrations of low-income or minority populations, the North Split project team developed a public survey and launched an outreach campaign to distribute the survey throughout the EJ analysis area. The public survey could be completed online, via a printed copy, or by phone. Specific outreach efforts and the survey results are summarized in the follow sections.

### 4.6.1 Advertisement and Promotional Efforts

The public survey was advertised and promoted using direct mail, social media, text messages, e-newsletters, fliers, site visits and outreach to Indianapolis Public School students. Both English and Spanish versions of these materials were available, and individuals could request a paper copy of the survey.

#### Postcards

Postcards were mailed to 43,200 residences in the EJ analysis area. Delivered through Every Day Direct Mail from the U.S. Postal Service, postcards were distributed to ZIP codes 46201, 46202, 46204 and 46218 the week of July 23, 2019. Each postcard included a map of the project area, the goal of the survey, the online survey URL, a QR code, and information for requesting a print copy or taking the survey by phone.

#### Surveys

Print copies of the public survey were delivered to libraries, community centers, and other community gathering places (see **Table 4**). Each location received ten English surveys, ten Spanish surveys, ten envelopes with paid return postage, and a stack of postcards that provided directions for taking the survey online. All six CSS Round 2 neighborhood meetings and the Public Meeting/CSS Workshop included a table for the survey. Attendees were encouraged to complete the survey onsite or take a print copy and envelope to mail it later.

The project team also spent an afternoon at the Julia M. Carson Transit Center in downtown Indianapolis to discuss the North Split Project and encourage individuals to take the survey via print copy or iPad. Approximately 20 surveys were completed, helping boost the representative sample of residents who travel primarily via transit.

**Table 4: Locations for Survey Distribution**

Organization	Address
Riley Area Development Organization	875 Massachusetts Ave., Suite 101
Central Library	40 E. St. Clair St.
Fountain Square Branch	1066 Virginia Ave.
East Washington Branch	2822 E. Washington St.
Spades Park Branch	1801 Nowland Ave.
Center Township Trustee Office	863 Massachusetts Ave.
Center Township Assessor	200 E. Washington St., Suite 1360
CHIP Indy	1100 W. 42nd St.
Edna Martin Christian Center	2605 E. 25th St.
Concord CDC/Neighborhood Center	1301 S. Meridian St.
IMPD Downtown District	39 W. Jackson Place, Suite 500
St. Vincent Depaul (Mission 27)	4202 Boulevard Place

*Note: All addresses located in Indianapolis, IN.*



## Flyers

Bilingual flyers promoting the public survey and CSS neighborhood meetings were delivered to local religious facilities and grocery stores in late July 2019. The majority of these locations were recommended by the EJ Working Group or were added because they were near the project area and were identified in the field as places community members might visit. Through a partnership with Indianapolis Public Schools, nearly 5,000 bilingual flyers were also sent home with students and staff members. **Table 5** summarizes the locations where the flyer was distributed.

**Table 5: Locations for Flyer Distribution**

Organization	Address
St. John the Evangelist	126 W. Georgia St.
Christ Church Cathedral	125 Monument Circle
Traders Point	1201 N. Delaware St
Roberts Park United Methodist	401 N. Delaware St.
Redeemer Indianapolis	1505 N. Delaware St.
Heartland	40 E. St. Clair St.
Saint Mary Catholic Church	317 N. New Jersey St.
Central Christian Church	701 N. Delaware St.
Indy Metro Church	401 E. Michigan St.
Zion Evangelical United Church of Christ	603 N. New Jersey St.
Indianapolis hispana Iglesia Adventista del Septimo Dia	821 Denison St.
Inglesia Bendecidos Para Bendecir	7003 N. Michigan Rd.
Holy Spirit Church	7243 E 10th St.
Saints Peter and Paul Cathedral	1347 N. Meridian St.
Mount Olive Missionary	1003 W. 16th St.
Kroger	524 E. 16th St.
Kroger	680 Twin Aire Dr.
Needlers Fresh Market	320 N. New Jersey St.
Kroger	227 W. Michigan St.
Carniceria Granajuato #1	1269 Oliver Ave.
Whole Foods	320 E. Market St.
Fas-Mart	1224 S. Harding St.
Express Neighborhood Pantry	1402 S. East St.
Village Pantry	4023 E. 10th St.
Center for Inquiry 2	725 N. New Jersey St.
Center for Inquiry 27	545 E. 19 <sup>th</sup> St.
Crispus Attucks High School	1140 Dr. Martin Luther King Jr. St.
Harshman Middle School	1501 E. 10 <sup>th</sup> St.
James Garfield School 31	307 Lincoln St.
Theodore Potter School 74	1601 E. 10 <sup>th</sup> St.
William McKinley	1733 Spann Ave.

*Note: All addresses located in Indianapolis, IN.*





### Print and Electronic Advertising

A partnership with IndyGo allowed the project to purchase discounted advertising on Indy buses throughout August 2019. These ads include five “King” ads on the outside of the bus and 50 interior cards. In addition to advertising on IndyGo buses, the project team also “boosted” posts on Facebook. These boosted ads reached a total of 3,200 of users, with 700 clicking on or sharing the ad.

The North Split survey was also promoted through eight posts on both Facebook (@NorthSplit) and Twitter (@NorthSplit), two e-newsletters and two text messages. The public survey included information on how to subscribe to project notifications, and many respondents provided their address, email address, or mobile number.

### Partner Organizations

The project team reached out to project partners to encourage them to promote the survey among their colleagues and customers/members. The flyer was emailed to 51 members of the EJ Working Group and 91 members of the CAC with an offer to deliver print copies of the survey or postcards if needed.

Two organizations – IndyGo and AARP – published articles about the survey in their e-newsletters. A few Mayors Neighborhood Advocates reported they also shared the survey information with the residents they represent via the NextDoor app.

A neighborhood leader for Fletcher Place also took 75 print surveys, envelopes and postcards to distribute at her booth at National Night Out on August 6, 2019.

## **4.6.2 Survey Results**

The project team received a total of 1,623 responses to the public survey, and 80 percent of the individuals who responded live in the EJ analysis area. Some individuals only responded to a limited number of questions, but about 1,575 surveys were essentially complete. Approximately 5 percent of the persons responding to the survey self-identified as a minority, and about 2 percent self-identified as low-income. An additional 4 percent of the responses originated from Census block groups with an elevated concentration of minorities. The concentration of minorities in these block groups ranged from 54 to 100 percent, representing an increased statistical likelihood that the response originated from a minority individual. Responses originating from Census block groups with an elevated concentration of low-income individuals were not identified. The concentration of low-income individuals in the EJ analysis area is 32 percent. Therefore, classifying an individual as low-income based solely on the address was not found to be a statistically valid approach. All the responses were completed in English.

In general, the responses from members of EJ communities paralleled those of the non-EJ community. The one notable exception is that EJ community members travel on I-65 and I-70 more frequently than non-EJ community members. The survey responses indicated that the public is aware of the project and receives project updates through established project communication tools. EJ community members, in particular, expressed a desire for on-going public engagement that is easy to understand and proactive communication about closures and detours during construction. Most community members support the project and agree that it will improve vehicular and pedestrian safety. The responses came from people who live, work, shop, socialize, and access medical services in the project area. Most people travel on I-70, I-65, and local streets in the project area in personal automobiles, carpools with family and friends, or ridesharing services. Some individuals use bikes, scooters, and transit. Many expressed concerns about permanent neighborhood impacts, provisions for pedestrians and bicyclists, aesthetics, changes to the Pennsylvania Street and Delaware Street ramps, traffic congestion and travel times on local streets, and increased noise and dust. Concerns during construction included increased travel time, congestion on local streets used as detour routes, noise, dust, access to shopping and entertainment, coordination with other construction projects, and advanced notice of construction activities to allow travelers to plan accordingly. A detailed summary of the public survey results is included in **Appendix F**. The public survey included two sections that allowed individuals to provide open-ended comments about the project. **Appendix G** includes the open-ended comments and provides responses to general comment themes.

The effects assessment in **Section 5** addresses the top concerns raised by EJ community members in the public survey.



## 4.7 Noise Analysis Public Involvement

Section 5.2.4 summarizes predicted noise impacts associated with the North Split Project and potential noise barriers to mitigate the noise impacts. In accordance with the INDOT Traffic Noise Analysis Procedure, surveys were sent to property owners and residents who would benefit from the construction of noise barriers (benefited receptors) to gather their viewpoints about the proposed noise mitigation. In addition, four highway noise barrier public meetings were held in the neighborhoods adjacent to each potential noise barrier. These meetings included benefited receptors (property owners and residents) from the following neighborhoods:

- Meeting 1 (October 17, 2019) for the Massachusetts Avenue / Lockerbie Square Neighborhoods
- Meeting 2 (October 22, 2019) for the Chatham-Arch and St. Joseph Neighborhoods
- Meeting 3 (October 23, 2019) for the Old Northside Neighborhood
- Meeting 4 (November 14, 2019) for the Martindale-Brightwood Neighborhood

The purpose of the highway noise barrier public meetings was to educate neighborhood residents on INDOT's Traffic Noise Analysis Procedure, to inform the neighborhoods in regards to the impacts and overall treatment plans that are noise related, and to encourage benefited receptors to complete a survey to provide input on whether they wanted the proposed noise barrier constructed at that location. The same information was presented at each meeting.

Social media posts and listserv emails were used to advertise the meetings, and door hangers were hung on doors of benefited receptors to encourage completion of the surveys and attendance at the highway noise barrier public meetings.

## 5 EFFECTS ASSESSMENT

As shown in **Figure 7**, most of the neighborhoods in the project area and the broader EJ analysis area contain elevated concentrations of low-income and/or minority populations. The characteristics of the project area are such that any project – including the proposed North Split Project – would affect low-income and minority populations. The anticipated potential effects associated with the No Build Alternative and the preliminary preferred alternative are addressed in the following sections.

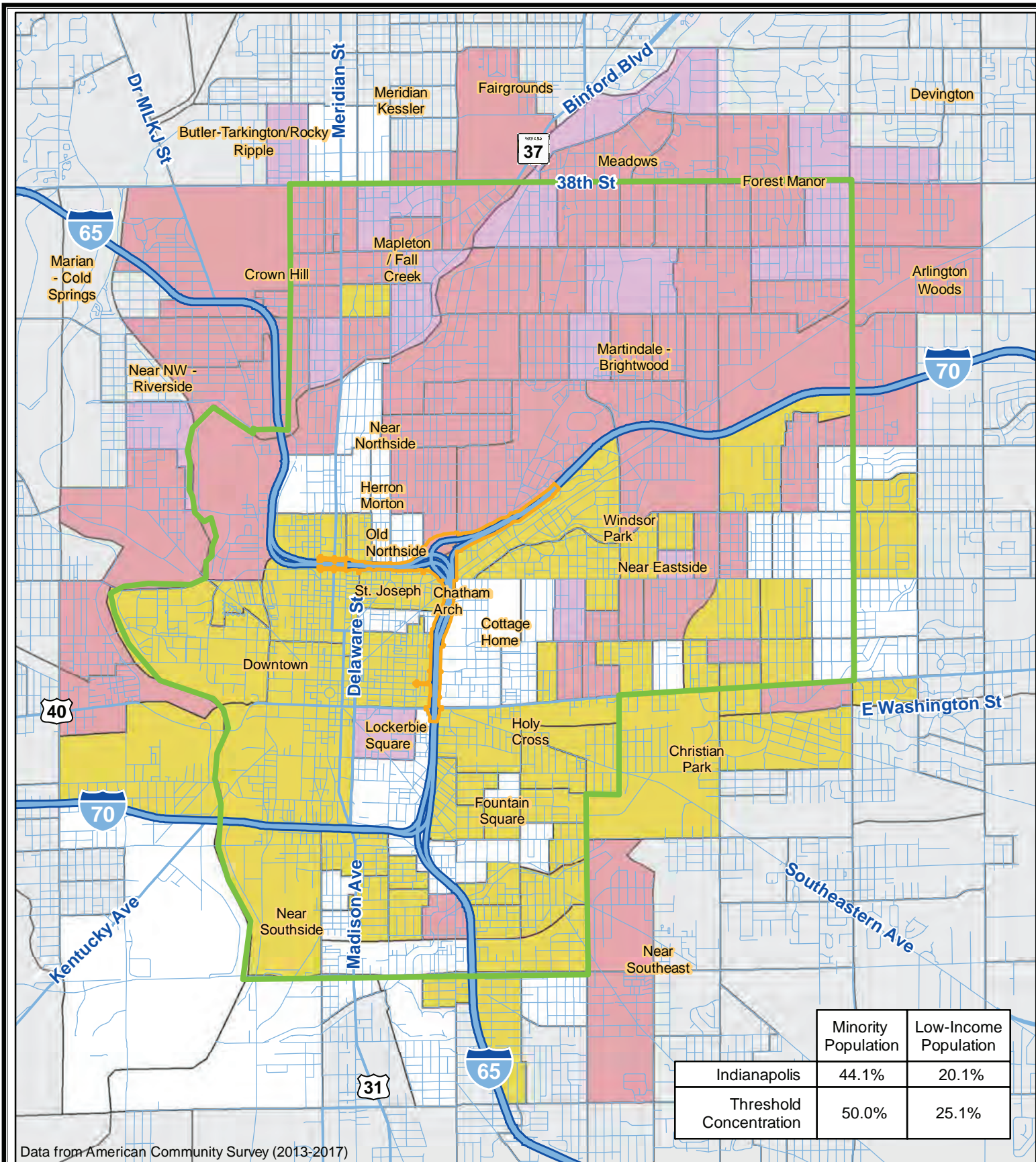
### 5.1 No Build Alternative

With the No Build Alternative, the existing interchange would stay as it is, without replacing pavement or bridges. No safety or operational (capacity and/or congestion or weaving) improvements would be made. The existing ramp connections to local streets would not change.

Due to the age and deterioration of the existing system, the No Build Alternative would require frequent maintenance and rehabilitation projects to maintain the safety and integrity of the interstate facility and local street connections. The types of projects to be scheduled would include the following:

- Pavement patching, overlay, and replacement of failed sections;
- Bridge reinforcement, repair, and rehabilitation; and
- Drainage, signing, and lighting maintenance.

The No Build Alternative assumes other programmed projects in the region would be implemented. The regional program of projects is listed in the Indianapolis Regional Transportation Improvement Program (IRTIP) maintained by the Indianapolis Metropolitan Planning Organization (IMPO) (<http://www.indympo.org/>).



Data from American Community Survey (2013-2017)

## Figure 7: North Split Low-Income and Minority Populations

Des No:1592385 & 1600808

Project: North Split Project

0 2,500 5,000 Feet



Project Limits

EJ Analysis Area

Block Groups

≥50.0% Minority Population

≥25.1% Low-Income Population

≥50.0% Minority Population and  
≥25.1% Low-Income Population





Given the relatively limited scope, the No Build Alternative would not physically impact EJ populations. At the same time, the key transportation needs identified in the project area would not be fully addressed. In particular, safety and interchange operations would not be improved. Traffic delays from on-going interstate maintenance would continue to cause travel delays for EJ populations.

## 5.2 Preliminary Preferred Alternative

The following sections discuss potential permanent and temporary impacts resulting from the construction of the preliminary preferred alternative.

### 5.2.1 Displacements

The preliminary preferred alternative would be constructed entirely within the existing transportation right-of-way. No residential or commercial displacements are anticipated as a result of the project.

*Conclusion: No adverse effects.*

### 5.2.2 Community Cohesion

The preliminary preferred alternative would be constructed entirely within the existing transportation right-of-way. The project would not affect interactions among persons and groups, nor would it change social relationships and patterns. In some areas, the width of the highway would increase and/or its location would shift. However, the highway would remain within the existing right-of-way. Retaining walls would be required to minimize the project footprint and to avoid property impacts. During the alternatives evaluation, the number and height of retaining walls was minimized to the greatest extent possible. The retaining walls for the preliminary preferred alternative are anticipated to be 8 to 12 feet high and located within the existing roadway right-of-way. The walls will be 47 to 75 feet inside the existing right-of-way line. Five noise barriers ranging in height from 10 to 20 feet could also be built to mitigate predicted noise impacts (see **Section 5.2.4**). INDOT is considering CSS design treatments for retaining walls and noise barriers to help integrate the project into the surrounding communities (see **Sections 4.3** and **5.2.5**).

The preferred alternative would not permanently impact schools, parks, trails, religious facilities, police/fire/medical facilities, or other transportation infrastructure. Temporary impacts to community facilities and services are discussed in **Section 5.2.11**.

*Conclusion: Minor adverse effects with potential for minimization and enhancement through CSS design.*

### 5.2.3 Air Quality

The North Split Project is located in Marion County, Indiana, which is in attainment for all transportation-related criteria pollutants except ozone. Ozone, which is a regional issue, is analyzed as part of the regional conformity determination process that is completed by Indianapolis Metropolitan Planning Organization (MPO). As part of this process, the Indianapolis MPO determined that the project area is in attainment for the applicable ozone standard(s).

Although Marion County is in attainment for carbon monoxide (CO), a CO maintenance area that is roughly bounded by 11<sup>th</sup> Street to the north, Delaware Street to the east, Georgia Street to the south, and Capitol Avenue to the west is located within the EJ analysis area. Work within this maintenance area would be limited to traffic signal modifications along 11<sup>th</sup> Street from approximately Pennsylvania Street to Meridian Street. In addition, a project-level ("hot spot") analysis could be required if certain conditions are met. As part of the environmental study process, FHWA and INDOT initiated interagency consultation with the US Environmental Protection Agency (USEPA), the Indiana Department of Environmental Management (IDEM), and the Indianapolis MPO on December 20, 2017 to discuss the air quality analyses required for the North Split Project. The USEPA, IDEM and the Indianapolis MPO concurred that a carbon monoxide hot spot analysis would not be required for the project.



Interagency coordination regarding the type of mobile source air toxics (MSAT) analysis was completed for the project. Projected traffic data for the 2041 No Build and Build conditions were sent to the interagency consultation team on November 18, 2019. Traffic data was provided for each leg of the interstate. The projected changes from the No Build to Build condition ranged from -1.6 percent for I-65 west of the interchange to 2.3 percent for I-65/I-70 south of the interchange. USEPA concurred that the traffic changes were not significant, and a quantitative MSAT analysis was not required for the project. A qualitative MSAT analysis will be included in the Environmental Assessment published by INDOT for the project.

*Conclusion: No adverse effects.*

## 5.2.4 Noise and Vibration

Noise impacts were analyzed in accordance with the INDOT Traffic Noise Analysis Procedure (INDOT, 2017). Based on the Final Traffic Noise Technical Report (INDOT, 2020), noise impacts were predicted for 259 receptors. Approximately 201 of the 259 impacted receptors (78 percent) are located within Census block groups with elevated concentrations of low-income and/or minority populations.

Eight noise barriers were analyzed to mitigate predicted noise impacts. INDOT solicited viewpoints of benefited receptors in accordance with its noise policy to determine if the recommended noise barriers were desired by the property owners and residents who would benefit from the noise mitigation (see **Section 4.7**). INDOT determined that noise walls are likely, but not guaranteed at two locations and would mitigate predicted noise impacts at approximately 96 of the 201 impacted receptors in block groups with elevated concentrations of low-income and/or minority individuals. This represents mitigation of approximately 48 percent of the predicted noise impacts to EJ populations. Furthermore, approximately 106 additional receptors in Census block groups with elevated EJ concentrations would not be impacted by the traffic noise from the preliminary preferred alternative, but they would receive a noise reduction benefit from the recommended noise walls.

To reduce traffic noise levels further, INDOT is incorporating additional design features that are not recognized in its current traffic noise model. These features include the following:

- *“Next Generation” Pavement.* This new paving technique is designed to reduce tire noise through the use of longitudinal grooves. Although results vary based on tire manufacturer, existing pavement type and condition, and other factors, recent studies have shown that next generation pavement can reduce tire noise levels by 3 to 5 decibels or more.<sup>4</sup>
- *Continuous Reinforced Concrete Pavement.* This paving technique eliminates the need for transverse joints, which are the cause of rhythmic sound patterns of tires passing over traditional concrete roadways.
- *Jointless Concrete Bridges.* This design eliminates the open joints at the end of bridges, which are the cause of the “banging” sounds typically heard at older bridges, such as those currently in the project area.

There are no Federal requirements for highway traffic-induced vibration. Studies to assess the highway traffic-induced vibrations have shown that both measured and predicted vibration levels are less than any known criteria for structural damage to buildings. In fact, normal living activities (e.g., closing doors, walking across floors, operating appliances) have been shown to create greater levels of vibration than highway traffic (FHWA 2011).

The Federal Transit Administration (FTA) has published guidance for conducting vibration assessments associated with transit projects, including bus rapid transit projects, FTA’s (2018) Transit Noise and Vibration Impact Assessment Manual (FTA Manual). This guidance was used as a technical reference for assessing potential effects to environmental justice populations found within the EJ analysis area.

Because of their rubber tires and suspension systems, automobiles, trucks, and buses do not typically generate enough ground-borne vibration to be a concern – except under specific situations, such as where there are pavement irregularities adjacent to sensitive locations. For most issues related to traffic-induced vibration, such as

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<sup>4</sup> American Concrete Pavement Association and International Grooving and Grinding Association, *Development and Implementation of the Next Generation Concrete Surface*, August 8, 2017, pp 36-37.



rattling of windows, the cause is typically generated by air-borne noise and directly related to roadway surface conditions such as potholes, bumps, expansion joints, or other discontinuities in the road surface.

The North Split Project will improve the roadway surface and minimize irregularities, which will reduce potential sources of highway traffic-induced vibration. This will reduce the potential for highway traffic-induced vibration when compared to existing conditions. INDOT will also use longitudinal grooving of the new concrete pavement and bridge decks. Longitudinal grooving is generally quieter than transverse grooving and would help reduce air-borne noise (National Concrete Pavement Technology Center 2012).

Potential effects to historic properties, including noise and vibration effects, were assessed as part of the Section 106 consultation for the project. Adverse effects to historic properties will be mitigated as part of that process.

*Conclusion: Noise walls recommended where feasible and reasonable to mitigate predicted noise impacts. Additional features incorporated into the project design to further reduce traffic noise levels. No adverse vibration effects.*

### 5.2.5 Visual

I-65 and I-70 are physically prominent features in the project area. In general, this would not change as part of the preliminary preferred alternative; however, the proposed design would change the visual setting in some areas immediately adjacent to the project. Below is a summary of key visual changes that would result from the construction of the preliminary preferred alternative:

- The proposed roadway would be higher than the existing roadway(s) in some areas. The greatest changes in height are in the center of the system interchange and on the west leg of the interchange, where Census block groups with elevated concentrations of low-income and/or minority populations are located. The maximum height increase is 22 feet for the I-70 eastbound bridge over College Avenue. In general, the change in height decreases as the distance from the center of the system interchange increases.
- The proposed roadway would be closer to adjacent homes and businesses in some areas. For example, the Pennsylvania Street exit ramp from I-65 would be reconstructed. Although this work would occur within the existing right-of-way, the reconstruction would move the proposed roadway approximately 25 feet closer to adjacent homes and businesses in an area with an elevated concentration of low-income individuals.
- The proposed roadway would be further from homes and businesses in some areas. For example, the exit ramp from I-70 westbound to Pennsylvania Street would be removed. This would include removal of the existing northernmost bridge over College Avenue. These proposed changes would move the proposed roadway in this area approximately 175 feet further from existing homes and businesses, which are in areas with an elevated concentration of low-income individuals.
- Steeper side slopes or retaining walls would be required in some areas to avoid property impacts, including areas with elevated concentrations of low-income and/or minority populations.
- Landscaping within the existing right of way would change. In the existing condition, brush and small trees in the right-of-way provide some visual screening of the highway. It is anticipated that some of the existing vegetation would be removed from within the right-of-way, including in areas with elevated concentrations of low-income and/or minority individuals. Some mature trees along the north side of I-65 near the Old Northside neighborhood would also be removed.
- INDOT solicited viewpoints of benefited receptors in accordance with its noise policy to determine if the recommended noise barriers were desired by the property owners and residents who would benefit from the noise mitigation (see **Section 4.7**). INDOT determined that noise barriers in two locations, ranging in height from 10 to 20 feet, are likely, but not guaranteed to mitigate predicted noise impacts.

INDOT is implementing a CSS design process to help integrate the project into the surrounding communities (see **Section 4.3**). As of the date of this technical memorandum, INDOT has developed Aesthetic Design Guidelines,



which are available at [www.northsplit.com](http://www.northsplit.com). The Aesthetic Design Guidelines include treatments for the interstate infrastructure (such as underpass treatments, sidewalks, public art space, retaining walls, abutment walls, bridge columns, lighting, signage, and fencing) as well as landscaping within the existing right-of-way. No final decisions have been made regarding the design treatments to be integrated into the project. Some design treatments, such as public art space, could require a commitment of resources from other entities. The CSS process is on-going, and INDOT will make final decisions on the CSS design elements that would be incorporated into the project as it moves forward through the development process.

Potential effects to historic properties, including visual effects, were assessed as part of the project's Section 106 consultation. Adverse effects to historic properties will be mitigated as part of that process.

*Conclusion: Minor adverse effects with potential for minimization and enhancement through CSS design, including application of the Aesthetic Design Guidelines.*

### 5.2.6 Land Use

The preliminary preferred alternative would be constructed entirely within the existing transportation right-of-way. In some areas (e.g., the west leg of the interchange), retaining walls were incorporated into the proposed design to minimize impacts to surrounding properties. No impacts to existing land use are anticipated as a result of the project.

*Conclusion: No adverse effects.*

### 5.2.7 Economic Conditions

The preliminary preferred alternative would not impact the local tax base through the conversion of land to transportation use. The proposed improvements would benefit safety and mobility, which is expected to benefit the local economy over the long term.

*Conclusion: No adverse effects.*

### 5.2.8 Mobility and Access

The preliminary preferred alternative would change interstate access at two locations:

- Westbound traffic from I-70 would no longer be able to exit at the Pennsylvania Street ramp on the north side of downtown; and
- Traffic entering the interstate at Delaware Street would no longer have access to I-65 southbound or the collector-distributor (C-D) road<sup>5</sup> on the east side of downtown. Southbound I-65 traffic would still be able to access the C-D road.

Together, these access changes are anticipated to alter travel patterns on local streets leading to/from I-65 and I-70. The potential changes in travel patterns were evaluated for the EJ analysis area. Approximately 16,800 vehicles are forecasted to exit the interstates in the downtown area<sup>6</sup> during the AM peak hour in 2041. Due to the changed access conditions, the preliminary preferred alternative would alter the travel patterns of approximately 6.7 percent of this traffic (1,130 vehicles), as it would require use of alternative exits on I-70. Likewise, 12,300 vehicles are forecasted to enter the interstates from the downtown area during the PM peak hour in 2041. The preliminary preferred alternative would alter the travel patterns of approximately 3.6 percent of this traffic (440 vehicles). However, the downtown street network is well-developed, and there are multiple routes available to accommodate the diverted traffic. The resulting changes in travel patterns would increase traffic on some local

<sup>5</sup> The C-D road provides access to North Street, Michigan Street, Vermont Street, New York Street, Ohio Street, and Fletcher Avenue.

<sup>6</sup> The "downtown area" includes the following interchanges: 21<sup>st</sup> Street, West Street, Illinois/Meridian/Pennsylvania/Delaware Streets, North Street, Michigan Street, Vermont Street, New York Street, Ohio Street, Fletcher Avenue, East Street, Madison Avenue, and Missouri Street.



streets and decrease it on others, but the total volume of traffic in the EJ analysis area is not anticipated to substantially change from the No Build condition.

The change in access at Pennsylvania Street and Delaware Street was a trade-off to minimize the footprint of the roadway, which was an expressed desire of the local communities and would have potentially resulted in other physical encroachment impacts. Changes in travel patterns and access are expected to affect both EJ and non-EJ populations. Although the public survey indicated that EJ populations travel on I-65, I-70, and the local street network more frequently than non-EJ populations, the overall impacts to travel time and access are anticipated to be minor.

The preliminary preferred alternative would eliminate the weaving sections on the west leg of the interchange near the Pennsylvania and Delaware Street ramps. Eliminating the weaves would also improve traffic flow by removing the most severe bottlenecks in the project area. EJ populations may experience greater benefits from these improvements, because the public survey indicated they travel on I-65 and I-70 more frequently than non-EJ populations.

The preliminary preferred alternative would also replace or rehabilitate bridges throughout the project area. Existing pedestrian and bicycle facilities under existing bridges – such as greenways, sidewalk connections, and on-street bicycle lanes – would be maintained or enhanced. As a result of the CSS design process, INDOT will keep portions of the Monon Trail detour as a permanent feature after construction. The preliminary preferred alternative would also enhance pedestrian and bicycle safety and mobility by building wider bridge openings, replacing or installing new lighting under the bridges, and building wider sidewalks. Additional pedestrian and bicycle facility improvements could also be incorporated into the project through the CSS design process, which are anticipated to benefit both EJ and non-EJ populations alike.

*Conclusion: Minor adverse effects to vehicular access. Positive effects to traffic flow on I-65 and I-70. Positive effects to pedestrian and bicycle traffic, including enhancements provided by the Monon Trail detour remaining permanent after construction.*

## 5.2.9 Public Services and Facilities

The preliminary preferred alternative would not cause permanent direct impacts to public services or facilities.

*Conclusion: No adverse effects.*

### 5.2.10 Safety

The preliminary preferred alternative would improve safety by addressing the top four crash sites in the project area:

1. I-65 northbound at Meridian/Pennsylvania Street exit ramp, west leg of North Split;
2. I-65 southbound at Meridian/Delaware Street entrance ramp, west leg of North Split;
3. I-65 southbound and I-70 westbound merge point on south leg of North Split; and
4. I-70 eastbound, abrupt curve from south leg to east leg of North Split.

EJ populations may experience greater benefits from these improvements, because the public survey indicated they travel on I-65 and I-70 more frequently than non-EJ populations.

*Conclusion: Positive effects.*





### 5.2.11 Temporary Construction Effects

Potential temporary construction effects of the project are discussed in the following sections.

#### Air Quality (Emissions and Dust)

Demolition and construction activities could result in short-term increases in dust and equipment-related particulate emissions in and around the project area where there are elevated concentrations of low-income and/or minority populations. Equipment-related particulate matter emissions could be minimized if the equipment is well-maintained. The potential air quality impacts would be short-term, occurring only while demolition and construction work is in progress and local conditions are appropriate.

Construction vehicle activity and the disruption of normal traffic flows may result in increased motor vehicle emissions within certain areas. Air quality impacts would be minimized by following the requirements for dust control according to INDOT's Standard Specifications. Additionally, the contractor will be required to comply with all applicable air quality regulations.

*Conclusion: Temporary adverse effects. Minimization through the use of INDOT Standard Specifications.*

#### Noise and Vibration

Construction of the proposed improvements would temporarily increase noise levels along I-65 and I-70 within the limits of the proposed improvements. The major construction elements of this project are expected to be demolition, hauling, grading, paving, and bridge construction. General construction noise impacts for passersby and those individuals living or working near the project can be expected from these activities, including low-income and/or minority individuals. Adverse effects related to construction noise are anticipated to be of a localized, temporary, and transient nature.

Ground-borne vibration has the potential to affect nearby buildings, including in areas with elevated concentrations of low-income and/or minority populations. Blasting and pile driving are traditionally associated with high levels of vibration; however, vibration could also occur in areas of excavation, demolition, and vibratory compaction. The potential for vibration impact would be greatest at locations near pile-driving for bridges and other structures, pavement demolition for removal, and at locations close to vibratory compactor operations. Vibration created by the movement of construction vehicles such as graders, loaders, dozers, scrapers, and trucks are generally the same order of magnitude as the vibration caused by heavy vehicles traveling on streets and highways. In general, ground-borne vibration from vehicles on streets is not sufficient to impact adjacent buildings.

To avoid vibration impacts resulting from construction activities the contractor(s) will be required to prepare a construction Vibration Monitoring and Control Plan. The plan will include provisions to monitor historic and other vibration-sensitive structures during construction; measures to reduce construction vibration such as changing the location and timing of vibration operations; and methods for keeping the public informed and responding to complaints.

*Conclusion: Temporary adverse effects. Avoidance and minimization of vibration impacts through Vibration Monitoring and Control Plan.*

#### Economic Conditions

During construction, public funds would be spent in the project area, which may result in temporary positive economic effects. These effects include direct income for construction workers who may then buy services and goods within the area. In addition, local materials suppliers may benefit from providing goods to the construction contractor(s). Although access to businesses would be maintained during construction, it is also possible that businesses along local city streets may experience temporary negative economic impacts. Commuters, business patrons, shippers, and suppliers would experience short-term inconvenience and increased travel times. These conditions are expected to affect both EJ and non-EJ populations.

*Conclusion: No adverse effects.*



## Vehicular Traffic

To assess the potential short-term construction effects associated with changes in traffic volumes, it is assumed the entire North Split interchange would be closed during construction. Full closure represents a worst-case scenario for additional temporary traffic on the city roadway network. It may be possible to close only portions of the interchange while keeping some traffic movements open (i.e., maintaining some traffic on the interstates or some ramp systems). A final decision on the details and extents of the closure will not be made until a contractor is selected.

The North Split interchange serves more than 214,000 vehicles per day. A complete closure of the North Split interchange during construction would require this traffic to find alternative routes to access downtown. The potential range of alternative routes varies greatly and depends, in large part, upon the origins and destinations of the traffic. Based on current projections, traffic increases on local streets would range from 200 to 5,000 vehicles during the AM and PM peak hours. It is anticipated the largest traffic increases would occur on the following routes:

- 10<sup>th</sup> Street
- West Street/Missouri Street
- 21<sup>st</sup> Street
- Massachusetts Avenue
- Keystone Avenue/Rural Street
- Washington Street
- 30<sup>th</sup> Street
- Pennsylvania Street
- 16<sup>th</sup> Street
- Fall Creek Parkway
- New York Street
- Michigan Street
- Delaware Street
- College Avenue
- 38<sup>th</sup> Street
- Dr. Martin Luther King Jr. Street
- Maryland Street
- Oscar Robertson Boulevard/11<sup>th</sup> Street
- Central Avenue
- Emerson Avenue

During construction, traffic would temporarily increase in some neighborhoods, including those with elevated concentrations of low-income and/or minority individuals. Residents and businesses along detour routes would experience temporary increases noise and vehicular emissions, as well as longer travel times due to the increased congestion.

INDOT is preparing a Mobility Management Plan, which will address maintenance of traffic on local streets with the goal of minimizing delay and disruption in the construction area. The plan is being developed in coordination with the Indianapolis Department of Public Works, IndyGo, and the Central Indiana Regional Transportation Authority. In addition, an Emergency Response Plan will be developed in cooperation with law enforcement and emergency responders from throughout the region. The plan will be reviewed and adjusted as necessary throughout the construction process. The Mobility Management Plan and the Emergency Response Plan will evaluate road closures, detour routes (including any required adjustments to signal timing, the number of lanes, on-street parking, or pavement conditions), coordination with other projects, optimal construction staging and sequence, and communication platforms and procedures. As part of the Mobility Management Plan, INDOT will also coordinate with major employers to promote strategies such as working remotely or flexible work schedules to alleviate traffic congestion during construction.

The Mobility Management Plan will also include a public information program to be initiated in advance of construction and will continue throughout the duration of the project. Frequent communication with motorists, residents, neighborhood groups, downtown employers, major event venues, and other stakeholders is a primary objective of the Mobility Management Plan. Current information about construction activities, closures, and detours will also be available via social media and the project website ([www.northsplit.com](http://www.northsplit.com)).

Regional travelers would also experience increased travel times and distances. These effects would be more pronounced for those using the interchange daily for commuting to and from work. According to STATS Indiana, the top five counties sending workers into Marion County are Hamilton County, Hendricks County, Johnson County,



Hancock County, and Boone County. A review of the U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates for these counties shows that the concentration of low-income individuals ranges from 5 to 9 percent, and the concentration of minorities ranges from 7 to 16 percent. Therefore, regional effects to low-income populations and minorities are anticipated to be minor.

*Conclusion: Temporary adverse effects. Minimization through development of a Mobility Management Plan.*

#### Public Services

School bus travel times and emergency response times in areas with elevated concentrations of low-income and minority individuals may temporarily increase during construction of the project due to increased congestion resulting from construction activities, potential access restrictions in construction zones, lane closures, and detours. These effects, if any, would be temporary and would cease upon completion of construction. INDOT is preparing a Mobility Management Plan, which will identify methods to proactively notify public services of any temporary changes in traffic patterns. In addition, an Emergency Response Plan will be developed in cooperation with law enforcement and emergency responders from throughout the region. The plan will be reviewed and adjusted as necessary throughout the construction process.

*Conclusion: Temporary adverse effects. Minimization through development of a Mobility Management Plan and an Emergency Response Plan.*

#### Transit, Pedestrian, and Bicycle

The public survey indicated that low-income and minority individuals utilize transit and walk and bike in the project area. IndyGo bus routes that pass under I-65 and I-70 within the project area may experience delays during construction. In a similar manner, pedestrians and bicyclists that cross under I-65 and I-70 in the project area may need to temporarily modify their routes during construction. INDOT is currently developing a Mobility Management Plan in coordination with the Indianapolis Department of Public Works, IndyGo, and the Central Indiana Regional Transportation Authority. Impacts to transit services and pedestrian and bicycle routes will be minimized, to the extent possible, as part of the Mobility Management Plan.

The preliminary preferred alternative would detour the Monon Trail during construction. At the time of this analysis, details of the proposed detour are still under development by INDOT and being coordinated with the Indianapolis Parks and Recreation Department. Further consideration of this issue will occur as part of a separate effort. As a result of the CSS design process, INDOT will keep portions of the Monon Trail detour as a permanent feature after construction.

*Conclusion: Temporary adverse effects. Minimization through development of a Mobility Management Plan.*

## 6 CONCLUSION

According to Federal guidance documents, a disproportionately high and adverse effect is defined as one that is:

- Predominantly borne by a low-income population and/or a minority population; or
- Suffered by the low-income population and/or minority population and is appreciably more severe or greater in magnitude than the adverse effect that will be suffered by the non-low-income and/or non-minority population.

The characteristics of the project area are such that any project – including the proposed North Split Project – could have an impact on low-income or minority populations. **Table 6** summarizes the anticipated effects and avoidance, minimization, and/or mitigation measures identified for each impact category assessed in the EJ analysis.



**Table 6: Environmental Justice Effects Summary**

Category	Finding	Avoidance, Minimization, and Mitigation Measures
Displacements	No adverse effects.	None.
Community Cohesion	Minor adverse effects due to potential retaining walls and noise barriers.	CSS design treatments are being considered for retaining walls and noise barriers.
Air Quality	No adverse effects.	None.
Noise and Vibration	<ul style="list-style-type: none"> <li>Noise impacts predicted at 201 receptors in areas with elevated concentrations of low-income and minority populations.</li> <li>No adverse vibration effects.</li> </ul>	<ul style="list-style-type: none"> <li>Noise walls recommended where feasible and reasonable to mitigate 48 percent of the predicted noise impacts and provide additional benefits to 106 receptors in EJ areas.</li> <li>INDOT solicited viewpoints of benefited receptors according to its noise policy to determine if the recommended noise barriers were desired to mitigate the predicted noise impacts.</li> </ul> <p>INDOT incorporated additional design features to further reduce traffic noise levels. These features include longitudinal grooving of pavement, continuous reinforced concrete pavement, and jointless concrete bridges.</p>
Visual	Minor adverse effects due to changes in roadway height and location, steeper side slopes and/or retaining walls, and removal of existing vegetation.	<ul style="list-style-type: none"> <li>Through the CSS process, INDOT developed Aesthetic Design Guidelines that identify potential treatments for bridge abutments, bridge piers and columns, sidewalks, lighting, signage, traffic barriers, noise barriers, fencing, retaining walls, side slope treatments, landscape, and public art space.</li> <li>INDOT will make final decisions on the CSS design elements to be incorporated into the project as it moves forward through the development process.</li> </ul>
Land Use	No adverse effects.	None.
Economic Conditions	No adverse effects.	None.



Category	Finding	Avoidance, Minimization, and Mitigation Measures
(Table 6 continued) Mobility and Access	<ul style="list-style-type: none"><li>• Minor adverse effects to vehicular access.</li><li>• Positive effects to traffic flow on I-65 and I-70.</li><li>• Positive effects to pedestrian and bicycle traffic.</li></ul>	<ul style="list-style-type: none"><li>• As a result of the CSS process, INDOT will keep portions of the Monon Trail detour as a permanent feature after construction.</li></ul>
Public Services and Facilities	No adverse effects.	None.
Safety	Positive effects due to addressing the four top crash sites in the project area.	None.
Temporary Construction	<ul style="list-style-type: none"><li>• Temporary adverse effects to air quality, noise, vibration, public services (school buses and emergency services), transit, pedestrians, bicycles, and vehicular traffic.</li><li>• No temporary adverse effects to economic conditions.</li></ul>	<ul style="list-style-type: none"><li>• Implement requirements for dust control according to INDOT's Standard Specifications and applicable air quality regulations.</li><li>• Develop and implement a Vibration Monitoring and Control Plan during construction.</li><li>• Develop and implement a Mobility Management Plan and an Emergency Response Plan.</li></ul>

The preliminary preferred alternative would result in permanent impacts to EJ communities by increasing noise levels, building retaining walls, altering the visual landscape, and changing travel patterns and access. Noise impacts could be mitigated through the construction of noise barriers if the residents so desire, although the potential noise barriers would also alter the visual landscape. CSS design elements will be incorporated into the project to enhance the visual landscape and to help integrate retaining walls and potential noise barriers into the surrounding communities. The preliminary preferred alternative would also temporarily impact EJ communities through construction-related vehicle emissions, dust, noise, and vibration. These temporary construction impacts would be mitigated by following INDOT's Standard Specifications and implementing a Vibration Monitoring and Control Plan. Construction activities would also impact traffic operations in the EJ analysis area. Potential lane restrictions, closures, and detours could cause delays and/or additional travel times for local and regional travelers, school buses, emergency responders, transit buses, pedestrians, and bicycles. Temporary impacts to traffic operations would be minimized through the implementation of a Mobility Management Plan and an Emergency Response Plan during construction. Once the project is built, environmental justice communities may experience additional benefits due to improved pedestrian and bicycle facilities; improved traffic flow and safety along I-65 and I-70; and updated design features.

The temporary and permanent adverse effects to EJ populations are not anticipated to be greater or more severe in magnitude than those borne by non-EJ populations. In addition, EJ communities have been – and will continue to be – provided full and fair participation in the transportation decision-making process. Furthermore, several mitigation measures will be incorporated into the project to reduce adverse effects. Therefore, the North Split Project would not result in a disproportionately high and adverse effect to low-income and/or minority populations.



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## Appendix A: Red Flag Investigation

Appendix A: Red Flag Investigation has been removed from the Environmental Justice Technical Memorandum to reduce file size. It can be found in Appendix E of this Environmental Assessment



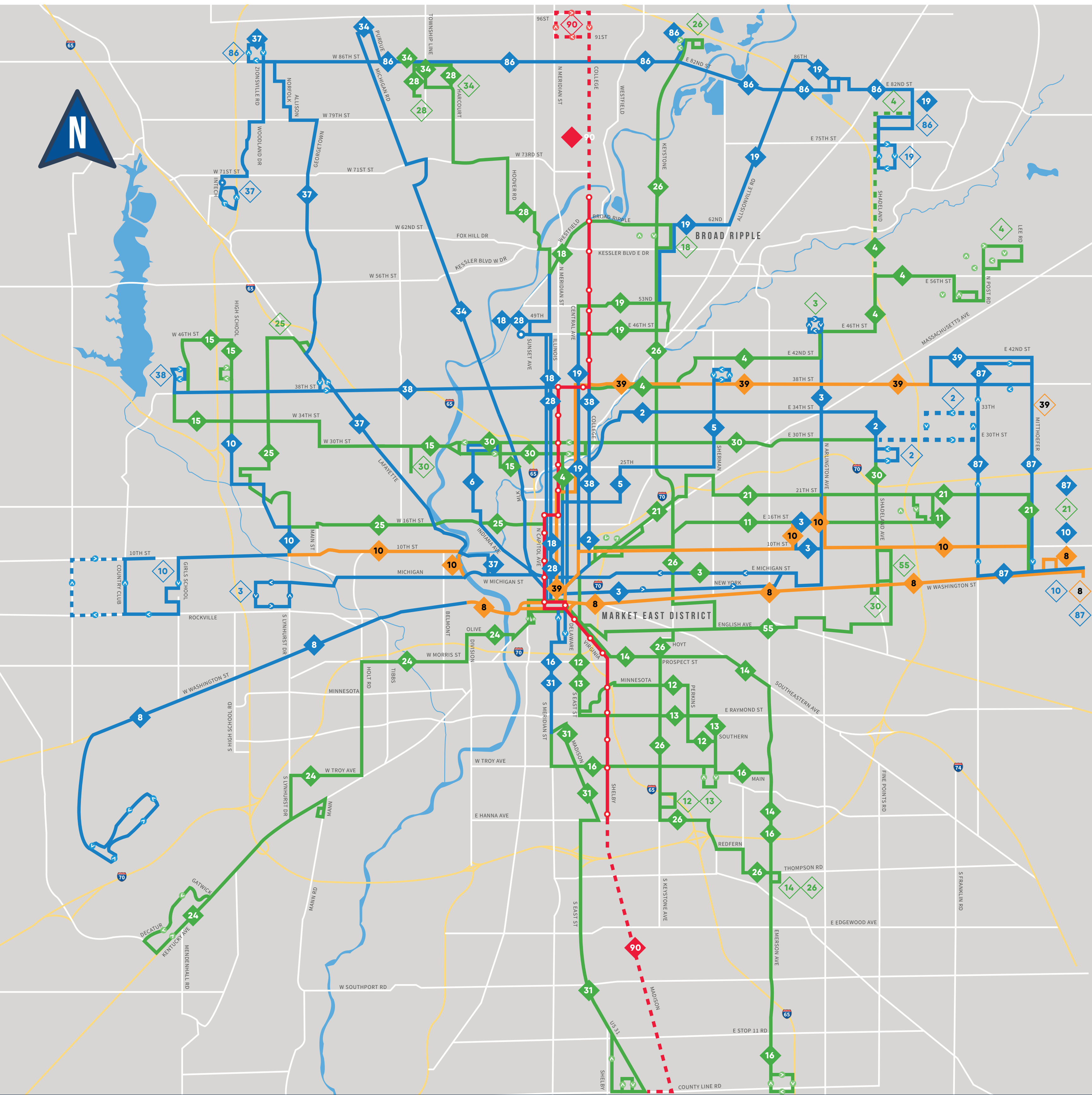


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## **Appendix B:**

### **IndyGo Transit Routes**





# LEGEND

- RED LINE
- 15 MINUTE FREQUENCY
- 30 MINUTE FREQUENCY
- 60 MINUTE FREQUENCY
- RED LINE STATION

24 ROUTE NUMBER



IndyGo<sup>SM</sup>



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## **Appendix C:**

### **Environmental Justice Analysis Area Demographic Information**



**Legend:**

## Your Selections

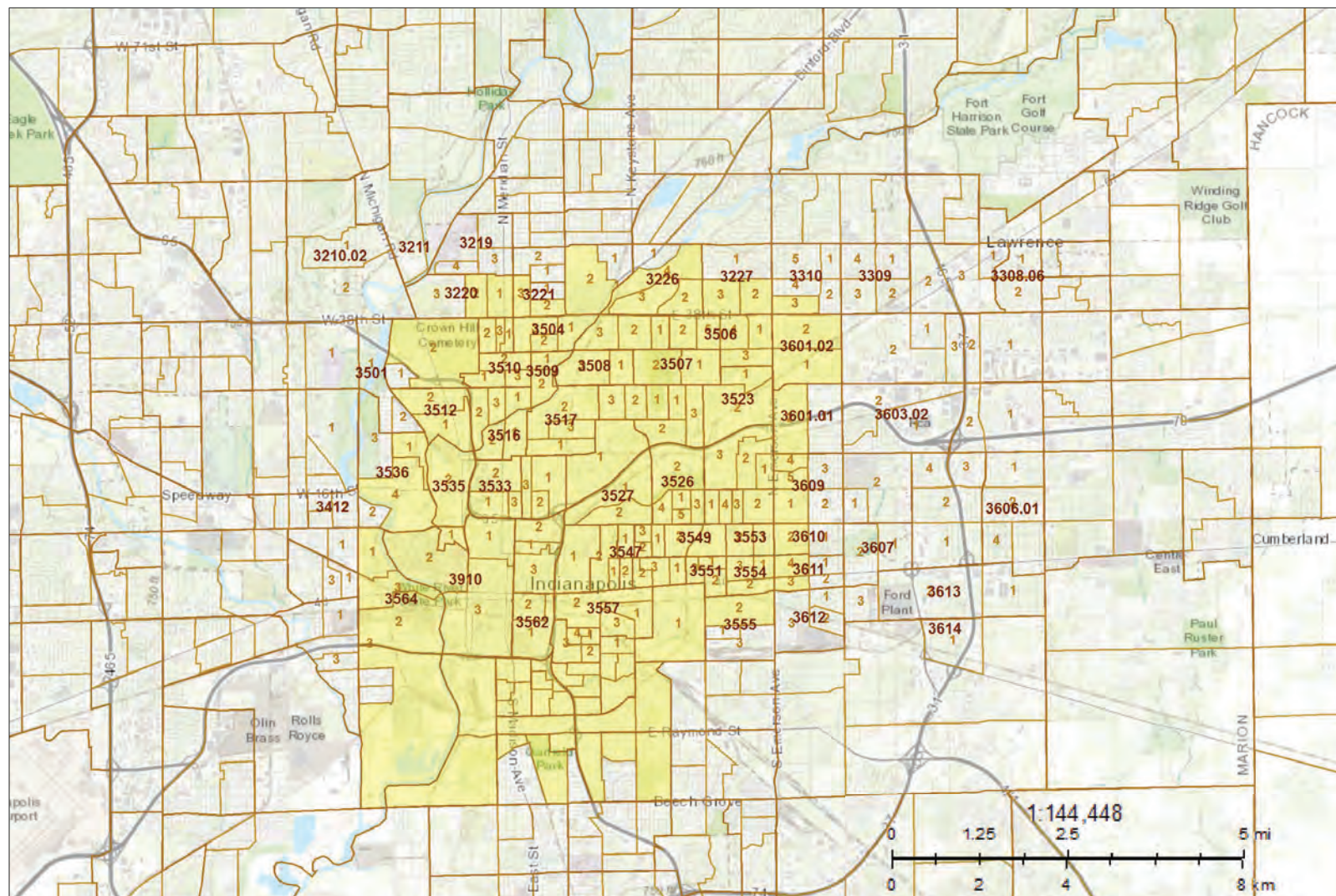
- 2017 boundaries were used to map 'Your Selections'

## Selection Results

No Legend

## 2017 Boundaries

- ☐ Census Tract
- ☐ Block Group



## North Split Project

### Low-Income Population Analysis

Table B17021 - POVERTY STATUS OF INDIVIDUALS IN THE PAST 12 MONTHS BY LIVING ARRANGEMENT

Source: U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates

Geography	Total Population for Whom Poverty Status is Determined	Income in the Past 12 Months Below Poverty Level	Percent Low-Income Population	Elevated Concentration?
Marion County	920,904	182,317	19.8%	
City of Indianapolis (COC)	835,405	167,666	20.1%	
<i>Threshold Concentration</i>	-	-	25.1%	
EJ Analysis Area Block Groups	138,891	45,796	33.0%	
180973220001	1,055	122	11.6%	No
180973220002	1,110	221	19.9%	No
180973221002	1,175	394	33.5%	Yes
180973221003	663	23	3.5%	No
180973225002	868	272	31.3%	Yes
180973226002	1,487	818	55.0%	Yes
180973226003	1,379	948	68.7%	Yes
180973226004	564	26	4.6%	No
180973227002	378	63	16.7%	No
180973227003	791	198	25.0%	No
180973310003	323	43	13.3%	No
180973503001	807	441	54.6%	Yes
180973503002	810	374	46.2%	Yes
180973503003	760	218	28.7%	Yes
180973504001	987	275	27.9%	Yes
180973504002	691	241	34.9%	Yes
180973504003	1,034	199	19.2%	No
180973505001	427	297	69.6%	Yes
180973505002	1,004	385	38.3%	Yes
180973505003	758	147	19.4%	No
180973506001	545	124	22.8%	No
180973506002	1,073	433	40.4%	Yes
180973506003	1,000	169	16.9%	No
180973506004	736	207	28.1%	Yes
180973506005	681	308	45.2%	Yes
180973507001	690	371	53.8%	Yes
180973507002	659	128	19.4%	No
180973508001	1,114	592	53.1%	Yes
180973508002	912	421	46.2%	Yes
180973509001	590	110	18.6%	No
180973509002	925	140	15.1%	No
180973510001	782	459	58.7%	Yes
180973510002	852	341	40.0%	Yes
180973510003	669	270	40.4%	Yes
180973512001	948	376	39.7%	Yes
180973512002	1,439	832	57.8%	Yes
180973515001	800	203	25.4%	Yes
180973515002	705	254	36.0%	Yes
180973515003	209	47	22.5%	No
180973516001	1,586	125	7.9%	No
180973516002	746	201	26.9%	Yes
180973517001	1,021	415	40.6%	Yes
180973517002	1,033	281	27.2%	Yes

## North Split Project

### Low-Income Population Analysis

Table B17021 - POVERTY STATUS OF INDIVIDUALS IN THE PAST 12 MONTHS BY LIVING ARRANGEMENT

Source: U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates

Geography	Total Population for Whom Poverty Status is Determined	Income in the Past 12 Months Below Poverty Level	Percent Low-Income Population	Elevated Concentration?
180973517003	549	241	43.9%	Yes
180973519001	659	221	33.5%	Yes
180973519002	616	102	16.6%	No
180973519003	1,204	385	32.0%	Yes
180973521001	600	271	45.2%	Yes
180973521002	762	323	42.4%	Yes
180973521003	585	178	30.4%	Yes
180973523001	607	238	39.2%	Yes
180973523002	559	238	42.6%	Yes
180973524001	944	98	10.4%	No
180973524002	1,481	505	34.1%	Yes
180973524003	530	200	37.7%	Yes
180973525001	506	244	48.2%	Yes
180973525002	1,184	182	15.4%	No
180973525003	475	90	18.9%	No
180973525004	650	147	22.6%	No
180973526001	781	320	41.0%	Yes
180973526002	918	656	71.5%	Yes
180973526003	718	330	46.0%	Yes
180973526004	691	255	36.9%	Yes
180973526005	252	37	14.7%	No
180973527001	857	459	53.6%	Yes
180973527002	1,658	474	28.6%	Yes
180973528001	1,043	270	25.9%	Yes
180973533001	810	302	37.3%	Yes
180973533002	739	161	21.8%	No
180973533003	881	231	26.2%	Yes
180973535001	1,324	575	43.4%	Yes
180973535002	1,182	563	47.6%	Yes
180973536001	577	73	12.7%	No
180973536004	726	492	67.8%	Yes
180973542001	1,016	101	9.9%	No
180973542002	1,501	445	29.6%	Yes
180973542003	3,625	1,079	29.8%	Yes
180973544001	1,430	257	18.0%	No
180973545001	412	167	40.5%	Yes
180973545002	1,780	388	21.8%	No
180973547001	961	177	18.4%	No
180973547002	535	237	44.3%	Yes
180973548001	754	403	53.4%	Yes
180973548002	394	226	57.4%	Yes
180973548003	325	91	28.0%	Yes
180973549001	1,091	446	40.9%	Yes
180973549002	1,688	707	41.9%	Yes
180973550001	456	97	21.3%	No
180973550002	912	535	58.7%	Yes
180973550003	905	361	39.9%	Yes

## North Split Project

### Low-Income Population Analysis

Table B17021 - POVERTY STATUS OF INDIVIDUALS IN THE PAST 12 MONTHS BY LIVING ARRANGEMENT

Source: U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates

Geography	Total Population for Whom Poverty Status is Determined	Income in the Past 12 Months Below Poverty Level	Percent Low-Income Population	Elevated Concentration?
180973551001	795	554	69.7%	Yes
180973551002	568	234	41.2%	Yes
180973551003	431	131	30.4%	Yes
180973553001	1,177	56	4.8%	No
180973553002	1,096	343	31.3%	Yes
180973554001	961	217	22.6%	No
180973554002	827	372	45.0%	Yes
180973554003	1,024	346	33.8%	Yes
180973556001	1,876	743	39.6%	Yes
180973557001	764	229	30.0%	Yes
180973557002	505	310	61.4%	Yes
180973557003	982	475	48.4%	Yes
180973559001	589	146	24.8%	No
180973559002	417	126	30.2%	Yes
180973559003	743	282	38.0%	Yes
180973559004	471	197	41.8%	Yes
180973562001	1,048	82	7.8%	No
180973562002	439	50	11.4%	No
180973564001	1,675	731	43.6%	Yes
180973564002	1,406	456	32.4%	Yes
180973564003	929	257	27.7%	Yes
180973569001	875	305	34.9%	Yes
180973569002	746	167	22.4%	No
180973569003	586	96	16.4%	No
180973569004	454	124	27.3%	Yes
180973570001	432	92	21.3%	No
180973570002	984	507	51.5%	Yes
180973570003	546	169	31.0%	Yes
180973570004	521	249	47.8%	Yes
180973571001	429	45	10.5%	No
180973571002	404	115	28.5%	Yes
180973571003	358	114	31.8%	Yes
180973571004	753	138	18.3%	No
180973572001	667	291	43.6%	Yes
180973572002	363	119	32.8%	Yes
180973572003	646	148	22.9%	No
180973572004	883	380	43.0%	Yes
180973573001	1,194	544	45.6%	Yes
180973573002	843	388	46.0%	Yes
180973576001	2,076	532	25.6%	Yes
180973576003	1,347	293	21.8%	No
180973576004	1,869	751	40.2%	Yes
180973578001	781	251	32.1%	Yes
180973578002	917	183	20.0%	No
180973579001	1,149	115	10.0%	No
180973579004	409	75	18.3%	No
180973580001	583	168	28.8%	Yes



## North Split Project

### Low-Income Population Analysis

Table B17021 - POVERTY STATUS OF INDIVIDUALS IN THE PAST 12 MONTHS BY LIVING ARRANGEMENT

Source: U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates

Geography	Total Population for Whom Poverty Status is Determined	Income in the Past 12 Months Below Poverty Level	Percent Low-Income Population	Elevated Concentration?
180973580002	996	187	18.8%	No
180973581003	1,170	215	18.4%	No
180973601012	908	318	35.0%	Yes
180973601021	1,177	932	79.2%	Yes
180973601022	1,190	393	33.0%	Yes
180973609001	1,172	302	25.8%	Yes
180973609004	535	93	17.4%	No
180973609005	393	154	39.2%	Yes
180973610002	1,045	54	5.2%	No
180973611003	790	404	51.1%	Yes
180973611004	856	54	6.3%	No
180973905002	1,786	681	38.1%	Yes
180973909001	1,354	390	28.8%	Yes
180973909002	597	15	2.5%	No
180973909003	633	31	4.9%	No
180973910001	2,413	643	26.6%	Yes
180973910002	378	203	53.7%	Yes
180973910003	2,321	941	40.5%	Yes

Notes:

Data reflects population for whom poverty status is determined.

