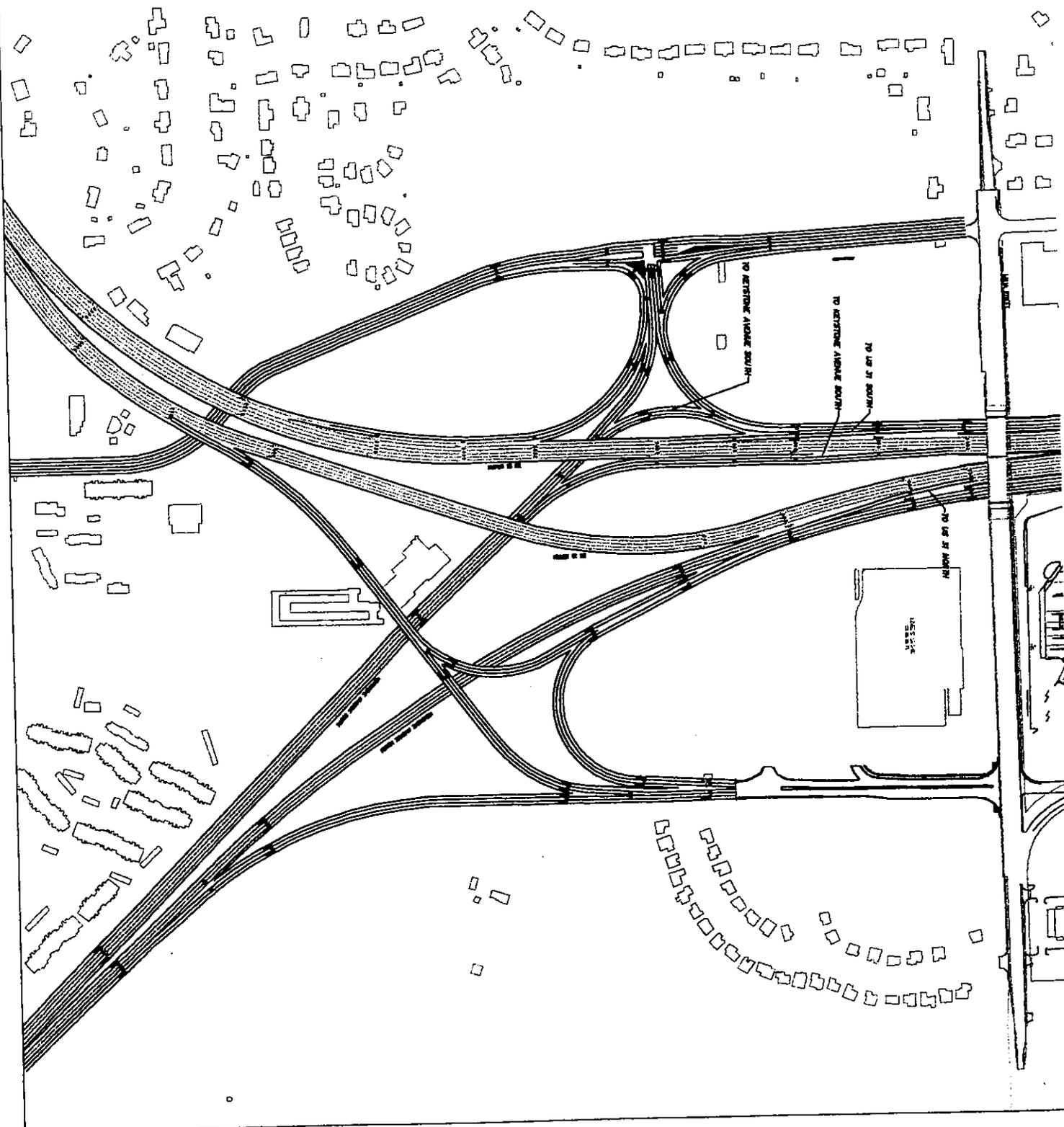


Figure 6
EK Recommended Alternative

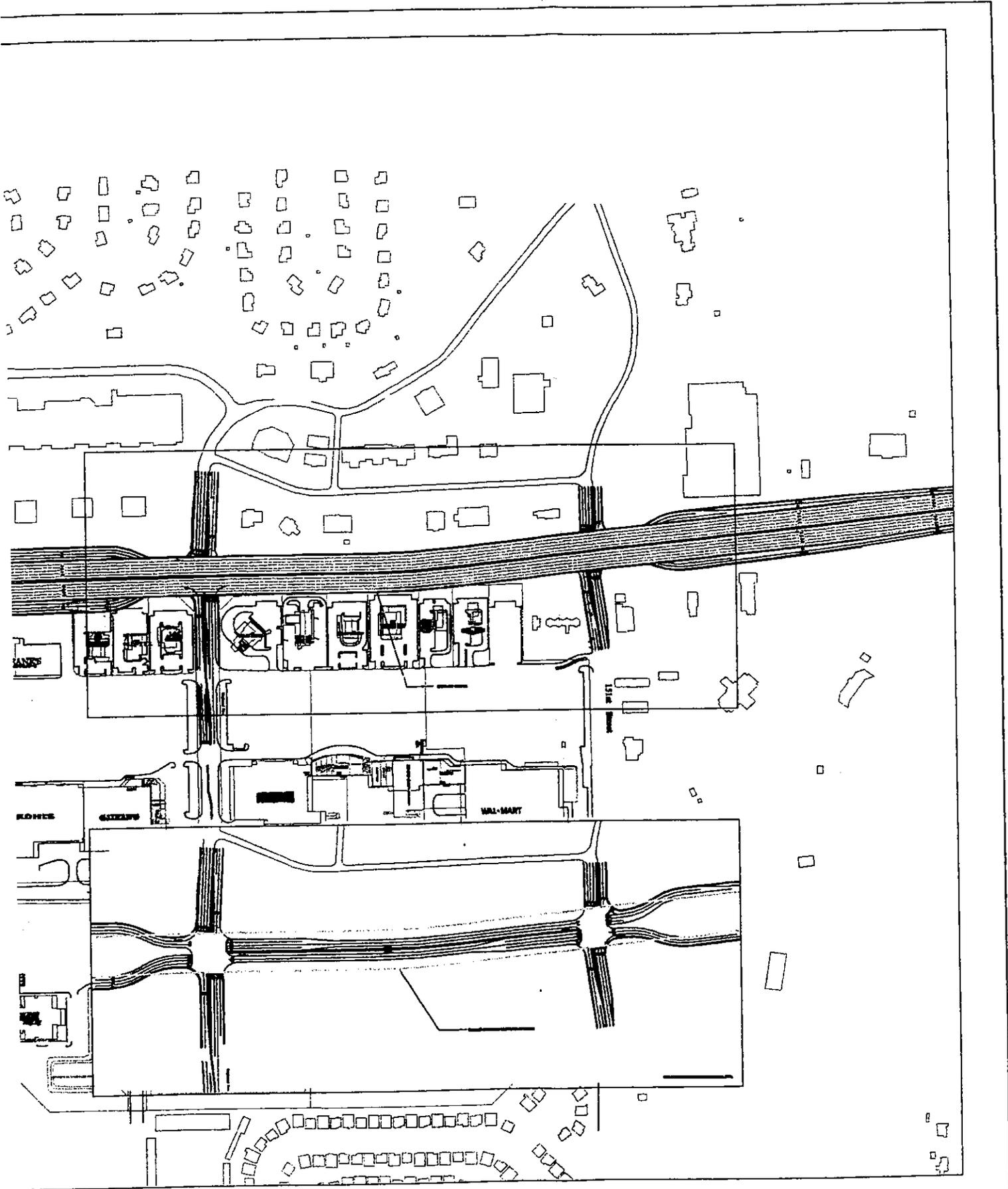
438



**Edwards
AND Kelcey**

