



**Meeting:** Community Advisory Committee (CAC) Meeting #1

**Time and Date:** October 27, 2022, 9:00 -10:30 AM

**Location:** Southeast Community Services

**Attendees:**

Name	Organization & Role	Name	Organization & Role
Meg Storrow	ReThink Coalition Design Chair	Laura Giffel	Fountain Fletcher District
John Kinsella	ReThink Coalition	Paul Myktyka	Fountain Square Merchants Association
Bruce Colville	ReThink Coalition	Carrie Birge	Garfield Parks Neighbors Board
Andy Dietrick	INDOT Major Project Division	Kate Voss	SENSE Charter School
Tommy Kube	Fountains Square (FSQ) Alliance	Charlie Richardson	ReThink Coalition Co-Chair and Fletcher Place Neighborhood Assoc.
Peggy Frame	Southeast Community Services	Tom Jackson	Prospect Falls Neighborhood Association
Jordan Ryan	North Square Neighborhood Association	Zach Schalk	Bates Hendricks Neighborhood
Nick Zimmerman	Bates Hendricks Neighborhood	Kelli Mirgeaux	Southeast Neighborhood Development (SEND)
Vickie Goens	Garfield Parks Neighbors Board	Brenda Freije	ReThink CEO
Kurt Botelman	Garfield Park Neighborhood	Laura Hilden	INDOT, Director of Environmental Services
Mindy Peterson	Parsons - Public Involvement Director	Juliet Port	Parsons – Environmental
Berry Craig IV	Parsons - Public Involvement Specialist	Keaton Veldkamp	Parsons – Environmental Planner
John LaBlonde	Parsons - Deputy Project Manager		

**Meeting Purpose:** The meeting served as an introduction to the I-65 Safety and Efficiency project, introduced the role of the Community Advisory Committee (CAC) and started a discussion with CAC members.





1. Welcome and introductions
  - a. Mindy Peterson (MP), Parsons public involvement director, welcomed the group.
  - b. Self-introductions were made.
2. Project Presentation
  - a. The project presentation was led by John LaBlonde (JL), Parsons project manager and MP. It was interactive with discussion throughout the presentation.
  - b. Topics included the role of the CAC, project overview, anticipated improvements, next steps and project contact channels.
3. Role of CAC/Meeting Preferences
  - a. CAC members serve as liaisons between their organization and the Project Team. They share their views and identify local concerns for discussion with the Project Team.
  - b. Meeting preferences are hybrid meetings with the majority of the group favoring morning meetings that begin at 8:30am.
  - c. Additional CAC members are always welcome. Ideally, representation of no more than two members per organization helps to ensure we're hearing from a number of agencies in the project area. Meeting materials will be shared with all invitees.
4. Project Overview
  - a. I-65 Safety and Efficiency includes added capacity mainly using the existing inside shoulder, bridge widening/replacement, pavement work and drainage improvements.
  - b. The 5-mile corridor stretches from the I-465 interchange to Fletcher Avenue in downtown Indianapolis.
  - c. Most of the work is happening within existing right of way (ROW), and no changes are expected for vehicular access to on and off ramps.
  - d. Environmental analysis and preliminary design work are underway with construction expected to begin in 2025 and last up to two years. I-65 will remain open during construction.
5. Anticipated Improvements
  - a. The project will result in four travel lanes in each direction in the corridor with the majority of project limits using existing pavement/inside shoulder for added capacity.
  - b. The Hanna Avenue bridge is expected to be replaced and will accommodate a future pedestrian pathway.
  - c. The northbound bridge over Morris/Prospect Street is expected to be rehabilitated and widened.
  - d. The northbound bridges over Naomi Street and E. Pleasant Run (North and South) parkways are expected to be widened.
6. Next Steps
  - a. The draft environmental document is expected in fall 2023. A public hearing and formal comment period will be held.
  - b. Two public meetings will be held next week. The in-person meeting is November 1 at SENSE Charter School, 5:30 to 7pm with a 6pm presentation.