Threshold concentration = 1.25 \* COC concentration

## North Split Project

### Minority Population Analysis

Table B03002 - HISPANIC OR LATINO ORIGIN BY RACE

Source: U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates

Geography	Total Population	Population Not Hispanic or Latino - White Alone	Population Non-White / Minority	Percent Minority Population	Elevated Concentration?
Marion County	939,964	532,896	407,068	43.3%	
City of Indianapolis (COC)	853,431	477,245	376,186	44.1%	
Threshold Concentration	-	-	-	50.0%	
EJ Analysis Area Block Groups	144,794	69,344	75,450	52.1%	
180973220001	1,055	760	295	28.0%	No
180973220002	1,110	220	890	80.2%	Yes
180973221002	1,175	342	833	70.9%	Yes
180973221003	663	594	69	10.4%	No
180973225002	919	279	640	69.6%	Yes
180973226002	1,487	-	1,487	100.0%	Yes
180973226003	1,379	18	1,361	98.7%	Yes
180973226004	564	60	504	89.4%	Yes
180973227002	409	45	364	89.0%	Yes
180973227003	791	113	678	85.7%	Yes
180973310003	323	-	323	100.0%	Yes
180973503001	807	272	535	66.3%	Yes
180973503002	810	73	737	91.0%	Yes
180973503003	760	220	540	71.1%	Yes
180973504001	987	343	644	65.2%	Yes
180973504002	691	120	571	82.6%	Yes
180973504003	1,175	309	866	73.7%	Yes
180973505001	427	14	413	96.7%	Yes
180973505002	1,004	-	1,004	100.0%	Yes
180973505003	765	21	744	97.3%	Yes
180973506001	545	106	439	80.6%	Yes
180973506002	1,073	41	1,032	96.2%	Yes
180973506003	1,000	22	978	97.8%	Yes
180973506004	736	10	726	98.6%	Yes
180973506005	681	69	612	89.9%	Yes
180973507001	742	21	721	97.2%	Yes
180973507002	659	-	659	100.0%	Yes
180973508001	1,119	9	1,110	99.2%	Yes
180973508002	941	42	899	95.5%	Yes
180973509001	590	202	388	65.8%	Yes
180973509002	925	251	674	72.9%	Yes
180973510001	782	72	710	90.8%	Yes
180973510002	852	225	627	73.6%	Yes
180973510003	669	345	324	48.4%	No
180973512001	948	53	895	94.4%	Yes
180973512002	1,448	17	1,431	98.8%	Yes
180973515001	800	330	470	58.8%	Yes
180973515002	746	93	653	87.5%	Yes
180973515003	226	30	196	86.7%	Yes
180973516001	1,591	1,204	387	24.3%	No
180973516002	746	238	508	68.1%	Yes
180973517001	1,031	285	746	72.4%	Yes
180973517002	1,034	500	534	51.6%	Yes
180973517003	549	41	508	92.5%	Yes
180973519001	664	5	659	99.2%	Yes
180973519002	616	18	598	97.1%	Yes
180973519003	1,204	57	1,147	95.3%	Yes
180973521001	600	41	559	93.2%	Yes
180973521002	873	77	796	91.2%	Yes
180973521003	585	75	510	87.2%	Yes
180973523001	607	95	512	84.3%	Yes
180973523002	559	61	498	89.1%	Yes
180973524001	944	554	390	41.3%	No
180973524002	1,502	697	805	53.6%	Yes
180973524003	530	423	107	20.2%	No

**North Split Project**  
**Minority Population Analysis**

Table B03002 - HISPANIC OR LATINO ORIGIN BY RACE

Source: U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates

Geography	Total Population	Population Not Hispanic or Latino - White Alone	Population Non-White / Minority	Percent Minority Population	Elevated Concentration?
180973525001	506	246	260	51.4%	Yes
180973525002	1,184	1,023	161	13.6%	No
180973525003	475	413	62	13.1%	No
180973525004	650	353	297	45.7%	No
180973526001	781	469	312	39.9%	No
180973526002	972	283	689	70.9%	Yes
180973526003	718	218	500	69.6%	Yes
180973526004	691	348	343	49.6%	No
180973526005	252	75	177	70.2%	Yes
180973527001	869	631	238	27.4%	No
180973527002	1,662	915	747	44.9%	No
180973528001	1,048	136	912	87.0%	Yes
180973533001	810	510	300	37.0%	No
180973533002	866	585	281	32.4%	No
180973533003	979	711	268	27.4%	No
180973535001	1,324	812	512	38.7%	No
180973535002	1,190	279	911	76.6%	Yes
180973536001	577	12	565	97.9%	Yes
180973536004	729	345	384	52.7%	Yes
180973542001	1,016	755	261	25.7%	No
180973542002	1,501	1,059	442	29.4%	No
180973542003	4,868	2,977	1,891	38.8%	No
180973544001	1,430	1,049	381	26.6%	No
180973545001	636	354	282	44.3%	No
180973545002	1,818	1,412	406	22.3%	No
180973547001	961	321	640	66.6%	Yes
180973547002	535	201	334	62.4%	Yes
180973548001	754	269	485	64.3%	Yes
180973548002	394	53	341	86.5%	Yes
180973548003	325	205	120	36.9%	No
180973549001	1,091	551	540	49.5%	No
180973549002	1,693	652	1,041	61.5%	Yes
180973550001	456	282	174	38.2%	No
180973550002	937	286	651	69.5%	Yes
180973550003	905	539	366	40.4%	No
180973551001	795	210	585	73.6%	Yes
180973551002	568	303	265	46.7%	No
180973551003	431	237	194	45.0%	No
180973553001	1,177	944	233	19.8%	No
180973553002	1,096	744	352	32.1%	No
180973554001	976	541	435	44.6%	No
180973554002	827	280	547	66.1%	Yes
180973554003	1,024	805	219	21.4%	No
180973556001	1,876	1,028	848	45.2%	No
180973557001	771	470	301	39.0%	No
180973557002	519	360	159	30.6%	No
180973557003	982	768	214	21.8%	No
180973559001	589	437	152	25.8%	No
180973559002	417	391	26	6.2%	No
180973559003	748	571	177	23.7%	No
180973559004	471	377	94	20.0%	No
180973562001	1,048	832	216	20.6%	No
180973562002	2,799	1,215	1,584	56.6%	Yes
180973564001	1,675	807	868	51.8%	Yes
180973564002	1,422	1,124	298	21.0%	No
180973564003	929	405	524	56.4%	Yes
180973569001	875	766	109	12.5%	No
180973569002	765	503	262	34.2%	No

## North Split Project

### Minority Population Analysis

Table B03002 - HISPANIC OR LATINO ORIGIN BY RACE

Source: U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates

Geography	Total Population	Population Not Hispanic or Latino - White Alone	Population Non-White / Minority	Percent Minority Population	Elevated Concentration?
180973569003	628	368	260	41.4%	No
180973569004	454	407	47	10.4%	No
180973570001	432	392	40	9.3%	No
180973570002	984	914	70	7.1%	No
180973570003	546	472	74	13.6%	No
180973570004	521	242	279	53.6%	Yes
180973571001	429	288	141	32.9%	No
180973571002	518	301	217	41.9%	No
180973571003	358	227	131	36.6%	No
180973571004	753	629	124	16.5%	No
180973572001	678	611	67	9.9%	No
180973572002	363	320	43	11.8%	No
180973572003	646	585	61	9.4%	No
180973572004	883	698	185	21.0%	No
180973573001	1,201	889	312	26.0%	No
180973573002	850	290	560	65.9%	Yes
180973576001	2,190	1,016	1,174	53.6%	Yes
180973576003	1,347	972	375	27.8%	No
180973576004	1,887	1,123	764	40.5%	No
180973578001	781	718	63	8.1%	No
180973578002	917	769	148	16.1%	No
180973579001	1,149	1,074	75	6.5%	No
180973579004	409	326	83	20.3%	No
180973580001	625	410	215	34.4%	No
180973580002	999	667	332	33.2%	No
180973581003	1,170	938	232	19.8%	No
180973601012	908	256	652	71.8%	Yes
180973601021	1,196	162	1,034	86.5%	Yes
180973601022	1,190	73	1,117	93.9%	Yes
180973609001	1,172	1,026	146	12.5%	No
180973609004	535	345	190	35.5%	No
180973609005	393	319	74	18.8%	No
180973610002	1,045	1,005	40	3.8%	No
180973611003	799	453	346	43.3%	No
180973611004	864	819	45	5.2%	No
180973905002	1,786	329	1,457	81.6%	Yes
180973909001	1,354	422	932	68.8%	Yes
180973909002	597	419	178	29.8%	No
180973909003	642	497	145	22.6%	No
180973910001	2,593	1,996	597	23.0%	No
180973910002	729	471	258	35.4%	No
180973910003	2,472	1,547	925	37.4%	No

Notes:

Threshold concentration = 1.25 \* COC concentration or 50 percent, whichever is less

## North Split Project

### Limited English Proficiency Population Analysis

Table B16004 - AGE BY LANGUAGE SPOKEN AT HOME BY ABILITY TO SPEAK ENGLISH FOR THE POPULATION 5 YEARS AND OVER  
Source: U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates

Geography	Total Population	Speak English "Not Well" or "Not At All"	Percent Limited English Proficiency (LEP)	Elevated Concentration?
Marion County	870,560	30,794	3.5%	
City of Indianapolis (COC)	790,417	27,987	3.5%	
<i>Threshold Concentration</i>	-	-	4.4%	
EJ Analysis Area Block Groups	135,260	2,944	2.2%	
180973220001	1,006	-	0.0%	No
180973220002	1,079	-	0.0%	No
180973221002	1,031	8	0.8%	No
180973221003	613	-	0.0%	No
180973225002	869	31	3.6%	No
180973226002	1,193	-	0.0%	No
180973226003	1,182	-	0.0%	No
180973226004	551	-	0.0%	No
180973227002	378	-	0.0%	No
180973227003	765	6	0.8%	No
180973310003	323	-	0.0%	No
180973503001	694	-	0.0%	No
180973503002	773	-	0.0%	No
180973503003	760	-	0.0%	No
180973504001	885	8	0.9%	No
180973504002	662	89	13.4%	Yes
180973504003	1,151	-	0.0%	No
180973505001	427	-	0.0%	No
180973505002	951	66	6.9%	Yes
180973505003	729	55	7.5%	Yes
180973506001	545	26	4.8%	Yes
180973506002	1,007	-	0.0%	No
180973506003	937	-	0.0%	No
180973506004	725	53	7.3%	Yes
180973506005	681	-	0.0%	No
180973507001	660	19	2.9%	No
180973507002	639	-	0.0%	No
180973508001	919	5	0.5%	No
180973508002	929	35	3.8%	No
180973509001	566	-	0.0%	No
180973509002	852	-	0.0%	No
180973510001	765	-	0.0%	No
180973510002	783	-	0.0%	No
180973510003	634	-	0.0%	No
180973512001	921	17	1.8%	No
180973512002	1,286	-	0.0%	No
180973515001	800	4	0.5%	No
180973515002	689	-	0.0%	No
180973515003	209	-	0.0%	No
180973516001	1,446	-	0.0%	No
180973516002	723	-	0.0%	No
180973517001	907	-	0.0%	No
180973517002	988	-	0.0%	No

## North Split Project

### Limited English Proficiency Population Analysis

Table B16004 - AGE BY LANGUAGE SPOKEN AT HOME BY ABILITY TO SPEAK ENGLISH FOR THE POPULATION 5 YEARS AND OVER  
Source: U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates

Geography	Total Population	Speak English "Not Well" or "Not At All"	Percent Limited English Proficiency (LEP)	Elevated Concentration?
180973517003	472	-	0.0%	No
180973519001	620	19	3.1%	No
180973519002	616	20	3.2%	No
180973519003	1,122	-	0.0%	No
180973521001	494	-	0.0%	No
180973521002	855	11	1.3%	No
180973521003	569	23	4.0%	No
180973523001	607	-	0.0%	No
180973523002	502	-	0.0%	No
180973524001	888	98	11.0%	Yes
180973524002	1,398	-	0.0%	No
180973524003	468	-	0.0%	No
180973525001	489	24	4.9%	Yes
180973525002	1,121	4	0.4%	No
180973525003	435	-	0.0%	No
180973525004	607	-	0.0%	No
180973526001	757	-	0.0%	No
180973526002	816	56	6.9%	Yes
180973526003	690	71	10.3%	Yes
180973526004	658	53	8.1%	Yes
180973526005	212	15	7.1%	Yes
180973527001	787	-	0.0%	No
180973527002	1,557	54	3.5%	No
180973528001	1,008	-	0.0%	No
180973533001	802	9	1.1%	No
180973533002	866	-	0.0%	No
180973533003	967	-	0.0%	No
180973535001	1,286	36	2.8%	No
180973535002	1,163	-	0.0%	No
180973536001	539	49	9.1%	Yes
180973536004	682	10	1.5%	No
180973542001	1,016	-	0.0%	No
180973542002	1,501	8	0.5%	No
180973542003	4,720	16	0.3%	No
180973544001	1,362	-	0.0%	No
180973545001	619	-	0.0%	No
180973545002	1,731	59	3.4%	No
180973547001	899	24	2.7%	No
180973547002	530	106	20.0%	Yes
180973548001	726	25	3.4%	No
180973548002	333	25	7.5%	Yes
180973548003	318	21	6.6%	Yes
180973549001	1,018	82	8.1%	Yes
180973549002	1,499	88	5.9%	Yes
180973550001	405	12	3.0%	No
180973550002	845	38	4.5%	Yes
180973550003	871	79	9.1%	Yes



## North Split Project

### Limited English Proficiency Population Analysis

Table B16004 - AGE BY LANGUAGE SPOKEN AT HOME BY ABILITY TO SPEAK ENGLISH FOR THE POPULATION 5 YEARS AND OVER  
Source: U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates

Geography	Total Population	Speak English "Not Well" or "Not At All"	Percent Limited English Proficiency (LEP)	Elevated Concentration?
180973551001	759	41	5.4%	Yes
180973551002	537	27	5.0%	Yes
180973551003	377	10	2.7%	No
180973553001	1,132	17	1.5%	No
180973553002	1,028	15	1.5%	No
180973554001	922	-	0.0%	No
180973554002	741	33	4.5%	Yes
180973554003	1,015	-	0.0%	No
180973556001	1,715	154	9.0%	Yes
180973557001	694	79	11.4%	Yes
180973557002	468	-	0.0%	No
180973557003	870	47	5.4%	Yes
180973559001	520	38	7.3%	Yes
180973559002	403	-	0.0%	No
180973559003	680	-	0.0%	No
180973559004	443	5	1.1%	No
180973562001	994	-	0.0%	No
180973562002	2,799	90	3.2%	No
180973564001	1,535	72	4.7%	Yes
180973564002	1,314	38	2.9%	No
180973564003	830	75	9.0%	Yes
180973569001	724	-	0.0%	No
180973569002	659	50	7.6%	Yes
180973569003	603	59	9.8%	Yes
180973569004	406	-	0.0%	No
180973570001	407	-	0.0%	No
180973570002	948	9	0.9%	No
180973570003	510	-	0.0%	No
180973570004	395	-	0.0%	No
180973571001	412	12	2.9%	No
180973571002	515	11	2.1%	No
180973571003	338	42	12.4%	Yes
180973571004	676	-	0.0%	No
180973572001	590	-	0.0%	No
180973572002	334	-	0.0%	No
180973572003	578	8	1.4%	No
180973572004	755	42	5.6%	Yes
180973573001	1,038	36	3.5%	No
180973573002	715	-	0.0%	No
180973576001	1,917	-	0.0%	No
180973576003	1,310	94	7.2%	Yes
180973576004	1,679	57	3.4%	No
180973578001	766	-	0.0%	No
180973578002	845	-	0.0%	No
180973579001	1,132	-	0.0%	No
180973579004	385	-	0.0%	No
180973580001	609	-	0.0%	No

## North Split Project

### Limited English Proficiency Population Analysis

Table B16004 - AGE BY LANGUAGE SPOKEN AT HOME BY ABILITY TO SPEAK ENGLISH FOR THE POPULATION 5 YEARS AND OVER  
Source: U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates

Geography	Total Population	Speak English "Not Well" or "Not At All"	Percent Limited English Proficiency (LEP)	Elevated Concentration?
180973580002	928	82	8.8%	Yes
180973581003	981	-	0.0%	No
180973601012	871	16	1.8%	No
180973601021	1,123	-	0.0%	No
180973601022	1,182	4	0.3%	No
180973609001	1,140	83	7.3%	Yes
180973609004	509	-	0.0%	No
180973609005	393	-	0.0%	No
180973610002	944	-	0.0%	No
180973611003	637	-	0.0%	No
180973611004	827	-	0.0%	No
180973905002	1,632	-	0.0%	No
180973909001	1,124	41	3.6%	No
180973909002	568	-	0.0%	No
180973909003	622	-	0.0%	No
180973910001	2,483	-	0.0%	No
180973910002	729	-	0.0%	No
180973910003	2,466	-	0.0%	No

Notes:

Data reflects population age 5 years and over.

Threshold concentration = 1.25 \* COC concentration



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## **Appendix D:**

### **Environmental Justice Working Group Members and Minutes**

**I-65/I-70 North Split Project Environmental Justice Working Group  
Invitation List - updated May 30, 2020**

Organization	Contact Name	Title	Email
<b>Government</b>			
City-County Council	Vop Osili	Council Member, District 11	<a href="mailto:voposili@gmail.com">voposili@gmail.com</a>
City-County Council	Zach Adamsom	Council Member, District 17	<a href="mailto:Zach@Adamsonforindy.com">Zach@Adamsonforindy.com</a>
Mayor's Neighborhood Advocate (Area #7)	Greg Garrett	Mayor's Advocate	<a href="mailto:gregory.garrett1@indy.gov">gregory.garrett1@indy.gov</a>
Mayor's Neighborhood Advocate (Area #8)	James Wells	Mayor's Advocate	<a href="mailto:james.wells2@indy.gov">james.wells2@indy.gov</a>
Indianapolis Office of Sustainability	Mo McReynolds	Community Engagement Manager	<a href="mailto:mo.mcreynolds@indy.gov">mo.mcreynolds@indy.gov</a>
Mayor's Neighborhood Advocate (Area #9)	Ike McCoy	Mayor's Advocate	<a href="mailto:isaac.mccoy@indy.gov">isaac.mccoy@indy.gov</a>
Mayor's Neighborhood Advocate (Area #10)	Fabio Yataco	Mayor's Advocate	<a href="mailto:fabio.yataco@indy.gov">fabio.yataco@indy.gov</a>
<b>Community and Advocacy Organizations</b>			
Marion County Alliance of Neighborhood Associations	Cathy Burton	President	<a href="mailto:burton@mcainindy.org">burton@mcainindy.org</a>
Health by Design	Kim Irwin	Executive Director	<a href="mailto:kirwin@hbdin.org">kirwin@hbdin.org</a>
United Way of Central Indiana	Sara VanSlambrook	Chief Impact Officer	<a href="mailto:sara.vanslambrook@uwci.org">sara.vanslambrook@uwci.org</a>
Local Initiatives Support Corporation of Indianapolis (LISC) Indianapolis	Tedd Grain	Deputy Director	<a href="mailto:tgrain@lisc.org">tgrain@lisc.org</a>
Greater Indianapolis NAACP	Denise-Adbul Rahman		<a href="mailto:darahman17@gmail.com">darahman17@gmail.com</a>
Black Expo	Alice Watson	VP of Operations and Project Management	<a href="mailto:awatson@indianablackexpo.com">awatson@indianablackexpo.com</a>



Indianapolis Urban League	Tony Mason	President and CEO	<a href="mailto:tmason@indplsul.org">tmason@indplsul.org</a>
Indianapolis Urban League	Mark Russell	Director of Advocacy & Family Services	<a href="mailto:mrussell">mrussell</a>
AARP Indiana	Mandla Moyo	Director of Community Engagement	<a href="mailto:MMoyo@aarp.org">MMoyo@aarp.org</a>
Indiana Association of Area Agencies on Aging	Kristen LaEace	CEO	<a href="mailto:klaeace@iaaaa.org">klaeace@iaaaa.org</a>
CICOA Aging and In-Home Solutions	Tauhric Brown	President and CEO	<a href="mailto:tbrown@cicoa.org">tbrown@cicoa.org</a>
Near Eastside Community Organization	Satchuel Cole	President	<a href="mailto:nescopresident@gmail.com">nescopresident@gmail.com</a>
John H. Boner Community Center	James Taylor	CEO	<a href="mailto:jtaylor@jbncenters.org">jtaylor@jbncenters.org</a>
	Melissa Benton	Community Development Officer	<a href="mailto:mbenton@jbncenters.org">mbenton@jbncenters.org</a>
Keep Indianapolis Beautiful	Ashley Haynes	Marketing Director	<a href="mailto:ahaynes@kibi.org">ahaynes@kibi.org</a>
Westminster Neighborhood Services	Chrissy Petersen	Executive Director	<a href="mailto:cpetersen@westmin.org">cpetersen@westmin.org</a>
Kheprw Institute	Imhotep Adisa		<a href="mailto:iadisa@kheprw.org">iadisa@kheprw.org</a>
<b>Transit</b>			
IndyGo	Bryan Luellen		<a href="mailto:bluellen@indygo.net">bluellen@indygo.net</a>
Central Indiana Regional Transportation Authority	DeAndre Rhodes	Mobility Manager	<a href="mailto:drhodes@cirta.us">drhodes@cirta.us</a>
<b>Limited English Proficiency (LEP) Organizations</b>			
The Indiana Latino Institute	Marlene Dotson	President and CEO	<a href="mailto:mdotson@indianalatinoinstitute.org">mdotson@indianalatinoinstitute.org</a>
Immigrants and Language Rights Center (Indiana Legal Services Inc.)	Jon Laramore	Executive Director	<a href="mailto:ILRC.Hotline@ilsi.net">ILRC.Hotline@ilsi.net</a>
La Plaza	Miriam Acevedo Davis	President and CEO	<a href="mailto:miriam@laplaza-indy.org">miriam@laplaza-indy.org</a>

Vedia Global	Felix Medina		<a href="mailto:felix@vediaglobalservices.com">felix@vediaglobalservices.com</a>
<b>Churches/Religious Institutions</b>			
Metropolitan Baptist Center	Rev. Tom Polak	Pastor/Director	<a href="mailto:mbc_952@yahoo.com">mbc_952@yahoo.com</a>
Catholic Charities - Indianapolis Office	David J. Bethuram	Executive Director	<a href="mailto:dbethuram@archindy.org">dbethuram@archindy.org</a>
Neighborhood Christian Legal Clinic	Christopher Purnell	Executive Director	<a href="mailto:contactus@nclegalclinic.org">contactus@nclegalclinic.org</a>
Indianapolis' Concerned Clergy/Purpose of Life Ministries	David Greene	President/Senior Pastor	<a href="mailto:dgreene@purposeoflifeministries.com">dgreene@purposeoflifeministries.com</a>
<b>Housing/Neighborhoods</b>			
Indianapolis Housing Agency	Rufus "Bud" Myers	Executive Director	<a href="mailto:bmyers@indyhousing.org">bmyers@indyhousing.org</a>
Indianapolis Neighborhood Housing Partnership	Moira Carlstedt	President and CEO	<a href="mailto:mcarls@inhp.org">mcarls@inhp.org</a>
Willard Park of Holy Cross-Westminster Civic Alliance	Christian Mosburg	President, Board of Directors	<a href="mailto:willardparkhcw@gmail.com">willardparkhcw@gmail.com</a>
King Park Development Corporation	Steven Meyer	Executive Director	<a href="mailto:smeyer@kingpark.org">smeyer@kingpark.org</a>
Windsor Park Neighborhood Association	Burns Gutzwiller	Resident	<a href="mailto:burnsgutzwiller@gmail.com">burnsgutzwiller@gmail.com</a>
Fletcher Place Neighborhood	Glenn Blackwood	Resident	<a href="mailto:glennblackwood@gmail.com">glennblackwood@gmail.com</a>
Ransom Place Neighborhood	Paula Brooks	Resident	<a href="mailto:haizlip@gmail.com">haizlip@gmail.com</a>
<b>Food Pantries/Shelters/Assistance Programs</b>			
Gleaners Food Bank of Indiana	Kathy Hahn Keiner	Chief Programs & Community Collaborations Officer	<a href="mailto:khahnkeiner@gleaners.org">khahnkeiner@gleaners.org</a>
Second Helpings	Jennifer Vigran	Chief Executive Officer	<a href="mailto:jennifer@secondhelpings.org">jennifer@secondhelpings.org</a>

Wheeler Mission	Richard "Rick" Alvis	President/CEO	<a href="mailto:rickalvis@wmm.org">rickalvis@wmm.org</a>
	Cal Nelson	Chief Program Officer	<a href="mailto:calnelson@wmm.org">calnelson@wmm.org</a>
Dayspring Center	Lori E. Casson	Executive Director	<a href="mailto:lori@dayspringindy.org">lori@dayspringindy.org</a>
Low Income Home Energy Assistance Program (Indiana Housing and Community Development Authority)	Jacob Sipe	Executive Director of IHCD	<a href="mailto:jsipe@ihcda.in.gov">jsipe@ihcda.in.gov</a>
Horizon House	Teresa Wessel	Executive Director	<a href="mailto:teresaw@horizonhouse.cc">teresaw@horizonhouse.cc</a>
Community Action of Greater Indianapolis	Terrence White and Cynthia Taylor	Co-Executive Directors	
<b>Schools</b>			
The Oaks Academy	Andrew N. Hart	Chief Executive Officer	<a href="mailto:ahart@theoaksacademy.org">ahart@theoaksacademy.org</a>
Indianapolis Public Schools (IPS)	Kristian Stricklen	Public Information Officer	<a href="mailto:stricklenk@myips.org">stricklenk@myips.org</a>
<b>Hispanic Media</b>			
La Voz de Indiana	Liliana Hamnik Parodi	CEO, President & Founder	<a href="mailto:voz2@cs.com">voz2@cs.com</a>



## MEETING SUMMARY

**Date:** May 10, 2018  
**Time:** 3:00 – 4:30 p.m.  
**Meeting:** Environmental Justice Meeting #1  
**Location:** Indianapolis Urban League

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*\*Complete attendee list begins on page 4.*

### 1. Introductions

Kia Gillette from HNTB started the meeting by thanking everyone for joining. Environmental Justice (EJ) representatives and Project Team members went around the room and introduced themselves.

### 2. System-Level Analysis Overview (see attached presentation)

Kia Gillette and John Myers, also from HNTB, walked attendees through a presentation that overviewed the needs of the project, the Environmental Assessment (EA) and the System-Level Analysis.

The Project Team then opened the Q&A portion of the meeting.

### 3. Questions (Q) and Answers (A)

#### **(Q) Did the team look at future traffic demands?**

(A) For the System-Level Analysis, only existing traffic conditions were analyzed. The North Split EA will also consider forecasted traffic.

#### **(Q) Is there more time available than only 2-4 years? If not, what is driving the urgency?**

(A) The North Split interchange is heavily traveled and was built 40 to 50 years ago. The bridges continue to deteriorate within the project area and this is driving the urgency. In addition, crash levels are above the statewide average for urban interstates. It will take two full years for the environmental review and alternatives development process. Approaching the entire system would take a lot longer than two years. The environmental process for the North Split project will engage the community to get input on the alternatives.



**(Q) How long is the public comment period?**

(A) The public comment period for the System-Level Analysis is through June 7. There will be several public comment periods during the National Environmental Policy Act (NEPA) process for the North Split interchange. The NEPA process will last until early 2020.

**(Q) What is the construction timing for the North Split project?**

(A) Exact timing is currently unknown, but construction is anticipated to start in 2020. The NEPA process includes meeting with the Community Advisory Committee (CAC), EJ Working Group, and other organizations and agencies to present the alternatives and gather feedback.

**(Q) Will there be multiple design options just for the North Split?**

(A) Yes.

**(Q) Timing is a concern for residents and that initial input now and more public input later feels like “lipstick on a pig.” Has a decision been made or, if not, when will the decision be made for the North Split interchange project?**

(A) A decision has not yet been made. Construction could be minimal or it could be substantial. Alternatives will be presented and the public will be engaged throughout the study.

**(Q) Who makes the ultimate decision and would there be any chance to change that decision?**

(A) There is no public vote, but the Indiana Department of Transportation (INDOT) and the Federal Highway Administration (FHWA) will consider public input before making a decision.

**(Q) Why there is no research on economic development or impacts to neighborhoods in the System-Level Analysis?**

(A) Impacts are discussed in the System-Level Analysis but at a high level of detail. The focus of the System-Level Analysis was on traffic because it’s fundamental, along with overall impacts and costs. It was never INDOT’s intent to get all the answers through this study, but it is a good start. Someone could take the study further and investigate those items.

#### **4. Overview of Environmental Justice**

Erin Pipkin of Compass Outreach Solutions presented an overview of EJ and the NEPA process (see attached slide deck)

- Overview of EJ – Is the project fair to all populations?
- EJ’s role in NEPA process – Identify minority and low-income populations in project area; engage the public that represents EJ populations; identify impacts; and identify how to mitigate impacts.

- Title VI and EJ – Both are covered by the Civil Rights Act of 1964. It prohibits discrimination in programs and activities that are federally funded.
- EJ definitions and equity discussion – Both address minority populations, including race, color and national origin. EJ also includes low-income populations.
  - Minority populations:
    - Black or African American
    - Hispanic
    - Asian American
    - American Indian / Alaskan Native
    - Native Hawaiian / Pacific Islander
  - Low income:
    - Median household income at or below poverty guidelines
- Federal government seeks equity not equality. It ensures there is fairness in mobility and accessibility.
- Determining adverse effects – Look at potential impacts on human health, noise, community cohesion; access to community facilities; displacement of residents; traffic patterns. All will be documented in the Environmental Assessment.
- The EJ Working Group – This is a diverse group of engaged voices; representatives from the project area and surrounding communities. Want to identify additional groups that are currently not represented here.
- EJ outreach, role of committee – This group will be asked to provide guidance on how best to engage to EJ populations.
- Upcoming meetings and open houses – Next EJ Subcommittee meeting will be in late summer or early fall. There is a public open house scheduled for May 23 to present the System-Level Analysis.

## 5. Breakout Sessions and Roundtable Wrap-up

Each group met to discuss the EJ worksheet. A map was provided that showed the low-income and minority block groups as a reference.

- Additional organizations to consider for EJ Working Group:
 

<ul style="list-style-type: none"> <li>○ Department of Metropolitan Development</li> <li>○ St. Vincent Depaul</li> <li>○ Healthnet clinics</li> <li>○ Martin University</li> <li>○ Mexican Consulate</li> <li>○ Horizon House</li> <li>○ Community centers</li> <li>○ Homelessness Coalition</li> <li>○ Goodwill</li> <li>○ Edna Martin</li> <li>○ CICOA</li> <li>○ Ones that promote accessibility</li> <li>○ Community radio stations</li> <li>○ Gibson Plaza</li> </ul>	<ul style="list-style-type: none"> <li>○ Trader's Point Church</li> <li>○ Indy Recorder, Shannon Williams</li> <li>○ CDCs in area</li> <li>○ All Mayor's Neighborhood Advocates, including those outside the project area</li> <li>○ Quality of Life Summit</li> <li>○ NESCO</li> <li>○ Jordan Rodriguez, Latinos, largest foreign community in the city</li> <li>○ Small business associations</li> <li>○ Larry Williams</li> <li>○ Merchant's associations</li> <li>○ Arts Council</li> <li>○ City economic development</li> </ul>
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- Additional communication channels:
  - Church bulletins
  - Kroger
  - Village Pantries
  - Next Door app
  - Councilor Miller, city council county agendas, every week
  - Town halls
  - IMPD community Days, during the summer, large crowd from every area
  - Riley development organization
  - Transit advertising
  - Major employers
  - Festivals, Fiesta!
  - Mother's Day Celebration - radio station
  - Street Teams
  - Farmer's Market
  - State Fair
  - Urban Times

## 6. Adjourn

Meeting adjourned at 4:30 p.m. The next EJ Working Group meeting will be held summer or fall of 2018.

### Attendees:

Project Team	
Michelle Allen	FHWA
Andy Dietrick	INDOT
Kia Gillette	HNTB
Ali Herndandez	Borshoff
Laura Hilden	INDOT
Emily Kibling	Borshoff
Laura Morales	HNTB
John Myers	HNTB
Erin Pipkin	Compass Outreach Solutions
Seth Schickel	HNTB
Runfa Shi	INDOT
Ron Taylor	TSW


<b>EJ Working Group Members</b>	
Imhotep Adisa	Kherprw Institute
Alicia Baker	John H. Boner Community Center
Glenn Blackwood	Fletcher Place Neighborhood
Paula Brooks	Ransom Place Neighborhood
Anthony Burke Sr.	MCPHD/ACTS Environmental Services
Rob Evans	Indianapolis Neighborhood Housing Partnership
Margaret Frericks	Improving Kids' Environment (IKE)
David Greene	Indianapolis Concerned Clergy
Burns Gutzwiler	Windsor Park Neighborhood
Kathy Hahn	Gleaners Food Bank of Indiana
Olubunmi Ijose	Mayor's Neighborhood Advocate (Area #8)
Marjorie Kienle	Marion County Alliance of Neighborhood Associations
Kristen LaEace	Indiana Association of Area Agencies on Aging
Ambre Marr	AARP Indiana
Steven Meyer	King Park Development Corporation
Ruth Morales	Mayor's Neighborhood Advocate (Area #10)
Bud Myers	Indianapolis Housing Agency
Vop Osili	Ciry-County Coucil
Christopher Purnell	Neighborhood Christian Legal Clinic
Kate Riordan	Health by Design
Philip Roth	Central Indiana Regional Transportation Authority
Mark Russell	Indianapolis Urban League
Ron Shelley	HVAF of Indiana
Pam Thevenow	Marion County Public Health Department
Trish Whitcomb	George K. Baum & Company

Others who were invited, but could not attend:

<b>EJ Working Group Members</b>	
Zach Adamson	City-County Council
Tony Alexander	Purpose of Life Ministries
Rick Alvis	Wheeler Mission
Orion Bell	CICOA Aging and In-Home Solutions
Melissa Benton	John H. Boner Community Center
David Bethuram	Catholic Charities- Indianapolis Office
Ildefonso Carbajal	La Ola Latino Americano
Lori Casson	Dayspring Center
Satchuel Cole	Near Eastside Community Organization
Marlene Dotson	The Indiana Latino Institute
Carl Ellison	Indiana Minority Health Coalition
Greg Garrett	Mayor's Neighborhood Advocate (Area #7)
Tedd Grain	Local Initiatives Support Corporation of Indiana (LISC)
Liliana Hamnik	La Voz de Indiana
Andrew Hart	The Oaks Academy
Cynthia Hooks	Kennedy-King Neighborhood
Jon Laramore	Immigrants and Language Rights Center (Indiana Legal Services Inc.)
Ike McCoy	Mayor's Neighborhood Advocate (Area 10)
Christian Mosburg	Willard Park of Holy Cross- Westminster Civic Alliance
Mandla Moyo	AARP Indiana
Cal Nelson	Wheeler Mission
Chrissy Petersen	Westminster Neighborhood Services
Todd Poindexter	Salvation Army Rent and Utility Assistance
Denise-Adbul Rahman	Great Indianapolis NAACP
Dana Reed	Marion County Public Health Department



Damon Richards	IndyCog
Jacob Sipe	Low Income Home Energy Assistance Program (Indiana Housing and Community Development Authority)
Kristian Stricklen	Indianapolis Public Schools (IPS)
Kiko Suarez	United Way of Central Indiana
Cynthia Taylor	Community Action of Greater Indianapolis
Michael Terry	IndyGo
Rev. Tom	Metropolitan Baptist Center
Jennifer Vigran	Second Helpings
Carlton Waterhouse	IUPUI
Alice Watson	Black Expo



**Date:** October 18, 2018  
**Time:** 2:30 – 4:00 p.m.  
**Meeting:** Environmental Justice Working Group Meeting #2  
**Location:** Indianapolis Urban League

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*\*Complete attendee list begins on page 6.*

## **1. Welcome and Introductions**

Kia Gillette from HNTB thanked the Environmental Justice (EJ) Working Group for their participation. She said the scope of the project changed due to feedback from the community and there is a stronger focus on safety. She stated the preliminary preferred alternative to be discussed in more detail during the meeting does not have added through lanes, is in the existing right-of-way, and has minimal walls.

## **2. EJ Review**

Erin Pipkin from the North Split public involvement team gave an overview of the EJ Working Group.

## **3. Current Public Involvement Activities**

Erin Pipkin talked through the current public involvement activities taking place, including the Alternative Screening Report, public comment period, meetings to date and upcoming Environmental Assessment. Updates from the first meeting include:

- Adding two new members (10 were invited)
- Building the database of Working Group members, locations to promote the project and additional resources that serve EJ populations

## **4. Targeted EJ Outreach**

Erin Pipkin discussed the team's environmental justice outreach efforts to promote the Alternatives Screening Report and open house:

- A Spanish-language version of the open house flier was created and an interpreter was available at the open house
- A copy of the Screening Report was placed at Central Library
- We emailed open house fliers to the EJ database (100+ individuals or organizations)
- Delivered fliers to 50 locations such as grocery stores, libraries and churches

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

**Q: Have fliers been sent out and social media been utilized for outreach?**

**A:** Fliers for the public open house were placed or handed out at approximately 50 locations (many of which were suggested at our first meeting). Fliers were in both English and Spanish. There are North Split Facebook and Twitter accounts. There hasn't been a lot of activity on social media, but as soon as we published the Alternatives Screening Report we received comments. A few social posts have been boosted and we've promoted on Next Door.

**Q: Will there be outreach elements with a video?**

**A:** Our open house presentation was recorded and is available on Channel 16 throughout the comment period and linked via our social media accounts. [Erin shared the open house presentation and the video link with the EJ Working Group on October 19.]

## 5. Alternatives Screening Report Presentation

Kia Gillette from HTNB discussed the problems with the North Split interchange and the process for identifying environmental resources and gathering input. High-level points included:

### Problems

- The North Split interchange was constructed in the 1960s and 1970s, the pavement is past its life expectancy.
- The interchange is constantly in need of maintenance and repairs due to its condition.
- Bridge conditions are getting worse and there are 11 bridges with a service life of less than five years and 16 bridges with a service life of 5-10 years.
- The North Split interchange has crash rates higher than other Indiana urban interstates.
- Fatalities are almost two times higher, injuries are almost three times higher, and property damage crashes are more than two times higher in the North Split interchange.
- There are four top crash locations within the North Split interchange:
  - #1 Pennsylvania Ramp Weave Section
  - #2 Delaware Ramp Weave Section
  - #3 I-65/I-70 Merge/Lane Drop
  - #4 I-70 Curve/Merge
- Highest number of crashes occur on the west leg of the interchange in weaving areas at the Pennsylvania Street exit and Delaware Street entrance ramps.

### Purpose and Need/Resources/Public Involvement

- The purpose and need of the North Split project is to correct deteriorated bridge and pavement conditions, improve safety, and improve interchange operations to reduce congestion.
- The North Split project area is surrounded by environmental resources such as historic districts, a park, the Monon Greenway, the Cultural Trail, and the CSX Railroad.
- INDOT and the project team have spent numerous hours meeting and talking with the public at public meetings, community and neighborhood group meetings, advisory committees, and through social media, email and phone calls.

- INDOT has listened to public input and significantly changed the scope of the North Split project – the preliminary preferred alternative does not include added through lanes or large retaining walls.

### **Alternatives**

Seth Schickel with HNTB walked through the alternatives from the Alternative Screening Report. High level points included:

- Three alternatives considered low/cost or minimal and have been eliminated because they did not meet the purpose and need:
  - #1 No-build
  - #2 Transportation System Management
  - #3 Bridge and Pavement Replacement in Kind
- One alternative was eliminated due to impacts:
  - #5 Full Interchange Reconstruction
- Alternative 4 includes three options that address the purpose and need with trade-offs between access and level of impacts.
  - 4a - Pennsylvania and Delaware ramps closed
  - 4b - Pennsylvania and Delaware ramps open with all current access
  - 4c - Selected ramp access restrictions

Alternative 4c improves safety, removes the worst bottlenecks, does not add through lanes, is more compact, is within the existing right-of-way, has minimal walls, and meets the project purpose and need. It has been identified by INDOT as the preliminary preferred alternative, subject to public and agency feedback.

## **6. Questions (Q) and Answers (A)**

**Q: Who engaged HNTB to do this project?**

**A:** INDOT.

**Q: Currently, when I-65 and I-70 come together you also have access to Ohio and Fletcher, will that still be the case?**

**A:** You will still be able to access the Ohio through Fletcher exits (called Collector-Distributor exits) from I-70 westbound and from the Delaware on-ramp to I-65. Only I-65 southbound traffic cannot access Ohio/Fletcher.

**Q: Will there be anything to address traffic entering the highway at Keystone making those crosses?**

**A:** Traffic entering I-70 at Keystone (or before) will still have access to I-65, I-70 and the Collector-Distributor exits. The exit layout will be slightly different, but there are still several options.

If you get on at Delaware, you cannot immediately get on I-65 from that entrance. You can take the Collector-Distributor ramp and merge onto I-65 south.

**Q: If you're coming from I-65 north traveling south, where are people getting off if there is no Ohio/Michigan access? Does your study include impacts on West Street and Meridian Street?**



A: It's likely people will get off on West or Meridian Streets. We used the MPO traffic model in these initial studies. However, additional studies will take place during the Environmental Assessment process.

**Q: How does this set us up for the future? What is the life-span of this alternative?**

A: The current infrastructure was not built to last as long as what we use now. Today we have much better technology. INDOT looks at 20 years into the future to anticipate traffic.

**Q: How do these alternatives impact the entire interstate system?**

A: All alternatives are flexible for future solutions. The System-Level Analysis looked at the entire downtown interstate system to see what kind of things could happen in the future and figure out how we can build the North Split. We must address the problems in the North Split interchange now. The system-level solution is a much larger project in terms of footprint. We're starting with the North Split due to the safety issues. The interchange must be above grade.

Bridges have a different timeline. A new bridge can last over 50 years but will require regular maintenance over its life to get to this age.

**Q: Was there consideration of eliminating I-65 entirely?**

A: The System-Level Analysis looked at examples in other cities that have decommissioned a highway. None of these examples had the same amount of traffic volumes. It was challenging to use other examples because their traffic volumes are not as large as ours. The System-Level Analysis is available on the project website.

**Q: When you're doing your analysis, I'm afraid you're not taking into consideration plans for IU Health, IUPUI and 16 Tech. They're planning to put thousands of cars on 10<sup>th</sup> Street and MLK.**

**It's important to make sure that growth is incorporated. We need to pay attention to the impacts on 10<sup>th</sup> Street and Indiana Ave.**

A: Our traffic modeling is based on the Indy MPO model. The MPO model includes population and employment estimates to generate traffic volumes.

**Q: The GM plant will probably access via Harding. On the north side, they will use White River and MLK. Will there be impacts to city streets?**

A: There may be some impacts to city streets.

**Q: That impact on us is not getting the same consideration. Part of this is because we have these projects that have not been considered yet.**

A: Thank you for bringing these projects to our attention. We met with IU Health and 16 Tech and will investigate further.

**Q: There is no systematic review for new developments. The old Coca-Cola plant will have 1,100 parking spaces. There is a lack of systematic review at the city level. The Purple Line will be at Meridian. I don't know if these traffic studies have been compared.**

A: Our studies do incorporate proposed bus line developments, but do not include other specific planned developments.

**Q: What are the opportunities for mitigation?**

A: We will look at mitigation in our next phase. Now that we have a preferred alternative, we will look at how we can avoid significant impacts and continue to engage the public.

**Q: With regard to eliminating bottlenecks, how do we know changes in traffic will be worked into assumptions, so we don't create more bottlenecks?**

A: This will be outlined in the Interstate Access Document. This FHWA-approved document is created to ensure interstate conditions don't get worse. We did enough traffic analysis to estimate how 4c will perform from a traffic perspective.

We will analyze local roads and adjacent interchanges for vehicle traffic as well. This doesn't include walking or biking traffic.

**Q: Will you look at trees during the Environmental Assessment? Can Keep Indianapolis Beautiful (KIB) re-plant? There is also a concern that new trees won't match trees that are 20 years old.**

A: Yes, we are considering the impacts to existing landscape. We've had several conversations with KIB and they will be involved throughout the project. There are also opportunities for public art installations.

We will definitely look at ways to replace trees.

**Q: Can you share a little bit about the ARUP study that may impact planning?**

A: We are aware of the study and will review it when it is published. The Rethink Coalition started out in opposition to the project. We've taken some of their key principles into consideration. From our understanding, the ARUP study by Rethink will analyze economic impacts based on changing land use.

Our plan has been to incorporate findings that could benefit this project. The Indy Chamber has been very involved.

## 7. Conclude

*The meeting concluded at 4:00 p.m.*

**Attendees:**

<b>Project Team</b>	
Dave Cleveland	Corradino
Kia Gillette	HNTB
Ali Hernandez	Borshoff
Brandon Miller	INDOT
Laura Morales	HNTB
Erin Pipkin	Compass Outreach Solutions
Seth Schickel	HNTB
Sam Wiser	TSW
<b>Environmental Justice Working Group Members</b>	
Orion Bell	CICOA Aging and In-Home Solutions
Paula Brooks	Random Place Neighborhood
Moira Carlstedt	Indianapolis Neighborhood Housing Partnership
David Greene	Indianapolis' Concerned Clergy/Purpose of Life Ministries
Ashley Haynes	Keep Indianapolis Beautiful
Bryan Luellen	IndyGo
Mandla Moyo	AARP Indiana
Alison Redenz	Health by Design
Philip Roth	Central Indiana Regional Transportation Authority
Carlton Waterhouse	IUPUI
Mo McReynolds	Mayors Neighborhood Advocate

Others who were invited, but could not attend:

<b>Environmental Justice Working Group Members</b>	
Zach Adamson	City-County Council
Melissa Benton	John H. Boner Community Center
David Bethuram	Catholic Charities- Indianapolis Office

Ildefonso Carbajal	La Ola Latino Americano
Lori Casson	Dayspring Center
Satchuel Cole	Near Eastside Community Organization
Marlene Dotson	The Indiana Latino Institute
Carl Ellison	Indiana Minority Health Coalition
Margaret Frericks	Improving Kids' Environment (IKE)
Greg Garrett	Mayor's Neighborhood Advocate (Area #7)
Burns Gutzwiller	Windsor Park Neighborhood Association
Kathy Hahn Keiner	Gleaners Food Bank of Indiana
Liliana Hamnik	La Voz de Indiana
Andrew Hart	The Oaks Academy
Cynthia Hooks	Kennedy-King Neighborhood
Olubunmi Ijose	Mayor's Neighborhood Advocate (Area #8)
Kristen LaEace	Indiana Association of Area Agencies on Aging
Jon Laramore	Immigrants and Language Rights Center (Indiana Legal Services Inc.)
Ike McCoy	Mayor's Neighborhood Advocate (Area 10)
Felix Medina	Vedia Global
Christian Mosburg	Willard Park of Holy Cross- Westminster Civic Alliance
Cal Nelson	Wheeler Mission
Vop Osili	City-County Council
Chrissy Petersen	Westminster Neighborhood Services
Todd Poindexter	Salvation Army Rent and Utility Assistance
Reverend Tom Polak	Metropolitan Baptist Center
Christopher Purnell	Neighborhood Christian Legal Clinic
Jacob Sipe	Low Income Home Energy Assistance Program (Indiana Housing and Community Development Authority)
Kristian Stricklen	Indianapolis Public Schools (IPS)
Kiko Suarez	United Way of Central Indiana



Cynthia Taylor	Community Action of Greater Indianapolis
Jennifer Vigran	Second Helpings
Alice Watson	Black Expo
Teresa Wessel	Horizon House
Terrence White	Community Action of Greater Indianapolis
Kevin Whited	IndyCog



## MEETING SUMMARY

**Date:** July 9, 2019  
**Time:** 2:30-4:00 p.m.  
**Meeting:** North Split Environmental Justice Meeting #3  
**Location:** Indianapolis Urban League

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*\*Complete attendee list begins on page 8.*

### 1. Welcome and Introductions

The meeting began at 2:40 p.m. Kia Gillette from HNTB introduced herself, welcomed everyone and thanked them for attending. Project Team members and Environmental Justice Working Group members introduced themselves.

### 2. Project Update

Kia Gillette said the Project Team wanted to give the Working Group an update on the project and on the Context Sensitive Solutions (CSS) process. The Project Team is trying to get ideas from Working Group members and anyone else about how to get the word out about public surveys.

John Myers from HNTB provided an update on the project. He gave an overview of the location of the North Split, which is where I-65 and I-70 come together at the northeast corner of the downtown inner loop. This section of the interstate was constructed more than 50 years ago and is the second most heavily traveled interchange in the state, with 214,000 vehicles per day. The project goals are to replace deteriorated pavement and bridges and improve safety and traffic flow through the interchange.

John Myers provided an overview of the project milestones:

- Project started in September 2017
- In May 2018, there was a System-Level Analysis of Downtown Interstates
- In September 2018, an Alternative Screening Report was released
- In 2019, design refinements and the Context Sensitive Solutions process are taking place
- In mid-2020, the Environmental Assessment is anticipated to be complete
- A two-year construction period is anticipated, from 2021-2022

John Myers discussed the deteriorated pavement and bridge conditions and how the pavement was constructed in the 1960s and 1970s and is past its life expectancy. Bridge conditions are poor and getting worse, with 11 bridges having under 5 years of life and 16

bridges having 5-10 years of life. He also mentioned the 4 top crash locations in the North Split area.

#### **a. Preliminary Preferred Alternative**

John Myers provided an overview of the preliminary preferred alternative:

- Replaces all pavement and bridges
- Improves safety at the most hazardous locations
- Removes the worst bottlenecks
- A more compact interchange
- Does not add through lanes
- Within the existing right of way
- Minimizes outside walls
- Has two restricted ramp movements
  - Delaware entrance ramp to I-70 only
  - Pennsylvania exit from I-65 only

#### **b. Maintenance of traffic**

John Myers stated that during construction, the maintenance of traffic will be a major issue. The whole interchange won't be closed in the construction area and that the sequence and order for partial interchange closings are still being worked out. Through traffic will be diverted to I-465. There will be short-term closures of cross streets to build bridges, but to maintain downtown access, the contractor won't be allowed to close adjacent local streets.

He discussed the Traffic Management Plan. The Traffic Management Plan components include a temporary traffic control plan, a traffic operations plan and a public information plan. There will be a Traffic Management Plan Task Force that will consist of the Traffic Management Plan Leadership Team, the Transportation Demand Management Team, Traffic Operations/Incident Management, Local Roadway Impacts Team and the Public/Stakeholder Outreach Team.

John Myers also stated that there will be ongoing coordination with the media and elected officials. He said there will be a lot of involvement out in the community and a lot of information sharing.

### **3. CSS process update**

Ron Taylor from TSW provided an update on the CSS process. The CSS process is a multidisciplinary group of individuals coming together to talk about what this new piece of infrastructure will look like and how it will fit into the community. Determining the character of the interchange is the process they are going through right now.

The Project Team is working with neighborhoods to determine what those aesthetic details will look like. CSS is a three-step process:

1. Visioning – The Project Team went to neighborhoods and stakeholder groups to look at potential design treatments and to determine what was important to neighborhoods.

2. Preliminary Design Concepts – We are looking at how design treatments could be incorporated. The Project Team is going back out to the same neighborhood groups to present these concepts and give the community a chance to respond. The Project Team will be showing the community different options so all are able to see the process from visioning to concepts.
3. CSS Project Guidelines – The Project Team will then finalize the components and develop specifications.

Ron Taylor summarized the CSS Visioning process and the community groups that were involved, and he emphasized that the process had touched more than 275 residents. He then reviewed the Visioning Process elements and the top results.

1. Landform Elements – The Project Team looked at engineered vs. natural landforms. The CSS Visioning process revealed the highest ranked element was “Grading & Slopes in a more natural manner” with 41%.
2. Local Infrastructure Elements – These elements included local roadway corridors and bridge underpasses and that 24% of those who participated in the CSS Visioning process preferred “Multi-Use Paths and Trails” among the options presented.
3. Interchange Infrastructure Elements – 31% of those who participated in the CSS Visioning process chose “Underpass Lighting” as the top item in this category.
4. Vegetation Elements – 42% of people said the “Green Street Program” was the top item in this category.
5. Community and Public Art Elements – These all may not be built as part of the project but could be incorporated. He said 47% chose the element “Underbridge Enhanced Pedestrian Treatments,” which includes both safety and enhanced space for pedestrians.

Ron Taylor summarized the top recurring issues the Project Team heard from the public engagement:

5. Street Trees
4. Green Street Program
3. Multi-Use Path & Trails
2. Under-Bridge Enhanced Pedestrian Treatments
1. Underpass Lighting

He then reviewed next steps. The Project Team will be meeting with neighborhood groups at the end of July/early August to review potential concepts. There will be another meeting with the Rethink 65/70 Coalition in late July/early August and Community Advisory Committee and CSS Resource Team meetings during that time. He explained that the CSS Resource Team is a group of different agencies and local advocates who will be part of the implementation process. Then, he said the Project Team will develop final CSS guidelines for the aesthetic treatments, which will be finalized in the fall of 2019.

#### 4. Public Survey

Erin Pipkin from Compass Outreach Solutions discussed the purpose of the survey and emphasized it was not just for low-income and minority audiences and that the Project Team needs public input. The questions focus on use of roadways and city streets and how it would affect people, as well as asking if people know about the project. She provided a summary of how the public survey would be promoted, including mailing more than 43,000 postcards directly to residents in 46201, 46202, 46204 and 46218 ZIP codes. Those postcards had been sent to the printer and should mail around July 24.

Erin Pipkin also reviewed the other survey promotion activities, including social media, paid Facebook ads, text messages, e-newsletters, the North Split website, a public open house and CSS neighborhood meetings where hard copies of the surveys will be available. The Project Team will also be delivering hard copies to libraries and community centers, in addition to placing fliers in grocery stores and other public areas. The Project Team has also talked with IndyGo, and they will promote the survey via their social media, in their monthly newsletter and at the Transit Center. The survey will be open until the end of August.

#### 5. Group exercise (survey outreach)

Erin Pipkin led a group brainstorm about other locations at which the survey could be promoted. Locations and ideas the Environmental Justice Working Group members recommended are summarized below:

- Mandla Moyo from the AARP recommended churches and near eastside organizations.
- Roland Smith from Keep Indianapolis Beautiful said it wouldn't be a problem for them to send it out.
- Fabio Yataco, Mayor's Neighborhood Advocate from Area #10, recommended police stations and township offices in Center Township.
- Paula Brooks from Ransom Place Neighborhood said the Project Team should try to target back-to-school events and the schools - not just Indianapolis Public Schools, but charter schools, such as KIPP, as well. She also recommended Martin University and suggested the Project Team pay a personal visit. She also mentioned churches and parks.
- Paula Brooks also said that the print surveys should have the information about taking the survey online.
- Mandla Moyo from AARP asked if we could use signs along the interstate. He said he doesn't know what the rule is for using those but it would attract the attention of residents in the neighborhood. David Cleveland from the Corradino Group said the signs may just be for traffic.
- Paula Brooks recommended putting information on IndyGo buses. Erin Pipkin said that she has a call into IndyGo's advertising vendor to talk about advertising.
- Roland Smith from Keep Indianapolis Beautiful suggested putting the actual flier on the buses. Erin Pipkin said IndyGo couldn't accommodate that.
- Fabio Yataco, Mayor's Neighborhood Advocate from Area #10, recommended reaching out to the Massachusetts Avenue Merchant's Association and asking them to put it out. He also recommended that the Mayor's Neighborhood Advocates can publicize the survey via their NextDoor app.



- Michelle Allen from the Federal Highway Administration recommended putting surveys at the City Market.
- Mandla Moyo from AARP suggested completion of the survey using a smartphone would be very easy. They have done a lot of research around internet access and 90% of the public have some sort of smartphone.

Kia Gillette said the Project Team had a lengthy discussion about internet access before they put the survey out because they were concerned about reaching as many people as possible. It is good to hear that most people have internet access via a smartphone.

Erin Pipkin said the public survey link is live, if the Working Group members would be willing to take the survey too. There is also a button for a version in Spanish. She said she hopes to give the survey a five- to six-day trial run.

Kia Gillette said the Project Team has had 70+ meetings since this project began. She told the Environmental Justice Working Group members that if they want an update, or if they know a neighborhood that wants an update, the Project Team is happy to meet with anyone to discuss the project.

Erin Pipkin said the Project Team will send final copies of surveys and fliers and will also send a note to those Working Group members not here today to get their input as well.

## 6. Questions (Q) and Answers (A)

**Q: Are you going to pull locals onto the Traffic Management Plan Task Force?**

A: Yes, we would have local community people on several of these, especially on outreach.

**Q: Are you going to pull locals onto the Traffic Management Plan Task Force Leadership Team?**

A: We would consider that. That would likely happen as a result of the input we receive. The intent will be to make traffic management as smooth and as easy as we can.

**Q: What is the strategic plan to get the community involved?**

A: This is being developed now, but the Project Team has already had a lot of neighborhood meetings because of the CSS process. The Project Team will coordinate with the Mayor's Neighborhood Advocates and elected officials to help develop that strategy. It's important to carry that through construction.

**Q: Have interchange options been picked?**

A: Yes, the preliminary preferred alternative has been identified, but the dialogue will continue.

**Q: What's happening to residents who are not connected to neighborhood groups? How are they being targeted and communicated to?**

A: We want feedback from everyone. There are people who drive the interstate – they deserve a chance to provide feedback too. We publish the time and location of neighborhood meetings on the website and social media. Anyone is welcome to those meetings. We will have a public open house if people can't make it to a neighborhood meeting. The Project Team is also open to ideas to help get the word out. If there are things the Project Team can do to make people aware, we are certainly asking for feedback about that. We will also post the presentation and boards to the project website.

**Q: How much notice do you give for the neighborhood presentations?**

A: We try to give as much advance notice as we can. We talk to neighborhood leaders about it and coordinate with them. We try not to conflict with activities in the neighborhood. We're working with some on the CSS Resource Team who aren't Project Team members. Marjorie Kienle, for example, helped with all the neighborhoods adjacent and near the North Split area to get in touch with neighborhood leaders to arrange meetings. Our goal is to do it in that way, so it's more likely people show up.

**Q: Was one of the priorities reconnecting neighborhoods and walkability? How high was that priority?**

A: Connectivity was a top issue, but instead of staying broad, we pushed people to talk about what that meant. For some people, walking from one side of the interstate to the other was connectivity. Connectivity is by far one of the biggest issues that came out of the CSS process. The second part is "what do these connections look like"? We pushed people to get below the big issues, which is when we got into other things like multi-use paths and trails.

**Q: How do you get people to think about the possibilities related to connectivity?**

A: We tried to get people to think through those possibilities and not have any barriers in their thought, big or small. We asked people if there are streets and pathways that need to be reconnected and tried to get them to think through what those might be like.

**Q: Are there schools in the project area who should receive the public survey?**

A: Yes, we are working with Indianapolis Public Schools to promote the public survey in both English and Spanish to get to all the students.

**Q: What's the best way to get to the back-to-school events?**

A: Lots of churches have events, and National Night Out is the first Tuesday in August.

**Q: How long will the survey be live?**

A: Until August 31, 2019.

**Q: If there are hard copies, how do people return the survey?**

A: The surveys will be accompanied by envelopes with pre-paid postage.

**Q: Will there be Spanish hard copies?**

A: Yes, there will be Spanish hard copies.

**Q: What's the contact for the neighborhoods?**

A: They can send an email to the project team: [info@northsplit.com](mailto:info@northsplit.com)

**Q: What's happening behind the scenes with environmental justice and environmental impacts? How do we know everything – such as testing locations for baseline data – that is happening and what is the input to the process behind the scenes?**

A: The Project Team is working with the Indiana Department of Environmental Management, the Environmental Protection Agency and the Indianapolis Metropolitan Planning Organization to determine what type of analysis is necessary for air quality. We're not adding additional travel lanes, so there won't be significant traffic differences.

**Q: Will there be environmental and traffic efficiencies after the construction?**

A: Traffic flow will be better, but that doesn't trigger anything from an air quality standpoint. Many things go into the Environmental Assessment document, but it's not a tool for a health assessment. We will schedule a separate meeting to discuss public health and the National Environmental Policy Act (NEPA) process.

**Q: Is there a vegetation plan available yet?**

A: The Project Team is working through that as part of the CSS process. We will be coordinating with Keep Indianapolis Beautiful as well.

**Q: Is modeling showing there will not be more average daily traffic after construction is completed?**

A: The preliminary preferred alternative will reduce some congestion; there will be less bottlenecked traffic just sitting. At the same time, it's not adding new travel lanes so this project is not anticipated pull much traffic from I-465 or local streets.

**7. Adjourn**

The meeting concluded at 4 p.m.

**Attendees:**

<b>Project Team</b>	
John Myers	HNTB
Seth Schickel	HNTB
Kia Gillette	HNTB
Christine Meador	HNTB
Brandon Miller	INDOT
Ron Taylor	TSW
Runfa Shi	INDOT
Cat Schoenherr	INDOT
David Cleveland	Corradino Group
Michelle Allen	Federal Highway Administration
Erin Pipkin	Compass Outreach Solutions
Amy Hanna	Borshoff
<b>EJ Working Group Members</b>	
Paula Brooks	Ransom Place Neighborhood
Rev. David Greene	Indianapolis' Concerned Clergy
Kim Irwin	Health by Design
Mandla Moyo	AARP Indiana
Roland Smith	Keep Indianapolis Beautiful
James Wells	Mayor's Neighborhood Advocate (Area #8)
Fabio Yataco	Mayor's Neighborhood Advocate (Area #10)

Others who were invited, but could not attend:

<b>EJ Working Group Members</b>	
Denise Abdul-Rahman	Greater Indianapolis NAACP
Zach Adamson	City-Council Council
Imhotep Adisa	Kheprw Institute

Tony Alexander	Purpose of Life Ministries
Rick Alvis	Wheeler Mission
Alicia Baker	John H. Boner Community Center
Orion Bell	CICOA Aging and In-Home Solutions
Melissa Benton	John H. Boner Community Center
David Bethuram	Catholic Charities – Indianapolis Office
Glenn Blackwood	Fletcher Place Neighborhood
Anthony Burke	MCPHD/ACTS Environmental Services
Cathy Burton	Marion County Alliance of Neighborhood Associations
Ildefonso Carbajal	La Ola Latino Americano
Moira Carlstedt	Indianapolis Neighborhood Housing Partnership
Lori Casson	Dayspring Center
Satchuel Cole	Near Eastside Community Organization
Miriam Acevedo Davis	La Plaza
Annie Dixon	Central Indiana Regional Transportation Authority
Marlene Dotson	The Indiana Latino Institute
Carl Ellison	Indiana Minority Health Coalition
Rob Evans	Indianapolis Neighborhood Housing Partnership
Margaret Frericks	Improving Kids' Environment (IKE)
Greg Garrett	Mayor's Neighborhood Advocate (Area #7)
Tedd Grain	Local Initiatives Support Corporation of Indianapolis (LISC) Indianapolis
Burns Gutzwiller	Windsor Park Neighborhood Association
Kathy Hahn	Gleaners Food Bank of Indianapolis
Liliana Hamnik	La Voz de Indiana
Andrew Hart	The Oaks Academy
Ashley Haynes	Keep Indianapolis Beautiful
Cynthia Hooks	Kennedy-King Neighborhood
Marjorie Kienle	Marion County Alliance of Neighborhood Associations



Kristen LaEace	Indiana Association of Area Agencies on Aging
Jon Laramore	Immigrants and Language Rights Center (Indiana Legal Services Inc.)
Ambie Marr	AARP Indiana
Tony Mason	Indianapolis Urban League
Ike McCoy	Mayor's Neighborhood Advocate (Area #9)
Mo McReynolds	Mayor's Neighborhood Advocate (Area #1)
Felix Medina	Vedia Global
Steven Meyer	King Park Development Corporation
Christian Mosburg	Willard Park of Holy Cross-Westminster Civic Alliance
Bud Myers	Indianapolis Housing Agency
Cal Nelson	Wheeler Mission
Vop Osili	City-Council Council
Chrissy Petersen	Westminster Neighborhood Services
Todd Poindexter	Salvation Army Rent and Utility Assistance
Rev. Tom Polak	Metropolitan Baptist Center
Christopher Purnell	Neighborhood Christian Legal Clinic
Dana Reed Wise	Marion County Public Health Department
Damon Richards	IndyCog
Kate Riordan	Health by Design
Annie Dixon	Central Indiana Regional Transportation Authority
Mark Russell	Indianapolis Urban League
Ron Shelley	HVAF of Indiana
Jacob Sipe	Indiana Housing and Community Development Authority
Kristian Stricklen	Indianapolis Public Schools (IPS)
Kiko Suarez	United Way of Central Indiana
Cynthia Taylor	Community Action of Greater Indianapolis
James Taylor	John H. Boner Community Center
Michael Terry	IndyGo

Pam Thevenow	Marion County Public Health Department
Jennifer Vigran	Second Helpings
Carlton Waterhouse	IUPUI
Alice Watson	Black Expo
Teresa Wessel	Horizon House
Trish Whitcomb	George K. Baum & Company
Terrence White	Community Action of Greater Indianapolis
Kevin Whited	IndyCog



## MEETING SUMMARY

**Date:** April 23, 2020  
**Time:** 2-4 p.m.  
**Meeting:** North Split Environmental Justice Working Group Meeting #4  
**Location:** Meeting conducted online via WebEx

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*\*Complete attendee list is provided on page 13.*

### 1. Welcome and Introductions

Kia Gillette from HNTB welcomed Environmental Justice (EJ) Working Group members and introduced everyone on the WebEx. She reviewed the meeting agenda with attendees.

### 2. Public Involvement

Kia reviewed the schedule for the upcoming North Split meetings:

- Virtual Public Open House – April 28, 2-4 p.m.
- Virtual Public Open House – April 30, 4-6 p.m.
- National Environmental Policy Act (NEPA) Public Hearing for the North Split – Summer 2020

Kia noted that the COVID-19 pandemic has caused a lot of changes, and the North Split Project Team would normally have had an in-person public meeting but will be conducting meetings virtually. Similarly, the North Split Environmental Assessment (EA) will be published this summer and there normally would be an in-person public hearing, but the North Split Project Team does not want to put anyone's health at risk. No decisions have been made on how the public hearing will be conducted, but the Project Team is seeking input for alternate ways.

The NEPA Public Hearing could potentially include a virtual component. The goal of the North Split Project Team is to ensure everyone has a voice but protect public health.

Kia said the North Split Project Team requests the input of the EJ Working Group on recommendations for supplementing the virtual public hearing while protecting public health. Some options:

- Office hours with a limited number of people.
- Telephone numbers for the public to call to receive answers to their questions.
- Conducting a more traditional in-person meeting in a large room with a limited number of people.

EJ Working Group member input included:

- Bryan Luellen from IndyGo recommended working with the City of Indianapolis and its cable access channel, Channel 16, to conduct a live television broadcast with the ability for live public telephone calls into the broadcast to ask questions. The North Split Project Team will contact someone with the City of Indianapolis to determine if the presentation can be broadcast live, while having the opportunity for live call-in questions.
- Kristen LaEace from the Indiana Association of Area Agencies on Aging recommended contacting WFYI-TV, Indianapolis' Public Broadcast Station, to see if the station would partner with the North Split Project Team to broadcast the presentation live with live public call-in opportunities.
- Bryan Luellen said he knows that if you are in the City-County Building, it will make a live presentation [broadcast] on Channel 16 easier. You could take calls at a remote call center and transmit emails of questions to be read on air.
- Mandla Moyo from AARP Indiana said the webinar and postcard with a phone number would be a good idea.
- Paula Brooks from Ransom Place Neighborhood said in-person is not advisable [for the Public Hearing]. She said, "I would not want to jeopardize anyone's health. Regardless if the Governor lifts the shelter in place order, someone could be an asymptomatic carrier."
- Roland Smith from Keep Indianapolis Beautiful (KIB) agreed with Paula.

Kia asked the EJ Working Group members to email her at [kgillette@hntb.com](mailto:kgillette@hntb.com) or email [info@northsplit.com](mailto:info@northsplit.com) if they have other ideas for supplementing a possible virtual public hearing.

### 3. Project Background

Kia provided EJ Working Group members a brief overview of the North Split Project.

- The North Split interchange is where I-65 and I-70 meet at the northeast corner of the downtown Indianapolis inner loop.
- It is the second busiest interchange in Indiana with 214,000 vehicles traveling it every day.
- It was constructed in the 1960s and 1970s, and the pavement and bridges need to be replaced.
- The interchange has safety concerns, with over 1,600 crashes from 2012 to 2016.
- The interchange was originally designed for a fourth interstate leg to travel northeast to Fishers. That interstate will never be constructed, and the current interchange design is not an optimal design for a three-legged interchange.

The new North Split Interchange:

- Is smaller and more compact.
- Will have new pavement and bridges.
- Corrects the biggest safety problems.
- Removes the worst bottlenecks.
- Does not add through lanes, as the result of public feedback early in the project.

Kia provided an overview and timing for the North Split Environmental Assessment (EA):

- The North Split EA analyzes the impact to both the human and the natural environment.
- Key EA focus areas are highway noise impacts, Environmental Justice (EJ), Section 106 consultation for historic properties, and traffic impacts of construction.
- The North Split Project has included an extensive public involvement process, and public involvement will continue even through construction.

- The North Split Project Team is preparing the EA as part of NEPA. The EA will be published in summer 2020, and a NEPA public hearing will be scheduled sometime this summer.
- A final NEPA determination will occur in fall 2020. The finding will be either a Finding of No Significant Impact (FONSI), or a determination that an Environmental Impact Statement is needed. The determination will occur later this fall.

Kia reviewed the status of specific North Split tasks. Completed project tasks include:

- Project kick-off
- System-Level Analysis
- Alternative Screening Report, which identified the Preferred Alternative
- Alternative refinement
- Highway noise studies
- Public survey
- Aesthetic Design Guidelines

Active project tasks still in process are:

- Historic properties (Section 106 process)
- Environmental Assessment (NEPA)
- Context-Sensitive Solutions (CSS); the North Split Project Team is now coming back to the public with the Aesthetic Design Guidelines as part of the CSS Process
- Mobility Management Plan (MMP)
- Design-build procurement
- Public involvement – to continue through construction

#### **4. Environmental Justice/Public Survey**

Kia reminded EJ Working Group members that during the previous meeting, the EJ Working Group was asked for ideas for promoting the Public Survey. The North Split Project Team used that input and implemented many of the EJ Working Group member ideas.

The Public Survey was completed in 2019 to achieve a better understanding of overall project impacts and help identify whether the North Split Project had disproportionately higher impacts on minority and low-income communities.

The Public Survey was heavily promoted, and many EJ Working Group members posted the information on NextDoor and on their own social media channels.

- More than 43,000 postcards were mailed to residents.
- The survey was promoted by email, on the North Split website, and on social media.
- Fliers in both English and Spanish were sent home with Indianapolis Public Schools students and posted in local grocery stores.
- Survey hard copies were also posted in libraries and community centers, and distributed at neighborhood meetings.
- IndyGo allowed the North Split Project Team to set up a booth at the downtown IndyGo Transit Center, with iPads to assist residents in completing the survey.
- The North Split Project Team also partnered with IndyGo for advertising placed inside and outside of IndyGo buses promoting the survey. The Project Team placed about 50 ads inside IndyGo buses and five large ads on the outside of buses.



A total of 1,623 survey responses were received:

- 1,575 surveys were essentially complete, which means respondents filled out most of the survey.
- 80 percent of the respondents lived in the EJ analysis area.
- 5 percent of those respondents self-identified as a minority.
- 2 percent of those respondents identified as low-income.

The North Split Project Team compared the EJ community responses and non-EJ community responses. These responses are documented in the EJ Technical Memorandum, which is an appendix of the EA. The North Split Project Team provided the EJ Working Group a preview of what they would see in the EJ Technical Memorandum.

Kia said the North Split Project Team reviewed the Public Survey to determine how non-EJ responses to questions compared to EJ responses and whether there were significant differences. The Public Survey found that EJ community responses were similar to responses from the non-EJ community. For example, responses to the question “How do you travel in the North Split project area?” indicated 5% of the non-EJ community used public transit, compared to 9% of the EJ community. This information shows that the North Split Project Team needs to make sure it coordinates with IndyGo and other transit agencies to ensure their routes can operate throughout construction.

The survey also sought input on how many times the EJ community traveled on I-65 and I-70 compared to the non-EJ community. The number of individuals in the non-EJ community who traveled on I-65 and I-70 20 or more times per week was 6%. For EJ community members, that number is 32%.

In general, responses from the EJ community paralleled those of the non-EJ community. Notable trends in responses were:

- Clear and proactive communication is desired.
- Travel is primarily via automobiles, carpools, and ridesharing services.
- Most people travel on I-65, I-70, and local streets.
- Most support the project.
- Most agree that the project will improve vehicular and pedestrian safety.

Kia encouraged the EJ Working Group to review the EJ Technical Memorandum when it is published. The Project Team reviewed factors and concluded the North Split Project would not have a disproportionate impact to minority and low-income communities. While some impacts may occur during construction, these construction impacts will occur for both EJ and non-EJ communities.

#### Pause for Questions

Kia paused the presentation for questions. *(See Discussion and Questions at the end of these minutes.)*

## **5. Project Update**

### **a. Noise Barrier Recommendations**

Kia reminded the EJ Working Group of the neighborhood meetings to discuss noise barriers that were conducted by the North Split Project Team in 2019. Kia walked EJ Working Group members through an overview of North Split noise barrier recommendations.

- Per the INDOT noise policy, noise barriers are considered where noise impacts are predicted to reach a level of 66 decibels for residences.
- Noise barriers can reduce noise levels by 5 to 10 decibels.
- The location and height of noise barriers are determined by the Traffic Noise Model.