APRIL 2003

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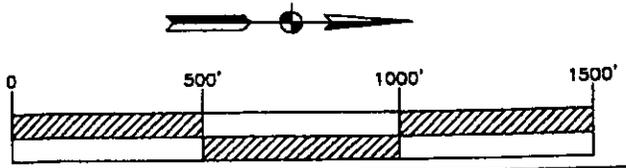
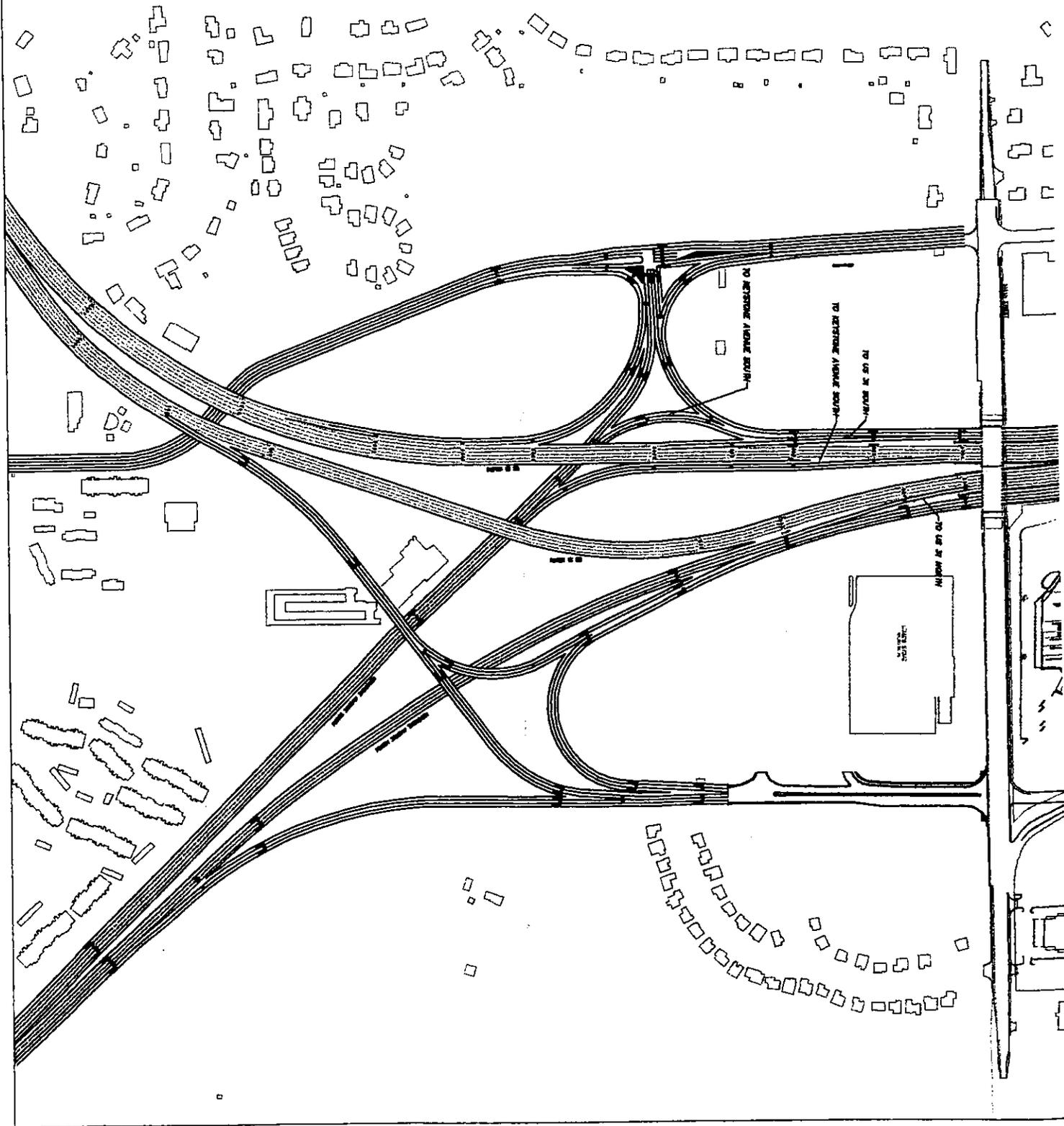


