






# Crossroads of America

The Downtown Indianapolis Interstate Opportunity

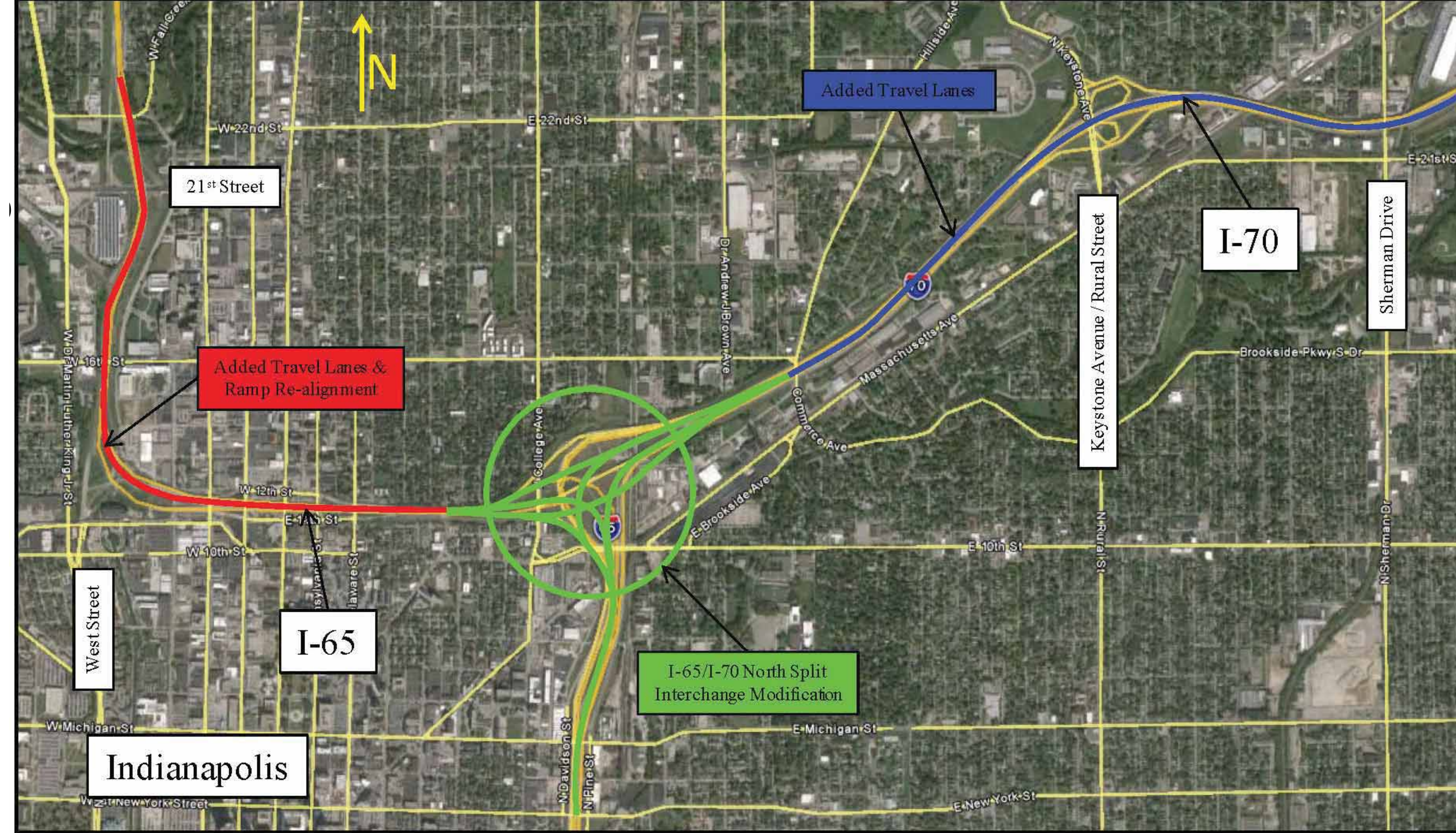
# INDOT INTERSTATE PROJECTS

Heavy investment in a fifty-year-old central Indiana interstate system is in process, and unless redirected, will incrementally embed the system's inefficiencies and inequities for another half century.

The INDOT overall project is separated into three sections as shown in the location maps\*:

-  I-65/70 North Junction bounded by Vermont Street, Central Avenue and Commerce Avenue (Des #1600808)
-  I-65 from Central Avenue to Fall Creek (Des #1600713)
-  I-70 from Commerce Avenue to I-465 East Leg (Des #1600712)

\*From "Project Intent Report", Revision July 18, 2016, INDOT



**INDOT**

# CURRENT PROJECT

## 50 -year impact

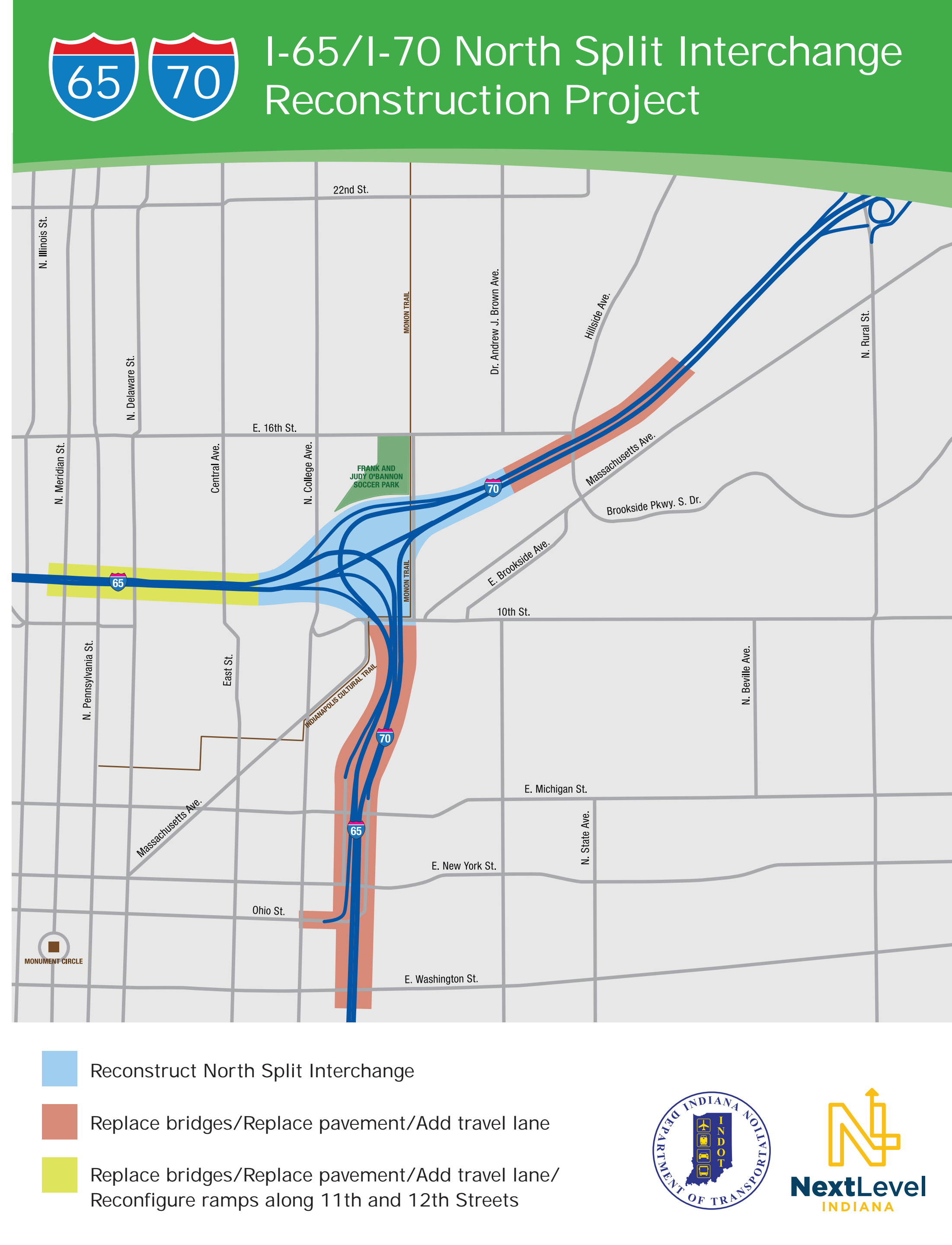
neighborhoods just beginning to recover from original interstate construction

## Incremental - part of a larger project area

let's take the time to study alternatives and look at the big picture for all the projects

## Added travel lanes

don't solve future congestion - we need a more forward-thinking solution that considers autonomous vehicles, transit and logistics traffic



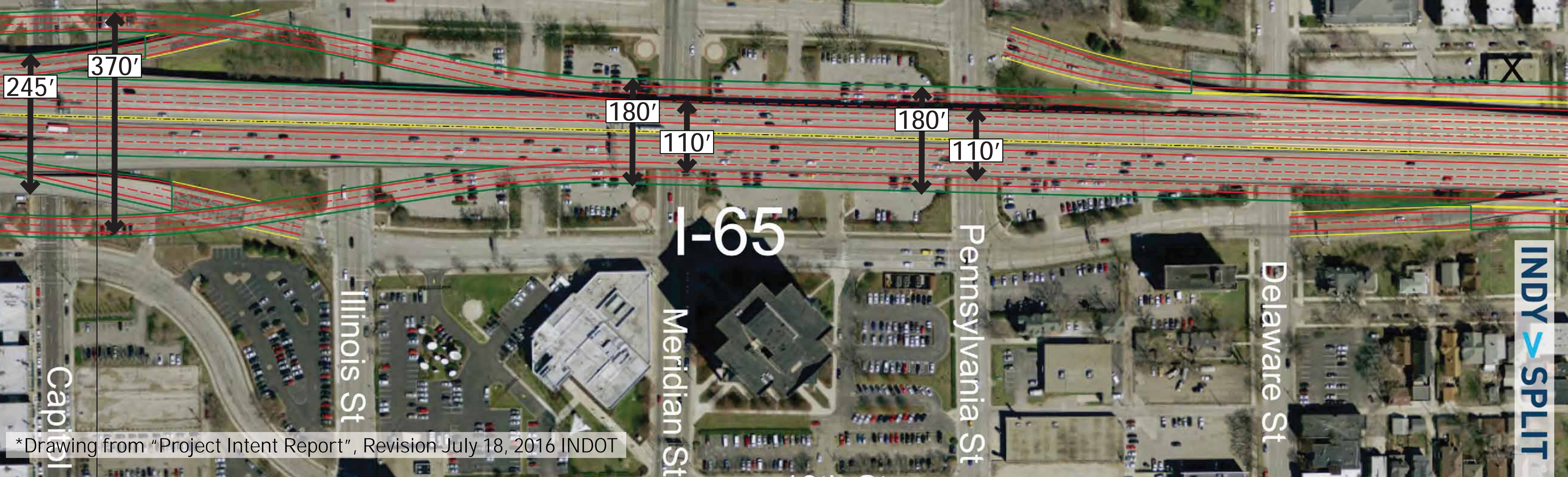
# INDIANAPOLIS

## NORTH SPLIT

### INDOT ATTACHMENT A

- LANE MARKING
- RETAINING WALL/BARRIER
- BRIDGE 20'-30' HIGH
- BRIDGE 40'-50' HIGH
- BRIDGE 60'-70' HIGH

Added lanes to create a 5 lane section on NB I-65. Two of the five lanes exit to the right to go to West St and MLK St. Removes the existing movements from the left to the existing MLK St / West St exit. The added travel lanes and new ramp configuration will require widening of the large bridge over several local streets.



\*Drawing from "Project Intent Report", Revision July 18, 2016 INDOT

# INDIANAPOLIS

# NORTH SPLIT

# INDOT ATTACHMENT A

Reconfigure the I-65 and I-70 north split interchanges for the Pennsylvania St and Meridian St. The new configuration for NB I-65 will remove the merge of the two interchanges and create a 5 lane section.

- LANE MARKING
- RETAINING WALL/BARRIER
- BRIDGE 20'-30' HIGH
- BRIDGE 40'-50' HIGH
- BRIDGE 60'-70' HIGH

Peach lines indicate transitions for project phasing

# I-65

260'

150'

245'

134'

Delaware St

Alabama St

New configuration provides a dedicated on-ramp from Pennsylvania St which provides easier movements to I-65 from E

\*Drawing from "Project Intent Report", Revision July 18, 2016 INDOT

# INDIANAPOLIS

# NORTH SPLIT

# INDOT ATTACHMENT A

Reconfigure the I-65 and I-70 north split interchange. Dedicated ramps for the Pennsylvania St and Meridian St exit will be constructed. The new configuration for NB I-65 and WB I-70 to NB I-65 will remove the merge of the two interstates by adding three lanes of travel and a lane section on NB I-65.

- LANE MARKING
- RETAINING WALL/BARRIER
- BRIDGE 20'-30' HIGH
- BRIDGE 40'-50' HIGH
- BRIDGE 60'-70' HIGH

## I-65

With the new lane configuration and added lanes in both directions, it is necessary to reconstruct the bridges over College Ave

New configuration provides a dedicated on-ramp from Delaware Street which provides easier movements to get to EB I-70 ramp.

\*Drawing from "Project Intent Report", Revision July 18, 2016 INDOT

Each I-70  
transfers for

INDY > SPLIT

With the new lane configuration and added lanes in both

# INDIANAPOLIS

## NORTH SPLIT

### INDOT ATTACHMENT A

SCALE	STRUCTURE NO.	STATE OF INDIANA	
N/A	N/A		
DES. NO.	PROJECT NO.	DATE	PAGE
N/A	N/A	2-23-2015	N/A

- █ LANE MARKING
- █ RETAINING WALL/BARRIER
- █ BRIDGE 20'-30' HIGH
- █ BRIDGE 40'-50' HIGH
- █ BRIDGE 60'-70' HIGH

Attachment A: I-65/70 North Split

College Ave

St Clair St

I-65/I-70

Pogues Run



With the new lane configuration and added lanes in both directions, it is necessary to modify the bridges over St. Clair St

Peach lines indicate transitions for project phasing

\*Drawing from "Project Intent Report", Revision July 18, 2016 INDOT

# INDIANAPOLIS


# NORTH SPLIT

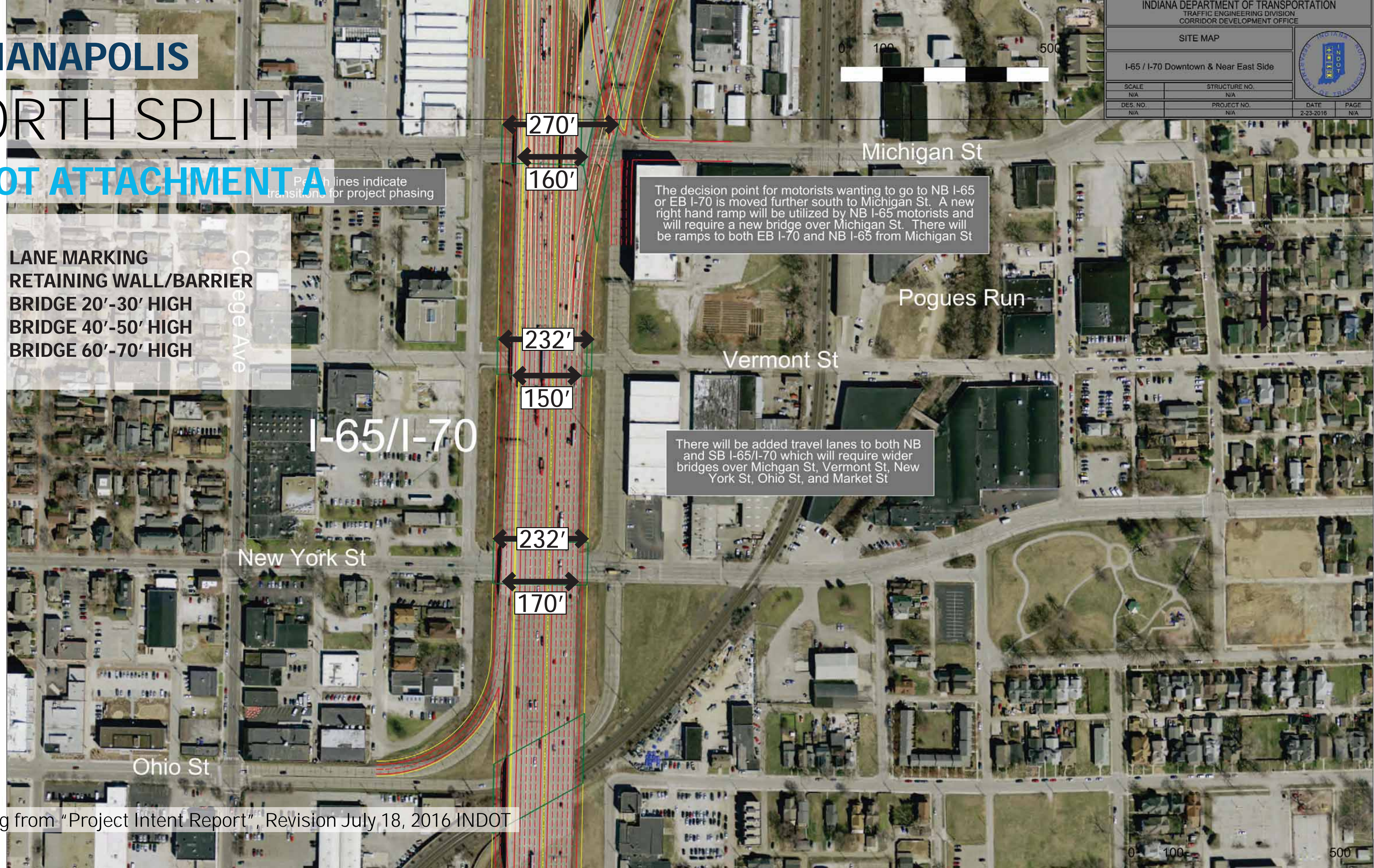
# INDOT ATTACHMENT A

Peak lines indicate transitions for project phasing

- LANE MARKING
- RETAINING WALL/BARRIER
- BRIDGE 20'-30' HIGH
- BRIDGE 40'-50' HIGH
- BRIDGE 60'-70' HIGH

Attachment A: I-65/70 North Split

INDIANA DEPARTMENT OF TRANSPORTATION TRAFFIC ENGINEERING DIVISION CORRIDOR DEVELOPMENT OFFICE			
SITE MAP			
I-65 / I-70 Downtown & Near East Side			
SCALE	STRUCTURE NO.		
N/A	N/A		
DES. NO.	PROJECT NO.	DATE	PAGE
N/A	N/A	2-23-2016	N/A



The decision point for motorists wanting to go to NB I-65 or EB I-70 is moved further south to Michigan St. A new right hand ramp will be utilized by NB I-65 motorists and will require a new bridge over Michigan St. There will be ramps to both EB I-70 and NB I-65 from Michigan St

There will be added travel lanes to both NB and SB I-65/I-70 which will require wider bridges over Michigan St, Vermont St, New York St, Ohio St, and Market St

INDY > SPLIT

\*Drawing from "Project Intent Report", Revision July 18, 2016 INDOT



An aerial photograph of a city grid, likely North Side, with a river winding through it. The image is overlaid with semi-transparent impact analysis data. The data is represented by various colored polygons: green, yellow, purple, and blue. These polygons are scattered across the city grid, with some larger areas in the upper right and lower right, and smaller, more irregular shapes elsewhere. The river is a prominent feature on the left side of the image.