The North Split noise analysis identified five possible noise barriers. Two barriers, 3E and 3W, were east of the North Split interchange and north of I-70. One barrier, Barrier 4, was on the north side of I-65, and Barrier 5 was south of I-65. Barrier 7 was west of I-65 and I-70, south of the interchange. Each of the locations was feasible and possibly reasonable, but input from benefited receptors was required.

INDOT is recommending construction of noise barriers 3E and 3W. This is largely due to the noise surveys sent to the adjacent communities that showed individuals in those area were supportive of the noise barriers. Noise barriers 4, 5, and 7 are not recommended for construction because the noise surveys of benefited receptors had mixed results. In addition, these barriers would have Adverse Effects to historic districts under Section 106 guidelines. The noise barrier recommendation for 3E and 3W will be re-evaluated during final design to determine whether conditions have changed.

Kia said INDOT is committing to innovative technologies to reduce noise throughout the North Split project area:

- Continuous Reinforced Concrete Pavement: Typical pavement has joints, which produces rhythmic “thuds” when it is driven across. Continuous Reinforced Concrete Pavement is jointless, eliminating the noise.
- “Next Generation” Pavement Grooving: With traditional pavement, vehicles drive across the pavement grooves, which makes a whining noise. “Next Generation” pavement has longitudinal grooves that reduce noise by 3 to 5 decibels or more.
- Jointless Concrete Bridges: The current bridges are loud, especially when heavy trucks drive across them. The new bridges are not as loud because they have no open joints.

#### **b. Section 106 Update**

Kia provided an update on the Section 106 Process, which is the consultation process for effects to historic properties. The Section 106 Process is part of the National Historic Preservation Act (NHPA) and protects historic districts and properties.

- As part of the Section 106 process for the North Split, Adverse Effects were identified for the Old Northside Historic District and the Morris-Butler House, St. Joseph Neighborhood Historic District, and Chatham-Arch Historic District.
- Mitigation commitments are defined to compensate for the diminishment of a historic property and are documented in a Memorandum of Agreement, or MOA.

Some proposed mitigation commitments under Section 106 are:

- Project elements, including trees and vegetation, will comply with North Split Aesthetic Design Guidelines.
- “Do Not Disturb” areas for existing trees. These are:
  - North of I-65 from College Avenue to Alabama Street, outside of a 15-foot construction zone.
  - Existing tree stands south of I-65 from College Avenue to Delaware Street.
  - West of I-65/I-70 between Michigan Street and New York Street.

- Opportunity for Section 106 Consulting Parties to review draft landscape and side slope plans prior to installation.
- INDOT commitment for a three-year maintenance plan for trees and shrubs.
- Underpass treatments complying with the North Split Aesthetic Design Guidelines.
- INDOT is partnering with the Benjamin Harrison Presidential Site for construction of the Old Northside Neighborhood Connector Neighborway trail.
- Portions of the Monon Trail Detour will remain as a permanent trail after construction, to be known as the Monon Loop.

#### Pause for Questions

Kia paused the presentation for questions. There were no questions.

#### **c. Traffic Impacts of Construction**

Seth Schickel from HNTB thanked EJ Working Group members for joining the presentation.

Seth addressed how North Split construction will impact traffic and when construction and traffic changes will begin:

- Long-term traffic changes will be minimal. After construction, the interchange will function similar to the way it does today because there will be no additional through lanes, entrances, or exits.
- Most traffic impacts will occur during the construction phase.
- The Design-Build Team will develop a Maintenance of Traffic (MOT) plan, which must meet specific INDOT criteria, that determines how traffic will move during the North Split Project. INDOT has full review and approval of the MOT plan.
- INDOT developed a “conceptual MOT plan” that was used to establish MOT criteria for the Design-Build Team, including the time needed for construction and what the impacts will be.

Seth reviewed downtown access changes that will occur during construction:

- I-65/I-70 through lanes will be closed between the North Split and Washington Street for two construction years or seasons. Through traffic will be re-routed to I-465 as a detour.
- Downtown exit and entrance ramps that will be open at all times during construction include: Dr. Martin Luther King Junior Street/West Street, West Street on the southwest corner, Meridian Street, the Meridian Street/Madison Avenue corridor, Washington Street, and Keystone Avenue/Rural Street.
- The I-65/I-70 link across the north part of the North Split will be open both ways throughout the project. A short closure of up to 45 days may be needed for bridge construction, but the goal is to keep traffic moving on I-65 and I-70.

Access into and out of downtown will be provided for high-volume destination movements, such as commuter traffic or individuals coming downtown for events:

- The Pine Street entrance ramp on the east side of downtown will remain open at all times during construction, providing access to I-70 eastbound.
- The Westbound I-70 ramp to the collector-distributor entrances and exits serving Michigan Street and Ohio Street will remain open at all times.
- A ramp to either Michigan Street or Ohio Street will remain open at all times.

Seth reviewed the movement closure guidelines for construction, clarifying that a construction season is essentially all year with the exception of one or two months in which weather does not allow for construction. North Split construction will start as early as possible in 2021, and the North Split will close and remain closed through all of 2021 and most of 2022.

- The mainline of I-65/I-70 will be closed for a maximum of two construction seasons.
- Ohio Street or Michigan Street will be closed a maximum of one construction season. Both will not be closed at the same time. When Ohio Street is closed, the Michigan Street exit will be open. When Michigan Street is closed, the Ohio Street exit must remain open.
- Local ramps and bridges will be closed for 90 days maximum.
- Local cross streets will not be closed simultaneously. For example, either Central Avenue or College Avenue will be open at all times during construction.

Seth reviewed the Mobility Management Plan (MMP), which will determine how mobility will occur in the downtown area during construction. The MMP has three goals:

1. Optimize traffic operations on the available transportation network.
2. Reduce overall demand on the roadway network, including strategies or ideas to encourage drivers not to use the roadway system during peak periods.
3. Provide enhanced motorist information regarding road closures and traffic conditions in the downtown area.

MMP task groups will be developed, which include:

- MOT/Construction, which will be a data-driven group.
- Local Traffic Operations, which will include representatives from the City of Indianapolis, statewide trucking organizations, and other similar groups. Emergency response agencies will be a subgroup, as they are key to ensuring emergency response in the downtown area.
- Travel Demand Management.
- Communications and Public Outreach. There will be a Public Involvement Plan just for the construction phase, and the North Split Project Team will share the plan with the public as soon as construction begins. The plan will continue through the end of construction.

Seth reviewed the Travel Demand Management plan, which looks at how people choose to travel and other available options than the interstate:

- Mode Choice
  - Transit
  - Carpool/vanpool
  - Bike/walk
- Trip Reduction/Reschedule
  - Staggered work hours
  - Offer employees flextime
  - Work from home, similar to what is occurring because of the pandemic response
- Public and employer education program
- Real-time traveler information, including traffic map apps such as Waze, Google Maps and Apple Maps. The North Split Project Team will develop partnerships with these apps to ensure their maps have the most current North Split construction information.

Seth reviewed the regional approach to improve traffic in downtown Indianapolis, and the region around downtown, in anticipation of the project:

- Adjacent Interchanges
  - Washington Street will see different traffic than normal. Work will be done on Washington Street, including minor lane alignments to improve traffic flow into and out of the project. The goal is to allow better access off of the interstate and to get vehicles back onto the interstate in a more efficient way.
  - At West Street/Dr. Martin Luther King Junior Street, additional ramp lanes will be added for getting vehicles on and off the interstates. These will be permanent improvements because they will continue to benefit interchange operations when North Split construction is complete.
- Regional Traffic Program with the City of Indianapolis to improve traffic flow
  - The North Split Project Team is working with the Indianapolis Department of Public Works (DPW) on ways to improve traffic flow throughout Indianapolis.
  - Traffic signal improvements in downtown Indianapolis will include new technology and upgrades to help them function more effectively and provide better traffic flow.
  - Spot intersection and roadway improvements. These improvements will occur on roads that will be used as detours or will see traffic differences during interstate closure. The North Split Project Team is still determining exactly where these improvements will occur, but they will be done in advance of North Split construction.

#### **d. Next Steps**

Seth reviewed the North Split Project steps that have already been completed:

- Started Project Development in March 2017.
- Conducted System-Level Analysis in May 2018.
- Developed an Alternatives Screening Report in September 2018.
- Conducted Preliminary Design and Environmental Study in 2019-2020.

Next steps are:

- In June 2020, the Design-Build Team will be on board.
- This summer (2020), the North Split Project Team will publish the EA and hold a public hearing.
- Final NEPA decision will occur in fall 2020.
- Construction may start as early as November/December of 2020.
- Construction will be complete in late 2022.

#### Pause for Questions

Seth paused the presentation for questions. *(See Discussion and Questions at the end of these minutes.)*

#### **e. Aesthetic Design Guidelines**

Ron Taylor from TSW Design Group provided an overview of the Aesthetic Design Guidelines (ADG) resulting from the 12-month Context-Sensitive Solutions (CSS) process. Ron said the ADG does not represent the final design but includes information that will lead the selected engineers and landscape architects to achieve the desired look the North Split Project Team has worked with the community to define.



The ADG is the result of an extensive public engagement process during the past 12 months. Ron reminded the EJ Working Group that if they were involved with the CSS Process, they would recall that the North Split Project Team developed different conceptual treatments and then worked with different groups to define the final designs. The groups with which the North Split Project Team worked included:

- Local neighborhoods and neighborhood organizations
- Local agencies and oversight departments
- Key local resource groups
- Local business organizations
- Local stakeholders and stakeholder groups

The ADG focuses on two broad categories – infrastructure, which includes bridges and underpasses, and landscape. Ron said his presentation focused on those two categories. Ron said the Project Team began with two conceptual design approaches and heard from the community that they wanted to minimize the detailing on the outside of the infrastructure and expose more of the bridge as part of the artistic expression of the bridge design.

#### Bridge design applications

- For the typical bridges, the focus is on bridge substructure.
- The bridges include two opportunities for local placemaking, with the incorporation of a street name or community name, and a location for future public art. The public art locations will not include art but are designed in a manner that art can be provided later, if desired.
- Three different bridge applications are described that vary based on location. Two of these are very similar and will be used in all major street crossings.
- One standard bridge application is provided for bridges that are only being rehabilitated but not fully reconstructed, and bridges that are part of a series of bridges. The bridge design still fits within the design vocabulary and is very similar to the other bridge design but is minimized in certain areas.
- An image of the bridge column was presented, showing the detail and concrete work and demonstrating how the design vocabulary would work together.

Ron said the North Split Project Team received significant feedback from the community about bridge underpasses, so the Project Team placed significant emphasis on how those areas are treated.

#### Bridge underpasses

- To address the walking surface under the underpass, the ADG specifies asphalt pavers to be used in areas where mud might gather if not paved and to give the area more durability.
- The underpasses will be wider than they are currently.
- Another safety measure considered by the Project Team was lighting. Lighting along pedestrian ways will be built into the abutment walls for safety, and lighting will also be used in the interchange to highlight features of the design and monuments along the outside of the bridge underpasses.
- The underpass lighting will be brighter, providing a welcoming and safe feeling.

#### Retaining walls and wall patterns

Ron said through the CSS process, the North Split Project Team heard from the community that they wanted a very simple pattern for retaining walls and noise barriers. Therefore, the ADG specifies that the same pattern, color, and texture is consistent across the entire retaining wall design.

#### Landscape elements

Ron emphasized that the details in the ADG are not the final landscape design. The final design will be created by the Design-Build Team, and their landscape architects will create the final planting plans. The ADG specifies a series of different plantings and shows the different places in the interchange where these will occur:

1. Tree Preservation Areas – Throughout the interchange, there are areas identified as “Do Not Disturb” areas. The Design-Build Team is being given direction on activities they need to perform pre-construction, during construction, and post-construction to preserve these areas. The goal is to preserve as much as possible.
2. Buffer Zone – “Buffer zones” are 10-foot areas along each travel way that provide a clear zone for maintenance. The buffer zones will have plantings that will not interfere with the interstate. The ADG provides the Design-Build Team with guidance on the buffer zones and how plantings are applied.
3. Side Slope Plantings – These are applied across the largest area of the interchange and include a mixture of ground-level plants with low maintenance, as well as shrubs and trees to achieve a significant amount of planting.
4. Screen Plantings – Screen plantings will occur in areas with noise barriers and will be planted on the sides of the noise barriers exposed to adjacent communities. The use of evergreens and other plants will be provided to screen the back side of the noise barrier.
5. Interchange Plantings and Canopy Trees – This area will introduce a tree canopy into the open space and provide more trees and ground cover plantings. There will be a mixture of tree types and spacing of tree species to create an urban forest that looks very natural, but is still low maintenance
6. Detention Basin Plantings – The North Split Project Team recognizes there may be areas within the interchange that are lower and hold a little water. The ADG provides guidance on plantings that can tolerate a slightly wetter environment.

#### Pause for Questions

Ron paused the presentation for questions. *(See Discussion and Questions below for specific Q&A.)*

## **6. Discussion and Questions**

#### **Comments:**

- Could you please be sure to notify me directly of future meetings of the justice panel? My phone/text/email is [participant provided information]. (Indianapolis Urban League)
- The maps are VERY HARD to READ and follow. You should consider inserting aerial views and pictures of the areas being discussed. (Indianapolis Urban League)

- Please thank Andy Dietrick for getting me in – albeit late. Thanks. (Indianapolis Urban League)
- Thank you for considering the existing vegetation and planning accordingly to promote successful vegetation. (Mayor’s Office of Sustainability)
- Increased tree canopy = music to my ears. :) (Mayor’s Office of Sustainability)
- So, the pedestrians will be inhaling gas fumes with no air quality monitoring? (Indianapolis Urban League)
- Thanks! Good presentation. (IndyGo)
- Air quality and inhalants are a salient issue that should not be overlooked - Quality of Life and Health. (Indianapolis Urban League)

**Q: How many people identified as black [in the Public Survey]?** (Ransom Place Neighborhood)

A: Five percent of the Public Survey respondents identified as minority. Greater detail is included in the EJ Technical Memorandum. There were also 11% of respondents who chose not to answer that question, so it is not certain what that 11% would have self-identified as.

**Q: How will re-routes be communicated to the public? How soon will that information go out to give communities time to prepare?** (Keep Indianapolis Beautiful)

A: This information will be communicated in every way possible. The North Split Project Team is developing a Public Information Plan specific to North Split construction. The goal is to have methods of contacting the public in whatever way is appropriate – media, social media, billboards, direct mail. The Public Information Plan will be completed this spring and implemented this summer to begin providing the public with information.

**Q: Can you please explain the MLK [Dr. Martin Luther King Junior Street] improvement again?** (Ransom Place Neighborhood)

A: Currently, at West Street/Dr. Martin Luther King Junior Street, the southbound exit ramp is a one-lane ramp that expands to four lanes at the first traffic signal. Prior to the beginning of North Split construction, the one-lane ramp will be expanded to be a two-lane ramp to allow for a smoother traffic flow of vehicles getting off the interstate at that exit. It also increases safety. At 11<sup>th</sup> Street and Dr. Martin Luther King Junior Street, when entering the interstate, it is a one-lane ramp. The North Split Project Team is proposing making that one-lane on-ramp a two-lane ramp to allow more people to get through that traffic signal and onto the interstate.

**Q: What kind of considerations or adaptations have been incorporated into the pedestrian underpasses for the visually disabled and other disabled citizens? Braille language information on walls or surfaces?** (Indianapolis Urban League)

A: The Design-Build Team will create a final design that is compliant with the Americans with Disabilities Act (ADA). There are additional areas where abutment wall panels are designated as areas for future information or art, and Braille could be incorporated into that.

**Q: At the stoplight, when people take the turn to go west onto 11<sup>th</sup> Street, they do not slow down so it is a dangerous intersection. Now there will be heavy construction vehicles using West Street and Dr. Martin Luther King Junior Street. Can it be changed so people have to slow down at 11<sup>th</sup> Street, or can you make that turn safer?** (Ransom Place Neighborhood)

A: The North Split Project Team will talk to the City of Indianapolis about this.

**Q: Are you requiring that plantings be Indiana native plants?** (Indiana Association of Area Agencies on Aging)

A: Yes, that is one of the requirements.

**Q: Do we know how many trees in the area were deemed “Do Not Disturb”?** (Keep Indianapolis Beautiful)

A: We do not have an exact number of trees. The areas that have been designated as Do Not Disturb have existing vegetation that is being preserved to screen local neighborhoods. Maps on the North Split website, northsplit.com, show those Do Not Disturb areas in more detail. [Note: Approximately 5 acres of mature trees and 0.9 acre of immature trees and shrubs are within the Do Not Disturb areas].

**Q: Will there be 9-1-1 call boxes as they have on the canal [in the pedestrian underpass areas]?** (Indianapolis Urban League)

A: Currently, those are not included in the Aesthetic Design Guidelines.

**Q: Will air quality monitoring be part of this project?** (Health by Design)

A: At this point we have worked with the Indiana Department of Environmental Management (IDEM) and the Environmental Protection Agency (EPA) to ensure we are conforming with all air quality requirements. There are no requirements for air quality monitoring as part of the North Split Project, nor is anyone intending to do any project-specific air quality monitoring at this time. In addition, vehicular traffic in the area of the North Split will be less during construction than it is currently.

**Q: While North Split construction is going on, will the closing of the underpasses be staggered?** (Keep Indianapolis Beautiful)

A: Yes, the goal is to stagger those closures so adjacent roadways are not closed at the same time. There may be a time when non-adjacent roadways are closed at same time, but the goal is to not have adjacent roads closed at the same time.

**Q: Can you talk about pedestrian access and, in particular, how pedestrians might be walking into and out of downtown? Will transit stops be affected?** (Keep Indianapolis Beautiful)

A: The goal is to provide pedestrian detours for any closed street. There will be staggered roadway and underpass closings, with alternative access for pedestrians provided. The North Split Project Team will work with IndyGo on the details for the public transit stops.

**Q: [Is there] consideration for safety barriers in underpass areas between sidewalks and streets?** (Keep Indianapolis Beautiful)

A: Safety barriers were not included in the Aesthetic Design Guidelines due to the concern about maintenance, but the walkways will be wider and a curb will be provided along the street.

**Q: Who will you use [what vendor(s)] to assist in planting trees for the project?** (Keep Indianapolis Beautiful)

A: The Design-Build Team will be the general contractor for the North Split construction and will use subcontractors. The North Split Project Team is looking at ways to ensure the significant landscape investment remains. The Project Team has been working with Keep Indianapolis Beautiful (KIB) and other agencies to determine the best way to develop and approach a landscape maintenance plan. It will be another year or two before plantings are installed, so the Project Team will continue to discuss and address this.

## 7. Adjourn

Kia told EJ Working Group members that if they have questions to please email her or the project email, [info@northsplit.com](mailto:info@northsplit.com). The meeting was adjourned at 3:44 p.m.

### Attendees:

EJ Working Group Members	
Paula Brooks	Ransom Place Neighborhood
Taylor Firestine	Health by Design
Kristen LaEace	Indiana Association of Area Agencies on Aging
Bryan Luellen	IndyGo
Mo McReynolds	Mayor's Office of Sustainability
Mandla Moyo	AARP Indiana
DeAndre Rhodes	CIRTA
Mark Russell	Indianapolis Urban League
Roland Smith	Keep Indianapolis Beautiful
James Wells	Mayor's Neighborhood Advocate (Area #8)
Fabio Yataco	Mayor's Neighborhood Advocate (Area #10)
North Split Team Members	
Michelle Allen	FHWA
Kia Gillette	HNTB
Amy Hanna	Borshoff
Brandon Miller	INDOT
John Myers	HNTB
Erin Pipkin	Compass Outreach Solutions
Seth Schickel	HNTB
Runfa Shi	INDOT
Scott Siefker	TSW
Ron Taylor	TSW
Luke Waltz	TSW



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## **Appendix E:**

### **North Split Project Presentation Log**





## NORTH SPLIT EXTERNAL MEETINGS

Type of meeting	Dates(s)/Time	Location
<b>Public Meetings</b>	May 23, 2018; 3-7 p.m. Oct. 10, 2018; 5:30-7:30 p.m. Aug. 15, 2019; 5-7 p.m. April 28, 2020; 2-4 p.m. April 30, 2020; 6-8 p.m.	Biltwell Event Center Arsenal Technical High School Ivy Tech Culinary and Conference Center Virtual via Webex Virtual via Webex
<b>Community Advisory Committee (CAC)</b>	March 13, 2018; 9-11 a.m. May 3, 2018; 2-3 p.m. May 21, 2018; 9-10:30 a.m. Oct. 9, 2018; 2-4 p.m. Aug. 9, 2019; 10 a.m.-noon April 21, 2020; 10 a.m.-noon	Indiana State Museum Indiana State Museum Indiana State Museum Indiana Government Center Ivy Tech Culinary and Conference Center Virtual via Webex
<b>Environmental Justice Working Group</b>	May 10, 2018; 3-4:30 p.m. Oct. 18, 2018; 2:30-4 p.m. July 9, 2019; 2:30-4 p.m. April 23, 2020; 2-4 p.m.	Indianapolis Urban League Indianapolis Urban League Indianapolis Urban League Virtual via Webex
<b>Emergency Management Services</b>	Oct. 18, 2018; 10-11 a.m. Dec. 6, 2018; 10-11 a.m.	Indianapolis Traffic Management
<b>Resource Agencies</b>	Nov. 3, 2017; 9-11:30 a.m. Dec. 20, 2017; 10:30-11:30 a.m. (air quality) May 22, 2018; 9-10:30 a.m. Oct. 17, 2018; 10-11 a.m. July 8, 2019; 1-3 p.m. (haz mat) July 18, 2019; 12:30-2 p.m. (haz mat) April 30, 2020; 10 a.m.-noon	HNTB office/WebEx HNTB office/WebEx Borshoff office/Webex HNTB office/Webex INDOT office INDOT office Virtual via Webex

Type of meeting	Dates(s)/Time	Location
<b>Section 106 Consulting Parties</b>	Oct. 6, 2017; 9:30-11:30 a.m. Jan. 26, 2018; 9-11 a.m. May 21, 2018; 6-7:30 p.m. Oct. 17, 2018; 5:30-7:30 p.m. Aug. 29, 2019; 4:30-6:30 p.m. Oct. 29, 2019; 4:30-6:30 p.m. Jan. 16, 2020; 4:30-6:30 p.m. March 23, 2020; 4:30-6:30 p.m.	Indiana Historical Society Benjamin Harrison Presidential Site Indiana State Museum Indiana Historical Society Ivy Tech Culinary and Conference Center Ivy Tech Culinary and Conference Center Ivy Tech Culinary and Conference Center Virtual via Webex
<b>Noise Meetings</b>	Lockerbie/Massachusetts Avenue Oct. 17, 2019; 6-8 p.m.  Chatham Arch and St. Joseph Neighborhoods Oct. 22, 2019; 7-9 p.m.  Old Northside Neighborhood Oct. 23, 2019; 6-8 p.m.  Martindale-Brightwood Neighborhood Nov. 14, 2019; 7-8:30 p.m.	Athenaeum Auditorium  Firefighters Union Hall  Knights of Columbus, McGowan Hall  37 Place Community Center
<b>INDOT/City/MPO</b>	February 16, 2018; 2-3 p.m. March 2, 2018; 2-3:30 p.m. March 16, 2018; 2-3:30 p.m. June 8, 2018; 2-3:30 p.m. Oct. 5, 2018; 2-3:30 p.m. Nov. 30, 2018; 2-3:30 p.m. June 21, 2019; 2-3:30 p.m. July 19, 2019; 2-3:30 p.m. Aug. 16, 2019; 2-3:30 p.m. Sept. 13, 2019; 2-3:30 p.m. Oct. 11, 2019; 2-3:30 p.m. Dec. 6, 2019; 2-3:30 p.m. Jan. 31, 2020; 2-3:30 p.m. Feb. 28, 2020; 2-3:30 p.m. March 27, 2020; 2-3:30 p.m. April 24, 2020; 2-3:30 p.m. May 22, 2020; 2-3:00 p.m.	HNTB office HNTB office HNTB office HNTB office HNTB office HNTB office HNTB office HNTB office HNTB office HNTB office HNTB office HNTB office HNTB office HNTB office Virtual via Webex Virtual via Webex Virtual via Webex

Type of meeting	Dates(s)/Time	Location
<b>Rethink I-65/I-70 Coalition</b>	March 16, 2018, 9-11 a.m. Oct. 9, 2018; 9-11 a.m. February 26, 2019, 9:30-11 a.m. March 25, 2019, 2-3:30 p.m. Oct. 1, 2019; 3-4:30 p.m. Nov. 13, 2019; 11 a.m.- noon Feb. 7, 2020; 9:30-11:30 a.m.	Indiana Landmarks HNTB office
<b>CSS Resource Team</b>	February 22, 2019, 1:30-3 p.m. May 3, 2019, 1:30-3 p.m. July 26, 2019; 1:30-3 p.m. March 3, 2020; 1-2:30 p.m.	HNTB office
<b>CSS Neighborhood Workshops – Round 1</b>	Holy Cross, Windsor Park, Cottage Home, Woodruff Place Neighborhoods March 28, 2019; 7-8:30 p.m.  Old Southside, Bates- Hendricks, Fletcher Place, North Square Neighborhoods and Stadium Village Business Association March 30, 2019; 9-10:30 a.m.  Lockerbie Square and Chatham Arch Neighborhoods April 2, 2019; 7-8:30 p.m.  Interstate Business Group and Cole-Noble Neighborhood April 4, 2019; 5-6:30 p.m.  St. Joseph, Old Northside and Herron-Morton Neighborhoods April 9, 2019; 7-8:30 p.m.  Martindale-Brightwood Neighborhood June 11, 2019; 5-7 p.m.	Arsenal Technical High School  Sacred Heart Parish Hall  Firefighters Union Hall  Young & Laramore  Knights of Columbus, McGowan Hall  37 Place Community Center

Type of meeting	Dates(s)/Time	Location
<b>CSS Neighborhood Workshops – Round 2</b>	Old Southside, Bates-Hendricks, Fletcher Place, North Square Neighborhoods and Stadium Village Business Association July 27, 2019; 9-10:30 a.m.	Concord Neighborhood Center
	Holy Cross, Windsor Park, Cottage Home, Woodruff Place Neighborhoods July 31, 2019; 7-8:30 p.m.	John H. Boner Community Center
	Cole-Noble Neighborhood and Interstate Business Group Aug. 8, 2019; 5-6:30 p.m.	Young & Laramore
	Martindale-Brightwood Neighborhood Aug. 13, 2019; 6:50-8 p.m.	37 Place Community Center
	St. Joseph, Old Northside, Herron-Morton Neighborhoods Aug. 14, 2019; 7-8:30 p.m.	Knights of Columbus, McGowan Hall
	Lockerbie and Chatham Arch Neighborhoods Aug. 27, 2019; 7-8:30 p.m.	St. Mary Church
<b>Other Neighborhood/ Stakeholder Meetings</b>	Indiana Landmarks Sept. 14, 2017	Indiana Landmarks
	City/State elected officials briefing Sept. 18, 2017; 3-6 p.m.	HNTB office
	Major stakeholders briefing Sept. 21, 2017; 9-10 a.m.	HNTB office
	Strong Indy/Historic Urban Neighborhoods Dec. 1, 2017; 2:30-3:30 p.m.	INDOT office
	Keep Indianapolis Beautiful Dec. 1, 2017; 1-2 p.m.	INDOT office
	SHPO Dec. 7, 2017, 2-3 p.m.	HNTB office
	16Tech Dec. 13, 2017; 10-11 a.m.	Biocrossroads office
	Mayors Neighborhood Advocates Dec. 21, 2017; 1:30-2:15 p.m.	City-County Building
	IU Health Network Jan. 10, 2018; 9-10 a.m.	IU Health Gateway Building
	IndyGo Jan. 19, 2018; 1-2 p.m.	IndyGo office

Type of meeting	Dates(s)/Time	Location
<b>Other Neighborhood/ Stakeholder Meetings (continued)</b>	Kennedy King Neighborhood Association Jan. 29, 2018; 6:30-7:30 p.m.	Historic School #27
	Downtown Indy Feb. 1, 2018; 8:15-8:30 a.m.	Borshoff office
	Cottage Home Neighborhood Feb. 5, 2018; 7-8 p.m.	Flat 12 Bierworks
	CIRTA Feb. 9, 2018; 2-3 p.m.	Julia M. Carson Transit Center
	Lockerbie People's Club Feb. 13, 2018; 7-8 p.m.	Young & Laramore
	Indianapolis MPO Policy Committee Feb. 21, 2018; 9-10 a.m.	MIBOR Office
	Chatham Arch Neighborhood Feb. 27, 2018; 7-8 p.m.	Firefighters Union Hall
	Ransom Place/Martindale-Brightwood Neighborhood Feb. 28, 2018; 1:30-3:30 p.m.	IUPUI Office of Community Engagement
	Fletcher Place Neighborhood March 13, 2018; 7:45-8:45 p.m.	Fletcher Place Art and Books
	Old Southside Neighborhood/Stadium Village Business Association March 14, 2018; 7-8 p.m.	Sacred Heart Parish Hall
	North Split Alternative Concepts March 16, 2018; 9-11 a.m.	Indiana Landmarks
	Indy Chamber's Transportation, Infrastructure and Environment Council March 20, 2018; 3:45-4:30 p.m.	Indy Chamber office
	AARP Indiana March 21, 2018; 9:30-10:30 a.m.	AARP office
	Martindale-Brightwood Town Hall April 19, 2018; 5:15-6 p.m.	37 Place
	Holy Cross Neighborhood April 19, 2018; 7:30-8:30 p.m.	Redevelopment Group office
	Salesforce Government Affairs Speakers Series May 9, 2018; 9:45-noon	Salesforce office
	Indy Chamber's Pancakes and Politics June 5, 2018; 7:30-9 a.m.	Faegre Baker and Daniels
	Martindale-Brightwood Environmental Justice Collaborative Group June 14, 2018; 2-2:30 p.m.	37 Place

Type of meeting	Dates(s)/Time	Location
<b>Other Neighborhood/ Stakeholder Meetings (continued)</b>	Woodruff Place Neighborhood June 26, 2018; 6-7:30 p.m.	735 Woodruff Place East Drive
	Indianapolis Historic Preservation Commission July 9, 2018; 10-11 a.m.	HNTB office
	Institute of Transportation Engineers Transportation Seminar July 26, 2018; 9:30-10:30 a.m.	Indiana-Wesleyan University- Indianapolis
	Indianapolis Historic Preservation Commission Oct. 15, 2018; 3:30-4:30 p.m.	HNTB office
	Indianapolis MPO Technical Committee Feb. 6, 2019	MIBOR
	Indianapolis MPO Policy Committee Feb. 20, 2019	MIBOR
	SHPO Feb. 28, 2019; 1-2 p.m.	HNTB office
	Indianapolis DPW March 13, 2019; 8:30-9:30 a.m.	HNTB office
	Mayor's Neighborhood Advocates March 25, 2019; 11-12 a.m.	City-County Building
	Benjamin Harrison Presidential Site April 16, 2019; 3:30-4:30 p.m.	Benjamin Harrison Presidential Site
	Indiana Construction Roundtable April 18, 2019; 8-10 a.m.	Hagerman Construction office
	Indianapolis DPW May 8, 2019; 9-10 a.m.	HNTB office
	Martindale-Brightwood Executive Committee May 8, 2019; 6:20-7:15 p.m.	Hopeside Senior Community Apartments
	SHPO May 8, 2019; 1-3 p.m.	HNTB office/Field Review
	IndyGo May 20, 2019	HNTB office
	Health by Design/Marion County Health Dept. July 24, 2019; 8-9 a.m.	HNTB office
	Health by Design Coalition Aug. 12, 2019; 2-4 p.m.	MIBOR
	Concerned Clergy of Indianapolis Sept. 21, 2019; 9-10:30 a.m.	Julia M. Carson Government Center
	Herron-Morton and Fall Creek Place Neighborhoods Oct. 21, 2019; 6-8 p.m.	Shoefly Public House



Type of meeting	Dates(s)/Time	Location
<b>Other Neighborhood/ Stakeholder Meetings (continued)</b>	Keep Indianapolis Beautiful (KIB) Oct. 28, 2019; 10-11 a.m.	HNTB office
	KIB Field Review Nov. 11, 2019; 10:30 a.m. - 1 p.m.	KIB office/Field
	City Trails (DPW, Parks, Greenways) Dec. 2, 2019; 1:30–2:30 p.m.	HNTB office/Webex
	City Trails (DPW, Parks, Greenways) Jan. 31, 2020; 1–2 p.m.	HNTB office/Webex
	SHPO Feb. 11, 2020; 1-2 p.m.	INDOT office
	Near East Area Renewal March 2, 2020; 9-10 a.m.	Near East Area Renewal office
	Keep Indianapolis Beautiful (KIB) March 2, 2020; 1:30-3 p.m.	HNTB office
	City Trails (DPW, Parks, Greenways) March 13, 2020; 10–11 a.m.	HNTB office/Webex
	I.U. Health April 1, 2020; 9-10:30 a.m.	Virtual via Webex
	IndyGo May 12, 2020; 4-5 p.m.	Virtual via Webex
	CIRTA May 27, 2020; 1:30–2:40 p.m.	Virtual via Webex



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## **Appendix F:**

### **Public Survey and Summary**

DEMOGRAPHIC INFORMATION

Please provide the following information so that we can better understand how opinions may differ by demographic. Information provided will remain confidential. Please circle the appropriate answer.

What is your age?

- Less than 25
- 25 to 35
- 36 to 45
- 46 to 55
- 56 to 65
- 66 to 85
- Older
- Choose not to answer

What is your neighborhood or housing location? For example, Martindale-Brightwood, St. Joseph Place, Holy Cross, etc.

What is your approximate annual household income?

- Less than \$12,500
- \$12,501 to \$17,000
- \$17,001 to \$21,000
- \$21,001 to \$26,000
- \$26,001 to \$30,000
- \$30,001 to \$35,000
- \$35,001 to \$40,000
- \$40,001 to \$45,000
- \$45,001 to \$50,000
- More than \$50,000
- Choose not to answer

Which category or categories best represent your race?

- Asian
- Black
- Latino/Hispanic
- Native American/Native Alaskan
- Native Hawaiian/Pacific Islander
- White
- Choose not to answer
- Other

How many people are in your household?

- 1
- 2
- 3
- 4
- 5
- 6
- 7
- 8+

How many adults (18+) are in your household?

- 1
- 2
- 3
- 4+

What is the ZIP Code in which you live?  
(Visit [www.northsplit.com/ZIPcodes](http://www.northsplit.com/ZIPcodes) to see a map.)

What is the ZIP Code to which you travel most frequently?

Please provide additional comments.



# Public Survey

Summer 2019

The Indiana Department of Transportation (INDOT) is preparing to reconstruct the I-65/I-70 North Split Interchange in downtown Indianapolis. The project will repair deteriorating bridges, upgrade pavement conditions, and improve traffic flow and safety within Indiana’s second-busiest interchange. Visit the project website ([www.northsplit.com](http://www.northsplit.com)) for more information.

The following survey will assist the project team in identifying and addressing potential benefits and burdens of the project on residents. The survey is available online at [www.northsplit.com/survey](http://www.northsplit.com/survey). If you prefer to complete the survey by phone, please call (317) 917-5240. Si desea recibir una copia impresa en español, envía un correo electrónico a [info@northsplit.com](mailto:info@northsplit.com).

We appreciate your feedback!

PROJECT-SPECIFIC FEEDBACK

Please circle the appropriate answer.

Have you heard of the North Split project before receiving this survey?

- Yes
- No
- Not sure

Have you visited the North Split project website ([www.northsplit.com](http://www.northsplit.com))?

- Yes
- No
- Not sure

What is the best method to keep you informed on the North Split project? (Select all that apply.)

- Email
- Text message
- Social media
- Postal mail
- Public meeting
- Website
- Other

If you’d like to receive postal mail, please provide your address:

To which of the following North Split outreach tools are you subscribed/following? (Select all that apply.)


- Email
- Text message
- Social media
- Public meeting(s)
- Website

If you would like to subscribe to our e-newsletter or text messaging service, please enter your email and/or mobile number below.


Why do you travel in the North Split project area? (Select all that apply.)

- I live in an adjacent neighborhood
- Work
- School
- Doctor’s appointment or medical trips
- Entertainment/shopping
- Visiting friends/family
- Church


## Follow our Progress



(317) 749-0309



#NorthSplit



@NorthSplit

Text  
“NORTHSPLIT”  
to 33222



How do you travel in the North Split project area? (Select all that apply.)

- I travel on I-70 or I-65 through the project area
- I travel on city streets via a motor vehicle through the project area
- I travel on city streets via transit through the project area
- I travel on city streets by walking, bicycle, or scooter through the project area
- I do not travel through the project area
- Other

How many times do you typically travel in the North Split project area via interstate per week?

- 0
- 1 to 4
- 5 to 10
- 10 to 20
- 20+

How many times do you typically travel in the North Split project area via local/city streets per week?

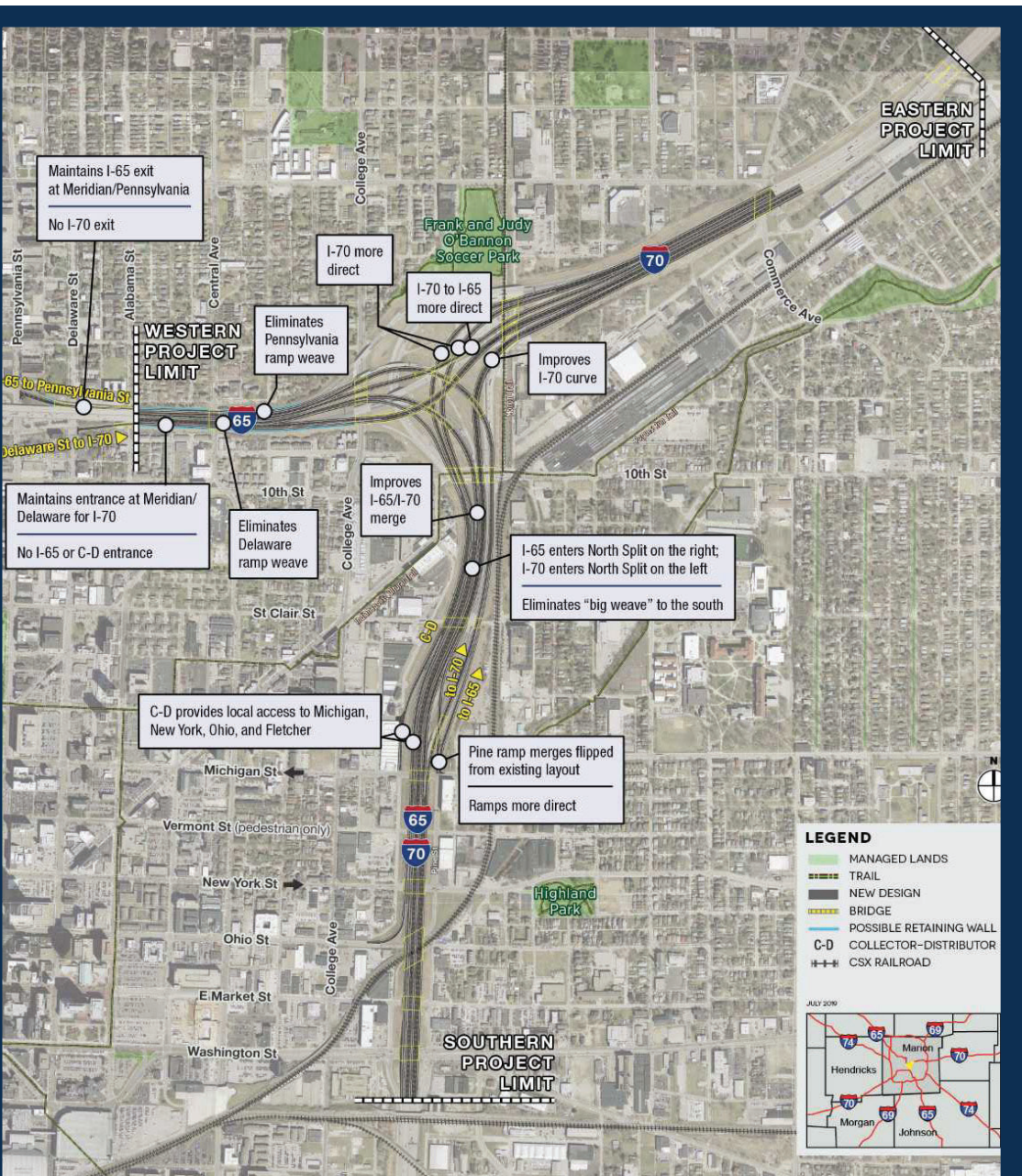
- 0
- 1 to 4
- 5 to 10
- 10 to 20
- 20+

Please rank your primary means for getting to work (1-8).

- Personal vehicle
- Share rides with a friend/family member
- Cab/Uber/Lyft
- Transit
- Blue Indy
- Walking
- Bicycle
- Rental scooters/Lime/Bird

Please rank your primary means for leisure travel (1-8).

- Personal vehicle
- Share rides with a friend/ family member
- Cab/Uber/Lyft
- Transit
- Blue Indy
- Walking
- Bicycle
- Rental scooters/Lime/Bird



North Split project limits

What best reflects your opinion of the project? (Select all that apply.)

- I support upgrading the interchange
- I support upgrading the interchange, but I have concerns about changes to access to or from the interstate at the Pennsylvania and Delaware Street ramps
- I support upgrading the interchange, but I have concerns about impacts to neighborhoods
- I do not support upgrading the interchange

If you do not support the North Split project, what is your primary reason?

- I do not think upgrades are needed
- I do not want the project to have additional impacts on the adjacent neighborhoods
- I do not want to deal with traffic and congestion during construction
- I do not travel the interchange
- Other

Which potential interchange ramp access changes would affect you (either positively or negatively)?

- Removal of Delaware Street entrance ramp to exits east of downtown (North, Michigan, Vermont, New York, Ohio, Fletcher) and I-65 southbound will affect me
- Removal of I-70 westbound exit ramp to Meridian/Pennsylvania streets will affect me
- Both changes will affect me
- Neither change will affect me

If you would be affected by interchange ramp access changes, how would you be affected? (open-ended response)

Construction of the North Split project will likely take approximately 2 years with portions of the interstate, and local streets that cross it, closed during this time. (For example, College Avenue may be closed while the interstate bridge deck is replaced.) When the interchange is under construction, how would you be impacted? (Select all that apply.)

- I would not be impacted
- Transportation: For example...
  - It would take me longer to get to work
  - I would share rides or ride public transportation
- Impact to home and neighborhood: For example...
  - I would see more traffic near my home or business
  - I would experience more noise and dust near my home
- Changing behavior: For example...
  - I would shop or seek entertainment somewhere else
  - I would go to another doctor/medical building
  - I would move
  - I would change jobs
- Other, please explain

When the interchange is completed, how would you be affected? (Select all that apply.)

- I would not be affected
- Transportation: For example...
  - It would make my trip to work safer and faster
  - I would share rides or ride public transportation
- Impact to home and neighborhood: For example...
  - I would see more traffic near my home or business
  - I would experience more noise and dust near my home
  - Pedestrian connectivity and safety would improve
- Changing behavior: For example...
  - I would use the interchange more
  - I would shop or seek entertainment somewhere else
  - I would go to another doctor/medical building
  - I would move
  - I would change jobs
- Other, please explain

What features can we include in this project to help address the impacts? (open-ended response)



# NORTH SPLIT UPGRADES DRIVING PROGRESS

The I-65/I-70 North Split Interchange project in downtown Indianapolis will repair deteriorating bridges, upgrade pavement conditions, and improve traffic flow and safety within Indiana's second-busiest interchange.

INDOT is conducting an online survey to determine potential impacts and benefits of the North Split project.

**We want to hear from you.**

F-3



[northsplit.com/survey](https://northsplit.com/survey)



North Split Project Team  
PO Box 44141  
Indianapolis, IN 46244

Scan the QR code or visit  
[northsplit.com/survey](https://northsplit.com/survey) to take  
our online survey in English or  
in Spanish.

To take the survey by phone  
or to request a printed copy of  
the survey with prepaid return  
postage, call (317) 917-5240  
or email [info@northsplit.com](mailto:info@northsplit.com).

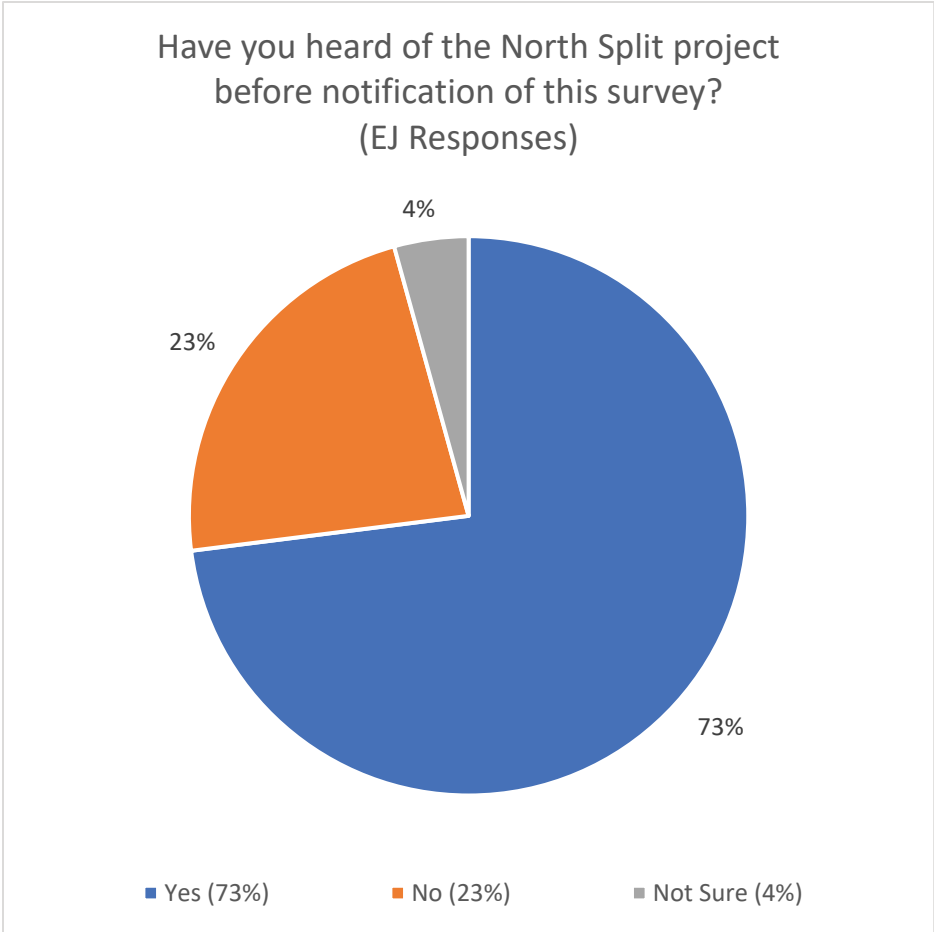
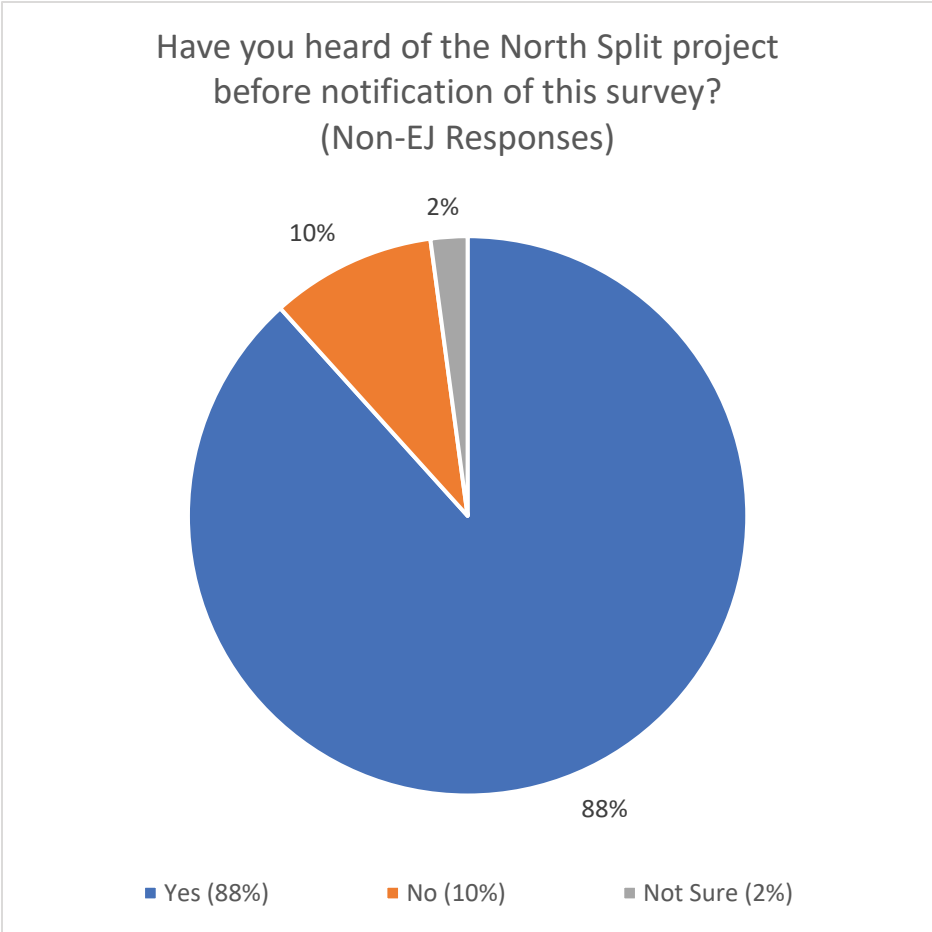
[northsplit.com/survey](https://northsplit.com/survey)



F-4



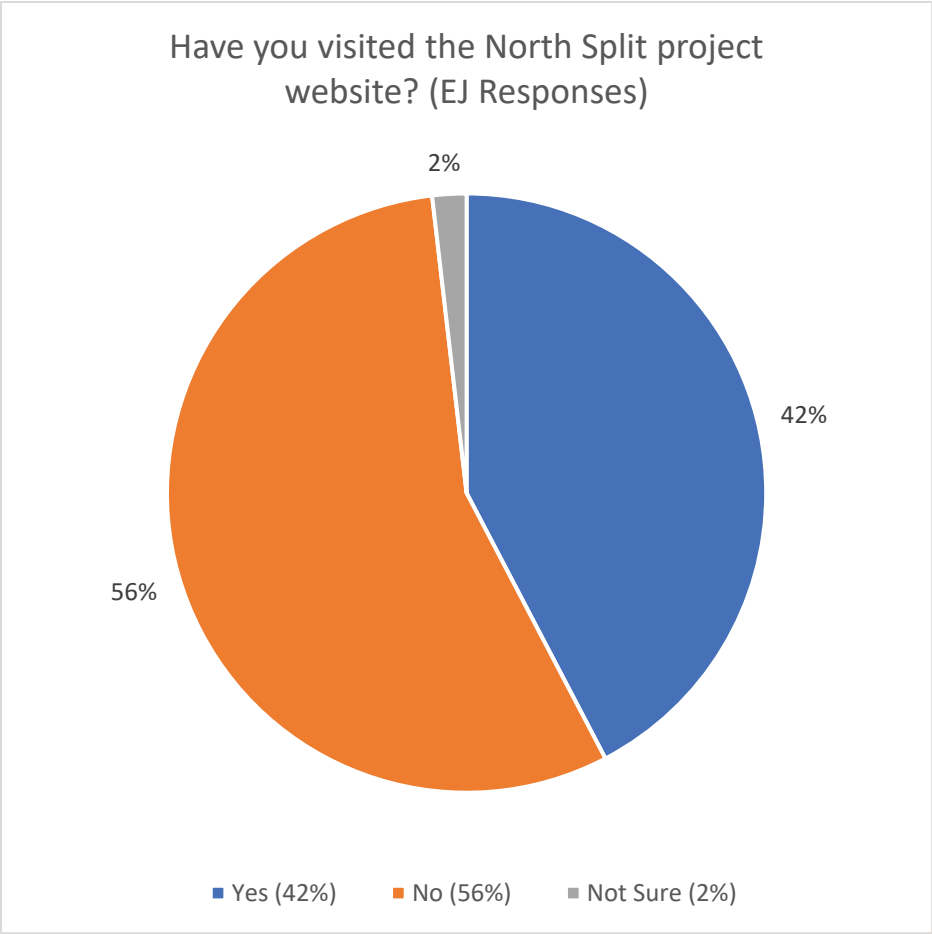
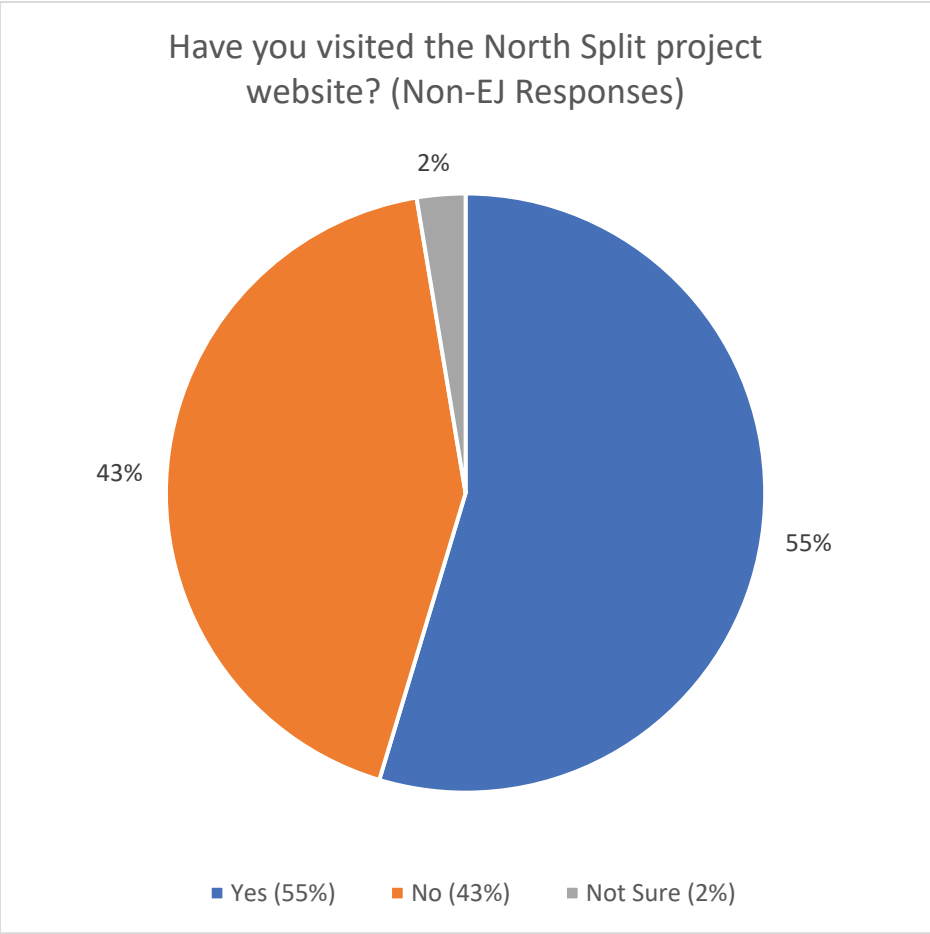
North Split Project – Public Survey Summary



Have you heard of the North Split project before notification of this survey?

	All Responses		Non-EJ Responses		EJ Responses	
Yes	1,404	87%	1,285	88%	119	73%
No	176	11%	139	10%	37	23%
Not Sure	38	2%	31	2%	7	4%
Total	1,618	100%	1,455	100%	163	100%

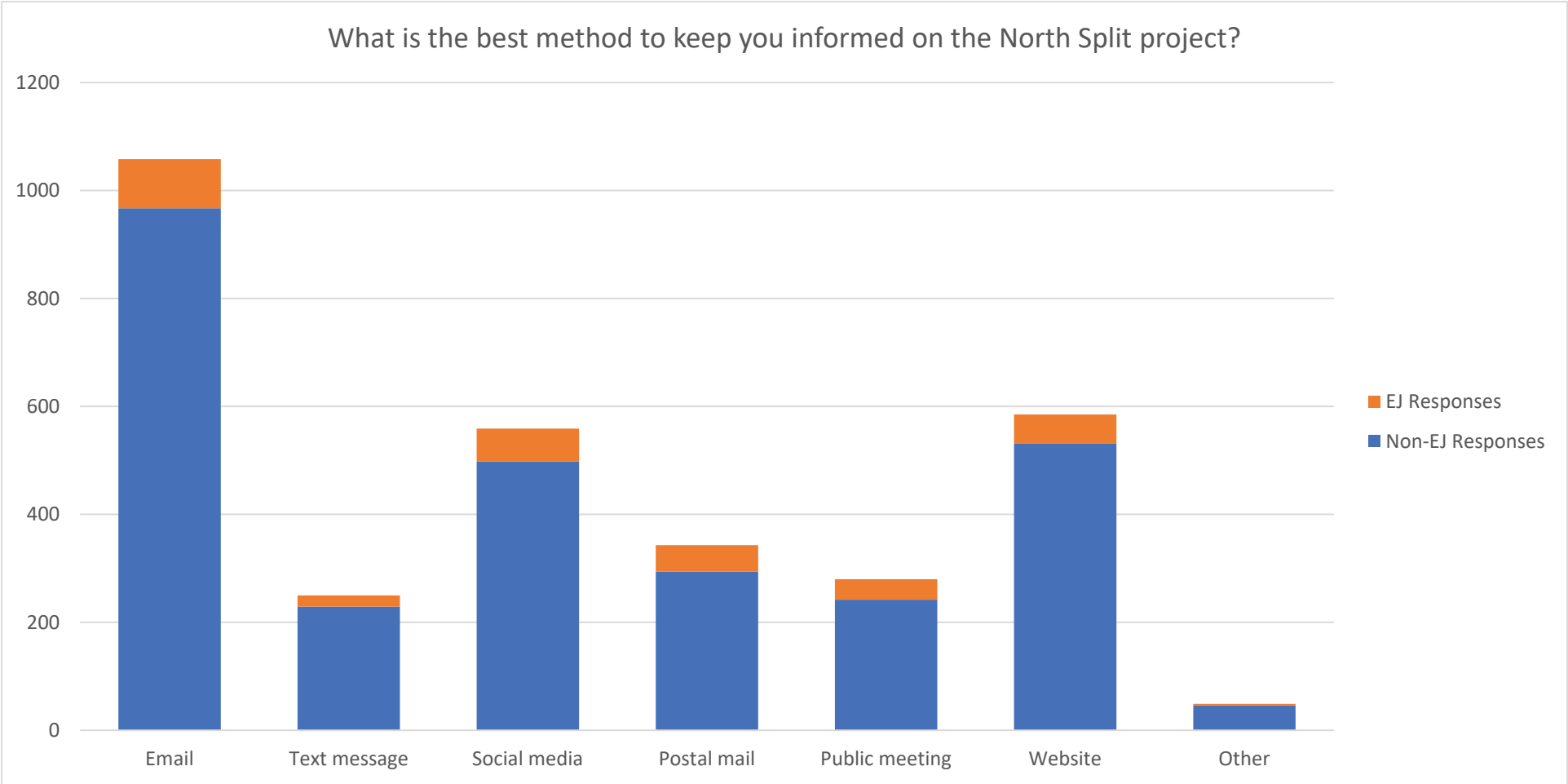
North Split Project – Public Survey Summary



Have you visited the North Split project website ([www.northsplit.com](http://www.northsplit.com))?

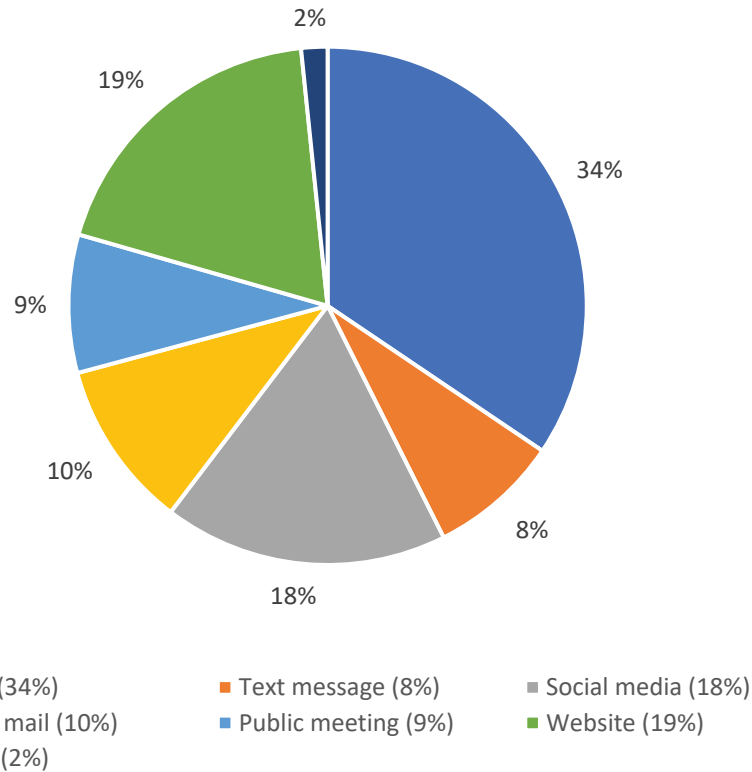
	All Responses		Non-EJ Responses		EJ Responses	
Yes	862	53%	793	55%	69	42%
No	711	44%	620	43%	91	56%
Not Sure	41	3%	38	2%	3	2%
Total	1614	100%	1451	100%	163	100%

North Split Project – Public Survey Summary

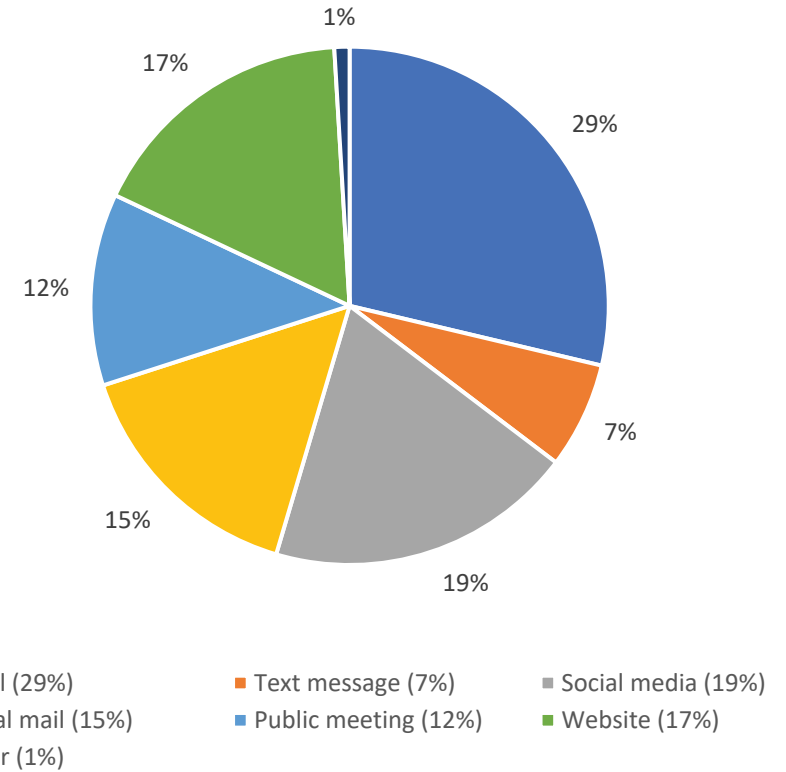


## North Split Project – Public Survey Summary

What is the best method to keep you informed on the North Split project? (Non-EJ Responses)



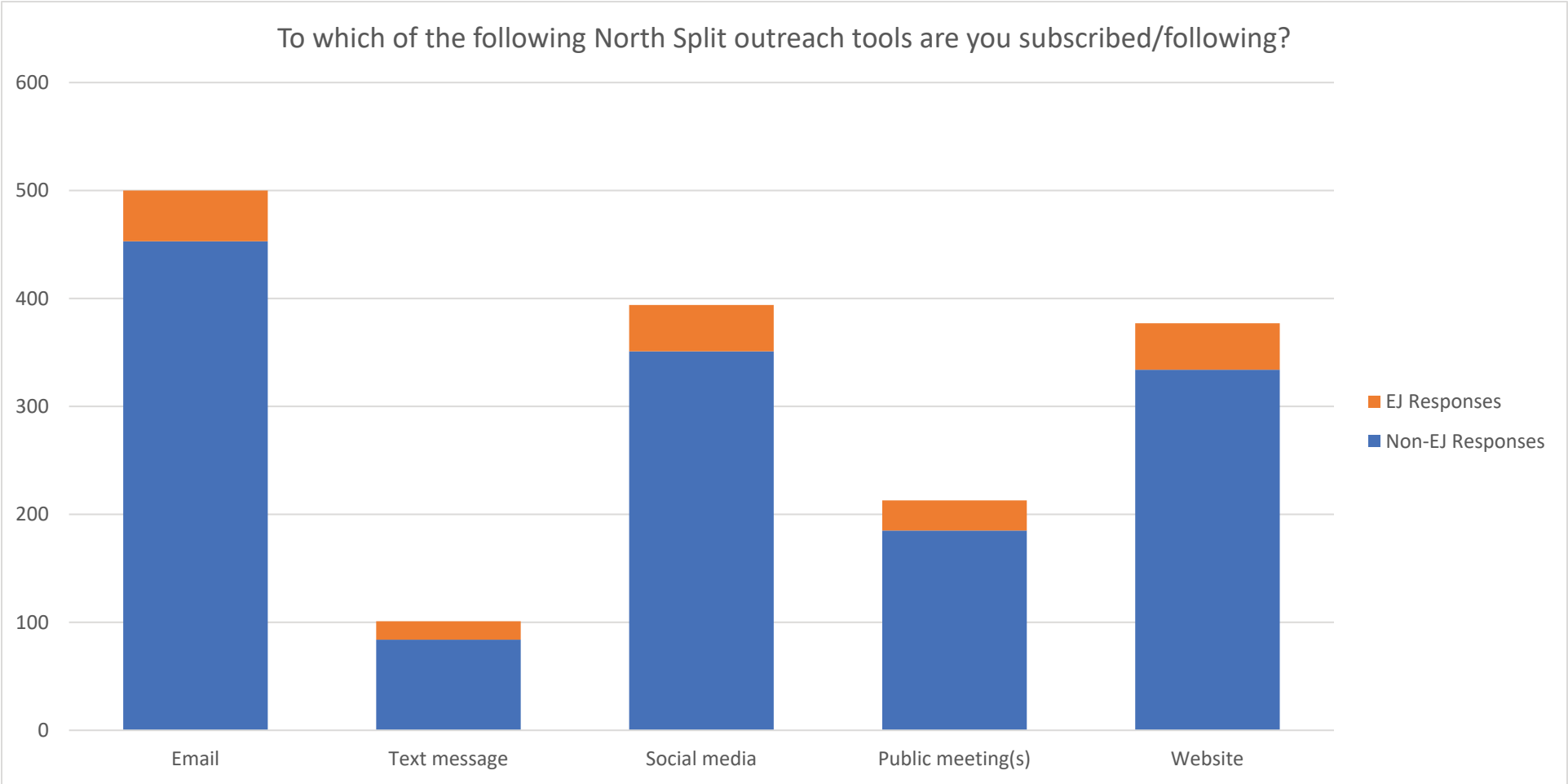
What is the best method to keep you informed on the North Split project? (EJ Responses)



What is the best method to keep you informed on the North Split project? (Select all that apply.)