Figure 8

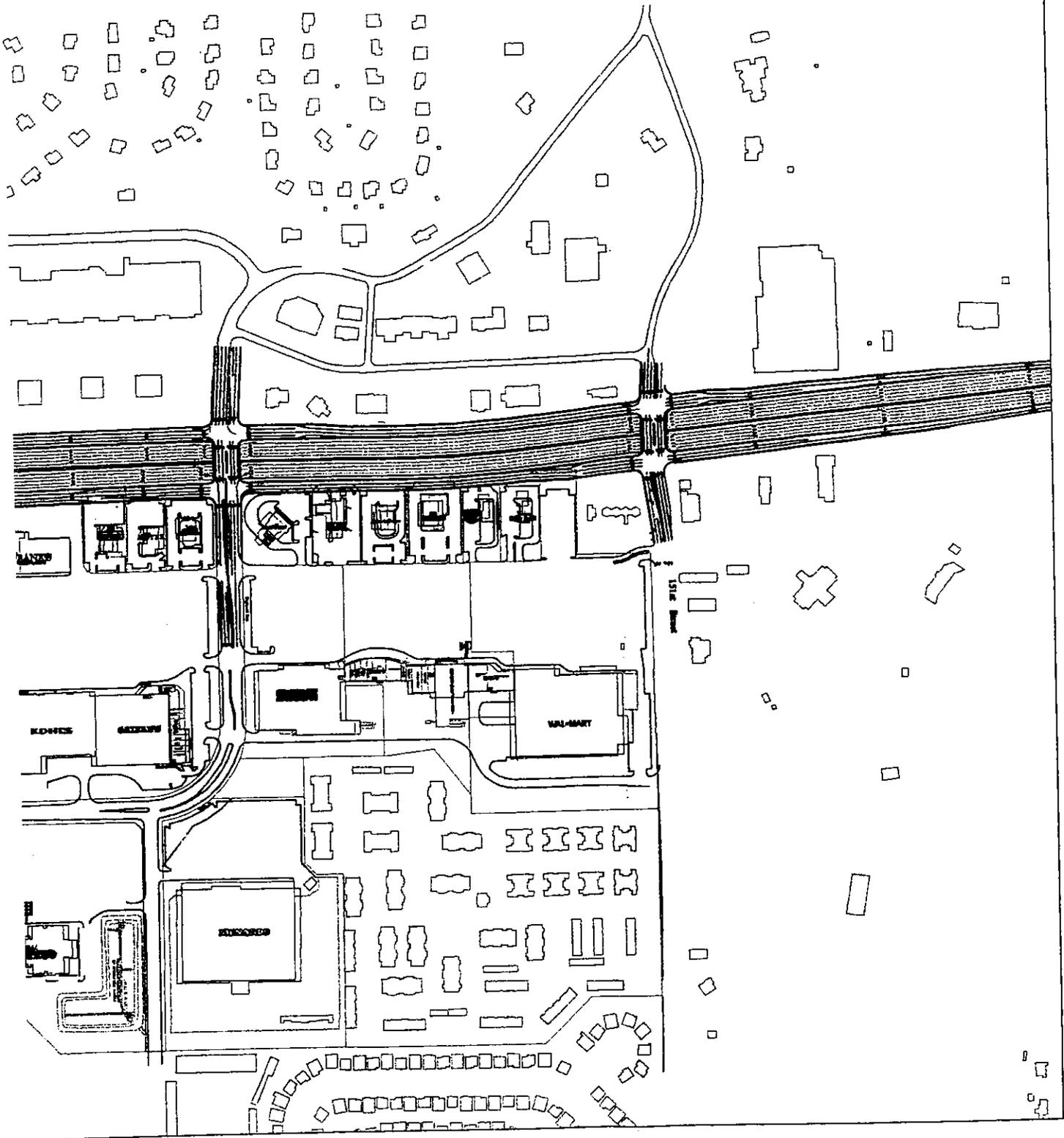
440



**Edwards
AND Kelcey**

APRIL 2003

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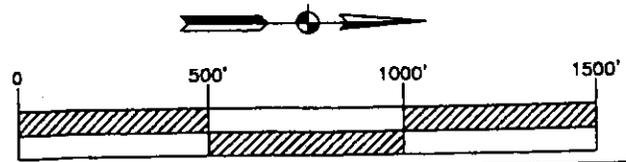
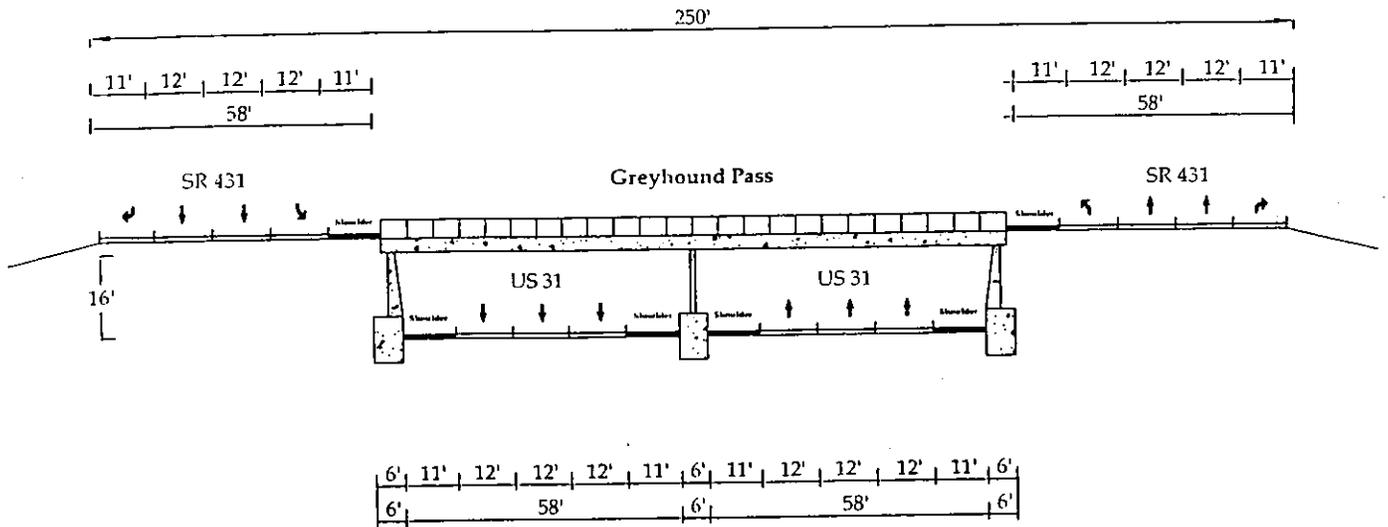


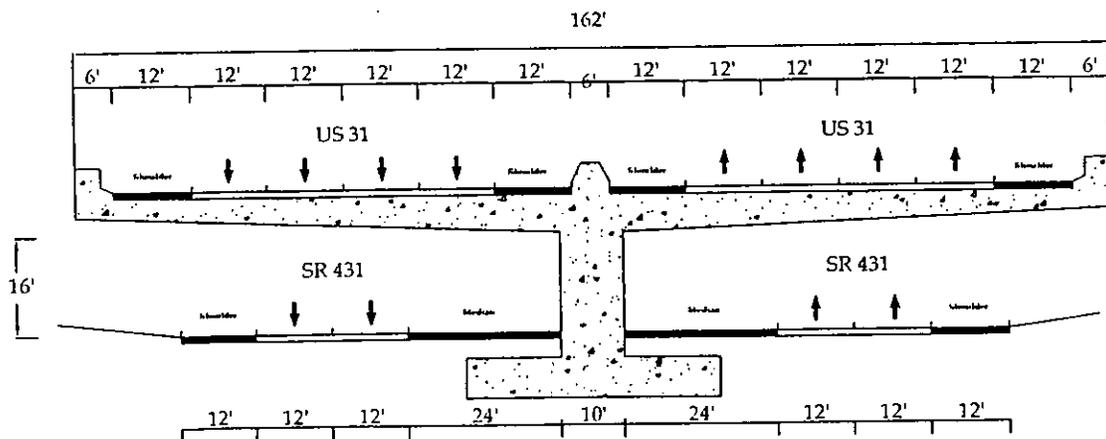
Figure 7

442

U.S. 31 with Elevated Collector Distributor Road
Typical Section



U.S. 31 Elevated with Collector Distributor Road
Typical Section



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SUMMARY OF COMPARATIVE FEATURES

Table 3 provides a comparative summary of the features of the various alternatives. The significant differences are that:

- INDOT's options route too much traffic onto 146th which will
 - cause congestion along 146th St. at its interchange with U.S.31
 - degrade air quality
 - degrade the cross-country functionality of 146th Street
 - result in indirect circuitous routes to, from, and between business in the commercial district
 - diminish visibility of businesses

- The proposed alternative will disperse traffic along a collector/distributor system which will:
 - Reduce potential conflicts and congestion along 146th Street
 - disperse vehicle emissions
 - preserve the cross-country functionality of 146th Street
 - provide direct routes to, from, and within the commercial district
 - maintain visibility of businesses

TABLE 3
COMPARATIVE FEATURES OF ALTERNATIVES

	Existing Configuration	INDOT DEIS Options 1, 2, 3	Preferred Option Collector/Distributor
Accessibility Inbound Outbound Characteristic	5 routes 4 routes "Front Door"	3 routes 3 routes "Back Door"	7 routes 6 routes "Front Door"
Arrival Sequence <i>Examples:</i> Southbound to Best Buys Galyan's Northbound to Best Buys Galyan's	Fairly Direct 1 right turn 1 left turn 1 left turn 1 right turn	Circuitous 2 right turns 1 right and 2 left turns 1 left and 2 right turns 2 left turns	Fairly Direct 1 right turn 1 left turn 1 left turn 1 right turn
Connectivity Across U.S.31	3 connections	2 connections	3 connections
Congestion	Current and future Congestion	Contributes to congestion potential by routing traffic through fewer points	Lessens congestion potential by routing traffic through many points
Visibility	Full view of businesses from roadway	Limited view of businesses from roadway	Full view of businesses from roadway
Flexibility	Multi-alternate routes	Limited alternate routes	Multi-alternate routes
Design Characteristics	Variable median width	Rural 55 ft.wide median	Urban barrier median
Impact on 146th Street	146 th Street is a cross-county roadway	Functionality as cross-county roadway is reduced because commercial district traffic is focused on 146 th Street	Functionality as cross-county roadway is preserved because commercial district traffic is dispersed on C/D system
Air Quality		Negative air quality impact because of anticipated congestion *	Less negative air quality impact due to traffic dispersion thru C/D system *

* TRB Paper #981579, Emissions Reduction Potential of the Congestion Management and Air Quality Improvement Program; Transportation Research Board; Washington, D.C., 1998

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Grayburn, Cory

From: us31_website@onlineform.com
Sent: Sunday, July 27, 2003 12:37 AM
To: us31.parsons@parsons.com
Cc: kmdm4@msn.com
Subject: Singer - US31 Online Form Submission

An Online Submission of the US31 Feedback Form from Mark Singer

Name: Mark Singer
Address: 13480 Shakamac Drive
City: Carmel, IN 46032
County: Hamilton
Email: kmdm4@msn.com
Phone:

What comments do you have about the project?