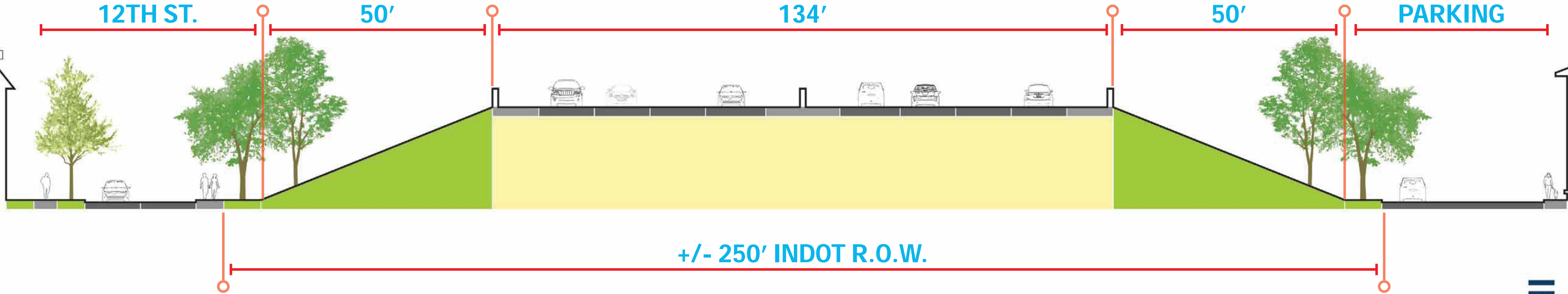
# NORTH SIDE

IMPACT ANALYSIS

# INDIANAPOLIS

## NORTH SPLIT

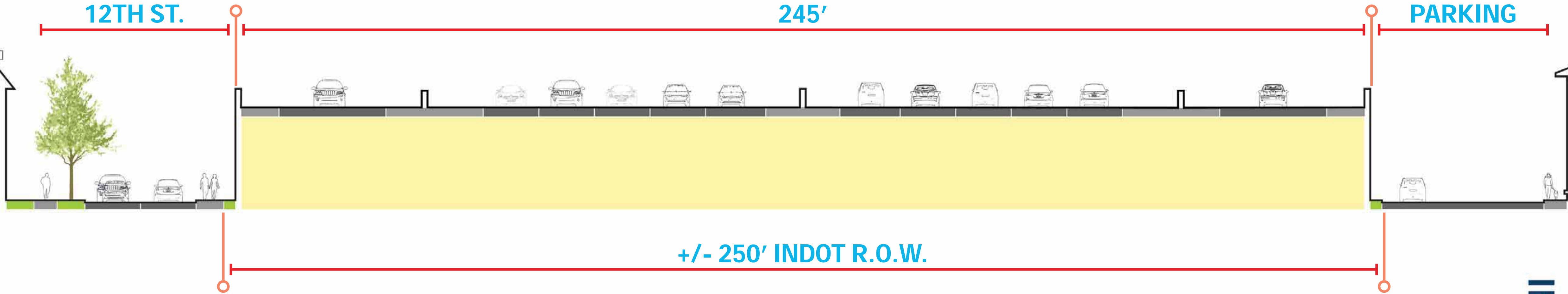
### EXISTING BETWEEN PENN & COLLEGE



# INDIANAPOLIS

## NORTH SPLIT

### INDOT PROPOSAL 'A' BETWEEN PENN & COLLEGE

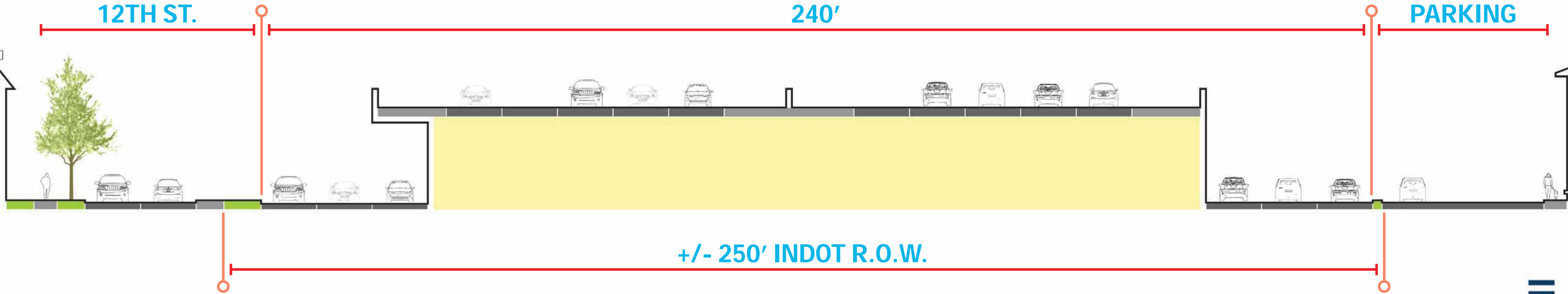


\*This illustration is an interpretation of INDOT's plan. Source: "Project Intent Report", Revision July 18, 2016 INDOT

# INDIANAPOLIS

## NORTH SPLIT

### INDOT PROPOSAL 'D' BETWEEN PENN & COLLEGE



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

INDIANAPOLIS

NORTH SPLIT

EXISTING

INDIANA LANDMARKS

BUTLER HOUSE

12TH ST.

DOWNTOWN

CENTRAL

ALABAMA

INDY > SPLIT



**INDIANAPOLIS**

**NORTH SPLIT**

**INDOT PROPOSAL**



INDIANA LANDMARKS

BUTLER HOUSE

12TH ST.

CENTRAL

DOWNTOWN

ALABAMA

INDY > SPLIT

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**INDIANAPOLIS**

**NORTH SPLIT**

**COMPARISON**



INDIANA LANDMARKS

BUTLER HOUSE

12TH ST.

134'

245'

DOWNTOWN

ALABAMA

CENTRAL

INDY > SPLIT

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

INDIANAPOLIS

NORTH SPLIT

EXISTING

ALABAMA

DOWNTOWN

CENTRAL

12TH ST.

INDIANA LANDMARKS

INDY > SPLIT





**INDIANAPOLIS**

**NORTH SPLIT**

**INDOT PROPOSAL**

**ALABAMA**

**DOWNTOWN**

**CENTRAL**

**12TH ST.**

**INDIANA LANDMARKS**

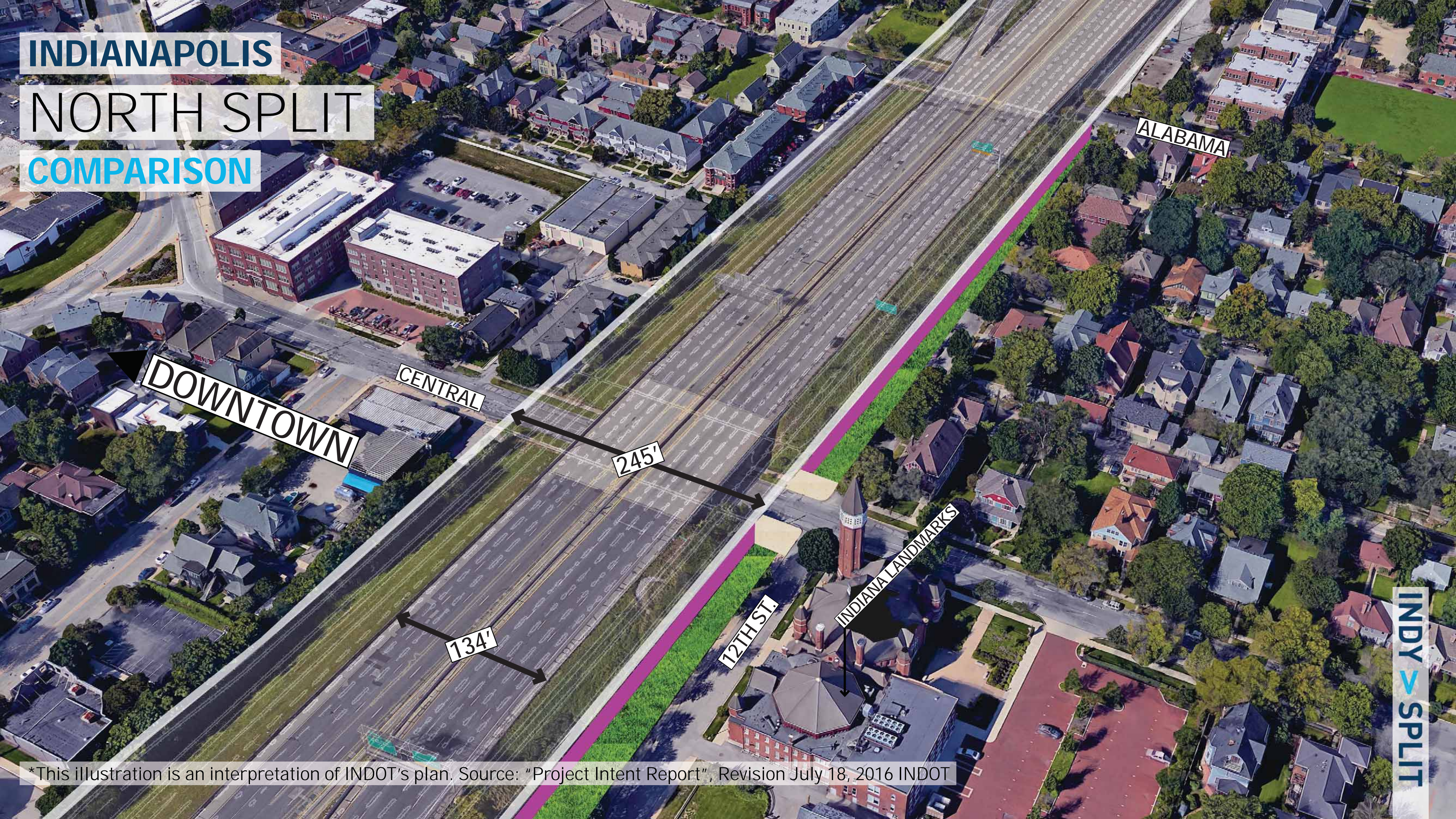
**INDY > SPLIT**

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

**INDIANAPOLIS**

**NORTH SPLIT**

**COMPARISON**



**DOWNTOWN**

**CENTRAL**

**ALABAMA**

**245'**

**134'**

**12TH ST.**

**INDIANA LANDMARKS**

**INDY > SPLIT**

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

**INDIANAPOLIS**  
**NORTH SPLIT**  
**BEFORE - 12TH & ALABAMA**



# INDIANAPOLIS

## NORTH SPLIT

### AFTER - 12TH & ALABAMA



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

**INDIANAPOLIS**  
**NORTH SPLIT**  
**BEFORE - 12TH & CENTRAL**



# INDIANAPOLIS NORTH SPLIT AFTER - 12TH & CENTRAL



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

**INDIANAPOLIS**  
**NORTH SPLIT**  
**BEFORE - 11TH & PECK**



# INDIANAPOLIS NORTH SPLIT AFTER - 11TH & PECK



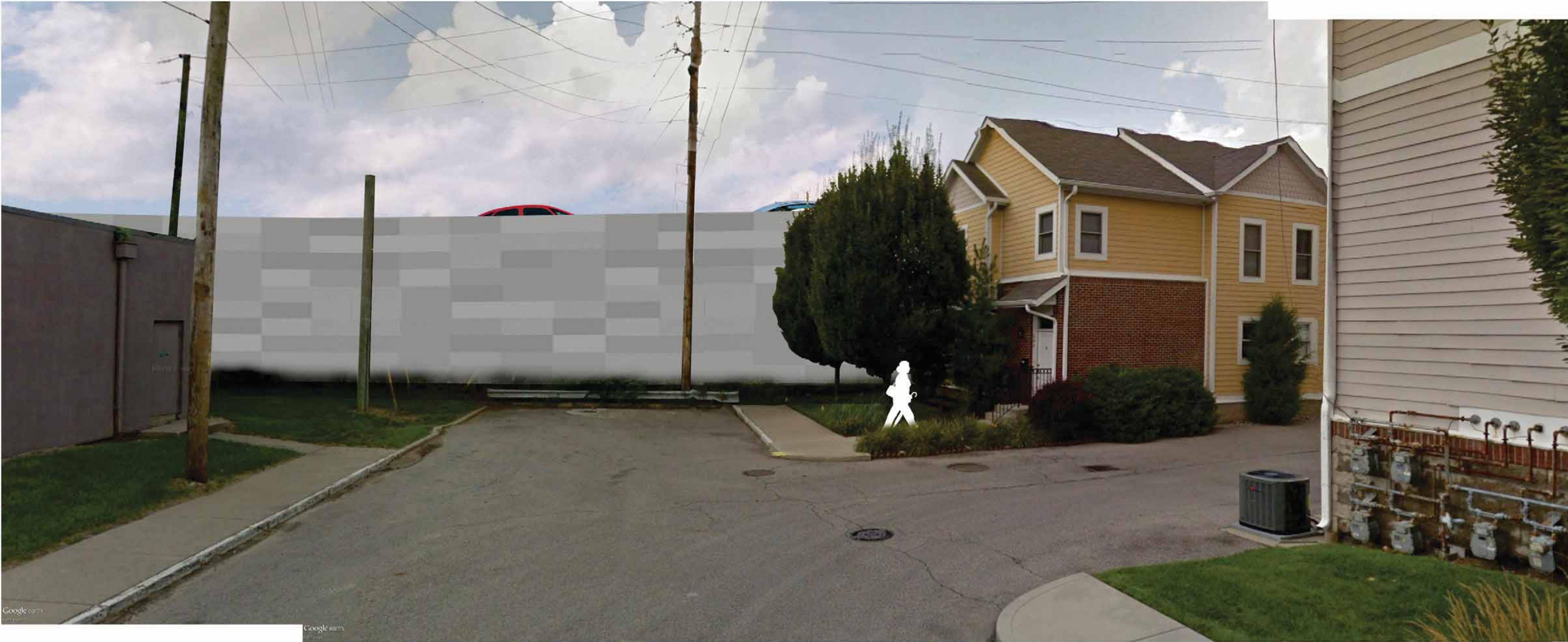
\*This illustration is an interpretation of INDOT's plan. Source: "Project Intent Report", Revision July 18, 2016 INDOT



**INDIANAPOLIS**  
**NORTH SPLIT**  
**BEFORE - 11TH & PARK**



# INDIANAPOLIS NORTH SPLIT AFTER - 11TH & PARK



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

An aerial photograph of a city grid with a river on the left. The map is overlaid with various colored areas: a large purple area near the river, several green areas scattered throughout, and a prominent vertical yellow-green area in the center. The text 'EAST SIDE' is superimposed in large blue letters across the middle of the map.