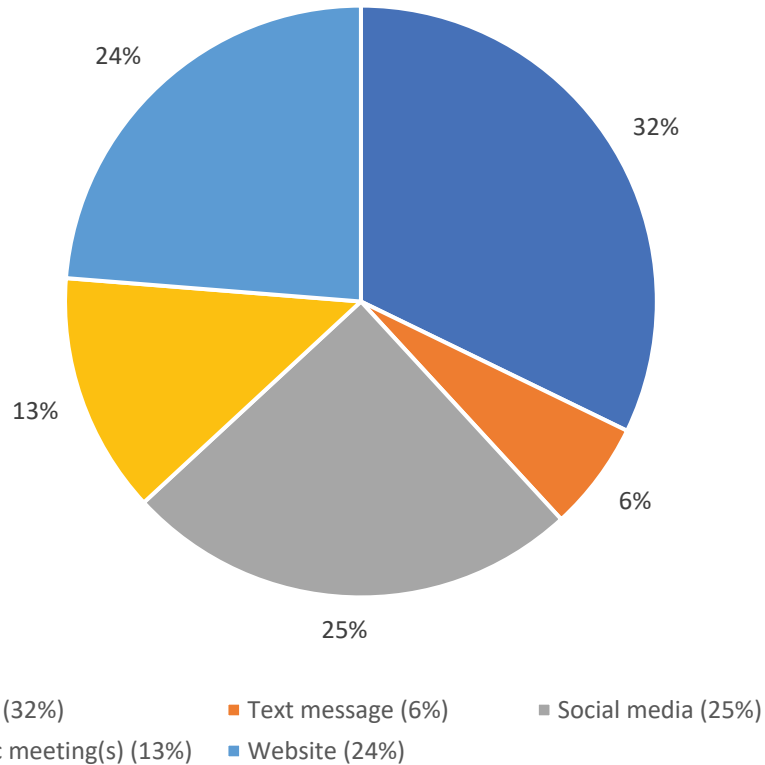
	All Responses	Non-EJ Responses	EJ Responses
Email	1058	967	91
Text message	250	229	21
Social media	559	498	61
Postal mail	343	294	49
Public meeting	280	242	38
Website	585	531	54
Other	49	46	3

North Split Project – Public Survey Summary

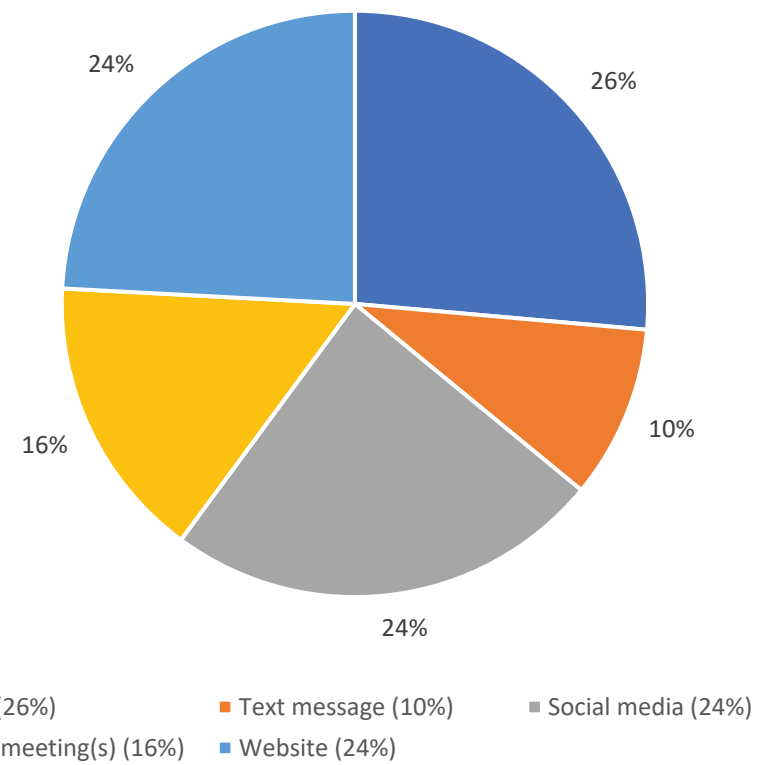


## North Split Project – Public Survey Summary

To which of the following North Split outreach tools are you subscribed/following? (Non-EJ Responses)



To which of the following North Split outreach tools are you subscribed/following? (EJ Responses)

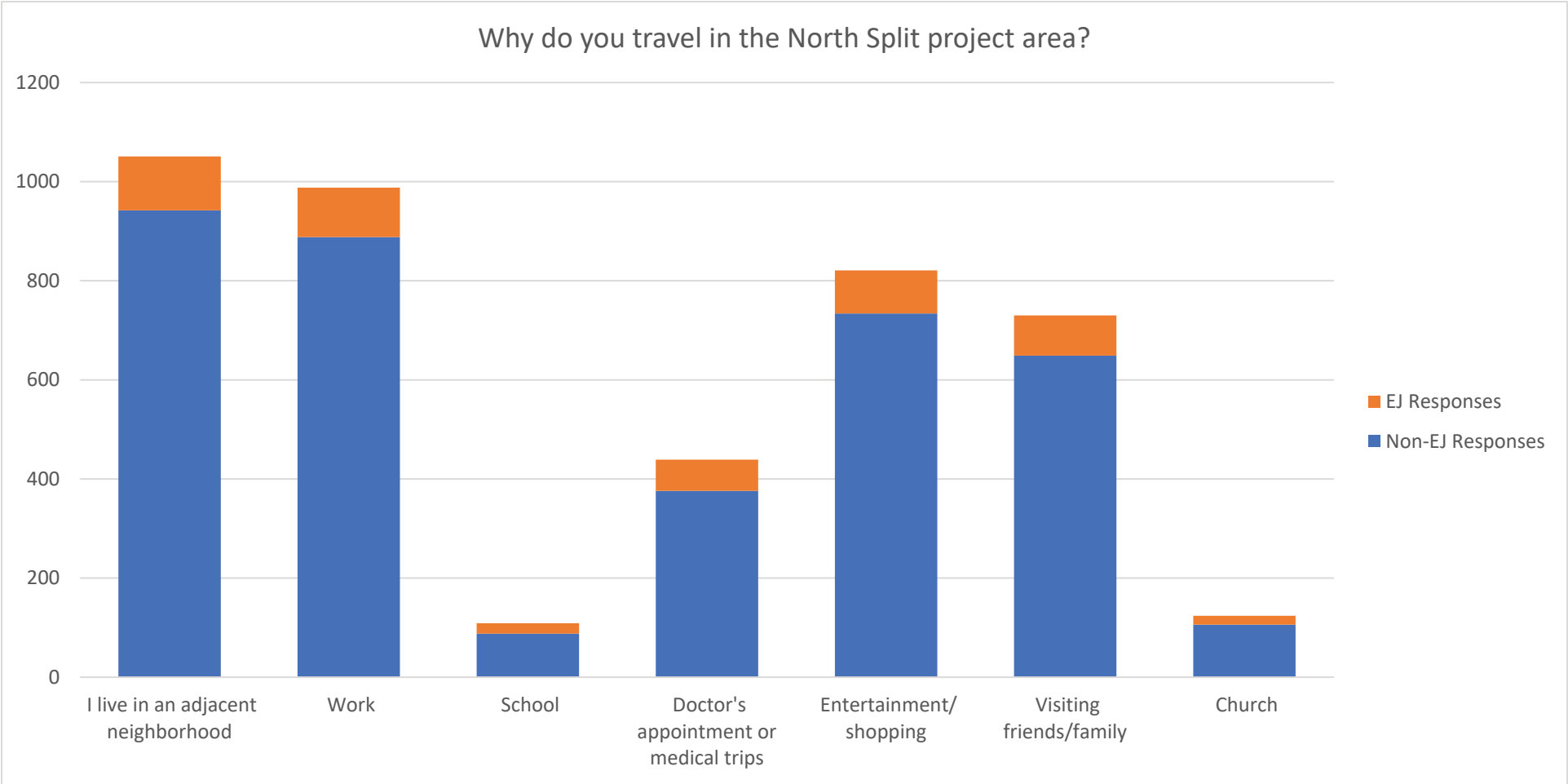


To which of the following North Split outreach tools are you subscribed/following? (Select all that apply.)

	All Responses	Non-EJ Responses	EJ Responses
Email	500	453	47
Text message	101	84	17
Social media	394	351	43
Public meeting(s)	213	185	28
Website	377	334	43

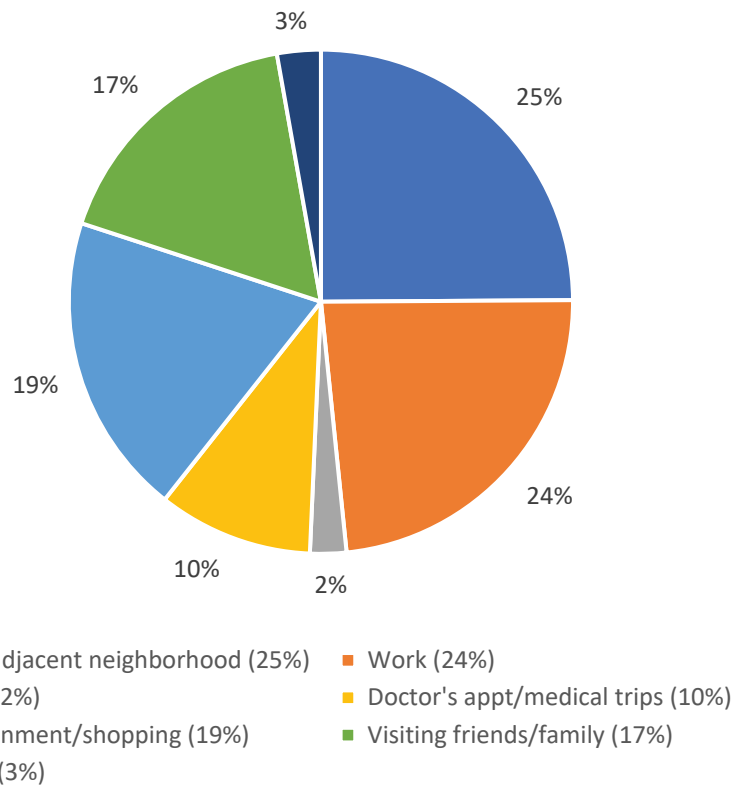


North Split Project – Public Survey Summary

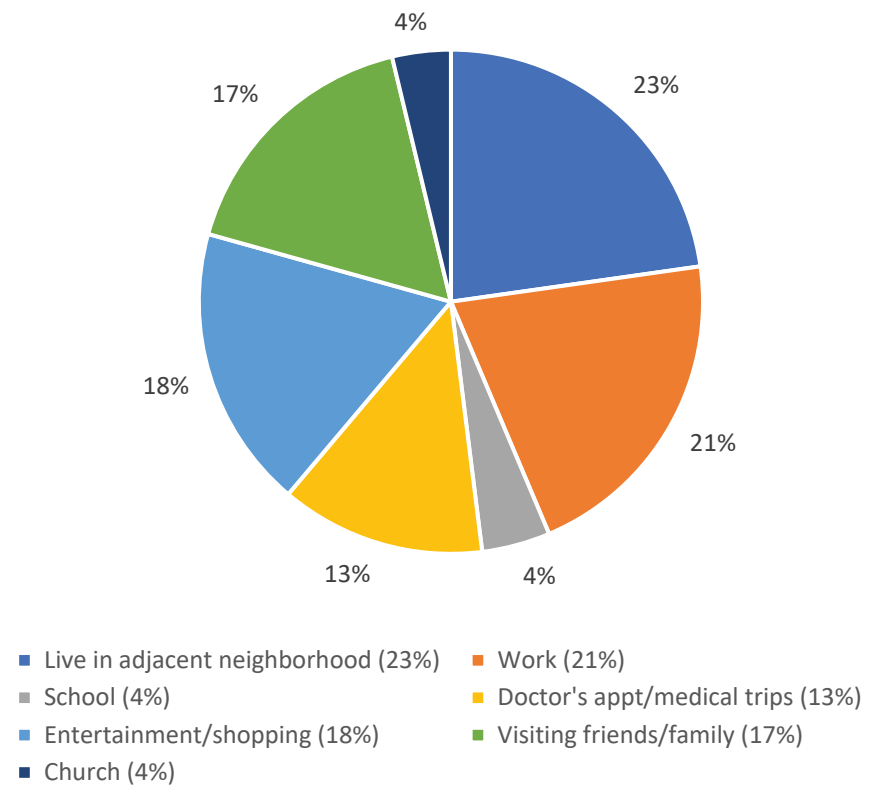


## North Split Project – Public Survey Summary

Why do you travel in the North Split project area? (Non-EJ Responses)



Why do you travel in the North Split project area? (EJ Responses)



Why do you travel in the North Split project area? (Select all that apply.)

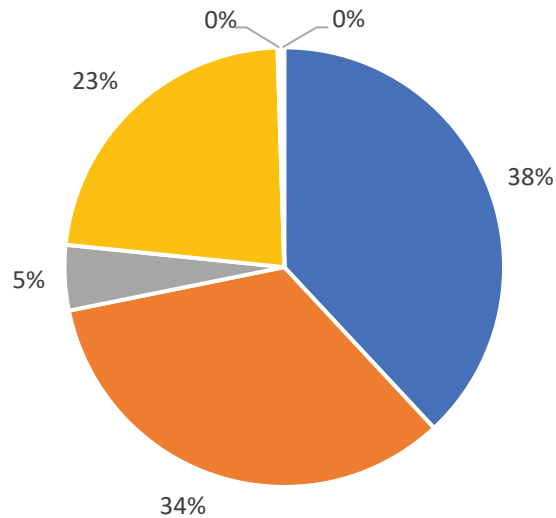
	All Responses	Non-EJ Responses	EJ Responses
I live in an adjacent neighborhood	1,051	942	109
Work	988	888	100
School	109	88	21
Doctor's appointment or medical trips	439	376	63
Entertainment/shopping	821	734	87
Visiting friends/family	730	649	81
Church	124	106	18

North Split Project – Public Survey Summary



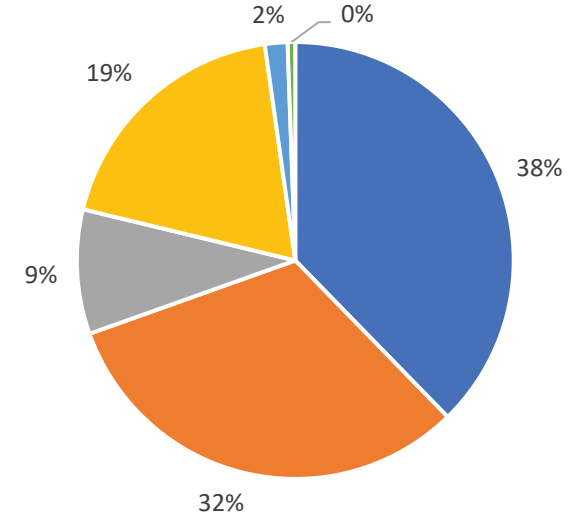
## North Split Project – Public Survey Summary

How do you travel in the North Split project area? (Non-EJ Responses)



- I travel on I-70 or I-65 through the project area (38%)
- I travel on city streets via a motor vehicle through the project area (34%)
- I travel on city streets via transit through the project area (5%)
- I travel on city streets by walking, bicycle or scooter through the project area (23%)
- I do not travel through the project area (0%)
- Other (0%)

How do you travel in the North Split project area? (EJ Responses)



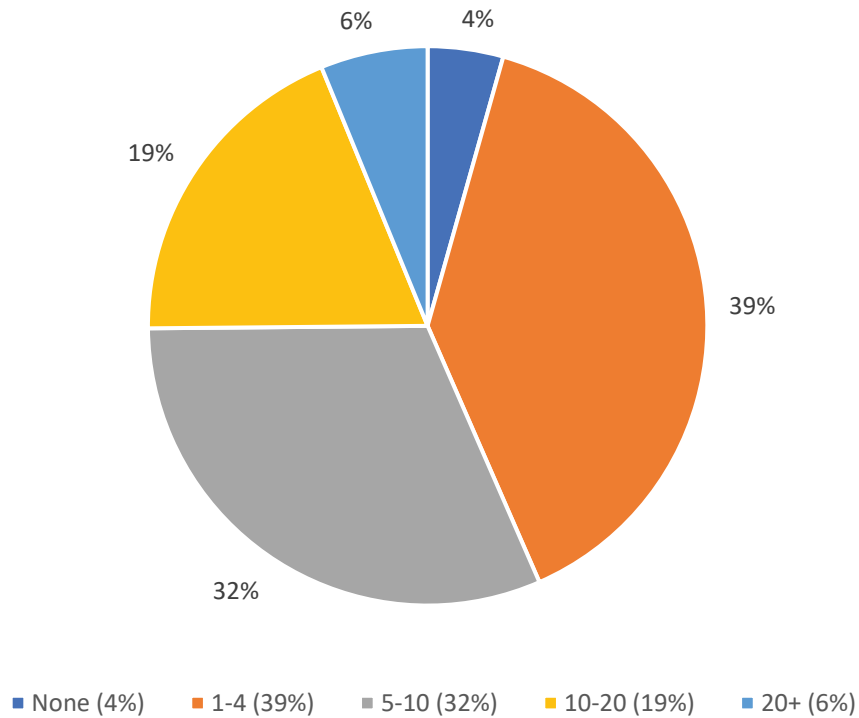
- I travel on I-70 or I-65 through the project area (38%)
- I travel on city streets via a motor vehicle through the project area (32%)
- I travel on city streets via transit through the project area (9%)
- I travel on city streets by walking, bicycle or scooter through the project area (19%)
- I do not travel through the project area (2%)
- Other (0%)

How do you travel in the North Split project area? (Select all that apply.)

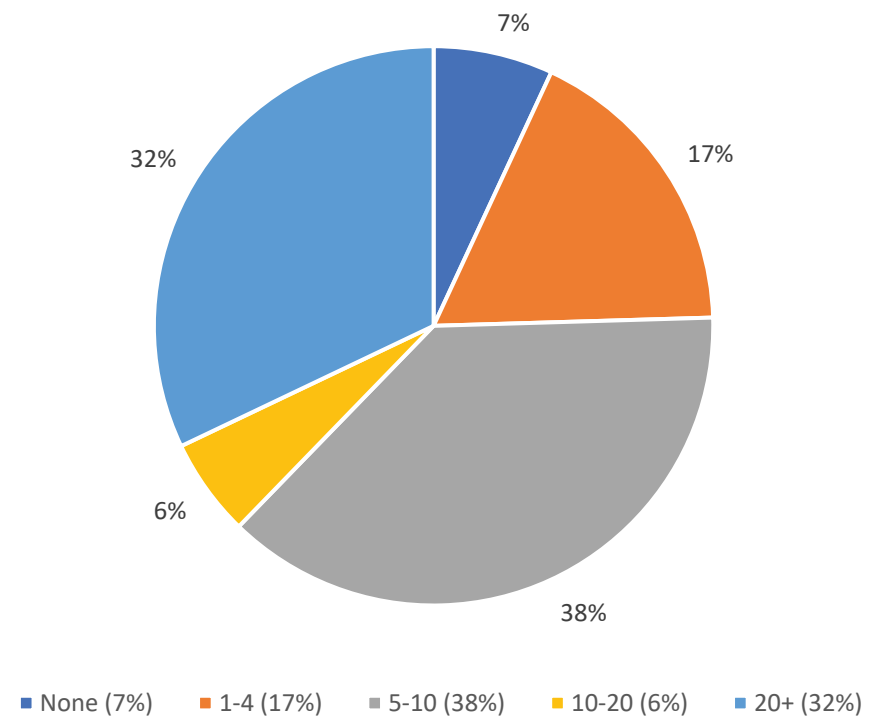
	All Responses	Non-EJ Responses	EJ Responses
I travel on I-70 or I-65 through the project area	1451	1316	135
I travel on city streets via a motor vehicle through the project area	1281	1167	114
I travel on city streets via transit through the project area	199	166	33
I travel on city streets by walking, bicycle or scooter through the project area	859	791	68
I do not travel through the project area	15	9	6
Other	10	8	2

## North Split Project – Public Survey Summary

How many times to you typically travel in the North Split project area via interstate per week?  
(Non-EJ Responses)



How many times to you typically travel in the North Split project area via interstate per week?  
(EJ Responses)

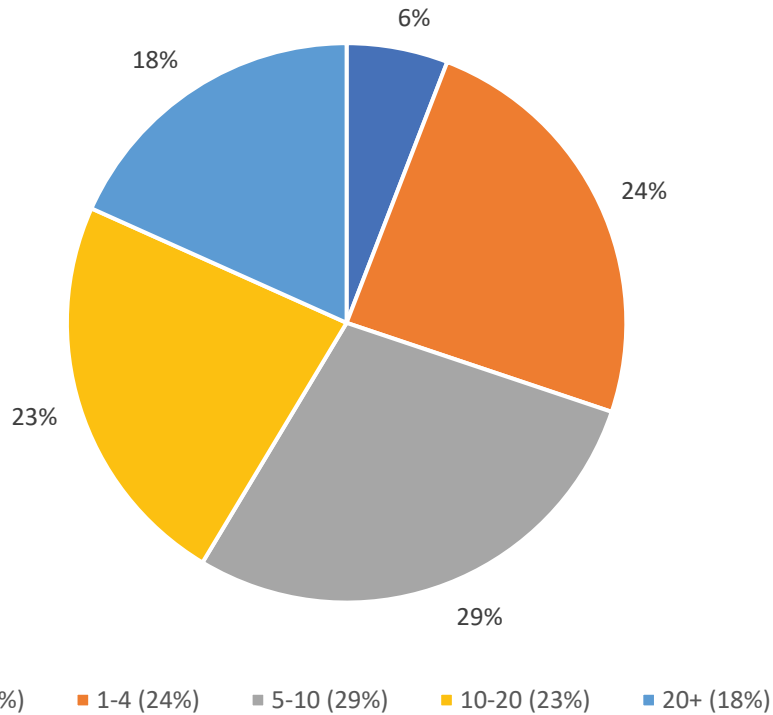


How many times do you typically travel in the North Split project area via interstate per week?

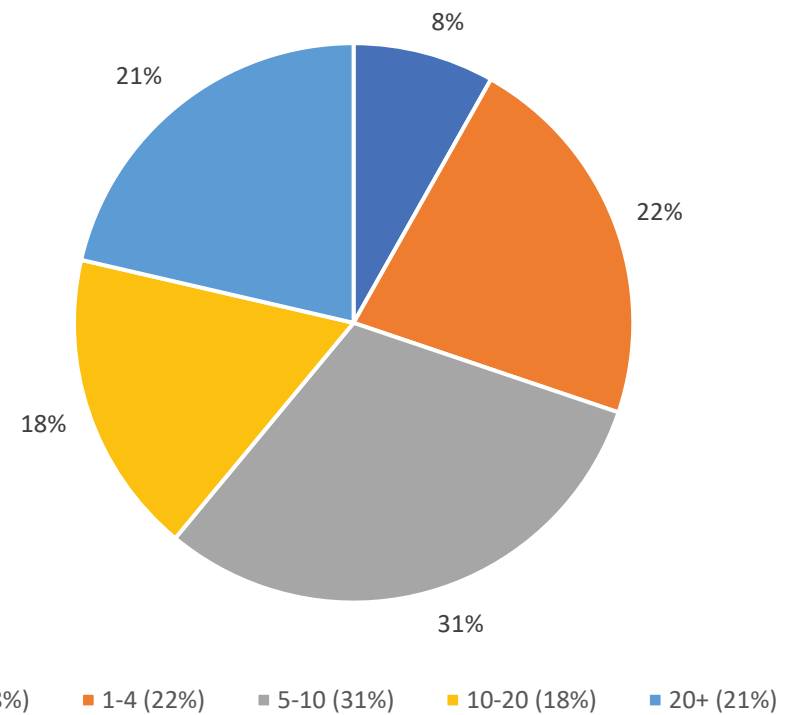
	All Responses		Non-EJ Responses		EJ Responses	
None	73	5%	62	4%	11	7%
1-4	583	37%	555	39%	28	17%
5-10	506	32%	446	31%	60	38%
10-20	278	17%	269	19%	9	6%
20+	139	9%	88	6%	51	32%
Total	1,579	100%	1,420	100%	159	100%

## North Split Project – Public Survey Summary

How many times do you typically travel in the North Split project area via city/local streets per week? (Non-EJ Responses)



How many times do you typically travel in the North Split project area via city/local streets per week? (EJ Responses)



How many times do you typically travel in the North Split project area via city/local streets per week?

	All Responses		Non-EJ Responses		EJ Responses	
0	96	6%	83	6%	13	8%
1-4	379	24%	344	24%	35	22%
5-10	452	29%	403	29%	49	31%
10-20	355	22%	327	23%	28	18%
20+	293	19%	259	18%	34	21%
Total	1,575	100%	1,416	100%	159	100%



## North Split Project – Public Survey Summary

Please rank your primary means for getting to work (1 is most likely and 8 is least likely). (Non-EJ Responses)

Rank	Personal Vehicle	Share rides with a friend/family member	Cab/Uber/Lyft	Transit	Blue Indy	Walking	Bicycle	Rental scooters/ Lime/Bird
1	1132	20	7	15	2	81	102	9
2	87	434	149	66	18	138	173	23
3	38	177	311	101	33	145	149	56
4	23	100	161	217	101	139	125	98
5	23	112	136	147	173	110	127	96
6	8	79	109	124	144	138	157	144
7	9	45	63	165	201	86	137	198
8	45	25	43	104	230	165	30	328

Please rank your primary means for getting to work (1 is most likely and 8 is least likely). (EJ Responses)

Rank	Personal Vehicle	Share rides with a friend/family member	Cab/Uber/Lyft	Transit	Blue Indy	Walking	Bicycle	Rental scooters/ Lime/Bird
1	118	3	0	15	1	6	8	1
2	10	44	19	10	1	10	16	4
3	3	18	41	11	4	14	12	2
4	2	11	13	17	12	23	12	10
5	2	13	11	18	15	14	15	8
6	0	6	11	14	17	19	16	13
7	1	7	5	14	25	7	20	18
8	4	2	3	10	22	13	7	43

## North Split Project – Public Survey Summary

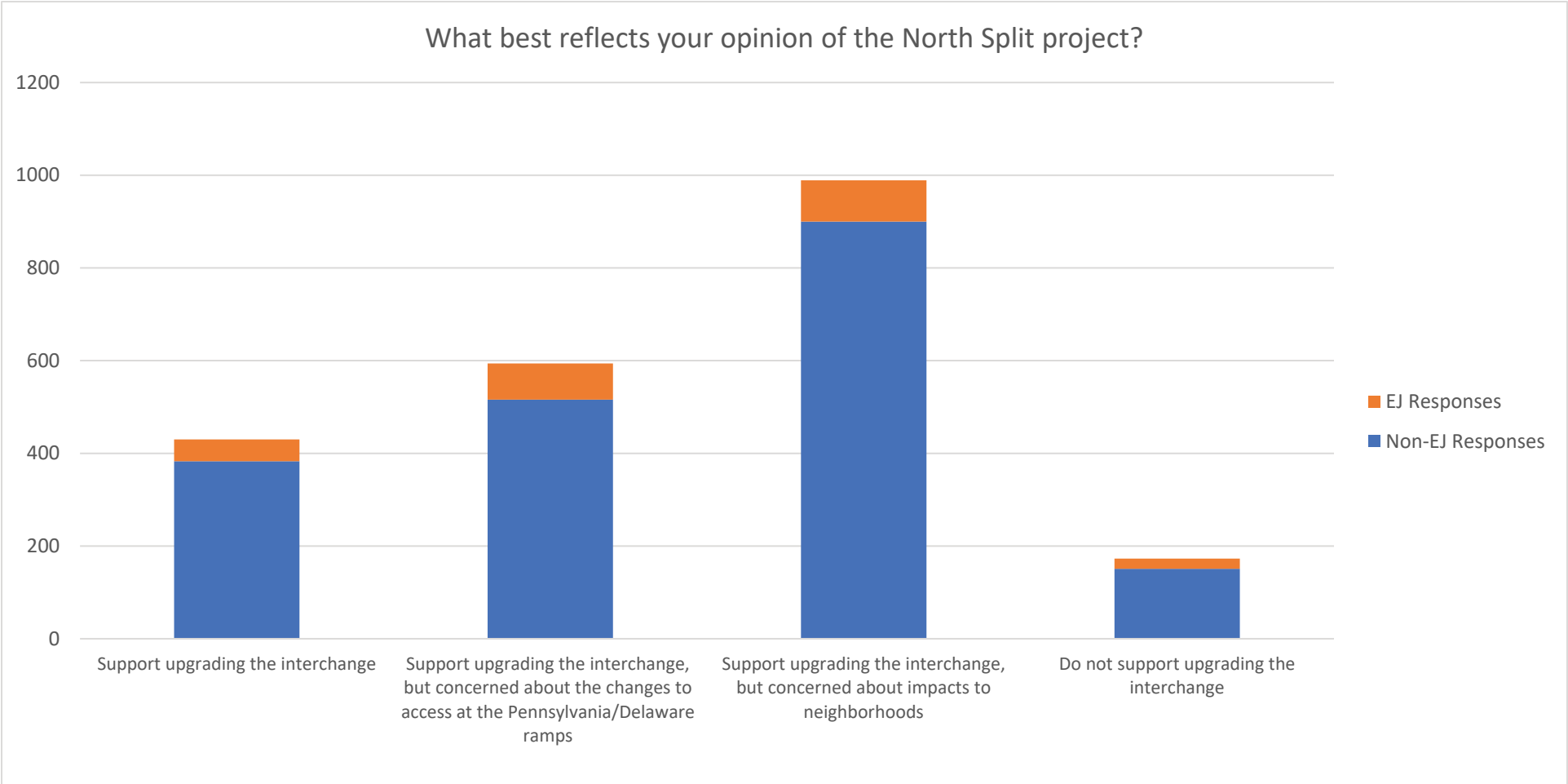
Please rank your primary means for leisure travel (1 is most likely and 8 is least likely). (Non-EJ Responses)

Rank	Personal Vehicle	Share rides with a friend/family member	Cab/Uber/Lyft	Transit	Blue Indy	Walking	Bicycle	Rental scooters/ Lime/Bird
1	1014	41	30	11	8	145	122	6
2	113	463	143	19	13	228	199	25
3	89	176	318	58	20	247	178	57
4	46	144	194	125	49	224	163	98
5	30	115	194	125	98	128	151	137
6	16	73	124	215	122	91	132	152
7	11	42	48	236	272	31	104	150
8	41	14	22	142	312	35	32	331

Please rank your primary means for leisure travel (1 is most likely and 8 is least likely). (EJ Responses)

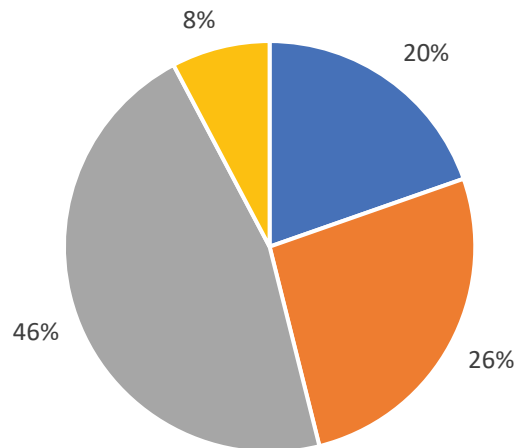
Rank	Personal Vehicle	Share rides with a friend/family member	Cab/Uber/Lyft	Transit	Blue Indy	Walking	Bicycle	Rental scooters/ Lime/Bird
1	114	7	1	13	2	7	7	1
2	11	61	12	5	0	23	14	4
3	3	16	45	6	2	22	20	5
4	5	9	24	21	6	21	14	12
5	4	12	16	14	15	14	20	8
6	1	10	13	16	13	18	12	19
7	0	5	9	22	28	3	21	15
8	4	3	0	16	31	6	3	42

North Split Project – Public Survey Summary



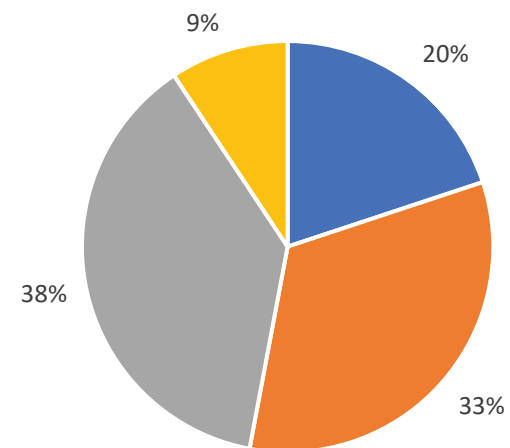
## North Split Project – Public Survey Summary

What best reflects your opinion of the North Split project? (Non-EJ Responses)



- Support upgrading the interchange (20%)
- Support upgrading the interchange, but concerned about the changes to access at the Pennsylvania/Delaware ramps (26%)
- Support upgrading the interchange, but concerned about impacts to neighborhoods (46%)
- Do not support upgrading the interchange (8%)

What best reflects your opinion of the North Split project? (EJ Responses)



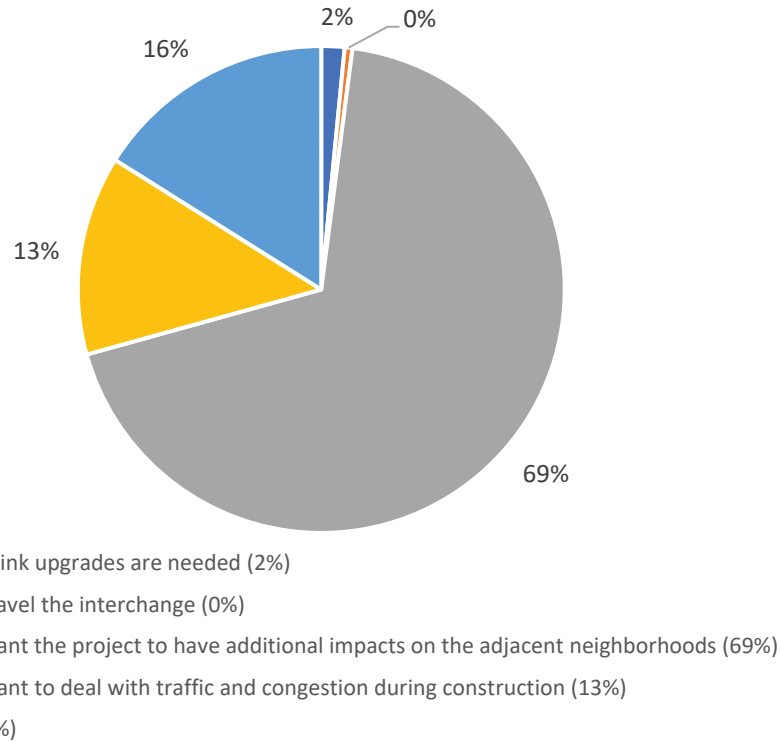
- Support upgrading the interchange (20%)
- Support upgrading the interchange, but concerned about the changes to access at the Pennsylvania/Delaware ramps (33%)
- Support upgrading the interchange, but concerned about impacts to neighborhoods (38%)
- Do not support upgrading the interchange (9%)

What best reflects your opinion of the North Split project? (Select all that apply.)

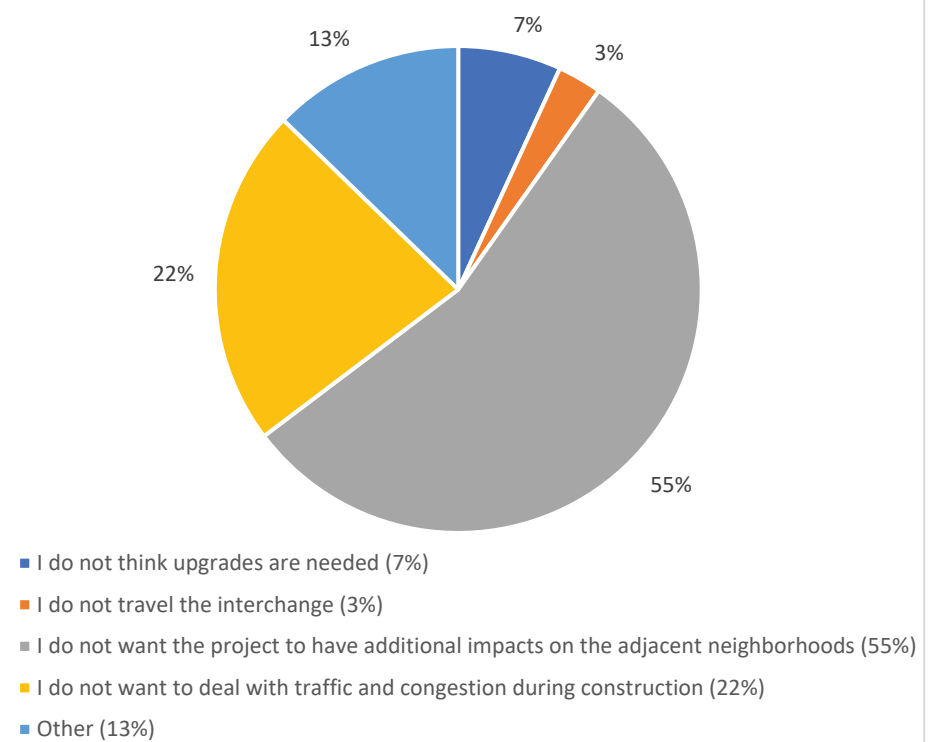
	All Responses	Non-EJ Responses	EJ Responses
I support upgrading the interchange	430	383	47
I support upgrading the interchange, but I have concerns about the changes to access to and from the interstate at the Pennsylvania and Delaware Street ramps	594	516	78
I support upgrading the interchange, but I have concerns about impacts to neighborhoods	989	900	89
I do not support upgrading the interchange	173	151	22

## North Split Project – Public Survey Summary

If you do not support the North Split project,  
what is your primary reason?  
(Non-EJ Responses)



If you do not support the North Split project,  
what is your primary reason?  
(EJ Responses)

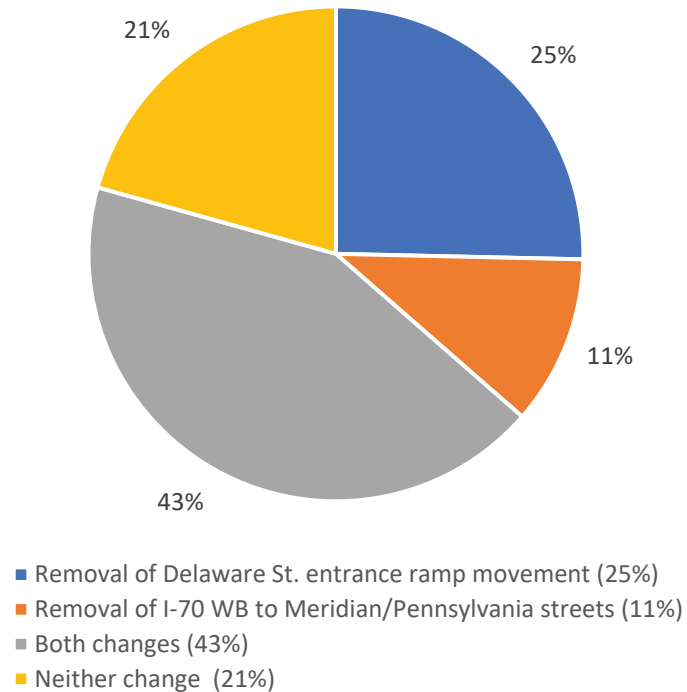


If you do not support the North Split project, what is your primary reason?

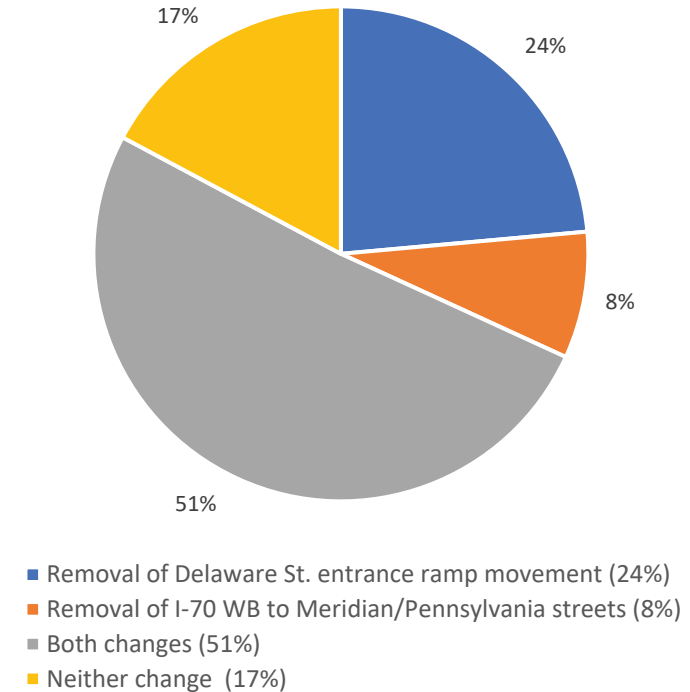
	All Responses		Non-EJ Responses		EJ Responses	
I do not think upgrades are needed	19	2%	12	2%	7	7%
I do not travel the interchange	7	1%	4	0%	3	3%
I do not want the project to have additional impacts on the adjacent neighborhoods	590	67%	534	69%	56	55%
I do not want to deal with traffic and congestion during construction	126	14%	103	13%	23	22%
Other	138	16%	125	16%	13	13%
Total	880	100%	778	100%	102	100%

## North Split Project – Public Survey Summary

Which potential interchange ramp access changes would affect you (either positively or negatively)? (Non-EJ Responses)



Which potential interchange ramp access changes would affect you (either positively or negatively)? (EJ Responses)

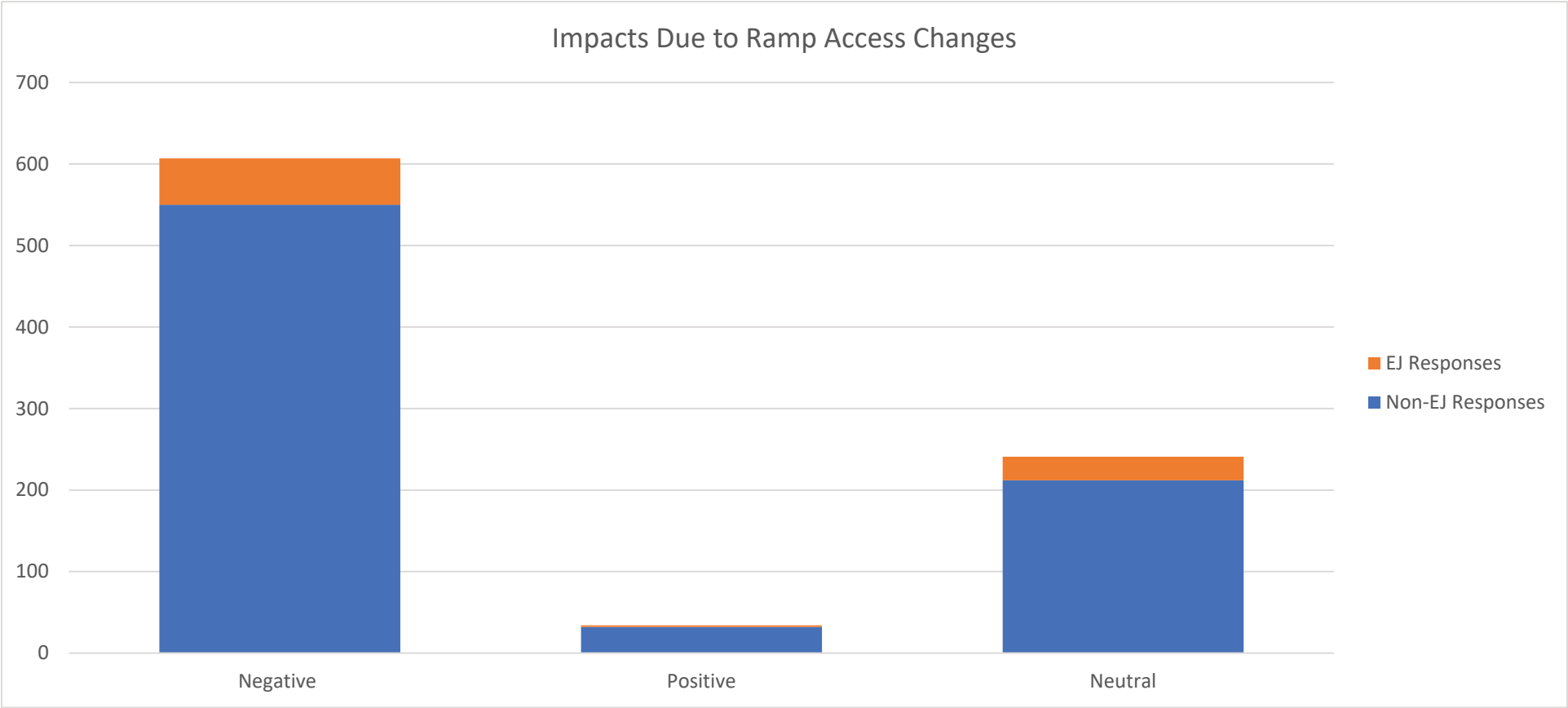


Which potential interchange ramp access changes would affect you (either positively or negatively)?

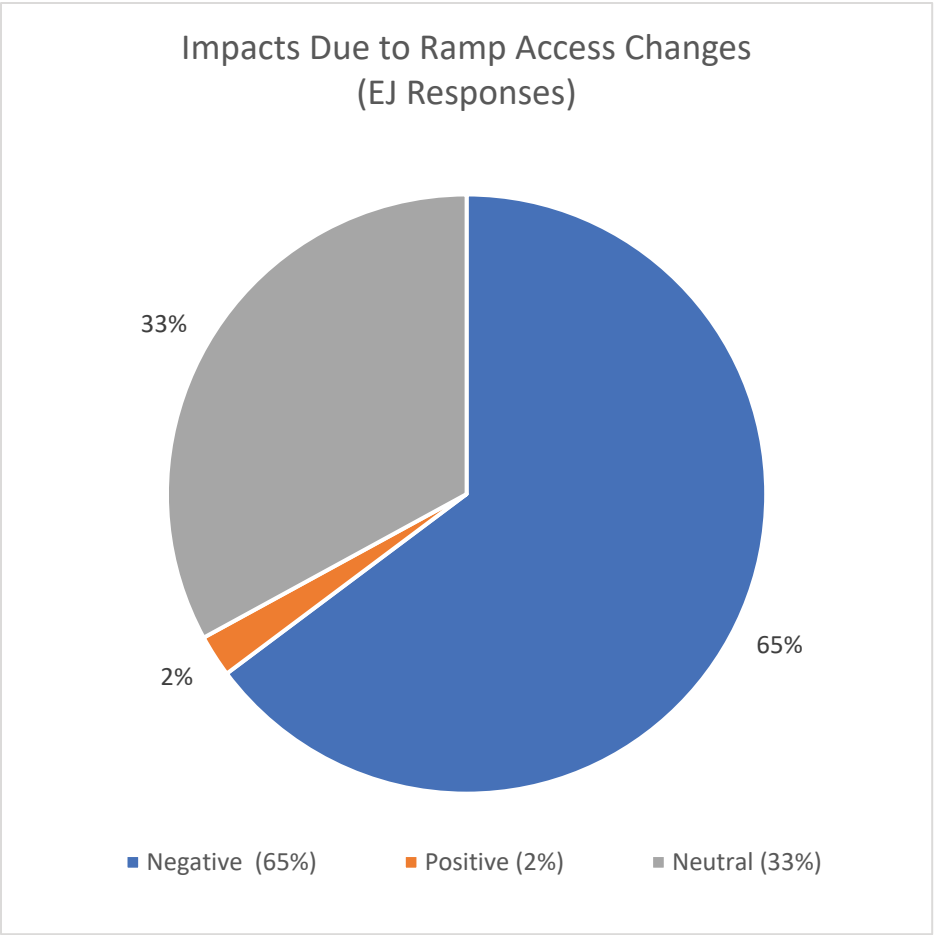
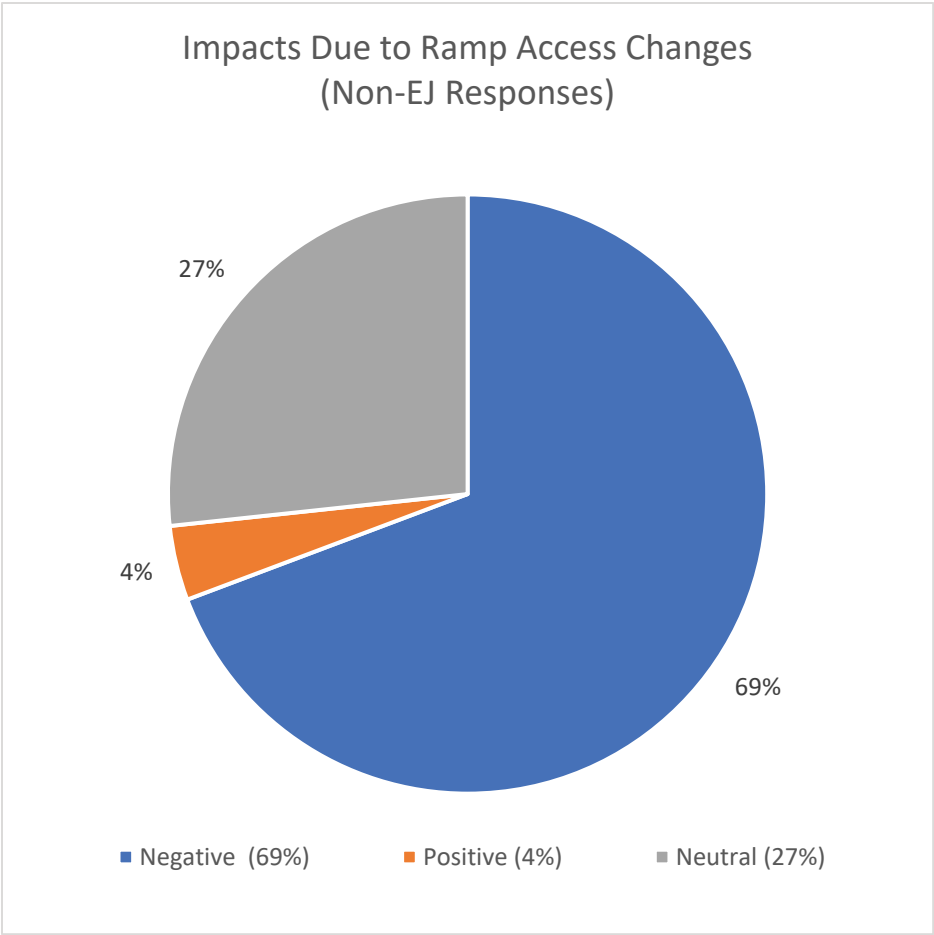
	All Responses		Non-EJ Responses		EJ Responses	
Removal of Delaware Street entrance ramp movement to the exits east of downtown (North, Michigan, Vermont, New York, Ohio, Fletcher) and I-65 southbound will affect me	394	25%	357	25%	37	24%
Removal of I-70 westbound to Meridian/Pennsylvania streets will affect me	169	11%	156	11%	13	8%
Both changes will affect me	684	44%	604	43%	80	51%
Neither change will affect me	318	20%	291	21%	27	17%
Total	1,565	100%	1,408	100%	157	100%



North Split Project – Public Survey Summary



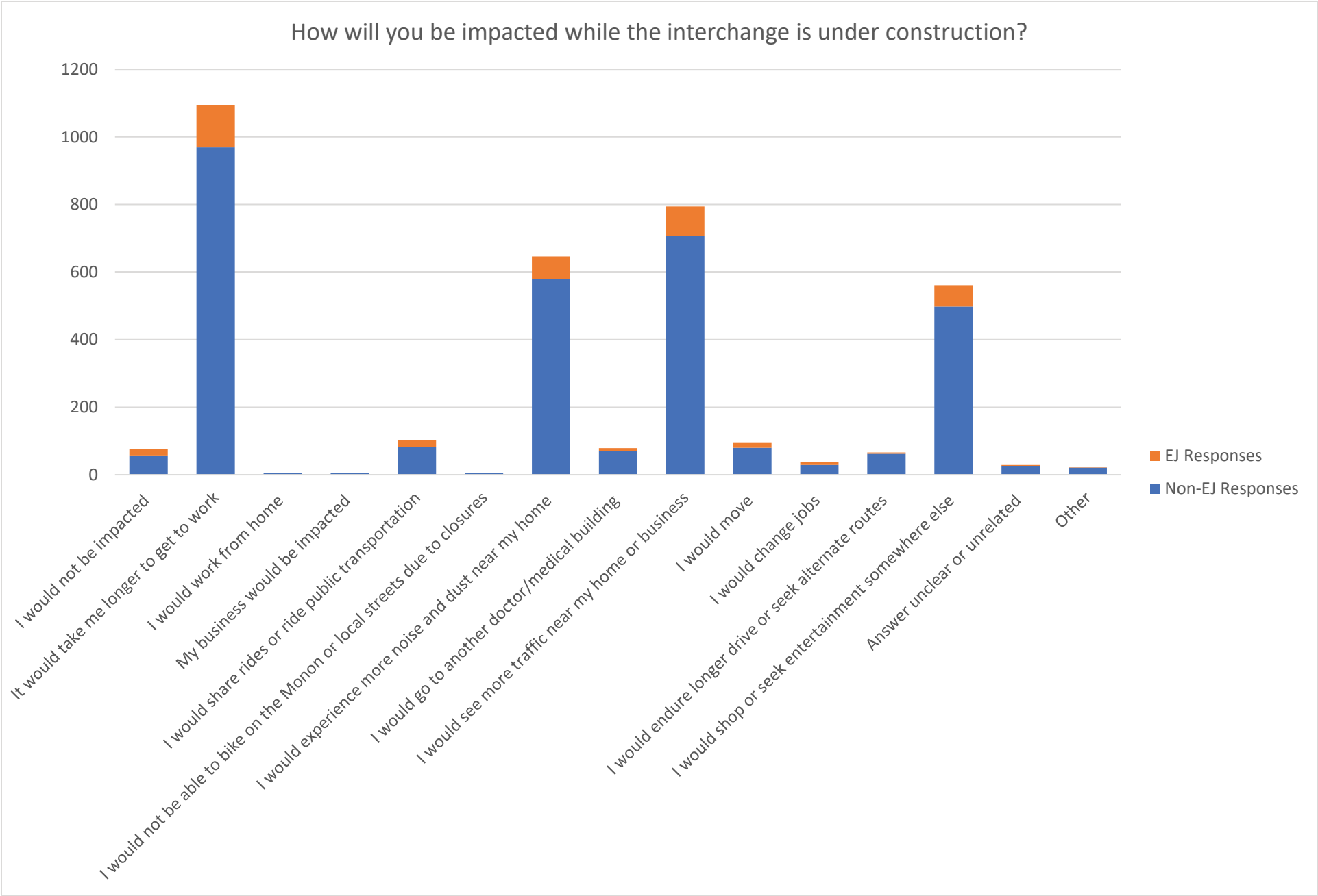
North Split Project – Public Survey Summary



Impacts Due to Ramp Access Changes

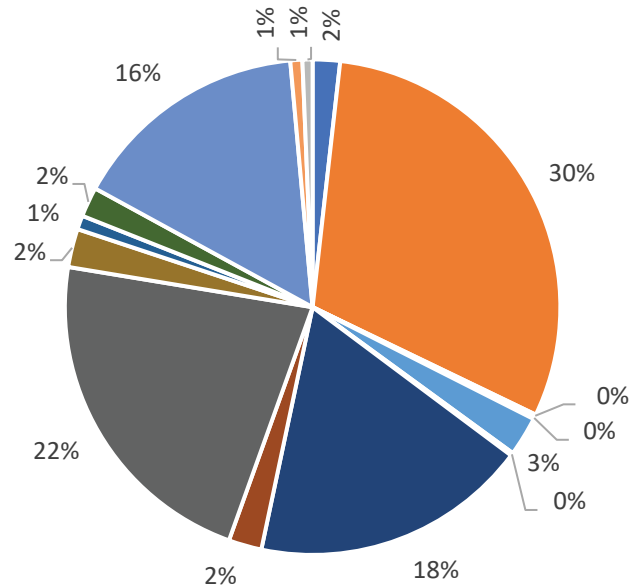
	All Responses	Non-EJ Responses	EJ Responses
Negative	607	550	57
Positive	34	32	2
Neutral	241	212	29

North Split Project – Public Survey Summary



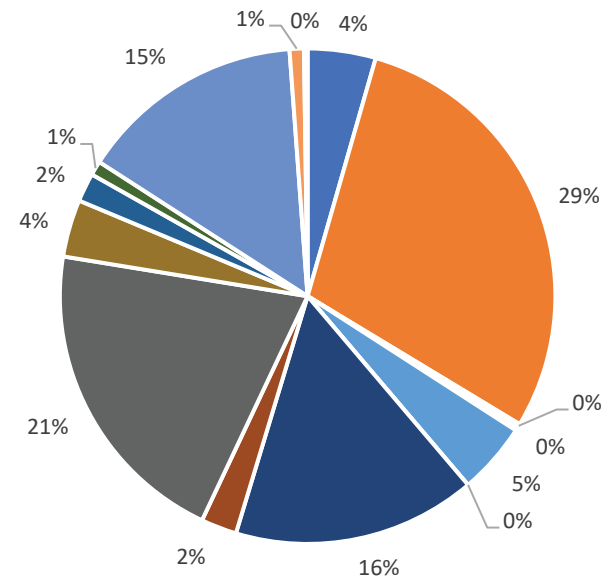
## North Split Project – Public Survey Summary

How will you be impacted while the interchange is under construction?  
(Non-EJ Responses)



- I would not be impacted (2%)
- It would take me longer to get to work (30%)
- I would work from home (0%)
- My business would be impacted (0%)
- I would share rides or ride public transportation (3%)
- I would not be able to bike on the Monon or local streets due to closures (0%)
- I would experience more noise and dust near my home (18%)
- I would go to another doctor/medical building (2%)
- I would see more traffic near my home or business (22%)
- I would move (2%)
- I would change jobs (1%)
- I would endure longer drive or seek alternate routes (2%)
- I would shop or seek entertainment somewhere else (16%)
- Answer unclear or unrelated (1%)
- Other (1%)

How will you be impacted while the interchange is under construction?  
(EJ Responses)



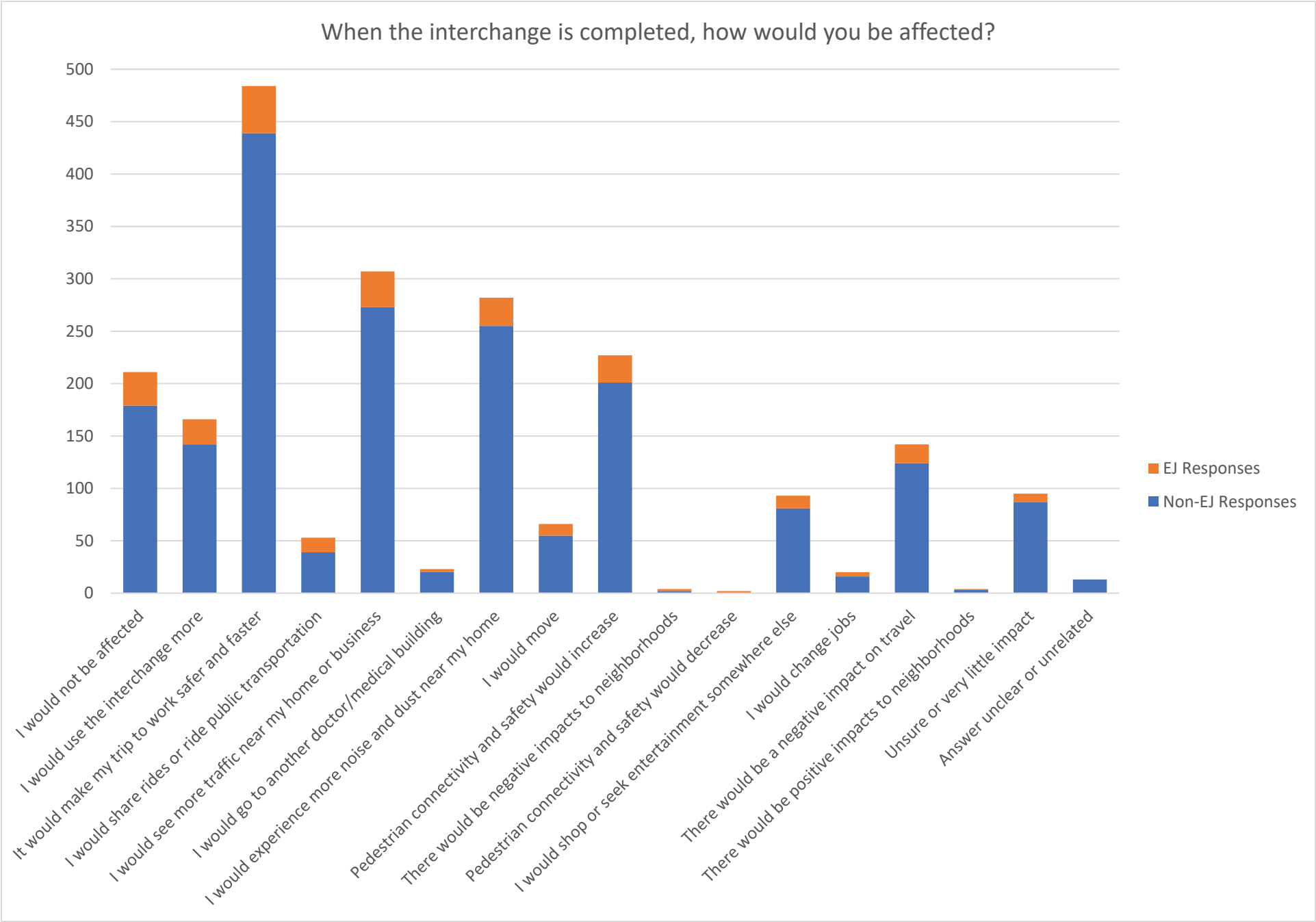
- I would not be impacted (4%)
- It would take me longer to get to work (29%)
- I would work from home (0%)
- My business would be impacted (0%)
- I would share rides or ride public transportation (5%)
- I would not be able to bike on the Monon or local streets due to closures (0%)
- I would experience more noise and dust near my home (16%)
- I would go to another doctor/medical building (2%)
- I would see more traffic near my home or business (21%)
- I would move (4%)
- I would change jobs (2%)
- I would endure longer drive or seek alternate routes (1%)
- I would shop or seek entertainment somewhere else (15%)
- Answer unclear or unrelated (1%)
- Other (0%)

## North Split Project – Public Survey Summary

Construction of the North Split project will likely take approximately 2 years with portions of the interstate, and streets that cross it, closed during this time. When the interchange is under construction, how would you be impacted?