My family does not believe an interchange at 131st would be advantageous either financially or traffic wise. Why not improve the EXISTING interchange at 126th Street? It already links US 31 with several business and residential areas. Financially, it seems logical that improving the existing interchange would be cheaper than creating a brand new one. Traffic appears to flow well through the existing 126th Street interchange. Creating an interchange at 131st Street would cause unnecessary traffic through a residential area and direct increased traffic right by a local day-care and pool/park area.

How did you find our Web site?

A link from our Homeowners' Association Website. WTHR news.

Is this Web site helpful?

Yes.

Would you like to receive notification of updates to this site and upcoming events? yes

WRIGHT, MARY

From: Smith, Dawnelle [Dsmith@sherrardroe.com]
Sent: Monday, August 04, 2003 9:03 AM
To: 'MWRIGHT@indot.state.in.us'
Subject: RE: Response/TSC/Westfield, IN

Please note that Mr. Wrenn's title is Director of Real Estate. This was not reflected correctly in the last line of the email. Thanks.

Dawnelle B. Smith
Legal Asst. to Kim A. Brown, Esq.
Sherrard & Roe, PLC
424 Church Street, Suite 2000
Nashville, TN 37219
615-742-4533
615-742-4539/FAX
dsmith@sherrardroe.com

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

From: MWRIGHT@indot.state.in.us [mailto:MWRIGHT@indot.state.in.us]
Sent: Monday, August 04, 2003 8:48 AM
To: Dsmith@sherrardroe.com
Subject: RE: Response/TSC/Westfield, IN

Good Morning,
I am in receipt of your comment which will become a part of the official transcript. Thank you for your time and concern. Mary Wright Hearing Examiner

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

From: Smith, Dawnelle [mailto:Dsmith@sherrardroe.com]
Sent: Monday, August 04, 2003 8:42 AM
To: 'mwright@indot.state.in.us'
Cc: X Wrenn, Lew (E-mail); Brown, Kim
Subject: Response/TSC/Westfield, IN

Ms. Wright:

Attached is an email with comments for DES #9905500. Please contact us with any questions.

<<64FX01!.DOC>>

Dawnelle B. Smith
Legal Asst. to Kim A. Brown, Esq.
Sherrard & Roe, PLC
424 Church Street, Suite 2000
Nashville, TN 37219
615-742-4533
615-742-4539/FAX
dsmith@sherrardroe.com

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Grayburn, Cory

From: us31_website@onlineform.com
Sent: Friday, August 01, 2003 6:50 PM
To: us31.parsons@parsons.com
Cc: sydney6@prodigy.net
Subject: Smith - US31 Online Form Submission

An Online Submission of the US31 Feedback Form from Neil Smith

Name: Neil Smith
Address: 357 Fleetwood CT
City: Carmel, IN 46032
County: Hamilton
Email: sydney6@prodigy.net
Phone:

What comments do you have about the project?
Has a final route been decided? If so, what is it?

How did you find our Web site?
www.google.com

Is this Web site helpful?
Yes.

Would you like to receive notification of updates to this site and upcoming events? yes

Grayburn, Cory

From: Parsons, US31
Sent: Wednesday, August 13, 2003 1:10 PM
To: 'sydney6@prodigy.net'
Subject: RE: Smith - US31 Online Form Submission

Dear Mr. Smith,

A final route or alternative will be selected in Fall 2003 and presented in the Final Environmental Impact Statement (FEIS). If you have any additional questions, please call me at 317-569-3670 ext. 22. Thank you.

Cory Grayburn
Deputy Project Manager
Parsons Transportation Group

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

From: us31_website@onlineform.com [mailto:us31_website@onlineform.com]
Sent: Friday, August 01, 2003 6:50 PM
To: us31.parsons@parsons.com
Cc: sydney6@prodigy.net
Subject: Smith - US31 Online Form Submission

An Online Submission of the US31 Feedback Form from Neil Smith

Name: Neil Smith
Address: 357 Fleetwood CT
City: Carmel, IN 46032
County: Hamilton
Email: sydney6@prodigy.net
Phone:

What comments do you have about the project?
Has a final route been decided? If so, what is it?

How did you find our Web site?
www.google.com

Is this Web site helpful?
Yes.

Would you like to receive notification of updates to this site and upcoming events? yes

Grayburn, Cory

From: us31_website@onlineform.com
Sent: Thursday, June 26, 2003 4:38 PM
To: us31.parsons@parsons.com
Cc: tom.smith@mcclureoilcorp.com
Subject: Smith - US31 Online Form Submission

An Online Submission of the US31 Feedback Form from Thomas E. Smith

Name: Thomas E. Smith
Address: P. O. Box 1750
City: Marion, In 46952
County: Grant
Email: tom.smith@mcclureoilcorp.com
Phone: 765-674-9771

What comments do you have about the project?

E. A. McClure owns approximately 6 acres at 1108 S. R. #32 East in Westfield, Indiana. This site has been designated for a McClure Oil Corporation convenience store with gasoline dispensers and diesel dispensers for truck fueling. How will this site have access to S. R. #32, and in particular the ability to exit this site and turn east onto S. R. #32? Several third party properties are positioned between this McClure site and the industrial park road to the west.

How did you find our Web site?

Is this Web site helpful?

Would you like to receive notification of updates to this site and upcoming events? yes

Grayburn, Cory

From: Kathy Springer [Springerk@wws.k12.in.us]

Sent: Thursday, June 12, 2003 8:23 AM

To: us31.parsons@parsons.com

Subject: US 31 Corridor Project

The Indy Star stated that 42 houses would be impacted. We live on US 31 in this corridor. How do we find out if we will be impacted?

Thank you,
Kathleen Springer
springerk@wws.k12.in.us

Grayburn, Cory

From: Parsons, US31
Sent: Thursday, June 19, 2003 3:27 PM
To: 'Kathy Springer'
Subject: RE: US 31 Corridor Project

Dear Ms. Springer,

Information on the project's potential impacts to houses can be found in the Draft Environmental Impact Statement (DEIS), which is available for public review at the Westfield Library and Town Hall and the Carmel Library and City Hall. You are also welcome to view this document at the project office located in Carmel at 11405 North Pennsylvania Street, Suite 100. If you have any questions, please call me at 317-569-3670 ext. 22. Thank you.

Cory Grayburn
Deputy Project Manager
Parsons Transportation Group

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

From: Kathy Springer [mailto:Springerk@wws.k12.in.us]
Sent: Thursday, June 12, 2003 8:23 AM
To: us31.parsons@parsons.com
Subject: US 31 Corridor Project

The Indy Star stated that 42 houses would be impacted. We live on US 31 in this corridor. How do we find out if we will be impacted?

