

2.13 Latent Demand Score

Real-World Examples:

Three localities in Florida are using the Latent Demand Model along with bicycle level-of-service models. The city of Tampa uses the methods to prioritize funding for new bicycle facilities while Hillsborough County uses the methods to prioritize improvements to existing bicycle facilities. The city of Birmingham, Alabama, incorporated the Latent Demand Model results involving facility prioritizations into their Bicycle, Pedestrian, and Greenway Plan. The Latent Demand Model has also been tested recently in Philadelphia, PA.

Contacts/Source:

Bruce Landis, Sprinkle Consulting Engineers (Tampa, Florida).

Publications:

Landis, Bruce, and Jennifer Toole. *Using the Latent Demand Score Model to Estimate Use, Forecasting the Future, Pro Bike/Pro Walk 96*, Bicycle Federation of America -- Pedestrian Federation of America, September 1996.

Evaluative Criteria: How Does It Work?

Performance:

Since the LDS only addresses the potential demand on improved road facilities, it works best when accompanied by a mechanism that addresses the current road conditions.

Use of Existing Resources:

Some data used in the model can be readily obtained from sources such as the census. Other data (e.g., the types and locations of activity centers) may need to be collected locally.

Travel Demand Model Integration:

The model is not intended to be integrated into regional travel models.

Applicability to Diverse Conditions:

It is possible to change the impedance factors to account for different local conditions. For example, the city of Birmingham added an impedance variable to account for mountainous terrain. To adjust for different travel patterns, they stratified the distance impedance variable into three groups: rural, suburban and urban.

Usage in Decision-Making:

The LDS is used primarily to prioritize the expenditures for existing and proposed bicycle facilities.

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Ability to Incorporate Changes:

Since the calculations are performed using spreadsheets, input variables can be changed with ease.

Ease-of-Use:

Since the model uses software that is familiar to most professionals (i.e., spreadsheets and GIS), it is relatively simple to operate. Nevertheless, it is necessary to understand how to apply the modeling technique to the localized environment because each jurisdiction will have to customize it to meet its needs.

Comments:

Jennifer Toole (jtoole@rbagroup.com) stated in an e-mail the following advantages and disadvantages of the model:

Advantages: "It is a gravity model, and our clients have appreciated its similarity to other travel demand models. Also, we have been able to use it to shore up political support for bicycle facility construction. Most importantly for master planning projects, the model has enabled us to make informed decisions about appropriate priorities - decisions that are based less on anecdotal evidence and more on objective input."

Disadvantages: "The model doesn't define potential ridership - rather, relative demand compared to other segments of the route system."

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:: Predicting Demand

[overview](#)

The bicycling and walking modes have experienced decades of neglect in mainstream transportation planning practices and roadway design. The results are seen in nearly every city and town across the country - communities were built without sidewalks, and roads have no additional space for bicycling. As cities and towns begin the work of redeveloping their transportation systems to support bicycling and walking, the list of needed improvements far outstrips available dollars. So planners have begun to look for ways to set priorities - one of which is predicting demand.

[benefits of bicycling](#)

[funding sources](#)

[predicting demand](#)

The question that planners have begun to ask is this: if we build this bikeway (or walkway etc.), how many people can we expect to use it?

[types of planning activities](#)

Finding the answer is the fundamental aspect of predicting demand. Transportation planners have been asking (and answering) this question for motor vehicular travel since the late 1960's, when the first travel demand models were developed. By contrast, bicycling and pedestrian researchers are only just beginning to scratch the surface on these issues.

[public involvement](#)

[policies](#)

[exemplary plans](#)

[resources](#)



For bicycles and pedestrians to have a seat at the transportation table, it is important to acknowledge that some level of analysis must be done for these modes. Transportation planners have a responsibility to ensure that public funds are being spent wisely - in locations where a large number of people will benefit from new facilities. Finally, there is a growing trend to quantify the quality benefits (and congestion relief) that can be expected as a result of CMAQ (Congestion Mitigation and Air Quality) projects. For bike and pedestrian facilities this means coming up with some way to determine how many additional trips will be diverted.

While the science of predicting bicycle and pedestrian travel demand has not yet been developed to the same level as motor vehicle planning, there are a number of methods that planners have developed over the years to help quantify which locations have high levels of demand. When planning bicycle and/or pedestrian facilities, it is important to remember that current volumes usually do not reflect demand for two reasons:

- 1) existing conditions and gaps in the network result in fewer users - potentials are deterred by dangerous conditions.
- 2) dispersed land uses create trip distances that are perceived as being too far to make on foot or by bicycle.

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There are two methods of determining demand for bicycle facilities: the intuitive approach vs. the use of demand forecasting models. The intuitive approach is less time consuming however it does not yield precise results. This type of planning analysis is also called "sketch plan." A sketch plan typically focuses on proximity between origins and destinations, since distance is a primary factor in the initial decision to take a walking or bicycling trip. According to the NPTS, the majority of pedestrian trips are 0.4 km (0.25 mi) or less, with 1.6 km (1 mi) generally being the limit that most people are willing to travel on foot. In other words, most people are willing to take a five to ten minute walk at a comfortable pace to reach a destination. The majority of bicycle trips are 4.8 km (3 mi) or less - or about a 15-minute bike ride.

NPTS data also shows that land use patterns and population density have a big impact on trip distance. Higher density communities with mixed land use patterns will have higher levels of walking because destinations are more likely to be located within walking distance of homes and businesses.

For an intuitive (i.e. sketch plan) approach, destinations throughout the study area that would attract bicyclists and pedestrians are shown on a base map. Routes are selected that serve higher concentrations of destination points, or that serve destinations that typically yield high numbers of bicyclists and pedestrians, such as universities, downtown areas, shopping centers, major employment centers (hospitals, business parks, major industries and corporations, etc.), schools, and parks. Route selection and prioritization can be done via graphical representation; the intent is to identify locations that serve multiple destinations and higher population densities (population densities can be obtained from census data). This methodology can be accomplished using a GIS system or it can be done by hand.

Public involvement is important to the success of the intuitive (sketch plan) method. It is particularly important to gain input from a wide variety of local citizens (representing different geographic areas) who represent all ages and abilities.



The other method of estimating latent bicycle and pedestrian travel demand is to adjust conventional motor vehicle travel demand theory so that it applies to bicycle and pedestrian travel. By using a gravity model to measure latent bicycle and pedestrian travel demand, the planner can achieve results that are more precise than the intuitive approach. The other advantage to this approach is that it complements the type of analysis that is typically done for motor vehicle and transit travel simulation. This can be particularly important in cases where bicycle improvements are competing for similar funding mechanisms as other modes, since most transportation improvement programs make funding decisions based upon quantifiable results.

Bicycle and pedestrian travel demand modelling can be done on a system-wide basis at the corridor level. Further information on more precise bicycle and pedestrian travel demand methods are provided in FHWA Publication No. FHWA-RD-98-166, *Guidelines and Methods to Estimate Non-Motorized Travel*, 1999.

H17 ATTACHMENT C
DOCUMENT ON FILE



U.S. Department
of Transportation

**Federal Highway
Administration**

Publication No. FHWA-RD-92-073
January 1994

Selecting Roadway Design Treatments to Accommodate Bicycles

Research and Development
Turner-Fairbank Highway Research Center
6300 Georgetown Pike
McLean, Virginia 22101-2296

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ATTACHMENT D
DOCUMENT ON FILE

Design Guidance

Accommodating Bicycle and Pedestrian Travel: A Recommended Approach

A US DOT Policy Statement on Integrating Bicycling and Walking into Transportation Infrastructure

August 3, 2003
APPENDIX A – SHEET 1
RECOMMENDATIONS

1. Eastbound I-465 ramp to southbound Meridian St. make to 2 lanes. Signal control intersection. Traffic sensors on the ramp lanes and southbound Meridian St. to control signal. Signage for left ramp lane to say, "To Eastbound 96th St." and signage for right ramp lane to say, "To Westbound 96th St."

Reason: To give ramping (off) traffic time to weave to 96th St. eastbound or just to merge onto southbound Meridian St.

2. Extra lane for northbound Meridian St. south of 96th St. (Already in progress.) Signage for (far) right lane To say, "To Eastbound 96th St.". Signage for next lane (2nd lane from right) to say, "To I-465".

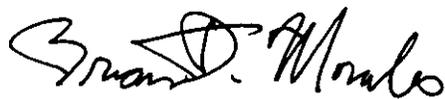
Reason: To assist northbound traffic on Meridian St. to que up for proper lane for ramps. (Reduce weaving at last moment to ramps.) Dedicated right turn lane onto eastbound 96th St. would cause traffic to flow more smoothly since it will not slow down traffic ramping onto eastbound I-465 when signal is green. (fig. 1)

3. Distance connection of ramp from 106th to westbound I-465 from the separation of southbound US 31 ramp to eastbound I-465.

Reason: If traffic is at a standstill due to an accident on I-465, the greater distance would discourage motorists from backing up on the ramp and taking the other ramp.