# EAST SIDE

IMPACT ANALYSIS

# INDIANAPOLIS

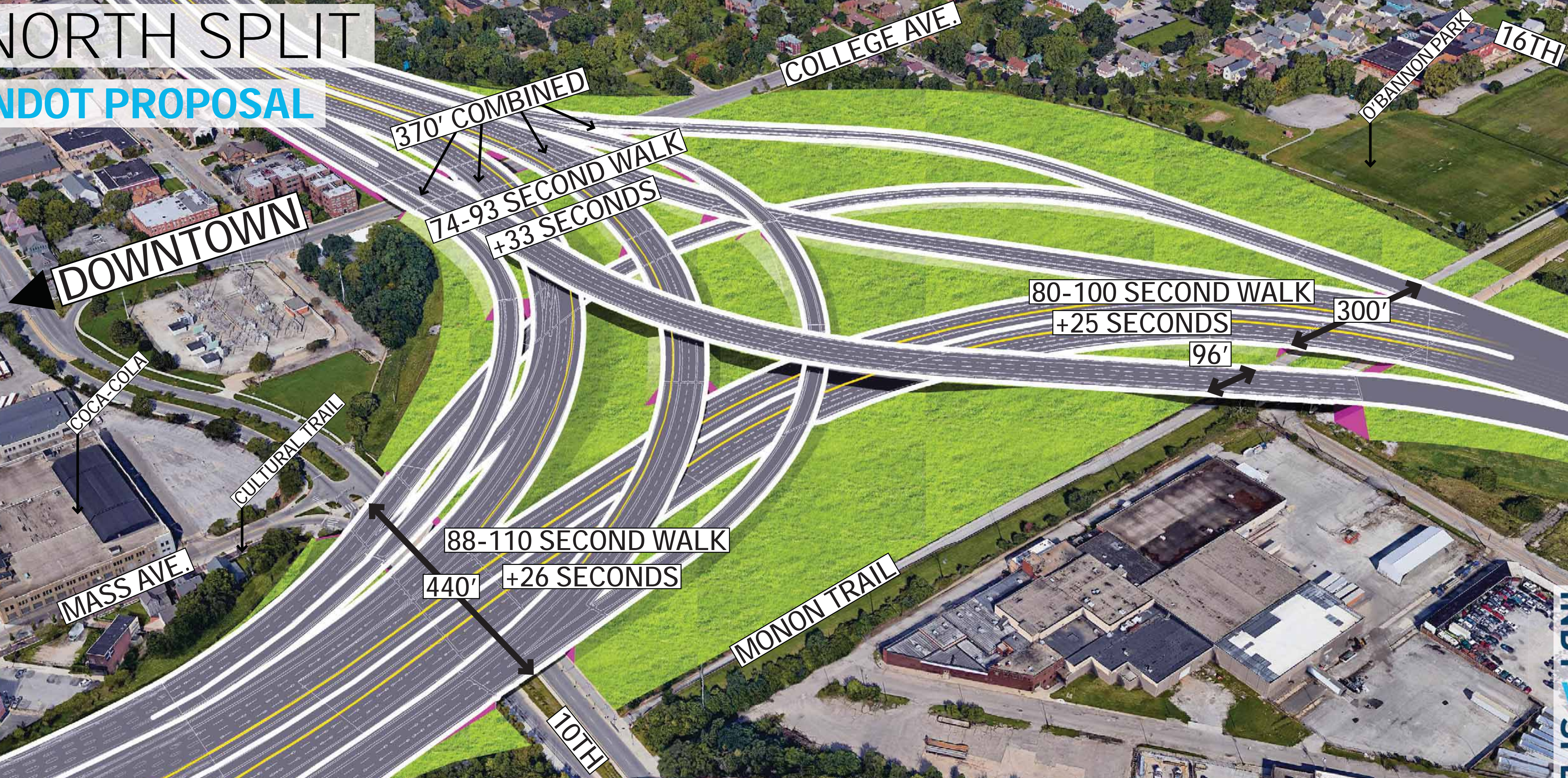
# NORTH SPLIT

EXISTING



\*Drawing from "Project Intent Report", Revision July 18, 2016 INDOT

# INDIANAPOLIS NORTH SPLIT INDOT PROPOSAL



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

INDIANAPOLIS

NORTH SPLIT

EXISTING

COLLEGE AVE.

MASS AVE.

COCA-COLA

INDY READS

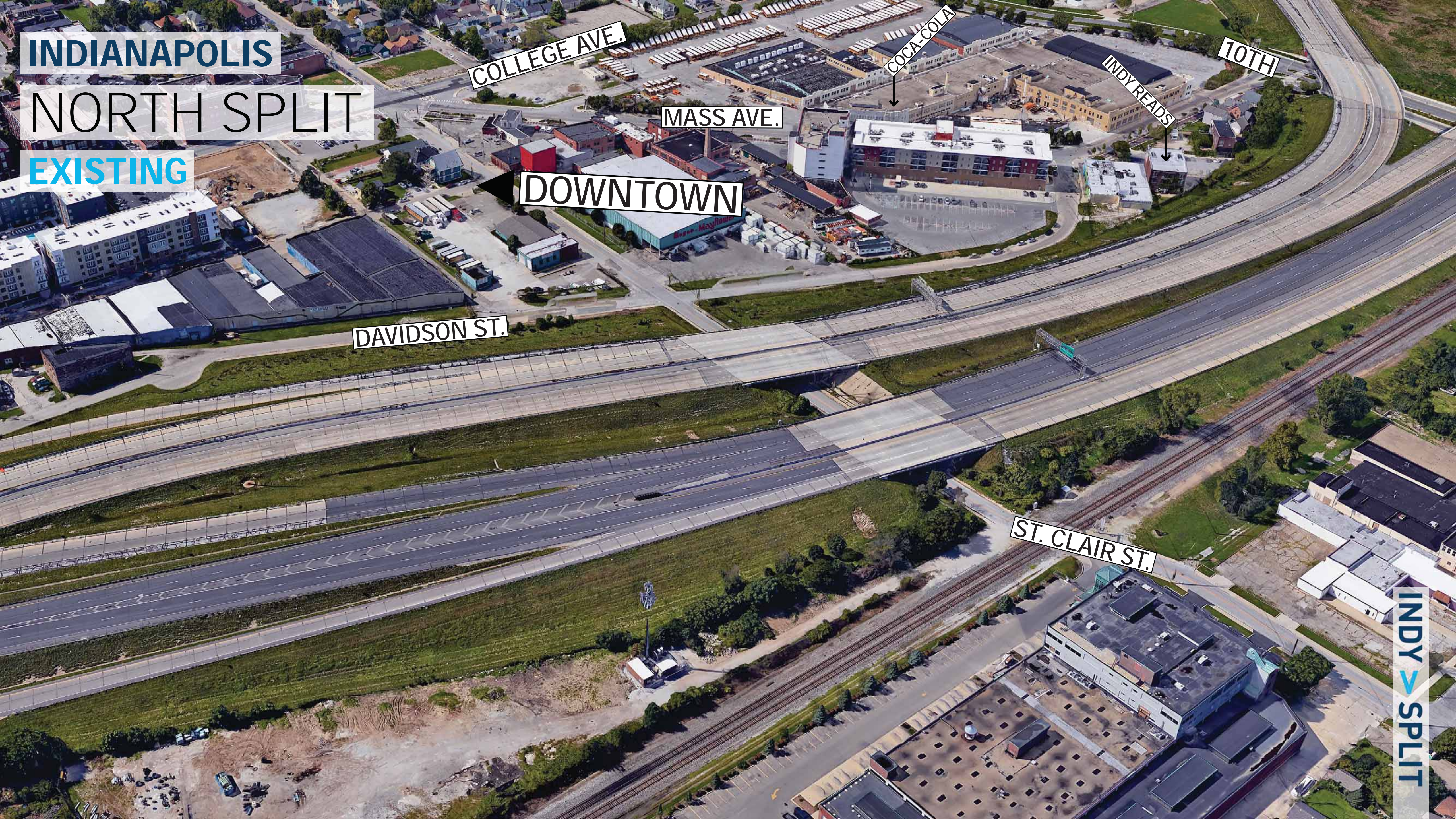
10TH

DOWNTOWN

DAVIDSON ST.

ST. CLAIR ST.

INDY > SPLIT



**INDIANAPOLIS**  
**NORTH SPLIT**  
**INDOT PROPOSAL**



COLLEGE AVE.

MASS AVE.

DOWNTOWN

DAVIDSON ST.

COCA-COLA

INDY READS

10TH

ST. CLAIR ST.

INDY > SPLIT

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# INDIANAPOLIS NORTH SPLIT COMPARISON



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



INDIANAPOLIS

NORTH SPLIT

EXISTING

DOWNTOWN

COLLEGE AVE.

MICHIGAN ST.

DAVIDSON ST.

PINE ST.

NEW YORK ST.

VERMONT ST.

MIDLAND ANTIQUES

INDY > SPLIT



**INDIANAPOLIS**

**NORTH SPLIT**

**INDOT PROPOSAL**

**DOWNTOWN**

**COLLEGE AVE.**

**MICHIGAN ST.**

**DAVIDSON ST.**

**NEW YORK ST.**

**PINE ST.**

**VERMONT ST.**

**MIDLAND ANTIQUES**

**INDY > SPLIT**

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

**INDIANAPOLIS**

**NORTH SPLIT**

**COMPARISON**

**DOWNTOWN**

**COLLEGE AVE.**

**DAVIDSON ST.**

**MICHIGAN ST.**

**NEW YORK ST.**

**PINE ST.**

**VERMONT ST.**

**MIDLAND ANTIQUES**

170'  
232'

150'  
232'

160'  
270'