	All Responses	Non-EJ Responses	EJ Responses
I would not be impacted	76	57	19
It would take me longer to get to work	1094	969	125
I would work from home	6	5	1
My business would be impacted	6	5	1
I would share rides or ride public transportation	102	82	20
I would not be able to bike on the Monon or local streets due to closures	6	6	0
I would experience more noise and dust near my home	646	578	68
I would go to another doctor/medical building	79	69	10
I would see more traffic near my home or business	794	706	88
I would move	96	80	16
I would change jobs	37	29	8
I would endure longer drive or seek alternate routes	66	62	4
I would shop or seek entertainment somewhere else	561	498	63
Answer unclear or unrelated	29	25	4
Other	22	21	1

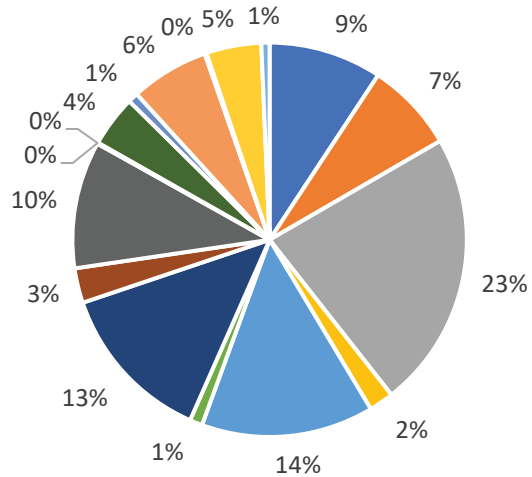
North Split Project – Public Survey Summary





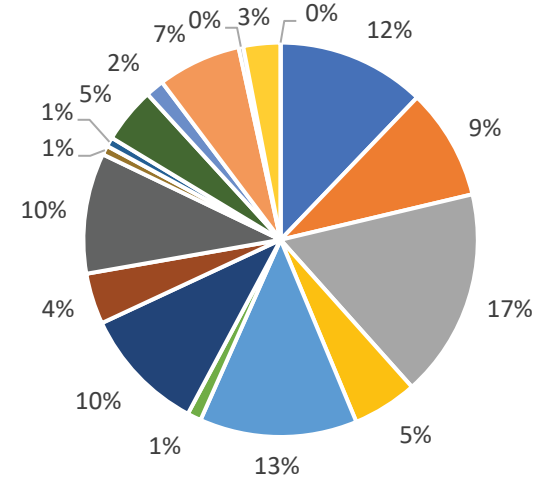
## North Split Project – Public Survey Summary

When the interchange is completed, how would you be affected? (Non-EJ Responses)



- I would not be affected (9%)
- I would use the interchange more (7%)
- It would make my trip to work safer and faster (23%)
- I would share rides or ride public transportation (2%)
- I would see more traffic near my home or business (14%)
- I would go to another doctor/medical building (1%)
- I would experience more noise and dust near my home (13%)
- I would move (3%)
- Pedestrian connectivity and safety would increase (10%)
- There would be negative impacts to neighborhoods (0%)
- Pedestrian connectivity and safety would decrease (0%)
- I would shop or seek entertainment somewhere else (4%)
- I would change jobs (1%)
- There would be a negative impact on travel (6%)
- There would be positive impacts to neighborhoods (0%)
- Unsure or very little impact (5%)
- Answer unclear or unrelated (1%)

When the interchange is completed, how would you be affected? (EJ Responses)



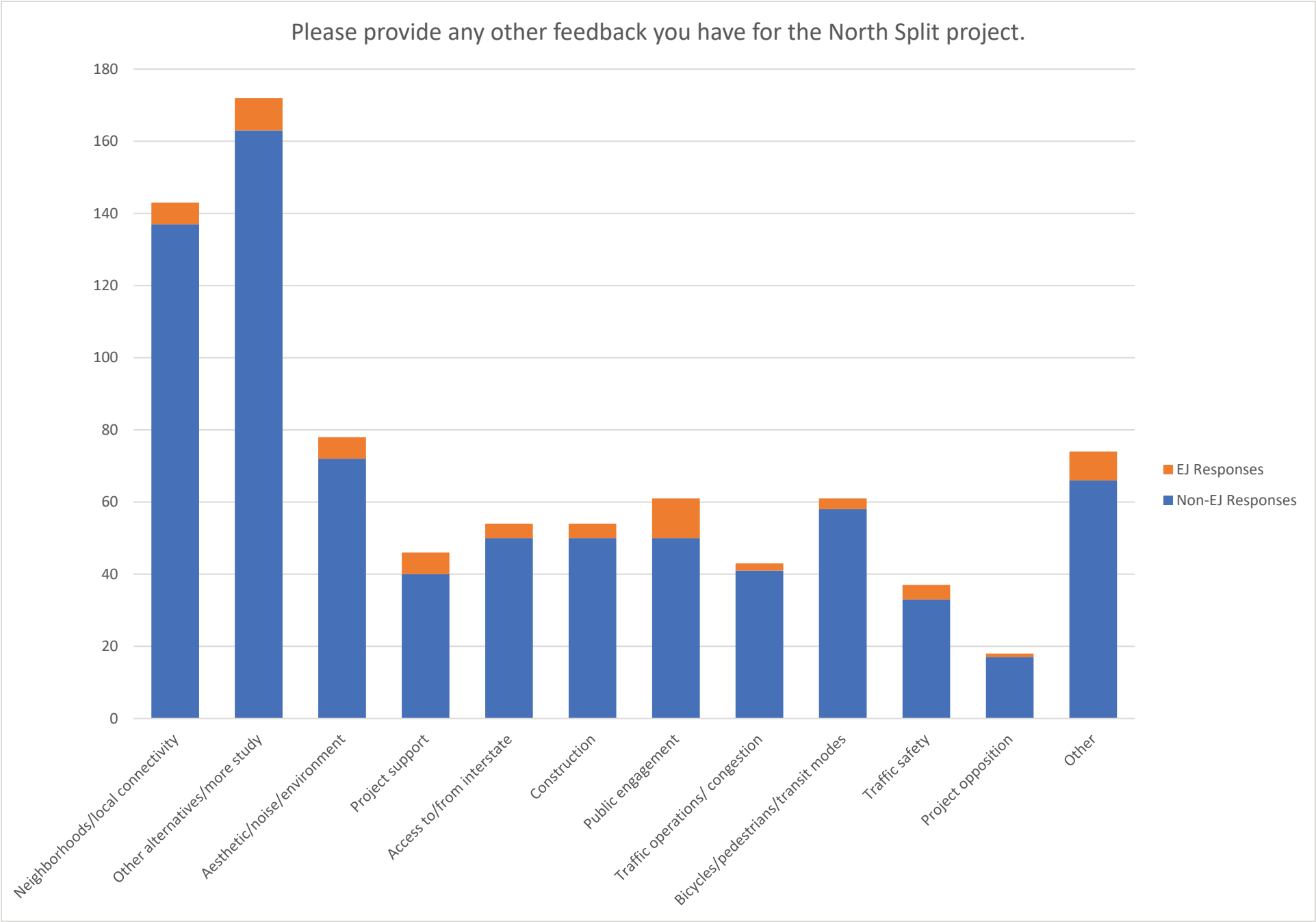
- I would not be affected (12%)
- I would use the interchange more (9%)
- It would make my trip to work safer and faster (17%)
- I would share rides or ride public transportation (5%)
- I would see more traffic near my home or business (13%)
- I would go to another doctor/medical building (1%)
- I would experience more noise and dust near my home (10%)
- I would move (4%)
- Pedestrian connectivity and safety would increase (10%)
- There would be negative impacts to neighborhoods (1%)
- Pedestrian connectivity and safety would decrease (1%)
- I would shop or seek entertainment somewhere else (5%)
- I would change jobs (2%)
- There would be a negative impact on travel (7%)
- There would be positive impacts to neighborhoods (0%)
- Unsure or very little impact (3%)
- Answer unclear or unrelated (0%)

## North Split Project – Public Survey Summary

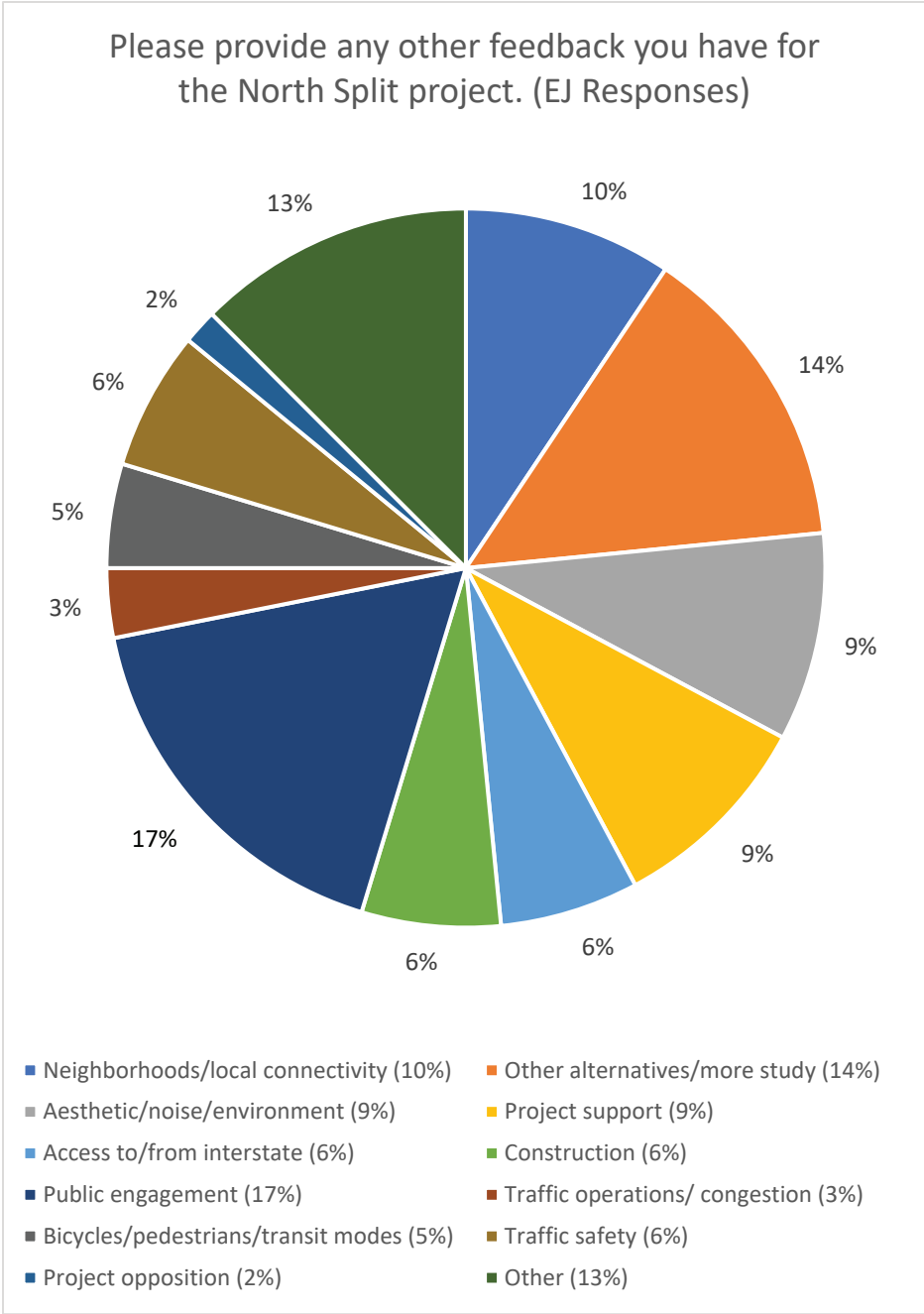
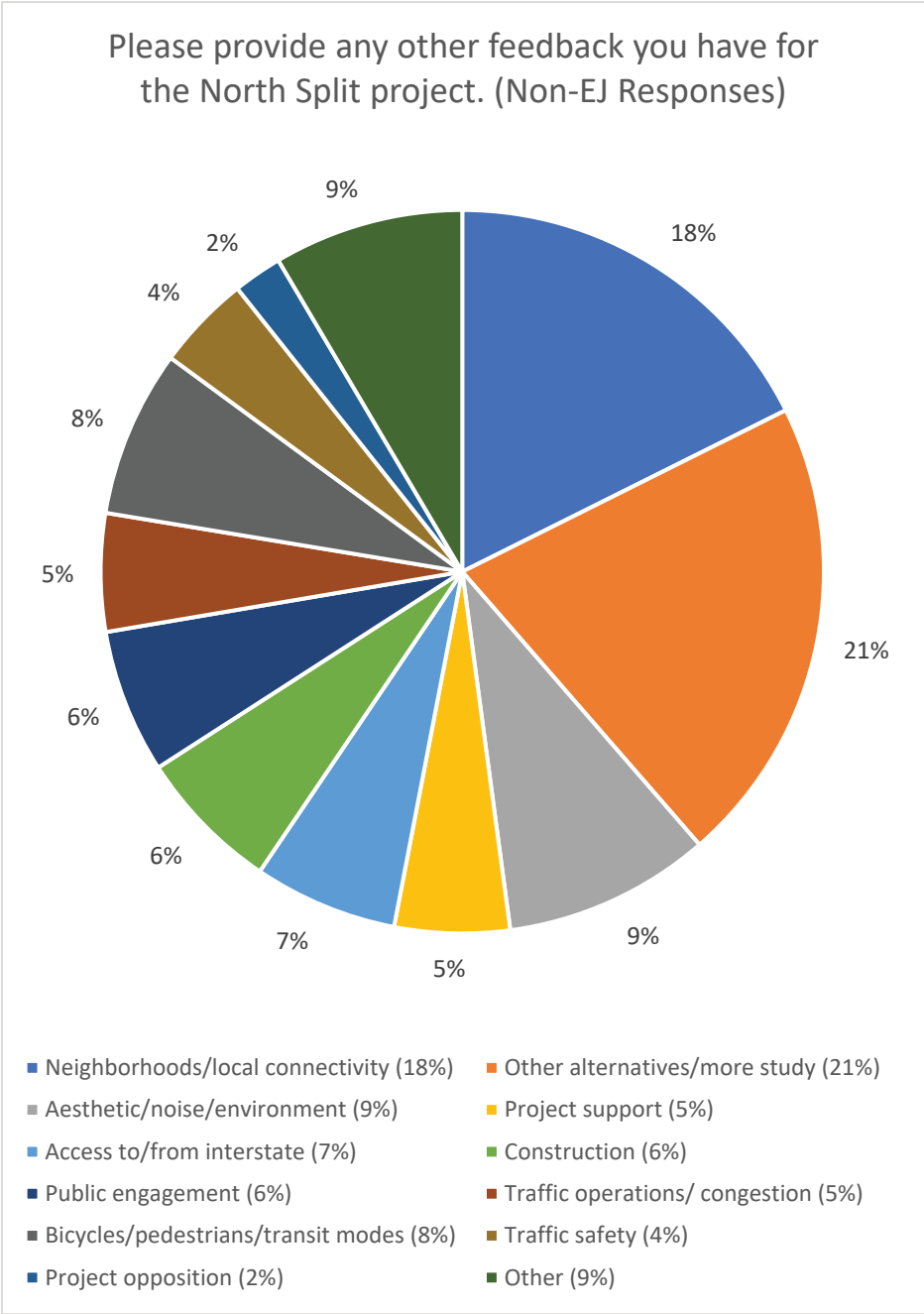
When the interchange is completed, how would you be affected? (Select all that apply.)

	All Responses	Non-EJ Responses	EJ Responses
I would not be affected	211	179	32
I would use the interchange more	166	142	24
It would make my trip to work safer and faster	484	439	45
I would share rides or ride public transportation	53	39	14
I would see more traffic near my home or business	307	273	34
I would go to another doctor/medical building	23	20	3
I would experience more noise and dust near my home	282	255	27
I would move	66	55	11
Pedestrian connectivity and safety would increase	227	201	26
There would be negative impacts to neighborhoods	4	2	2
Pedestrian connectivity and safety would decrease	19	0	2
I would shop or seek entertainment somewhere else	93	81	12
I would change jobs	20	16	4
There would be a negative impact on travel	142	124	18
There would be positive impacts to neighborhoods	4	3	1
Unsure or very little impact	95	87	8
Answer unclear or unrelated	13	13	0

North Split Project – Public Survey Summary



North Split Project – Public Survey Summary

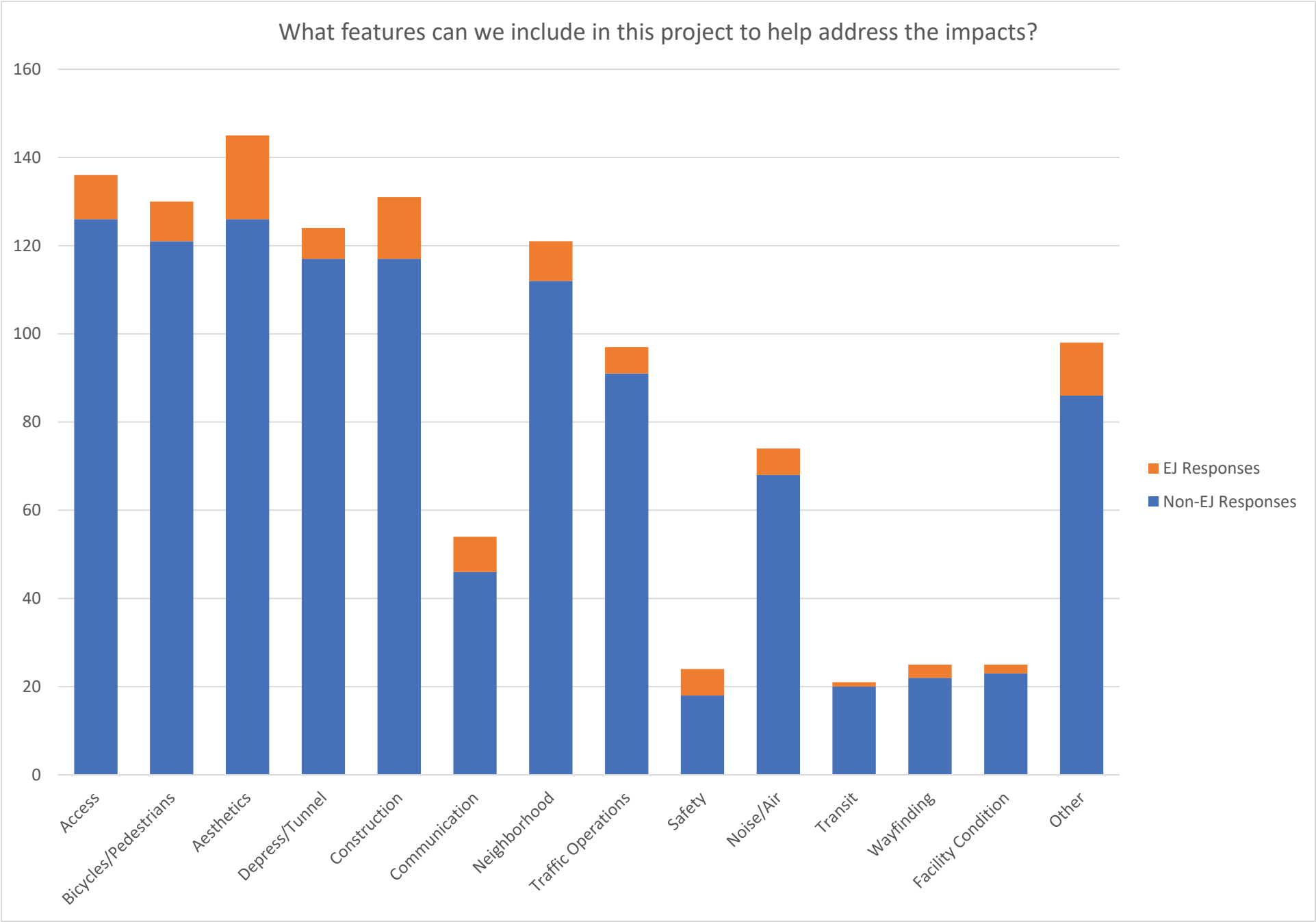


## North Split Project – Public Survey Summary

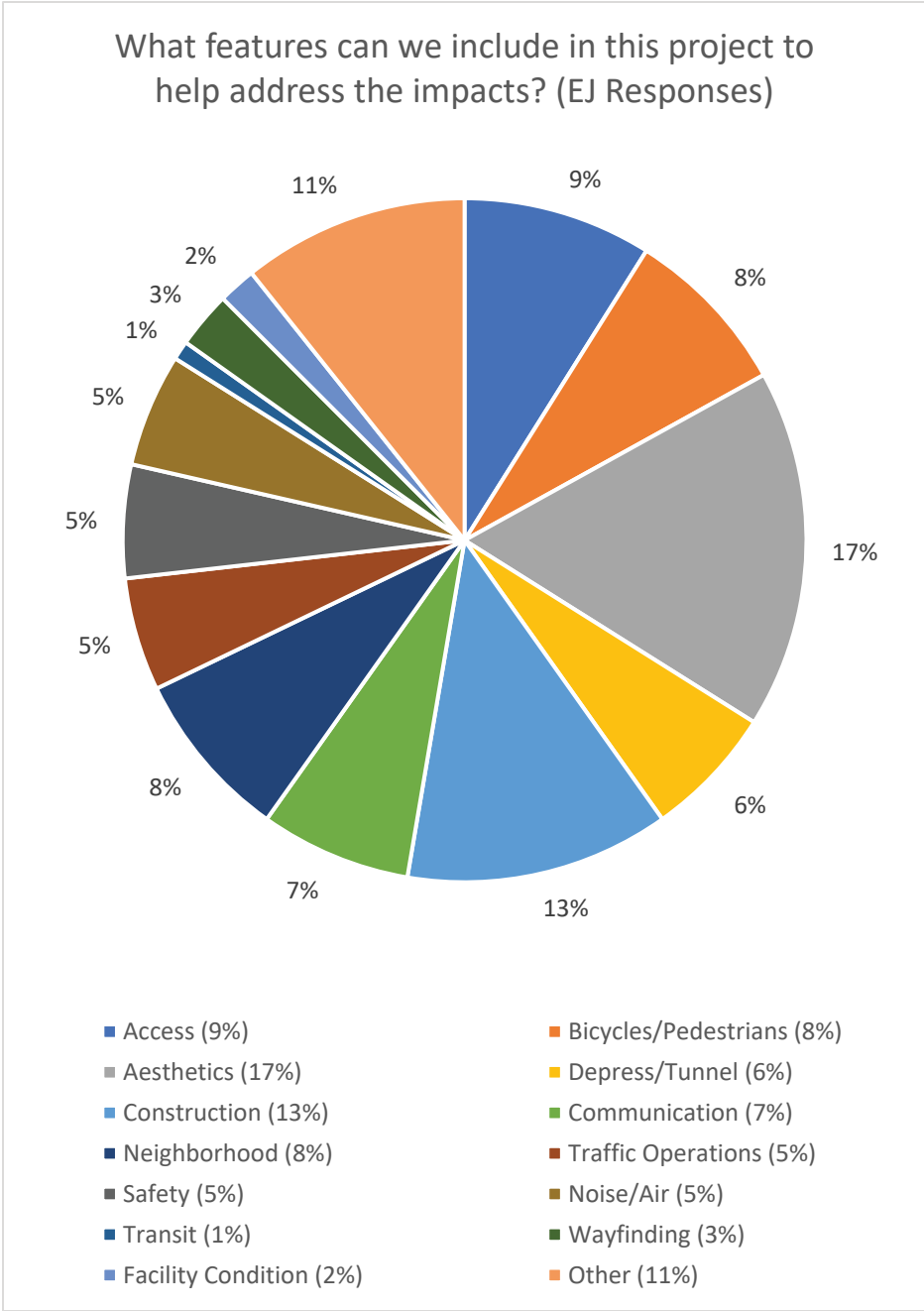
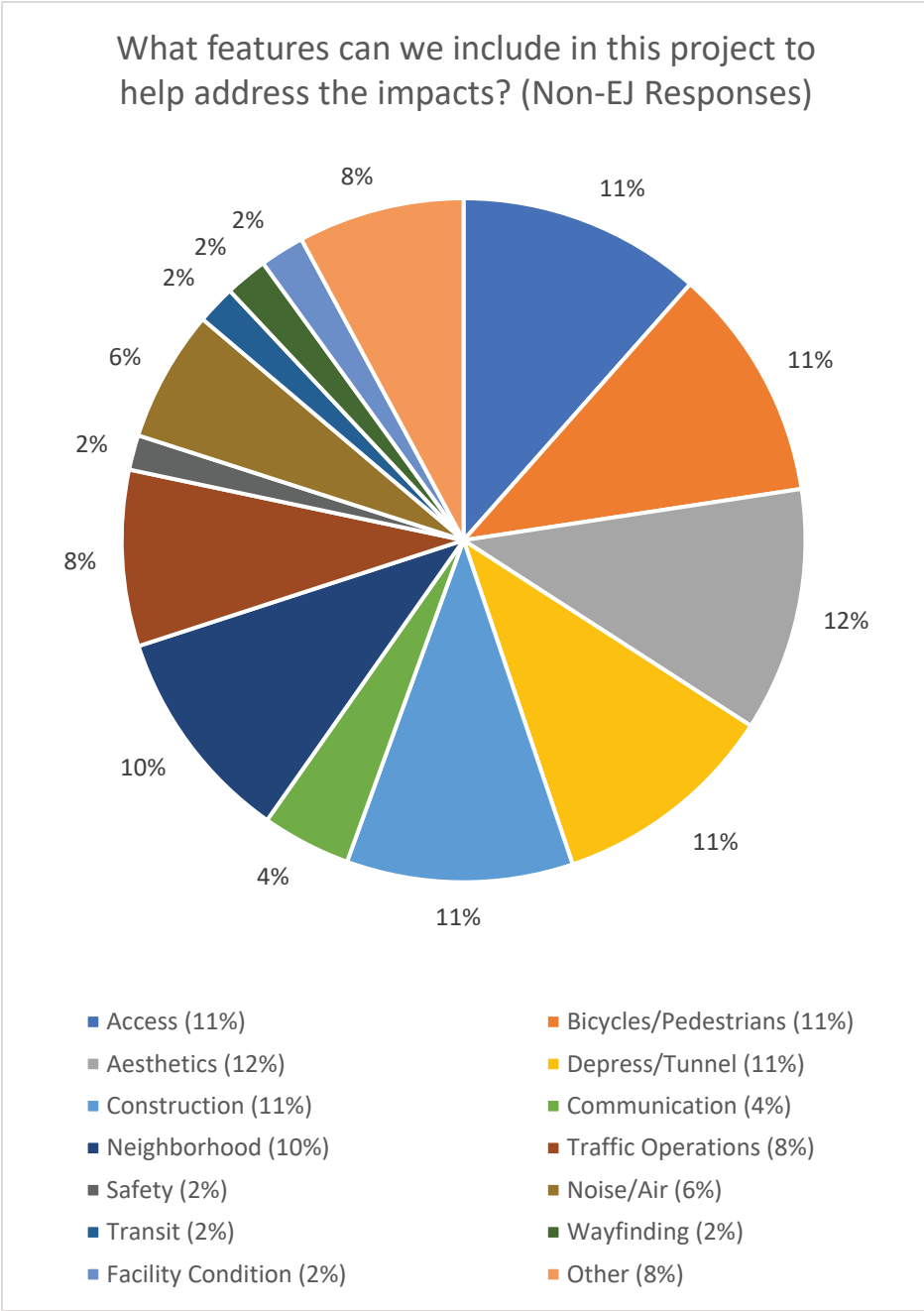
Please provide any other feedback you have for the North Split project. (open-ended response)

	All Responses	Non-EJ Responses	EJ Responses
Neighborhoods/local connectivity	143	137	6
Other alternatives/more study	172	163	9
Aesthetic/noise/environment	78	72	6
Project support	46	40	6
Access to/from interstate	54	50	4
Construction	54	50	4
Public engagement	61	50	11
Traffic operations/ congestion	43	41	2
Bicycles/pedestrians/transit modes	61	58	3
Traffic safety	37	33	4
Project opposition	18	17	1
Other	74	66	8
Total-All Comments	841	777	64

North Split Project – Public Survey Summary



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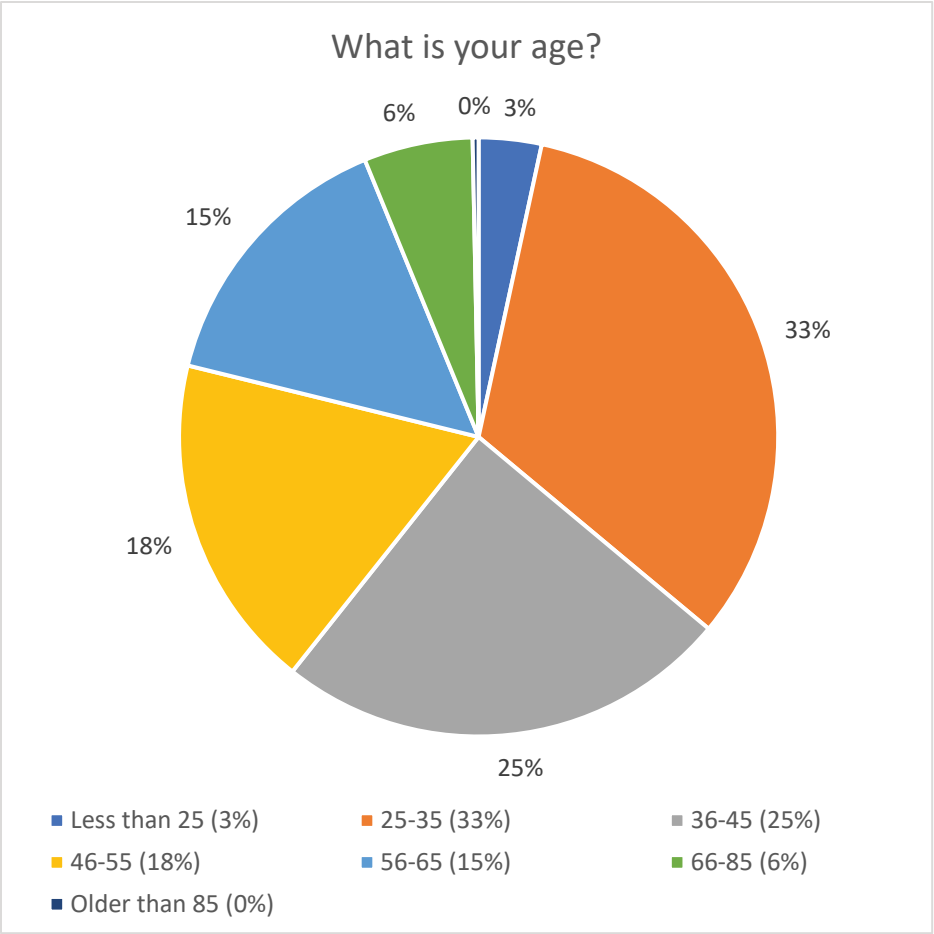
What features can we include in this project to help address the impacts? (open-ended response)

	All Responses	Non-EJ Responses	EJ Responses
Access	136	126	10
Bicycles/Pedestrians	130	121	9
Aesthetics	145	126	19
Depress/Tunnel	124	117	7
Construction	131	117	14
Communication	54	46	8
Neighborhood	121	112	9
Traffic Operations	97	91	6
Safety	24	18	6
Noise/Air	74	68	6
Transit	21	20	1
Wayfinding	25	22	3
Facility Condition	25	23	2
Other	98	86	12
Total-All Comments	1,205	1,093	112

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What is your age?

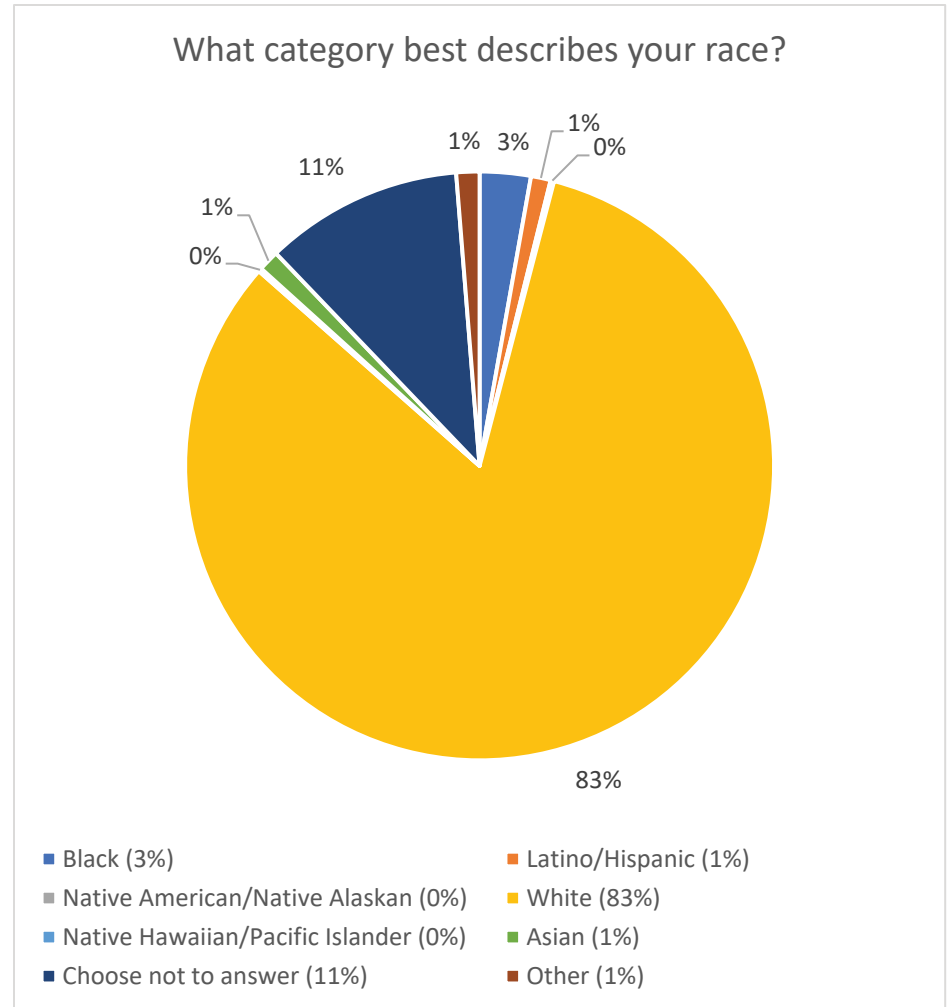
Less than 25	53	3%
25-35	511	33%
36-45	385	25%
46-55	284	18%
56-65	234	15%
66-85	92	6%
Older than 85	5	0%
Total	1564	100%



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Which category best describes your race?

Black	44	3%
Latino/Hispanic	17	1%
Native American/Native Alaskan	3	0%
White	1,295	83%
Native Hawaiian/Pacific Islander	3	0%
Asian	18	1%
Choose not to answer	171	11%
Other	20	1%
Total	1571	100%



## North Split Project – Public Survey Summary

County of respondents

Boone County	12	1%
Hamilton County	46	3%
Hancock County	22	2%
Hendricks County	7	0%
Henry County	1	0%
Johnson County	8	1%
Madison County	2	0%
Marion County	1340	91%
Montgomery County	1	0%
Morgan County	1	0%
Tippecanoe County	1	0%
Wayne County	2	0%
Other	22	2%
Total	1465	100%

## North Split Project – Public Survey Summary

Marion County neighborhoods of respondents  
(greater than 1% of responses)

Broad Ripple	15	1%
Butler-Tarkington/Rocky Ripple	17	1%
Castleton	9	1%
Downtown	329	25%
Eastside	10	1%
Fountain Square	70	5%
Geist	7	1%
Irvington	22	2%
Lawrence	9	1%
Mapleton / Fall Creek	19	1%
Martindale - Brightwood	15	1%
Meridian Kessler	34	3%
Near Eastside	214	16%
Near Northside	398	30%
Near NW - Riverside	13	1%
Near Southeast	7	1%
Near Southside	37	3%

## North Split Project – Public Survey Summary

What is your approximate annual household income?

Less than \$12,500	17
\$12,501-\$17,000	13
\$17,001-\$21,000	13
\$21,001-\$26,000	10
\$26,001-\$30,000	16
\$30,001-\$35,000	35
\$35,201-\$40,000	6
\$40,001-\$45,000	91
\$45,001-\$50,000	9
More than \$50,000	1127
Choose not to answer	230

EJ Response Identification

Self-identified as racial minority	85
Self-identified by income	27
Identified by neighborhood > 50% racial minority	64
Total EJ responses*	176

*\*Some self-identified as racial minority and low-income*



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## **Appendix G:**

### **Responses to Open-Ended Public Survey Comments**



## North Split Project – Responses to Open-Ended Public Survey Comments

The public survey included two sections that allowed individuals to provide open-ended comments about the project:

- What features can we include in this project to help address the impacts? (820 open-ended comments submitted<sup>1</sup>)
- Please provide any other feedback you have for the North Split project. (557 open-ended comments submitted)

The project team reviewed the open-ended responses and created response categories based on common themes reflected in the comments. Because several comments touched on multiple themes, a matrix was created to indicate the general response categories that applied to each comment. The following sections provide general response to the comments received in each category. Tables listing the comments received and the response categories that apply to each comment are included at the end of this document.<sup>2</sup>

### Responses: What features can we include in this project to help address the impacts?

#### 1. Access

Comments related to access to/from the interstate generally requested that all existing ramps to and from the interstates remain open. Some comments recommended closing additional ramps, while some recommending building more ramps to/from the interstate.

The preliminary preferred alternative will change interstate access at two locations:

- Westbound traffic from I-70 will no longer be able to exit at the Pennsylvania Street ramp on the north side of downtown; and
- Traffic entering the interstate at Delaware Street will no longer have access to I-65 southbound or the collector-distributor (C-D) road on the east side of downtown. Southbound I-65 traffic will still be able to access the C-D road.

The change in access at Pennsylvania Street and Delaware Street was a trade-off to minimize the footprint of the roadway, which was an expressed desire of the local communities and will have potentially resulted in other physical encroachment impacts. Approximately 16,800 vehicles are forecasted to exit the interstates in the downtown area during the AM peak hour in 2041. Due to the changed access conditions, the preliminary preferred alternative will alter the travel patterns of approximately 6.7 percent of this traffic (1,130 vehicles), as it will require use of alternative exits on I-70. Likewise, 12,300 vehicles are forecasted to enter the interstates within the downtown area during the PM peak hour in 2041. The preliminary preferred alternative will alter the travel patterns of approximately 3.6 percent of this traffic (440 vehicles). However, the downtown street network is well-developed, and there are multiple routes available to accommodate the diverted traffic. The resulting changes in travel patterns will increase traffic on some local streets and decrease it on others, but the total volume of traffic in the downtown area is not anticipated to substantially change from the No Build condition.

INDOT prepared an Alternatives Screening Report (September 2018) that evaluated several alternatives for improving the North Split. The alternatives presented in the Alternatives Screening Report included widening, extending, removing, or consolidating ramps; closing ramps; and adding lanes on interstates and ramps. Additional

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<sup>1</sup> Generic comments such as: I don't know, not sure, no idea, ok, can't think of any, not at this time, and uncertain were not included in the total.

<sup>2</sup> The comments are provided exactly as they were received. No corrections were made for capitalization, grammar, spelling, road and place references, and other items.

## North Split Project – Responses to Open-Ended Public Survey Comments

ramps were not considered, because they could not be provided while meeting federal and state criteria for the spacing of access points on an interstate highway. INDOT concluded that the preliminary preferred alternative provided the best balance of meeting access, mobility, and safety needs while minimizing the project footprint and costs.

### 2. Bicycles/pedestrians

Comments regarding bicycles and pedestrians generally expressed a desire to improve or construct new pedestrian and bicycle facilities in and around the project area. The preliminary preferred alternative will replace or rehabilitate bridges throughout the project area. Existing pedestrian and bicycle facilities under existing bridges – such as greenways, sidewalk connections, and on-street bicycle lanes – will be maintained or enhanced. The preliminary preferred alternative will also enhance pedestrian and bicycle safety and mobility by building wider bridge openings, replacing or installing new lighting under the bridges, and building wider sidewalks. Additional pedestrian and bicycle facility improvements could also be incorporated into the project through the Context Sensitive Solutions (CSS) design process.

Some comments recommended maintaining access to the Monon Trail, particularly during construction. The preliminary preferred alternative will not permanently impact the Monon Trail, although a detour will be required during construction. Details of the proposed detour are still under development by INDOT and the Indianapolis Parks and Recreation Department. As a result of the CSS design process, INDOT will keep portions of the Monon Trail detour as a permanent feature after construction.

### 3. Aesthetics

Comments regarding aesthetics included recommendations to improve how the corridor and surrounding neighborhoods will look after the project is built. Many comments expressed opposition to building walls along the corridor.

The visual landscape will be slightly altered due to changes in roadway height and location, steeper side slopes and/or retaining walls, potential noise barriers, and removal of existing vegetation. INDOT is implementing a Context Sensitive Solutions (CSS) design process to help integrate the project into the surrounding communities. As a result of the CSS process, INDOT developed Aesthetic Design Guidelines, which are available at [www.northsplit.com](http://www.northsplit.com). The Aesthetic Design Guidelines include treatments for the interstate infrastructure (such as underpass treatments, sidewalks, public art space, retaining walls, abutment walls, bridge columns, lighting, signage, and fencing) as well as landscaping within the existing right-of-way. The Aesthetic Design Guidelines were presented to the public at Public Open Houses 4 and 5. No final decisions have been made regarding the design treatments to be integrated into the project. Some design treatments, such as public art space, could require a commitment of resources from other entities. The CSS process is on-going, and INDOT will make final decisions on the CSS design elements that will be incorporated into the project as it moves forward through the development process. INDOT will also consider long-term maintenance when evaluating CSS design elements.

The preliminary preferred alternative will require the construction of retaining walls to minimize the project footprint and to avoid property impacts. During the alternatives evaluation, the number and height of retaining walls was minimized to the greatest extent possible. The retaining walls for the preliminary preferred alternative are anticipated to be 8 to 12 feet high and located within the existing roadway right-of-way. The walls will be 47 to 75 feet inside the existing right-of-way line.

The preliminary preferred alternative could also build two noise barriers in the corridor. Additional details related to noise barriers are provided in the “Noise” response category.

## North Split Project – Responses to Open-Ended Public Survey Comments

### 4. Depress/tunnel

Several comments recommended rebuilding I-65 and I-70 in a trench or tunnel and building new surface-level streets to provide access and connectivity across the interstates.

In 2018, INDOT completed a System-Level Analysis to assess the performance, cost, and impact of seven large-scale changes to I-65 and I-70 through downtown Indianapolis. Proposals presented by the Rethink 65/70 Coalition and other concepts suggested in the public survey comment were addressed in the Systems-Level Analysis, including depressing downtown interstates and constructing at-grade boulevards and interstates in tunnels.

The System-Level Analysis concluded that, as a matter of public safety, the North Split interchange needs to be reconstructed in the next two to four years. The interchange will need to work effectively with the interstate system that currently exists. Major changes to the configuration of the Indianapolis inner loop system will take many years to plan, study, design, and implement. The improvements under consideration for the North Split interchange project do not prohibit or limit options for the future system. These include options to construct the interstates in a trench or tunnel. Therefore, INDOT determined that the North Split Project should proceed as a multilevel interchange.

### 5. Construction

Many construction comments provided recommendations to coordinate the construction of the North Split Project with other construction projects around the city. Other recommendations included expediting construction and minimizing construction-related noise and dust. Other comments recommended the careful planning of detour routes, including considering the implications for existing traffic signal operations, on-street parking, emergency response times, and train crossings. Many comments expressed a desire for easy-to-access, accurate, and timely information regarding closures and detour routes during construction.

INDOT is preparing a Mobility Management Plan, which will address maintenance of traffic on local streets with the goal of minimizing delay and disruption in the construction area and proactively notifying public services of any temporary changes in traffic patterns. The plan is being developed in coordination with the Indianapolis Department of Public Works, IndyGo, and the Central Indiana Regional Transportation Authority. In addition, an Emergency Response Plan will be developed in cooperation with law enforcement and emergency responders from throughout the region. The plan will be reviewed and adjusted as necessary throughout the construction process. The Mobility Management Plan and the Emergency Response Plan will evaluate road closures, detour routes (including any required adjustments to signal timing, the number of lanes, on-street parking, or pavement conditions), coordination with other projects, optimal construction staging and sequence, and communication platforms and procedures. As part of the Mobility Management Plan, INDOT will also coordinate with major employers to promote strategies such as working remotely or flexible work schedules to alleviate traffic congestion during construction.

The Mobility Management Plan will include a public information program to be initiated in advance of construction and will continue throughout the duration of the project. Frequent communication with motorists, residents, neighborhood groups, downtown employers, major event venues, and other stakeholders is a primary objective of the Mobility Management Plan. Current information about construction activities, closures, and detours will also be available via social media and the project website ([www.northsplit.com](http://www.northsplit.com)).

Construction of the proposed improvements will temporarily increase noise levels along I-65 and I-70 within the limits of the proposed improvements. The major construction elements of this project are expected to be demolition, hauling, grading, paving, and bridge construction. General construction noise impacts for passersby and those individuals living or working near the project can be expected from these activities. Adverse effects related to construction noise are anticipated to be of a localized, temporary, and transient nature.

## North Split Project – Responses to Open-Ended Public Survey Comments

Demolition and construction activities could result in short-term increases in dust and equipment-related particulate emissions in and around the project area. Equipment-related particulate matter emissions could be minimized if the equipment is well-maintained. The potential air quality impacts will be short-term, occurring only while demolition and construction work is in progress and local conditions are appropriate.

Construction vehicle activity and the disruption of normal traffic flows may result in increased motor vehicle emissions within certain areas. Air quality impacts will be minimized by following the requirements for dust control according to INDOT's Standard Specifications. Additionally, the contractor will be required to comply with all applicable air quality regulations.

INDOT is currently planning to construct the North Split Project using a design-build approach to expedite construction. A Request for Qualifications was issued to interested design-build teams in April 2019. Based on a review of each team's qualifications, three teams were short listed to prepare a formal request for proposals. The design-build procurement process for the North Split project is on-going and anticipated to be complete in 2020. The methods and work schedules used to build the project will be decided as the project moves into the design-build phase.

### 6. Project footprint

Several comments recommended reducing the project footprint and minimizing the number of lanes on I-65 and I-70.

During the alternatives development, INDOT minimized the project footprint to the greatest extent possible based on public and stakeholder feedback. The preliminary preferred alternative will not add through lanes on the interstates and will be built entirely within the existing transportation right-of-way with no residential or commercial displacements.

### 7. Divert/remove interstate

Several comments recommended diverting traffic away from I-65 and I-70 to I-465 or other interstates using tolls or other methods. Many comments also recommended removing I-65 and I-70 all together or replacing the interstates with an urban boulevard with at-grade intersections.

In 2018, INDOT completed a System-Level Analysis to assess the performance, cost, and impact of seven large-scale changes to I-65 and I-70 through downtown Indianapolis. Proposals presented by the Rethink 65/70 Coalition and other concepts suggested in the public survey comment were addressed in the System-Level Analysis, including diverting traffic to I-465 and replacing interstates with at-grade boulevards.

Of the total vehicles that travel the interchange in the morning and evening peaks, only a small percentage is traveling through (outside I-465 to outside I-465). This is based on traffic modeling and has been confirmed by real-world location-based services data from smart phones. Furthermore, because only 10 percent of trips on the downtown interstates in peak periods are through trips, tolls or heavy truck traffic restrictions will not result in substantial diversion away from the North Split. This means diverting automobiles and/or trucks to I-465 will only minimally affect traffic flow in the North Split Project area.

Major changes to the configuration of the Indianapolis inner loop system - such as building at-grade boulevards - will take many years to plan, study, design, and implement. The improvements under consideration for the North Split interchange project do not prohibit or limit options for the future system. These include options to construct the interstates in a trench or tunnel. Therefore, INDOT determined that the North Split Project should proceed as a multilevel interchange.

## North Split Project – Responses to Open-Ended Public Survey Comments

INDOT also studied removing the existing interstate system, including the North Split. Research showed that decommissioning typically works for facilities with low traffic volumes, short sections of uncompleted interstates, barriers to waterfronts, sections remaining after tunneling or realignment, or parallel interstates to serve the diverted traffic. These conditions do not exist in the North Split Project area.

### 8. Communication

Comments related to public engagement included recommendations for on-going public input and easy-to-understand graphics and maps.

On-going public and stakeholder engagement has played a key role in developing the preliminary preferred alternative through a Community Advisory Committee (CAC); an Environmental Justice Working Group; neighborhood meetings; Context Sensitive Solutions (CSS) workshops; public open houses; highway noise barrier public meetings; and other meetings with individual stakeholders, resource agencies, and emergency management services. Updates are also available on the project website ([www.northsplit.com](http://www.northsplit.com)) and Facebook and Twitter (@NorthSplit). Additional opportunities for public and stakeholder input will continue to occur as the project development progresses.

INDOT is in the process of preparing an Environmental Assessment (EA) for the North Split Project. The EA will document the impacts and benefits of the North Split Project on man-made and natural resources. Once it is complete, the EA will be made available for the public to review, and a public hearing will be held to present its conclusions. INDOT will consider all the comments received during this process before making a final decision about the project. The project team will continue to work to develop graphics and maps to clearly convey project information to a non-technical audience in an easy-to-understand format.

### 9. Neighborhood

Comments related to neighborhoods included recommendations to protect the quality of life in surrounding neighborhoods; protect historic neighborhoods; and maintain or enhance connections between neighborhoods and businesses. Many comments also expressed a desire to limit the amount of increased traffic on local roads and to keep Vermont Street open to vehicular access. Individuals who submitted comments related to neighborhoods often also commented on pedestrian/bicycle features, aesthetics, and changed travel patterns due to the ramp closures. These issues are addressed in the following response categories:

- Access
- Bicycles/pedestrians
- Project footprint

The preliminary preferred alternative is not anticipated to negatively affect quality of life in local neighborhoods. The project will be constructed entirely within the existing transportation right-of-way with no residential or commercial displacements. The project will not affect interactions among persons and groups, nor will it change social relationships and patterns. In some areas, the width of the highway will increase and/or the roadway will shift, but it will remain within the existing right-of-way. The preliminary preferred alternative will not permanently impact schools, parks, trails, religious facilities, police/fire/medical facilities, other transportation infrastructure, or water resources. The visual landscape will be slightly altered due to changes in roadway height and location, steeper side slopes and/or retaining walls, removal of existing vegetation, and possible construction of noise barriers. The retaining walls for the preliminary preferred alternative are anticipated to be 8 to 12 feet high and located 47 to 75 feet from the existing right-of-way line. INDOT evaluated potential effects to historic properties and districts as part of the Section 106 consultation process, which protects these resources. The Section 106 consultation process

## North Split Project – Responses to Open-Ended Public Survey Comments

included engagement of local neighborhoods, as appropriate. Adverse effects to historic properties and districts, including visual effects, will be mitigated as part of the Section 106 process.

The preliminary preferred alternative will remove the westbound I-70 exit at the Pennsylvania Street ramp and the I-65 southbound/C-D road entrance from Delaware Street. Approximately 16,800 vehicles are forecasted to exit the interstates in the downtown area during the AM peak hour in 2041. Due to the changed access conditions, the preliminary preferred alternative will alter the travel patterns of approximately 6.7 percent of this traffic (1,130 vehicles), as it will require use of alternative exits on I-70. Likewise, 12,300 vehicles are forecasted to enter the interstates within the downtown area during the PM peak hour in 2041. The preliminary preferred alternative will alter the travel patterns of approximately 3.6 percent of this traffic (440 vehicles). However, the downtown street network is well-developed, and there are multiple routes available to accommodate the diverted traffic. The resulting changes in travel patterns will increase traffic on some local streets and decrease it on others, but the total volume of traffic in the downtown area is not anticipated to substantially change from the No Build condition.

Travel times and traffic volumes on local streets may temporarily increase during construction of the project due to increased congestion resulting from construction activities, potential access restrictions in construction zones, lane closures, and detours. INDOT is preparing a Mobility Management Plan, which will address maintenance of traffic on local streets with the goal of minimizing delay and disruption in the construction area and proactively notifying public services of any temporary changes in traffic patterns.

Closing the Vermont Street underpass to vehicles for exclusive use by bicycles and pedestrians was proposed in the Context Sensitive Solutions (CSS) process but is not included in the preliminary preferred alternative based on feedback received at neighborhood meetings. Vermont Street will remain open to vehicular traffic.

### 10. Traffic Operations

Comments regarding traffic operations generally expressed a desire to fix problems in weaving and merging areas on the interstates. Other suggestions included slowing traffic, installing ramp meters, adding through lanes, adding express lanes, adding lanes at ramp intersections, removing through lanes, and retiming traffic lights on local streets.

Alternatives that slowed traffic on the interstates were not considered, because speed limits on interstates are established by state law. However, concepts to convert the interstates to lower-speed boulevards were considered in a System-Level Analysis INDOT prepared in 2018. Major changes to the configuration of the Indianapolis inner loop system - such as building lower-speed boulevards - will take many years to plan, study, design, and implement. The improvements under consideration for the North Split interchange project do not prohibit or limit options for the future system. Therefore, INDOT determined that the North Split Project should proceed as a multilevel interchange.

INDOT prepared an Alternatives Screening Report (September 2018) that included a detailed traffic analysis of all the alternatives under consideration for the North Split Project. Traffic operations were analyzed along the I-65 and I-70, the interchanges, and local streets in an area roughly bordered by 38<sup>th</sup> Street to the north, Emerson Avenue to the east, Raymond Street to the south, and the White River to the west. A traffic simulation model was used to project traffic volumes in the year 2041. The traffic analysis was conducted for both the existing conditions and the proposed conditions in the year 2041.

The alternatives presented in the Alternatives Screening Report included widening, extending, removing, or consolidating ramps; closing ramps; adding lanes on interstates and ramps; and installing ramp meters. Additional ramps were not considered, because they could not be provided while meeting federal and state criteria for the



## North Split Project – Responses to Open-Ended Public Survey Comments

spacing of access points on an interstate highway. INDOT concluded that the preliminary preferred alternative provided the best balance of meeting safety and mobility needs while minimizing the project footprint and costs.

The preliminary preferred alternative will not add through lanes on the interstates. The most severe bottlenecks on downtown interstates are caused by weaving (crossing) traffic at the Pennsylvania Street off-ramp and the Delaware Street on-ramp. The preliminary preferred alternative will improve operations by eliminating these weaving sections. Northbound traffic flow will be improved on I-65 and I-70 by eliminating the “big weave” between the South Split and North Split. All merge areas included in the preliminary preferred alternative will be built according to current state and federal design standards.

Retiming of traffic lights on local roadways will continue to be the responsibility of the City of Indianapolis.

### 11. Safety

Comments related to traffic safety indicated a general desire to improve safety and to reduce weaving movements in the project area.

The preliminary preferred alternative will improve safety by addressing the top four crash sites in the project area:

- I-65 northbound at Meridian/Pennsylvania Street exit ramp weave, west leg of North Split;
- I-65 southbound at Meridian/Delaware Street entrance ramp weave, west leg of North Split;
- I-65 southbound and I-70 westbound merge point on south leg of North Split; and
- I-70 eastbound, abrupt curve from south leg to east leg of North Split.

### 12. Noise/air

Comments regarding noise/air expressed a desire to reduce traffic noise and improve air quality.

Noise impacts were analyzed in accordance with the INDOT Traffic Noise Policy (INDOT, 2017). Based on the Final Traffic Noise Technical Report (INDOT, 2020), noise impacts were predicted for 259 receptors. Eight noise barriers were analyzed to mitigate predicted noise impacts. INDOT solicited viewpoints of benefited receptors in accordance with its noise policy to determine if the recommended noise barriers were desired by the property owners and residents who would benefit from the noise mitigation. As part of this process, INDOT held four highway noise barrier public meetings in neighborhoods adjacent to each potential noise barrier. The purpose of the highway noise barrier public meetings was to educate neighborhood residents on INDOT’s Traffic Noise Analysis Procedure, to inform the neighborhoods in regards to the impacts and overall treatment plans that are noise related, and to encourage benefited receptors to complete a survey to provide input on whether they wanted the proposed noise barrier constructed at that location. The same information was presented at each meeting.

INDOT determined that noise walls are likely, but not guaranteed at two locations and would mitigate predicted noise impacts at approximately 96 of the 201 impacted receptors in block groups with elevated concentrations of low-income and/or minority individuals. This represents mitigation of approximately 48 percent of the predicted noise impacts to EJ populations. Furthermore, approximately 106 additional receptors in Census block groups with elevated EJ concentrations would not be impacted by the traffic noise from the preliminary preferred alternative, but they would receive a noise reduction benefit from the recommended noise walls.

To reduce traffic noise levels further, INDOT is incorporating additional design features that are not recognized in its current traffic noise model. These features include the following:

- *“Next Generation” Pavement.* This new paving technique is designed to reduce tire noise through the use of longitudinal grooves. Although results vary based on tire manufacturer, existing pavement type and condition,



## North Split Project – Responses to Open-Ended Public Survey Comments

and other factors, recent studies have shown that next generation pavement can reduce tire noise levels by 3 to 5 decibels or more.<sup>3</sup>

- *Continuous Reinforced Concrete Pavement.* This paving technique eliminates the need for transverse joints, which are the cause of rhythmic sound patterns of tires passing over traditional concrete roadways.
- *Jointless Concrete Bridges.* This design eliminates the open joints at the end of bridges, which are the cause of the “banging” sounds typically heard at older bridges, such as those currently in the project area.

INDOT determined that there are no air quality concerns associated with the North Split Project for ozone and carbon monoxide. Interagency consultation regarding mobile source air toxics was completed, and the U.S. Environmental Protection Agency concurred that the traffic changes were not significant. A qualitative assessment of mobile source air toxics will be included in the EA published by INDOT for the project.

### 13. Transit

Some comments recommended increasing transit services or improving access to transit. Other comments suggested promoting transit to reduce traffic congestion during construction.

In 2018, INDOT completed a System-Level Analysis to assess the performance, cost, and impact of seven large-scale changes to I-65 and I-70 through downtown Indianapolis, including diverting traffic to transit. All components of the Marion County Transit Plan and the Indy Connect regional transit vision were considered in the System-Level Analysis. Based on an analysis of bus rapid transit ridership, diverting trips to transit will remove less than one percent of the traffic from the interstates. This means diverting automobiles and/or trucks to I-465 or to mass transit will only minimally affect traffic flow in the North Split Project area.

Current plans for three bus rapid transit lines and IndyGo service improvements have been included in transportation models used for North Split planning, and coordination meetings have been held throughout the development process with IndyGo and the Indianapolis MPO to fully consider transit in the North Split Project development process.

INDOT is preparing a Mobility Management Plan, which will address maintenance of traffic on local streets with the goal of minimizing delay and disruption in the construction area. The plan is being developed in coordination with the Indianapolis Department of Public Works, IndyGo, and the Central Indiana Regional Transportation Authority. Strategies to promote transit usage during construction will be addressed through this process.

### 14. Wayfinding

Comments regarding wayfinding expressed a desire to install additional signing to help to guide motorists through the project area. Other comments expressed a desire for clear signing during construction. Still other comments expressed a desire for improved signing for pedestrian, bicycle, and transit.

The preliminary preferred alternative will replace guide signs throughout the project area to provide wayfinding in accordance with federal and state standards. The project will also eliminate the weaving sections on the west leg of the interchange near the Pennsylvania and Delaware Street ramps. Eliminating the weaves will also help to avoid driver confusion when driving through the project area. During final design, the project team will evaluate where the project overlaps local streets or provides access to pedestrian, bicycle, or transit facilities. The signing plan for the project will provide signing for these features, as appropriate.

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<sup>3</sup> American Concrete Pavement Association and International Grooving and Grinding Association, Development and Implementation of the Next Generation Concrete Surface, August 8, 2017, pp 36-37.

## **North Split Project – Responses to Open-Ended Public Survey Comments**

INDOT is preparing a Mobility Management Plan to address the maintenance of traffic during construction. The Mobility Management Plan will include provisions for signing to guide motorists through work areas; clearly mark local detour routes; and provide advance notice of change in traffic patterns.

Some comments recommended updating existing signing in lieu of constructing an improvement project. Improving existing signing alone will not address the project needs, which include correcting deteriorated bridge and pavement conditions, improving safety, and reducing traffic congestion.

### **15. Facility condition**

Comments related to facility condition included recommendations to improve local roadways in lieu of improving the interstates. Other comments suggested improving local detour routes to handle additional traffic during construction and making sure the North Split improvements are built according to current design standards.

Improving existing roadways alone will not address the project needs, which include correcting deteriorated bridge and pavement conditions and improving safety on I-65 and I-70.

INDOT is preparing a Mobility Management Plan, which will address maintenance of traffic on local streets. The plan is being developed in coordination with the Indianapolis Department of Public Works, IndyGo, and the Central Indiana Regional Transportation Authority. The Mobility Management Plan will evaluate detour routes, including any required adjustments to signal timing, the number of lanes, or pavement conditions.

The North Split Project will be designed according to current state and federal standards. This includes the roads, bridges (including the use of jointless concrete pavement for the roads and bridges, if applicable), and drainage. In certain locations, site constraints may require design exceptions. These locations will be addressed on a case-by-case basis and must be approved through a formal process that evaluates the safety of every design exception before granting approval.

### **16. Other**

Other comments generally related to facilities and/or policies that are outside of the North Split Project area. These include electric vehicle charging stations, lighting on local streets, enforcement of existing traffic laws, local park improvements, local development patterns, tolled/managed lanes, and changes to freight rail tracks, among others. The purpose of the North Split Project is to correct deteriorated bridge and pavement conditions, improve safety and improve traffic flow in the North Split interchange area. To the east, the project begins where I-70 crosses over Valley Avenue, where bridge reconstruction was performed in 2007. To the west, the project begins on I-65 near Alabama Street for the mainline, and Illinois Street for the ramps on each side of I-65 to provide local access both north and south. South of the interchange, the project begins at the Washington Street interchange, to include improvements for a series of deteriorated bridges. The project termini were determined by the project purpose and need and represent an area where a complete, independent project can be built. Improvements outside of this area and/or local policies that are unrelated to the interstate system were not considered as part of this project.

**Responses: Please provide any other feedback you have for the North Split Project.**

#### **1. Neighborhoods/local connectivity**

Comments related to neighborhoods and local connectivity included concerns about how the project will affect quality of life, the local economy and housing values, and connections between neighborhoods and businesses. In general, the comments expressed a desire to limit physical encroachments in neighborhoods and restore or enhance connectivity across the interstates. Individuals who submitted comments related to neighborhoods often also

## North Split Project – Responses to Open-Ended Public Survey Comments

commented on pedestrian/bicycle features, aesthetics, and changed travel patterns due to the ramp closures. These issues are addressed in the following response categories:

- Bicycles/pedestrians/transit modes
- Aesthetic/noise/environment
- Access to/from interstate

The preliminary preferred alternative is not anticipated to negatively affect quality of life in local neighborhoods. The project will be constructed entirely within the existing transportation right-of-way with no residential or commercial displacements. The project will not affect interactions among persons and groups, nor will it change social relationships and patterns. In some areas, the width of the highway will increase and/or the roadway will shift, but it will remain within the existing right-of-way. The preliminary preferred alternative will not permanently impact schools, parks, trails, religious facilities, police/fire/medical facilities, or other transportation infrastructure. The visual landscape will be slightly altered due to changes in roadway height and location, steeper side slopes and/or retaining walls, removal of existing vegetation, and possible construction of noise barriers. The retaining walls for the preliminary preferred alternative are anticipated to be 8 to 12 feet high and located 47 to 75 feet from the existing right-of-way line. INDOT evaluated potential effects to historic properties and districts as part of the Section 106 consultation process, which protects these resources. The Section 106 consultation process included engagement of local neighborhoods, as appropriate. Adverse effects to historic properties and districts, including visual effects, will be mitigated as part of the Section 106 process.

Some comments expressed concern about lost connectivity if the Vermont Street underpass is closed to vehicles for exclusive use by bicycles and pedestrians. This concept was proposed during the Context Sensitive Solutions (CSS) process but is not included in the preliminary preferred alternative based on feedback received at neighborhood meetings. Vermont Street will remain open to vehicular traffic. Other comments expressed concerns about the use of the transportation right-of-way – particularly areas under bridges – by transient individuals. The preliminary preferred alternative will build wider bridge openings and replace or install new lighting under the bridges in the project area. The use of areas under bridges for non-transportation activities will continue to be governed by local ordinances.

The preliminary preferred alternative will not impact the local tax base through the conversion of land to transportation use, nor will it directly impact property values. The proposed improvements will benefit safety and mobility, which is expected to benefit the local economy over the long term. The preliminary preferred alternative is consistent with existing and future land use plans in the City of Indianapolis and will not change existing land use or development patterns.

### 2. Other Alternatives/more study

Many comments regarding the study of additional alternatives relate to concepts to reconfigure the downtown interstate system proposed by the Rethink 65/70 Coalition. These concepts apply to all downtown interstates (the "inner loop"). Comments in this category included recommendations to incorporate ideas from other cities and to study reconstructing the interstates in a trench or tunnel, removing the interstates entirely, replacing the interstates with boulevards with at-grade intersections, diverting truck and/or vehicular traffic to other interstates, managing travel demand through carpools or flexible work schedules, expanding transit options on a system level, and building additional highways. Additional transit concerns are addressed in the "bicycles/pedestrians/transit modes" response category.

In 2018, INDOT completed a System-Level Analysis to assess the performance, cost, and impact of seven large-scale changes to I-65 and I-70 through downtown Indianapolis. Proposals presented by the Rethink 65/70 Coalition and other concepts suggested in the public survey comment were addressed in the System-Level Analysis, including:

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- TSM: Transportation System Management – Divert Traffic to I-465 or to Transit
- Depress Downtown Interstates
- Replace Interstates with At-Grade Boulevards
- Construct At-Grade Boulevards and Interstates in Tunnels
- Construct a New Link and a New I-65 West Leg Tunnel

Of the total vehicles that travel the interchange in the morning and evening peaks, only a small percentage is traveling through (outside I-465 to outside I-465). This is based on traffic modeling and has been confirmed by real-world location based services data from smart phones. Furthermore, because only 10 percent of trips on the downtown interstates in peak periods are through trips, tolls will not result in substantial diversion away from the North Split. Based on an analysis of Bus Rapid Transit ridership, diverting trips to transit will remove less than one percent of the traffic from the interstates. This means diverting automobiles and/or trucks to I-465 or to mass transit will only minimally affect traffic flow in the North Split Project area.

As part of its System-Level Analysis, INDOT took a close look at what other cities have done. There are many factors, however, that determine what solutions will work in any specific metropolitan area. The System-Level Analysis concluded that, as a matter of public safety, the North Split interchange needs to be reconstructed in the next two to four years. The interchange will need to work effectively with the interstate system that currently exists. Major changes to the configuration of the Indianapolis inner loop system will take many years to plan, study, design, and implement. The improvements under consideration for the North Split interchange project do not prohibit or limit options for the future system. These include the concepts mentioned above and changes to other routes outside of the North Split Project area. Therefore, INDOT determined that the North Split Project should proceed as a multilevel interchange. The North Split Project is consistent with current transportation plans for the region.

Other comments call for new connections such as a “west leg” for the downtown loop. A downtown concept under West Street was considered in the System-Level Analysis described above. A connection west of the river was included in early regional plans but was later eliminated from the regional plan.

INDOT also studied at removing the existing interstate system, including the North Split. Research showed that decommissioning typically works for facilities with low traffic volumes, short sections of uncompleted interstates, barriers to waterfronts, sections remaining after tunneling or realignment, or parallel interstates to serve the diverted traffic. These conditions do not exist in the North Split Project area.

Some comments related to INDOT’s 2003 “HyperFix” project. While this project replaced pavement and bridge decks between the North and South Splits, it did not address the North Split interchange itself. Therefore, additional improvements are being evaluated to address the transportation needs in the North Split Project area.

### 3. Aesthetics/noise/environment

Comments regarding aesthetics/noise/environment focused on traffic noise, vibration, air quality, and other environmental issues. Many comments expressed concern about how the corridor and surrounding neighborhoods will look after the project is built.

The National Environmental Policy Act of 1969 (NEPA) requires federal agencies to prepare an Environmental Assessment (EA) when they are planning a project that may significantly affect the environment. The EA describes why the transportation project is needed, the alternatives studied, potential effects (both positive and negative), and public and agency comments. This allows environmental effects to play a key role – alongside other considerations such as feasibility and cost – in decisions made about a project. INDOT is in the process of preparing an EA for the North Split Project. Once it is complete, the EA will be made available for the public to review, and a

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public hearing will be held to present its conclusions. INDOT will consider all the comments received during this process before making a final decision about the project.

Noise impacts were analyzed in accordance with the INDOT Traffic Noise Policy (INDOT, 2017). Based on the Final Traffic Noise Technical Report (INDOT, 2020), noise impacts were predicted for 259 receptors. Eight noise barriers were analyzed to mitigate predicted noise impacts. INDOT solicited viewpoints of benefited receptors in accordance with its noise policy to determine if the recommended noise barriers were desired by the property owners and residents who would benefit from the noise mitigation. As part of this process, INDOT held four highway noise barrier public meetings in neighborhoods adjacent to each potential noise barrier. The purpose of the highway noise barrier public meetings was to educate neighborhood residents on INDOT's Traffic Noise Analysis Procedure, to inform the neighborhoods in regards to the impacts and overall treatment plans that are noise related, and to encourage benefited receptors to complete a survey to provide input on whether they wanted the proposed noise barrier constructed at that location. The same information was presented at each meeting.