4. Greater distance the northbound ramp to 106th St. from ramp of westbound I-465 to southbound Meridian St. Provide signage for ramp to 106th as far as possible from I-465 off ramp.

Reason: Confused drivers may inadvertently turn onto the off ramp from I-465 looking for the ramp to 106th St.



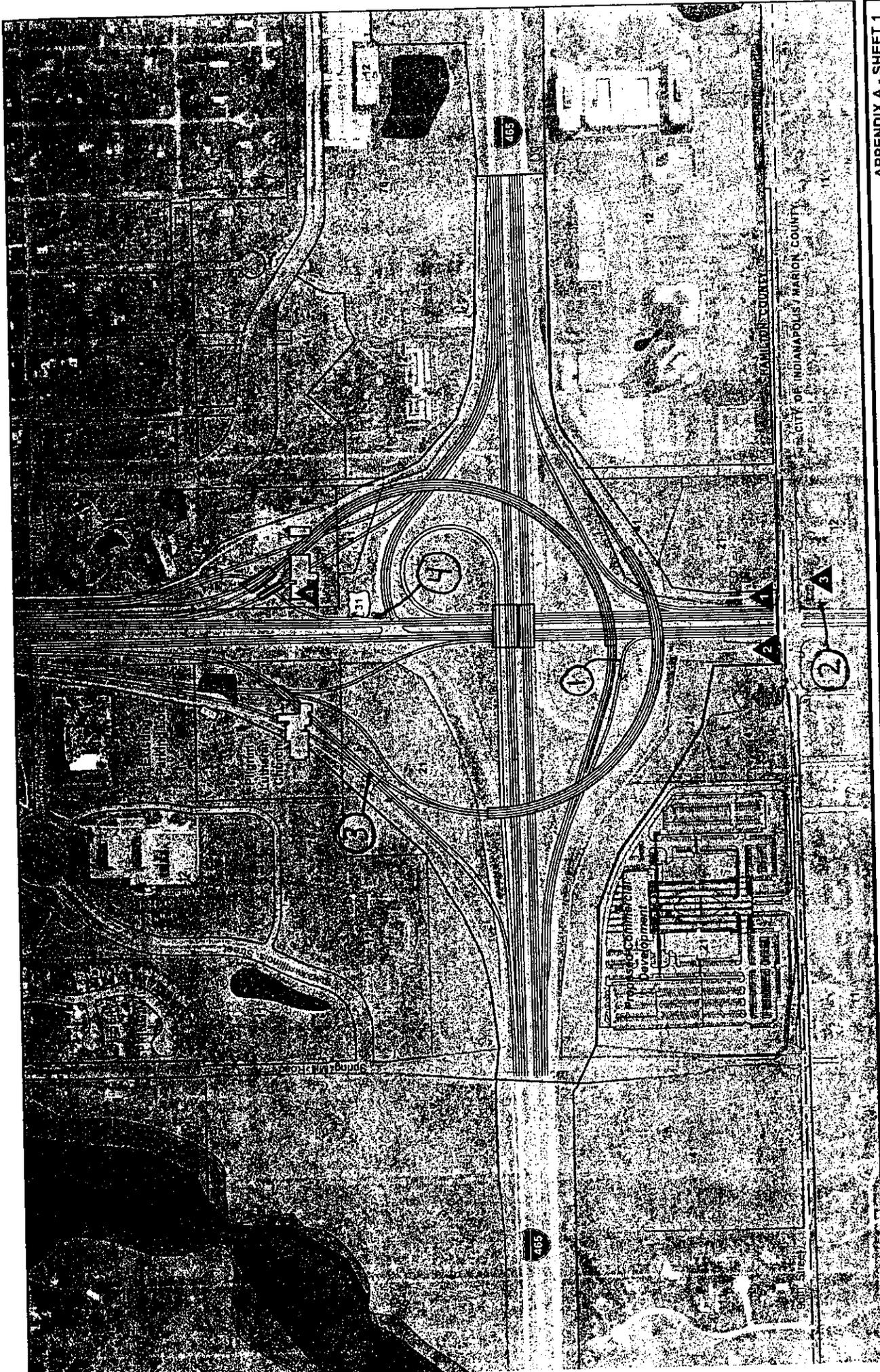
BRIAN D MORALES

545 KENNARD LN

WESTFIELD, IN. 46074

(317) 847-1521

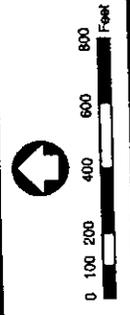
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APPENDIX A - SHEET 1
Environmental Features: F & G Alternatives

Draft Environmental Impact Statement
 Hamilton County, Indiana

Aerial Source: Hamilton County
 Flood Information Source: FEMA



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August 3, 2003
APPENDIX A – SHEET 2
RECOMMENDATIONS

1. Recommend a single point urban interchange (SPUI). INDOT to have jurisdiction of all signal control for the intersections. (On and off ramps, Illinois St. and Pennsylvania St.) Traffic sensors on the ramps and 106th St. to control the signals. If the intersection stays a tight diamond configuration, timing of signals for ramps and nearby cross streets (eg. Pennsylvania St.) is crucial to clear queued traffic on 106th St. (both turning and thru traffic) so that it doesn't impede traffic flow on and off the ramps. This also applies to any intersection along US 31 with a tight diamond configuration. (eg. 116th St.)

Reason: Greater distance between intersections may reduce weaving at the last moment. (Due to close proximity of parallel running streets). (fig. 1) Three signals on 106th St. reduces time of stopped traffic. (Tight diamond will have four signals if Illinois St. is signaled.)

2. Locate a TrafficWise dynamic message board for both directions of US31 just south of 106th St. US 31 to be part of the TrafficWise system.

Reason: Dynamic message board to inform motorists of traffic situations on I-465.

APPENDIX A – SHEET 3
RECOMMENDATIONS

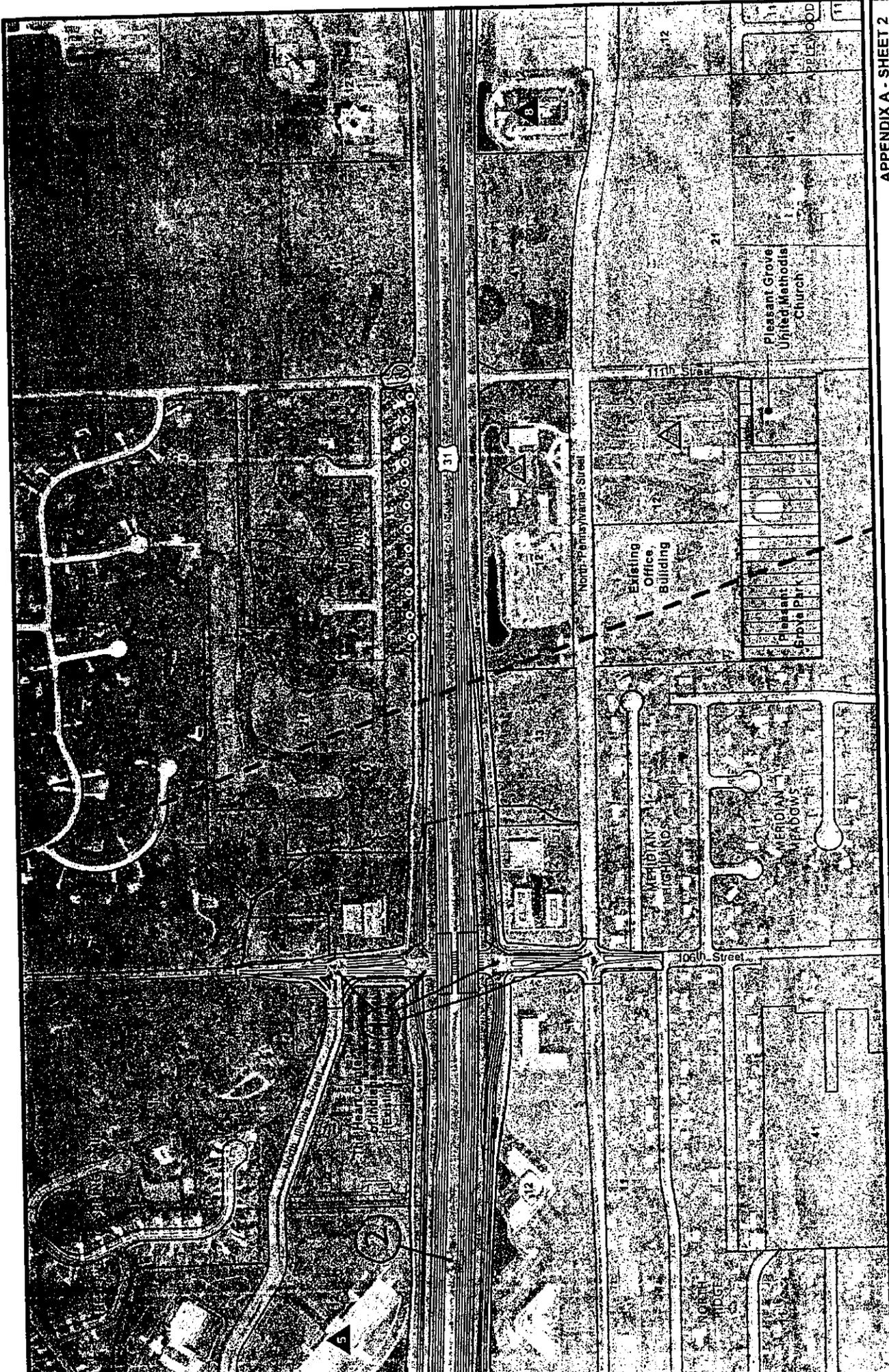
1. Recommend a single point urban interchange (SPUI). INDOT to have jurisdiction of all signal control for the intersections. (On and off ramps and Pennsylvania St.) Traffic sensors on the ramps and 116th St. to control the signals.