Thank you,
Kathleen Springer
springerk@wws.k12.in.us

Lois Springer
603 Kinzer Avenue
Carmel, In. 46032-2310
August 1, 2003

Mary Wright, INDOT
100 North Senate Avenue, N901
Indianapolis, In. 46204

Dear Ms. Wright:

I attended the Public Hearing on June 30th regarding proposed improvements to US 31. I took careful notes on what was said and the response of the attendees. Based on all of that I would like to offer some suggestions.

Those attending the meeting seemed to believe that a six-lane highway running through Carmel and Westfield from 96th Street to 191st Street and costing ½ billion dollars might not be the best solution to the problem. Perhaps there are better and less costly alternatives. A six-lane, limited access highway could adversely affect businesses in the two communities and also property values for many homeowners. These communities are trying to develop their own identities. The six-lane, limited access highway would destroy part of their identities and sense of community.

The negative impact such a throughway would have must be considered by INDOT. Looking over the map of Indiana I note that the portion of US 31 that is the target for improvement is only a very small portion of the total length of US 31. This is an enormous price tag for such a short distance. I think that the alternatives that I am suggesting would be less costly than the proposed changes. There would be a positive, growth-oriented impact and these suggested improvements would help relieve the congestion that has developed.

Here are possible alternative solutions to the problem. They would require INDOT to actively collaborate with city and county governments.

1. Part of Town Road, especially north of 106th and 116th streets, is still quite rural. Town Road should be developed into a parkway all the way north to Sheridan. It could even be the site of a commuter rail system.
2. Finish Hazel Dell Parkway all the way to Noblesville. This and Town Road to the west could be major arteries to the north, relieving pressure on US 31.
3. Another alternative would be to develop Gray Road into a four-lane road north from 146th Street.
4. Frontage roads along the east and west sides of US 31 are also viable alternatives. Pennsylvania Avenue could be a frontage road for local traffic with access at 103rd or at 106th Street.
5. Another frontage road could be developed on the west side of US 31 by Conseco and the new Heart Institute.

4/55

6. There is an old, unused frontage road that is west of US 31 around 136th Street to 146th Street. It could be upgraded, extended and used to access the Greyhound Pass area.
7. Greyhound Pass could be closed if these frontage roads accessed the shopping areas.
8. Another thing that would help to move traffic more effectively would be to synchronize traffic lights for travel at 50 or 55 mph. Signs could alert motorists that the lights are synchronized at the pre-determined speed.
9. The new northbound ramp off US 431 could direct traffic to the Greyhound Pass area. A southbound ramp would have to be built.

Another concern that was not discussed at the meeting was the Kokomo area. Similar problems exist there. Are we to spend another ½ billion dollars handling traffic through the Kokomo area?

The citizens of these cities understand the need to move traffic more efficiently and safely. It is most unfortunate that these problems were not anticipated years ago. Now there are communities, businesses and homes in the way of this development. Now INDOT must try to work with the communities with as little negative impact as possible. Communities represent people's lives and businesses not concrete and asphalt.

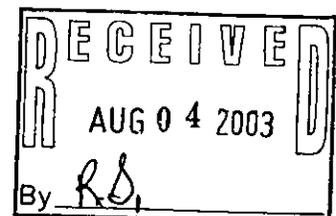
Please listen to the citizens of the affected communities and work closely with them. Please consider these other very workable suggestions. They will take pressure off US 31 and offer better access to local people. They will provide developmental opportunities for businesses. The proposals mentioned herein may provide a better solution to the problem and would probably be less expensive than the one now being considered. They would also be more community friendly and less invasive, thus preserving community identity.

Thank you for considering these proposals.

Lois Springer

Lois Springer

Cc: Cory Grayburn
Parsons Transportation Group
11405 N Pennsylvania St., Suite 100
Carmel, In. 46032



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Grayburn, Cory

From: scott spitz [xpeoplespoetx@hotmail.com]
Sent: Thursday, July 24, 2003 11:45 AM
To: us31.parsons@parsons.com
Subject: US31 project input

To whom it may concern,

A highway official in Michigan popularized the phrase "reducing traffic congestion by widening highways, is like trying to solve obesity by loosening your belt." Studies have repeatedly shown that widening roads is a temporary congestion fix and within years the widened roads become clogged with automobile traffic yet again, only exacerbating the problem into the future. Although these initial statements and the studies I alluded to are rational arguments against road widening, I'm under no illusion that the US31 project will be halted on the basis of my sentiments, but there is an aspect to this project that must be addressed in order to minimize the damaging effects it could have to Indiana's transportation infrastructure. That issue is the deterioration and/or elimination of road crossings that intersect US31 and are the preferred paths of travel for cyclists who ride for transportation and recreation.

It is absolutely imperative that not only do the roads which intersect US31 remain open, but also that bicycle safety amenities are implemented which give cyclists a safe and accessible way to cross US31 which will eventually become a thoroughfare for vehicles traveling at a high rate of speed.

Cyclists utilize US31 intersections to access adjacent neighborhoods and with these roads being converted to dead ends, the incentive to travel to meet neighbors will have to be carried out by automobile, or eliminated all together. These dead ends with severely affect the livability and positive community elements of these partially joined neighborhoods.

Health-conscious individuals are often cyclists who bicycle long distances for cardiovascular improvement. With the closure of US31 intersections on roads not frequently traveled by automobiles, which cyclists prefer to use, will negatively impact the incentive for health improving activity. This isn't even to mention the degradation of air quality due to road widenings' inherent promotion of more automobile reliant transportation.

My biggest persona concern regarding this project is the safety of those cyclists who are determined to keep riding despite the increased risk due to more fluid automobile traffic. There MUST be amenities designed in this project, which promote alternative means of transportation yet also take into account the individual's safety. Other concerned citizens and organizations have suggested safety design elements, such as elevated pedestrian/cyclist crossings, and I want to add support to those suggestions. The federal highway administration's suggested financial contribution for the inclusion of alternative transportation amenities easily allows for the implementation of these design elements.

I hope the designers of the US31 project will act responsibly and not deteriorate the means currently available to those reliant on alternative transportation.

Sincerely,
Scott Spitz
317.931.8062

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<http://join.msn.com/?page=features/featuredemail>

WRIGHT, MARY

STACK, ANN

From: Stackams@aol.com
Sent: Thursday, July 17, 2003 9:26 PM
To: mwright@indot.state.in.us
Cc: Fjshorter@aol.com; Garden006@aol.com; bentley10@mindspring.com; Cb7801@aol.com; detlyon@earthlink.net; h.habegger@att.net; ivcevich@comcast.net; clarkekahlo@yahoo.com; bob@the.finaldomain.com; DavidOforthe86th@yahoo.com; Adrarcheology@aol.com; Roberta.Ross@att.net; tcsteele@msn.com; JJButterworth@aol.com; MeridianKessler@aol.com; charlie.revard@thebikeline.com; nlamkin@sbcglobe.com; central@historicalandmarks.org; jayferguson@mdwessler.com; H2959@indygov.org; Mcana@aol.com; bkmikkelson@onemain.com; awhite@yaindy.org; kmeyer@nuvo.net
Subject: US31 Project from Indianapolis to South Bend

Mary Wright
INDOT
100 North Senate Avenue
N 901
Indianapolis, IN 46204

US31 from Indianapolis's 96th Street to South Bend COMMENTS:

INDOT means Indiana Department of Highways. The apparent concern of its planners is to move vehicles by building highways without regard for the subsequent degradation of Indiana cities and rural landscapes or the loss of quality of life for Indiana citizens.