**INDY > SPLIT**

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

**INDIANAPOLIS**  
**NORTH SPLIT**  
**BEFORE - DAVIDSON ST. BETWEEN MASS AVE. & ST. CLAIR**



# INDIANAPOLIS

## NORTH SPLIT

### AFTER - DAVIDSON ST. BETWEEN MASS AVE. & ST. CLAIR

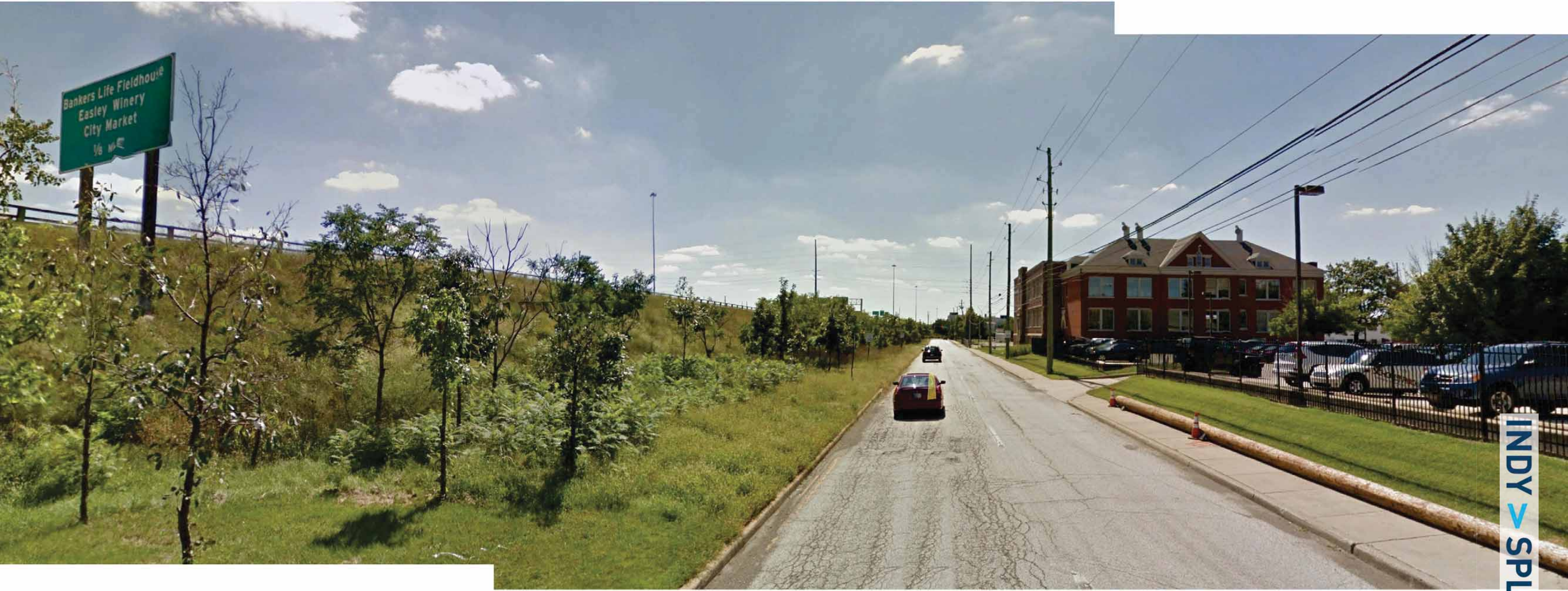


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# INDIANAPOLIS

# NORTH SPLIT

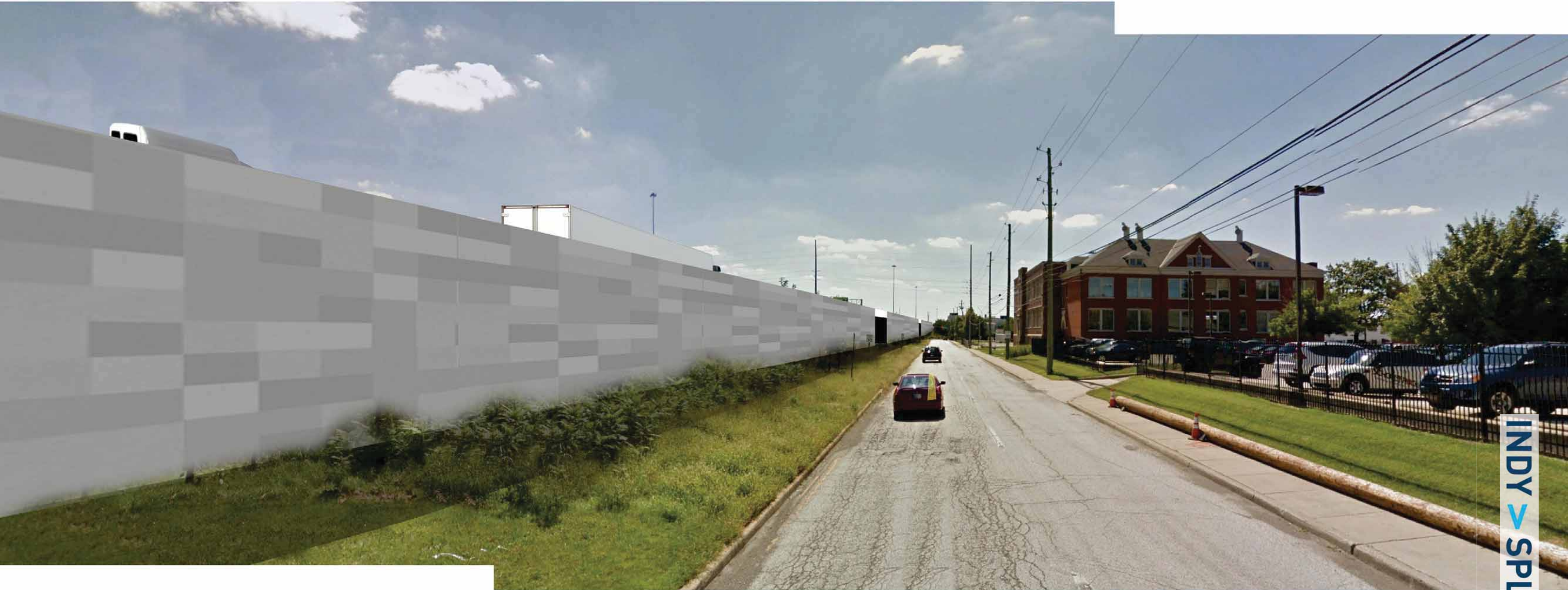
# BEFORE - DAVIDSON ST. BETWEEN MICHIGAN & VERMONT



# INDIANAPOLIS

# NORTH SPLIT

## AFTER - DAVIDSON ST. BETWEEN MICHIGAN & VERMONT



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

INDY > SPLIT

# INDIANAPOLIS NORTH SPLIT

**BEFORE - DAVIDSON ST. BETWEEN NEW YORK & OHIO**





# INDIANAPOLIS

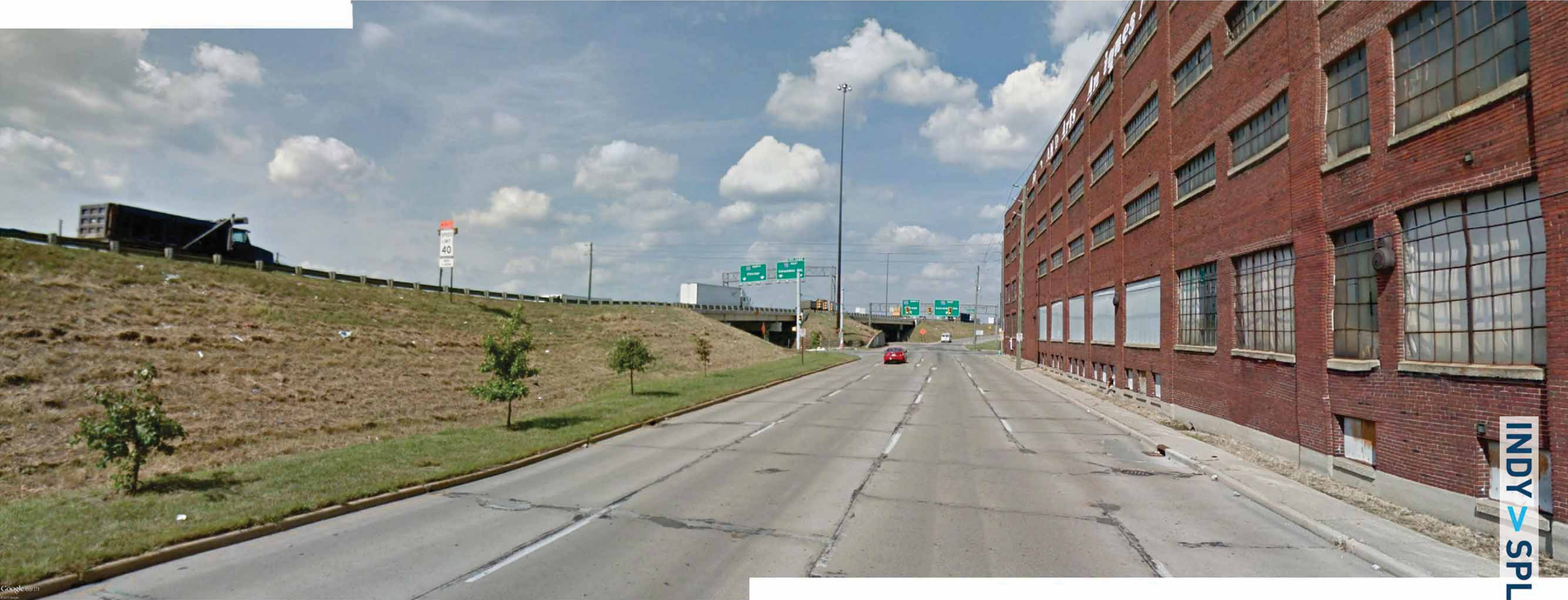
## NORTH SPLIT

### AFTER - DAVIDSON ST. BETWEEN NEW YORK & OHIO



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

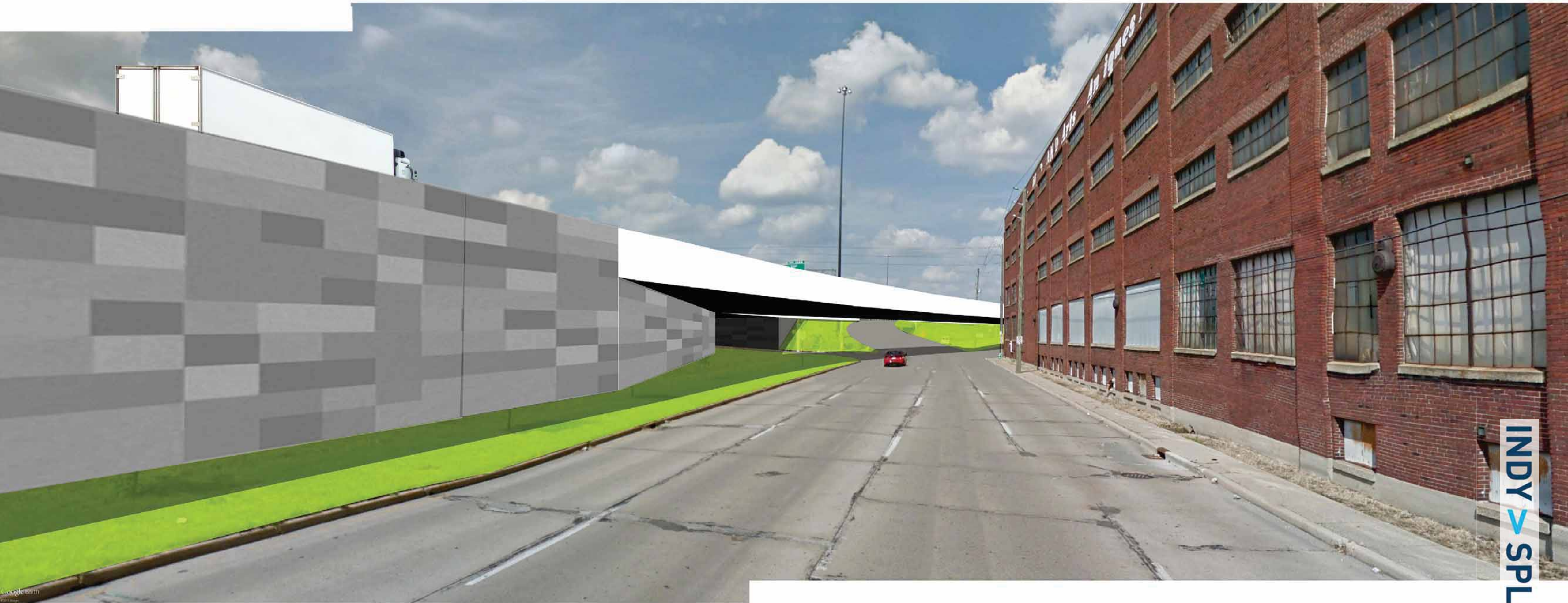
**INDIANAPOLIS**  
**NORTH SPLIT**  
**BEFORE - PINE ST. BETWEEN MICHIGAN & VERMONT**



# INDIANAPOLIS

## NORTH SPLIT

### AFTER - PINE ST. BETWEEN MICHIGAN & VERMONT



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

An aerial photograph of a city, likely Indianapolis, showing a river on the left and a dense urban grid. Several areas are highlighted with semi-transparent colored overlays: purple, green, and yellow. The text 'PEER CITIES' is overlaid in large, bold, blue letters.

# PEER CITIES

WHAT ARE INDY'S COMPETITORS UP TO?

# PEER CITIES

## CASE STUDY

### I-280 SPUR REMOVAL, SAN FRANCISCO



“San Francisco demolished two freeways in 1989, beginning a historic natural experiment in urban planning. Ultimately, that example would prove that removing in-city highways could boost quality of life, economic development, and housing affordability.”

-Congress for the New Urbanism



# PEER CITIES

## CASE STUDY

### RETHINK 81 SYRACUSE, NY



“A boulevard would open up at least seven acres of land for potential development with almost \$140 million in market value and \$5.3 million in annual taxes.”

-Tri-State Transportation Campaign



# PEER CITIES

## CASE STUDY

### I-35 RECONNECT AUSTIN, TX PROPOSAL



This vision has been informative to the Indianapolis effort, but it has been compromised through the TX DOT process. A lesson to us.



**PEER CITIES**  
CASE STUDY  
**I-70 DENVER, CO**



This raised section of the interstate in Denver is similar in scale to the Indianapolis north leg.





# PEER CITIES

## CASE STUDY

### I-670 COLUMBUS, OH



A capped section of I-670 reconnects downtown Columbus with the Short North arts and entertainment district.

This development over an existing depressed Interstate has applicability to existing depressed sections between Washington Street and Fountain Square for economic development and neighborhood connectivity.

The 1.12 AC site generated 25, 500 SF Gross Building area renting at \$25 - \$35/ SF per year. Opened in 2004.

# PEER CITIES CASE STUDY

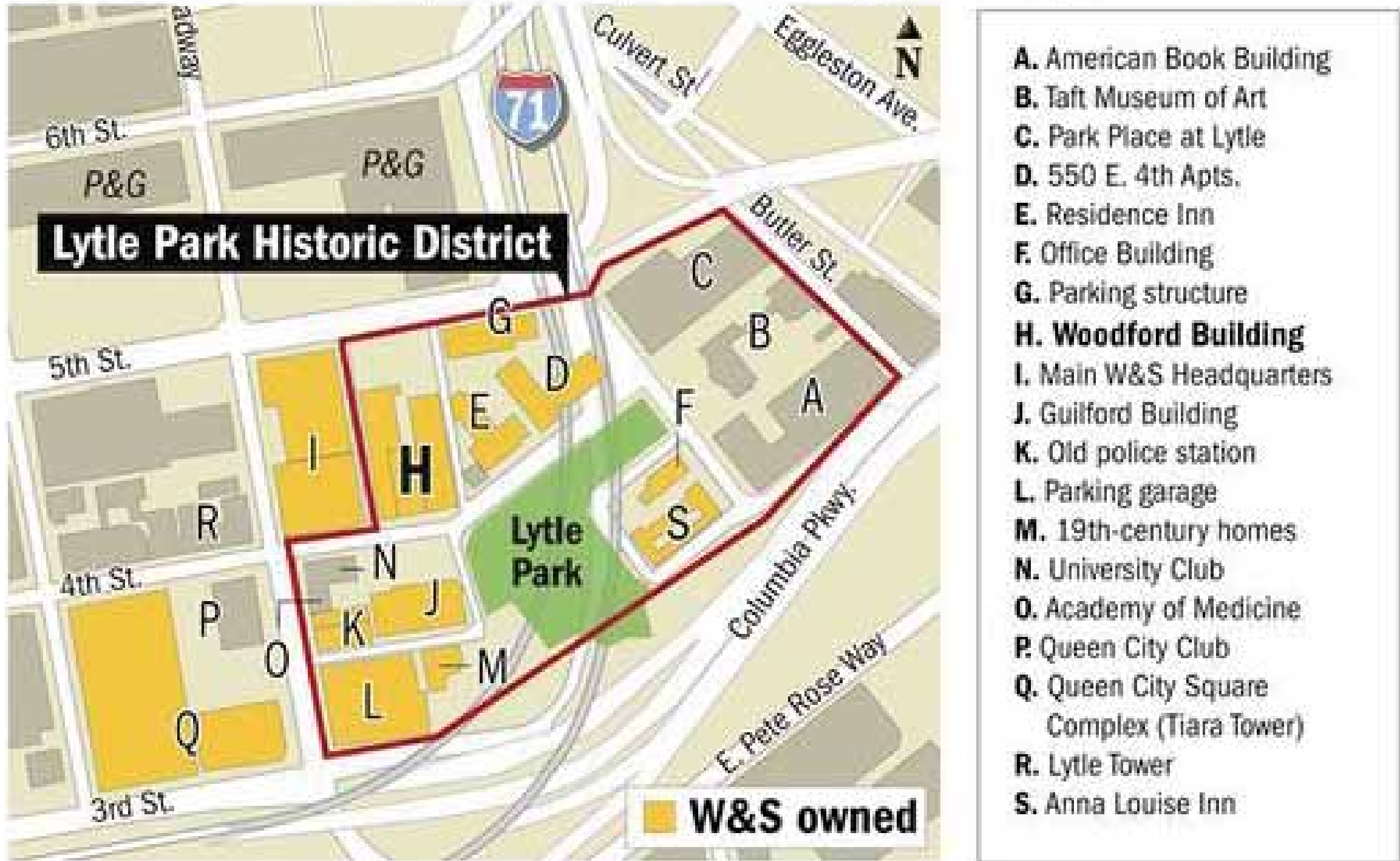
## LYTLE PARK, CINCINNATI, OH



A transformative cap to a depressed interstate section in Cincinnati recreated a park, reconnected neighborhoods and spurred new development.

### Remaking patch of Downtown

The Cincinnati Planning Commission recently approved removing some buildings, including the Woodford Building, from the Lytle Park Historic District, clearing the way for development. Possibilities include a new headquarters for Western & Southern Financial Group. Cincinnati City Council still must approve the changes.

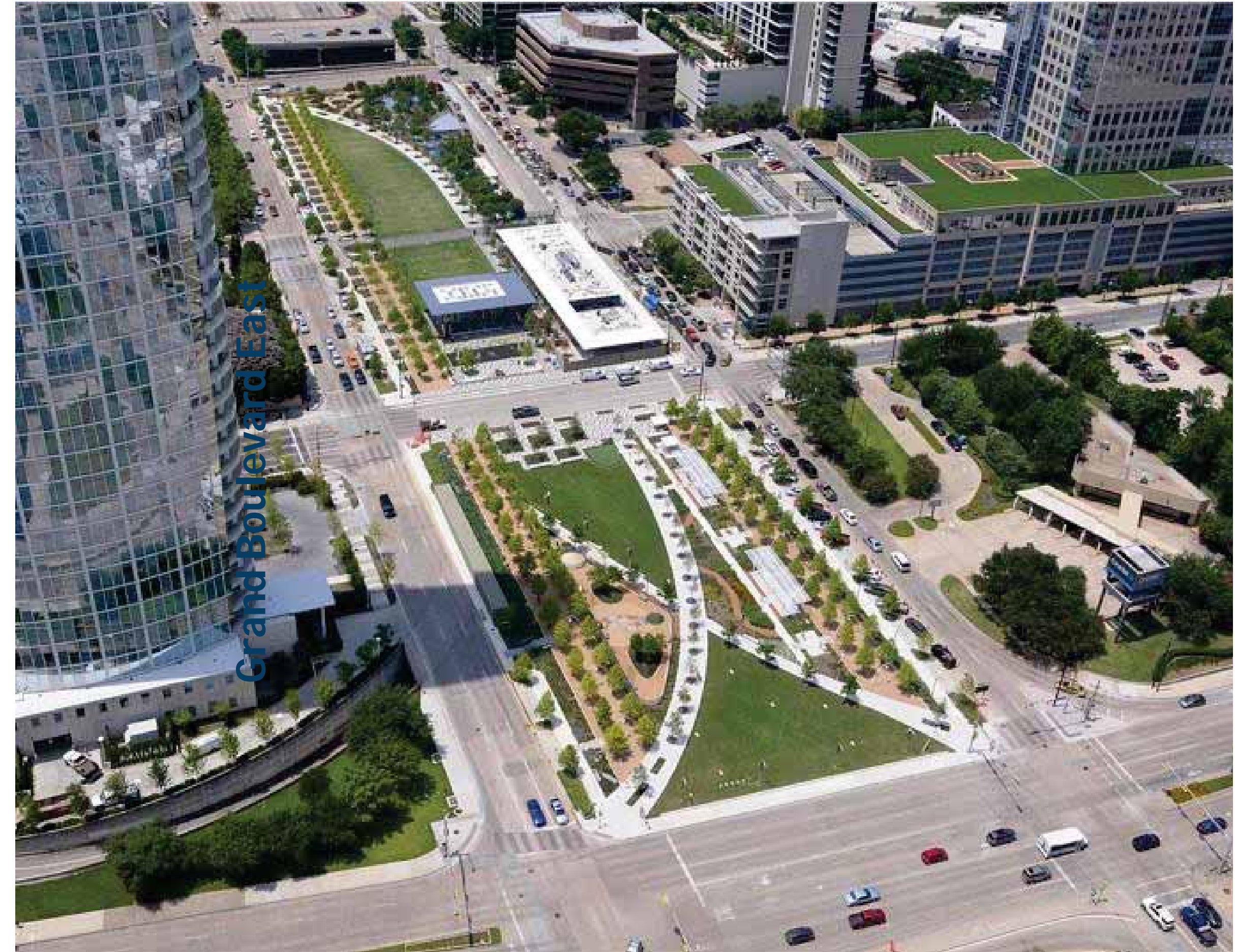


# PEER CITIES

## CASE STUDY

### KLYDE WARREN PARK, DALLAS, TX

A world-class park founded on land reclaimed over a depressed interstate, reconnecting isolated districts and spurring economic development.



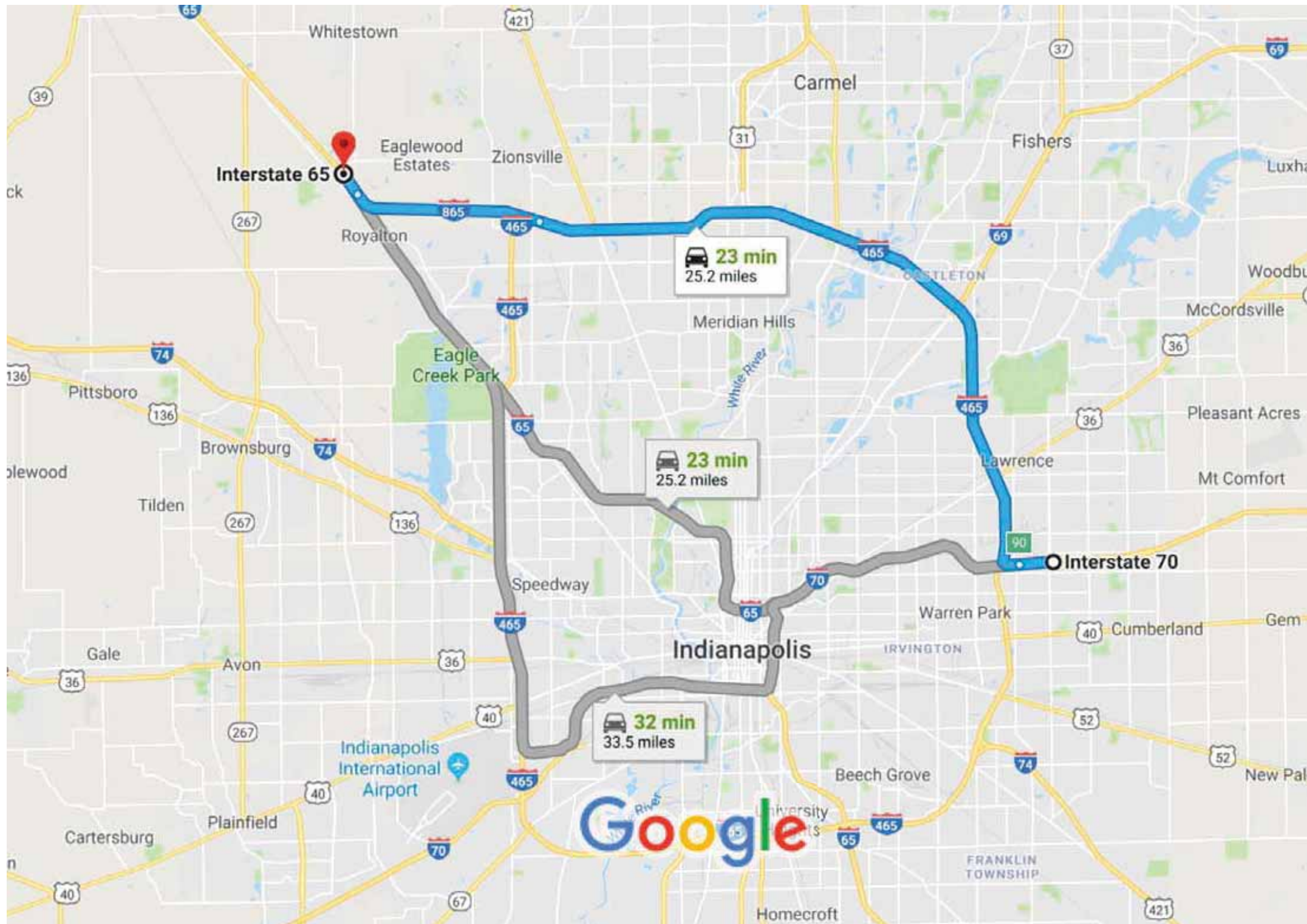
An aerial photograph of Indianapolis, Indiana, overlaid with a semi-transparent map. The map features several colored regions: a large green area in the center, a purple area along the river on the left, and various smaller green and yellow patches scattered across the city. The text 'Exploring an Alternative' is prominently displayed in the center in a large, bold, dark blue font.