Reason: Greater distance between intersections may reduce weaving at the last moment. (fig. 2) Two (or three – Fidelity Plaza) signals on 116th St. reduces time of stopped traffic. (Tight diamond will have three signals, four signals if the entrance to Fidelity Plaza is signaled.)

2. Redirect entrance to Fidelity Plaza further away from the ramps. If this intersection is to be signaled, INDOT to have jurisdiction.

Reason: Greater distance between intersections will allow more queued traffic turning into Fidelity Plaza and reduce weaving at the last moment to the turn lane.

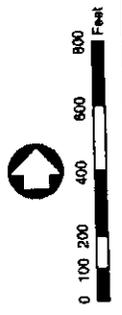
Brian D. Morales
BRIAN D. MORALES
545 KENNARD LN.
WESTFIELD, IN. 46074
(317) 817-1521



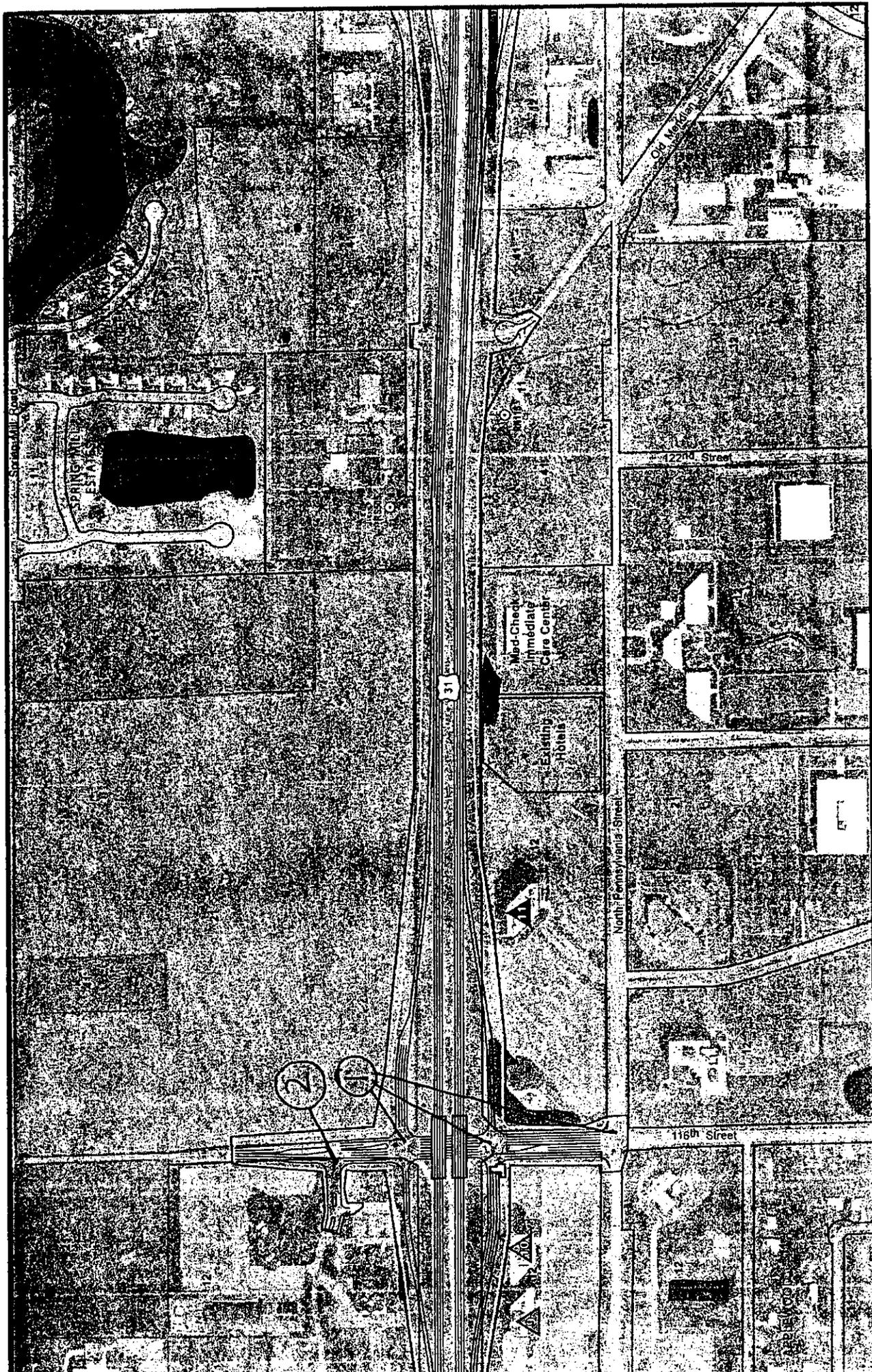
APPENDIX A - SHEET 2
Environmental Features: F & G Alternatives

Draft Environmental Impact Statement
 Hamilton County, Indiana

Aerial Source: Hamilton County
 Flood Information Source: FEMA



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US31
 IMPROVEMENT
 PROJECT

Aerial Source: Hamilton County
 Flood Information Source: FEMA

APPENDIX A - SHEET 3
 Environmental Features: F & G Alternatives

Draft Environmental Impact Statement
 Hamilton County, Indiana

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August 3, 2003
APPENDIX A – SHEET 4B
RECOMMENDATIONS

1. Recommend 131st St. option (tight diamond) for access to US31. INDOT to have jurisdiction of All signal control for the intersections. (On and off ramps and Pennsylvania St.) Traffic sensors on the ramps and 131st St. to control the signals.

Reason: Since only one parallel street in close proximity (Pennsylvania St.) and only in one direction (southbound), weaving would be less of an issue than the 126th St. option. The 131st St. option eliminates the need to move US31 to the east. (126th St. option moves US31.)

APPENDIX A – SHEET 5
RECOMMENDATIONS

1. Recommend a single point urban interchange (SPUI). INDOT to have jurisdiction of all signal control for the intersections. (On and off ramps, Old Meridian St. and Rohrer Road) Traffic sensors on the ramps and 136th St. to control the signals.

Reason: Greater distance between intersections may reduce weaving at the last moment. (fig. 2) Three signals on 136th St. reduces time of stopped traffic. (Tight diamond would have four signals.)