- c. A virtual meeting is planned for November 2 at 6pm. A registration link was provided.
- d. CAC members were encouraged to share the public meeting information with their groups and interested parties. Meeting fliers were shared electronically with CAC members and printed copies were available at the meeting.

7. Contact Channels

- a. The project website, [I65SafetyandEfficiency.com](http://I65SafetyandEfficiency.com) has project information, FAQs, maps and more. CAC and public meeting materials will be posted there. Sign up for project updates via email (on the project website) or text (text "INDOT I65SandE" to 468311). Spanish language translation is available upon request and a flier is being developed for the public meeting and website.
- b. INDOT4U contact channels are used with all feedback shared with the Project Team. Be sure to mention I-65 Safety and Efficiency when contacting INDOT4U.
- c. ProPEL Indy is a separate study. INDOT will identify a consulting team to lead the 2-year planning study. It will determine options to improve I-65 and I-70-within the I-465 loop. Multiple projects are expected to emerge from the study. Any construction would not start for several years.

8. Group Discussion/Questions and Answers (Received throughout the meeting)

Comment: Clarification was provided on the role of the Consulting Parties, which focuses on Section 106/historic properties and cultural resources. The CAC is a general advisory committee. The Project Team's cultural resources consultant is ASC Group (ASC). Comments received by ASC are shared with the full team.

Q: How far out does the INDOT Noise Study review?

A: The INDOT Noise Policy states 500 feet but an analysis out to 800 feet can be used in certain circumstances.

Comment: The Project Team is conducting a noise study in accordance with INDOT's Noise Policy, linked on the Project Website FAQs. Where abatement measures are reasonable and feasible, survey cards will be sent to benefitted receptors. A separate noise meeting is expected early next year. The opinion of both property owners and occupants will be considered for residential receptors. For non-residential receptors it is the opinion of the property owner that determines consideration. It is important to get as many responses as possible so when the time comes, we hope to work with CAC members to help us get the word-out, especially with low-income and/or minority Environmental Justice (EJ) communities. A noise meeting, which is separate from the public meetings, is planned for early next year. The Project Team urged the CAC members to encourage their neighbors to attend the noise and public meetings.

Q: Where is the additional lane northbound to Washington Street along I-65?

A: JL answered that there will be five lanes north of Raymond. The entrance ramp from Raymond will continue northward (outside lane). Those five northbound lanes will split to three I-65 northbound lanes





that will tie into the existing lanes between Fletcher Avenue and Washington Street, and two lanes to I-70. Members suggested a map would be helpful. It was added to the presentation at the public meeting.

Comment: JL covered the added capacity that the project will bring to the corridor. There will be added capacity in each direction between I-465 and I-70 with a total of four lanes in each direction. Most of the added capacity will be added to the inside of existing lanes, using the existing shoulder.

Q: Will the Hanna Avenue multi-use path (aka Proposed Lick Creek Trail) be raised or separated?

A: Based on coordination with the City of Indianapolis Department of Public Works (DPW), this proposed path is in the early planning stages and is not yet funded. The preliminary bridge design has a path that would be raised 8-inches on the bridge. If it was separated with bollards, more ROW would be needed from homeowners, including a relocation. The Project Team will continue to coordinate with DPW regarding the proposed pedestrian facilities so the bridge design can accommodate them.

Comment: The Project Team is evaluating the communities' request for additional lighting along pedestrian facilities at underpasses. INDOT can only improve what is in their ROW; anything outside would need partnership with DPW. DPW has been receptive to partnership and upgrading their public-use facilities concurrently.

Comment: The only ROW needed for the project is limited strips of ROW at Hanna Avenue. Some of that is temporary ROW during construction. Hanna Avenue travel lanes will be 12-feet and will accommodate a future 6-foot sidewalk and a 10-foot pathway.