# Exploring an Alternative

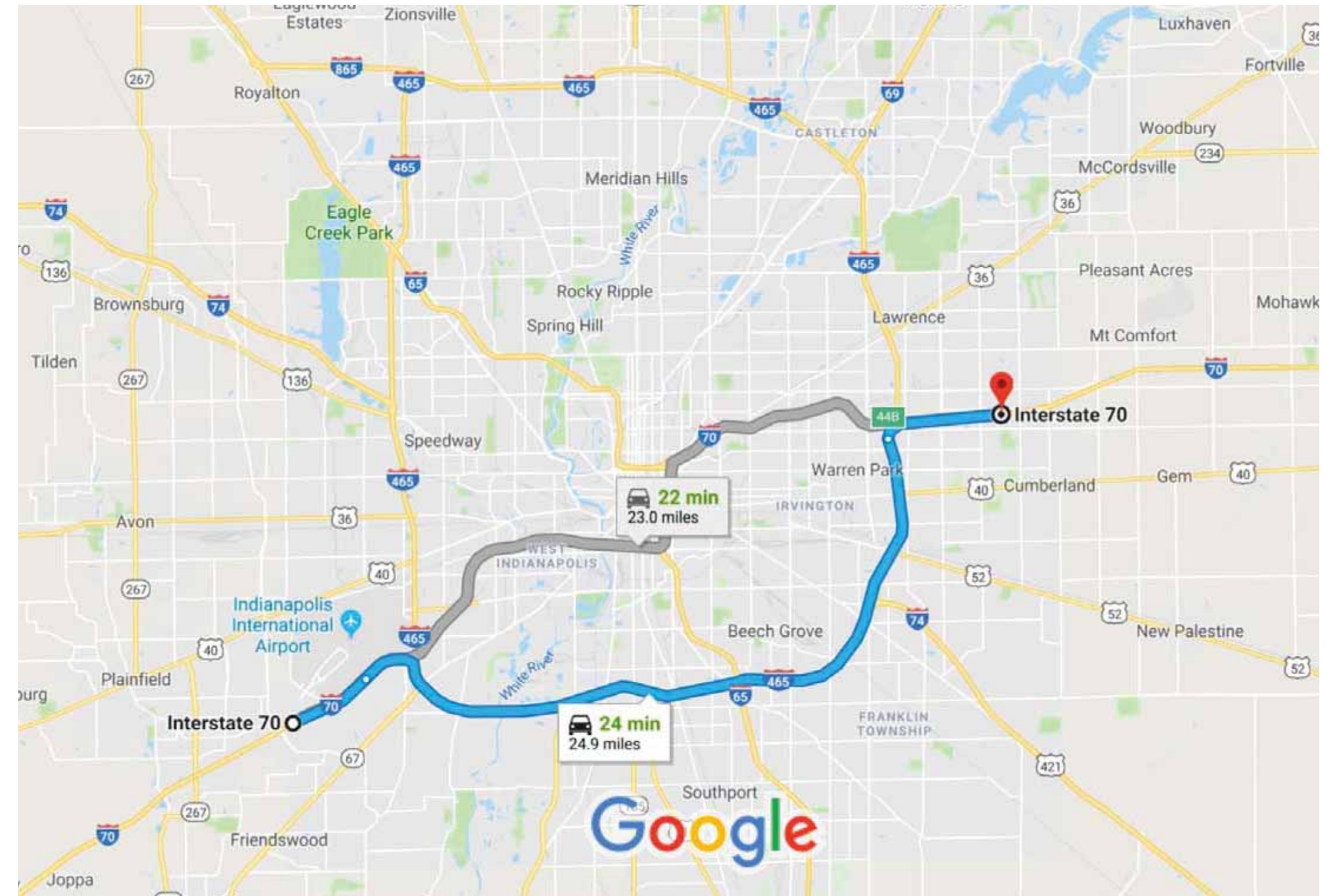
IS THERE A BETTER WAY FOR INDIANAPOLIS?

# INDIANAPOLIS NORTH SPLIT

## ALT. VISION 1: Incentivize Through-Traffic on I-465 Outer Loop

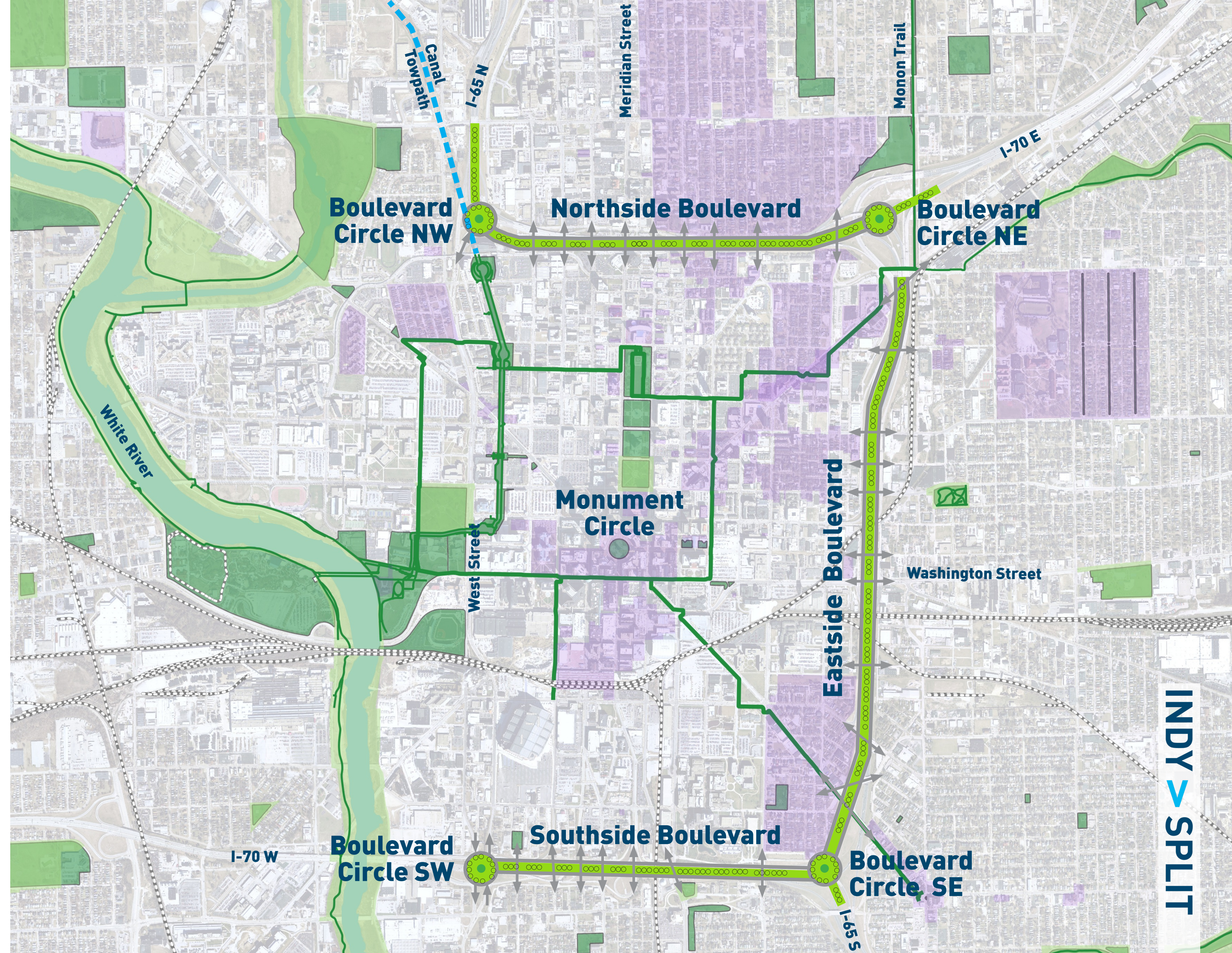


- E/N Travel Time - same at 23 min
- Consider “smart” tolling to incentivize use of I-465



- I-465 E/W Travel Time - 2 min variation  
Inner loop=22 min / Outer loop=24 min
- Consider “smart” tolling

# INDIANAPOLIS NORTH SPLIT An Alternative VISION

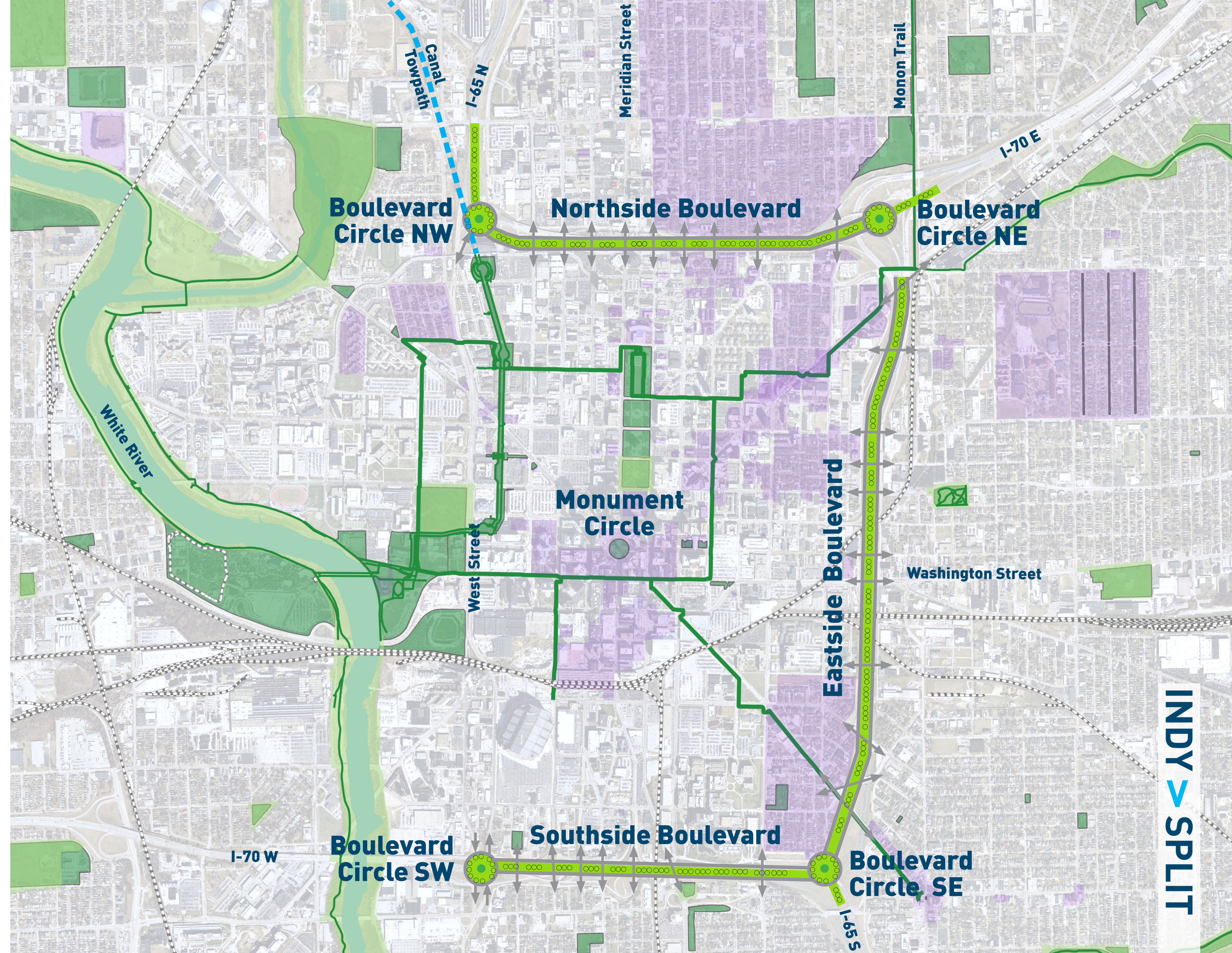


# INDIANAPOLIS

## NORTH SPLIT

### An Alternative VISION

- Develop a new surface parkway boulevard for local multimodal traffic distribution. Reclaim excess right-of-way for new mixed-use development.



# INDIANAPOLIS

## NORTH SPLIT

### An Alternative VISION

- Develop a new surface parkway boulevard for local multimodal traffic distribution. Reclaim excess right-of-way for new mixed-use development.
- Connect the Canal Towpath and Cultural Trail to the new boulevards.



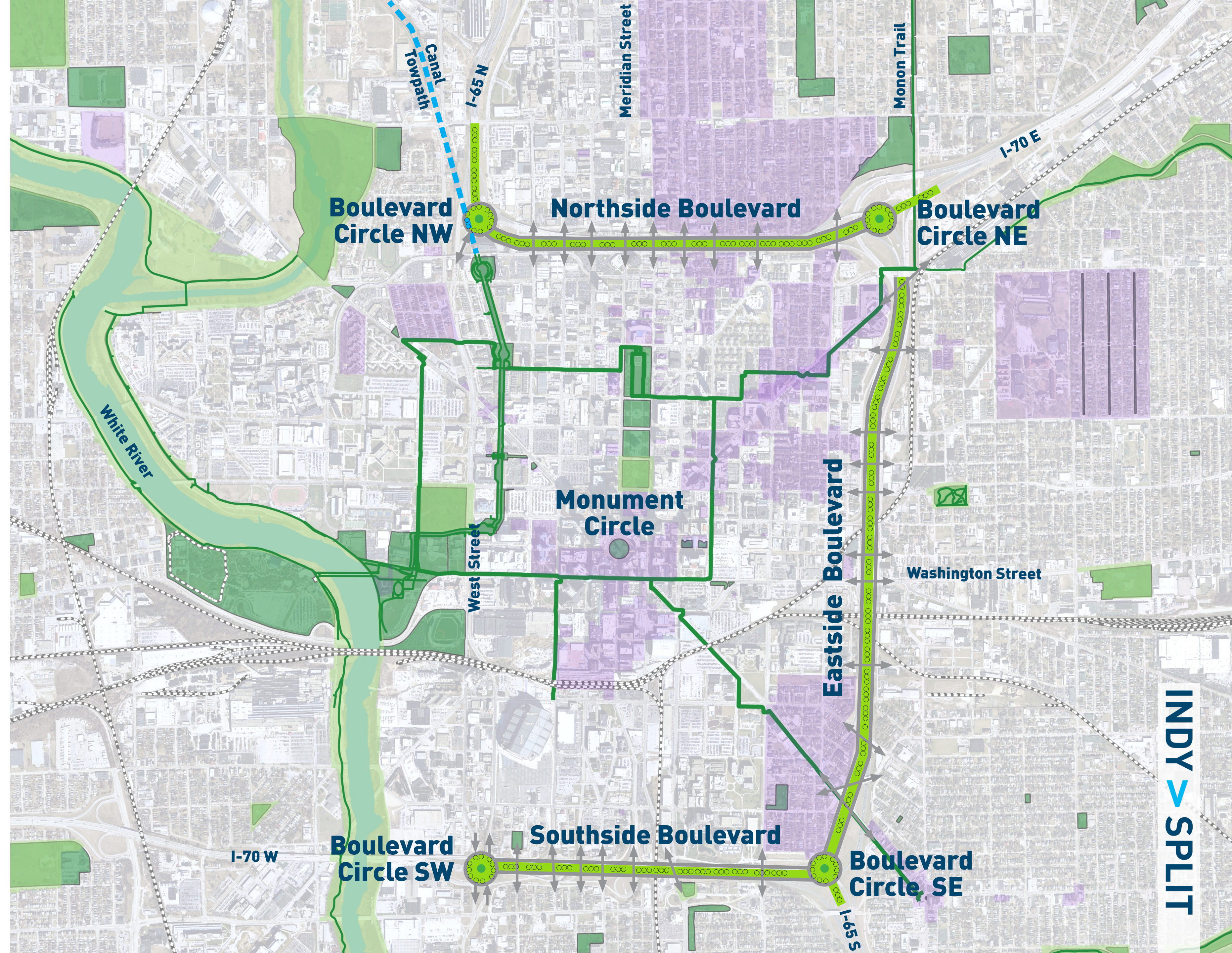


# INDIANAPOLIS

## NORTH SPLIT

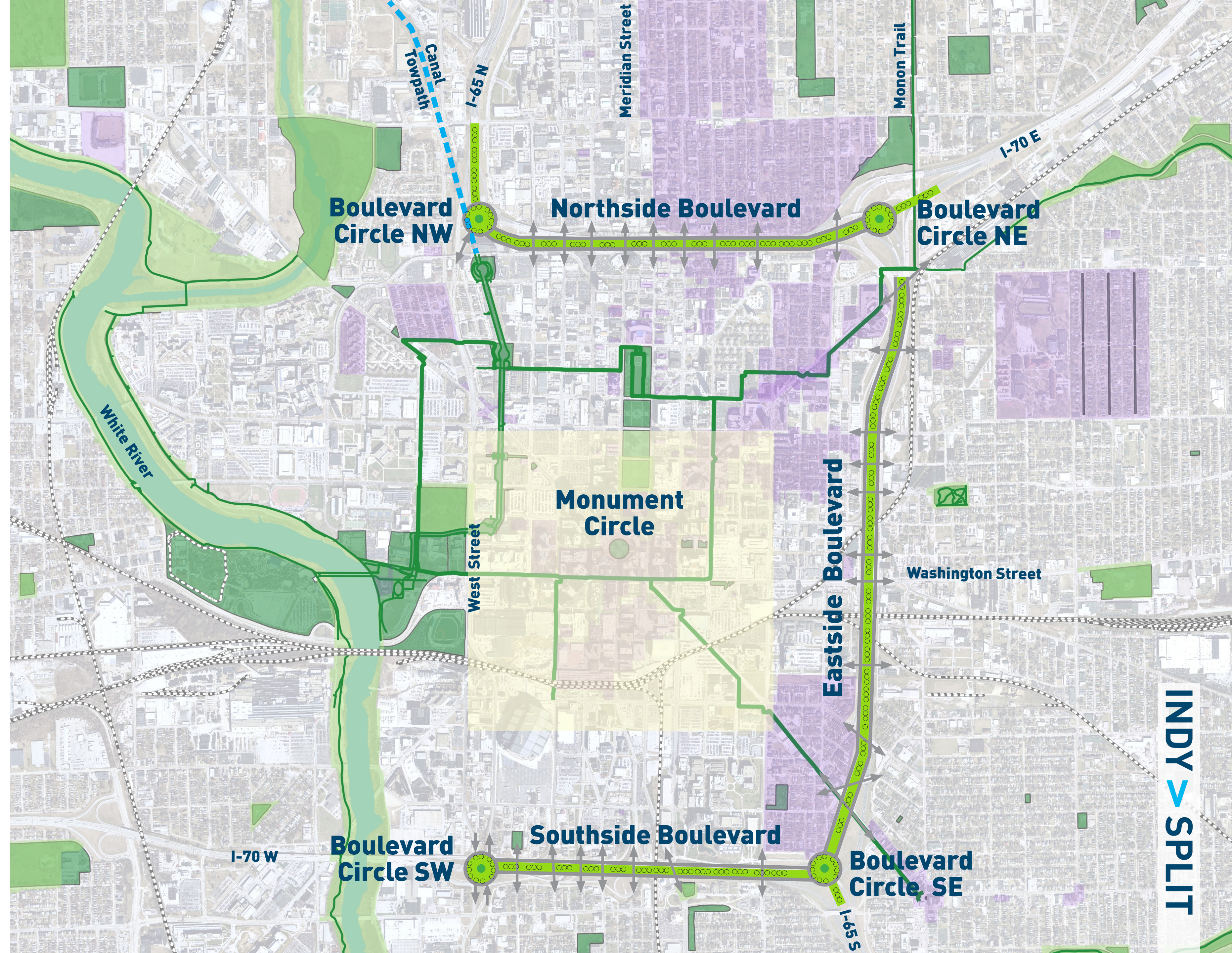
### An Alternative VISION

- Develop a new surface parkway boulevard for local multimodal traffic distribution. Reclaim excess right-of-way for new mixed-use development.
- Connect the Canal Towpath and Cultural Trail to the new boulevards.
- Plan for future transit and automated vehicle technology for a connected, more walkable downtown.