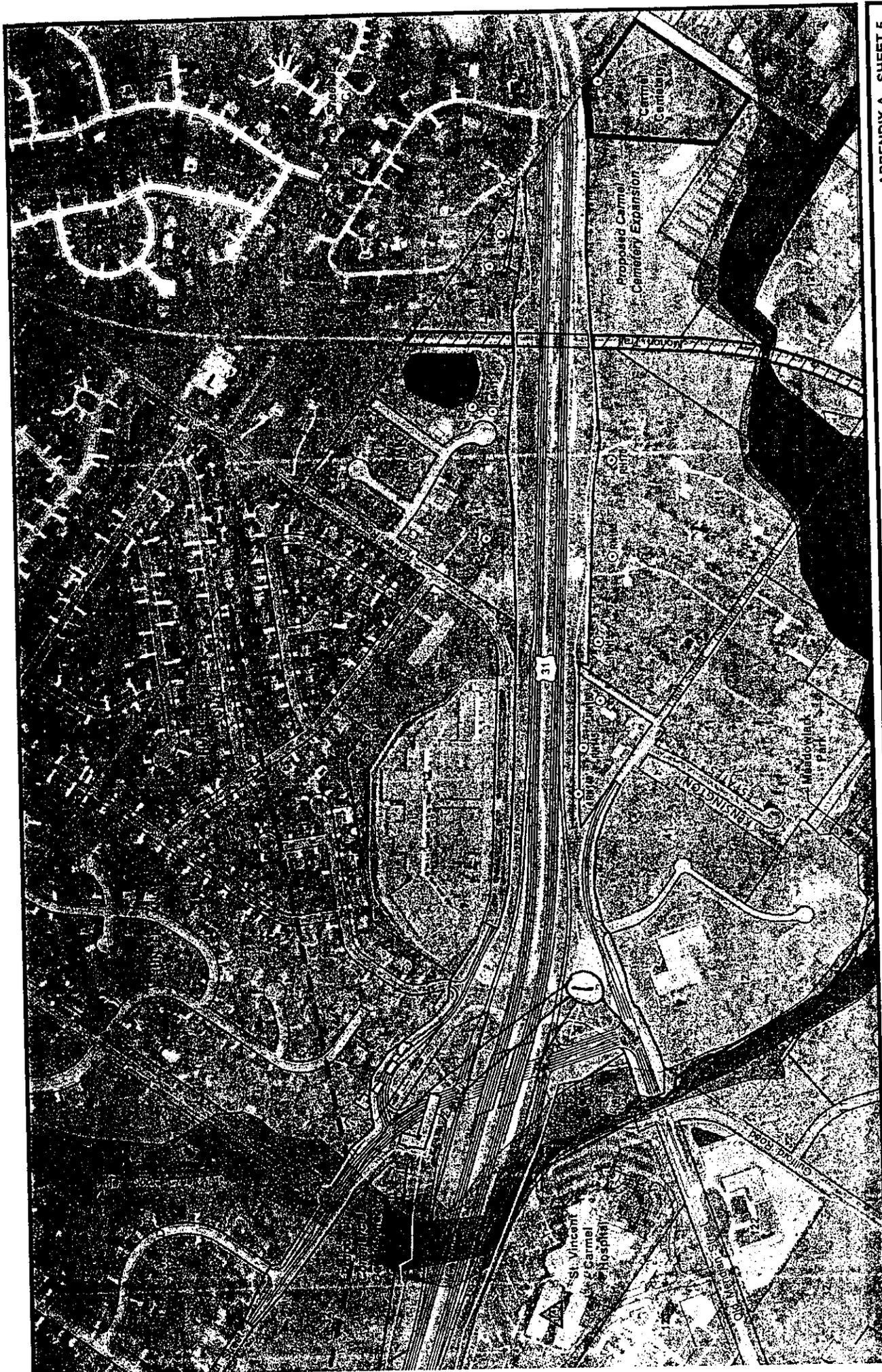
Brian D. Morales

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APPENDIX A - SHEET 5
Environmental Features: F & G Alternatives

Draft Environmental Impact Statement
 Hamilton County, Indiana

Aerial Source: Hamilton County
 Flood Information Source: FEMA



August 3, 2003

APPENDIX A – SHEET 6A/B/C
RECOMMENDATIONS

1. Recommend option 6C, but because of development (proposed Clay Terrace) currently in progress, it doesn't seem to have any chance of happening. Then recommend option 6A. Timing of signals on the ramps and Rangeline Road is crucial (due to the close proximity of Rangeline Road) to clear queued turning traffic into proposed Clay Terrace (southbound Rangeline Road) so that traffic does not back up on 146th St. or ramp traffic turning onto westbound 146th St. from US 31. Traffic sensors on 146th St. near Rangeline Road and ramps from US 31 to control the signals. Signals should be the jurisdiction Carmel/Westfield. Mark lanes and signage clearly. Study shows that option 6B will create undesirable levels of service in the future sooner, therefore option 6B should not be considered.

Reason: To reduce any backup on 146th turning at Rangeline Road and therefore reducing any chances of backed up traffic on the ramps. Reduce weaving at the last moment.

2. Add dedicated right turn lane from eastbound 146th St. to southbound Rangeline Road.

Reason: Relieve additional traffic turning to southbound Rangeline Road without slowing down eastbound thru traffic on 146th St.

3. Add additional second lane for ramp to southbound Keystone Avenue (SR431) from southbound US 31. Option 6A shows one lane.

Reason: Traffic on Keystone Avenue will increase in the future. Also if for some reason US 31 needs a detour route for traffic (construction or traffic accident), a two lane ramp would handle the additional traffic.

4. Northbound Keystone Avenue (SR431) have only 2 lanes to join into US 31. With a ramp from 146th St. ramping onto US 31 also, there's a lot of ramping in a short amount of distance. Construct the ramping distances to be long. Both for Keystone Avenue merging on and the on ramp from 146th St.

Reason: Smoother merging traffic and speeds.

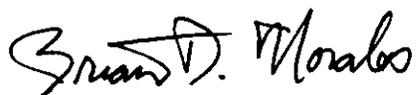
APPENDIX A – SHEET 7
RECOMMENDATIONS

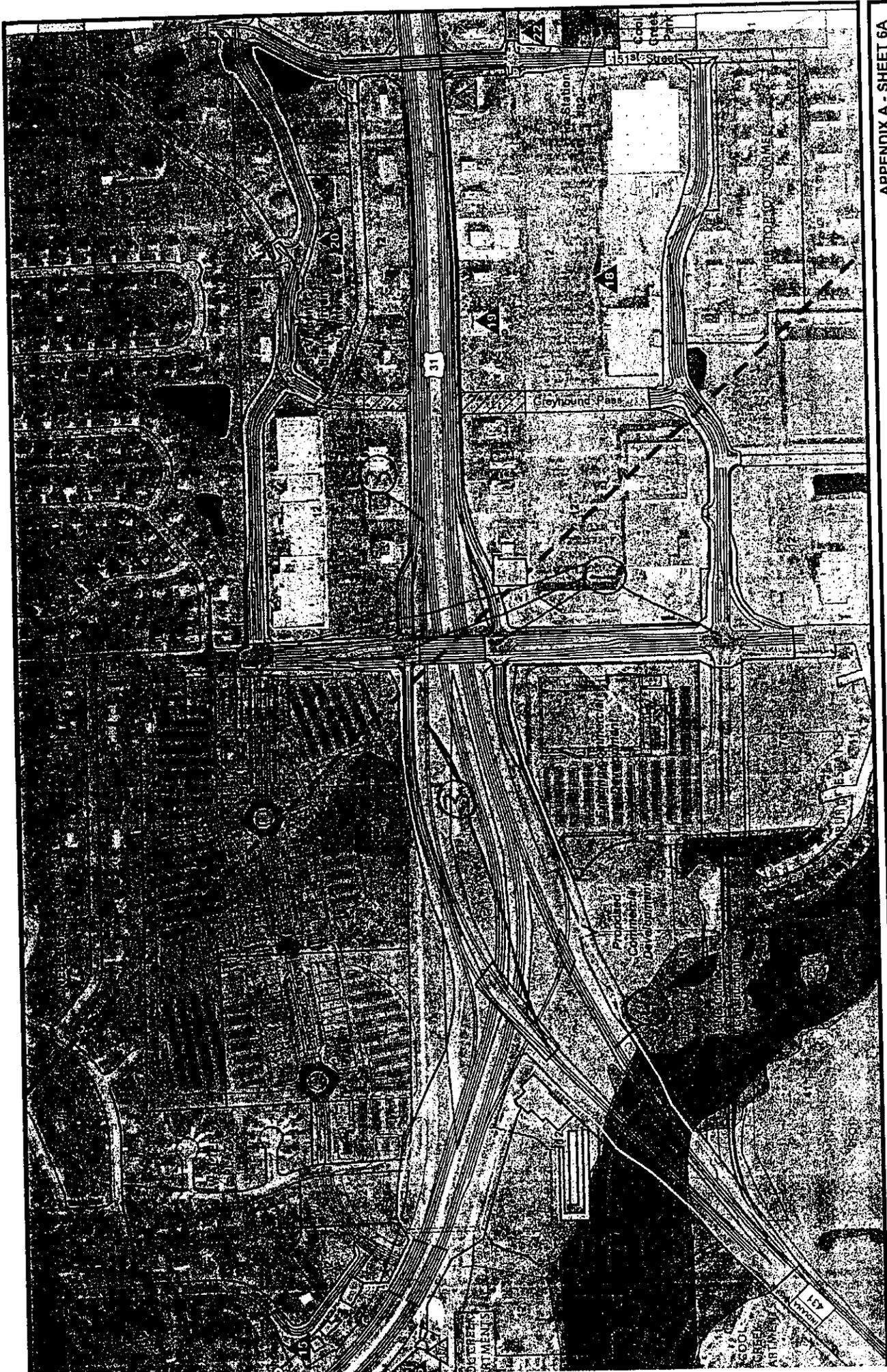
1. Connect Westfield Blvd. (S. Union St.) to 151st St. east of the proposed 151st St. overpass at the present signaled intersection (behind McDonald's).

Reason: It'll give another way motorists can get to Westfield quickly without having to get onto 146th St. to get onto US 31.

2. Locate a TrafficWise dynamic message board for southbound US 31 north of 151st St.

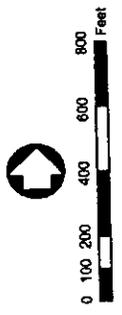
Reason: Dynamic message board to inform motorists of traffic situations on US 31 and/or Keystone Avenue (SR 431) and adjust their direction accordingly.