In designing US31 INDOT neglected to include a 106 Review of the North Meridian Historic District and Street below 86th Street and neglected to include an environmental impact study on neighborhoods which border Meridian Street south of 86th Street. INDOT began the process of degrading Indianapolis and its neighborhoods by widening Meridian Street to 5 lanes from 54th to 61st Street prior to transferring responsibility for the street to the City of Indianapolis.

Rather than further degrade Indiana's capitol city and an important historic district, INDOT should integrate transit into its highway plans and use the alternate Keystone Avenue from Hamilton County to I-70. This route would connect two interstate highways, provide a more direct connection to the center city, and avoid turning Meridian Street into another pass through urban highway.

Furthermore, in collaboration with Indiana's City Planners, INDOT should study and implement projects for connecting transit systems throughout Indiana. Well-designed and well-managed public transit inspires developers to build homes, businesses, offices, and recreation centers close to transit stops in neighborhoods and cities. The most recent and compelling data for transit is in the Joyce Foundation's study KEEP IT MOVING (www.joycefdn.org), released on June 25, 2003. The Chicago based Joyce Foundation invested more than \$8.5 million in policy work on transportation issues. According the study, "Indiana did not take full advantage" of Federal funds from the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) and its 1998 successor TEA 21 to build transit. Instead INDOT widened existing roads and built new highways.

INDOT projects include \$2.1 billion to expand existing highways to 6, 10, and 12 lanes in the northeast corridor of Indianapolis, \$50 million to widen

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historic US 52, \$1.7 billion for new-terrain I-69, and \$430 million for the 12.5 mile long first phase of US31 between Indianapolis and South Bend. As planned US31 will divide the city of Carmel and Indianapolis, endanger the North Meridian Street Historic District, and further degrade this purely residential entryway to Indianapolis and its neighborhoods.

It's all a waste. According to the Joyce Foundation study NONE OF THESE PROJECTS WILL SOLVE ANY OF OUR STATE'S LONG-TERM TRANSPORTATION PROBLEMS, in fact they will make them more difficult to manage in the future. The human, financial, and environmental cost of new highways, widened neighborhood roads, and unmanaged sprawl result in wasted land, wasted resources, wasted tax dollars, increased congestion, accidents, and pollution.

Our State and Federal tax dollars should be used to maintain existing highways and bridges and to build a first rate public transit, an investment that attracts private investment and Federal dollars, connects people and employers, builds a strong job base, manages sprawl, and leaves no one behind.

WRIGHT, MARY

From: Stackams@aol.com
Sent: Monday, August 18, 2003 1:04 PM
To: MWRJGHT@indot.state.in.us
Subject: Re: US31 Project from Indianapolis to South Bend

Thank you very much for asking for my concerns.
My concern is the impact your project will have on the City of Indianapolis and its neighborhoods by funneling cars onto Meridian Street at 96th Street rather than using the alternative and more commercial Keystone Avenue. My concern is the lack of an environmental impact statement or historic landmark statement for Indiana neighborhoods south of 96th Street. My concern is the lack of attention given to including a rail line in your project. My concern is that, according to "Keep It Moving," an \$8 million study by Chicago's Joyce Foundation (June 2003), Indiana uses its Federal ISTEA (Intermodal Surface Transportation Efficiency Act of 1991) dollars on building highways and none on alternative means of transportation.
My concern is the future.
All the best,
Ann Stack

460
~~450~~

Grayburn, Cory

From: us31_website@onlineform.com
Sent: Friday, August 01, 2003 2:08 PM
To: us31.parsons@parsons.com
Cc: trainmasteriv@yahoo.com
Subject: Stirn - US31 Online Form Submission

An Online Submission of the US31 Feedback Form from Dena Stirn

Name: Dena Stirn
Address: 13481 Shakamac Drive
City: Carmel, IN 46032
County: Hamilton
Email: trainmasteriv@yahoo.com
Phone: 317.575.8323

What comments do you have about the project?
I would prefer the interchange to be located at 126th not 131st. I think it is more commercial and 131st is more residential.

How did you find our Web site?
Newsletter

Is this Web site helpful?

Would you like to receive notification of updates to this site and upcoming events? yes

461

Grayburn, Cory

From: us31_website@onlineform.com
Sent: Tuesday, July 01, 2003 11:26 PM
To: us31.parsons@parsons.com
Cc: rbstrangeones@aol.com
Subject: Strange - US31 Online Form Submission

An Online Submission of the US31 Feedback Form from Elizabeth Strange

Name: Elizabeth Strange
Address: 2033 Tourmaline Drive
City: Westfield, IN 46074
County: Hamilton
Email: rbstrangeones@aol.com
Phone:

What comments do you have about the project?
After reviewing the plans of both options. Why would you even consider moving US 31 from its location now. Widening is going to be difficult enough. I have lived in Westfield from Indy these last 4 years and I don't see why the expansion is necessary to the degree of changing its location. Routing through neighborhoods whom had NO idea this was a possibility when they purchased in Hamilton county. Of course when living next to a large road like Meridian you expect it to be widened, but to totally moved. Right by my house. The noise levels are already outragous from 5am on with it 1/4 mile away now it will be in my side yard. I just don't understand what benefits it will produce for totally moving the road. I would like some input on what the latest decisions have been made. Thank You from a very concerned citizen.

How did you find our Web site?
Channel 6 news

Is this Web site helpful?

Would you like to receive notification of updates to this site and upcoming events? yes

WRIGHT, MARY

From: Melody Sweat [Sweatm@wws.k12.in.us]
Sent: Monday, August 04, 2003 1:54 PM
To: mwright@indot.state.in.us
Cc: jrosenberger@westfieldtown.org
Subject: US 31 Improvements - Hamilton County

*Westfield
Neighborhood*



31.doc (22 KB)

Mary attached are comments from citizen in Westfield regarding the US 31 improvements planned for Hamilton County. We know that today is the last day to submit. Thank you.

Melody Sweat

8-1-03

Re: Draft Environmental Impact Statement FHWA-IN-EIS-03-01-D for: Project: NH-153-1(025), Designation #9905500, US 31 Improvements from I-465 to State Road 38 in Hamilton County, Indiana

Dear Sir or Madam:

Those who signed this written request regarding the proposed US 31 upgrade, live three blocks east of US 31 and just south of State Road 32 in Westfield. We are glad that the state of Indiana has agreed to expand US 31 and that it will remain along the same route as the present US 31. We know this planned upgrade will impact our personal lives as well as our property values. It is for this reason we wish to have our concerns heard.

Our first concern is the design that the 31 and 32 exchange will be. We agree with the Westfield Planning Department that the single point diamond design should be used to help minimize the homes and businesses impacted at this exchange. We would like to see this design used throughout the project in the Westfield area.

Wherever possible we would like to see the highway depressed. We know this is a more expensive option but this is our home. We don't want our community cut in half with a concrete eyesore. By depressing US 31 where ever possible we believe it will maintain the connectivity of the community and help to preserve a pleasing environment. We would like to recommend where lowering the highway is not an option that a sound barrier (wall) be used to reduce the noise levels in the neighborhoods. To help with ascetics as well as sound we would like to suggest a mix of evergreen tress and deciduous trees be planted along the highway. To minimize landscaping maintenance native Indiana wild flowers could be planted along with the trees instead of grass.