# INDIANAPOLIS NORTH SPLIT An Alternative VISION

- L'Enfant created the D.C. system of boulevards and circles. Ralston was mentored by L'Enfant and created the Indianapolis mile square plan around Monument Circle.

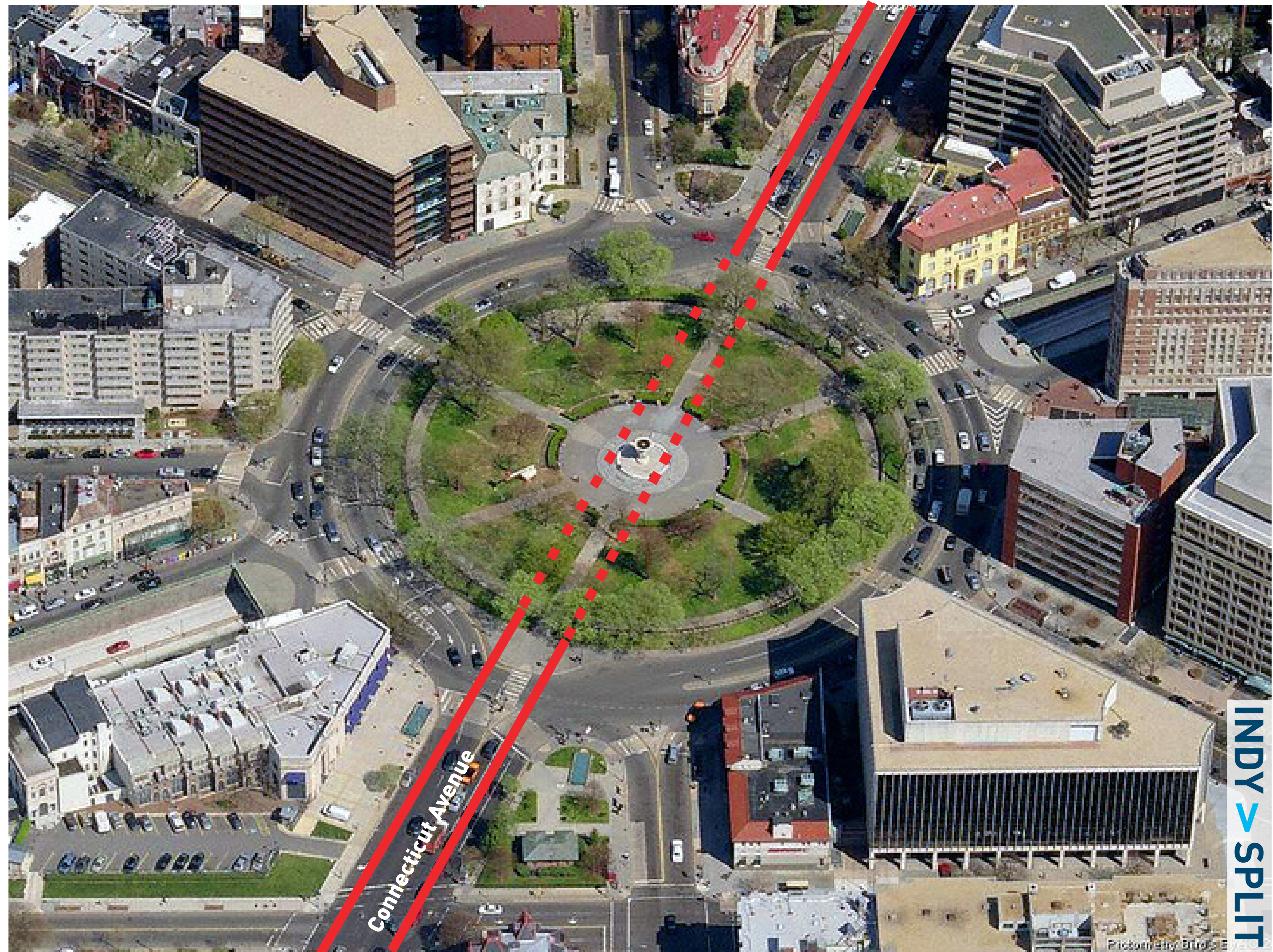


# INDIANAPOLIS

## NORTH SPLIT

### An Alternative VISION

- Dupont Circle in Washington, D.C. is a district gateway, a transit center, and a public open space over a depressed Connecticut Avenue.

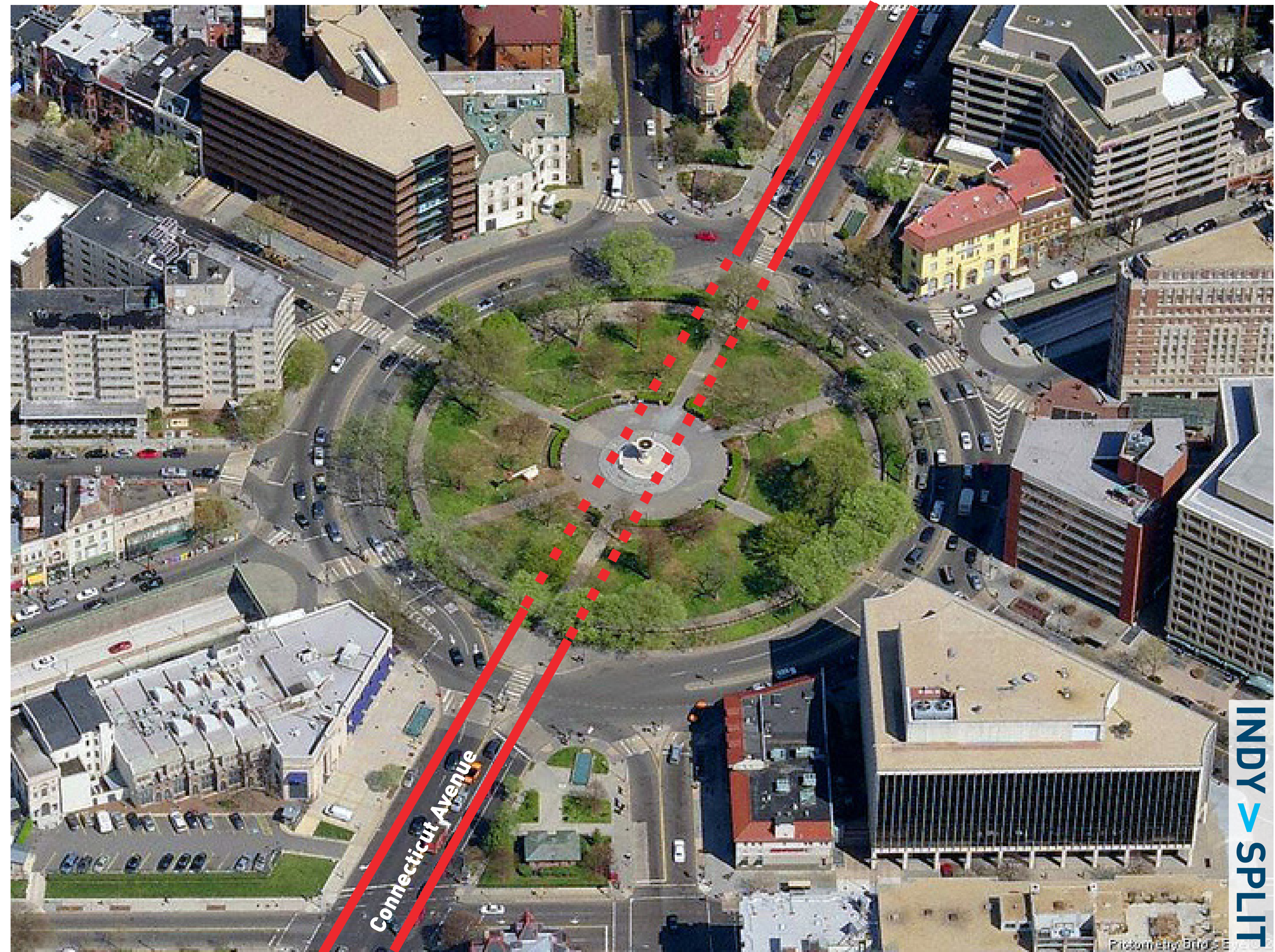


# INDIANAPOLIS

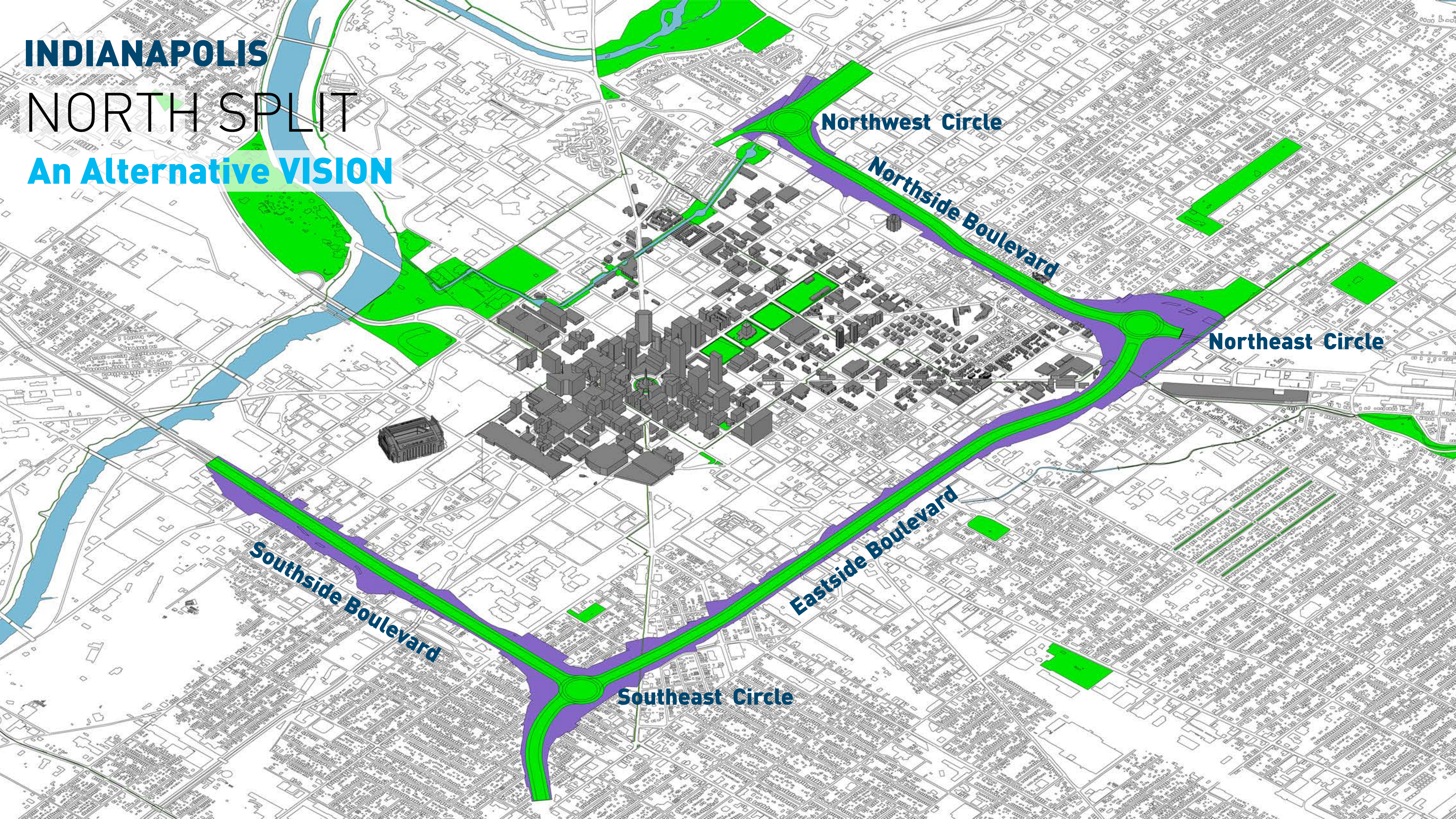
## NORTH SPLIT

### An Alternative VISION

- Dupont Circle in Washington, D.C. is a district gateway, a transit center, and a public open space over a depressed Connecticut Avenue.
- It provides an approximate template for the boulevard circles that collect and distribute local traffic from the downtown interstate system to the parkway boulevards.



# INDIANAPOLIS NORTH SPLIT An Alternative VISION



Northwest Circle

Northside Boulevard

Northeast Circle

Eastside Boulevard

Southeast Circle

Southside Boulevard

# INDIANAPOLIS

## NORTH SPLIT

### ALT. VISION 1: A Surface Boulevard, Through-Traffic on I-465 Outer Loop



#### South Drive: traffic-calmed local access with on-street parking serving mixed-use development

- Relinquish excess on-grade R/W to the city to create a multimodal boulevard & related development
- Gain approximately 10 acres of prime real estate for new mixed-use development for leveraged funding of affordable housing and high quality enhancements

#### Grand Boulevard as a landscaped multimodal cross-town connector

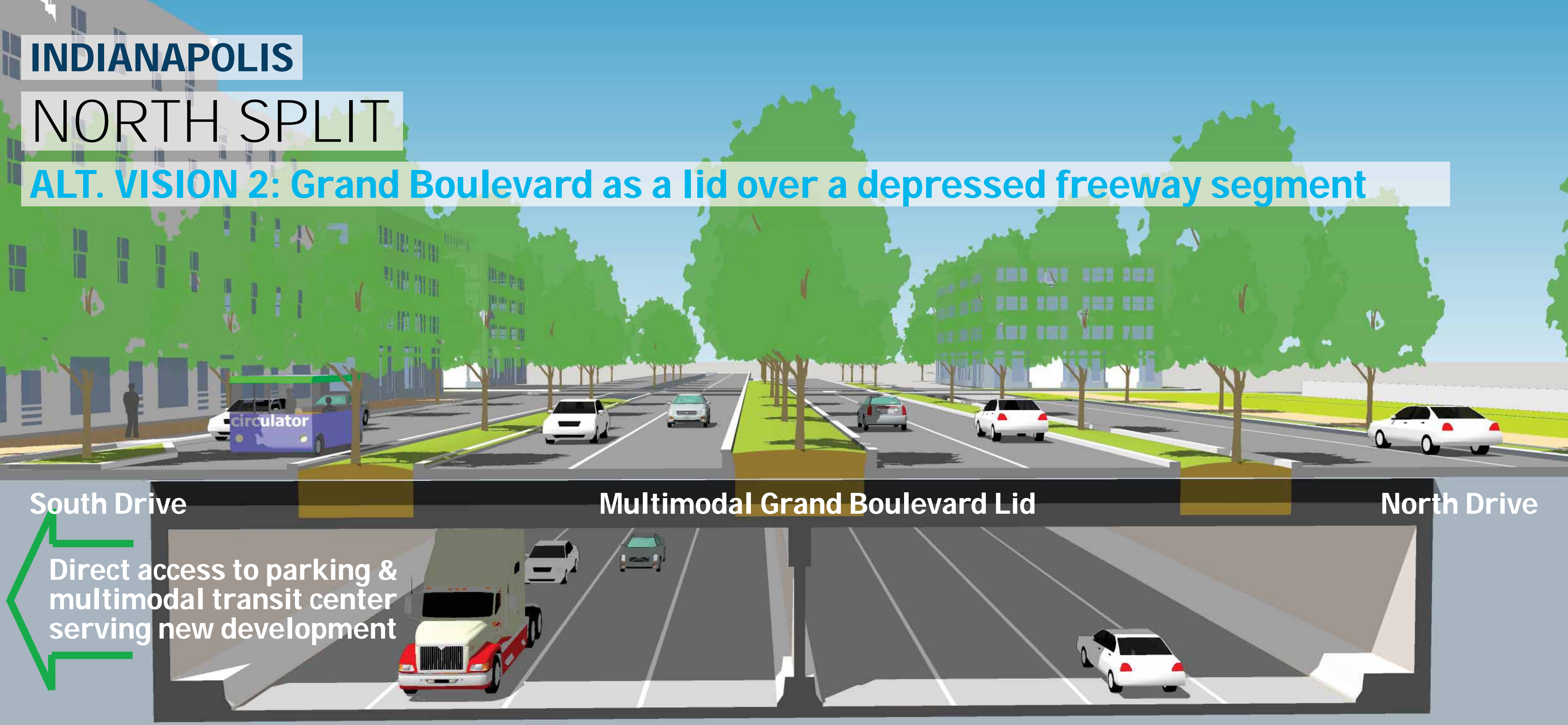
- Restore the original grid's walkability and cross-town connectivity, its neighborhood connections to downtown, and balance thru and destination traffic
- Incentivize thru-traffic to use the outer loop with smart logistics/truck-only lanes and equitable tolling