BRIAN D. MORALES
545 KENNARD LN.
WESTFIELD, IN. 46074

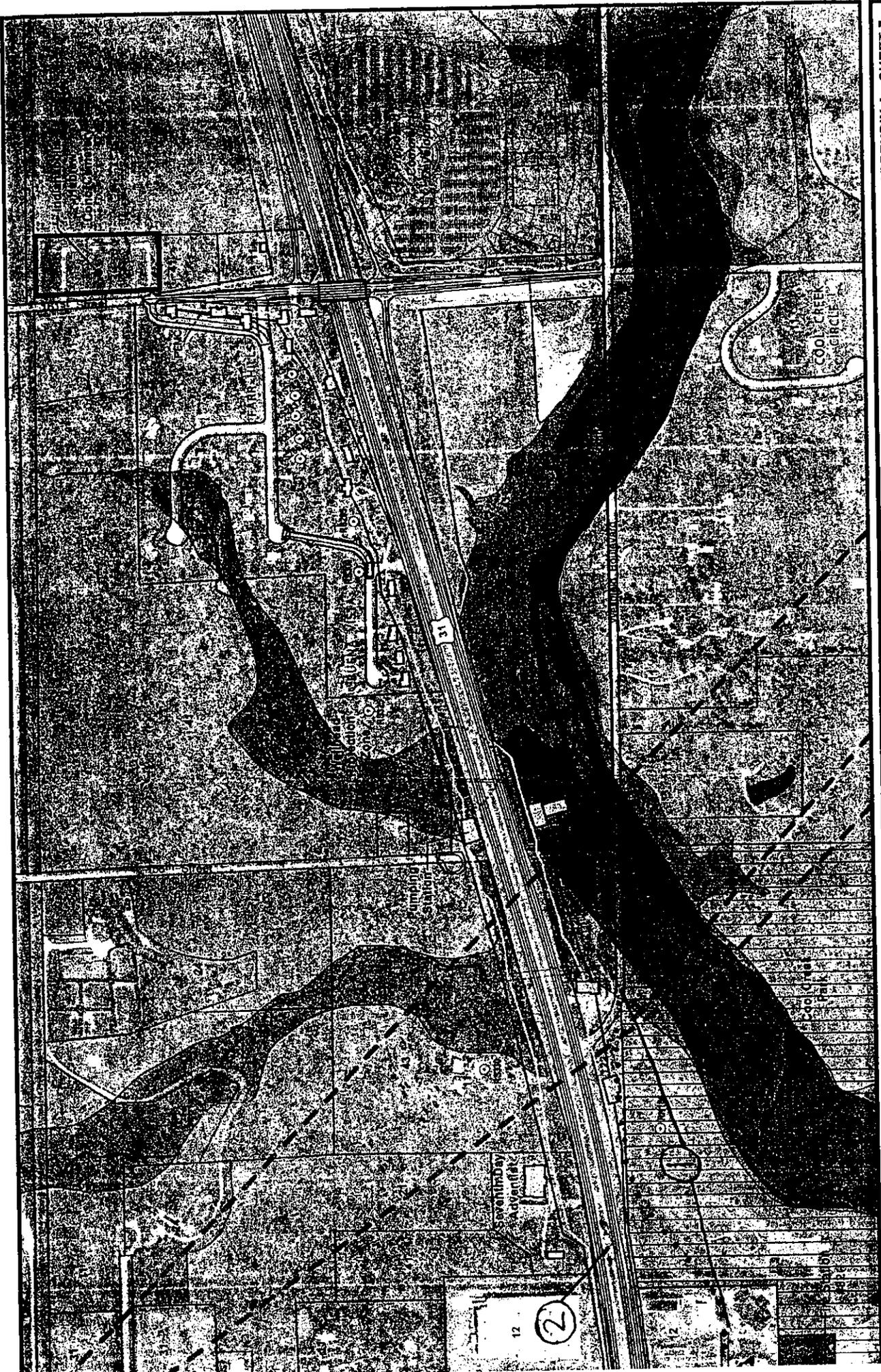


APPENDIX A - SHEET 6A
Environmental Features: F & G Alternatives
146th Street Interchange: Diamond Option
 Draft Environmental Impact Statement
 Hamilton County, Indiana

Aerial Source: Hamilton County
 Flood Information Source: FEMA



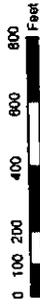
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APPENDIX A - SHEET 7
Environmental Features: F Alternative

Draft Environmental Impact Statement
 Hamilton County, Indiana

Aerial Source: Hamilton County
 Flood Information Source: FEMA



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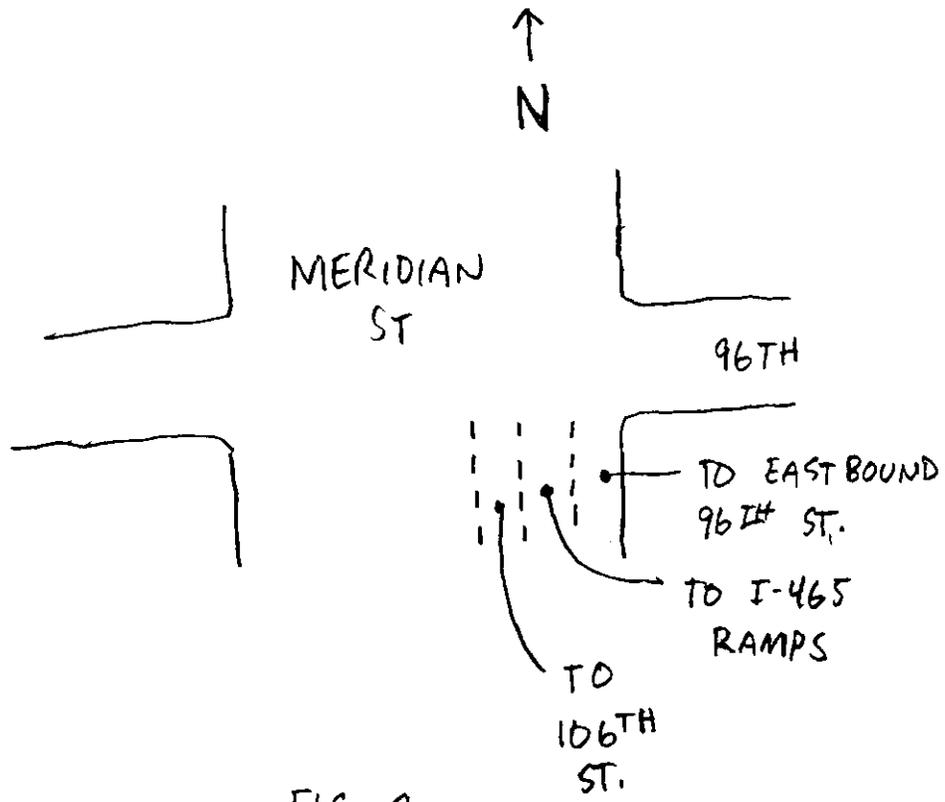


FIG. 1

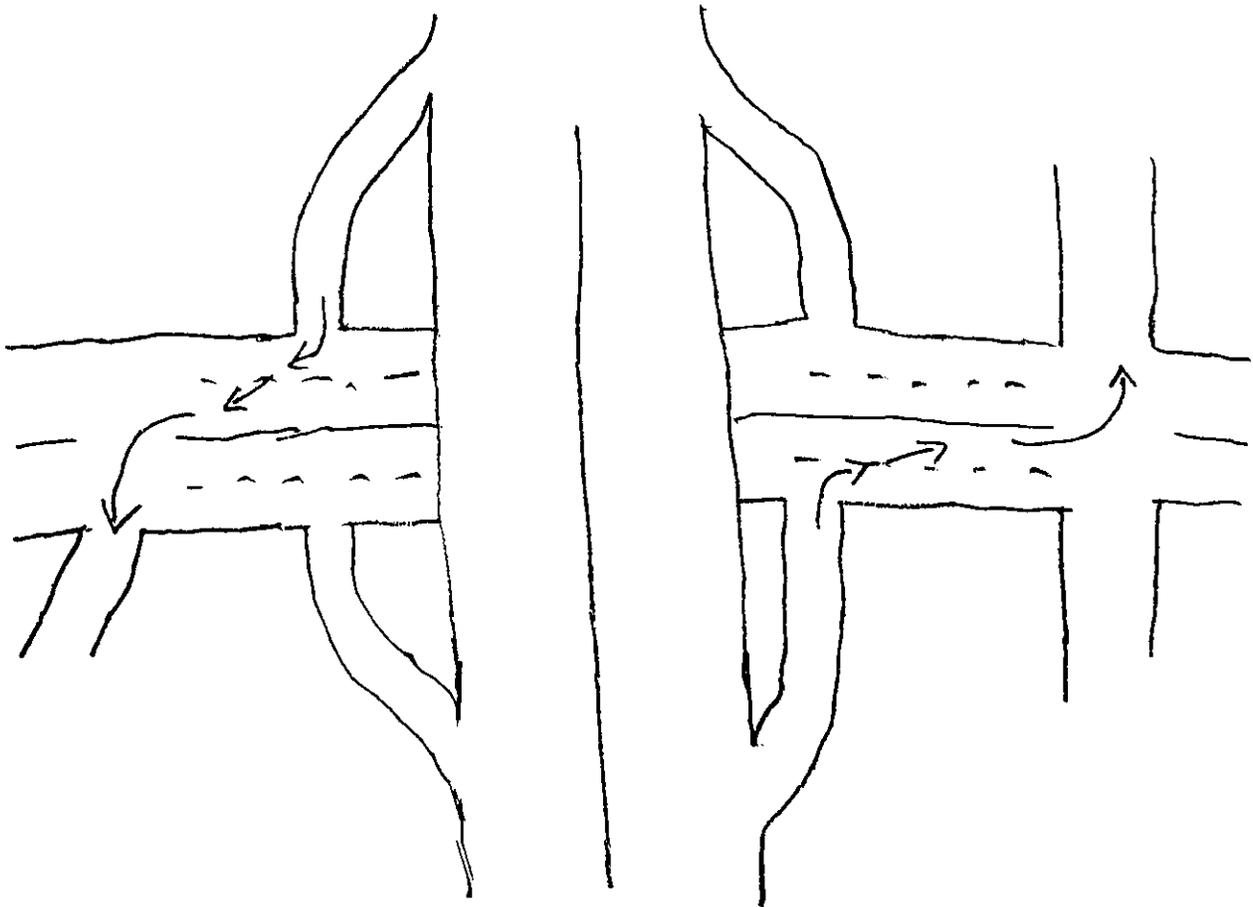


FIG. 2

Grayburn, Cory

From: Allie Jeanie Taylor [ajtaylor2001@sbcglobal.net]