INDOT determined that noise walls are likely, but not guaranteed at two locations and would mitigate predicted noise impacts at approximately 96 of the 201 impacted receptors in block groups with elevated concentrations of low-income and/or minority individuals. This represents mitigation of approximately 48 percent of the predicted noise impacts to EJ populations. Furthermore, approximately 106 additional receptors in Census block groups with elevated EJ concentrations would not be impacted by the traffic noise from the preliminary preferred alternative, but they would receive a noise reduction benefit from the recommended noise walls.

To reduce traffic noise levels further, INDOT is incorporating additional design features that are not recognized in its current traffic noise model. These features include the following:

- *"Next Generation" Pavement.* This new paving technique is designed to reduce tire noise through the use of longitudinal grooves. Although results vary based on tire manufacturer, existing pavement type and condition, and other factors, recent studies have shown that next generation pavement can reduce tire noise levels by 3 to 5 decibels or more.<sup>4</sup>
- *Continuous Reinforced Concrete Pavement.* This paving technique eliminates the need for transverse joints, which are the cause of rhythmic sound patterns of tires passing over traditional concrete roadways.
- *Jointless Concrete Bridges.* This design eliminates the open joints at the end of bridges, which are the cause of the "banging" sounds typically heard at older bridges, such as those currently in the project area.

There are no Federal requirements for highway traffic-induced vibration. Studies to assess the highway traffic-induced vibrations have shown that both measured and predicted vibration levels are less than any known criteria for structural damage to buildings. In fact, normal living activities (e.g., closing doors, walking across floors, operating appliances) have been shown to create greater levels of vibration than highway traffic (FHWA 2011). The North Split Project will improve the roadway surface and minimize irregularities, which will reduce potential sources of highway traffic-induced vibration.

INDOT determined that there are no air quality concerns associated with the North Split Project for ozone and carbon monoxide. Interagency consultation regarding mobile source air toxics was completed, and the U.S. Environmental Protection Agency concurred that the traffic changes were not significant. A qualitative assessment of mobile source air toxics will be included in the EA published by INDOT for the project.

Below is a summary of key visual changes that will result from the construction of the preliminary preferred alternative:

- The proposed roadway will be higher than the existing roadway(s) in some areas. The greatest changes in height are in the center of the system interchange and on the west leg of the interchange. The maximum

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<sup>4</sup> American Concrete Pavement Association and International Grooving and Grinding Association, Development and Implementation of the Next Generation Concrete Surface, August 8, 2017, pp 36-37.



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height increase is 22 feet for the I-70 eastbound bridge over College Avenue. In general, the change in height decreases as the distance from the center of the system interchange increases.

- The proposed roadway will be closer to adjacent homes and businesses in some areas. For example, the Pennsylvania Street ramp from I-65 will be reconstructed as part of the preliminary preferred alternative. Although this work will occur within the existing right-of-way, the reconstruction will move the proposed roadway approximately 25 feet closer to adjacent homes and businesses.
- The proposed roadway will be further from homes and businesses in some areas. For example, the exit ramp from I-70 westbound to Pennsylvania Street will be removed as part of the preliminary preferred alternative. This will include removal of the existing northernmost bridge over College Avenue. These proposed changes will move the proposed roadway in this area approximately 175 feet further from existing homes and businesses, which are in areas with an elevated concentration of low-income individuals.
- Steeper side slopes or retaining walls (ranging in height from 8 to 12 feet) will be required in some areas to avoid property impacts.
- Eight noise barriers were analyzed to mitigation predicted noise impacts. INDOT solicited viewpoints of benefited receptors in accordance with its to determine if the recommended noise barriers were desired by the property owners and residents who would benefit from the noise mitigation. INDOT determined that noise barriers in two locations, ranging in height from 10 to 20 feet, are likely, but not guaranteed to mitigate predicted noise impacts.
- Landscaping within the existing right-of-way will change. In the existing condition, brush and small trees in the right-of-way provide some visual screening of the highway. It is anticipated that some of the existing vegetation will be removed from within the right-of-way.

INDOT is implementing a Context Sensitive Solutions (CSS) design process to help integrate the project into the surrounding communities. As a result of the CSS process, INDOT developed Aesthetic Design Guidelines, which are available at [www.northsplit.com](http://www.northsplit.com). The Aesthetic Design Guidelines include treatments for the interstate infrastructure (such as underpass treatments, sidewalks, public art space, retaining walls, abutment walls, bridge columns, lighting, signage, and fencing) as well as landscaping within the existing right-of-way. The Aesthetic Design Guidelines were presented to the public at Public Open Houses 4 and 5. No final decisions have been made regarding the design treatments to be integrated into the project. Some design treatments, such as public art space, could require a commitment of resources from other entities. The CSS process is on-going, and INDOT will make final decisions on the CSS design elements that will be incorporated into the project as it moves forward through the development process. INDOT will also consider long-term maintenance when evaluating CSS design elements.

### 4. Project support

Comments expressing support for the preliminary preferred alternative are noted for the project record.

### 5. Access to/from interstate

Comments related to access to/from the interstate generally expressed concern about the closure of existing ramps or recommended the construction of new ramps to/from the interstate.

The preliminary preferred alternative will change interstate access at two locations:

- Westbound traffic from I-70 will no longer be able to exit at the Pennsylvania Street ramp on the north side of downtown; and
- Traffic entering the interstate at Delaware Street will no longer have access to I-65 southbound or the collector-distributor (C-D) road on the east side of downtown. Southbound I-65 traffic will still be able to access the C-D road.

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The change in access at Pennsylvania Street and Delaware Street was a trade-off to minimize the footprint of the roadway, which was an expressed desire of the local communities and will have potentially resulted in other physical encroachment impacts. Approximately 16,800 vehicles are forecasted to exit the interstates in the downtown area during the AM peak hour in 2041. Due to the changed access conditions, the preliminary preferred alternative will alter the travel patterns of approximately 6.7 percent of this traffic (1,130 vehicles), as it will require use of alternative exits on I-70. Likewise, 12,300 vehicles are forecasted to enter the interstates within the downtown area during the PM peak hour in 2041. The preliminary preferred alternative will alter the travel patterns of approximately 3.6 percent of this traffic (440 vehicles). However, the downtown street network is well-developed, and there are multiple routes available to accommodate the diverted traffic. The resulting changes in travel patterns will increase traffic on some local streets and decrease it on others, but the total volume of traffic in the downtown area is not anticipated to substantially change from the No Build condition.

The preliminary preferred alternative will eliminate the weaving sections on the west leg of the interchange near the Pennsylvania and Delaware Street ramps. Eliminating the weaves will also improve traffic flow by removing the most severe bottlenecks in the project area.

Some comments expressed concern about access to Methodist Hospital (I.U. Health). The preliminary preferred alternative will not alter access to this facility.

### 6. Construction

Comments related to construction expressed concerns about the construction timing and duration, detour routes (including pavement conditions, traffic carrying capacity, and signal timing), increased travel times, increased noise and dust, negative impacts to businesses, and selection of the contractor.

The preliminary preferred alternative will reconstruct the I-65/I-70 North Split interchange as well as replace the bridges and pavement south along I-65/I-70 to the Washington Street interchange, west along I-65 to approximately Alabama Street, and east along I-70 to approximately the bridge over Valley Avenue (west of the Keystone Avenue/Rural Street interchange).

Travel times may temporarily increase during construction of the project due to increased congestion resulting from construction activities, potential access restrictions in construction zones, lane closures, and detours. INDOT is preparing a Mobility Management Plan, which will address maintenance of traffic on local streets with the goal of minimizing delay and disruption in the construction area and proactively notifying public services of any temporary changes in traffic patterns. The plan is being developed in coordination with the Indianapolis Department of Public Works, IndyGo, and the Central Indiana Regional Transportation Authority. In addition, an Emergency Response Plan will be developed in cooperation with law enforcement and emergency responders from throughout the region. The plan will be reviewed and adjusted as necessary throughout the construction process. The Mobility Management Plan and the Emergency Response Plan will evaluate road closures, detour routes (including any required adjustments to signal timing, the number of lanes, or pavement conditions), coordination with other projects, optimal construction staging and sequence, and communication platforms and procedures.

Construction of the proposed improvements will temporarily increase noise levels along I-65 and I-70 within the project limits. The major construction elements of this project are expected to be demolition, hauling, grading, paving, and bridge construction. General construction noise impacts for passersby and those individuals living or working near the project can be expected from these activities. Adverse effects related to construction noise are anticipated to be of a localized, temporary, and transient nature.

The preliminary preferred alternative will require a detour of the Monon Trail during construction. Details of the proposed detour are still under development by INDOT and the Indianapolis Parks and Recreation Department. As a



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result of the CSS design process, INDOT will keep portions of the Monon Trail detour as a permanent feature after construction.

During construction, public funds will be spent in the project area, which may result in temporary positive economic effects. These effects include direct income for construction workers who may then buy services and goods within the area. In addition, local materials suppliers may benefit from providing goods to the construction contractor(s). Although access to businesses will be maintained during construction, it is also possible that businesses along local city streets may experience temporary negative economic impacts. Commuters, business patrons, shippers, and suppliers will experience short-term inconvenience and increased travel times. INDOT will work to minimize impacts to local businesses during construction to the greatest extent possible.

INDOT is currently planning to construct the North Split Project using a design-build approach to expedite construction. A Request for Qualifications was issued to interested design-build teams in April 2019. Based on a review of each team's qualifications, three teams were short listed to prepare a formal request for proposals. The design-build procurement process for the North Split project is on-going and anticipated to be complete in 2020.

### 7. Public engagement

Comments related to public engagement included requests for additional opportunities for public input and easy-to-understand graphics and maps. Some individuals requested increased use of social media by the project team, while some requested additional direct mailings.

On-going public and stakeholder engagement has played a key role in developing the preliminary preferred alternative, including the following:

- Six meetings of the Community Advisory Committee (CAC) comprised of 77 members representing government, utilities, employers, event/tourism/retail, business, user group, and special interest groups.
- Four meetings of an Environmental Justice Working Group to address concerns related to low-income and minority community members.
- Twenty-eight (28) presentations at neighborhood association meetings, town halls, and Context Sensitive Solutions (CSS) workshops.
- Forty-one (41) individual stakeholder meetings.
- Five public open houses
- Additional meetings with resource agencies, emergency management services, and parties with a vested interest in historic resources

Public and stakeholder involvement meetings are advertised through a variety of methods, including direct mail, email, flyers, signage, text messages, and social media. Individuals can sign-up for project notifications at [www.northsplit.com/stay-informed/](http://www.northsplit.com/stay-informed/) or follow the project on Facebook and Twitter (@NorthSplit).

Public engagement has helped to define the key features of the preliminary preferred alternative, including:

- Minimizing the number and height of retaining walls;
- Not adding through lanes on the interstates;
- Reducing the interchange footprint; and
- Maintaining I-65 access to the Michigan, Ohio and Fletcher exits.

The project website is regularly updated, and efforts will be made to identify and correct faulty links and other errors. The project team will continue to work to develop graphics and maps to clearly convey project information to a non-technical audience in an easy-to-understand format. The results of the public survey were presented to the project's Environmental Justice Working Group in April 2020 and will be incorporated into an Environmental

## North Split Project – Responses to Open-Ended Public Survey Comments

Assessment (EA) being prepared for the project. Minutes and materials from working group meetings and the EA will also be posted on the project website: [www.northsplit.com](http://www.northsplit.com).

### 8. Traffic operations/congestion

Comments regarding traffic operations and congestion generally related to improving traffic flow and fixing problems in weaving and merging areas on the interstates. Many comments also expressed a desire to make sure the preliminary preferred alternative considers future traffic growth.

INDOT prepared an Alternatives Screening Report (September 2018) that included a detailed traffic analysis of all the alternatives under consideration for the North Split Project. Traffic operations were analyzed along the I-65 and I-70, the interchanges, and local streets in an area roughly bordered by 38<sup>th</sup> Street to the north, Emerson Avenue to the east, Raymond Street to the south, and the White River to the west. A traffic simulation model was used to project traffic volumes in the year 2041. The traffic analysis was conducted for both the existing conditions and the proposed conditions in the year 2041.

The alternatives presented in the Alternatives Screening Report included widening, extending, removing, or consolidating ramps; closing ramps; and adding lanes on interstates and ramps. Additional ramps were not considered, because they could not be provided while meeting federal and state criteria for the spacing of access points on an interstate highway. INDOT concluded that the preliminary preferred alternative provided the best balance of meeting safety and mobility needs while minimizing the project footprint and costs.

The preliminary preferred alternative will not add through lanes on the interstates. The most severe bottlenecks on downtown interstates are caused by weaving (crossing) traffic at the Pennsylvania Street exit ramp and the Delaware Street entrance ramp. The preliminary preferred alternative will improve operations by eliminating these weaving sections. Northbound traffic flow will be improved on I-65 and I-70 by eliminating the “big weave” between the South Split and North Split.

### 9. Bicycles/pedestrians/transit modes

Comments regarding bicycles and pedestrians generally expressed a desire to improve or construct new pedestrian and bicycle facilities in and around the project area. The preliminary preferred alternative will replace or rehabilitate bridges throughout the project area. Existing pedestrian and bicycle facilities under existing bridges – such as greenways, sidewalk connections, and on-street bicycle lanes – will be maintained or enhanced. The preliminary preferred alternative will also enhance pedestrian and bicycle safety and mobility by building wider bridge openings, replacing or installing new lighting under the bridges, and building wider sidewalks. Additional pedestrian and bicycle facility improvements could also be incorporated into the project through the Context Sensitive Solutions (CSS) design process.

The preliminary preferred alternative will not permanently impact the Monon Trail, although a detour will be required during construction. Details of the proposed detour are still under development by INDOT and the Indianapolis Parks and Recreation Department. As a result of the CSS design process, INDOT will keep portions of the Monon Trail detour as a permanent feature after construction.

Some comments expressed an interest in improved access to transit. Current plans for three bus rapid transit lines and IndyGo service improvements have been included in transportation models used for North Split planning, and coordination meetings have been held throughout the development process with IndyGo and the Indianapolis MPO to fully consider transit in project development.

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### 10. Traffic safety

Comments related to traffic safety expressed concern about safety in weaving areas and recommended additional advance signing along interstates and additional space to accommodate disabled vehicles.

The preliminary preferred alternative will improve safety by addressing the top four crash sites in the project area:

- I-65 northbound at Meridian/Pennsylvania Street exit ramp weave, west leg of North Split;
- I-65 southbound at Meridian/Delaware Street entrance ramp weave, west leg of North Split;
- I-65 southbound and I-70 westbound merge point on south leg of North Split; and
- I-70 eastbound, abrupt curve from south leg to east leg of North Split.

The project will also replace guide signs throughout the project area to provide wayfinding in accordance with federal and state standards.

### 11. Project opposition

Comments expressing opposition to the preliminary preferred alternative are noted for the project record. Several comments recommended doing nothing in the North Split Project area. The No Build alternative will not address the project needs, which include correcting deteriorated bridge and pavement conditions, improving safety, and reducing traffic congestion.

### 12. Other

Other comments generally related to facilities and/or policies that are outside of the North Split Project area. These include electric vehicle charging stations, lighting on local streets, local transit services and routes, local street crossings, tax policies, and improving enforcement on the existing interstates, among others. The purpose of this project is to correct deteriorated bridge and pavement conditions, improve safety and improve traffic flow in the North Split interchange area. To the east, the project begins where I-70 crosses over Valley Avenue, where bridge reconstruction was performed in 2007. To the west, the project begins on I-65 near Alabama Street for the mainline, and Illinois Street for the ramps on each side of I-65 to provide local access both north and south. South of the interchange, the project begins at the Washington Street interchange, to include improvements for a series of deteriorated bridges. The project termini were determined by the project purpose and need and represent an area where a complete, independent project can be built. Improvements outside of this area and/or local policies that are unrelated to the interstate system were not considered as part of this project. Enforcement of local traffic laws – including the identification of targeted enforcement areas – will continue to be directed by local law enforcement.

Open-Ended Public Survey Comments

Question: What features can we include in this project to help address the impacts?

Comment	Comment Category														
	Access	Bike/Ped	Aesthetics	Depress/ Tunnel	Construction	Communication	Neighborhood	Traffic Operations	Safety	Noise/Air	Transit	Wayfinding	Facility Condition	Other	
Don't do construction on 465 when you're doing this.					X										
maintain safe bicycle route detours for the Monon Trail during construction with protected bikeways, not just painted routes on adjacent streets.		X													
Easily identified detour routes.					X							X			
Can we make the repairs without completely closing the interstate for 2 years.					X										
Just make sure it is done well, and done right. Ohio did a great job with the massive i75/i70 interchange.														X	
Limit the physical impact to neighborhood homes & business; limit the impact to the trees & greenery; clear plan to replace and enhance trees, greenspace in the project area; creative and thoughtful ways to make sure the project increased the connection to downtown and adjacent neighborhoods (safety, art, walkability, public transit, biking, greenspace)		X	X				X		X		X				
maximize the impact of neighborhood input						X									
More green space, less concrete. Best option for the neighborhoods would be to sink the interstate, but I know that is too expensive to be considered in this city.			X	X											
Rethink project, with focus on real improvements to the northside. Less focus on personal auto travel. Less focus on routing more long-distance truck traffic thru downtown.															
Completely removing it and rethink the entire exchange to bring life back to these historic neighborhoods															
Do not add more lanes. Incentivize thru-traffic on 465. Reduce highway impact on downtown neighborhoods.								X							
Would like to see the interchange project be implemented in a way to remove overpasses and bring the neighborhoods together. look at what was done in BOston				X			X								
Emphasis on making streets/highways safer. Add pedestrian access and connectivity for surrounding neighborhoods. Bury the highway and cover it with a park!		X	X	X			X		X						
Any ideas that do not come from the Indiana Department of Highway Building. Anything that is not totally auto-centric. How many times are you going to repave the inner-loop, since it's apparent the contractor did a lousy job. What about exploring real alternatives to this cluster-f*** projects, such as removing the interstates altogether, or decking it over? Has anyone in INDOT ever traveled abroad to see how other real cities solve transportation issues?				X											
None. At this point in the life cycle of the highway it is clear that upgrades are necessary. People who will be affected are already affected by having the interstate where it is. People who have bought into the neighborhoods have moved to the nuisance. I have no issue with progress. You have to break some eggs to make an omelette.														X	
Make the interstate smaller. Add trees. Clean up the trash around the interstate. Enhance noise issues.			X							X					
Tunnels over the freeway to allow for free movement between neighborhoods. Reconnect wb 70 to nb 65				X											
Steer-level boulevards and other measures that would increase connectivity of neighborhoods. When the interstates were originally constructed, they destroyed many Indianapolis neighborhoods. Let’s not repeat that history.							X								
Increasing pedestrian access in the project area is an absolute must		X													
I want to see the I-65/I-70 interchange completely eliminated from downtown Indianapolis as an above-ground interstate modal. It disrupts street traffic flow and allows semi-trucks and tankers passage thru the downtown area, which is completely unnecessary. These vehicles were never meant to transverse thru the downtown. They need to be diverted to I-465 loop. Then construct I65/I70 interchange as tunnels with green space, parks & housing above connecting Mid-town and downtown. Cities require MORE green and LESS concrete, not the other way around.			X	X											
remove the amount of lanes to help reduce the amount of vehicles on the road. Route heavy trucking out from around the city on 70 or 65 and keep those roads to local traffic only. Bring the roads down to ground level and reduce speeds. Give the extra land back to the city for economic growth								X							
Better timed traffic lights downtown for better traffic flow into/out of downtown area during rush hour periods.								X							
Please do not close the exit from Westbound I-70 at Meridian/Pennsylvania OR at least build a new off ramp on the North side of downtown. There are plenty of ramps into downtown from the south side of downtown, but essentially very few from the North.	X														

Open-Ended Public Survey Comments

Question: What features can we include in this project to help address the impacts?

Comment	Comment Category														
	Access	Bike/Ped	Aesthetics	Depress/ Tunnel	Construction	Communication	Neighborhood	Traffic Operations	Safety	Noise/Air	Transit	Wayfinding	Facility Condition	Other	
Promote telecommuting for State employees. This will directly reduce some of the cars on the road, and will signal to private sector businesses that this is an important benefit for their employees too.														X	
Don't make all traffic switch places to stay on the same interstate								X							
consider downgrading or removal of most interstate traffic through the city and increase capacity for traffic around the city.															
Create alternate ramps, limit construction and closures to late at night (including limiting to late at night on weekends, as the construction they've done on 465 closing two lanes of traffic had traffic backed up almost two hours on a Saturday recently), have police directing traffic, add traffic signals to the on-ramps (especially to merge lanes, since people in the merge lanes try to cut everyone off who is in the correct lane instead of merging in with them), etc.	X				X			X							
Adding lots of green space wherever remotely possible. Making sure to not close access between neighborhoods on either side of the free and possibly even opening more connectivity between those neighborhoods which does not currently exist.			X				X								
I have seen where some cities have taken parts of underground interstate systems underground. It would be beneficial if Indy could do that so the neighborhoods and city could be more connected and less impacted by the traffic as a final outcome.				X											
Please please please don't do so much construction at the same time like it is this year (summer 2019). It is infuriating to try and go ANYWHERE within or on the the circle of 465. Getting worse and from work has increased by 15 minutes per direction and the alternative routes are also under construction. It's dangerous-case and point, 3 innocent people were just killed on 465 this past weekend in a tight construction zone.					X										
Limit parking on downtown streets during the construction!					X										
I think it is just something to live with for the time being.														X	
INDOT should increase its investment in public transit rather than focusing on highway capacity. The lack of alternatives due to significant under-investment on our buses and other modes created the congestion that the North Split project aims to address. While the project is under construction, please consider providing buses from Fishers, Noblesville, Greenfield, and Pendleton so that those who travel most on the route can avoid taking alternative routes like Binford Blvd and Washington St. This will also gain exposure and may increase desire for commuter buses like those INDOT used to provide under the Indy Express program.											X				
No more walls			X							X					
Be clear on closures					X										
Not build it in the first place. Take out the existing urban interstate. Use the funds to improve quality of life instead of more traffic, poor air quality and increased congestion.							X			X					
If this has to be done at all (which I do not believe it does - I would prefer that the entire interstate be taken out as it has been done successfully in many other metropolitan cities. ): Keep the roadways open that are currently open. Minimize closures and impact on closures of roadways that run N/S and E/W through the area. Keep bicycle infrastructure through the area open at all times. Increase bicycle infrastructure on the roadways that will be impacted. If there will be permanent road closures, look for adding tunnels to maintain active transportation connectivity. Dedicate some of the funding involved for providing bus passes / bike share membership, Blue Indy membership to those who will be impacted by the closures. Provide environmental mitigation and address the health impacts that will occur with the construction and increased noise and pollution.	X	X		X	X					X	X				
A central source of public updates regarding closures or other impacts to traffic flow well beforehand would be extremely helpful for many commuters.					X										
Toll every vehicle entering and exiting downtown from the interstate, funnel that money into mass transit and transit oriented development subsidies											X			X	
Make the area as walking-friendly as possible.		X													
Make interchanges safer by eliminating the need for multiple lane crossings.								X	X						
I believe you need more exits and lanes into downtown to help with the traffic.	X														

Open-Ended Public Survey Comments

Question: What features can we include in this project to help address the impacts?

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	Access	Bike/Ped	Aesthetics	Depress/ Tunnel	Construction	Communication	Neighborhood	Traffic Operations	Safety	Noise/Air	Transit	Wayfinding	Facility Condition	Other	
Complete as quickly as possible with the fewest disruptions					X										
Longer on ramps without the need to change over 2/3 lanes of traffic to get into correct lane.	X							X							
Improved pedestrian and bike transportation in the city.		X													
Where NB I65 & EB I70 split, more signage is needed to alert drivers of I65 lanes going down to two lanes. For safety, eliminating the Delaware on-ramp is a good idea because of the "weave" concerns.	X								X			X			
Make the roads below ground level, NOT elevated as they are now.				X											
Do not eliminate lanes - if you can only put in 2 lanes in each direction, then keep 2 lanes all the way except for exit and entrance lanes								X							
Make very clear when there will be closures and for how long.					X										
Keep public aware of closures and makes updates regularly					X										
Put it all underground.				X											
Lighting, landscaping, art under interchanges			X												
Finding a way to not close College completely during construction would be the highest priority on my list.					X										
Sink or eliminate the expressway. It shouldn't have been built in the first place!!				X											
Pave streets, fill potholes, and add speed bumps along 10th Street in historic neighborhoods													X	X	
Reduced onramps/offramps, no expansion of interstate footprint	X														
I would like to see MUCH better plans to increase connectivity by foot between neighborhoods while providing noise reduction solutions.		X								X					
Communication. Using local law enforcement to assist with traffic flow at peak times. This has been a huge problem for anyone using capital street area during the construction of the red line. Cars block intersections and traffic remains at a virtual stand still. State employees have been trapped in parking lots with no way to get out without waiting extraordinary lengths of time.					X										
Leave Pennsylvania ramp unchanged	X														
more lanes, more exits, better design of one ways on city streets to accommodate changes	X							X							
I would prefer to see the bridges removed and replaced with tunnels and Greenway.				X											
building a tunnel underground for either 65 or 70 with off ramps between 65/70 instead of crossing over traffic would be ideal.				X											
limit disruption to downtown neighborhoods - these are historic - the area has already between divided once.							X								
Do NOT close on and off ramps at all. The limited closures to date for quick fixes have seriously negatively impacted my quality of life.	X				X										
Walls or sound barriers to quiet construction noise and traffic noise once completed.					X					X					
more plantings along the road not concrete walls. bury the road and put parks on top.	X		X	X											
Mature trees to be planted and maintained. Police presence and tickets to reduce reckless driving through neighborhoods.	X		X											X	
Underground road. Pedestrian friendly		X		X											
Mandatory rerouting of through traffic via I 465.															
Pedestrian-friendly and connected neighborhoods are a MUST		X					X								
Make it underground and put green space on top of it				X											
Help fix the destruction of that space in rebuilding the interchange... interstates did damage to our neighborhoods. We need them, but let’s get it right now. Reconnect neighborhoods rather than further encroach on homes							X								
I'd love it if the interstate wasn't a "barrier" between neighborhoods. Don't make it a "moat" that completely separates Chatham Arch with Old Northside. I would love to see improved integration between the neighborhoods "below the interstate".							X								



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Remove the interstate. If the administration doesn't have the intelligence or courage to do so, then the entire system should be buried and capped. As it currently sits, the overpasses create extremely dangerous, dirty and unwelcoming gaps in our local infrastructure. The numerous ramps create dangerous conflict zones with pedestrians and encourage speeding on our local streets. The debris that accumulates within the INDOT ROW is unsightly, dangerous and infuriating. The noise, odor, dust and visual impacts cause emotional and physiological distress to neighbors. Please remove this barrier and allow us to reconnect our City!				X						X					
More trees. Downtown indy does not have enough trees. Interchange areas need more trees too			X												
Keep College Ave. open	X														
Open pedestrian and bike passage through area.		X													
Please include sound barriers - have asked for years for these. Do not move or expand roads closer to homes.										X					
careful evaluation of all modes of transport in the affected neighborhoods, specifically Chatham Arch and St Joseph. there will be so much more street traffic. We already have significant speeding on College, 10th street and St Charles. The intersection of Ft Wayne, Central and 10th Street needs very careful evaluation. Pedestrians are already at risk on these streets, not all walk signs are operational and at times there is no safe crossing for pedestrians at all.		X				X					X				X
Hopefully, no lane additions or needing to tear down homes or businesses.															
Do not work 24/7 - neighbors need to sleep!					X										
Please include lighting for the streets and underpasses. Also include public works of art, bike lanes, and large sidewalks.		X	X												
The primary design consideration should be eliminating any short- or long-term impact on the increasing residential population in the urban core and adjacent neighborhoods PLUS identifying manageable ways to enhance connectivity for all transportation modes and overall quality of life for residents. Too many decisions for too long have prioritized commuter needs rather than urban residents.		X				X					X				
Put in tunnel underground or below grade road				X											
Better signage for the C-D exit and make it exit only. Maybe add through express lanes for non-downtown traffic? Eliminate as much weaving as possible							X					X			
Active modes (walking/biking/transit) should ALWAYS take priority over inactive modes (driving) in an urban area. The interchange is a detriment to these modes in many ways. It is loud and difficult to navigate across on local streets/monon trail as a pedestrian. If it must exist (which it doesn't), it should have a smaller footprint and should prioritize active transportation modes over driving.		X				X				X	X				
Remove the interchange entirely. In-flow traffic to downtown could easily be handled by arterial streets interstate travel should be relegated to the 465 loop															
bike lanes		X													
To offset the amount of traffic and pollution this would bring, maybe build new greenspace or parks. I grow tired of the pollution that happens with construction like this.			X												
Go faster															X
A boulevard would address accessibility impacts and would add to the city's tax base.															
Shrink overall footprint of interchange, use that land for parks/open space. No additional lanes. Community/aesthetic features. Prioritize those who live/work/play near the interchange constantly over those who spend 5 minutes per day driving through it.			X			X	X								
Elevate or depress the rebuilt interstate so you can build it in phases while leaving half the system operating.				X											
Extra focus on traffic control for pedestrian safety in the project area during and after the completion of construction. Make sure that access to I 70 eastbound is available during the entire construction process even if special access needs to be constructed to facilitate access.		X			X										
About 70 years ago, the Interstate Highway System was constructed at a time when Americans were hopeful about automobiles. But today, Americans seem less interested in living in suburbs and more interested in restoring the infrastructure of their major cities. Accordingly, this project needs to be constructed on the terrain you already own and, in as much as possible, it needs to be built into a trench and tunnel system so that it is kept out of sight!				X											



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Be honest about listening to impacted folks. At least early on, you were not. Allow for the possibility that optimizing design for cars and trucks without a comprehensive analysis of options is a very outdated way of thinking. I would love to see truck through-traffic diverted to 465 and not rumbling through the middle of our densest communities.						X									
Road communication boards and signs for daily expectations.					X										
Replace the freeway with a boulevard or tunnel.				X											
Take into consideration input from residents in the neighborhoods surrounding the project. need green spaces, noise reduction strategies, and better management of traffic flow through the interchange.			X				X	X		X					
Limit semi-trucks to the downtown interchange. Push them to go around downtown on 465.															
No one ever has honks about the other construction projects currently ongoing so this stuff and the time it takes to complete are crippling and stressful when you add them to all of the other constraints					X										
If the Ohio St and Fletcher St exit is not part of the construction for the day don't close it.					X										
To really address safety I feel like all of the traffic downtown should be intentionally slower. Not congested.. but slowed down.								X	X						
I will have to visit the website to see what is planned. I've favored the more expensive and dramatic options that would eliminate the barrier to neighborhoods and/or divert traffic.				X											
Clear, consistent (weekly) communication of the construction schedule, and its impact, for the upcoming week. Finish the project on schedule. Clean worksite areas and adjacent areas before any multi-day pauses and once completed. Go above and beyond to build greenspaces and effective lighting around all impacted or created pedestrian routes.		X	X		X										
Noise control, include murals to improve aesthetics, improve/add pedestrian walkways, add greenspace/trees, minimize negative environmental impact		X	X							X					
Allow southbound I65 travel to use the collector ramp to exit into the city. Add a lane where traffic from West St/10th/etc enters I65 north.	X							X							
Allow traffic flow on artery streets to be able to absorb more cars on those streets so back ups don't clog intersections (ie change timing for street traffic signals)								X							
Bike and people friendly solutions focused away from interstate travel		X													
Quit putting cars ahead of the pedestrian experience. It's a very mid-western mindset that needs to go. Cars need to be secondary to other forms of transportation.		X													
More walkability, easier to access downtown on foot/bicycle from nearby neighborhoods (near east-side,etc.). This is the perfect opportunity to shape downtown instead of just add some more lanes or rebuild an already ugly/frustrating set of tall ramps with big walls disconnecting our city. Free up and open up space for new businesses.		X	X												
Make sure that the pain is worth the gain. If we will be inconvenienced for 2 years, the final result should provide adequate vehicle capacity to avoid major modifications for the next 20-30 years.								X							
improve the entrance from McCarty Street to NB 65 - add a merge lane								X							
Be responsible, and think Indianapolis 2100 not 2025 or 2050. Think about how much more could be possible by simply digging lower and reconnecting all of the city streets from the south split through the north split. Allow for a design that would in the future give Indy a chance to build on top of the interstate.				X											
Minimize the impact on the neighborhoods and find an alternate way to route traffic.							X								

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More examples could be provided of particular origins and destinations so that the on and off ramp changes are clear.						X									
I wish you were burring the interstate. I do not want the interstate to be widened and encroach further into my neighborhood or other neighborhoods in downtown.				X											
Lower level so neighborhoods are no longer separated.				X											
Depress (or, if absolutely necessary, elevate) the rebuilt interstate so you can build it in phases while leaving half the system operating.				X											
Sound/noise barriers on the sides of the interstate to protect from noise pollution on Fletcher place and fountain square neighborhoods										X					
multiple detour routes, not just one since that one will be backed up from all the additional traffic					X										
There are no long term impacts that are negative. Don't listen to the dweebs that want to make it a boulevard and crap like that. They have no clue what their talking about, and are making comparison to state hwy spurs that end/begin in downtown areas in the PacNW.															X
Easier on-ramps. The fact that you have to accelerate going uphill and deal with lane changers clogs the ramps.	X							X							
Ensuring the downtown neighborhoods are not separated by a road which creates a barrier. We should get ahead of the world and build the interstate underground or below surface level so communities can feel connected again. We should not operate with a 2020 mentality but instead think about life in 2070 as this change will impact us for years to come.				X											
Consider sinking the interstate to allow building over it to connect the disconnected neighborhoods from downtown.				X											
Burry parts of the NS so that the impacts of cars on air and noise pollution are corrected.				X											
Get the work done quickly so the negative impacts will not last long.					X										
Lower the interstate and adopt features which will increasw retail and residential space.				X											
Make all interstate traffic inside of 465 a toll road. This would increase revenue and direct non-essential traffic around the city instead of through it. This would greatly reduce the amount of traffic downtown and eliminate the need to constantly upgrade.															
Landscaping. Art. Better signage			X										X		
Less road closings.	X				X										
Thoughtful approaches to make the interchange more efficient and less impactful to the surrounding neighborhoods would be nice. I can't think of specific features beyond safe designs with good signage and lighting.			X				X	X					X		
Improve access to neighborhoods. The interstate is a barrier as it is today.							X								
Listen to all of the neighbors offering alternatives that make sense.						X									
Improved lighting under overpasses, artful bridge design, consider long term maintenance costs to prevent aesthetic deterioration			X												
Well designed, well thought out construction plan					X										
Do not close Vermont St to cars - add pedestrian and bike lanes.		X					X								
Do not create non-vehicle areas under the interstate.							X								
Please keep bike access open to get to the Monon from downtown. I think this work should be done in tandem with the south split. Rearrange traffic patterns to improve merging patterns.		X						X							
See Rethink 65/70 Coalition's various submissions including CSS submission. As to the construction process and its impacts, what steps can be taken to minimize noise, dust and dirt from impacting adjacent buildings and businesses? What financial compensation can be made to adjacent buildings/businesses for cost of additional cleaning of windows, building exterior, building interior, loss of rental income etc.?				X	X										
keep CD exits of 65 and exits off of 70. ridiculous to eliminate access to those living in these areas.	X														

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Make sure there is a cooperative effort between DOT's work and closures, and improvement independently done by the city/county on surface roads. Lately there are so many conflicting work areas and closures you "can't get there from here" - seem not to be thoughts on continuity/connectivity.					X										
The changes mean entrance to the community/neighborhoods need landscape and bridge design - like in Boston and Columbus.			X												
Reconsider tunnels with boulevards on top. Do not close Vermont St. to vehicular traffic.				X			X								
Do not close Vermont to vehicular traffic							X								
The bridges and pavement on interstate are horrible! Too much congestion, delay. Park is always in horrible shape with many drainage problems. Street needs replaced.								X					X	X	
Passages under roadways need to be pedestrian friendly. Neighborhoods need to feel connected. Could be accomplished with lighting, colors, Landscaping. Currently one feels like you are walking through a basement.		X	X				X								
noise abatement for trucks in downtown...!!! 1. construct noise walls OR make engine braking or 'jake brake' use illegal in Marion County like other cities...!!!!!!									X						
follow the RETHINK 65/70 COMMITTEE'S PLANS				X											
Sound barriers, public art, better drainage at overpasses, creative use of dead space inside interchange (like use as an innovative downtown dog park).			X						X				X		
Reconnecting smaller streets, bike lanes, major pedestrian enhancements, lighting, and noise dampening. Also, change the drainage; mud currently dumps onto the sidewalk from the highway. It definitely makes city residents feel like they matter less than those who drive through or to the city from far away.		X					X			X			X		
Use an alternative method to manage traffic flow -- the boulevard concept. Studies show that increasing the size of the interstate (Houston, for example) only continues to increase traffic. The "T" in DOT stands for "transportation" not "bridges" or "Overpass." Figure out a better method. This plan will negatively impact downtown adjacent neighborhoods.															
Integration with Waze and/or Google Maps during construction. Possibly show a demo/video of how travel would be impacted for each direction (simulate using Waze and/or Google Maps).					X										
I believe it is important to consider the impacts to the local neighborhoods, connectivity through local streets and walkability in a project of this magnitude in addition to the interstate traffic. While I agree that upgrades to the interstate traffic are important, I have seen shortsighted approaches that consider only the long distance commuter traffic of the freeway damage cities and neighborhoods. I believe that a project of this scale, importance, and public cost needs to consider the impact on a much larger scale than it appears has been done with this project so far.		X					X								
Keep Vermont Street open to vehicular traffic. It is vital to connecting the various one way streets adjacent to the interchange.							X								
Make contractors work at least 2 shifts and add a big bonus to get finished early. Please remove areas for homeless people to sleep and hang out.					X									X	
Maintain the current ramp access and not eliminate anything. If this involves creating a new retaining wall, so be it. Do as much as possible with what is currently INDOT ROW.	X														
Repaving college before the volume of traffic is impacted would be ideal. There are many walking paths around college and Massachusetts Ave. Public pedestrian safety is my biggest concern. Would the monon be impacted as well? Lots of people cycle to work via that route as well		X											X		
Make the access to neighborhoods pedestrian friendly		X													
While it is shut down, building it in such a way that there will need to be less future maintenance would be a net positive.					X										
considerations to pedestrians and bicyclists in off and on ramp areas. Also increase noise barriers to eliminate noise from the interstate in the respective neighborhoods.		X								X					

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Minimize impact to adjacent neighborhoods.						X									
Consider lowering the elevated highway below ground (like they have in Cincinnati).				X											
Keep all through traffic on I-465 and off 65 & 70. Keep people off the roads by investing in high speed rail, not highways.										X					
DON'T DO THE PROJECT. KEEP THE ENTRANCES AND EXITS.	X														
Limit closure of local streets, maintain access to monon trail, etc		X			X										
The RETHINK plan would solve both sides of the problem from the two perspectives. The plan is perfect for everyone involved! Please consider this for us, and for our future kids' lives.				X											
Increasing the value of downtown property seems the most valuable to me here.														X	
A very detailed maintenance of traffic plan, with outlined alternate routes. I'd suggest including several alternatives to be used all at once, instead of just one official detour.					X										
Updates and meeting the proposed construction schedule					X	X									
Nightly lane closures to reduce traffic and increase speed to completion. Construction speed zones when flashing					X										
If the existing design can be modified by adding a slip from I-70 west to the offramp onto Meridian/Pennsylvania, then my concern will be addressed.	X														
Please don't damage the important neighborhoods in downtown Indianapolis						X									
I would appreciate anything that would make the interchange safer. It's scary getting on the interstate from Delaware, then it's scary once on the interstate trying to merge. It would also be fantastic to support walkers/bikers and neighborhood users. Whatever happens hopefully will be thoughtfully done.		X						X							
Communication of closures, make alternate routes as convenient AND SAFE as possible					X										
This is a multi-generational project. Rethink the alternatives to something that lowers impact on neighborhoods. Think outside the box more.						X									
Clearly mark all detours and try to balance increased traffic across multiple paths (if possible), rather than funneling every detour through a single road. Downtown congestion already gets bad, especially during rush hour, and this will exacerbate the issue and increase the area of congestion as people attempt alternate routes.					X						X				
Address how I-65/I-70 divide the surrounding neighborhoods and negatively affects the neighborhoods to the east, such as Cottage Home Historic District. Do more to connect the two neighborhoods and reduce poverty. Add more pedestrian bridge or tunnel access so those living in the neighborhoods to the east can walk to the Mass Ave and Lockerbie Square more easily.		X					X								
Don't close so many things at once and especially when there is other construction going on. This summer has been ridiculous in Indy!					X										
It is my opinion that the upgrade project needs to be radically modified. Further consideration should be given to rebuilding the highway below grade. Any upgrades should be limited to addressing short-term safety needs while developing plans to reconnect all of the neighborhoods to downtown Indianapolis.				X											
Fix the lane issues on West street leading onto 70-E and 65-N. Middle lane should be able to choose either direction to go. 65-N gets 2 lanes but is not as used as the single lane onto 70-E.								X							
Further develop bike infrastructure: more off-street bike tracks		X													
Find a way to rebuild without long-term detours. Also, for goodness sake, fix the MLK/10th St traffic issue.					X			X							
Depressed highway please! And a road that goes directly from the highway to the bottleworks area!				X											
Make sure that other construction projects downtown don't add to the existing traffic jams that will result from this construction project.					X										
I think it's important to be very mindful of downtown residents and their homes. You need to be sure that you are not creating more dangerous exits, onramps, and roads and you need to be sure that you are not damaging property values AT ALL>							X		X						

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Underground highway				X											
Construction at night and keep it open during the day					X										
Make it better than it is today: More aesthetically pleasing Better traffic flows on city streets Less wasted land (e.g. berms) More greenery / no concrete walls			X					X							
Improve the other ramps/exits that will now be getting more traffic.								X							
Keep the ramps open and nix the Great Wall	X		X												
Merge and weaving from the Delaware ramp on 65 south to 70 east								X							
On scene personnel to assist with traffic and to control rude, aggressive drivers														X	
Stop the traffic from crossing over at entrance ramps. Make ramp at Delaware 65 S only and West street 70 East only. Would not need to spend Millions of dollars.	X							X							
Looks like the decision has been made. Considering the crazy large bumped out curbs, many of the downtown one way streets have been changed to two way and that traffic is now worse, sure this will be oh so fun too.														X	
Increase safety for the underpass, greenspaces/reforestation, gateway bridge, something to minimize the feel of the highway being so close to our home.			X						X						
better traffic flow especially during rush hours								X							
Find ways to keep through traffic from using 65 and 70 to pass through Indianapolis. That traffic should be going around via 465. Expanding interstate size downtown is bad for people downtown.															
Neighborhood friendly design.			X				X								
As above, do construction under the Alabama bridge to eliminate homeless camp. We need help under the Alabama underpass to make it a more pretty and hospitable walking and biking environment. It is just massive concrete now and the interstate property and vegetation is not well maintained.		X	X											X	
Imaginative, artistic, design in the planning phase that can be built during the construction phase. Landscaping that improves the urban environment and sound dampening that corrects the current sensory assault every pedestrian and cyclist currently experiences. I am not even mentioning safety because I know that is the primary driver for this project and will be addressed. I would much prefer a depressed interstate where possible and parkland, development over it.			X	X											
Remove the highway from downtown. It isn't necessary. Upgraded surface streets would work just as good; or sink the highway below street level to improve safety, neighborhood and pedestrian connectivity, improve property values and make Indianapolis more livable to attract more residents and visitors.				X				X							
If possible, add additional greenscape within downtown project limits			X												
Ensure that i65 from 465 on the south side to downtown isn't closed at the same time as 70 from the east side so we have an alternate route.					X										
Good signage and news coverage.					X						X				
Incorporate more green areas, plantings, etc. to soften the noise, improve air quality, increase beautification for surrounding communities and developments.			X						X						
Need to limit the amount of cross-over traffic which kills afternoon rush hour traffic								X							
Easier flow of tragic to drive I70 through south split to north split currenrmbygkingbfrom far West lane to Far East lane is unsafe								X	X						
Subsidized bussing from Fishers. I used this a lot during the I70 rebuild										X					
Clearly designed maps and timelines.					X	X									
leave the delaware ramp for southbound travel and block access to 70e	X														
Bike lanes, repaving of surface streets, green space where ramps once were.		X	X										X		

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Minimize construction and closures on city streets downtown and consider not allowing parking along streets during rush hour. Cars often are parked and back up traffic. This will no doubt get worse during construction.					X										
Planning flow of traffic efficiently when roads are closed. Timing lights, closing parking lanes so there are additional driving lanes, etc.					X										
Less interstates															
weave imp[roved								X							
I understand safety is a number 1! Please find ways to make sure accessibility is available wherever possible!	X								X						
Move drive through traffic underground and only allow local access to existing exits.				X											
Make it so traffic can flow better during high traffic.								X							
Eliminate the expansion joints on the bridges please!!!!													X		
I would like the current I 70 route to have more lanes built from Shadeland Ave all through downtown. I want all current on and off ramps rebuilt not closed.	X							X							
lowering the roadways below grade would be immensely helpful, but also recognize the likely cost impact				X											
I drive or bike in from the east side and exit on to Michigan. The driving changes look good to me, and there's potential to make some (slight) improvements to the bike commute as well. The project direction seems like it will work out well for me and other people who work in my building.		X													
LED Lighting that actually works. The lighting has been out in this area for years.			X												X
Think it through a little better before you start tearing things up...															X
Ensure alternate routes for closed roads are clear and up to date. Ensure no conflicting construction around alternate routes make those routes slower.					X								X		
Listen to what people want & provide alternative routes- don't close everything all at once. Also, higher the company that dug out the freeway 5 years ago. They completed the project early! :)					X	X									
Deemphasize the route for through traffic while still allowing for the needed capacity for work commuters.															
Keep Meridian/Pennsylvania exit	X														
Don't just expand inducing demand								X							
Bike paths, improved connectivity for neighborhoods, lighting, green spaces		X	X				X								
Future updates to what will be closed in the upcoming weeks. Similar to what the red line has been doing					X										
Aesthetics! Noise! please make it look nice and reduce noise			X								X				
Include the south split in planning now, I assume projects will be completed there as well.					X										X
Do not build large walls. Use the project to help connect the neighborhoods.			X				X				X				
Make changes to streetlights and roads to better improve flow from overloads. Also, stop removing lanes from roads already overloaded. We don't need mediums with trees that die from roadsalt, and fill with trash. We need smooth flow. Put trees other places,. Let's be smart.			X					X							
Closing on ramps and moving them to Keystone Avenue would be super inconvenient from downtown. And put traffic through neighborhoods that are not prepared to handle life. Or onto mass Avenue which is also not prepared to handle it.	X														
Provide efficient alternate routes, partially open sections of the highway whenever possible, limit rerouting traffic through downtown , provide substantial notice ahead of closures. This was not done for the dig indy project which closed roads for months with 2 days of notice.					X										
Adapt the highway so it is limited access and reconnects our City grid and neighborhoods. Expanding lanes only adds congestion and cost which the City and State cannot afford to maintain.							X	X							
NO WALLS. We didn't move to the city to not be able to see it. Tear the whole thing down in favor of a boulevard. Reconnect the east neighborhoods to downtown!			X				X								



Open-Ended Public Survey Comments

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tear the whole highway out, would rather have boulevards and surface streets anyway. If people can go 2 years without using the highway they can go a lifetime. Spend the money on other infrastructure that doesn't actually make the city less livable.															
Don't do it														X	
Make it beautiful. Spend time thinking about the neighborhoods and not creating gross urban industrial complex. How can we attach downtown to adjacent neighborhoods and not further separate it? Let's not compromise all the momentum in downtown Indy.			X				X								
Keep monon trail and bicycling trails open as much as possible during construction. For example covered tunnel for access for duration and close for specific days of impact only.		X													
Use the suggestions by Rebuild I65/70 to create a better use of the area. Both an over and under road system to connect the area.				X											
More communication. This is a good step.						X									
I would like to see another exit ramp added so that people traveling West on I-70 can exit onto Penn/Meridian. There's already going to be plenty of room that will be vacated and you can add this ramp on the far right. I understand that the current proposal eliminates a weave, but I fear the following: 1. There will be additional traffic to on-ramps that aren't getting additional funding which could lead to dangerous back-ups onto the highways and/or decreased (West ST, Michigan Ave, & Washington St specifically). 2. This will increase local traffic on 10th St, College Ave, and require DPW to adjust lights to decrease traffic flows on Meridian & Illinois. 3. It could decrease property value to the Old Northside & Kennedy King Neighborhoods because of decreased ease-of-access. While I don't have an immediate solution for this, I think something would need to be done to add another on-ramp to I-65S/I-70W. Eliminating that on-ramp makes the next one for someone living on the Old Northside either in Fountain Square or Madison Ave. This will increase unneed congestion downtown.	X							X							
Access to Fletcher. Re-knitting together neighborhoods previously divided by the highway.	X						X								
Make access more neighborhood inclusive by making interstate more like a boulevard and make use of wasted space.															
Surface street improvements should be completed first. Increased signage with clearer instructions on travel and available detours.					X							X			
Exit ramp revisal	X														
Publicize several alternate routes during the project					X										
The project should have never continued to this point until a full independent study was completed on the entire downtown interstate system. This is irresponsible and shows an entire disregard for downtown neighborhoods and communities, comparable to the late 1960s highway construction efforts. As it currently stands, finding innovative ways to add economic development and connectivity strategies to the northsplit project are the only way to receive my support.							X								
Keep neighborhoods connect as best you can							X								
Re-evaluate the scope of the project to attain long term net benefits to neighoring communities							X								
Take into serious consideration that that we are moving from a personal car based economy and transportation system to transit, bike/scooter or pedestrian users. This is also an urban setting, not a suburban setting, I often wonder if anyone making decisions lives anywhere near the impacted areas or have ever taken public transportation. Have street and bridge and directional signage be readable from both sides. Eliminate phone/electrical poles from being in the middle of sidewalks or walkways. Pay attention to right turn patterns other risk points. Incorporate lighting into structures like bridges and barriers. There a a thousand small ways to reduce the impacts and encourage livability in the long run.		X	X					X			X	X			
HEAVILY TOLL semi trucks that come through the city corridor in order to reduce noise & pollution in the city center.														X	



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I think a full and detailed study of multimodal connectivity through the area is a due diligence must. For far too long this interchange and the connecting interstate legs have segmented the near north side and near northeast side from downtown. With the full reconstruction of this interchange, the time is now to consider the potential to roll back constructed and/or perceived barriers.		X									X				
I would like to see cut and cover with boulevard and greenspace above				X											
Tear down existing highway and replace with pedestrian and bike infrastructure		X													
just keeping the citizens updated and informed during the process. it will be a major inconvenience, but improvements are necessary and needed.					X	X									
Express lanes								X							
Better notifications						X									
Keep accessibility from westbound 70 to Meridian/Pennsylvania. This seems to be a major complaint from many of my co-workers.	X														
Encourage companies to have staggered work hours and to be lenient on tardiness.															X
Stop lights to slow entering traffic. I took a trip to Oregon last summer and they had a very effective system in place to meter traffic on to busy interstate sections.								X							
Add access to I-70 from-to Delaware/Pennsylvania. Added travel lanes to Michigan St/New York St.	X							X							
Re-instate the Penn off ramp for WB I-70, Add access to SB I-65 from Capitol On Ramp or similar location	X														
Easily accessible and constant updates are a must.					X	X									
making sure the public is informed, via social media, overhead signs and via the maps on social media.					X	X						X			
Rebuild the interstate with enough capacity for large traffic flows, to eliminate traffic								X							
Hoping I-65 north Meridian Pennsylvania St. Ramp will stay open	X														
Just make I-65 a straight shot around downtown without so many on ramps.	X														
Because so much thru-traffic needs to be diverted, some slight modifications to the ramps and lanes at 65/465 on the south side would be very warranted. (This was proven also with the perpetual construction that has taken place this summer.) Right now, the middle lane on 65 north is a split-destination lane and the *only* one for 465 west. This is the primary Louisville-to-Chicago detour and will be even more congested. Two right lanes are designated for 465 east, and they are underutilized. Temporarily re-striping these so that there is a designated lane for 65N/465W traffic that does not impede 65N traffic would serve to greatly reduce travel disruptions on the south side. Similarly, having a longer merge area on 465 west will allow the high-profile vehicles to a better ability to merge into the left lane—an already dangerous merge with limited room. Next, there should be a slight reconfiguring of 465 east approaching 65 south, as there is no designated lane for the ramp. This one is more difficult, but INDOT should seek some type of solution to prevent long backups and the urge for inconsiderate drivers to rush ahead to the ramp itself and cut off patient citizens.													X		
Speed. Work 24x7 until done. Treat it like you did hyper fix. Offer incentives for early completion and penalties for late completion					X										
I preferred the neighborhood approach of removing the interstate and creating boulevard type access even though it was more costly and more difficult to implement. The interstate has ripped the soul out of the adjacent neighborhoods. Other large cities with even more difficult situations (Boston, next to the water and denser population) buried the interstate.															
Please make alternative routes during construction safe and relatively reasonable. Please increase police and traffic law enforcement in the alternative routes.					X										X
Use previous plan 4c which kept the Delaware\Penn St. ramps.	X														
Absolutely FLOOD the media with routing changes wrought by the destruction of the roadways					X										

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Keep up the communication, with news of changes and easy-to-read graphics. Red line has done a good job of this.					X	X									
Build the interchange in such a way that future projects to lower I-65/I-70 are not off the table.				X											
Bury the interchange to open up green space & provide greater neighborhood connectivity.				X											
Add additional funding for increasing service for transit options in a mile shed of downtown. Add wayfinding to transit, bike share, and other active transportation options.		X								X	X				
Be sure updated interchange/work information is fed to the internet so mapping Apps (i.e. Google Maps) will correctly reflect routing options, especially for travelers who are not local.					X										
Don't expand the interchange, rip I-70/I-65 interchange out and filter people around I-465. Return the city to the citizens. The highway cutting the city in quarters is a blight.															
Bury the interstate and return the surface streets. Divert through traffic around 465. Tolls for residents outside Marion County.				X										X	
Easier and safer access for pedestrians and cyclists.		X													
Below street level highway like Ft. Washington Way in Cincinnati, OH. Maintain continuity of surface streets connecting with neighborhoods. Forestation of areas inside the highway interchanges. Parks, retail added.			X	X			X								
Below street level highway like Ft. Washington in Cincinnati, OH. Maintain connectivity of surface streets connecting neighborhoods. Forestation of areas inside of the highway interchange. Parks, retail added.			X	X			X								
I would like to see creative ways to accomplish the end result with little to no impact on the existing urban landscape.			X												
More access points into downtown from the interstate would improve my commute.	X														
By not removing the I-70 Westbound to Meridian/Penn Exits	X														
I wish the highways through downtown could be underground, allowing for more green space, businesses, or homes above.				X											
Depress the highway to allow city streets to reconnect. It would allow more paths for cars, bicycles, pedestrians to move around. Depressed highway would allow for economic improvements to the area around North Split.				X											
Get rid of the cross over in the northbound								X							
More lanes without cross overs is the only answer. Major interstates, as well the cross roads of America.								X							
If we are going to have to deal with 2 years + worth of construction I want to know that this is a long term solution and not simply a band-aid fix.														X	
Removal of interstate highways inside 465.															
Not walling off neighborhoods.			X				X			X					
Please add green space and tree canopy. Please have clear signage. Please pay particular attention to making pedestrian usage safe and intuitive. It is all too often that there are not walk buttons, or the walk buttons to do not turn on the walk sign.		X	X								X				
Noise wall; make the freeway more attractive/less ugly for those that live in close proximity			X							X					
Please, please spend more money upfront on the road material - have we considered rubberized asphalt concrete? Potholes can be very dangerous in this stretch of road.														X	
Completion of project on time (Central bridge at Fall Creek is excellent/terrible example of failure at completing on time, which has significantly impacted neighborhoods and families. Also, reroute traffic in ways that do not hurt surrounding areas					X										
This has the potential to be a once in a generation, transformational project that connects neighborhoods and enhances a vibrant downtown corridor. I hope that the opportunity isn't wasted and we don't simply settle for the cheapest/easiest plan.							X								
Alleviate the congestion during rush hour on the I-65 North bound and the I-70 East split would be most desirable.								X							

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PLENTY OF NOTICE. VIA MAIL - because many, if not most, of the residents in the area will not be checking social media, web sites, etc. to find out their commute is going to be delayed. Establishing deadlines and sticking to them. Planting plenty of trees to buffer sound and beautify.			X			X									
Don't cut off neighborhoods or walking/biking connectivity to the city		X					X								
Please make an attempt to include ways to better connect neighborhoods like Monon 16 and Martindale-Brightwood to downtown. Something like turning the area surrounding the Monon underneath the split into a big, usable park or art installation.			X				X								
Stronger and enhanced connection of The Monon Trail from 16th to 10th street		X													
Without an I-70 exit at Meridian there is no good way to the north side without overshooting on either I-465 or I-65. I don't have a solution for that.	X														
Enough access to and from downtown streets. Enough through lanes to handle traffic. Less weaving required	X							X							
committing to communicating in timely manner the closures,delays... keeping good communication with affected businesses and neighborhoods & listen to their concerns/ issues (see Red line in Broad ripple for how not to behave to business and neighbors... horrible).					X	X									
Bury it in a tunnel. I know that would take 10 years.				X											
sink it				X											
more emphasis for traffic to be routed around the city center. removal of divisions of neighborhoods. increase opportunity for mass transit, biking, walking. decrease noise air pollution from vehicles and congestion.		X					X			X	X				
keeping the website and maps up to date would be outstanding.						X									
Divert I65 traffic onto 465 and create an at grade or below grade parkway, reconnecting neglected neighborhoods and creating usable, tax generating land.				X											
Reduce "complete closures" of streets; as this will negatively impact small businesses.	X														
Better design that serves to improve BOTH the transportation needs of the city and the quality of adjacent neighborhoods.							X								
Bury the entire interchange				X											
I haven't seen a diagram of a before-and-after, but I'm sure it exists somewhere.						X									
Better neighborhood connectivity through safe paths and more green space		X	X				X								
I want to know what will be done to reduce the impact the freeway has as a neighborhood barrier. I hope to see creative ways to make the space pleasant for pedestrians and bicyclists (see: Swing Park, Milwaukee, WI)		X					X								
The removal of Interstate 70 and 65 around downtown Indianapolis.															
detailed directional information.												X			
Work at night					X										
More connectivity between neighborhoods. Less noise, dirt and litter to neighborhoods. More bike, pedestrian connectivity. More beauty.		X	X				X			X					
Keep the auxiliary streets in good shape so our new routes won't ruin my tires and wheel balance.													X		
Please take this opportunity to install protected bike / pedestrian infrastructure wherever feasible.		X													
Eliminate biking/bus lanes while the project is under construction to allow more lanes for traffic to get through. Have many of the downtown streets paved prior to this project so the congestion is not made worse.....just wait till weather comes during this project. We will be "dusting" all the neighbors when are streets are returned to gravel lanes.					X								X		
24hr work cycle. Go as fast as possible.					X										

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implement traffic calming on city streets that will be impacted by traffic pattern changes due to interstate access changes (i.e. on/off ramp changes) while prioritizing bike/ped connectivity , safety, and convenience. The interstate should serve the city, not the other way around. If the interstate has to be "neutered" in order to increase functionality (safety, quality of life, multimodal use, connectivity, etc.) of the city and city streets that's OK. At this point it is well understood that an interstate running through the heart of a city is a bad idea, so seek to minimize the impact of the interstate at any cost, including to the functionality of the interstate. This is an opportunity to reduce interstate footprint in service to the people-oriented (vs. car-oriented) aspects of the urban environment. INDOT should take the lead in reducing surface footprint while working toward other options to "move traffic"	X	X					X	X							
Please tell me what exactly will be affected						X									
Consider design alternatives to reduce neighborhood impacts. Make green spaces.			X				X								
Do not increase the right of way or footprint, installation of sound baffles, landscape with trees			X							X					
Consider investing in improving local roads rather than upgrading interstate exchanges which will also have limited lifespans													X		
More lighting under highways walkways, emergency buttons			X												X
Take traffic underground, green space on top, prepare for electric vehicle power and such, respectable lighting that won't flood the neighborhoods (underground would solve).			X	X											X
I would like to see truck traffic routed permanently to 465, with only personal vehicle traffic on the interchange area. This seems like the most inexpensive way to reduce the impact to local, adjacent neighborhoods and reconnect the near east sides and near north sides to downtown. It would be unfortunate and irresponsible to not address the noise and air pollution which is caused on a daily basis, the majority of which is associated with large, commercial truck traffic. There are a number of through-downtown interstate stretches in the US which are car only. Has this been considered, and if not, why? Again, it would not increase cost necessarily, and might even reduce long-term upkeep and replacement costs of the interchange since most road wear is the result of large truck traffic. Please consider.										X					
Additional landscaping. Making sure cultural trail/Monan trail and fall creek are repaved, repaired, including markings and maintained. Accurate informational signage. Timely communication about closures etc. Do NOT close 10th Street and St Clair during the same time period.		X	X		X							X			
Clearly defined impact (positive and negative) to each neighborhood						X	X								
Change the entire vision of this project. This is a once-in-a-generation opportunity to rethink our urban interstates. We should be thinking about the future of our region and the future of transportation. We should rethinking this project altogether, not repaving and repairing an antiquated model. Of the many extraordinarily backwards and shortsighted projects in this city's history, this ranks right up there as the most backward and shortsighted.															X
I support the Rethink 65/70 Coalition				X											
Create better merging situations (longer merge lane, traffic light merge entry) so the traffic is not bottlenecked in the local neighborhoods.								X							
More plans for connectivity of neighborhoods to downtown.							X								
Don't add more lanes or sound walls. We should encourage transportation options and open air interstates. Additionally, slow the traffic as cars/trucks enter/exit the north/south splits. What an opportunity to make these areas more pedestrian friendly, slow traffic down and build new businesses, towers, and apartments along the 'lakeshore' drive.		X						X		X					
Given the magnitude of this project, why can't INDOT also work with railroads to coordinate a plan to raise the tracks as well over the entire length between the north and south splits? Or at least raised above the major thoroughfares of Michigan and New York Streets to open up access between the near east side and downtown?															X
I would like to know more about how our walkways and bike lanes will be impacted.		X				X									
Increase green space surrounding highway			X												

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Not taking down the College bridges															X
Least possible impact to the neighborhoods. These areas also generate taxes for Marion Co. You don't want a mass exit. Much money and time has been spent increasing the property values in these areas.							X								
I just feel that the design is dated. I would like to see a below grade interstate option. I dislike how the interstates cut me off from downtown and cut the neighborhoods in half. It is outdated and makes indy feel second-rate, B-player town to me. I feel like the state is OKAY with that because of the supermajority they have, but as a republican I wish they'd be more open to the alternate voices they are hearing here from preservationists and green groups. This is how you loose the majority, one decision rammed through at a time until everyone has had enough with you. :( This is a key reason I am not more involved in the local GOP. Close minded. But I digress. I am happy about the investment being made but would like them to slow down and really listen to the many voices on the matter.				X			X								
Communication, communication, communication. This will be vitally important throughout the process to ensure accurate information is shared with all stakeholders. A weekly newsletter outlining potential impacts from week-to-week (much like IndyGo did with the Red Line) could be welcome to people moving through the area. As mentioned previously, aesthetics and beautification must be a priority. The North Split acts as a gateway to our downtown and is surrounded by historic neighborhoods. Much attention should be provided to this aspect of the project.			X		X	X									
Improve/add facilities for bikes and peds under bridges. Expand/improve o'bannon park on the north side of the split.		X													X
Be very clear about timing of various aspects of the project so that neighbors can plan around closings & traffic issues. And PLEASE consider active train track issues for us too!					X										X
I still think INDOT is missing the opportunity to depress the interstate and open land and connectivity between the community and downtown.				X											
How will the changes affect pedestrian traffic?		X				X									
See my above response. Underground road. Park/green space to connect downtown and the east side. Reference Klyde Warren Park in Downtown Dallas, TX				X											
Don't do anything to increase traffic volume. It just makes it easier for suburban commuters to avoid mass transit options.								X							
FIX THE SECURITY LIGHTING - Fund future repair work so that the lighting is actively and quickly addressed — unlike now. Why don't you come out at 9-10 pm and try walking west on NY St - crossing 3 lanes of Pine st. - crosswalk signals don't work— and then walking under the interstate — no functioning security lights.			X												X
Easier and safer passage for pedestrian traffic under the interstate would make it much more palatable.		X													
Keep access to I 65 south from Delaware open for southbound access to Michigan/Ohio/Fletcher exits, and access to I65 south or I70 west if possible. Would eliminate a significant number of resident traffic on streets and wouldn't require a big fix to keep it. I think a lot of people use it now, & others would in the future past as a quick alternate route to southern destinations.	X														
Well-lit undersides to make mobility safer for bikes, walking, scooters. An overpass on Michigan would alleviate a major pain point. Construction mixed with trains dramatically increases side street traffic and the majority of my neighbors have young kids, posing a safety issue.		X	X		X										X
Noise mitigation under interstate bridges needed.										X					
Below grade roadway with local access road replacing weave prone exits				X											
Better pedestrian access and traffic flow on city streets. Elevate train tracks to increase pedestrian traffic.		X						X							X
wait until construction stops on Capitol; too much crap going on					X										
Go back to the original design that didn't result in exit closures.	X														
Better lighting under the overpasses-- they are pathetic now and greatly affects my view of the project--if you cant maintain them now why would I think you will in the future?		X	X												