The lighting ordinance for the Town of Westfield has down lighting specifications, which we would hope the State would follow wherever lighting is used along the highway.

Another concern regarding connectivity is the number of overpasses the State has planned. We would like to see additional over passes place at ~~169th, 181st, 196th, 203rd~~ and Greyhound Pass. Westfield has planned to have trails connecting throughout our community. The Monon comes very close to US 31 near State Road 32. We would like to see every effort made to secure the property to extend the Monon through Westfield and Washington Township. The Midland Railway crosses our community east and west, south of State Road 32. This trail system has not been addressed in your proposal. Will the 31/32 exchange allow for bike or foot traffic? If additional overpasses are put in where we would like them (169th, 181st, 196th, 203rd and Greyhound Pass) then the east west trails could be continued at the 169th Street over pass. Also side walks or trails should be included at all over passes.

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We are also concerned that the State has not made mention of frontage roads. Is the Town of Westfield going to be responsible for building all these roads needed to get to homes and businesses isolated by the 31 upgrade? It is our hope that the State will work closely with the Town of Westfield to alleviate this concern.

Thank you for allowing us the opportunity to submit our comments. We hope you will understand how this project will impact our lives and will design the highway with Westfield citizens in mind.

Respectfully yours,

Melody and Dennis Sweat 211 Mill Street Westfield

Elizabeth Covelre 210 Mill Street

Darrell E. Morris 310 N. Union Street

Pamela Smart 222 Mill Street

Roger Parkhurst 201 W. Park Street

Evelyn Edwards 205 W. Park Street

Mr. And Mrs. Robert F. Elliott 226 W. Park Street

Jim and Lou Lewis 229 Mill Street

Gladys Heinz 220 Mill Street

Oma B. Andry 217 Mill Street

Carisa Goff 131 Mill Street

Monica Patterson 130 Mill Street

Ruthanna Kirkman 201 Mill Street

July 22, 2003

Mr. Corey Grayburn
US 31 Improvement Project
Parsons Transportation Group
11405 N. Pennsylvania St., Suite 100
Carmel, IN 46032



Dear Mr. Grayburn,

Transportation systems define and reflect the values of a community. The design of transportation systems contributes positively or negatively to the overall health (physical, economic and emotional) of the community.

Indiana Department of Transportation and Parsons Transportation Group have the rare opportunity to be the architects of the future of interstate highway design. This is a golden opportunity to create a transportation system which will leave a legacy of providing for all forms of transportation. By continuing connections for non-motorized travel and creating a more livable community environment, the US 31 project can be an asset to the community instead of a major barrier for non-motorized transportation. Indiana Bicycle Coalition would like to see the US 31 project serve as a model for accommodating the needs of all transportation system users.

Indiana Bicycle Coalition is concerned about the negative impact on bicycling that the US 31 project will have. This project has the potential to dramatically worsen conditions for bicycling in an area which has been working to improve conditions for bicycling

Indiana Bicycle Coalition would request that the following be included in plans for US 31:

1. Determine latent demand for bicycling in the corridor

(Attachment A: www.fhwa.dot.gov/tfhrc/safety/pubs/vol12/sec2.13.htm)

Guidebook on Method to Estimate Non-Motorized Travel: Supporting Documentation
(Publication N. FHWA-RD-98-166)

2. Predict future demand for bicycling in the corridor (Attachment B)

www.bicyclinginfo.org/pp/predicting

3. Provide up to \$80 million to improve conditions for bicycling in the corridor to be used for the following:

- A minimum of 8 bicycle/pedestrian bridges across US 31
- Upgrades to the roadways that cross and are parallel to US 31 within one mile to accommodate bicycle travel according to the guidelines in the enclosed government document, Selecting Roadway Design Treatments for Accommodating Bicycles (Attachment C) or according to current AASHTO standards for accommodating bicycles.
- Funding to continue the Monon near Westfield of which 2 miles are now in the proposed ROW for US 31, restricting continuation of this vital non-motorized corridor

\$80 million is less than 20% of the total cost of the \$ 434 million project and would not be considered to be excessively disproportionate by the USDOT Guidance Document for accommodating Bicycle and Pedestrian Travel (Attachment D).

“Making Indiana a better place for bicycling”

Indiana Bicycle Coalition, Inc., P.O. Box 20243, Indianapolis, IN 46220

Phone: (317) 466-9701 or (800) BIKE-110 Fax: (317) 466-9705

Website: www.bicycleindiana.org Email: info@bicycleindiana.org

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Impact on Bicycling

The Draft Environmental Impact Statement (DEIS) summary states that there will be little to no effect on bicycling in the area. Respectfully, we disagree. Cutting off access to 12 miles of roadway (US 31) and 12 crossings will have a major impact on bicycling in the area. Many of the low traffic roads that currently intersect with U.S. 31 will now be dead ends or transformed into major thoroughfares because of interchanges on them. The remaining crossings have much higher traffic count, impacting the safety of bicyclists in the entire area.

Indiana Bicycle Coalition appreciates the addition of bicycle access and accommodations at each of the interchanges and crossings in the project. However, unless there is a safe way to get to these enhanced crossings, they will be like bridges in the middle of a minefield. Accommodations for bicyclists need to be developed and maintained throughout the corridor to allow bicyclists to be able to access the crossings of US 31 safely.

The DEIS states that there currently are no bicycle lanes or bicycle facilities on any of the crossroads intersecting with US 31. This is not true. The Hamilton County Alternative Transportation Plan (HCAT) established corridors for non-motorized transportation throughout the county. The established bicycle routes intersect the proposed US 31 project in six places: 106th, 126th/Carmel Drive, 136th, 146th, 161st, and a planned separated path paralleling IN 32.

In addition, shared road crossings at 103rd, 111th, Old Meridian, Greyhound Pass, Westfield Blvd. south of 156th, 156th, 169th, Blackburn Dr., Westfield Blvd. South of 191st St., 196th, 202nd and 203rd will no longer be available to bicyclists. North of the project area, the HCAT plans for bicycle routes to cross at 226th, 236th, 266th, and 296th streets.

Although they may not be named as such on a map or as readily visible to the general public, shared roads are bicycle facilities. 60% of bicycle travel occurs on roadways without specific bicycle accommodations/facilities. Currently bicycles are accommodated through shared road facilities on low traffic roads throughout the Hamilton county.

When traffic volume increases, more specific accommodations for bicycles are needed (wide outside curb lanes, paved shoulders, bike lanes and/or separated bike paths). This increase in traffic volume is beginning to occur on some of the roads in the US 31 corridor. Closing off low traffic roads will accelerate the need for additional bicycle accommodations on higher traffic volume roads in order for bicycles and motor vehicles to be able to safely share the road.

The fact that there are currently no specific bicycle facilities does not mean bicyclists should not be accommodated as this project is developed. The lack of bicyclists on the current transportation system is a symptom of a failing system. Just as the lack of an interstate system in the past should not dictate the future development of one, the lack of bicycle facilities in the past should not dictate the future development of them. In fact, this is a perfect opportunity to create a better environment for bicycling by continuing connections and enhancing the facilities to better accommodate all transportation system users.

Where bicyclists are accommodated, bicycling increases. Madison WI, Chicago IL, Portland OR, Seattle WA are examples of where bicycling has increased because planning has included bicycles in the transportation mix.