Sent: Sunday, June 15, 2003 2:02 AM

To: us31.parsons@parsons.com

Subject: North Glen Village

Can you indicated to me the impact project F1 will have on North Glen Village Mobile Home Park.

Message

Grayburn, Cory

From: on behalf of Parsons, US31
To: Allie Jeanie Taylor
Subject: RE: North Glen Village

Dear Ms. Taylor,

So that I may better answer your questions regarding the project's potential impacts to the North Glenn community, please call me at 317-569-3670 ext. 22. If you have not already done so, information on the impacts to this community can be found in the Draft Environmental Impact Statement (DEIS), which is available for public review at the Westfield Library and Town Hall. You are also welcome to view this document at the project office located in Carmel at 11405 North Pennsylvania Street, Suite 100. Thank you.

Cory Grayburn
Deputy Project Manager
Parsons Transportation Group

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

From: Allie Jeanie Taylor [mailto:ajtaylor2001@sbcglobal.net]
Sent: Sunday, June 15, 2003 2:02 AM
To: us31.parsons@parsons.com
Subject: North Glen Village

Can you indicated to me the impact project F1 will have on North Glen Village Mobile Home Park.

6/19/2003

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THOMAS, Ron/
Washington
Township
Mugler Road
Cool Creek

The attached documents are being forwarded from comments received at our town hall regarding the US 31 Draft Environmental Impact Statement.



Jerry Rosenberger
Town Manager
Town of Westfield

Attention Mr. Jerry Rosenberger and Mr. Kevin Buchheit
Westfield Town Hall
Westfield, In 46074

Dear Gentlemen,

As a response to Westfield's request for input concerning the US 31 project I would like to submit the following suggestions to be considered for inclusion into Westfield's letter to INDOT and The Parson's Group.

This letter is being submitted by Washington Township Neighborhood Trustees and the Cool Creek Homeowners Association.

1. We would like to request roadway lighting be shielded so that the light is focused on the road surface and that such lighting be kept to minimum levels so that residents in the area will still be able to see the stars.
2. By Town Ordinance or inclusion into the overall plan for 31, we would like billboards and other signage be kept to a minimum so that our "friendly / rural community" is maintained.
3. We would like to ensure that the road surface request (surface the roadway in such a way as to keep the noise from traffic to a minimum) that was mentioned during Tuesday's meeting be included in your letter.
4. We would like to ensure that the noise barriers along both sides be requested so that the community is disrupted as little as possible by the noise created by high speed traffic as it passes through our community.
5. We would like to request that the natural tree lines be left in place, not only by this project but also by developers as they develop the land along US 31. This will lower noise levels from the US 31 corridor and give the community a "buffer" to view if the noise barriers are erected.
6. We would like to request that natural mounding be left in place along this corridor to give the noise barriers more variation in appearance (barrier height would vary along the corridor creating a more pleasing visual effect). This is already a part of the Comprehensive Plan in that developers are to attempt to maintain natural topography in any given parcel of land.
7. We would like to request that an interchange be built at 151st Street so that the safety of our community is not impacted. One of only two Fire Stations within the Westfield area is located at this intersection and the response times for this Station would greatly increase if travel to 146th Street is necessary for them to respond to a call west of US 31.
8. We would finally like to request that the roadway be built at the current elevation or lower to minimize the noise and the sight line impact of this project in our community.

Thank you for this opportunity to participate in the development of our community and the time you have spent on this project.

Sincerely,
Ron Thomas
President of Washington Township Neighborhood Trustees
President of Cool Creek Homeowners Association
867-5318

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AFC

Automotive Finance Corporation

July 31, 2003

Ms. Mary Wright
INDOT
100 North Senate Ave., N901
Indianapolis, IN 46204

Dear Ms. Wright:

In March 2002 after recognizing that ALLETE Automotive Services had doubled in size and that the current location on the north side of Indianapolis was being quickly outgrown with its business units operating in multiple locations, ALLETE Automotive Services made the decision to move to a more fitting location where all its business units could operate under one roof, consolidating space into one large building, and further enhancing communication.

After completing feasibility studies with the City of Carmel and three other out of state communities, ALLETE Automotive Services made the decision to relocate its corporate headquarters to Hamilton Crossing Boulevard in Carmel, Indiana because of the economic incentives that the City of Carmel and the State of Indiana offered and due to the outstanding quality of life which the city of Carmel provides to the business community and to its residents. This decision by ALLETE Automotive Services to remain in Indiana will benefit the state of Indiana, Hamilton County, and the City of Carmel.

We chose the Meridian Street Corridor because it has the second largest concentration of professional office workers in the state and the property itself offers a central location, ideally suited for a corporate campus. Additionally, the proximity between 126th and 131st Streets and the short distance to 465 will offer easy access for employees, regardless of the length of commute. All of these factors were taken into consideration when making the final decision; however, the State's plan to widen U.S. 31 while making it into an interstate has me extremely concerned.

The proposed higher land elevations will undoubtedly cause additional noise which will greatly distract office workers. The Corporate Corridor will also become increasingly congested with traffic by offering only limited access for business travelers via one interchange at 131st Street and will make for a more difficult commute for our employees.

AN ALLETE COMPANY

Page 2

Mrs. Mary Wright

As a company, ALLETE Automotive Services could not be happier with our decision to relocate to Carmel, Indiana and we look forward to playing a vital role in the City of Carmel's economic development initiatives. However, we strongly feel that before construction begins on the Meridian Street Corridor, the State should consider an alternative plan that will be accommodating for the City of Carmel, its businesses and local residents.

Thank you.

Sincerely,



Brad Todd, President

Grayburn, Cory

From: us31_website@onlineform.com
Sent: Tuesday, June 24, 2003 10:42 PM
To: us31.parsons@parsons.com
Cc: dds4iu@aol.com
Subject: Tolliver - US31 Online Form Submission

An Online Submission of the US31 Feedback Form from Kevin Tolliver

Name: Kevin Tolliver
Address: 648 Suffolk Lane
City: Carmel, IN 46032
County: Hamilton
Email: dds4iu@aol.com
Phone: 317/848-0004

What comments do you have about the project?
Please put me on your newsletter mailing list

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

4/9/07

July 14, 2003

Mary Wright
100 N. Senate Avenue
N901
Indianapolis, IN 46204

Dear Ms. Wright:

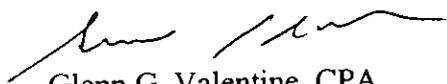
This letter is to express my concerns about the proposed changes to US 31. I reside close to the intersection of 131st street in Carmel, Indiana and US 31.

I concur that some change is in order to accommodate the growth in Hamilton County and the resulting traffic congestion on US 31; however, I am opposed to what appears to me to be an ascetically crude plan and design. I envision viewing an elevated freeway punctuated with occasional winding accesses and overpasses that are not consistent with the character of Carmel or Hamilton County. Such a design would be right at home in Los Angeles or maybe Chicago. Who wants to replicate those sad commentaries to less than thoughtful expansion and growth? Maybe the DOT planners have no thought other than the cheapest way to move people from point A to point B but that is not the case with the citizens of Carmel and Hamilton County.

The people and town management of Carmel have worked very hard to create and maintain an ascetically pleasing place to work, live and raise families and now that is being undermined by the DOT planners. We will have East Carmel and West Carmel as demarcated by US 31 and an inevitable deterioration of the quality of life on each side US 31 if the design goes forth as planned.

We need for some of our engineering people to start thinking outside the box with a view to the long term traffic patterns with an eye to preserving the quality of life we have in Hamilton County. I have lived in Dallas, Houston, San Francisco, Northern Virginia and Anchorage and Carmel in Hamilton County is by far offers the best quality of life. Lets not foul it up with this ill-conceived plan to funnel all current and future traffic north of Indianapolis though one main artery through our county and town.