#### North Drive: traffic-calmed local access, neighborhood buffer and Monon-White River greenway

# INDIANAPOLIS

## NORTH SPLIT

### ALT. VISION 2: Grand Boulevard as a lid over a depressed freeway segment



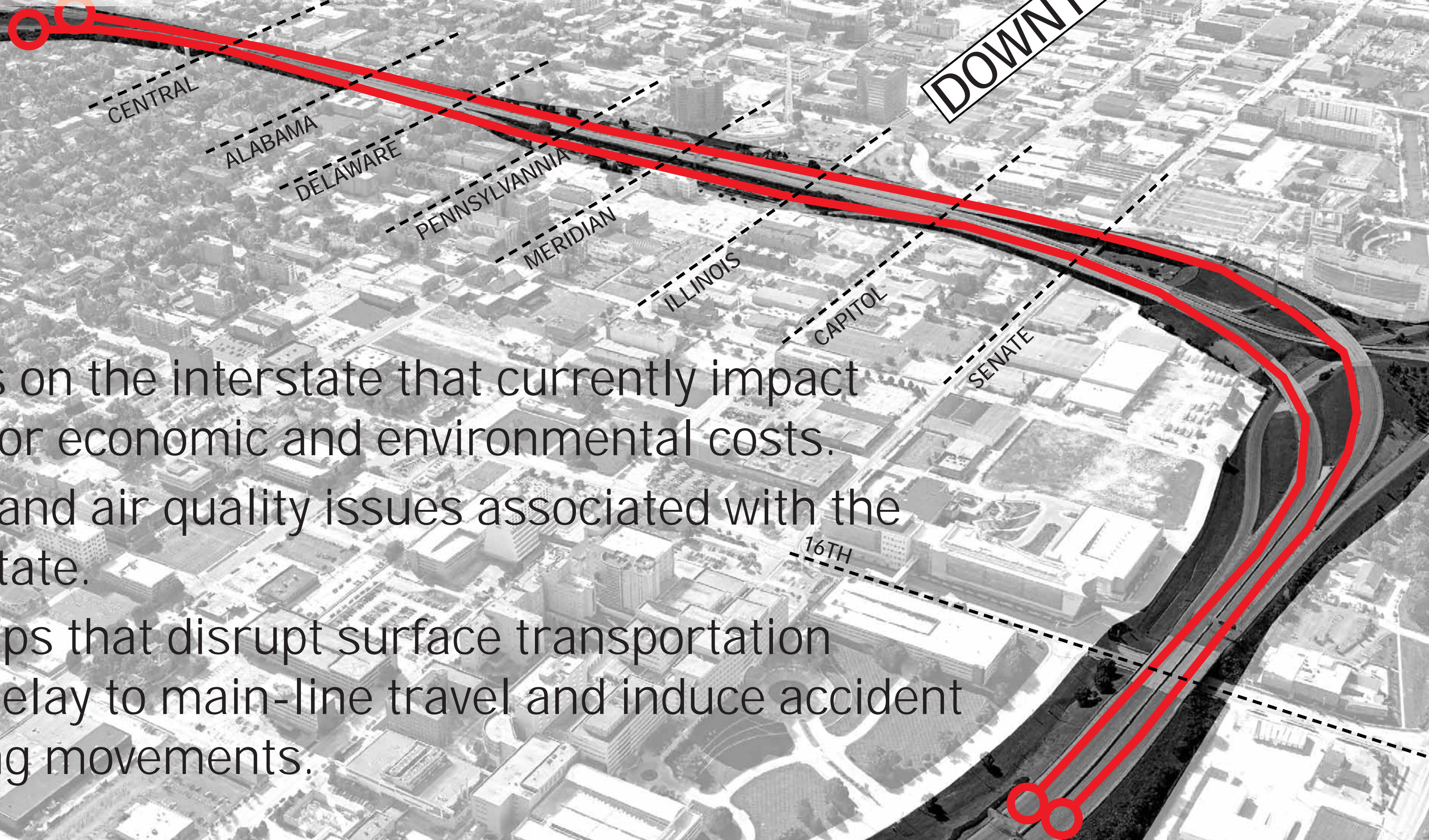
- Develop regional/local transit hub(s) to capture and distribute disruptive commuter surges

- Balance downtown destination logistics traffic while diverting thru-traffic demand to outer loop[

# INDIANAPOLIS

## NORTH SPLIT

### DEPRESSED SECTION



- Reduce delays on the interstate that currently impact travel with major economic and environmental costs.
- Reduce noise and air quality issues associated with the elevated interstate.
- Eliminate ramps that disrupt surface transportation patterns, add delay to main-line travel and induce accident causing weaving movements.



# INDIANAPOLIS

## NORTH SPLIT

### GRAND BLVD



- Improve crosstown multimodal mobility and balance traffic distribution by capping the depressed interstate with a new on-grade boulevard.

BLVD ENRTY/EXIT

LINEAR PARK

GRAND BLVD

CENTRAL

ALABAMA

DELAWARE

PENNSYLVANNIA

MERIDIAN

ILLINOIS

CAPITOL

SENATE

INDIANAPOLIS GATEWAY

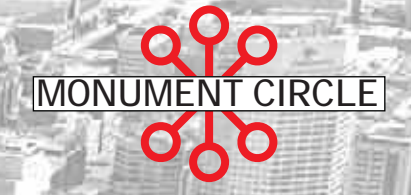
16TH

BLVD ENRTY/EXIT

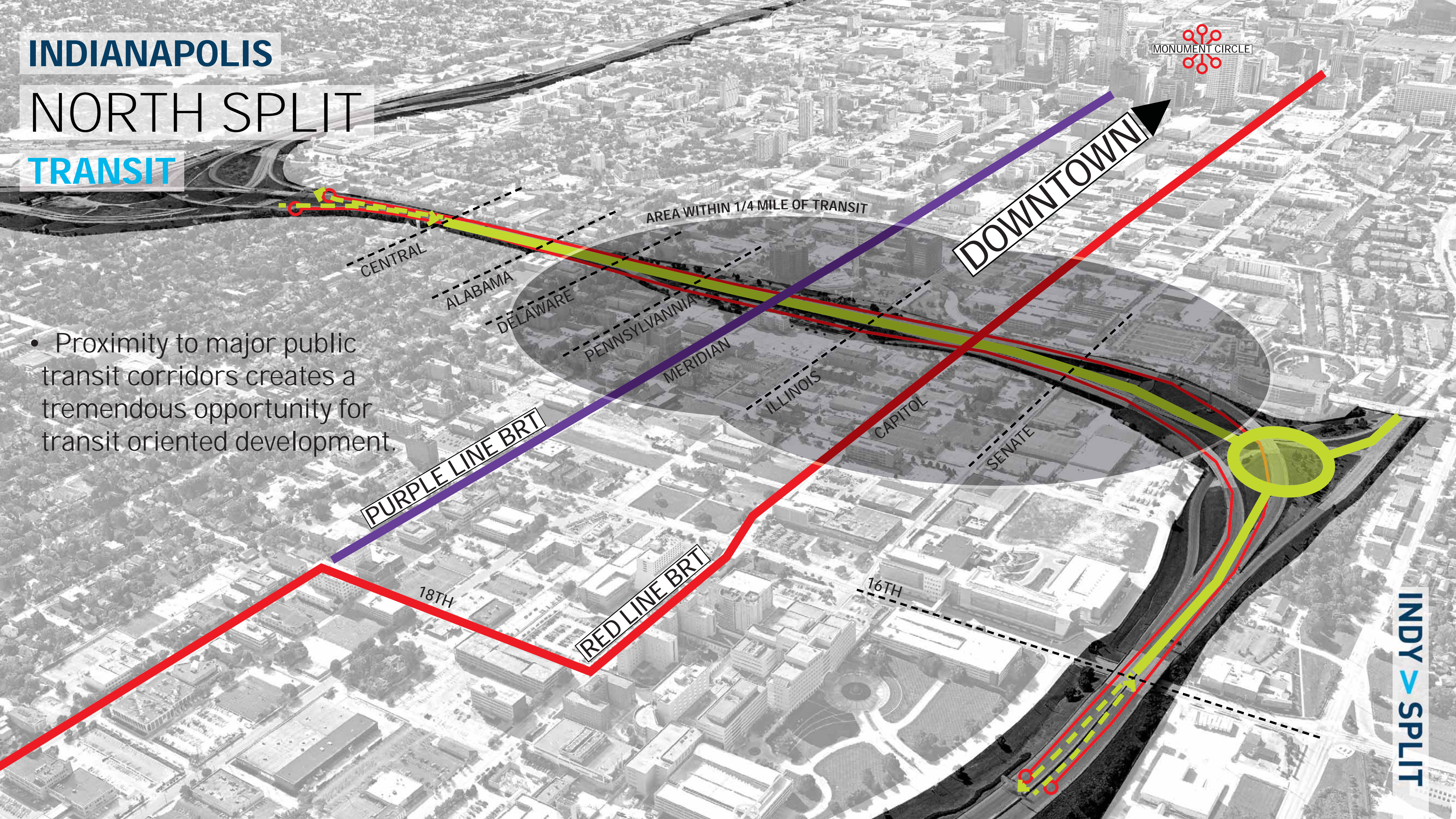
# INDIANAPOLIS

# NORTH SPLIT

# TRANSIT



- Proximity to major public transit corridors creates a tremendous opportunity for transit oriented development.





INDIANAPOLIS

NORTH SPLIT

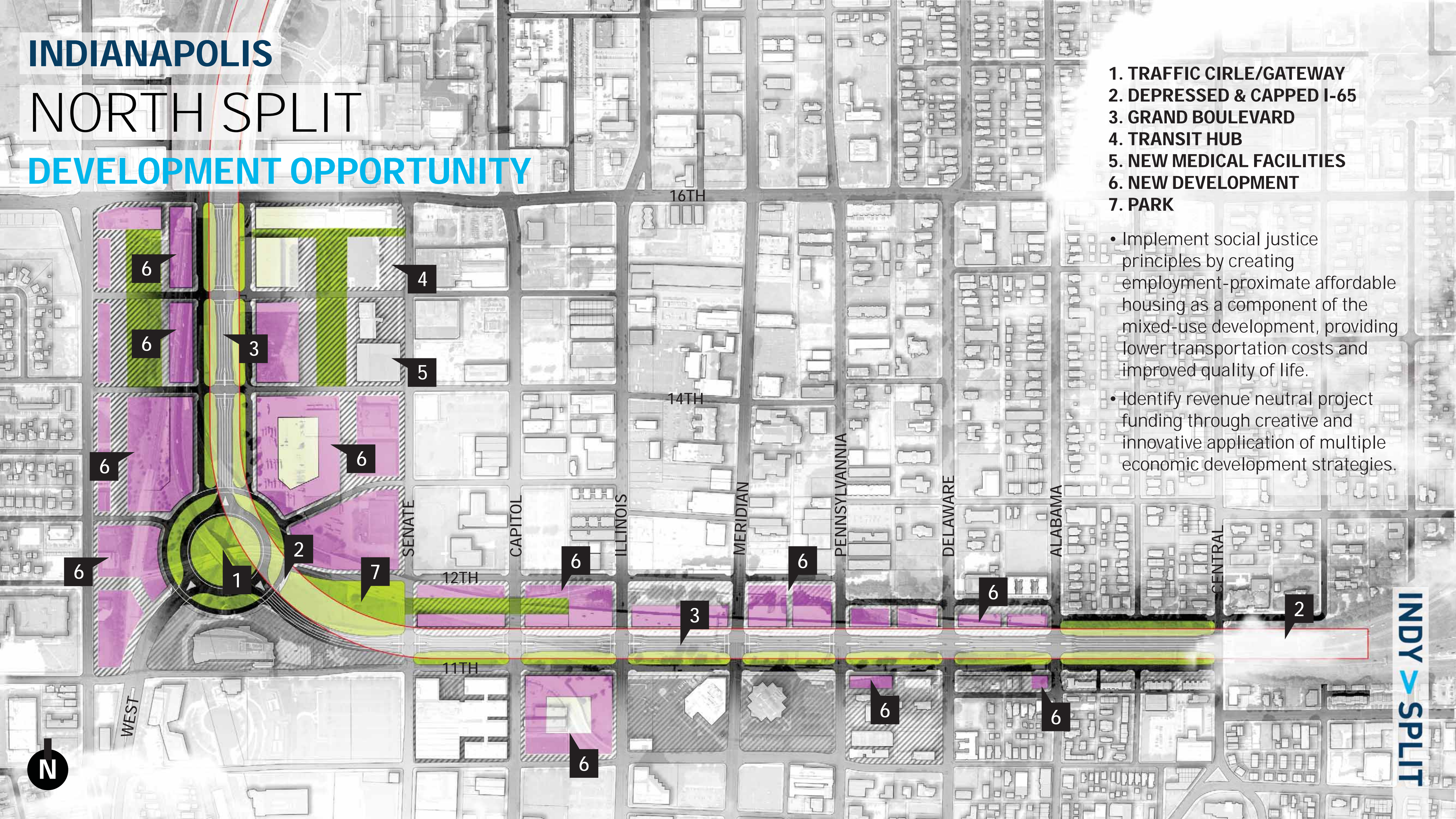
DEVELOPMENT OPPORTUNITY

INDY > SPLIT

# INDIANAPOLIS NORTH SPLIT DEVELOPMENT OPPORTUNITY

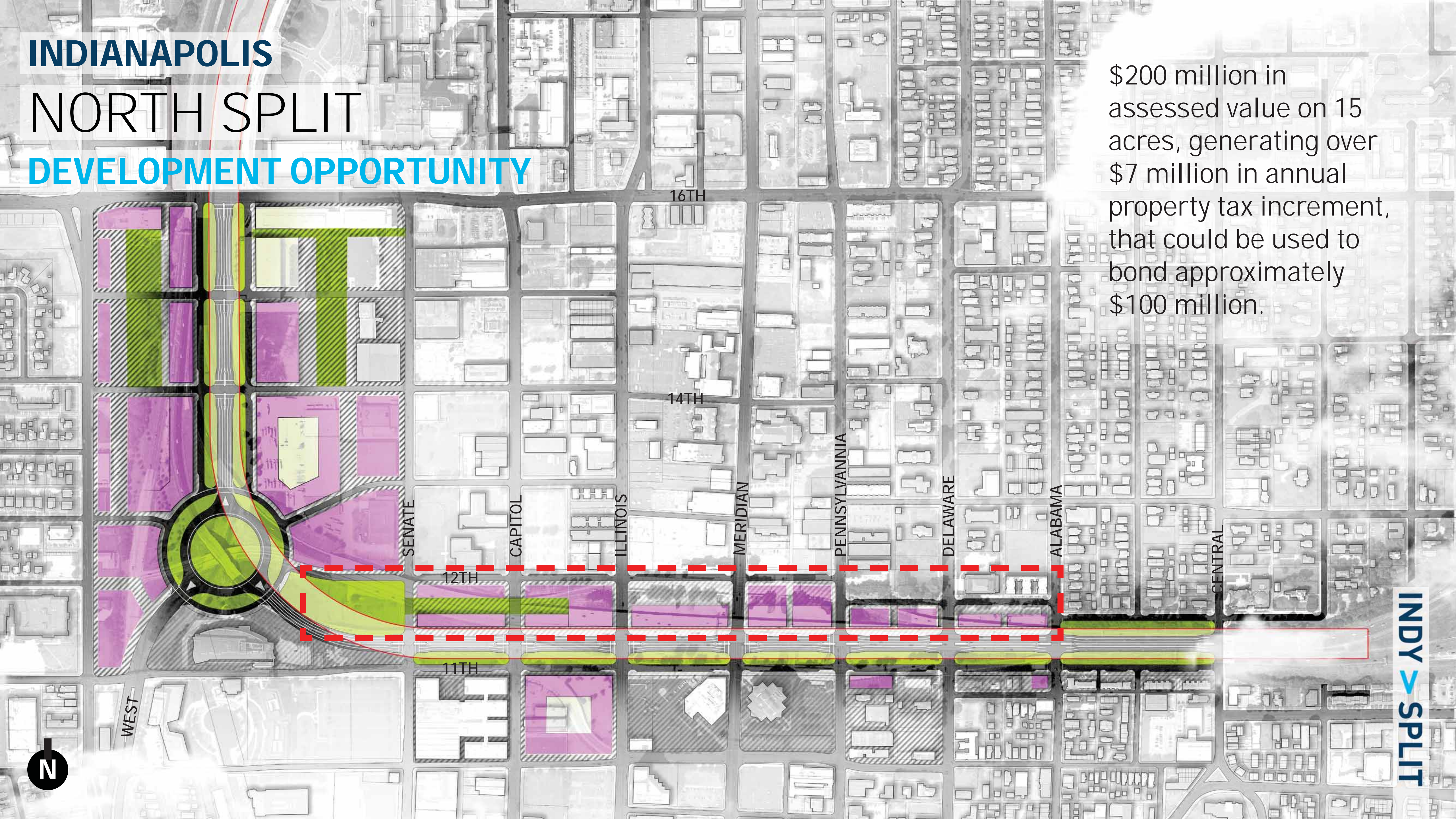
1. TRAFFIC CIRCLE/GATEWAY
2. DEPRESSED & CAPPED I-65
3. GRAND BOULEVARD
4. TRANSIT HUB
5. NEW MEDICAL FACILITIES
6. NEW DEVELOPMENT
7. PARK

- Implement social justice principles by creating employment-proximate affordable housing as a component of the mixed-use development, providing lower transportation costs and improved quality of life.
- Identify revenue neutral project funding through creative and innovative application of multiple economic development strategies.