Q: Consider narrower, 11-foot lanes on the Hanna Avenue bridge to accommodate a slightly wider pathway for bikes and pedestrians.

Comment: The design is in the early stages, and the Project Team will evaluate a variety of alternatives for this bridge. Also, we are aware of SEND's new multi-family housing under development to the northwest of this bridge and will continue to coordinate with DPW regarding the ongoing pedestrian improvement plans for this area.

Q: Is the Project Team working with DPW and looking at the Indy Moves plan?

A: JL explained regular coordination meetings have started with DPW.

Q: Can the Project Team look at signal changes, upgraded pedestrian lighting, and sidewalk changes to improve pedestrian use in the interchanges? Specifically, Raymond Street interchange.

A: Yes, the Project Team is working with DPW to identify where improvements to pedestrian facilities within the project corridor may be feasible with the scope of this project, including the Pleasant Run Trail, proposed Lick Creek Trail (Hanna Avenue), the Troy Avenue multi-use path, underpass sidewalks, etc.

Comment: A CAC member was glad to hear the Project Team is working with DPW.





Q: Can the Project Team host a meeting with DPW that CAC members or members of the public can attend? Members would like their voice to be heard by both parties at the same time so that good solutions can emerge concerning the long-term safety of its residents.

A: The Project Team will share recommendations and feedback with DPW during regular coordination meetings. The team will also share the request for a coordinated meeting and will see what options might be possible. Any possible coordination meeting would likely be held after the Project Team completes its evaluation of pedestrian facilities in the area.

Q: How does this project fit into the ProPEL Indy planning process?

A: MP explained that INDOT is still looking for a consulting team to lead the proposed Planning and Environmental Linkages (PEL) study, which would take a wholistic view of possible long-range improvements for Indianapolis interstates. ProPEL Indy is expected to include a 2-year planning study to evaluate the interstates within the I-465 loop and their connecting interchanges and roads. Multiple long-range projects, big and small, could be created from this study. The I-65 Safety and Efficiency project would address more immediate maintenance and capacity needs, and it should not impact the results of the PEL.

Q: Is it possible to delay the added capacity that is part of this project until after the ProPEL Indy study?

A: AD (INDOT communications) explained congestion and traffic analysis show the need for added capacity and this project is largely using existing pavement to improve traffic flow and safety. The pavement patching and resurfacing and bridge improvements are needed maintenance that will extend the life of the roadway for 10 plus years. The improvements that are part of I-65 Safety and Efficiency will not impede possible improvements that emerge from ProPEL Indy, a long-term, planning study of a wider area.

Q: Would it be possible to have a one-page overview of all the projects in the area explaining what each project is, timelines, etc. that can be shared with the general public?

A: The Project Team will work to coordinate this request with INDOT.

Q: Does ProPEL Indy include the I-65 Safety and Efficiency project corridor?

A: ProPel Indy is a separate study that would focus on significant portions of I-65 and I-70, learn more at [propelindy.com](http://propelindy.com). When the study starts, it would have its own Project Team and communication lines.

Q: Could the Project Team explain where widening is taking place and calm concerns about land and house takes?

A: This project maximizes the use of existing pavement. No homes or businesses are being taken as part of this project. Only limited ROW is needed near the Hanna Avenue bridge replacement.





Q: What are strips of ROW? 2 or 10 feet of ROW?

A: JL said there are not width estimates yet, but all permanent ROW acquisition would be narrow. Any wider strips would be temporary ROW which will be returned to the owner in the condition it was found.

Q: Can the Project Team please work with property owners to improve pedestrian access? It does not matter if the width is narrow. People will use the corridor whether it is safe or not.

A: JL explained a wider bridge alternative was evaluated and safety is always a top priority. If a barrier is added, it would likely require one or more residential relocations. The Project Team looks at the most effective way of improving safety and reducing the impact on homeowners' land acquisition.

Q: Residents around the project corridor are construction fatigued. Can the Project Team please coordinate with Indy DPW on coordinating schedules, traffic signage, closures, etc. since detours can cause more issues outside of the project corridor.