Sincerely,



Glenn G. Valentine, CPA
13465 Winamac Court
Carmel, IN 46032

CC: Office of the Mayor
Carmel City Hall
One Civic Square
Carmel, IN 46032

498

July 24, 2003

US 31 Improvement Project
Parsons Transportation Group
11405 North Pennsylvania Street
Suite 100
Carmel, IN 46032

Dear Sir or Madam:

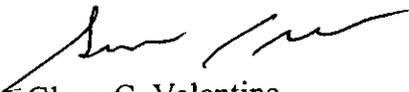
This letter is to communicate my concerns about the possible planning of an interchange at US 31 and 131st Street in Carmel.

I live in the Parks of Springmill subdivision and our community facilities are located right on 131st Street just east of US 31. Should the interchange be at 131st Street (it is my understanding that there will be an interchange at either 126th Street or 131st Street but not both) it will dramatically impact negatively the owners' ability to use and enjoy those facilities.

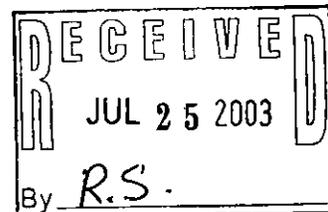
On the other hand the property located at the intersection of US 31 and 126th Street are of a commercial nature where an interchange would be less intrusive to the all residence in the general vicinity.

I encourage you to strongly consider the 126th Street interchange as opposed to the 131st Street option.

Sincerely,



Glenn G. Valentine
13465 Winamac Court
Carmel, IN 46032





ZELLER REALTY CORPORATION

MARK VOLLBRECHT
SENIOR VICE PRESIDENT

11611 N. MERIDIAN ST., SUITE 120, CARMEL, IN 46032
(317) 580-2430 • FAX (317) 580-2429
mvollbrecht@zellercorp.net

Public Contact Record

Phone call _____

In-person

Date 6/18

Time _____

Name Mark Vollbrecht

Address _____

Phone number _____

E-mail _____

Add to mailing list? Yes No

Topic: Impacts to Office Bldg @ 116th

Brief summary of conversation: _____

Follow-up actions: Gave them a CD of the DEIS

Form filled out by: CSG

Grayburn, Cory

From: D. Waddelow [wfieldgolfclub@yahoo.com]
Sent: Monday, June 30, 2003 10:14 PM
To: us31.parsons@parsons.com
Subject: us31 residence rs325

I own the property at rs325. In your plans, my current access to my property is from us 31 between the well head and 156th street. I also have access from 156th thru the pumping station. There are no current plans for access to my residence. Speaking with Dan at the meeting, he suggested that an extension of Buena Vista be made into my property. This is difficult as we have a row of mature blue spruce trees between us and the court as a sound barrier. Our septic system also lies in that area. So as not to degrade the charm of our property, I feel that it would be better for a new access be created from 156th St. jopining with the current drive. Since the right of way will already be existing, then there would be no further acquisition necessary, only the construction of a new access. This will also allow us to maintain to a better degree the home based business that we have ben operating for the past few years.

Thank you,

Denny Waddelow

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WRIGHT, MARY

From: pcwaidner [pcwaidner@iquest.net]
Sent: Friday, July 25, 2003 11:30 AM
To: mwright@indot.state.in.us
Cc: Springmill Ridge
Subject: Comment on US 31 Project: 131st Street interchange

Hello Ms. Wright,
I would like to state my views concerning the possible interchange at 131 St. and US 31.

131st Street is not currently developed as a four lane with turn lane street, therefor it seems that 126th Street would be more appropriate for an interchange with US 31. 126th St. is already sized for an interchange and is amongst existing businesses. An interchange at 131st St. would put an interchange alongside, if not above, a neighborhood and park. This would subject area neighborhoods and the park to additional traffic and noise. I also do not see the need for two four lane feeder streets to the current business parks. We need to work to protect the 131st existing neighborhoods from additional traffic flow and noise. I am especially concerned about the additional traffic flow in regard to neighborhood children moving between the neighborhoods on all four corners of Springmill and 131st St.

Thank you for the opportunity to provide my input.
Patrice Waidner
13018 Southampton Court
Carmel, IN 46032
843-2364



INDIANA DEPARTMENT OF TRANSPORTATION
100 North Senate Avenue
Room N901
Indianapolis, Indiana 46204-2217
(317) 232-5457 FAX: (317) 234-1228
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FRANK O'BANNON, Governor
J. BRYAN NICOL, Commissioner
JUNE 30, 2003

Writer's Direct Line
(317) 234-0796

The purpose of this meeting is to provide information to concerned citizens and to receive input and feedback. This form is provided for your convenience to comment on the project or the presentation. Comments may be submitted today, or mailed anytime by August 4, 2003.

TO: Mary Wright, INDOT, 100 North Senate Avenue, N901, Indianapolis, Indiana 46204
FAX: 317-234-1228
E-MAIL: mwright@indot.state.in.us
WEBSITE: http://www.us31indiana.com

Thank you for attending this meeting.

FINAL COMMENT DATE: August 4, 2003

LOCATION: US 31 Draft Environmental Impact Statement (DEIS) Hamilton County DES# 9905500

NAME: (PLEASE PRINT) Brian Weibheimer

ADDRESS: 1347 Oak Ridge Rd. Carmel, IN 46032

E-MAIL:

COMMENTS: The planned expansion of US 31 does not support the local needs and concerns. Seeing the presentation I have taken the position of no action until you further review the plan.

SIGNATURE: Brian Weibheimer

Grayburn, Cory

From: us31_website@onlineform.com
Sent: Sunday, July 06, 2003 12:36 PM
To: us31.parsons@parsons.com
Cc: jwinay@ihtc.org
Subject: Winay - US31 Online Form Submission

An Online Submission of the US31 Feedback Form from Jonathan Winay

Name: Jonathan Winay
Address: 13583 Continental Way
City: Carmel, IN 46032
County: Hamilton
Email: jwinay@ihtc.org
Phone:

What comments do you have about the project?

The study did not address low impact alternatives to this build-up. Did INDOT consider a "Fall Creek Parkway" alternative, where from 6 A.M. to 9 A.M. this section of US 31 is configured "southbound" and from 3 P.M. to 6 P.M. this same section is configured "northbound". Did anyone look at using mass transit to move people around? I am NOT in favor of the INDOT project alternatives.

How did you find our Web site?

The Indianapolis Star article on 7/3/03

Is this Web site helpful?

Some what helpful

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



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 (317) 234-0796

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TO: Mary Wright, INDOT, 100 North Senate Avenue, N901, Indianapolis, Indiana 46204
 FAX: 317-234-1228
 E-MAIL: mwright@indot.state.in.us
 WEBSITE: <http://www.us31indiana.com>

Thank you for attending this meeting.

FINAL COMMENT DATE:
 August 4, 2003

LOCATION: US 31 Draft Environmental
 Impact Statement (DEIS)
 Hamilton County
 DES# 9905500

NAME: (PLEASE PRINT) Henry H. Winckler
 ADDRESS: 411 Jenny Ln
Carmel IN, 46032
 E-MAIL: HWinckler@Juno.Com

COMMENTS: 1) Please do not open an off-ramp to
131st St. - Thousands of Children, adults and
School buses are present at all hours and will
be endangered by even more traffic.
2) include appropriate trails for bikers
and walkers across US 31.
3) include sound walls at all residential
areas
4) lower US 31 at all cross streets
and walks -

SIGNATURE: Henry H. Winckler

505

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Grayburn, Cory

From: us31_website@onlineform.com
Sent: Wednesday, June 11, 2003 3:55 PM
To: us31.parsons@parsons.com
Cc: dw864@aol.com
Subject: Willard - US31 Online Form Submission

An Online Submission of the US31 Feedback Form from David Willard

Name: David Willard
Address: 1302 Rolling Court E.
City: Westfield, IN 46074
County: Hamilton
Email: dw864@aol.com
Phone:

What comments do you have about the project?

How did you find our Web site?
Searched for IDOT on search engine

Is this Web site helpful?
I found the information presented useful. Of course I want
as much information as possible since my home is very close to the project.

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

Grayburn, Cory

From: us31_website@onlineform.com
Sent: Wednesday, July 02, 2003 10:23 AM
To: us31.parsons@parsons.com
Cc: jk8jj29@yahoo.com
Subject: Wolf - US31 Online Form Submission

An Online Submission of the US31 Feedback Form from Julia Wolf

Name: Julia Wolf
Address: 16924 Austrian Ct
City: Westfield, IN 46074
County: Hamilton
Email: jk8jj29@yahoo.com
Phone:

What comments do you have about the project?

Hello. I would like to comment that I wish the recommendation chosen had been to improve traffic flow via timing of lights etc. I drive the stretch of road in question every day and I am not one of the ones that think it needs changed. It seems to me it is those like politicians from South Bend pushing for this. They are just concerned about their own time. They don't live in the community and realize the ramifications. The SR 32/ US 31 proposal is a bad thing for our community. As are many other interchanges that will hurt homes and businesses. My wish is that this does not happen at all. Is it really statistically true that less accidents happen on interstates than other roads? Is it really going to be safer? That sounds like a spin to me.