# INDIANAPOLIS NORTH SPLIT DEVELOPMENT OPPORTUNITY

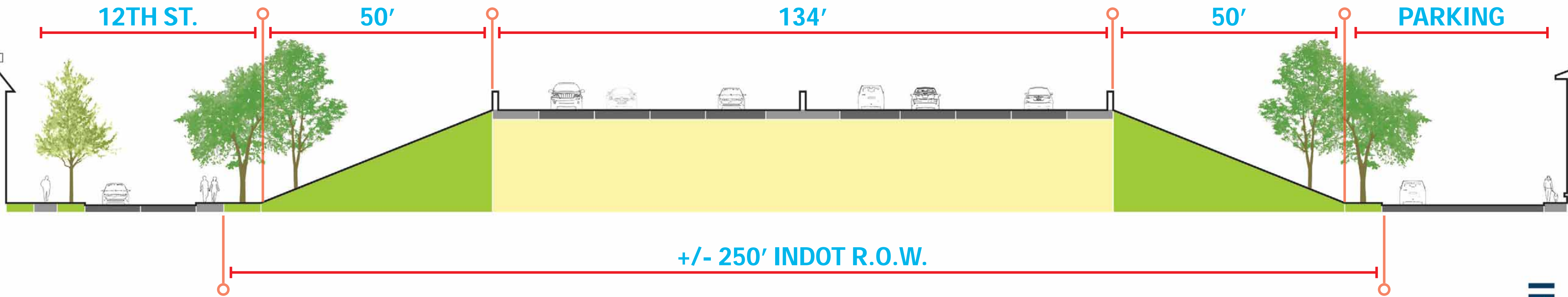
\$200 million in assessed value on 15 acres, generating over \$7 million in annual property tax increment, that could be used to bond approximately \$100 million.



# INDIANAPOLIS

## NORTH SPLIT

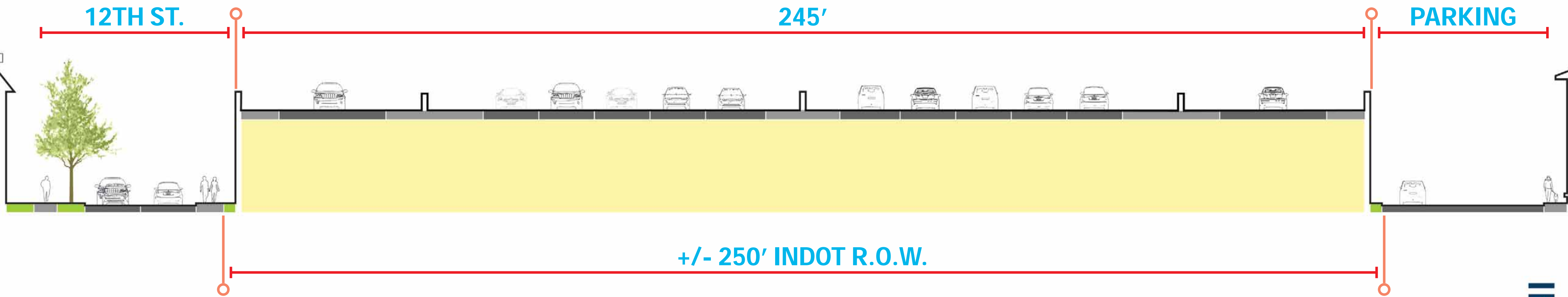
### EXISTING BETWEEN PENN & COLLEGE



# INDIANAPOLIS

## NORTH SPLIT

### INDOT PROPOSAL BETWEEN PENN & COLLEGE



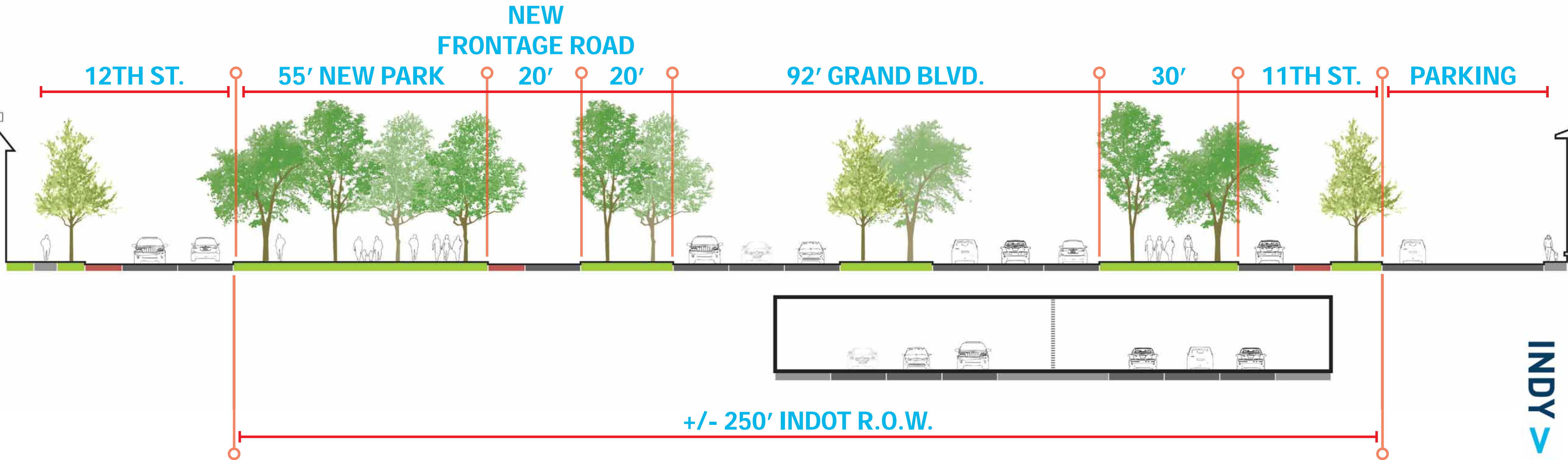
INDY > SPLIT

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

# INDIANAPOLIS

## NORTH SPLIT

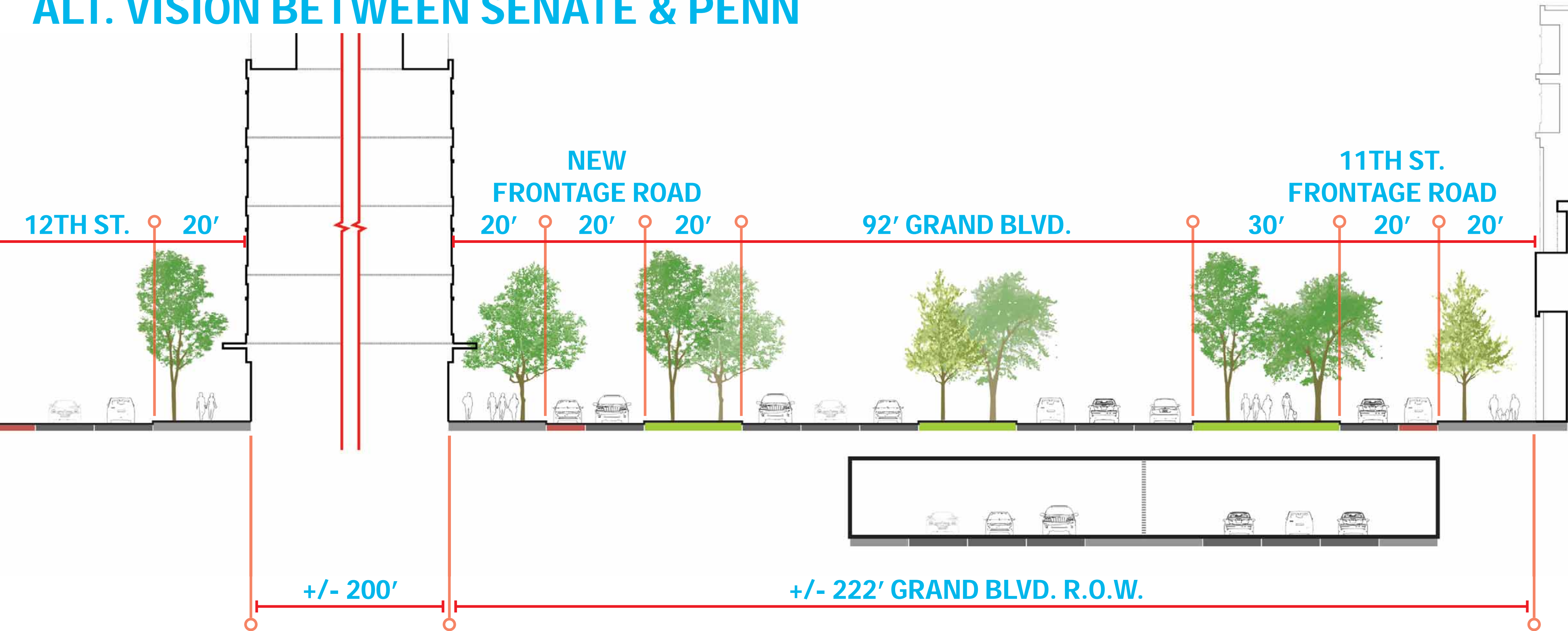
### ALT. VISION BETWEEN ALABAMA & PARK





# INDIANAPOLIS NORTH SPLIT

## ALT. VISION BETWEEN SENATE & PENN



INDIANAPOLIS

NORTH SPLIT

NORTH SIDE - EXISTING



INDY > SPLIT

INDIANAPOLIS

NORTH SPLIT

NORTH SIDE - INDOT PROPOSAL



INDY > SPLIT

INDIANAPOLIS

NORTH SPLIT

NORTH SIDE - ALT. VISION





# NEXT STEPS

WHAT SHOULD WE DO?

**INDIANAPOLIS**  
NORTH SPLIT  
**OUR CONCERNS**

# INDIANAPOLIS

## NORTH SPLIT

### OUR CONCERNS

#### URGENCY

- INDOT is scheduled to complete preliminary design in mid to late summer 2018. After preliminary design is completed, consideration of alternatives is unlikely.

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## NORTH SPLIT

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#### NEED FOR TRANSPARENCY

- This huge infrastructure investment will affect the future of the region. The scale and impact of the project has not been accurately conveyed to the public.



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## NORTH SPLIT

### OUR CONCERNS

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#### NEED FOR TRANSPARENCY

- This huge infrastructure investment will affect the future of the region. The scale and impact of the project has not been accurately conveyed to the public.

#### CONSTRAINED PROCESS

- The INDOT process for this project is constrained to moving traffic at the least cost, without consideration of potentially transformative outcomes for the city, its region and the state.

**INDIANAPOLIS**

NORTH SPLIT

**THE OPPORTUNITY**

Leverage the project expenditure to catapult Indiana's Capital City into the ranks of Great American Cities.

# INDIANAPOLIS

## NORTH SPLIT

### THE OPPORTUNITY

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- Integrate I-65/70 functionality with community connectivity objectives.

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- **Integrate** I-65/70 functionality with community connectivity objectives.
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- **Attract** new business and talent to the state by changing the urban transportation paradigm.

# INDIANAPOLIS

## NORTH SPLIT

### THE OPPORTUNITY

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- Facilitate economic development by retooling the interstate corridor footprint.
- **Attract** new business and talent to the state by changing the urban transportation paradigm.
- **Create** a spectacular new front door to Indiana's Capital City.

# INDIANAPOLIS

## NORTH SPLIT

### PROGRESS TO DATE

#### January 24 letter from Mayor Hogsett to Commissioner McGuinness:

- Urges a partnership between the City, INDOT, and the Metropolitan Planning Organization to craft a shared vision for the project that considers community impact and benefits of alternative design options.

#### Grass Roots Activism

- A coalition of neighborhoods, organizations and community leaders is creating political awareness of the need to consider alternatives to current INDOT plans.

# **INDIANAPOLIS**

## NORTH SPLIT

### **RECOMMENDATIONS**

Prepare a credible plan for the downtown interstate loop that addresses quality of life, economic development and community connectivity.



# INDIANAPOLIS

## NORTH SPLIT

### RECOMMENDATIONS

Prepare a credible plan for the downtown interstate loop that addresses quality of life, economic development and community connectivity.

- **Expand** INDOT's *prudent and feasible* model to include community-based criteria, innovative financing tools, and partnerships.

# INDIANAPOLIS

## NORTH SPLIT

### RECOMMENDATIONS

Prepare a credible plan for the downtown interstate loop that addresses quality of life, economic development and community connectivity.

- **Expand** INDOT's *prudent and feasible* model to include community-based criteria, innovative financing tools, and partnerships.
- **Assemble** an independent expert team to evaluate and develop a preferred alternative to reconstructing the interstate system through downtown Indianapolis.

# INDIANAPOLIS

## NORTH SPLIT

### RECOMMENDATIONS

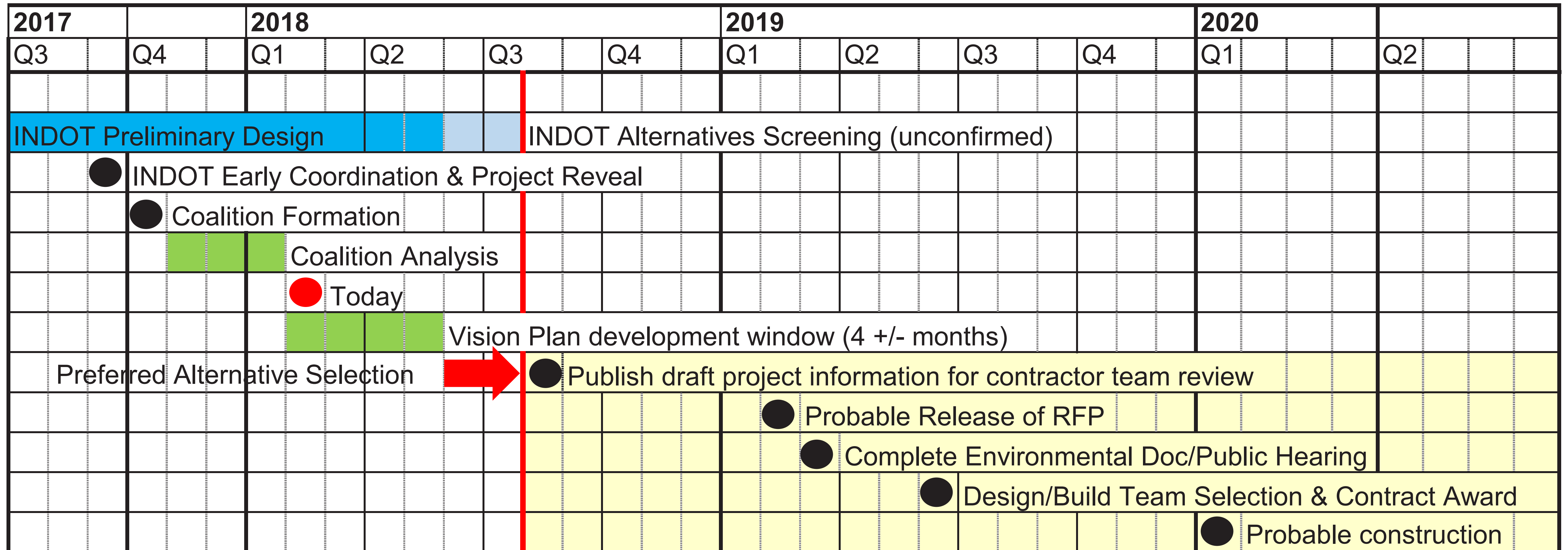
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- **Assemble** an independent expert team to evaluate and develop a preferred alternative to reconstructing the interstate system through downtown Indianapolis.
- **Increase** transparency and community involvement to regain stakeholder trust in the process.

# INDIANAPOLIS

## NORTH SPLIT

### INDOT's PROBABLE PROJECT SCHEDULE



# INDIANAPOLIS

## NORTH SPLIT

### WHAT YOU CAN DO

- **Advocate** for a solution that propels the city and state into the forefront of innovation and quality of life.
- **Advocate** for a partnership between the city, state, and region.
- **Advocate** for an independent and credible vision plan alternative to interstate reconstruction based on a comprehensive set of community criteria.
- **Advocate** for a more transparent process that allows participation in the decision-making process by corporate leaders, community leaders, and stakeholders.

**INDIANAPOLIS**

NORTH SPLIT

**Let's Elevate Our Aspirations**

Governor Eric J. Holcomb's *Next Level Roads* initiative seeks to elevate Indiana's economic competitiveness and quality of life for all Hoosiers through investment in transportation infrastructure.

*"Next Level Roads* aims to enhance Indiana's position as a leader in freight and logistics and empower cities, towns and counties to build communities that attract jobs and talent."

Let's use the Downtown Interstate project to advance those objectives in Indianapolis, our Capital City and Crossroads of America.

# The New York Times

## *Is Indianapolis Cool Enough for Amazon?*

By JAMES B. STEWART    JAN. 25, 2018