A: Yes. Regular coordination is already happening.

Q: How wide will the vehicle lanes on the Hanna Avenue replacement bridge be?

A: Preliminary design includes 12-foot wide travel lanes, a 6-foot sidewalk, and a 10-foot multi-use path. However, as previously explained DPW has ongoing planning in the area so the proposed preliminary design is subject to change.

Q: How can residents and the Rethink Coalition be helpful?

A: Sharing applicable feedback and ideas is valuable to project development. That's the intent of a meeting like this one. Comments can always be shared by CAC members and the public at any point in the project. CAC members have contact information for the Project Team. General contact channels for the project are through INDOT4U. Please mention I-65 Safety and Efficiency when reaching out to INDOT4U. All comments are shared with the Project Team.

Q: Can the Project Team share survey estimates and cross sections? The Rethink Coalition and the public can only use aerials, publicly available information for their design.

A: The Project Team will coordinate with INDOT to determine what information can be made available to the coalition.

Q: Will guardrail and concrete barriers be extended past the bridges to prevent overturned trucks, etc.?

A: The Project Team is aware of safety issues near these bridges and interchanges, and it's taking these concerns into consideration for project design. Barriers will be upgraded to current standards. Also, drainage improvements are proposed. New drainage structures will be constructed to avoid water pooling in the inside lanes.





Comment: There's a desire for improved pedestrian connectivity, signal improvements and improved lighting. Several comments mentioned the Raymond Street interchange as an area for needed improvements. Similar comments were received at the Consulting Parties meeting (Sept. 2022).

A: Yes, the Project Team is evaluating current facilities and lighting.

Q: Can the Project Team look at lights under the Shelby Street bridge and access for people who take up residence under the bridge?

A: Lighting is reportedly disrupted intentionally on a regular basis. The Project Team will work with INDOT and DPW to see what improvements can be planned to improve and secure lighting and to restrict access for unhoused populations.

Comment: If smooth walls were added under the bridge, murals could be added. Aesthetic improvements should be considered throughout the corridor. The Project Team should consider gateway opportunities.

Q: The project should think about the design from who wants to invest in these communities. It's a newer thought for who uses these intersections and pathways. They are excited about this process to share thoughts on the nuances.

A: Thank you for these comments and ideas. We are early in the planning stage. The preferred alternative is selected once the environmental document is approved, following the public hearing. There is an opportunity for more public input throughout project development and design.

Comment: A CAC member noted that it is hard to imagine other solutions than adding travel lanes. There needs to be thoughts within INDOT to add other travel modes into their alternatives. There will never be enough travel lanes for cars. What are the solutions beyond adding travel lanes? It is expensive and there could be better ways of leveraging those funds. INDOT has an obligation to serve traffic with balance of the neighborhoods. Consideration should be given to improvements besides added capacity. Balance traffic needs with neighborhood needs. Facilities in the area are heavily used by pedestrians; safety should be a priority.

Q: Could the Project Team consider beginning the added travel lane on I-65 northbound after Morris Street to avoid widening the Morris Street bridge?

A: The Project Team can review what is planned and what is possible.

Comment: MP explained the upcoming Public Information Meeting on Tuesday November 1, 2022 at SENSE Charter School from 5:30-7pm. There will be a virtual meeting covering the same information at 6pm via Microsoft teams. Mindy asked if anyone else had anything to share, thanked those in attendance, and then concluded the meeting.







*The above-summary and attached PowerPoint Slides represent our recollection of the pertinent discussion points, decisions, and action items from the meeting. Please contact the preparer, Berry Craig, at [Berry.Craig@Parsons.com](mailto:Berry.Craig@Parsons.com), within thirty (30) days from your receipt of this document if you wish to make any additions or corrections. If revisions are made, the updated summary will be re-sent to all the attendants. Otherwise, this summary shall stand as the official record of the meeting.*