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Pedestrian friendly crossings to connect the near east side to downtown! Pedestrian bridge or bike path that doesn't cross right at the interchange. Even the Michigan and New York crossings to the near east side are a serious safety concern.		X	X												
Keep all existing exits/onramps but reconfigure them if needed.	X														
wider and cleaner sidewalks that are separated from traffic, lighting under interstate bridges, protected bike lanes, trees		X	X												
Please do not cut off (Holy Cross) our neighborhood more than it is. The train tracks PLUS going under the loud interstate creates such a barrier which limits our growth and prosperity.							X			X					
Early advertising of alternate routes					X										
Bury it underground or make it two lanes. I can't stress enough that through traffic should not be using these interestates. It's the entire reason that loops exist. Truck traffic degrades our roads, brings pollution into the core, creates noise pollution, and slows down traffic.				X				X							
lighting in underpasses - including a long-term maintenance plan		X	X												
Michigan Street can be very busy in the morning and New York Street can be very busy in the afternoon. The train already impacts commutes significantly. Having plans that help with traffic during heavy traffic times would be very helpful. In afternoon traffic, if there is downtown construction/trains, a Downtown 2 mile commute on New York Street to Holy Cross can take 45-60 minutes instead of 10-15 minutes. Interstate construction could make this a daily affair.					X			X						X	
Protected bike/walking lanes connecting east side neighborhoods to Mass Ave. And to Lockerbie shopping areas. Train diversion.		X												X	
Better explanation of the costs & scope of the project						X									
How can you include all the downtown neighborhoods, without closing them out! We feed into the downtown spending!							X								
Until the interstates get depressed, you need to ALWAYS have neighborhood connectivity constantly top-of-mind, right after "safety". The interstates did lasting damage to downtown neighborhoods and this project can be step 1 in improving the current status. (Step 2 of depressing the interstate can begin to reverse the damage.) Features such as well designed underpasses that encourage people to walk from one side to the other can go a long way. They must be well-lit, be visually appealing so you don't feel like you're walking into a concrete & steel cave, and...and I really hate to be this blunt...they can't be full of homeless people. (I know that's a difficult and completely separate issue from a construction project...but it is a fact of the project site nonetheless that can't be ignored.)		X	X	X			X		X						
I want the ramps kept open or look at different means of planning to keep traffic downtown flowing.	X														
Look at alternatives such as depressed highways, boulevards over the interstate, etc. Think outside the box. Indiana has a surplus, we can afford something besides the bare minimum.				X											
nicer sidewalks, bike paths, and detour routes for the neighborhoods that bring cars to bigger streets instead of side roads in our neighborhood		X			X										
I would love more pedestrian and bike access. Better lighting under the underpasses so I don't worry so much about getting hit by cars. Better crosswalks at intersections and enforced speed limits on city streets near interchanges.		X	X											X	
Keep the exits and entrances open.	X														
Sink it all in the ground and reconnect the east side to downtown.				X											
Maintain at least current exits	X														
Communicate effectively with Google, Apple and other GPS/map providers to make sure closures are always up to date on all major map/GPS apps.					X										



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Wow the way the some of the questions are worded and the choices are not indicative to all. I work at home so all of #12 did not apply. What about not wanting the interchange improvements at all? INDOT sucks when it comes to looking progressively into the future. Stop expanding roads cause it only leads to more problems.															X
I'm not happy with your last design which closes access to downtown from I-65 south. only exits are Meridian St. Access to North St, Michigan, Vermont and New York (via Davidson St), Ohio St, Fletcher St and East St are all inaccessible. The next available exit is McCarty St via I-70.	X														
I need a more detailed map to see the impact to my neighborhood						X	X								
Please make it more pedestrian friendly in this area and allow a better connection between neighborhoods that are separated by the freeway. It would be great to include a way to avoid the train when it is stopped on the tracks for long periods of time.		X					X								X
All potential road closures permanent and otherwise with timeframes for temporary closures that have updated signage					X								X		
Take up less space, connect neighborhoods better, reduce future infrastructure maintenance costs							X								
Consider the neighborhood connectivity and impact. The current plan seems to only focus on traffic. The existing interstate is unfriendly to pedestrians.		X					X								
Looking to remove the split and create a boulevard.															
Make sure neighborhoods aren't negatively effected							X								
More opportunities for economic development and connectivity (walking, biking, etc) along the corridor		X													X
Make sure through traffic on adjoining streets is limited								X							
Re-arrange exit ramps: 1. Delaware to I-70 East, 2. I-70 West to I-65 North to West Street ramp	X														
Listen to local residents to determine how quality of life can be improved and how this upgrade can add value to lives of citizens and surrounding land/neighborhoods.						X	X								
More night work to reduce impact on traffic.					X										
Do not add lanes or capacity for more vehicles								X							
I live off Eastern and have a child who is deaf with autism and people drive so fast down our side road I'm afraid to let him outside to play. Our families deserve speed bumps. We invest a lot of money in our home to better these areas. We deserve that bit of safety.															X
Take into consideration other plans for dealing with traffic rather than widening the road								X							
Have flashing light, so people try to get head of other people that wait their turn. It makes it so much worse. Police cars would be nice, ticketing people that do that.								X							X
Make walking and biking through the underpasses more accessible. Make the underpasses shorter. Put the interstate underground and overcap it		X		X											
1. Not having other construction projects going on at the same time. 2. Timely warnings on the billboards above adjacent interstates.					X										
I do not like the addition of the walls			X								X				
You've already given up on them															X
Not restrict exits. Do not add additional lanes. All this will do is cause more people to use the interstate to drive through downtown instead of taking the bypass.	X							X							
Make sure that any detour routes are marked clearly and open enough to support the extra traffic during the construction period. Ensure no near by roads are under construction at the same time.					X								X		
Elevate the railroad that crosses New York and Michigan. This is a huge problem for the near east side.															X
Reroute away from the Split to minimize its deterioration and demand for improvement of the Split. Slow traffic through the Split. Expand areas for nature, housing, and commerce - especially nature. Only do the underground design if it can be done without dependency on water pumps and electricity, and if it would be earthquake proof.				X				X							
Removal of interstate from downtown, directing traffic to use 465.															
Don't do it															X



Open-Ended Public Survey Comments

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-Considering moving through lanes of interstate traffic below ground in an open-air trench, while keeping local traffic on street-level lanes that would connect with all cross streets. -Provide progressive and sustainable/native plantings as a means to structurally support interstate, reduce noise and pollution from interstate and help redirect and filter stormwater runoff from the highway. -Protect and save public art at the pedestrian level. -Provide sufficient lighting at the pedestrian level.		X	X	X						X			X		
Better map, explain how commuters would travel with proposed closed ramps	X				X	X									
'dont do it														X	
Please don't put up these tall walls. It will really change the way downtown looks and affect the nearby neighborhoods. The neighbors really don't want this.			X							X					
Future jobs for Hoosiers.														X	
None. I don't approve of this project.														X	
Some way to deter through traffic so that we won't have more traffic problem in the near future.															
Coordinate with Indy construction plans to ensure all of downtown is not complete gridlock for the entire process. I'd like to see the projections of where cars will be going to avoid street closures so that I can move to avoid the worst of the traffic.					X										
Turn the street into a boulevard and remove the expressway															
Change the design to include flyovers and a suspended bridge over all east-west streets between 10th and Washington St. And reestablish all east and west streets currently cut off.	X														
Minimize sight barrier, blocked visibility created by the highway retaining walls			X												
I really don't like the two Central Avenue bridge renderings. They are super gaudy and over the top. A much simpler design would be better. They look theme-park like or suburban.			X												
Decrease the size of the interchange. There is no need to preserve 65mph speeds when 40mph and a vastly smaller footprint will work. The reclaimed real estate would be valuable and make Indy even better.							X								
Make more visually pleasing- no walls, more green. Noise reduction surfaces. More pedestrian options to cross over/under. Use more city streets more efficeintly-synchronise lights, turn only lanes, better directional info		X	X				X			X		X			
Re-route I-65 and make downtown more of a destinateion															
Visually, I would like to see some creative design in the interchange bridges. For example the bridge on I65 in Columbus, IN. If we could give the bridges a decent aesthetic value I feel like this area could be a notable feature of the city rather than its current and future derelict state.			X												
I do not support widening the interstate, as it is proven that this will not decrease traffic. I do not support the negative impact this will have on local streetfrontage, neighborhoods who are finally recovering and re-knitting after the initial cutting of neighborhoods by this interchange 50 years ago. I do not support historic downtown n'hoods being treated as exit ramps. I do not support projects that fail to consider innovative economic development & connectivity strategies in the design.							X	X							
Making everything as pedestrian friendly as possible, keeping a low profile (no ugly tall cement walls, etc), thinking of aesthetic ideals (green walls when walls are necessary?). The project needs to avoid being to "large" for the neighborhoods around it. I understand that updates are necessary, especially for safety, but it shouldn't feel like the interchange is out of scale with the rest of the area. Green (living) walls could really help! If pedestrians, neighbors, and downtown visitors could see something a bit more pleasing to look at, I'd be much more in support of the project.		X	X												
Do not widen the road or build big walls. I'd be in favor of getting rid of the interstates altogether.			X												
Train traffic I. Addition to street closures. Also new developments on mass ave would be impacted just as they are opening. The near Eastside has three paths into downtown: 10th, Michigan and Washington. We used to have market but big dig project took that away. We also have a couple neighborhood streets that cross the railroad tracks but the train traffic closes those often. Point is, we are already choked getting to downtown. Please consider that.														X	

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Tear it down and start over!															
Connectivity features to ensure nearby neighborhoods don't just see concrete * Economic opportunity for businesses to desire to be on a boulevard (above the interstate for the portion that could handle that).			X				X								
Rebuild the highway below grade like many cities are doing with urban highways. This would lead to greater neighborhood connectivity and spur millions of dollars in new development and new tax revenues.				X											
Not getting rid of access, but improving the interchanges - using different lanes as on and off ramps, not just a merging mess	X														
Raise the track tacks on Michigan and the 65 North On ramp.															X
More communication						X									
Come to our neighborhood to explain and answer questions. Work 24 hours a day with bonuses for early conclusion. Build 50 year infrastructure.					X	X									
improve 10th street as it passes beneath the interstate														X	
Neighborhoods - learn from last time. Some of these neighborhoods have never regained the stability & quality it had prior to this original plan in late 60's early 70s!							X								
Already mentioned above. I live in a historic neighborhood and have put in a lot of time and sweat and still feel that it is much more important to improve traffic flow and safety of the split than it is to save some historic building.								X	X						
Rethink it															X
Recess the interstate and add bridges to the city streets				X											
Don't close exits	X														
Better & safer pedestrian access, better & safer traffic especially on 65/70 through traffic, more art installations		X	X						X						
Improve, rather than further harm connection between east and north side of I65/70 and downtown.							X								
Put lanes underground! Make neighborhood access easier, not chopped up by interstate lanes, walls, bridges.				X											
I-65/70 decimated downtown neighborhoods when constructed. I prefer starting over, reconnecting the neighborhoods, the tunnel is a great idea. Short of that, do things to reconnect the neighborhoods.				X			X								
I think it is fine as is. This needs to be done. It has been a nightmare for decades.															X
Don't replace it. Just remove it completely. There are two types of traffic on the Split: through traffic and downtown commute traffic. If the Split were to be completely removed, through traffic would move to 465 (where it should be anyway) and downtown commuter traffic will be within 1-2 miles of its final downtown destination. From that standpoint, this project is a waste of money during a time when transit access is expanding and the transportation sector could be upended by autonomous vehicles. This project will be a 50 year millstone around Indianapolis's neck. Highways are not scalable: they are full at rush hour and basically empty all other times, yet there are there all the time. Also, if you can shutdown a major roadway for two years, why even bother rebuilding it?															
Email updates						X									
If you could try keep closures restricted to the highway or non-peak hours (7a-7p) to prevent obstructions to the surrounding city streets it would be greatly appreciated	X				X										
Downtown Indy has seen a lot of construction in the last year and much of the construction has impacted rush hour traffic horribly. Many times, construction blocks intersections of major commuter roads in the middle of rush hour. There is never law enforcement presence to direct traffic. Specifically, the red line construction has caused horrible gridlocked traffic downtown on more than one occasion. During the North Split construction, steps need to be taken to better direct traffic so Indy does not reach a standstill during rush hour traffic.					X										X
Don't expand the number of lanes on the interstate								X							

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Actual consideration needs to be given to the concepts and ideas thoughtfully researched and presented by the Rethink 65/70 coalition. As a lifelong state resident of Indiana I expect my government to be structured in a way as to think holistically about all impacts of a project as significant as this and it has been demonstrated throughout this process that we do not currently have a structure properly designed to advocate for the neighborhoods & pedestrians impacted by the overall design of this and future portions of the interstate reconstruction.				X											
Build bigger and better ramps and exits. Build the highway as large as possible	X							X							
Create or revise street access or traffic patterns to provide north side neighborhoods easier access to/from 65 and 70	X														
Close the interstates downtown, convert them to boulevards, and divert through traffic to I-465 where it belongs!															
Preserving the adjacent neighborhoods as much as possible and not making it more difficult for north siders to go downtown							X								
Maintain an entrance/exit at Delaware and Pennsylvania	X														
Do not get rid of the Delaware on-ramp and Pennsylvania off-ramp	X														
Keep the Delaware and Pennsylvania Ramps or ensure access to 65 S/70E from downtown. This is a must for travel for those who inhabit downtown. Also I'm concerned about the walls that would be built cutting our neighborhoods off from downtown.	X		X							X					
If the access ramps are lost I don't know how that can be mitigated.	X														
Specific details on the alternative routes and detours during construction and after completion. What is the alternative ramp to Pennsylvania and Meridian??	X				X										
I use the Delaware ramp to access both 70E and 65S frequently, as well as using it to get to Fountain Square (Fletcher) or avoid congestion downtown (Michigan St)	X														
Just don't do it! Eliminating the ramps and entrances and interchanges will destroy downtown. People will stop coming downtown, and people will move from their neighborhoods due to increased commute. We have worked way too hard to make downtown better the last several years to have this project negatively and permanently affect downtown. PLEASE do not do this!!!	X														
Open the area to the near-north neighborhoods - please don't "box-in" downtown							X								
Make it underground				X											
Don't close current exit and entrance locations.	X														
Do not get rid of the exits and entrances that have planned removal	X														
Please keep the neighborhoods in mind especially when traffic will be increased and people already speed on Delaware/College/etc.							X	X							
The traffic weaving is definitely terrible, but the Delaware St exit should remain open to the south as it is the only part that DOESN'T require weaving today.	X							X							
Don't add lanes.								X							
You can start by not closing these on and off ramps that the city uses and needs DAILY. These are NOT located close enough to homes to impact anyone. This makes no sense.	X														
Better bike routes, more direct access from Northside to 65 and 70	X	X													
not eliminating exit on Meridian and entrance ramp on Delaware	X														
Community meetings are always a good idea. It would be useful to segment the map and explain (in clear, jargon-free language) how the plan will impact each area of the city. I believe this could be implemented at community meetings, but also on promotional material (e.g., fliers and website).						X									
We were told things would be great once a new lane on I-70 was finished. They're much worse. Slapping a few more lanes adjacent to existing lanes accomplishes nothing but the degradation of neighborhoods. We'd like to see you explore more creative options like below grade construction with appropriate landscaping rather than 20 ft. concrete barriers.				X											
Communicate with the public						X									
Reduce encroachment on neighborhoods; reduce traffic in neighborhoods; encourage walking and biking; add protected lanes to protect bikers and walkers from cars.		X					X	X							

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limit the width of overpasses and use of retaining walls			X												
No clue. I’m not sure when or why it was decided to close down two of the crucial on/off ramps but I’m very sad about this. Having immediate interstate access near my home was a necessity when I purchased 4 years ago. This stinks.	X														
A recessed interstate, with emphasis on reconnecting the neighborhoods divided by its initial construction, and more dedicated bus lanes, bike paths, infrastructure for pedestrians, green spaces, trees, and public art by local artists.		X	X	X											
I have heard about big walls that will block off the interstates. I couldn’t find those descriptions on the website. I think it sounds ugly and divisive. So many times as I drive on 70 or 65 or the C-D I lol and think “my city is beautiful”. It sounds like I won’t be able to say that anymore			X						X						
Pedestrian and bicycle access and safety. Connectivity (visual and access) between downtown and near north neighborhoods.		X					X								
I preferred the plan promoted by RETHINK 65/70				X											
Add safe pedestrian and bike access in affected neighborhoods		X													
i am supportive of the more comprehensive reconsideration of how these highways dissect city neighborhoods, and would like to see that kind of planning process.														X	
Noise mitigation									X						
Effective prep work and preassembly of large construction components to minimize the impact of traffic during city road closures.					X										
Walking safety is a concern, lighting issues, streetscape planting needs improvement.		X	X												
It would be nice if INDOT would listen to the concerns of the City of Indianapolis and the adjacent neighborhoods. Indianapolis is the state's crown jewel and economic driver. It is paramount that even if it costs more money, we as hoosiers maintain the City's forward momentum and that does not include building interstate walls that would separate neighborhoods from the CBD.			X			X			X						
Lightning			X												
I preferred the plan that buried the interstate and added local attractive boulevards at surface with pedestrian and park like features.		X	X	X											
Don’t close Delaware ramps	X														
Allow exit from I-70 Westbound to downtown	X														
Rethink the plan. I know I will have to come downtown for work, but I will not come downtown on the weekends for dining and entertainment. I will choose to go to the Northside on Indy to avoid construction					X									X	
Separate I-65 through traffic north of 21st street as this traffic must be a large part of the congestion. Could this be routed over West Street and reconnected somewhere around the South split? Same for Northbound through traffic.	X							X							
Well placed and clear signage.												X			
Continue to promote the downtown neighbors with the downtown core. If possible limit the cut-off interstate between north neighborhoods and downtown. Camps of homeless tend to camp under interstate causing trash build up around neighborhoods							X							X	
Keep the interstate exits open	X														
Remove 65 and 70 from downtown. In the 12 years I have lived downtown, 65 and 70 have been closed multiple times for extended amounts of time proving they are not needed through the city center															
No walls preferred. Don’t need to restrict access to northern neighborhoods with walls.			X						X						
More lit walking and biking paths would be great in these areas around and under the underpasses. More investment in local neighborhood parks and outdoor spaces. Create another exit only off 70 west closer to downtown (on college?) if you can’t get off at Penn/Meridian. Create more through streets that aren’t the interstate to travel quickly through downtown (like College and West Street) if people aren’t using the Fletcher, Ohio, Michigan exits from the Delaware ramp.	X	X	X							X				X	

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Engage a new firm that has better ideas and more open minded Indy is different from when the interstate was built so don't try to match to something that is different														X	
This projects needs to be revolutionary in nature. As the Crossroads of America we simply get people through and not care about the value of bringing people in. This is a simple solution to a complex problem. It is politically easy. Financially conservative. Unimaginative. This is quite possibly the single most urban interstate redev project that will happen in Indiana in decades and nothing novel is coming from it. This has the opportunity to be the most innovative and transformative use of public (state and federal) funds to make not only transportation quality improve but also improve the decades old damages that have come from interstates through the hearts of cities.														X	
Don't cut off access to neighborhoods. People want to live downtown for accessibility	X						X								
Anything that will improve connectivity with designated (and protected) bike and pedestrian lanes under the interstate to connect the old north side with downtown. Better lighting in the area will also improve safety for nearby residents.		X	X												
Make an easy passage from the old Northside, heron morton, and fall creek place to 65 south. The Delaware entrance bus currently the fastest and most effective because of lights and one way streets														X	
Do not close the Delaware ramp or Pennsylvania ramp	X														
Open-mindedness at INDOT to really think critically about the next 50 years of not only the interchange, but how it affects the city. This seems to be happening, and it is a good thing. Thanks.														X	
Rethink the placement of the exit ramps. These are major changes to our community that I don't believe are necessary. Keep the placement of the ramps intact and improve the quality of the road.	X												X		
I would like to see it buried so it would be more appealing, like Boston., nicer to use, appealing to the city.				X											
Exits onto College or Delaware off of 70 West	X														
Have ramps for downtown neighbors	X														
Bury the highways or make them below grade, and reconnect the historic street grid				X											
Not close Delaware ramp access	X														
ensure that the connection between downtown and old northside remains as open as it is or, preferably, improves. This includes the visual connectivity, which would be impeded by a sound barrier							X			X					
Consult with each neighborhood leaders and community activists before finalizing plans. Downtown is growing and the economy will benefit from attractive neighborhoods						X									
more traffic signs indicating the distance to the actual split. Drivers currently tend to panic to make the lane change quickly which leads to accidents.								X				X			
Don't make it a project that is only about improving auto transit -- design to improve all transit types.		X									X				
Keep the entrance and exits open on Delaware and Penn.	X														
Retaining the Delaware entrance.	X														
Create elevated lanes to avoid the impact of merging and crossing traffic	X							X							
Use the plans from rethink 65/70 -and spend these funds to reinvent the downtown connectivity and community.				X											
Don't start it. If you must, ensure no historic resources are encroached upon and give priority access through the zone to pedestrians and transit.		X					X				X				
I love the proposed idea of putting the interstate underneath the street level. It would be require much work on the engineers and construction crews end but it would pay off for the health of the neighborhoods of Indianapolis.				X											
Choose a plan the solves many of the traffic needs without taking more space from near neighborhoods and adding to highway noise. A project design that includes consideration for green spaces, pedestrians, and neighboring homes is highly preferred.		X	X				X			X					
Other cities have been able to lower the interstate and avoid cutting neighborhoods apart. Nobody wants a 40' concrete wall separating downtown			X	X						X					
Do not eliminate the Delaware on ramp or the Meridian St/Pennsylvania Ave exit ramp.	X														

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Safe walking/biking routes connecting all of Near North neighborhoods (Herron Morton Place, Kennedy King, Old Northside) to downtown		X													
Ped/bike connectivity. Pleasant, functional landscaping, placemaking. Honestly I support full freeway removal but if it's going to happen there should be serious upgrades to the experience on local streets and adjacent neighborhoods.		X	X				X								
Do not impact homes and business properties along I-70 portion. Do not build walls and cut down trees.		X	X								X				
Now is the time to address the travesty that occurred when 65/70 destroyed downtown neighborhoods or the links between them. INDOT should bite the bullet and lower the highway to street level or below as has been done successfully elsewhere in the Midwest. What is now the low-cost alternative (which INDOT is pursuing) is a high cost alternative in the long run. Indiana is seldom wise with its expenditures. Cheap is not wise.				X											X
Add more ramps instead of removing them	X														
Bike lanes, sidewalks, options		X													
Put the interchange underground so the surface level can be more unified. If you can't do that, at least determine some way to do the changes so that the highway isn't further widened into the neighborhoods. It is bad enough as it is.				X											
I am a fan of the plan to bury the the highway in a tunnel or dell while reclaiming living space and neighborhood surface streets.				X											
Regular updates with transparency						X									
Keep Delaware and Pennsylvania exit and on ramps	X														
Don't close the Delaware street on ramp	X														
Take care to keep bike and walking paths open north-south during construction		X													
Build bridges, or tunnel underground, but don't build structures that physically dissect neighborhood communities.				X											
Minimal impact on the neighborhoods and the houses closest to the split would be best. We've suffered under the Red Line construction and the closing of the College Ave and the Central Ave bridges. Think outside the box. A tunnel system through the split would bring Indy into the category of a great city.				X			X								
Create more connections under and over the interstate. Or remove the interstate and repair the demand the interstate made to the neighborhoods. Add buffered bike facilities and sidewalks on the local streets to keep my family safe.		X					X								
reduce the impact of visual walls in adjacent neighborhood. include greenspace or submerge the interstate to increase connectivity between neighborhoods without large retaining walls blocking the flow of city streets.			X	X							X				
Scrap it and find something better. This is a terribly designed solution to a long-standing problem.															X
Build a separate ramp and lane to allow traffic to access I-65 southbound from somewhere between Meridian and College, ideally close to Delaware. Force that traffic to only use I-65 southbound or possibly also the local exits on the east side of downtown like Ohio and Fletcher. Provide a separate ramp and lane to allow traffic to access I-70 eastbound from the north area of downtown, again somewhere between Meridian and College.	X														
Have the interstate be underground with surface streets traveling over the interstate				X											
Please do not remove Delaware on/Pennsylvania off access	X														
Make ramps in the same general locations to access and exit 65 and 70 directly.	X														
I70 exit to Meridian and Penn, and access to both highways near there as well.	X														
Better access and connectivity from neighborhoods to downtown. Green space. Beautification			X				X								
Close the highway to through traffic and re-route those vehicles to I-465															
There seems to be zero study of how the changes will impact the local streets and sidewalks it crosses over. These consistently dark, noisy and dirty spaces. Today, INDOT does nothing to maintain them but contributes 100% to the nuisance of blocking light overhead, noise from passing vehicles, and grit and gravel coming the vehicles and roadway above onto the streets and sidewalks below. This is an opportunity to fix that in design and maintenance.			X					X					X		X



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Exit ramps at meridian and entrance ramp at Delaware	X														
Keep ramps open	X														
Barriers erected to block out interstate traffic noise on both sides of the road would be great. Even if it potentially affects some views.										X	X				
Please leave the Delaware rmap open!	X														
Eliminating the penn ramp weave will GREATLY increase the safety of my commute.	X							X	X						
Better and safer pedestrian walkways and bike protected lanes		X													
add more greenspace within the area. improvements to the monon trail		X	X												
Keep the ramps open. Why would you even consider removing access into or away from downtown? Such a backwards plan	X														
Take this underground!				X											
maintain the exits that exits. look for alternative options which do not affect the historic neighborhoods the interchange goes through.	X						X								
Leave the accesses alone	X														
Build walls to keep the noise down.										X					
Seriously consider the underground option. Take non- car transit in mind.				X							X				
Limiting heavy construction noise during sleeping hours would be appreciated					X										
prove to me that the solution that you support is the best solution for nearby residents in the long run.						X									X
Beautification, both the structures and the landscaping. Make sure water for irrigation is included. Avoid light pollution . Avoid long underpasses fo pedestrians.			X												X
Build through lanes below grade, and build grade level boulevard to reconnect city street grid.				X											
Nothing I have seen to date indicates that pedestrian connectivity will be increased. Anything that can be done to ease crossing from the Old Northside to the neighborhoods to the south would be welcome.		X					X								
Consider more pedestrian interconnection in the adjacent neighborhoods and leave options open for burying the interstate so the streets that dead end into it can be reconnected. Consider a parkway.		X	X	X											
Losing the on & off ramps would be worth it if the nearby neighborhoods were getting something positive out of the change, like less noise and/or more connectivity. Instead, I get all the negatives of living near an interstate without being able to get on it	X						X			X					
Seriously... just rip out 65/70. Downtown is residential, now.															
keep 65 south, etc access from Delaware	X														
This project should be scrapped and alternatives to interstate expansion should be considered, including burying it (like the Big Dig project) or removing it altogether (as Milwaukee did with part of their urban interstates)				X											
Reduce the amount of land area "used" by the north split that does not carry interstate traffic lanes.															
No walls dividing our neighborhoods!			X							X					
At completion would like to to see limited truck traffic during rush hour															
More information about access to and from the interstate.						X									
Clear sound barriers along North split										X					
Make sure everyone knows in advance about road closings! I often feel like I miss these messages.					X										
Have a quick and easy alternative to Delaware/Meridian exits being closed as they are my main access to and from the highway every single day	X														
Most concerned about closure on College Avenue. College Avenue is the main road connecting my neighborhood to Mass Ave. area and new Bottleworks development. If it were to be closed for a significant period of time, I would at least hope that area could also be made more pedestrian friendly, clean the trash and debris, reduce noise impact		X			X					X			X		
Noise reduction, specific actions to support locals living in impacted neighborhood (no drive-through traffic, speed limit efforced...)										X					X
No giant wall			X								X				



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Move it underground. Don't widen the overpass as it will negatively affect pedestrian travel and safety as well as increase traffic noise. Additionally, segregation of adjacent neighborhoods are at risk as well as negatively affecting my property value.				X			X		X	X					
Don't take away access to 65 from Pennsylvania!	X														
Better aesthetics of new infrastructure and better pedestrian connectivity and enhanced experience. le wider sidewalks, planting buffers, street trees, public art, quality hardscape materials. This is the chance to do something nice for the next 50 years.		X	X												
Increase pedestrian/bicycle connectivity to downtown. Make overpasses well lit and more appealing to the eye. Ensure the side of the noise barriers that face the neighborhoods aren't eyesores.		X	X							X					
I don't think closing the off and on ramps on Penn and Delaware are a good idea. Those are very important ramps and it will cause major backups. I think rerouting so that these ramps can be accessed easier and more directly is a good idea.	X														
take the interstates out within 465, enhance 465, focus on mass transit and railway initiatives. easy, right?											X				
Ensure College Ave stays open, especially as Bottleworks will just be opening.					X										
Reduce footprint of project															
Maintenance if Right of Ways is paramount especially to the neighborhoods adjacent the the project. The current status is abysmal making it unfriendly to pedestrians and a catch all for trash and breeding ground for mosquitos and other insects. Additionally, the current layout leaves many areas and caches for homeless camps which lead to log term challenges and sanitary issues.		X	X				X						X	X	
Create Boulevards, move interstate under ground level similar to south split. Walking lanes, more trees, public art, biking lanes, noise barriers.		X	X	X						X					
Maintain the green buffer along north/south sides of the interstate. Provide some other means to get on/off interstate if Delaware/Meridian accesses are eliminated.	X		X												
Remove the interstates entirely.															
Attractive and architectural retaining "walls" but definitely against giant concrete walls that blight the neighborhoods.			X												
Very concerned about impact of retaining walls - how edge of interstate connects with neighborhoods. Maximize comfort of pedestrian/bike traffic under bridges and along those streets since bikes/pedestrians have to share those limited connecting roads with cars.		X	X				X								
Early notifications of closures and detours					X										
Do the right thing															X
-improve access and safety of vehicles and pedestrians having to cross interstate -don't widen the current interstate footprint in a way that would reduce the already small buffer between interstates and local residential and commercial business property and public space -reduce noise and light pollution on property adjacent to interstate		X					X		X	X					
Quieter bridge joints - right now when vehicles go over the bridges there is a lot of banging and noise.										X			X		
Depress the roadway				X											
Please do not remove ramp accesses in the near north. The expressway already divides our neighborhood from downtown. If that division must remain, please at least make the expressway something that serves the neighbor it's dividing.	X						X								
Sound attenuation for the Old Northside along 12th street and eliminate air brakes on trucks.										X					
I agree with the ideas proposed on the rethink65-70.org website. Most importantly, I agree with the idea of a recessed highway.				X											
Seriously listening to Rethink I 65/70 and avoiding repeating the mistakes INDOT made when it built the highway.				X											

Open-Ended Public Survey Comments

Question: What features can we include in this project to help address the impacts?

Comment	Comment Category														
	Access	Bike/Ped	Aesthetics	Depress/ Tunnel	Construction	Communication	Neighborhood	Traffic	Operations	Safety	Noise/Air	Transit	Wayfinding	Facility Condition	Other
A well planned and thought out project that takes into account the perspectives of the multiple stakeholders necessary to not just improve the road and infrastructure, but maintain the historical identity and significance of the adjacent neighborhoods, as well as the many different demographics and income levels which call this area home.						X									
Depress the interstates to below city street level. All city streets to pass over the interstates.				X											
Don't close the Delaware or Pennsylvania exits	X														
Improve design to be more visually appealing to the Old Northside. Don't block openness of impasses or impact pedestrian pathways.		X	X												
No walls! Keep current access points to interstate open especially the Delaware/65-70 exchange!	X		X							X					
It would be help to include on the maps and plans how foot traffic would be to/from downtown to/from surrounding neighborhoods to the east and north. Other than getting the roadway up to code and decreasing the risky interchanges of 65/70 (which I fully recognize as essential and worthy goals), I would love to also see how these plans will positively impact those living and encourage foot traffic (walking/biking/scootering) in and around downtown.		X			X										
Remove the interstate through downtown															
Maintenance of the entire area following construction and very good lighting under every bridge.			X										X		
GO UNDERGROUND				X											
No walls beside my neighborhood. Noise barriers. Best would be to not have interstate traffics routed through downtown which divides neighborhoods.			X			X				X					
It would be lovely if the 65 could be underground so the Old Northside and Chatham arch neighborhoods were connected.				X											
Do not close the existing ramps if you are going to do the project, and do not put up the barriers to reduce noise.	X									X					
Better pedestrian underpass - lights, mowing, sidewalks (that aren't covered in mud from freeway runoff). All of these would be positive.		X	X												X
Keep Delaware and Pennsylvania access	X														
I have heard that INDOT may be considering retaining walls to reduce noise. I would only support if glass or see through walls are being considered. Concrete retaining walls would completely block views of downtown from our neighborhood and further erode quality of life. I a, very concerned about reduction in property value of my home and homes in my neighborhood.			X			X				X					
I am concerned about the size of the retaining wall, its proximity to homes and neighborhood buildings, and that it will make the underpasses more tunnel-like and less safe.			X												
don't eliminate penn st exit from any way on the interstates	X														
Public commenting and input as you're doing. Please continue the dialogue. Thank you.					X										
I'm in favor of moving the whole interchange underground and would be happy to pay more taxes to make this happen.				X											
Reevaluate the walls and perceived impact of separating downtown neighborhoods			X			X				X					
Allow the group Rethink 65/70 to have a major voice in reconstruction plans. INDOT should not be planning to fix issues today, but should have a much broader perspective on the changing nature of cities and their future.				X											
promote neighborhood connectivity to the extent that it is feasible						X									
I think the interstate should be depressed, allowing the city streets to travel over it. This would still allow for improvement on the north split while also connecting the neighborhoods north of I-65 to downtown.				X											
Interstate underground. Bring neighborhoods back together				X											
Divide the interstate at Delaware and add an entrance/exit ramp in between. Left hand entrance to head towards 65south and left hand exit to get off at Delaware/Pennsylvania.	X														
No obstruction to the Old Northside and other historic neighborhoods. Better access points, better relief for congested rush hour traffic	X						X	X							

Open-Ended Public Survey Comments

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	Access	Bike/Ped	Aesthetics	Depress/ Tunnel	Construction	Communication	Neighborhood	Traffic	Operations	Safety	Noise/Air	Transit	Wayfinding	Facility Condition	Other
It was hard for me to answer how the finished project will affect me or my neighborhood because I'm not clear what the end result will be. But, I hope it will make my neighborhood more walkable to downtown, especially going past the interstate (walking under the underpasses is less than desirable currently) Connecting the downtown neighborhoods should be a priority, as should the quality of life of the residents of the downtown neighborhoods. There should be less emphasis on how quickly traffic can get through downtown if it lessens the quality of life of the downtown neighborhood residents. Please help keep our downtown neighborhoods beautiful and walkable and connected.		X				X	X								
Keep Pennsylvania and Delaware exit/entrance or Lower the highway below the ground or underground.	X			X											
Don't build the interchange. Find surface street solutions to solve the congestion.								X							X
Limit the number of streets closed off at the same time during construction. Encourage traffic to move to I465, especially truck traffic, rather than through downtown.					X										
Prioritize the people who live downtown, rather than the people who are just driving through.							X								
not sure how it could be done without causing problems for adjoining neighborhoods							X								
The addition of retaining walls is likely to be unattractive compared to the current greenery occupying that space without some specific effort to maintain a good look. I can't find any information indicating the expected look of the retaining wall, but it would be great if the beautiful green space at the end of my street didn't turn into nothing but a concrete wall.			X							X					
Clear signage for traffic, lighting under overpasses for pedestrians		X											X		
Do not close off any existing exits or on ramps	X														
Be more innovative in your approach. Other metropolitan areas in the US and Europe have created better solutions to increased traffic problems by building avenues, tunnels, building interstates lower. As a visitor, I have appreciated other cities approach to increased traffic. Your study is built on the false supposition of pple preferring to live in the suburbs.				X											
Quieter joints on the bridges. No expansion of footprint. Inclusion of trees and greenery and art. Attractive fencing - not chain link. Sound barriers where appropriate.			X							X			X		
We live just north of the interstate on New Jersey. We would ask to have a barrier to diminish the noise and trash/dust from interstate traffic.										X					
Spraying water to minimize dust. Attempt to keep the sidewalks passable when bridges are being worked on.					X										
Refer to the Rethink 65/70 Coalition's submitted response to the CSS Round 2 Visioning sessions. In a nutshell, increased pedestrian/bicycle connectivity, comfort, and safety below underpasses; expansion of parks, trails, and urban forests; vegetated buffering of interstate edges.		X	X												
The red/blue lines would need to be completed as they're already changing the flow of traffic and making certain streets busier than usual. If they're not done and this project starts it could be horrible for traffic patterns.					X										
Lower the lights along the interstate so they don't glare into the surrounding neighborhoods. Provide cleaner, more attractive pedestrian connections. Where the interstate will shift south next to the O'Bannon Soccer Park there should be a bark park.		X	X												
Not close the Delaware and Pennsylvania ramps.	X														
I DO NOT want high retaining walls (straight up + sound barrier on top. They will be ugly and an eyesore. Also, I do not want LONGER underpasses (caused by added lanes above). The longer underpasses will serve as barriers between the downtown neighborhoods, especially at night.			X							X					
Minimize the size of the interchange. Increase pedestrian connectivity!		X													
Keep the Delaware exits.	X														
Think of any neighborhood or structure impact as if it was YOUR home							X								
Tell us more about the effects on the neighborhood, please!						X	X								
Need express lanes w no access so thru traffic can pass more easily through city								X							
Increased public transportation options.											X				

Open-Ended Public Survey Comments

Question: What features can we include in this project to help address the impacts?

Comment	Comment Category														
	Access	Bike/Ped	Aesthetics	Depress/ Tunnel	Construction	Communication	Neighborhood	Traffic Operations	Safety	Noise/Air	Transit	Wayfinding	Facility Condition	Other	
Communication						X									
Think of bicycle integration with auto traffic		X													
Ideally the changes would take into consideration and compliment the revitalization of this area.							X								
Not to be funny but this can't come quick enough and looking forward to it.														X	
Need more than 2 lanes through the interchange. It'll get less clogged at rush hour. Need a better way to get off at Delaware when coming from the south. Currently you have to cut across all lanes coming from the East in a short distance.	X							X							
LONGER MERGING THEN PRESENTLY HAVE. ie FLECTHER TO 70								X							
Please plant trees everywhere, make a forest. Prioritize pedestrian and bike access. Create pedestrian overpass in areas that block bike/pedestrian access. Use really good up-facing lighting in the underpasses. Prioritize the pedestrian experience underneath all underpasses. Focus on good design and not faux treatments.		X	X												
Lower or bury the interstates. Prioritize neighborhoods over funneling cars through the city				X			X								
Make sure there are safe crosswalks with signals and bike lanes!		X													
Make ramps to and from Meridian Street	X														
Art			X												
Keep commuters informed so routes can be adjusted. Not sure what else can be done. If my route to work is closed I will have minimal options to get to work. Traveling through city streets is not a viable option for me due to where I am coming from.					X										
New ways to enter / exit 65/70 that does not include weaving traffic to do so.	X							X							
a north south and train would be great I am not a bus person train to the airport and Terre haute would connect communities I like trains for ease and efficiency										X					
Better police enforcement. Speed around the entrance towards the 65/70 split is a out of control often 20-30 miles over the speed limit														X	
Being conscience of what would alternative routes be used if a section of the interstate is closed. Thinking about not adding additional road projects/construction at the same time.					X										
- pedestrian considerations -lighting -greenspace -decreasing intensity of the walls		X	X							X					
Create tunnels that go below the city. This is an excellent opportunity to show national leadership and create extremely high quality infrastructure in Indianapolis that would reduce noise and light pollution, potentially reduce air pollution, and would provide new land for development.				X											
Choose a design that lessens impact during and after															
Don't eliminate meridian st exit. Don't close college during construction.	X				X										
More lanes more lanes more lanes more lanes more lanes								X							
More information so I can adapt properly					X	X									
Post Billboards of upcoming changes and detour routes.					X										
ensure a quick route in all areas to minimize negative impact.					X										
Would prefer that all downtown interstate roadways become local boulevards and, unless deliveries are coming downtown, route all truck traffic to I-465															
I would like this project to take into consideration future expansion as well. So in 20 years, when the city grows larger and needs to handle even more traffic, Indianapolis is setup for successful expansion project. Additionally, on of my primary concern is having well-coordinated traffic flow while major roads and interstate is shut down. Managing traffic signals, increased police traffic help at congested intersections, and making temporary changes to signals/signs to assist in keeping traffic flowing is what I want.					X			X							
Open communication						X									
Bury the interstates. They are ugly, loud, and giving us all lung ailments. Reconnect the near East and near South back to the city.				X						X					
We need to be reducing highways and enhancing community connectivity. Laying more asphalt is not always the best answer.							X								

Open-Ended Public Survey Comments

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	Access	Bike/Ped	Aesthetics	Depress/ Tunnel	Construction	Communication	Neighborhood	Traffic	Operations	Safety	Noise/Air	Transit	Wayfinding	Facility Condition	Other
Night closures. Do this at night and on weekends					X										
Ease of access to detours					X										
I want my commute to be faster, easier, and safer. I love my neighborhood and i love my job. but the roads between the two are a nightmare. I think the two things that need to be done are eliminate pinch points like the god awful weaves, and increase traffic lanes. Also finding ways for traffic to move faster through the splits i think is needed. The faster it moves the more traffic that gets through an hour and the less emissions are released in the downtown area. And the quicker i get how the better.								X	X	X				X	
I would like to maybe see building it faster then 2 years. Perhaps rapid building and modular building technics. I would even be for maybe shutting things down for a couple of weeks at a time to do work. Pennsylvania replaced a bridge in one weekend. Texas build a whole new interstate connection without impeding traffic on the old one.					X										
move some of it below ground or raise it up				X											
More green space and pedestrian/bike only areas.		X	X												
Yeah, maybe keep a south bound entrance?	X														
Work at night/night closures					X										
Redirect semis to stay on 465															
Yes. DO SOMETHING ABOUT I-65/I-70 because once this is finished, you're going to realize it's a problem and then start all over and re-do all the progress and pain caused by this massive iteration.															X
communication is best.. how things are going and why - if any delays are causing.					X	X									
Leave the exit to Meridian/Pennsylvania open. Leave exit to I-65/70 on Delaware open.	X														
Please do not impact the adjacent unique historic neighborhoods that make indianapolis a special place.							X								
For partial closures, keep as many lanes of traffic open as possible during peak times. As exiting traffic is forced to find alternate routes, make efforts to improve that traffic flow so it doesn't back up onto the highway.					X										
Have as few lanes closed as possible as you progress. If you do not already have plans in the works, have 24 hour work on the project to hurry it along.					X										
Only close on weekends and evenings					X										
Radio ads have been very helpful during recent interstate closures. For those who don't traditionally listen to the radio, it would be a good idea to "advertise" these changes on Pandora/Spotify.					X										
Also work on the south split as the whole area through downtown is a giant mess every day during rush hour															X
Please have law enforcement officers assist with keeping traffic moving during rush hour.															X
I would like to see the freeway moved to below grade.				X											
I would support efforts to invest in improved infrastructure to keep the interstate from dividing up our city, isolating neighborhoods and hampering development. So many cities have used tunnels and boulevards to better allow interstates and cities to coexist - why can't we?				X			X								
-- The ENTIRE north state of Indiana is cut off from south the south state of Indiana, because I-69 was supposed to go down to the North Split of I-65/70, but still hasn't been connected. I-465 is stop and go failure everyday, because nobody can can get through, over, or around that god awful city .... Run I-69 down to the North Split now, because you will never be able to go backwards. True story. I can't make it any clearer than this.															X
Remove the highway & replace it with a causeway that captures the value of the downtown real estate. Improve density of the existing gorgeous neighborhoods around those impacted area.				X											X
Please consider the impact to the surrounding neighborhoods when doing this. Including some innovative options like the cities in which they rerouted the interstate through the downtown area to preserve neighborhoods would be awesome or moved traffic underground as in Dallas. I know that would be extremely expensive and add more time to the project, but those options need more consideration.							X								
I am hoping that this redesign actually has positive impacts to nearby neighborhoods, rather than negative.							X								
Exact times and complete times					X	X									

Open-Ended Public Survey Comments

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	Access	Bike/Ped	Aesthetics	Depress/ Tunnel	Construction	Communication	Neighborhood	Traffic	Operations	Safety	Noise/Air	Transit	Wayfinding	Facility Condition	Other
Unfortunately I think you will need more signs telling people where to go. There are so many people driving out there that seem barely conscious and if you alert them ahead of time about changes, maybe they will pay attention and not cause the rest of us so much distress!													X		
Convenient driving corridors to quickly get to and from the Interstates.								X							
Map out in advance the areas that will be closed and 2 or more detours around the area -- for example, right now the city is closing different expressways to repave them, and yes it's helpful we see the messages on the expressways, but this is much more in-depth than that. I would love to know and clearly see, in advance, what is closed and what options (key word -- plural!!) I have for rerouting. If only 1 detour is proposed then THAT get's backlogged as everyone is trying to circumnavigate the construction.					X										
More plantings where feasible. Small sound barriers WITHOUT blocking the Skyline view of the city! Art and Lighting Art Installations under the bridges at the local streets to make them more fun and exciting and entertaining to pass thru!. The naysayers, nimby's, and local residents will complain about it all no matter what you do.			X								X				
If the city just maintained what we have it would be great. The city instead can't maintain what it has so decides to spend a ton of money on projects that make no improvement overall and after few years will go to crap because they never addressed the first problem, not maintaining what we have. The city is full of mismanagement, this project won't fix that.															X
Work with local bicycle advocacy groups to determine safe alternate routes when the Monon Trail is affected.		X													
preserve local business activity															X
Better updates on time and street closures					X										
Put the interchange underground and have greenspace on street level				X											
Consider alternative methods for side roads and improving surrounding thoroughfares rather than patching or rebuilding crumbling infrastructure														X	
Really seriously consider how we can increase foot traffic and pedestrians accessibility and bring local commerce to the area instead		X													
Keep the on/off ramps open	X														
Options for detours and lots of communication to help inform travelers of constant current conditions of roadways and traffic impacts as often as possible.					X										
Police presence during peak times of congestion in or around the project to help facilitate better movement of traffic.															X
Safer transition from entering 70 westbound at Keystone and continuing to 70W/65S. This is a nightmare to cross so many lanes of traffic.								X	X						
More lanes, longer merging lanes and higher speed limits.								X							
Rethink the project to help downtown expand instead of getting cut off by the interstate. If you have to redo it anyways, might as well redo it to help impact the city in a positive way.															X
Cleaner construction work, plant more trees.			X		X										
Don't shorten the travel space between MLK to EB70/SB65 split.								X							
UPDATES						X									
get rid of the speed bumps on I-70								X						X	
If ALL trucks were not allowed on the inner city interstates.....all trucks must use I-465 only.... the major reconstruction of this area would not be as necessary. Only allow local delivery trucks inside I-465. All traffic would be much better. That's the way it is in Atlanta GA/															
-- Install computer timed lights and center curbs on the city streets to create much needed local Expressways, before closing down interstate for repairs.					X			X							X
Try opening other roads								X							



Open-Ended Public Survey Comments

Question: Please provide any other feedback you have for the North-Split Project.

Comment	Comment Category											
	Neighborhoods/ local connectivity	Other alternatives/ more study	Aesthetics/noise/ environment	Project support	Access to/from interstate	Construction	Public engagement	Traffic operations/ congestion	Bike/ped/transit modes	Traffic safety	Project opposition	Other
Please build the entire interchange on structure and use the land below as public land to extend Obannon Park into the interchange area. Use creative urban design to utilize the space under interstate for public uses, making it an asset to the neighborhood rather than using walls that limit access under and across the interchange continuing to create barriers for the neighborhood.	X	X	X									
Although the construction period will cause significant disruption the changes will greatly improve travel congestion and improve safety.				X		X		X		X		
The splits and the area in between are dangerous. The vast majority of the problem is people in general. We are too selfish and drive too fast. Police have to be out to handle that issue. Just make sure things are shut down as needed and the road is done right. Don't rush and beautify where it is possible. It's a highly traveled area and we should be proud of it and have it make a statement for Indiana.			X			X				X		X
Stir fry												X
Please take neighborhood concerns seriously.	X											
Despite the (very real) infrastructure challenges, this project should not be the quick fix that is currently planned. The current plan will be outdated and overwhelmed with traffic within a decade.		X										
Design, plans, and implementation for this project should be decided primarily by Marion Co/Indianapolis, and not by state government.												X
Urban interstates have detrimental impacts of health, quality of life, properly values, and the environment. None of those factors seem to have been seriously considered here.	X		X									
It's time for Indiana to move out of the 20th Century. We can't build our way out of traffic problems by simply widening our highways. The State needs more creative solutions, such as adding rail to the interstate medians, carpool lanes, and allowing Indianapolis to determine its own transportation future that may or not include rail. Other regions in the U.S. have been solving these problems for decades. Why are you folks so backwards?		X							X			X
Do it!!!				X								
Inner-city interstates are outdated technology. Stop wasting money on something that destroys the fabric of our city, increases traffic and crime, and pollutes the air and water.	X	X	X									
This two-YEAR (or longer) project may completely devastate my your business. I do not know if it can survive such upheaval. As the only year-round local tour service, my disappearance from the local tourism & hospitality scene would have a large negative impact on that industry. Rather than add climate-altering concrete addition to our cityscape, we have unique opportunity to think outside the “box” — in this case, an inner loop. Why not expand the former IU Health monorail system inside the roughly 2-mile inner loop of our downtown? Build parking structures at that mark rather than taking up valuable real estate for parking downtown? Offer free passenger service with ALL businesses inside this loop contributing a special local transit tax of, say 2%, to its ongoing maintenance. Federal and state funding to cover construction. THIS would be far more feasible—economically, environmentally, and culturally. Such a system would link all neighborhoods rather than continue to divide them with an expansion of concrete highway barriers. Don't be Chicago, NYC, Atlanta and others. Be extraordinary. Think beyond today. Indy has the opportunity to be a world-class city with 22nd Century vision. If only we would push forward rather than push backwards.		X				X					X	
When choosing planting /landscape for the ares please be sure to have a LONG TERM plan for maintenance. Currently city of Indy does a HORRIBLE job of maintaining plantings and curb appeal within the city. Example 38th street corridor. Not maintained well at all			X									



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I support efforts to "shrink" the footprint of highways that cut through downtown areas and so am skeptical of major investments in existing highway infrastructure.		X											
Please reduce the truck traffic by routing them outside of the city.		X											
Having no North of downtown exit from I-70 is completely unacceptable.					X								
Maps are a great way to communicate. Can you update your webpage to show a dynamic (zoom/pan) map, like IndyGo used for their project?							X						
Be very wise about the shut downs and if alternative routes are also under construction						X							
Just remember that the cheapest option is not always the best option. Please think long-range.		X											
Excited for it to be done. Going to be a pain during, but the weave areas are very bad				X		X		X		X			
I would like the project to be more visionary and forward thinking. The urban interstate cut through neighborhoods and negatively impacted quality of life for many residents. This is,a wonderful opportunity to change that and improve quality of life by being bold and visionary and taking out the interstate entirely. There are countless examples of this in other communities. If it's going to be closed for 2 years does it really even need to exist at all?	X	X											
I would prefer that the entire interstate be taken out as it has been done successfully in many other metropolitan cities.		X											
Ban cars		X											
Not sure of the scope of the project, but having more EV charging stations throughout the city would be nice.												X	
The major problem I encounter is drivers not obeying the speed limit or other laws (e.g. allowing someone entering on a ramp to enter). I know the police do their best to enforce the traffic laws however the lack of people obeying traffic laws terrifies me.												X	
I favor placing the roads subterranean, such as in downtown Cincinnati, so pedestrians can cross the interstate and interstate noise is reduced		X											
Please take time to make it more aesthetically pleasing, designer bridge architecture, lighting, etc			X										
I hope it is much safer when completed.										X			
What does race or income have to do with the planning? The questions on race and income suggests bias. The whole exchange results from such biases and hopefully will not continue as a deciding factor.												X	
In light of the looming climate crisis, why in the world are you expanding capacity???		X	X										
Do not want a retaining wall or widened interstate presence in my neighborhood.	X		X										
We do not need a major interchange through downtown. Otherwise, bury it with a deck on top of it similar to other Cities.		X											
It's incredibly short sighted and unfortunate to rebuild this way instead of looking for more modern solutions to improve the state's largest, world class city		X											
PLEASE LEAVE PENNSYLVANIA RAMP!!!!					X								
It needs to be done, the interchanges are dangerous.				X						X			
Needs lots of changes. This HOME to thousands.		X											
Do not want any of work to encroach on, get any closer to existing neighborhoods. There are ways to fix these problems without doing so.	X												
Please do not only basis your decision on cost. Consider the unique and historic neighbors that bring diversity to the downtown architecture.	X		X										

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	Neighborhoods/ local connectivity	Other alternatives/ more study	Aesthetics/noise/ environment	Project support	Access to/from interstate	Construction	Public engagement	Traffic operations/ congestion	Bike/ped/transit modes	Traffic safety	Project opposition	Other
Please do NOT permanently close on and off ramps. I never see accidents near them, so safety is not a reason to do so.					X					X		
if you're not going to bury it, don't waste our time and money		X										
We do not want large retaining walls dividing neighborhoods, nor the tearing down of trees that have taken years to root and provide natural services.	X		X									
It does not seem that the powers-that-be care about neighborhoods.	X											
Please alter the original plan. It is damaging to the downtown neighborhood and access points to highways.	X	X			X							
First and foremost I am just hoping for improved integration between neighborhoods as it pertains to walking, biking, and other alternate transportation options. I'd like the space to be "inviting" to use, as opposed to the current "eyesore, unsafe" feeling you get.	X		X					X				
I can't say it enough, this project is another in the long line of misuse of funds from INDOT. The urban interstate system is an archaic, unjust system to benefit wealthy, white people who have made the decision to live outside of the City, at an enormous cost to our African-American, low-income neighbors. We have taken their land, their history, and their right to live an equal life and given it, in the form of huge subsidy to our wealthy, white neighbors. Continuing to push this project forward is a clear statement that the state cares not for the low-income family, but only for the wealthy white family most likely to vote for this administration. This project should not come from state government or from the voices of those that live outside the project area. Removing the interstate does not prevent people from moving around. In fact, it greatly expands choice and opportunity. Pushing this project through DOES continue to negatively impact neighbors and business along and near the path of destruction. You have a legal obligation to spend our money wisely and a moral obligation to provide equitable infrastructure for all. You are failing on both accounts and anyone working to move this forward should be ashamed. This survey was clearly established to provide results that showed support for the planned project. You have failed to listen to any direct feedback that was contrary to your plan all along. I sure hope the contractors that have funded this administration are paying enough for the campaign to make this unnecessary project worth it. We have the chance to invest in the greatest resource of all, our people, and this project throws that away. Let's remove the interstate, reconnect our grid, connect our neighbors and community and let future generations know that this was a project for them, not for a few commuters.	X	X					X				X	
Whoever made this redesign, I can tell is an idiot. Please hire smarter people, like me, to do it correctly.												X
Please explore other options		X										
have evaluators follow residents to visualize concerns. I would be happy to volunteer.							X					
Neighbors need to sleep at night!			X			X						
Do not expand highways put it under ground! Add light rail instead to reduce traffic		X										
Just be smart. Better signage early and less weaving will be safer		X								X		
See above. INDOT needs to place emphasis on all modes of transportation and quit prioritizing automobile-dependent modes of transportation only.									X			
This project is a bad idea and a waste of money											X	
Do better at coordinating ALL DOT projects across the city instead of shutting everything down at once.						X						
I hate all the construction projects in the city at this time, they are not needed and a complete waste of money, on top of being expensive						X					X	
I just hope this gets done in a timely fashion. Indianapolis is rapidly expanding and smart interstate travel is so important for increasing it even further				X								

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Please ensure qualified contractors are hired to carry out a project of this magnitude. There seems to be a general ignorance when making a selection (US37S/I69S debacle)						X						
Don't put us through this traffic again						X						
Repair the highway scars. Tear out the damn thing. Replace it with a boulevard.		X										
I think that over all it will be good. I watched from my window the construction on captial. I'm from Chicago, so I am already for change. If you want to accommendate the growing population, be a contender for a city to be talked about...you need to sufer a little to gain alot. You need to show the guest that are coming here for the 2020 NBA All Star Game that we are more than a contender. People, as myself are use to a lot of things. Transportation, fast and efficient roads and byways are what they are use to. It's time foe as change Indianapolis!!!!!!				X								
I no longer travel very often due to age.												X
INDOT needs to consider the effects of induced demand in this and all other capacity expansion projects. More lanes only equals more congestion. Maintaining what we have (bridges/pavement) is much more important than adding capacity. We need to shift our transportation investments to transit, pedestrian, and bicycling options that can be beneficial to our city, and not continue subsidizing single-occupancy vehicle commuters from far flung suburban sprawl neighborhoods.		X							X			
If you are going to rebuild the interstate from the ground up, please leverage the funds to correct past neighborhood impacts and create a forward-thinking example that provides economic development and increased connectivity.	X	X										
Please make it as quick as possible				X		X						
Let's move forward with a solution for this project that provides transportation, treats citizens fairly, and importantly, addresses the unsightly nature of our Highway System and the damage it did to our city!	X		X									
Making the splits safer and easier is top priority. I will adapt to any changes to downtown exits.				X	X					X		
Don't be afraid to be creative. Think big.		X										
This needs to be a well considered project that evaluates the impact on surrounding neighborhoods and the quality of life of the residents of these neighborhoods. When the interstate was last built it devastated the quality of life in the surrounding neighborhoods.	X		X									
Shock the area residents with competency and effectiveness, or they'll likely be hell to pay during the South Split work.												X
Thanks for your work towards responsible growth of Indianapolis				X								X
May God be with you, no one will be happy 😊												X
More walkability. More bikes. More businesses. Less high-walled ramps that break apart our city.	X		X		X				X			
Please add the lanes needed to provide adequate capacity. If the interstates aren't going to be depressed to at or below grade, and they're going to stay elevated, the impact to the neighborhoods seems to be practically the same. I think the solution makes both parties equally unsatisfied and doesn't meet the objective of adding capacity and reducing congestion.	X	X						X				
I fully support the aims of the ReThink I-65/70, sub grade express lanes and above grade urban boulevard...		X										
More clarity please.							X					X

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The map image you included in this survey was much too small, and I state this as a 30-something with good eyesight. Also, didn't you just fix the north split about 10 years ago with a hyperfix project? I'm glad we're fixing problems now, but why wasn't it fixed more thoroughly a decade ago? Finally, we need to make a significant investment in really fixing the downtown interstate area and placing it below grade so the neighborhoods are no longer as divided (slashed) by the interstate; this is a chance to "make right" what was wronged 2 generations go when the interstate cut through the heart of the city.	X	X					X					
If you are going to rebuild the interstate from the ground up, please leverage the funds to correct past neighborhood impacts and create a forward-thinking example that provides economic development and increased connectivity. Other cities are doing that and so must we!	X											
I use the 65 portion much more that 70 and at one point had to get off on the Pennsylvania Street exit. I felt like I was risking an accident every day.										X		
Please help us get past our addiction to cars, they're literally killing citizens of Indy. A successful NS project would be one that reduces the prominence of cars in downtown Indy instead shifting to more transit, walking and biking.		X							X			
I really want to be engaged in the project and give proper feedback but the maps available and terminology used is very hard to understand. Please work to create extremely "layman" friendly overview of the project, map, etc. This is why I didn't answer much of the survey.							X					
I would prefer that the state adopt changes that are in tune with the 65/70 study group mde up of concerned citizens and employers in the area.		X										
Please consider getting more input from local downtown residents, downtown community has been really thriving in the last few years and if changes are made without significant local input I'm afraid that many of those who've moved here will want to move out							X					
Much needed project. Sooner the better. Pavement and bridges are horrible. Traffic is also horrible in mornings and evenings. Need to fix south split also.				X								
Thanks for the community engagement and request for feedback!							X					X
I want it to improve the lifestyle of living downtown. It should help encourage others to use the downtown amenities more.	X											
I am concerned about the design of any decorations that may be added in this new project. Is there a place to see and comment on any proposed aesthetics or decorations?			X									
Put the road below grade, seperate 70 and 65, make a service drives that exit ramps go to. Work very well in Texas and Michigan with their urban freeways.		X										
Please don't close Vermont street. Maximize landscape/ greenery. Increase walk ability	X		X						X			
Vermont St. bridge will become a homeless camp if you close it to vehicles.	X											
Reconsider closing Vermont to cars. The pedestrian/bike access is nice and can occur along with cars. Make some considerations to discourage homeless components in these underpasses.	X											X
You only get one chance to make Indianapolis more beautiful and attractive. Do what it takes to make the highway world-class.			X									
Concerned with traffic on side streets during construction. Streets should be repaired after construction.						X						
Be prepared, stay on schedule, don't dally.						X						

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Indy downtown interstate traffic is not bad at all...! the major problem is over-speed at north-split curves... reduced and ENFORCED speed limits would fix the problem...		X										X
We need to do long-range planning for the entire inner loop.		X										
Always difficult to satisfy everyone. I think this proposal is a good mix.				X								
I am sad that depressing the interstate wasn't considered in a more proactive way. I hate that our historic neighborhoods are divided by this highway and the decline it caused when it was built. I am most concerned with neighborhood connectivity.	X	X										
Please make a concentrated effort to ensure that this project does not make an already bad situation worse. As counter-intuitive as it may be, the convenience of motorists should not take precedence with this project. Resolving inequities, safety and comfort for vulnerable users, and making sure that the project can tie into a depressed highway in the future is crucial.	X	X								X		
I avoid the North Split and mostly use surface roads for travel across Indianapolis. It takes no longer.												X
Some of the pages on the website don't resolve to anything (E.g., 404 errors on the new CSS Fact sheet page).							X					
I believe it is important to consider the impacts to the local neighborhoods, connectivity through local streets and walkability in a project of this magnitude in addition to the interstate traffic. While I agree that upgrades to the interstate traffic are important, I have seen shortsighted approaches that consider only the long distance commuter traffic of the freeway damage cities and neighborhoods. I believe that a project of this scale, importance, and public cost needs to consider the impact on a much larger scale than it appears has been done with this project so far. I hope this survey effort is a first step to that process, and would welcome more public involvement and a larger vision for this project.	X	X					X		X			
In the recent public meeting we were told the cost of the vermont bridge does not vary significantly between allowing and not allowing vehicular traffic. We were also told 900 cars use Vermont to travel under the interstate. The way the one-way streets are around the interstate and how they get cut off by businesses etc. means that without the Vermont Street going under the bridge significant (900/2) people will have to travel up and down tiny Fulton and Spring street. Not a good idea.	X											
noise pollution from trucks has to be addressed as it is in other cities...			X									
Care should be taken to not negatively impact the beauty of the neighborhoods. Retainer walls next to the interstate should have patterns on them and greenery planted on or near.			X									
Please DO NOT turn Vermont street into just a pedestrian way. It will become a homeless camp. Please keep all access to all ramps and interstates open & connected with the new plan. Please knock this out as fast as you can once you start. Thank you	X				X	X						
Good luck!				X								
The quicker the better!				X								
1. Recessed below grade highway, like Cincinnati's downtown, is that an option?		X										
Should never have been constructed there as several historic homes were lost. What a waste and loss for Indianapolis!												X
I wish you would lower the highways so it wouldn't obstruct & segregate the city...		X										
Why do we have a North Split? Through traffic needs to go on 465 and stay out of neighborhoods.		X										



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Involve, listen to, and do things in accordance with people who actually live here. It is so obvious whomever planned this clearly does not live here and has no idea just how negatively this will impact residents and regular commuters. You can't keep shoving the "positives" down our throats. It's not going to change the fact that this is going to entirely fuck up my way of life every single day. Not to mention some of those positives aren't even true. Also hold more community meetings and actually advertise them. I never hear of when meetings are and I am very involved around my community.	X						X					
Consider the great plan RETHINK has worked thoroughly to provide in order to make the best plan for everyone: not just those driving through but those of us that live right by it and see it everyday. And hear it all night. This could be a great turning point for us and our kids' futures. And we could be the EXAMPLE for the next city!		X	X									
Why is it being considered?			X									X
The public would be in much greater support of the project in its current proposed state if a significant percentage of funds (e.g. 5%) are allocated specifically to making the new interchange area as appealing and people-friendly as possible (art, walkways, bikepaths, lights, parks, etc.). The area all around it is thriving -- can the project embrace this and serve as the most unique and innovative new highway in the country?			X						X			
Please don't damage important neighborhoods in downtown Indianapolis just to let heavy trucks drive faster on the interstate. Please consider a major effort to slow down the motorists who aggressively drive through the interchange area	X											X
Thanks for the consideration.												X
This survey asks the wrong questions. You have assumed alternative 4c is the solution. In a generational project that will impact neighborhoods and travel for 30 years, you should consider a solution that reunites neighborhoods while also addressing the transportation needs.		X										
Please do more to address how I-70/I-65 divides the surrounding neighborhoods. The neighborhoods to the East have seen increased poverty whereas the neighborhoods to the West have seen affluence.	X											
Keep/improve the connection between the Cultural Trail and the Monon Trail that meet at the North Split Exchange. Provide safe detour route for cycles/pedestrians during construction.						X			X			
Rethink and rebuild; below grade.		X										
There is no perfect solution, you'll have pushback no matter what you choose but the people suggesting we reduce the interstate to a boulevard are nuts.		X										
This is an important project to many of our neighbors. I understand it may be causing considerable friction and it's hard to take heated feedback seriously. However, the inconveniences caused could be considerable. If there's some way to complete the project without closing off access that would be ideal.	X				X							
Be respectful of neighbors, that's the most important thing.	X											
Please don't do this. It would have a major impact on my day to day life. It would be two VERY long years.		X				X						
The addition of more highways in the north south direction of the 465 loop would greatly benefit the traffic congestion in my opinion. See Minneapolis' grid as an example		X										
Figure out a different way, and don't get rid of the Delaware on ramp		X			X							
Please take communities and the locals seriously. You have the ability to do something incredible and economically powerful. Don't screw it up for the next 50-60 years. Take advantage of this rare, once in our lifetime opportunity.							X					

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Please consider the impact to downtown and the growing and gentrification of downtown. Downtown Indy should be a connected, pedestrian friendly city. Please plan according and do it right.	X							X				
I'm on board with decreasing our reliance on car traffic, but please keep the neighborhood in mind while doing so.	X							X				
Do not rush into this project with out seriously considering all input from people that live here	X		X				X					
Planners and workers need to respect the people who live here.	X											X
This project seems to be a contractors heyday. More money pissed down the drain with no results. I want guarantees this will work.												X
Please make sure signage is very clear and add the highway symbols on the lanes as they intersect. This will be very confusing for most as everything will flip. Clear sign direction will be crucial.					X			X		X		
I'd like to see more coverage in the media, more social media, and less direct mail with QR codes.							X					
There are many important consequences to consider in this project besides the efficient flow of traffic and I don't see INDOT taking those seriously. They seem to only consider one option: Take more public space and add more lanes.			X									
Ideally a new bridge over Alabama St or improve the aesthetics to look like the Central bridge with focus on lighting, enhanced sidewalks with bike bath and landscaping on North and South. Also walking pathways to connect the north and south streets to the east and west streets.			X						X			
We hope that consideration is being given to planning the project so that the interstate could be constructed in line with best practices (i.e., depressed with good paths over it) in the future. Also, we walk under the Alabama bridge all the time in both directions. We see many others do so on bikes, with children in strollers, and on scooters. Enhancing these as pedestrian paths is important to encourage continued use by these means and decrease car traffic.		X							X			
Please be artistic in hard and softscape, and dampen sound to the greatest extent possible. Return as much land as possible for commercial/residential development, increase neighborhood connectivity. Improve the urban environment so that residents, visitors, and those coming downtown feel welcomed - make it affirming for cyclists and pedestrians - not just over the road commuters or through traffic.	X		X						X			
I wish INDOT would listen to the people who live and work near the north split. We're the people who are going to be affected, not INDOT employees. They have no investment in the area, so why would they care about the effects the project would have on those of us living and working in the immediate vicinity. This project is going to effect the city for years to come, so it needs to bring improvements to the entire city, not just those who travel the interstate system cutting through our neighborhoods.							X					
Please don't take away my ability to exit off of I-70 to the Penn/Meridian St. area. There is no logical reason behind this switch.					X							
Be innovative and creative		X										
Good luck with the project! Will pray it finishes on time and under budget. Stay safe.				X								
Please heavily consider how to resolve the increased flow of traffic on side streets due to road closures or diversions. Signage is not enough, need to actually adjust intersections to handle diverted traffic.						X						