How did you find our Web site?
Newspaper

Is this Web site helpful?
yes

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

TO: Mary Wright, INDOT, 100 N. Senate Ave., N901, Indianapolis, IN 46204
Fax: 317-234-1228
Email: mwright@indot.state.in.us
Website: <http://www.us31indiana.com>

FINAL COMMENT DATE:
August 4, 2003

LOCATION: US 31 Draft Environmental
Impact Statement (DES)
Hamilton County
DES #9905500

NAME: Tractor Supply Company

ATTN: Lew Wrenn, Director of Real Estate

ADDRESS: 18160 U.S. Hwy. 31 North
Westfield, IN 46074

EMAIL: lwrenn@tractorsupply.com
cc: kbrown@sherrardroe.com

COMMENTS: Tractor Supply Company ("TSC") currently occupies a retail location at 18160 U.S. Hwy. 31 North, Westfield, IN 46074. It is located adjacent to the intersection of existing Highway 31 and 181st Street. Representatives of TSC attended the meeting on June 30, 2003, and have had an opportunity to review certain of the alternatives presented with regard to the project. The following comments are based upon our understanding of the project as of the date hereof. As I know you are aware, this is a very extensive and complicated project, and if, after reviewing our comments, you feel we have misunderstood the proposed plan, we would welcome further discussion with you.

The primary concern of TSC is that all of the proposed alternatives provide for on/off ramps at locations that will eliminate all direct access to 181st Street from Highway 31, thereby eliminating the primary access to the TSC store. Currently, most customers access the store through the intersection of Highway 31 and 181st Street. The intersection provides visibility for the TSC store and allows for easy access to the store. Under the proposed project, the nearest interchange will be over 1 mile away and will not provide direct access to 181st Street or the TSC site. For customers travelling Highway 31 (which virtually all of our customers do), the customers will have to exit at the Main Street interchange and double back to the TSC store by internal roads. The access to TSC will be so difficult from Highway 31 that even directional signage will be of no real help. The result of the highway project is to effectively cut off access from Highway 31. This amounts to a taking of the TSC site.

While we are not the only business that is effected, we believe that most of the commercial properties that are located between 181st Street and the Main Street interchange are being taken by the on/off ramps. We are now isolated in an area that is not being taken by the highway but, for all intents and purposes, will shut our facility down.

We believe that there need to be additional alternatives looked at for access roads or other internal access that would allow for a continuation of the normal business operations for a facility like TSC. Otherwise, we believe the TSC facility should be compensated for the significant loss of customers and revenue.

We hope that you will review alternatives that would provide reasonable access to the businesses that are not being taken by construction of the project but that are so isolated because of the project they will find it impossible to remain in business. We look forward to working with you to try to resolve these issues.

Lew Wrenn, Vice President – Real Estate – Tractor Supply Company

Grayburn, Cory

From: us31_website@onlineform.com
Sent: Thursday, June 12, 2003 7:09 AM
To: us31.parsons@parsons.com
Cc: almost.home@verizon.net
Subject: Wyatt - US31 Online Form Submission

An Online Submission of the US31 Feedback Form from Richard Wyatt

Name: Richard Wyatt
Address: 18710 US31 N
City: Westfield, IN 46074
County: Hamilton
Email: almost.home@verizon.net
Phone: 317 896-2942

What comments do you have about the project?

I own the Almost Home Boarding Kennel. My question is... Will there be frontage roads installed? We are located about a quarter of a mile south of 191th street on the west side of US 31. There are currently homes and business that have access onto and off of US31 by a private drive. If not a frontage road, how will we have access on and off of US31. What is the time line for the project to start? Will the construction begin on the north end or south end?

Thank You for your time
Richard Wyatt

How did you find our Web site?
have been to a couple of meetings

Is this Web site helpful?
yes

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

Grayburn, Cory

From: on behalf of Parsons, US31
To: almost.home@verizon.net
Subject: RE: Wyatt - US31 Online Form Submission

Dear Mr. Wyatt,

So that I may better answer your questions, please call me at 317-569-3670 ext. 22. If you have not already done so, information on the project can be found in the Draft Environmental Impact Statement (DEIS), which is available for public review at the Westfield Library and Town Hall. You are also welcome to view this document at the project office located in Carmel at 11405 North Pennsylvania Street, Suite 100. Thank you.

Cory Grayburn
Deputy Project Manager
Parsons Transportation Group

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

From: us31_website@onlineform.com [mailto:us31_website@onlineform.com]
Sent: Thursday, June 12, 2003 7:09 AM
To: us31.parsons@parsons.com
Cc: almost.home@verizon.net
Subject: Wyatt - US31 Online Form Submission

An Online Submission of the US31 Feedback Form from Richard Wyatt

Name: Richard Wyatt
Address: 18710 US31 N
City: Westfield, IN 46074
County: Hamilton
Email: almost.home@verizon.net
Phone: 317 896-2942

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Thank You for your time
Richard Wyatt

How did you find our Web site?
have been to a couple of meetings

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: Wednesday, July 30, 2003 1:07 AM
To: us31.parsons@parsons.com
Cc: PGYORK@aol.com
Subject: York - US31 Online Form Submission

An Online Submission of the US31 Feedback Form from Pete York

Name: Pete York
Address: 407 Stonehedge Dr
City: Carmel, In 46032
County: Hamilton
Email: PGYORK@aol.com
Phone: 1 317 439 0977

What comments do you have about the project?

Dear sirs,
With respect to the proposed US 31 plan and the interchange in the area where US 31 joins 431 I would like to make the following comments. As a resident of Stonehedge Estates, I am concerned about the potential opening up of Circle Drive and / or Walter's Plaza into the Stonehedge Estate for the following reasons.

- 1) Stonehedge Estate is a small quiet sub division and as a result of the relevant low traffic density, is considered an inherent safe area for children to play in. The 25mph speed limit also adds to the safe nature of the environment.
- 2) The road layout and the intersections of Stonehedge Estate are inadequate for the potential increase in traffic density which would occur with people taking a "short cut" from either Circle Drive, Walters Plaza or the new shopping mall development onto 146th Street West rather than waiting at the traffic lights which will control the traffic intersection at the north end of the new shopping mall and 146th Street.
- 3) The paved surface of Thornberry Drive and Stonehedge Drive is typically only 45ft wide and it's sub structure is presently very questionable, needing very frequent cut and repair operations. Add to this the fact that vehicles (some of these being visitors to Stonehedge Estate,) sometimes park on opposite sides of the roadway, effectively necessitating single direction flow of traffic at times.
- 4) Since the road widening of 146th Street and the consequential increase in traffic density, I have personally witnesses long delays for traffic trying to exit Stonehedge Estate by either Rolling Hill or John Street at morning, lunch time and particularly evening "peak times". West bound traffic also sometimes has difficulty entering Stonehedge Estate despite the 5th center filter lane. Any additional traffic using Rolling Hill or John Street will compound the situation.
- 5) Since the opening of the Monon Trail, there have been a number of accidents involving cyclists who use the sidewalk from the east side of US31, over the bridge to gain access to the Monon Trail. The riders appear to believe they have the right of way when crossing John Street and Rolling Hill. Combine this with drivers who play Russian Roulette in either trying to enter or exit Stonehedge in high density peak times at intersections that are not controlled by traffic lights and you have the ingredients for more accidents.

I sincerely believe that access to the new shopping mall development should be limited to the re opening or extension of Range Line Road on the north side of US 31.

I also believe that any other proposed access (by Walters Plaza or Circle Drive) would cause significant problems as Thornberry or Stonehedge Drive were configured and designed for the small sub division that they presently serve, and not as potential feeders for a

shopping mall or a short cut to 146th Steet. I ask that you please consider the factors which I have outlined in the hope that you will adopt the plan which limits mall access to the Range Line Road / 146th Street proposal.

Yours sincerely....Pete York

How did you find our Web site?

Is this Web site helpful?

Yes....I sincerely hope that genuine comments such as I have offered are considered and the appropriate plan adopted.

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

Grayburn, Cory

From: us31_website@onlineform.com
Sent: Tuesday, July 01, 2003 1:39 PM
To: us31.parsons@parsons.com
Cc: sayoung@travelers.com
Subject: Young - US31 Online Form Submission

An Online Submission of the US31 Feedback Form from Sherrie Young

Name: Sherrie Young
Address: 6081 E. 82nd Street
City: Indianapolis, IN 46253
County: Marion
Email: sayoung@travelers.com
Phone: 3178412917

What comments do you have about the project?

It appears that there will be no way to get from one side of the new 31 to the other in the Westfield area except and 1 access road. So the people living on the west side of the new highway in the Westfield area will have to go quite far out of their way just to cross the interstate to reach the other side of Westfield. That seems a little inconvenient. It is quite apparently that there should be several under or over passes put in to cross the new interstate in the Westfield area.

How did you find our Web site?

I obtained it from a co-worker who attended the last meeting.

Is this Web site helpful?

yes

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