People want to be able to have transportation choices

The League of American Bicyclists released results of a survey done by Belden Russonello & Stewart in April 2003 - 52% of Americans want to bicycle more than they do now, 34% want to bicycle the same amount and less than 10% want to bike less. Those most likely to bike more include: Women, parents, higher levels of education, higher household incomes, suburbanites. (Attachment E)

The Bureau of Transportation Statistics and National Highway Transportation Safety Administration survey done in June-August 2002 found that 27.3 % of the driving age public ride bicycles. In Hamilton County that translates into more than 45,000 bicyclists. In addition, the survey also found that 43% of bicycle trips were for transportation and more people would bicycle if there were facilities. I've attached the Highlights report from this survey (Attachment F). For complete information on this survey, please visit www.bicyclinginfo.org.

Health

The Indiana population has major health battles, many of which are related to inactivity and sedentary lifestyles; every effort should be made to encourage people to pursue more active lifestyles. Limiting the ability of people to incorporate physical activity into their daily routine is irresponsible. The ability of area residents to access the Monon trail by bicycle or foot will be greatly compromised. Preventing people from accessing the Monon Trail by bicycle or foot will force them to drive a car, further increasing traffic congestion and environmental pollution.

Safety

The Federal Highway Administration estimates that the economic cost of each person killed in a traffic crash to be \$3,368,615 (1999 dollars). (Source: The Costs of Highway Crashes, 1991.) The study also calculates the costs per crash for selected crash types. In 1999 dollars, the cost per crash involving a bicyclist was \$116,065.

Current Bicycle Use

There are several bicycle rides held in Hamilton county on a regular basis by local bicycle and community organizations. Many of these events are free and open to the public. Many area residents bicycle to the start location. With fewer east-west connecting roads, bicyclists will be forced to interact with more traffic increasing the potential for motor vehicle/bicycle crashes.

For the first four months of the 2003 riding season (March - July), Central Indiana Bicycling Association (CIBA) held 54 rides, with 3100 bicyclists participating, riding at total of **122,000 miles**. 30% of these bicycle rides were held in or went through Hamilton county. **Approximately 40,000 miles were ridden by 1000 bicyclists in Hamilton County on CIBA rides from March 15-July 15, 2003.** Organized rides make up a small percentage of bicycle use. Many bicyclists ride a significant number of miles on their own for recreation and transportation.

Economic

Hamilton County has made the commitment to incorporate bicycles into their thoroughfare plan because they recognize the benefit this has to the overall community and to their ability to attract companies who want to be able to offer a high quality of life to their employees.

Indiana Bicycle Coalition supports the Hamilton County Alternative Transportation Plan, Carmel Clay Alternative Transportation Plan and Thoroughfare Plan which will continue to enhance bicycling opportunities in the region.

Plan for Bicycles Now

US 31 plans have not followed the Design Guidance document issued by USDOT in 1999. (Attachment D) Indiana Bicycle Coalition hopes that this can be rectified before this project goes any further.

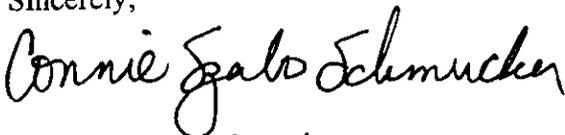
Incorporating bicycle accommodation in a project is much more cost effective than trying to retrofit a project after completion. Providing bicycle facilities throughout this project's corridor can make this project an asset to the community rather than a concrete barrier.

If bicycle facilities and connections are not provided now, this corridor will become an insurmountable barrier for current and future bicyclists and will demonstrate that bicycles are not valued as a form of transportation in Indiana. The long-term effects are devastating and would be very expensive to try to correct.

Indiana Bicycle Coalition would request that up to \$ 80 million be spent on bicycle accommodations for an area within two miles of the US 31 corridor. There is definitely a need and the communities in the US 31 corridor have expressed the desire to improve conditions for bicycling throughout the county.

Indiana Bicycle Coalition looks forward to working with Indiana Department of Transportation and Parsons Transportation Group to continue to improve conditions for bicycling in the US 31 corridor.

Sincerely,



Connie Szabo Schmucker
Executive Director
Indiana Bicycle Coalition, Inc.

cc: J. Bryan Nicol, INDOT Commissioner
cc: Mary Wright, INDOT

2.13 Latent Demand Score

[Return to CD Intro](#)

U.S. Department of Transportation's Federal Highway Administration - Research, Development, & Technology

Guidebook on Method to Estimate Non-Motorized Travel: Supporting Documentation
(Publication NO. FHWA-RD-98-166)

Table of Contents

Relative Demand Potential

2.13 Latent Demand Score

Descriptive Criteria: What is It?

Categories:

Bicycle Pedestrian Facility-Level Area-Level

Authors and Development Dates:

Landis (1996)

Purpose:

The Latent Demand Score (LDS) method, developed by Bruce Landis, provides a way to estimate the latent or potential demand for bicycle travel, i.e., the level of travel that would occur if a bicycle facility existed on a road segment. The LDS method may be combined with supply-side facility analysis methods, such as bicycle level of service measures, to indicate facilities with the greatest need for improvement.

Structure:

The method analyzes the proximity and trip generation potential of activity centers to determine the potential demand for the facility. Activity center potential is analyzed using probabilistic gravity model techniques.

The LDS model involves the following steps:

1. Estimate the percentage of trips taken by bicycle by area residents for home-based work, home-based shopping, home-based recreational/social, and home-based school trips.
2. Using a geographic information system (GIS), geocode the locations of activity centers near the proposed facility.

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2.13 Latent Demand Score

3. Establish the Tripmaking Probability Summation (TPS) (see "Assumptions").
4. Validate the Demand Indicator Values (DIVs).
5. Multiply the DIVs with its trip generation for each activity center using the ITE Trip Generation manual.
6. Add the DIVs to calculate the segment's Latent Demand Score.

Calibration/Validation Approach:

Public participation and analyses on the conditions of the current roadway systems can be used to validate and justify the LDS results.

Inputs/Data Needs:

The LDS model requires the following data items:

- Home-based work trip markets (refer to "Assumptions" entry for methodology);
- Commercial employment by traffic analysis zone (TAZ);
- Public parks (categorized); and
- Elementary and middle school student population within each TAZ.

The model also uses the ITE Trip Generation manual.

Computational Requirements:

Uses spreadsheets and GIS.

User Skill/Knowledge:

Users should be familiar with probabilistic gravity models and should know how to operate a GIS.

Assumptions:

To establish potential home-based work markets for bicycle travel, census tracts were categorized by the number of home-based work trips with durations of less than 10 minutes. Autos were assumed to travel at an average of 48 km/h, so the distances involved total less than 8 km.

The LDS model assumptions are described below. To determine the TPS as stated in step 3, it is necessary to perform the following calculations:

- Calibrate the impedance factors (probability vs. distance) for each trip purpose;
- Multiply the indicators by their distance impedance; and

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2.13 Latent Demand Score

- Sum the value for the segment for each trip purpose.

Facility Design Factors:

The LDS only considers the demand-side for potential bicycle facilities and does not take into consideration the current road conditions. Nevertheless, Landis has developed a supply-side method called the Interaction Hazard Score or IHS Model that would complement the LDS results.



Figure 2.13

The Latent Demand Score method provides a way to estimate the level of travel that would occur if a bicycle facility (such as a paved shoulder or bicycle lane) existed.

Output Types:

The output consists of road segments ranked according to their latent travel demand. Road segments with high latent demand would have the highest priority for future funding. When using supply-side analyses such as level-of-service measures along with the LDS, the highest priority road segments are those with low levels of service and high-potential demand.

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