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I think this project is vital and I support it wholeheartedly. However, for the vast amount of time and money being spent, I want it to be done correctly. Having a modern approach is critical - making sure the project will last far into the future and that we won't need to have this same conversation and spend the same resources in another 10-15 years. This project should be a benefit to the city and something visitors view as a positive change - maybe even something that is looked to as a model by other cities as they plan their own downtowns.				X								
Support improved safety and smaller footprint. Tradeoffs are worthy.				X								
The retaining wall is undesirable, further deteriorates our historic area which is already cut up by the interstate. The city should look ahead, the next 50 years or even 100. Why continue with status quo when we can do better for today and the future.	X											
tier retaining walls with landscape terraces, avoid linear form liners on retaining walls. Think form over decoration of the corridor as an aesthetic			X									
Complete asap				X								
Move it underground and use exhistng exits for local traffic.		X										
Thanks for working on this. I am sure it will be much better when it is all done.				X								
A new weave pattern will be created after this upgrade at the n/b 65 ramp to West St. 65 N traffic will now have to cross over 70W traffic to exit. Of course this weave pattern currently exists, but just the opposite.							X					
Have extra space side of road for accidents, ER and broken down vehicles if possible.									X			
If Indianapolis, Fishers and Noblesville made constructive use of the Nickle Plate line for commuters instead of cyclists, perhaps expansion of the North Split wouldn't be necessary.								X				
Git er done😊😊😊				X								
I want more lanes on I 70 from Shadeland Ave all the way through downtown and to the Westside. I wan all current on and off ramps rebuilt. This issue should not be decided by an elite group urbanites. The interstate through downtown important to the citizens of the entire state that uses it and pays for maintenance.		X										X
Desperately needed to avoid weaving jams both northbound and southbound				X								
Replacing the massive bridge deck from Alabama to just west of Senate, I’m hoping would be included in this project, since the road will be closed anyway. I’m also hoping this project can be fast tracked.						X						X
As the problem traffic patterns clearly demonstrate, the original design did not give much thought to how people would actually use the highway system -- and it appears that you're repeating that same mistake.		X									X	
focusing on the livability & connectivity of neighborhoods while increasing the safety for pedestrians should be the highest priority. increasing convenience for motorist should be the lowest priority.	X							X				
I want the people who live closest to the area to be the top priority of any development. Give them better pedestrian access while not creating traffic jams by reducing capacity so much that commuters can't get through.	X						X	X				
Looking forward to the public meetings							X					
Don’t do it if it will take 2 years.						X						
Why wasn’t this properly planned years ago?												X
I very much wish this was not happening. It will have deep affect on a happy life I have here in FS. This is piled on so many construction projects that it's having an impact on my desire to stay in Indianapolis. Enough is enough!										X		

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You need to listen to me. I've been driving this city for 10 years., I call the mayor's action line, and police to report problems and keep these streets running properly. I care, and so do a lot of people who can't get to quickly held meetings and just don't know how to be heard. Improvement needs approached,. The plan in place is no good. It needs improved by people who understand how it flows..someone needs to fix 69 and 465 also. That off ramp to 69 n from 465 e is so ridiculous. Why can't we just shoot a ramp up and over 465, and shoot people down onto 69. Come on. We have an awesome city that is booming, and people drive. Lots hate the changes for the redline. What a scam. Busses don't work here, only for the people that use them out of necessity. Busses don't pick you up at your door, they don't drop you at work. You have to walk in weather either way, to get where you need to be. I don't want more bad ideas dumped on our city. Whose pocket is getting lined? Let's be SMART.....I care...so do so many others.		X					X					X
I really like Rethink 65/70's ideas to improve the highway areas for mixed use. I realize that the budget will probably not be large enough to incorporate all their ideas, but if parts of the interstate can be below grade while the pedestrian areas are at grade, I think that would tremendously improve both the driving and living experience around the project		X										
Please DO NOT closePhiladelphia Deleware exit !! It is essential to downtown traffic!					X							
This project needs to consider people in the City and not just moving cars. I agree that the roads need resurfaced and made safe, but upgrading is not the answer, nor is continuing the 60s mindset of highway building downtown.	X	X							X	X		
No walls!!!! Keep neighborhoods connected. Think outside the box to a progressive solution.	X	X										
Again, tear the whole highway out. most of the traffic is using it as a shortcut which defeats the purpose of having the loop...		X										
Rethink I65/I70. Listen and use recommendations		X										
Listen to Rebuild I65/70 representatives and build a better highway system to connect downtown with local areas, more safe bike/walk paths, and think about the future and it's impact over the next 50 years. With an opportunity to really make a change, take advantage of it.		X							X			
I wish there had been more research done into the best long term decision for Indianapolis before the project started.		X										
I would like to see another exit ramp added so that people traveling West on I-70 can exit onto Penn/Meridian. There's already going to be plenty of room that will be vacated and you can add this ramp on the far right. I understand that the current proposal eliminates a weave, but I fear the following: 1. There will be additional traffic to on-ramps that aren't getting additional funding which could lead to dangerous back-ups onto the highways and/or decreased (West ST, Michigan Ave, & Washington St specifically). 2. This will increase local traffic on 10th St, College Ave, and require DPW to adjust lights to decrease traffic flows on Meridian & Illinois. 3. It could decrease property value to the Old Northside & Kennedy King Neighborhoods because of decreased ease-of-access. While I don't have an immediate solution for this, I think something would need to be done to add another on-ramp to I-65S/I-70W. Eliminating the access to that part of the highway from the Delaware on-ramp makes the next one for someone living on the Old Northside either in West St, Fountain Square, or Madison Ave. This will increase unneed congestion downtown.					X			X				
Re-knit the neighborhoods divided by the highway!	X											
Please just add more lanes to make traffic congestion better. There are not enough to service the people using 70 and 65 in addition to those passing through on interstate travel already.								X				
Rethink project for 21st Century use instead of using 1960's style traffic projects!		X										

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I understand that improvements must be made. I dislike the rollout and introduction of this improvement, and have serious concerns about the length and scope of the construction. Our local officials should be focusing on improving the existing infrastructure of surface streets (potholes still being filled in AUGUST!) before directing thousands of more vehicles to those surface streets. And it's not just the neighborhoods next to the interstate, it's all the neighborhoods on the east and south east side that will experience heavier than normal traffic, areas of the city that have long had their roads ignored. Prior to this construction IndyGo should extend their hours of operation for ALL ROUTES in the city and enable 2nd shift and 3rd shift workers to utilize public transportation. Lastly, we need the current plan to improve street light bulbs and light fixtures to be rearranged to address the east and south east neighborhoods as priority. Increasing traffic in those areas will put more cars on the side streets, areas that at times are not well lit with many cars parked on both sides of the streets. Whomever is responsible for the north side neighborhoods getting priority in that project is woefully ignorant when it comes to traffic in this city.	X					X						X
Hope it's worth it												X
Please do not take away the 65 south on ramp at Delaware.					X							
Please don't separate neighborhoods and make people that don't live in Indianapolis but are using our roads pay for them	X											
Please address the concerns of local communities	X						X					
Thank you for your continued efforts to learn from the past and take the best possible advantage of this opportunity to improve the city for the residents instead of the traveler.	X											
Please stop paving my city to make it easier for suburbanites to take their tax dollars to Fishers, Carmel, Westfield, and Zionsville.												X
I will caveat my response as a perpetual proponent of scaling infrastructure to meet the needs of the traveling public but while also taking into consideration environmental and social impacts. There is a fine balance between harmonizing economic, social and environmental impacts this project will undoubtedly create. I have yet to see any detailed study that addresses this balance and provides detailed and well thought out solutions and the thought processes behind each solution. Given structural, safety and traffic considerations, I understand and agree with the need to reconstruct the entire interchange. What I do not agree with is settling on a solution that at best remains neutral in the impact this interchange has on multimodal connectivity and the perceived discontinuity between neighborhoods.	X		X						X			
Should raised up, and double checkered like other big cities have done! Stop wasting money on IndyGo! Carmel/Fishers/Westfield residents DON'T/WON'T ride the bus, neither will Greenwood! The red/blue/purple lines aren't needed, just make the system 24hours!!!												X
As shown when I-65 SB was closed the downtown area was very congested. I anticipated this to be the case for the North Split construction. I agree the North Split needs to be upgraded for the deterioration of the roads and bridges. That cannot be helped. A better solution needs to be implemented for Indianapolis transit as whole. As the community has shown they do not want an expansion of the interstate system into their neighborhoods. A rail system needs to be implemented for the Indianapolis satellite communities. A rail system would decrease traffic on interstates, improve productivity, decrease car accidents, reduce maintenance on failing roads and many more improvements. Although it is expensive, I believe it's inevitable because Indianapolis is already limited on space for additional lanes.		X				X			X			
This is a bad project and indot should feel bad											X	

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majorly inconvenient but a necessary "evil". will just have to adjust for a while. unfortunately, there is no other way to get the work done as quickly as possible without a total shutdown.						X							
Only a slight addition, small amount of work to reduce or eliminate rush hour back-ups: I-70 eastbound out of the spaghetti bowl would benefit from addition of one more lane that goes all the way to I-465. Right now there is that extra lane to the Keystone/Rural exit, and then the slowdown hits.								X					
Burying the highway shouldn't be considered unless the roadway is 3 lanes in the direction, minimally. Otherwise any accident will shut down the road completely. Three lanes with shoulder would permit at least 1 lane of traffic to pass.		X											
I would take a bus or train if there was one close to where I live. I do NOT want to rideshare because I don't feel safe in someone else's vehicle. I know busses and trains are much safer than cars, and i really wish that were an option for my commute downtown.												X	
Any safety improvements would be great, I've seen several bad accidents in this area during work hours										X			
Address Keystone On Ramp Traffic - lots of weave in this area directly impacting how cars line up as they approach the north split												X	
My biggest complaint with the splits right now is how dangerous they are at peak hours, where cars/semis are having to quickly merge across multiple lanes to switch between 65 and 70 between the splits. I feel like it would greatly positively impact everyone (for traffic times and safety) if the re-design focuses on reducing the amount of merging and lane switching required for drivers entering the splits. For example, I'm imagining separate entrance ramps for 65 and 70 that take you to either the right or left side between the splits accordingly, rather than one ramp that puts everyone on the left or right.					X			X		X			
BUILD LIGHT RAIL EAST TO WEST and then North to South		X							X				
Best of luck and stay safe!												X	
Please rebuild it as an interstate that has the capacity for the traffic that crosses it, that is also very safe for commuters.								X		X			
Make the interstate underground or eliminate it entirely downtown.		X											
Pray to god it is done safely and quickly.						X							
I-70 should NOT cross I-65 traffic. Cincinnati had same problem with I-75 & I-71 crossing the river, and they reconstructed them with separate roads.		X											
Get it done quickly, treat like hyper fix, work 24x7, offer incentives						X							
Closing multiple sections of the interstate at the same time was frustrating.						X							
I recognize the cost impact of the neighborhood areas suggestion but doesn't Indianapolis deserve better solutions than continuing similar design of the 1950's? It is short sided and while more expedient creates something we have to live with for another 50 years which is tragic and sad. It is not what a forward-looking metropolitan city should be considering as the future for its people.	X	X											
I know this is necessary but I am really dreading the construction congestion and horrible traffic. Please make reasonable alternative routes relatively easy to use and increase traffic enforcement and safety.						X						X	
Previous plan was fine, this hybrid plan to satisfy rethink group is terrible...											X		

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IF you go with a low dollar bid for the project to "Save Taxpayer Money" you will be screwing the taxpayers because the low dollar material and labor will have to be repeated time and time again to fix the infrastructure. But you will keep Hoosiers employed fixing what should be done to MilSpec or Autobahn standards in the first place.						X						
Be intentionally considerate of the fabric of modern urban life. I wish the freeway could be buried altogether as it divides our city as it is. Don't make the situation worse by adding unnecessary additional travel lanes & gobbling up more real estate	X	X										
Please as part of this project create significant lighting updates under the underpasses, add significant landscaping, and add additional capital infrastructure for those who don't use the interchange but instead access downtown via transit, biking, or walking and need a safe, well-lit, inviting place to enter downtown from all sides. This project needs to serve all users, not just highway users.			X						X			
INDOT seems completely unconcerned with the whole "rethink I-70/I-65" movement and this seems like an effort to say citizens were engaged. Rip out the split and return commerce to neighborhoods.	X	X										
I hope that you are truly listening to what people want and need and that this survey isn't a waste of paper.							X					
Thanks for the safety improvement.				X								
I do wish to minimize neighbor concerns while making the interchange generally safer	X									X		
Please add more lanes that you don't have to risk your life on a daily basis crossing over taking 70 east from Holt road to 465 east.								X				
It would be wonderful to see an analysis of impacts of removing all interstate highways within 465. I know that may not be feasible at this time but personal motorized vehicles have a stranglehold oh this region. What transit projects could be created, upgraded, maintained with the money that would go to the upkeep of a system designed only for maximum throughput at maximum capacity. Interstates are a lot of wasted space except for rush hours 5 times a week. Can we do better?	X	X										
Please invest in the future liveability of our city! Please prioritize pedestrians and life on the ground!	X								X			
Looking forward to learning more. Bottom line, progress is needed.							X					
I think it's a good thing				X								
Indianapolis has come so far and I'm really excited about the future of our city. I really hope this project can enhance a vision for the future that makes our city more connected, more safe, and more beautiful.	X		X							X		X
It should all be underground - though I know that's not really on the table. Greenery and dog parks are a must (no, I don't have a dog, but I can see how that is a need and an amenity).		X	X									X
Please try to improve the walkability between neighborhoods around the north split!	X								X			
Re-establishing neighborhood connections that were lost with the original construction will have limited/no impact on the people who were displaced (they're no there anymore) or otherwise affected (it has been decades)...it can't fix the wrong. Minimizing current/new displacement is important and establishing/maintaining the limited existing pedestrian (and bike) connections is important.	X								X			
I support a bolder approach with sections of inner loop below ground level. I do not support a minimal approach that doesn't address the traffic challenge		X										
This is long overdue and needed... good luck & don't screw your residents!				X								



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I like the idea of decreased multi-lane interstate travel into and through the city. Although somewhat separate but would have a huge impact is mass transit on a corridor from Noblesville to downtown Indy via I69-Binford and Mass Ave to Union Station rail corridor.		X						X				
Don't give in to the kale munchers who want slowed down zones, stops, and all that other garbage. A safe and rapid interstate system is an integral part of any major city's ability to function. All the projected primary improvements I've seen are sound of mind and well thought out. If they want walking and all that foolishness, they can move to Fishers where they have killed the train system. Our city needs these vital arteries to flow and function, not to become clotted with pedestrians, scooters and latte cups. Sorry if I seem bitter, but I'm tired of losing viable traffic flow in Indianapolis to bump outs, partial bike lanes (I'm an avid cyclist!!), and those damned fools on scooters. We used to have a great traffic flow on our streets for getting in and out of downtown for events. Now our main arteries are capillaries, and the city is about to have a stroke. Keep up the good work on this project, I'm looking forward to its implementation and completion.				X				X				
Adding additional lanes or even improving traffic flow, I believe, will result in more traffic use of I65, particularly for thru traffic that should be forced to bypass downtown by taking 465.		X						X				
I would like to see data and analysis on whether serious consideration was given to converting the roadway to a surface street with infill development. Are we creating a place for people to live or a road for people to drive on? The former is what this project should achieve, the latter is what the interchange was and what the current design maintains. I do appreciate the emphasis on more attractive underpasses for the neighborhood!	X	X	X									
I support the project, but want to see creative ways at making the space underneath attractive to pedestrians and bicyclists: as an example, Swing Park in Milwaukee made an otherwise ugly overpass very fun!			X						X			
Please include green space for the neighborhoods affected by this project	X		X									
Is it possible to put a great portion of the highway underground as it was first proposed when it was first constructed?		X										
Seems like it could be done in less than 2 yrs?? We have already done the redline construction & closing of Cental/fallcreek construction. 5yrs of construction to get to work downtown my neighborhood!						X						
Clearer and/or easier to access information about the project would be helpful, but now that I know there is a website that might solve the issue for me.							X					
Make it more beautiful.			X									
Please post the results of this survey							X					
Glad to see it getting done. State does good work. Should be a good example for the city of Indianapolis to take care of its infrastructure.....Mayor/City Council/DPW.....too ADD/political to deal with real city infrastructure issues.				X								
Plans to date look good, but the Devil is in the details. Always wary of INDOT.				X								X
Transparency							X					
I trust it will be worth it.				X								
I truly resent the fact that neighborhoods that value non-personal automobile travel and that all ready were broken apart by the interstate will once again bear the brunt of others who refuse to fund or utilize public transportation.	X								X			
My preference would be to limit expansion of highways through downtown or remove entirely. Realizing the latter is not an option at this point, I ask that you do not further divide downtown neighborhoods with a larger highway footprint. The pollution caused by living so close to it is already terrible enough.	X	X	X									
Counting on current highways being made safer, but not a bigger presence in any way.										X		

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I think interstates through the middle of cities are terrible. This one is especially bad, as it cuts me off from downtown. Where Vermont Street crosses Pine and Davidson, under the Interstate, is really dangerous, and I hate it.	X	X							X			
I’m not a tree hugger, but we have a chance to make Indy a great example. Let’s focus on solutions that would not add to climate change, pedestrian centric green spaces, noise control, light control. We can’t change our skyline drastically, but we can manage the traffic and the visibility vehicles bring to the downtown city that is now thriving again.		X	X				X	X				
I want to reduce noise and air pollution in my neighborhood and I have yet to see any of the plans that address this. And I am not referring here to during the construction process, but a long term solution to the impact of the interchange on adjacent neighborhoods. These neighborhoods are quickly becoming the highest land values and tax bases in Indianapolis and the State, yet they are being ignored largely by the planning team. If we are going to generate increased revenue for the local municipality and the State, we should be given SOME consideration in terms of quality of life and long term mitigation of noise and pollution. Please consider the aforementioned truck ban for the split, and routing commercial trucks around Indy on 465, as I think this would be a solution which would not be costly, and would help downtown neighborhoods considerably. I am sure you will route traffic this way during construction, so why not do this permanently for commercial vehicles?	X	X	X									
Ensure there is access to Methodist Hospital from near east side Indianapolis.					X							
Change the entire vision of this project. This is a once-in-a-generation opportunity to rethink our urban interstates. We should be thinking about the future of our region and the future of transportation. We should rethinking this project altogether, not repaving and repairing an antiquated model. Of the many extraordinarily backwards and shortsighted projects in this city's history, this ranks right up there as the most backward and shortsighted.		X										
I support the Rethink 65/70 Coalition		X										
Just keep in mind that what you are going to do is going to impact the growth of the city. If they had thought about that when they put in the interchange, our downtown would not be so chopped-up.	X											
Reorganizing the flow would be better than widening with extra lanes. The traffic is only like two hours a day so it’s not unbearable. Big walls on the highway would help with noise, dust, safety and look appropriate in the suburbs abutting trees BUT in the city I think it will look TERRIBLE too closed off and CONCRETE DOMINATING. IMPROVE the underneath areas of repaired bridges. Higher elevation for more light. DO NOT TAKE AWAY THE SPACES BETWEEN HIGHWAY BRIDGES. It will darken the already dreary underneath walk. The city should feel accessible in a fun and safe manner.			X				X					
Be progressive in the way we construct this generational project. It's been some 50 years since the first time the interstates divided and destroyed communities. It would be a tragedy to try to create some monstrosity that only separates neighborhoods from the city. Ideally, I would like to see something that other cities around the country will say - Indianapolis did this right and it encouraged inclusive economic growth for their downtown.	X	X										
See above answer regarding railroad tracks.												X
Please continue to maintain the unique murals under the interchanges. Also, increase lighting. Plan a impactful design with art to enhance the 10th Street Corridor			X									
Would really like to see anything you can do to reduce noise, pollution near Cottage Home and Mass Ave. I am very concerned about noise and pollution and construction related dust/toxins. I have asthma and my daughter does too.			X			X						



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Please make the city attractive and accessible. The growth the city has experienced in the last 15+ years should continue and the city should support this growth through smart planning. This project has lasting impacts. The original build of the highway severely impacted several neighborhoods which are still blighted.	X												
SLOW DOWN!												X	
Thank you for taking feedback. Please continue to be as open and flexible as possible with us neighbors!							X						
Only do portions at a time. When you shit everything done is when it makes it harder on everyone						X							
If the upgrade has to take place, please try to find ways to connect downtown to surrounding neighborhoods that are bisected by the interstate.	X												
See previous comments. Connectivity. Underground would reduce noise from traffic and allow for free space to reconnect Downtown and the East Side.	X	X	X										
I have put in a request to INDOT to fix the security lighting on NY. St. I know the powers that be say “we’ll fix them when we do the big fix.” Meanwhile we have to put up with it. It’s been at least 3 years that the last light burnt out — it will be another 3 years before the “Big Fix” addresses it. And you wonder why people don’t like this project.												X	
Pedestrian travel under the interstate should be improved significantly									X				
Downtown streets are terrible and time consuming to cross east to west & back. I shop in Southport because of this. I'd spend even less \$\$\$\$ downtown without Delaware St. onramp.	X				X								
When no work is being done for long periods of time, build in time at the end of the last shift to move barrels and allow for lanes to be used. It might be an annoyance and take manpower away from work, but it will go a long way in easing the burden and avoiding bottlenecks. Please use Twitter to communicate upcoming closures, sudden schedule changes, or suggest alternate routes.						X							
Please maintain pedestrian access to and from downtown. Noise mitigation also needed.			X						X				
Please do as much as possible to increase pedestrian accessibility during and after this project.									X				
Please do not remove access to I-65 southbound exits!					X								
Fix the lights NOW under the interstate bridges on New York St -- I've asked a year ago for INDOT to do it-- It shows you care NOW for the neighborhoods. 2-3 yrs is a long time to wait if you are waiting for the upgrade to happen. They have been out for over 2 years. And fix the lights on the cross walks. INDOT can do better than leave it till later. It leaves a bad taste in the neighborhood and it is safer too obviously. If you care about the neighborhoods then prove it.												X	
Please don’t prioritize the needs of those outside of the city. Make it safer but keep it safe and accessible to those that live in the area. The city is growing and the neighborhoods are rapidly improving. Design it to keep the surrounding neighborhoods connected! Make it pedestrian friendly. I’m scared this is going to severely lower housing values in the surrounding areas and cut off the progress that has been made.	X								X	X			
Please continue reading up on best practices from other cities to reimagine interstates and ways to design them that do not isolate neighborhoods from one another and from the heart of downtown.	X	X											
enjoyed Rethink 65/70’s Response to INDOT CSS Process dated 5/13/19		X	X										
Please think of the impact on the neighborhoods, and not just the commuters. We want to stay connected to downtown and each other.	X												
This was a poorly thought out plan with zero imagination or consideration for the City of Indianapolis and it’s inhabitants.										X			

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Please make crossings over Pine Street safer! Pine Street is scary for pedestrians. There's also a surprising number of accidents at Michigan and Pine Street as people rush to get onto the interstate and fail to stop at the Michigan Street lights.									X		X	
Please do not start this project. This money should be invested in public mass transit, not the Interstates. The only thing you get when you expand the highway is MORE CARS! We need fewer cars and less traffic. I think that the Indy-area interstates should be toll-roads, then fewer people would use them--and the suburban commuters would have to pay their fair share. I feel that I pay an exorbitant amount of taxes on my meager \$10/hr income, and it angers me to see the money being spent on things that are bad for the environment. These funds should be going to mass transit and/or public housing for an area that is increasingly unaffordable for average working people.		X						X		X	X	
Green space, pedestrian walk ways. Keep the neighborhoods together and not separated from the city like it is now	X							X				
this project sucks.										X		
Let's take this opportunity to improve things and not make them worse.											X	
Think about business that will be affected by construction and other roads that are being worked on in the city and dont close other ways to get around the city						X						
Please consider the people who live in the neighborhoods! We're already cut off by the train and the tunnel project...we've dealt with a lot over the past three years and would like a break. Let's make this better for the residents!	X											
Please reconsider the interchange redesign and the closing of entrances and exits.		X			X							
Review entire downtown interstates for optimal new design		X										
Great				X								
Great work on integration of all options for the next 50 years				X								
Please take your time and consider the plans suggested by Rethink 65/70 group.		X										
Prefer the recommendations of the Rethink 65/70 plan		X										
Hoping that we can build a future for transportation and not repair the past outdated highway.		X										
Once it's started, hurry to finish it! The people complaining about construction are worse than dealing with the construction itself.						X						
Please listen to the people. We do not like your plan for the North Split, as it is not forward-thinking in regards to mobility or connectivity. There is more to this city and project than just moving cars as quickly as possible and as cheap as possible. Think about what we want for our city in future generations.	X	X					X					
I think this upgrade is an incredible opportunity to fundamentally shape Indiana for decades to come. To make Indianapolis and Indiana a much more competitive city/state in the Midwest. Listening to citizens is paramount in making our city/state a more valuable and competitive place to live and work.	X						X					
Please consider the impact the project will have on the surrounding neighborhoods.	X											
I always favor more pedestrian and bike development over car and interstate development.								X				
We should be trying to undo the devastating impact of interstate construction on or near-downtown neighborhoods	X										X	
Please finish other road construction and maintenance projects first to reduce user frustration.						X						
I do not support building retaining walls. I believe it will scar the skyline views and attract graffiti.			X									
Fix and repair but do not add lanes or restrict ramps/exits. I do not support any additional lane miles.					X			X				
I65/70 ruined the near east side in the past. I hope you don't do the same thing again.	X											

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I'm not really sure that this survey was created in good faith, a lot of the answer/questions seemed to have already been decided and you're just looking for certain answers to bolster a bad decision. My recommendation: remove or sink portions of the interstate, direct thru traffic to use 465 and direct the remaining commuter traffic to DT using a toll-boulevard lined with noise/pollution reducing trees. Incentivize green & eco-friendly vehicles by making the toll free for them.		X					X					
It should not be done. Repair bridges but don't reconfigure.											X	
Continue to engage neighborhoods. Continue being transparent. Continue to consider Rethink 65/70.	X	X					X					
This is a really tough undertaking and I know it's difficult to make everyone happy. Thank you for changing the exits back to being open on Michigan, Ohio and Fletcher. That will make a big difference since I live downtown. I also really want to express that those large walls are not going to be welcomed from what I'm hearing from neighbors. Can't you all get around having those up? It will really change the way the neighborhoods around the interstate look, making it seem even more divided.			X		X							
Please strategically close streets so that commuting isn't a nightmare. Do not start until after 465 project is done.						X						
This project is detrimental to Indianapolis. It should not be done. It was shoved down the throats of residents who do not want it.											X	
I think there is a lot of evidence that shows the proposed plan might not be the most successful solution for the long term. I would prefer a solution that brings less through traffic into the city (mainly semi trucks) and encourages slower speeds. Many other cities have done this and had good results. My neighborhood would become very disconnected from the downtown area by the large walls and tunnel like overpasses.	X	X										
I just want to be sure neighborhoods aren't cut off and you provide for green space. Bike and walk. I think this is important	X		X						X			
Mostly, I think I'd like the interchanges and bridges to be kept the same. When the interstate was put in originally, it caused many people to move from the downtown area. If the the roads are changed again, I'm concerned that the neighborhoods may be negatively affected. For instance, if a place where an interstate bridge previously existed over a city street is filled in and cuts off the street, it could change the quality of a given neighborhood. Improvement is fine, but change of the streets worries me.	X				X							
Prioritizing thru traffic in the city will hurt the development of the downtown economy and neighborhoods.	X	X										
Do not proceed with the current plan! Be more creative in your thinking to improve the connectivity between downtown and the near East side! And negotiate with CSX to elevate the parallel railroad as part of this project!!		X										X
The most important thing is to make sure what is done does not preclude sinking the highways as they extend beyond the Split.		X										
Please do not move the designs in the bridge renderings forward. They need to start from scratch on the aesthetics and employ someone with more experience in urban environments, not suburban.			X									
Using 'congestion' as justification is false. A little slow down a few times a day is nothing compared to cities with real congestion. INDOT should seriously consider reducing the footprint and lowering the speeds in the interchange. (Cheaper too.)								X				
Let quality of life dictate this project, NOT cost. Do not further damage intercity neighborhoods. Respect history	X											
I wish more would be done in public transportation. When I lived in Minneapolis, I sold my car and took the bus. A bus pass cost less than driving. For out of town I rented a car.		X							X			

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Alternative bridge inspiration. <a href="https://www.google.com/search?rlz=1C1GCEA_enUS798US798&amp;biw=1745&amp;bih=852&amp;tbm=isch&amp;sa=1&amp;ei=vdExXZGBJ9PLtQaUxaXgCA&amp;q=dublin+bridges&amp;oq=dublin+&amp;gs_l=img.1.0.0i67j0j0i67j0j0i67l2j0j0i67j0l2.23580.24740..26987...0.0..0.88.552.7.....0.....1..gws-wiz-img.....35i39.3ulukej6QOk#imgsrc=GZTFFplfT3oA5M:">https://www.google.com/search?rlz=1C1GCEA_enUS798US798&amp;biw=1745&amp;bih=852&amp;tbm=isch&amp;sa=1&amp;ei=vdExXZGBJ9PLtQaUxaXgCA&amp;q=dublin+bridges&amp;oq=dublin+&amp;gs_l=img.1.0.0i67j0j0i67j0j0i67l2j0j0i67j0l2.23580.24740..26987...0.0..0.88.552.7.....0.....1..gws-wiz-img.....35i39.3ulukej6QOk#imgsrc=GZTFFplfT3oA5M:</a> <a href="https://www.dreamstime.com/editorial-image-lazarevsky-bridge-st-petersburg-saint-bright-sunny-day-near-street-sports-image55192840">https://www.dreamstime.com/editorial-image-lazarevsky-bridge-st-petersburg-saint-bright-sunny-day-near-street-sports-image55192840</a>			X									
Stop shoving a bad design down neighbors throats without considering more innovative solutions that are actively being proposed to you.		X					X					
Thank you for working on this, and for asking for public feedback. I’m very sympathetic to the fact that changes need to be made, and I do want the interchange to be safer. I just don’t want it to further divide neighborhoods from downtown or increase the barriers to pedestrians.	X						X		X	X		
Just use 465 to go “through” Indy. Smiley face. Charge a toll to drive through downtown interstates, but it’s free if you exit downtown or go around on 465.		X										
We are shortsightedly missing an opportunity to restore many urban neighborhoods, remove an ugly barrier in the middle of the city, and create millions of dollars in development and tax revenues. Other cities, (San Fran, Milwaukee, NY, Boston, etc) have buried, removed, or depressed urban highways, resulting in dramatic improvements. This is the future - restoring the urban grid, preparing for a non-car-centric, multi-modal transportation system. The North Split project is going backwards, clinging to the past, and spending millions of public dollars to further entrench a big mistake. Please stop this project and think creatively and holistically about the city's quality of life and future.		X										
Any large scale project to downtown interstates should include measures to improve connectivity of surface streets and neighborhoods currently divided by the inner loop.	X											
I like the effort to improve, but these options will just lead to more congestion and problems with access. We need more expansive roadways		X						X				
You guys are going to do whatever you want anyway, this survey is BS and the only reason your doing it is to check a box.												X
Build it strong and fast for vehicular safety. Don’t take away capacity for nonsense that makes vehicles idle or linger on roads.						X		X		X		
Plan the work so that there are clear alternate routes. This summer has been a non-funny joke where a road is shut down for construction and the obvious alternate routes are also under construction. Plan the sequence of work to prevent this. If this is well done, it won’t matter if it takes 3-4 years.						X						
This is our first chance in 50 years to correct the short sighted design and you are not doing it. You are extending the life of the stupidity of the 1950s		X									X	
Let's make the project a long term benefit to downtown, not just a way to get people through the city. I would prefer livability for locals over making it easier for suburban commuters.	X											
Save money by giving the split to the city for it to install traffic lights to persuade traffic to slow down and to find other routes. This would also minimize/delay need for maintenance.		X										
Please consider the social impacts this project represents, including economic development, urban planning and aesthetics. Not just traffic flow.	X		X									

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I think if you bury the interstate, you would open up light sources for the road. You could remove the bridges and the homeless wouldn't sleep under them. Anywhere around the bridge, time the stoplights so traffic doesn't back up. Check surrounding east and west streets under the bridges. Consider burying the interstate. Some cities include room for public transportation in the center. I think they need to take the Ohio Street off/on ramps out to open up the area so it could be redeveloped with new housing and businesses. The interstate access at Pine St. and Michigan St. should be improved.	X	X			X								
Seriously think about the impact this project will have on historic downtown neighborhoods that were already nearly destroyed by the initial construction of the Split. To repeat this mistake would be such a tragedy.	X												
Not sure that I am the most relevant response as I live near the highway but rarely (fewer than once a month) use it. I'm not interested in upgrading unless warranted by structural concerns. If I could have one ask, it would be that we try and limit the amount of obstructions to local roads as possible. Thank you for asking for my feedback, I hope it was helpful.	X												
So long Marion county												X	
Be sure to consider the impact on people biking and walking during construction. There are few safe streets for walking and biking that travel under the interstate and the closure of some could have a big impact on more vulnerable users.						X							
I wish the interstate was built below grade to help connect downtown businesses with some of Indianapolis' most beautiful neighborhoods.		X											
Please build a proper highway that handles commuter traffic. I really don't care how much room it takes up, it needs to remove traffic from local streets.								X					
Got to get rid of the crossing for traffic and moving down to 1 lane to merging south								X		X			
This project would essentially cut off residents residing in the Near North side neighborhoods from the central and south parts of the city. For those of us residing in the downtown neighborhoods, we would be cut off from access to the interstate via the existing on-ramp at Delaware and off-ramp at Meridian/Pennsylvania. It will impact my family and my neighbors substantially and is NOT good for us Urban residents. As my fellow neighbor pointed out, the only ones getting split are US!	X				X								
The removal of the Delaware and Pennsylvania Ramps would hurt downtown inhabitants. We need easy access to these areas.					X								
Any consideration for overpasses with ramps to the crossing highway to avoid the weaving and prevent closing the street ramp access					X			X					
Keep an open mind and so will the neighborhood. Listen. Work together							X						
Keep us informed of any potential decisions!							X						
Not liking the idea of eliminating the Delaware/Meridian exit that I use 5 days a week to and from work					X								
I think we are all for a safer 1-70/I-65 split. I think the powers at be need to do a better job of including the locals in these types of decisions. There are areas and neighborhoods growing very quickly, and going up in value. It would be a shame to stifle that growth but poor transportation decisions.							X						
Please do everything possible to make commute times quicker. I would take public transportation downtown if it existed where I live, but it's not an option for me. Commuters need quick and easy access to downtown. Please don't make it more complicated or commute times longer.					X			X					
Please please please do not take away the 65 ramps!					X								



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just like the half assed bus line, this seems like a huge amount of lipstick on an ugly pig. DO IT RIGHT WHILE YOU ARE DOING IT AND EITHER RE-ROUTE THROUGH DOWNTOWN OR EXPLORE A TUNNEL!!!! Is it expensive...yes but it would actually solve a problem and promote positive growth in the area. This approach is an expensive band-aide that will simply result in ongoing maintenance costs over the years BUT NOT actually make things better.		X										
I'm supportive of the need for upgrades/maintenance, but not at the expense of usability. Current proposals sound like they will make it much more complicated and time consuming to both enter and exit the North Split, making my home less accessible and trips from my home taking longer.					X			X				
Do not remove access to i65 south at Delaware St. This negatively impacts commutes in many near Northside neighborhoods and will cut those areas off from much of the city. These neighborhoods have come a long way in the last decade, and I believe that removing or restricting highway access will set them back as people will seek to relocate.					X							
This will severely impact bear north side residents in a negative way. Please do not remove the Delaware and penn ramps!	X				X							
Please keep the exits and entrances as they are but I do support the construction and upgrades to our road system				X	X							
I like the idea of putting it underground like a tunnel		X										
If there's a way to do this that lessons the divisions caused by the interstate, that would be the right approach.	X											
This is terrible as was this survey. I'm not sure who thought people living near the on/off ramps make less than \$50k per year, but you sure can't make that and afford to live nearby. That was interesting and the increase increments of \$2k was also way off the mark. Oddest survey I've possibly ever taken.												X
Thanks for providing me information about the elimination of Delaware and Pennsylvania. Will traffic on Delaware decrease in my neighborhood??? Also, how can Meridian handle all the traffic with the Red Line in place.					X			X				X
This has been a contentious issue and the PR has been terrible for this project. A survey is a good start, but you really need to include the communities in the discussion. The Red Line is taking a metaphorical beating on neighborhood sites like Nextdoor for not involving the community in its planning and failing to present a comprehensive and cohesive plan to the public. These are good ideas and have the potential to improve the lives of many, but they have utilized a top-down approach. Top-down approaches always fail to win public support. Make information about the project accessible to all (even those who don't have Internet access), explain the project clearly, and open an ongoing dialogue with the public. In short, make entry into the dialogue accessible.							X					
Work on the Central Ave. bridge is entering its 3rd year. We have zero confidence INDOT will restructure the entire 65\70 split in 2.						X						
INDOT needs to recognize that Delaware is a key access point to I-65 SB / I-70 WB and the east side of the city for all downtown neighborhoods north of I-70.					X							
As the design is fleshed out with the upcoming RFQ & RFP phases, animations would be useful to illustrate how it will look and feel, both from an aerial and first-person perspective. With the concerns raised by the architects who shall not be named in regards to the underpasses and retaining walls, it would be good to see some renderings eventually that will clearly show that the fear-mongering initially started by the Rethink movement is unfounded.							X					
Focus on pedestrian connectivity please. The city depends on this.									X			

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I'm really angry that INDOT did not take the opportunity that the Rethink 65/70 Coalition presented to fundamentally rethink the north/south split project and how downtown Indy could look. I think the decision not to pursue a recessed interstate and a much more pedestrian-friendly, sustainable, green infrastructure that supports local businesses, jobs, and communities is a big mistake. It will continue to make Indy a city whose infrastructure privileges cars over people, and where businesses have trouble recruiting and retaining talent as a result. I grew up in Indiana, went to college on the East Coast, and eventually moved back here after earning a PhD and living in Wisconsin and California. But this is exactly the kind of thing that makes me want to join the Indiana brain drain a second time and move elsewhere.		X										
Please don't lengthen my commute to make commutes easier for people who don't live in Indianapolis. Please make whatever changes you make beautiful. Please don't waste money. If you find out something is not working, don't be afraid to stop the project and think through it again.			X					X				
your answer options are dissapointing and will certainly skew your responses though I can safely guess by the slat provided in the answers and questions themselves that you already have a plan in mind and are attempting to back fill your justification for it.												X
Continual communication is essential.							X					
I would prefer the interstate be removed.		X										
This will take too long!						X						
Even if the cost is higher, please do this right so we don't have an ugly city with more problems in 20 years.		X										
Figure 8's are for the county fair and not interstate travel. I70 traffic should not be crossing I65 traffic to continue on. Arrange the ramps so that traffic does not have to cross one another! Put in lane dividers for through traffic.								X				
Don't close the Delaware ramp					X							
the shared plans are not very clear. if you are an engineer they are great, not so much if you aren't. Make an easier to read map explaining the changes and what will be eliminated/added							X					
Its important to consider more than just traffic flow when designing this interchange.Impacts on the city and the surrounding neighborhood is just as important, maybe more so.	X											
I would enjoy more connectivity to downtown including safer means for walking, whether that's removing the north end split, digging underground, etc	X	X							X			
Keep the interstate exits open					X							
Put money into connecting neighborhoods with downtown instead of continuing to split it with more highways. Take San Francisco or Boston as examples of how highway mistakes can be fixed	X	X										
Hard to imagine eliminating ramps without major upgrades to infrastructure from the east.					X							
This is a generational project. You need to consider changing patterns of transportation and stop being so car centric. People move downtown because of the pedestrian and bicycle infrastructure.									X			
I'd love to stay updated more frequently! This was the first I heard about it via a mailer.							X					
No walls!			X									
Indy is different today than when the interstate was built Market square arena VS field house location RCA dome VS Lucas oil A ball park Office building locations Transit center The study considered none of this and is jammed down us by a non local consultant team who clearly doesn't know the area.											X	
See the previous comment. INDOT, Indianapolis, the current administration have an exceptional chance to lead our country as transportation and quality of life innovators. Do that, instead of the ordinary.		X										



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Looking forward to improved infrastructure in the area. Please don't forget about dedicated and protected bike and pedestrian lanes under the new interchange!								X				
Please alter your options so as not to close the Delaware and Meridian/Penn ramps!!!					X							
Thanks for doing something - the area definitely needs improving.				X								
Please consider the people who are effected 24 hours a day 7 days a week more than the commuters and interstate travelers.	X											
This is a once in a generation opportunity to make life better for the residents of the near north neighborhoods. They should receive priority, more than suburban drivers and especially more than through traffic	X											
Please be as pedestrian friendly as possible. I walk or run from 16th street to the downtown area on a daily basis.								X				
I would refer you to the Herron Morton neighborhood President and committee							X					
It is urgent to have improvements. If the curves can be widened that would help with the super fast semis taking the curves and shifting outside their lanes. Also please consider a lower speed limit (and enforcement of that) to make the travel safer.		X								X		X
Please design for people; not just cars. Please design for aesthetics and livability, not just movement of traffic.	X		X									
Removal of Delaware street ramp would be awful. The buses AND that will completely snarl downtown traffic and force much more traffic into residential areas (note this is already being seen). A broader and grander vision of underground tubes would provide ability to get rid of streets almost altogether and put Indy on the map. All of these options are completely lacking in vision.					X							
I'd like to see the lanes put underground around the city where possible to create green space		X										
Reduce noise from the high way! Put it underground and plant more trees		X	X									
One of largest development projects is underway line of sight to this exchange, don't just think about how to move cars. Look at the investment to our community and economy.		X										
Stop costly road projects and invest in transit to encourage people out of their cars. It'll do the city so much good in the long run.		X							X			
Thank you for this survey. Highly appreciation the patience of INDOT. Peace.							X					
Don't make decisions based on input from people who will benefit financially. Make decisions based on a balanced approach to urban planning and neighborhood input.	X						X					
Safe pedestrian pathways are necessary to continue to attract young residents (and especially families) to downtown living. We have seen such a huge boom in downtown since we moved to Indiana in 2011. I would hate to see residents moving out because they feel their neighborhoods have been cut off from downtown. This is an ongoing topic in our neighborhood and among friends. People are considering moving if they feel they no longer have safe pedestrian/biking pathways connecting their neighborhoods to downtown. Noise and trash from overpasses is also a concern.	X		X						X			
Urban freeways are bad and the damage from destroying cities during the urban renewal period will never be undone. The best solution is to unbuild them and return city streets to the citizens. If it is going to be built despite this, I hope the project includes many upgrades to adjacent neighborhoods and streets, particularly with respect to biking, walking, and recreating.	X	X							X			
feels like being cut off from the city	X											

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I don't know what the possibilities are, exactly, but I saw the earlier plans that had the highway virtually in top of houses on 12th St in the Old Northside, and that really should be avoided. If there is any possibility of going underground to allow for green or community space on street level, that would really add a lot to the city.		X										
Plans should focus on making it safer and easier to get in and out of the city. The split has not been used much as a way to bypass the city/downtown.					X					X		
Don't like it.											X	
Please study the alternative of removing the split and downtown interstates before moving ahead. Butial or removal would transform our city for the positive		X										
Please do a good job. We put our trust in you. Thanks!												X
This is going to have an impact on our city for at least the next century. Please pay close attention to these responses.							X					
I hate cars												X
I hate these walls so much. They're hideous everywhere they've already been put up, and will be an awful eyesore. Further, crossing under the overpasses on foot or bike will be less safe.			X						X			
Even if my household is inconvenienced, we support and appreciate the long-term improvements to make downtown travel safer and more efficient.				X								
Don't mess this up.												X
Please do not remove the Delaware on/Pennsylvania off access to 65/70. Also please listen to neighbor concerns, we are the ones that live here and this impacts us daily. Thank you.	X				X							
No walls !!!!			X									
I'm all for the upgrade. I lived by the interstate for over 50 years and would love the sound barrier walls			X	X								
I like the effort to improve it, however it's important to modernize the interchange in that effort. The new interchange should be a complement to the neighborhoods, improve quality of life and safety for the surface roads and areas, and make highway navigation through downtown safer and efficient. Maybe we are looking at this issue from a fix what exists where it exists perspective instead of stepping back and looking at some baseline quality of life and use improvements, handling the traffic volume by completing the missing western connection between 65 and 70 of a true downtown loop	X	X								X		
I'm really disappointed that more progressive approaches were not selected. There are numerous examples of redesigning transit to connect communities, mitigate air pollution, and encourage active transportation and economic development. This project will accomplish none of those.		X							X			
There has not been any cross sectional drawings of the interchange at points where ramps are crossing over others. This will have a significant visual impact on the surrounding area. This is a glaring exclusion.			X				X					
65 70 split needs to be addressed especially going 70 east/65 north to get over from 70 east to get off on Washington street is a nightmare								X				
Please take this opportunity to fix the mistakes from 50 years ago.		X										X
I would ike to see it submerged, perhaps like Boston		X										
Let's get on with it.				X								
Please make it safer and remember we are living here.	X									X		

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If the exit ramp at Pennsylvania remains, a better road signage system and a better lane dedication option from I70 to I65 north and west to exit at Pennsylvania. Currently, it's hard and dangerous to go from the north split west to continue on I65 to the Penns. exit with the very short merge option to the exit lane which also acts as a feeder from the I70 westbound to I65 northbound traffic.					X			X		X			
I support it but not the length of the construction! 2 years is too long. Hopefully this can be shortened to maybe one year or year and half						X							
Don't raise my taxes.												X	
Im all about improving the split. Retaining walls and widening the hwy needs to be done. However, removing access in and out of the city is a terrible idea				X	X								
Please do not remove the 11th st access or Pennsylvania					X								
When you come down I65 by Methodist Hospital there should be a raised/elevated lanes that go West of the Downtown to take people to 70 Westbound.		X											
Reconnecting the neighborhoods and making non-car transport better should be a high priority. It is the way urban areas are progressing and this project will impact the city for decades! Thanks for asking my opinion.	X								X				
You guys a blowing the opportunity of a life time to not just do a transportation project, but a economic development project.												X	
We understand that there are safety concerns and upgrade concerns with the North Split project. There should be steps taken so that at some time in the future, perhaps the neighborhoods bordering the split can be reconnected for pedestrians.	X								X				
Let's join other forward thinking communities like San Francisco and Dallas when we consider this project.		X											
Please develop a plan to lessen the impact of the interstate to nearby neighborhoods and execute the plan at the end of the life cycle of the construction that's about to take place	X												
At least this finally motivates me to leave Indy for good												X	
Thank you for getting feedback from the people who live along these interstates.							X						
Do not do it.											X		
Eliminate the highway completely downtown. Route through traffic around 465.		X											
This can be done well. I as well as my neighbors certainly pay enough in property taxes. I fear property values will be negatively affected, and though interstate traffic is loud enough, I certainly don't wish to seem like the traffic flow is audible outside my bedroom window.	X		X										
Going all the way to West street or Washington would be a huge pain for those of us who need access to 65. Don't do this.					X								
Please just don't make this hideous like so many other Indiana highway projects. This cuts through our desirable downtown neighborhoods, please treat this project with as much care as the city has taken to restore our neighborhoods.	X		X										
I think the splits definitely need work to make them smoother, but closing the ramps is the wrong move in my opinion. I think making the ramps more direct and improving the merging are the most important aspects.					X								
Make underpasses as safe and attractive as possible, minimize or shrink footprint around historic neighborhoods, make the split compatible with a future capped interstate or boulevard system, Integrate beautiful design into the split, connectivity of neighborhoods must be a priority.	X	X											
Rethink 65 and 70. Think long term and impact to city and neighborhoods.		X											

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Protection of historic neighborhoods	X											
When are plans going to be finished? When does construction start? How did you appease or change original plans? What kind of public art or safety measures under bridges did you account for?			X			X	X		X			
I think it would be better for the city to remove the interstates through downtown altogether as more progressive, successful cities have done, improving their economic situations and quality of life.		X										
Utilize the "new" space being gained south of O'Bannon Soccer fields for Indy Parks dog park!			X									
Do the right thing, don't screw people over												X
It is sad and disappointing that INDOT, the city and the Federal Government could not make a redesign of this antiquated highway for the future of Indianapolis. We have a moment in time to do something revolutionary and forward thinking, but it's just going to be business as usual. Our city and it's citizens deserve better than that. But instead we will be stuck with the same old tired design that cuts through our neighborhoods and creates barriers despite all of the good hard work we have done in the past 30+ years to revitalize our downtown.		X										
Please depress the roadway and eliminate the dark tunnels on local streets and sidewalks. It would also reduce noise		X										
Take the local residents into account instead of ignoring them in favor of people from the suburbs.							X					
Please do not remove ramp accesses in the near north. The expressway already divides our neighborhood from downtown. If that division must remain, please at least make the expressway something that serves the neighbor it's dividing.	X				X							
Are there still other ideas being considered for the project like the ones from rethink 65/70 north split?		X										
I currently live in Richmond, IN, but I commute to downtown Indy every day for work.												X
Open up more land for park/development wherever possible	X											
Protect the southern border of my ONS Neighborhood. Start as soon as possible. Finish as soon as possible	X					X						
Not a fan of the design. Make it more visually appealing and help the neighborhood stay beautiful.	X		X									
Do not move forward without significant neighborhood input!							X					
I appreciate you taking the time to gather feedback from the people most impacted by this project! I recognize this update needs to happen and commend those involved with this undertaking. I hope that you really listen to those who are concerned with the impact of this project and look at the long-term ramifications of some of these proposed alterations. I think most people would agree that the increase in downtown living and economic growth has been incredible. People want walkability, safety, easy accessibility to home, work, entertainment, and food and I worry the current plan would hinder that by furthering the physical divide between downtown and the surrounding neighborhoods.	X						X		X			
Remove the north split. Will lead to an enormous reduction in noise and air pollution in the city. This would make traveling in town safer.		X										
Please try to think outside the box. Take into consideration the environment.		X	X									
Do a Big Dig like Boston so the highway no longer divides neighborhoods		X										
Would love to see visibility improved between downtown and Old Northside with sound reduced.	X		X									
I remain disappointed in INDOT and The Governor for your unwillingness to look at new transportation solutions for this project like other cities have done with their downtown. Between the portion of the project that will be financed with federal transportation dollars and the ever increasing surplus, there is certainly money available to do something different; there is unfortunately just a lack of will.		X										

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Good luck!					X							X
don't eliminate penn st exits					X							
Make the neighborhoods more connected. The interstate splits them up, and it makes walking downtown less enjoyable.	X								X			
I'm glad the highway is going to be improved, but I think we need to think about its socioeconomic impact on the surrounding neighborhoods. There are alternatives to simply widening the highway that would actually improve the areas around it. It's my opinion that if construction is needed, it's worth our while to do a complete overhaul of the interstate to make the northern portion of downtown a more attractive place for people and businesses to move to. It may take more time to complete and more tax payer money, but the positive impact is worth the cost.	X	X										
You have a chance to make it better for people living nearby.....please consider	X											
Please keep neighborhoods updated about road closures/increased traffic so we can avoid them ahead of time.						X						
Please use this project as an opportunity to help the downtown neighborhoods with connectivity, walkability and beautification along with the upgrading of the north split and the improvements it needs. Please don't waste this opportunity to really positively impact the downtown neighborhoods & their residents. I would hope that the project can look past just moving vehicles that are only passing through.	X								X			
Extremely dissatisfied with the proposed plan. I think bridges should be repaired and left and everything else left as is until better alternative will be found.		X									X	
Extremely bad idea which will severely affect adjacent pristine historic neighborhoods with high walls, destruction of existing trees, increased noise levels, pollution, etc., etc.	X		X								X	
Whatever strategies prove most effective in redirecting traffic that is passing through rather than stopping downtown to take I465 should be kept in place after completion of these modification to the north split.		X										
We need the downtown interstate improved. It becomes a parking lot during rush hours. It no longer can handle the needs of the city traffic. This is especially important because of the destruction of our city streets.								X				
Indianapolis has an opportunity to be visionary here. Let's get rid of the downtown interstates -- we have a perfectly serviceable bypass system with I-465. Let's repair the rift that the downtown interstates tore into the city. Convert it to a Highline-style trail.		X										
i hope it be done with minimal disruption to involved and hopefully in a way that improves walk-ability between the north and south sides of the interstate.						X			X			
Thank you for taking input. Please keep it up!							X					
Closing off any existing exit/on ramps is a terrible idea. Who thought this would be a good idea? Maybe they should be let go!					X							
I don't think expanding the interstate is feasible for the future. Quality of Life will be diminished for pple/neighborhoods in surrounding areas. Long term feasibility/viitality of downtown is undercut if pple move out of area.	X											
We are missing a golden opportunity to rebuild this interstate. It's too bad that the city, state and federal government cannot work together to make this project a signature piece that propels Indianapolis forward as a progressive city. This project is depressing and just more of the same old same old. Sacrifice neighborhoods for the good of the almighty auto, instead of building infrastructure for public transportation and connecting people and neighborhoods.	X	X							X			



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We are very concerned that the project and end result will increase the vibrations which we currently experience, and increase the noise level. We are interested in how these concerns may be addressed.			X									
Please make sure resident concerns are addressed!	X						X					
It is curious to me that one of the main reasons for this project was the large increase in traffic using both I65 and I70 and that the interchange coming through downtown needed additional lanes to accomodate this increased traffic. We we told, however, that this was no longer to be included for the project. The primary reason for this change was that several adjacent neighborhoods were concerned about the impact this would have on these neighbors and wanted a different solution for correcting this problem of increased traffic. A well support suggestion was to lower the interstate below street level so that impact would be signicantly decreased. Apparently, that was rejected because of increased cost and extended time line for completion. What puzzles me that if increased traffic was a primary reason for this project originally, why is it no longer a problem that needs to be addressed? Concerned by residents given to this profect is valid, but this issue of increased traffic remains and will only get worse. Please respond to this question. It appears that the budget for this project is the reason, although at the meet this past Spring we were told a budget had not been establised. It is hard to believe that monies for the project had yet to be set. Please be honest with the people most concerned. We deserve to know what is really going on.			X				X	X				
Please refer to the Rethink 65/70 Coalition's response to the CSS Round 2 Visioning sessions. Comments from residents and businesses within the NS project area should be given greater weight than comments received those from commuting in on the interstates; our property values and health are directly impacted by this project.		X	X				X					
I appreciate the survey. I appreciate the willingness to make the area safer. I wish it wouldn't have to take 2 years since most people travel on this daily from the north/east/and south sides of Indy to get to work.						X	X			X		
There should be vigorous tree planting and maintenance to establish said trees. Any art (murals etc) that might be involved in enhancing the interstate should be completed by carefully select professional artists, not by community groups. Bad art is worse than no art.			X									
Do not make it WIDER and DO NOT install vertical walls with sound barriers on top. Charge non-Marion county residents a fee (using cameras like those over the Ohio river in Louisville) to drive thru the inner split. Force thru traffic to use I-465 to go around rather than thru Indy. Bury the downtown interstates. Protect the downtown neighborhoods from the roads that ruined these neighborhoods 50 years ago.	X	X	X									
Don't close Delaware on ramp or penn/ meridan off ramp					X							
I appreciate the willingness of DOT to consider redesign. The original blunder of ignoring neighborhood feedback cannot happen again.							X					
Please be careful.												X
Thanks for asking!							X					
We need to do everything in our power to get more money for this project so we can turn it into a boulevard that allows for all types of transit. I am extremely upset that despite the fact we had the opportunity to write a historic wrong in demolishing a black neighbor, we are choosing to only make marginal improvements on an already poor design. Please do everything in your power uplift those most marginalized by this project. Add greenspaces. Reduce pollution to those living there. And provide safe spaces for forms of transportation other than cars. IN-DOT has an immense responsibility in uplifting the most marginalized among us even if means making traffic slightly slower or costing more.		X										

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Please do not shut this interstate area down for two year upgrade or longer. Repair what is needed only.		X				X						
Take time, think of road noise pollution, make the flow of traffic sane with the modern day high traffic volumes. Thank you.			X					X				
Good Luck!												X
I look forward to having better, safer interstates!				X								
We are excited for this. Make it happen overnight! Just kidding. We trust and support InDOT and all you provide keeping our roads safe and travel simple!			X									
Design it for the future not current volume. Nearby traffic features effect the North Split as much as the split itself. Great example is the US 31 on the North side. It's a great highway but when you don't upgrade the ramp from the West on 465 and only making it 1 lane means traffic still backs up. Also realize that just fixing the North Split doesn't fix traffic flow downtown. The South Split isn't much better.							X					
I fully support the Rethink 65/70 Coalition. Please prioritize trees and other sound buffers and the pedestrian experience. Our neighborhoods are dramatically affected by the interstate system. Do everything you can do to make the walking and biking experience safe and enjoyable. I walk, bike under the interstate daily. Do the right thing for the people that have to live next to the interstate. I believe we improve the network and driver experience without sacrificing the neighborhoods, nature, and bike/pedestrian experience.	X	X	X						X			
keep the semis off the collector. they weigh to much and the road surface can't take the stress and need repairs every 3 to 6 months		X										
Lower or bury the interstates. Prioritize neighborhoods over funneling cars through the city	X	X										
Please do not widen the interstate!		X										
safety and looking to the future growth are key. not disrupting a line of sight for neighborhoods is important. consider lowering roads like Detroit. fall creek should extend to evansville freeway and and 421 and keystone should be freeways	X	X					X		X			X
While i'm not excited about 2 years of constructions and more limited access, it is currently a very dangerous interchange; and, if our current drivers are not going to be more careful, patient, or compassionate for one another, outside intervention seems to be the last resort.						X			X			
I understand that it would come at tremendous expense, but tunnels would be a fantastic benefit for Indianapolis.		X										
Closing college & the split at the same time pretty much traps us in south side neighborhoods.					X							
Make it right with beautification and not just a interstate running through.			X									
Please provide more information							X					
please make quick pathways, so we can reach places in the same amount of time as before.								X				X
Was surprised to learn that over 90% of the I-65/70 downtown traffic destination was downtown. Seems we need to re-evaluate the term 'interstate' when the traffic is actually local.												X
My primary concern is having well-coordinated traffic flow while major roads and interstate is shut down. Managing traffic signals, increased police traffic help at congested intersections, and making temporary changes to signals/signs to assist in keeping traffic flowing is what I want.						X						
Please recess a portion of the interstate near the Old Southside.		X										
Bury the interstates. Please		X										
For future work, consider long term solutions that dont include needed reworked, or enlarged to deal with future capacity. Thus, further impacting the local neighborhoods.	X	X										



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	Neighborhoods/ local connectivity	Other alternatives/ more study	Aesthetics/noise/ environment	Project support	Access to/from interstate	Construction	Public engagement	Traffic operations/ congestion	Bike/ped/transit modes	Traffic safety	Project opposition	Other
I certainly hope that all of this planning is being done in conjunction with local officials and local law enforcement to ensure that appropriate support is provided to the area not specifically adjacent that will be greatly affected by increased traffic, etc. Due to hi way closures. This isn't occurring with the current 65 closures, and is very disappointing. It also didn't seem to happen in Garfield Park with the Red Line.						X						
Please publish your list of priorities and the list of explored solutions. Moving traffic faster should not necessarily be the primary goal. But it's the only thing traffic engineers seem to be concerned with.			X									X
As I've said above the purple map does not explain the project well. I can't say I really understand what will be affected during the change vs what will be changes permanently. Also why fix this, we just improved it ~10 yrs ago, it seems fine. All we do is make it easier for the people that work in Marion county to live outside the county. That erodes our tax base and makes it harder for the city to thrive. Lastly, yes I do care about the local neighborhoods. A lot of nice development has grown up there in the last 10 years, the original interstate project sucker punched the city leaving poor broken neighborhoods, recent development has greatly improved. Why hurt them again just as the area is having a rebirth??? Lots of good beer, food, shopping and entertainment right there. Those businesses could go broke or move.	X	X				X						
Glad this is being addressed, but not looking forward to issues during commute.				X		X						
I have a long commute, I work north of the north split, and commute all the way south to columbus. if i make good time it is about 50 min. if there is bad traffic it is more like and hour and half and if their are closures it jumps to 2 hours or more. Lucky I did get smart and got another person who lives near me a job on my team and we now carpool.								X				X
Every time I travel on the north split I feel like I am taking my life in my hands. There are too many incidences of people crossing multiple lanes of traffic at once, resulting in too many near misses and accidents.										X		
I support eliminating the split, and repurpose of the land for community needs, not transit.		X										
Really angry about the Delaware entrance to S65 being taken out. Have you tried going through downtown at 5 in the afternoon? Go north to 21st street just to go back south? North siders get everything, south siders get nothing.					X							
Please address I-65/I-70 in this before I have to fill out a separate survey over that one in 2021. Just fix that while you're out there with everything closed and the fancy tools, etc.		X										
make it good												X
I saw the proposal of a 2 story - top for thru and bottom for local. I have experienced this in other cities and I think it actually does reduce traffic		X										
I fully support making updates - that interchange is a nightmare during rush hour, so I avoid it completely by going around the west side of town and coming in 65S. I understand the reasoning behind eliminating the 70W to Pennsylvania/Meridian St exit to eliminate all the weaving traffic from 65N also trying to get there. It seems to me that removing this access, though, will significantly impact a lot of traffic that takes 70W to Pennsylvania/Meridian St. Inclusion of a 70W to Meridian exit would take an additional exit ramp to merge that traffic with the 65N traffic that's exiting there, but it seems that it would be incredibly valuable to those who work just north and south of 65 just west of the split. Without the ability to exit 70W to Meridian, all that traffic will be forced to take the 65S C/D to exit onto what feels like much smaller surface streets, or to continue to 65N and take the MLK/West St. exit where there will likely be a lot of backups caused by additional traffic that needs to backtrack toward Meridian St.				X	X							
need faster and safer lanes								X		X		
Git 'er done!				X								

Open-Ended Public Survey Comments

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Don't close down during workweek mon thru fri !!!!!						X						
Haven't heard a ton of information about this project other than the yard signs opposing it...							X					
This project needs to be done but I hope you can minimize impact to the lovely downtown neighborhoods in the area.	X											
-- The ENTIRE north state of Indiana is cut off from south the south state of Indiana, because I-69 was supposed to go down to the North Split of I-65/70, but still hasn't been connected. I-465 is stop and go failure everyday, because nobody can get through, over, or around that god awful city .... Run I-69 down to the North Split now, because you will never be able to go backwards. True story. I can't make it any clearer than this.		X										
Get r done				X								
Thank you for the improvements. I hope it all goes well and that it makes it easier for all of us to get around.				X								
I am a supporter of not just a rework, but a generational change to the downtown landscape. I once heard a Holy Cross resident describe the 65/70 raised expressway as the back yard fence that Indy tosses it's trash over. Now that those areas East of the split are growing, it would be great to have a submerged corridor that could be built up around and absorbed into the cityscape. I fully support the Rethink 65/70 coalition's drive to envision a new look downtown without the elevated viaducts that scar our neighborhoods.		X										
Good luck and get it done soon! Add back the thru lanes!		X		X								
Don't let the people who rarely leave downtown impact the improvement and safety of all other who travel to and through downtown. The current interchange is dangerous and need to be improved to handle the increased volume of traffic.							X			X		
This was needed a long time ago. Thank you for working on getting this done!				X								
listen to the people							X					
Don't add to the already awful high-rent apartment construction nonsense downtown												X
The alternatives proposed by Rethink 65/70 sound very interesting and it is sad that INDOT isn't seriously considering it as it would truly reshape Indianapolis's downtown and further cohesion between the existing historic neighborhoods. In my opinion, it also would have a more positive effect on property values than the elevated interstate with flyover ramps and be more visually appealing. <a href="https://rethink65-70.org/">https://rethink65-70.org/</a>		X										
Put it underground		X										
Eliminate all the lane changing from on ramps to get to the desired lane now on the far lane from the on ramp.								X				
This doesn't really offer alternatives - only this solution's impact or nothing. Doesn't offer insight into sight-lines, lighting (under the overpasses), or walkability/bikeability of these areas. Disappointed that this is a foregone conclusion.	X		X						X			
Get rid of the damn thing altogether. Please.		X										
I just hope that the project benefits the neighborhood and helps with travel.	X							X				
The neighborhoods were screwed up by this 50 years ago. The impact on neighborhoods was clearly not well considered then. However, we cannot reset the clock. Let's pragmatically do the thing that best moves current and future traffic and creates a safer driving environment. No social engineering or trying to recreate what has been gone for a half century.	X							X		X		
I greatly appreciate all the hard work that INDOT and all affiliates are doing. These projects create inconvenience but Patience is a virtue, I like nice roads, and these Indy winters are brutal :)				X								

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Rethink the project to help downtown expand instead of getting cut off by the interstate. If you have to redo it anyways, might as well redo it to help impact the city in a positive way.		X											
Your suggested answers steer the participant to answer how you want. You need more open questions to get more accurate responses.							X						
It will causE MPRE TRAFFIC PROBLEMS GETTING TO WORK								X					
Just wish they'd stop all the construction							X						
Remove the truck. Drastically downsize any changes to this area.		X											
1) EB on 11th Street needs to be for I-65SB and I-70WB only. That weave causes huge backups. 2) From the south split heading NB, then I-65NB / I-70EB need to remain in their own lanes. That weave causes huge backups. 3) All ramps need to be THREE lanes wide, that merge into a shared thoroughfare that is at least SIX lanes wide, for each direction.								X					
Most important to me: don't negatively impact (long-term) downtown and nearby residents. Dream state: buried interstate through downtown with greenway at the surface. :)	X	X											
Losing exits and on ramps will have a negative impact on local residents. Not pursuing higher cost but traffic impact lowering alternatives is a huge lost opportunity. It could have transformed the entire city for the better.					X								
Keep it an interstate				X									
Please don't ruin Indy by making life easier for the suburbs at our expense. I know they already bought your support but I hope you have some decency left.											X		
Don't close Vermont to cars; keep access	X												