



US 30 West

# Resource Agency, Stakeholder, & Public Involvement Summary #2

August 15, 2023

Prepared By CDM Smith



## TABLE OF CONTENTS

1. <a href="#">Study &amp; Report Overview</a> .....	1
2. <a href="#">Purpose of Public Engagement</a> .....	1
3. <a href="#">Outreach and Advertisement</a> .....	2
4. <a href="#">Stakeholder Advisory Committee</a> .....	4
5. <a href="#">Roundtable Discussions</a> .....	4
6. <a href="#">Advisor led meetings</a> .....	4
7. <a href="#">Public Information Meeting (PIM)</a> .....	4
8. <a href="#">EJ Outreach efforts</a> .....	5
9. <a href="#">Comment Summary</a> .....	6
10. <a href="#">Additional Stakeholder Outreach</a> .....	10

## LIST OF FIGURES

<b>Figure 1 Anticipated Study Timeline</b> .....	2
<b>Figure 2 ProPEL US 30 West Outreach Efforts</b> .....	3
<b>Figure 3 Public Comment Delivery Overview</b> .....	6
<b>Figure 4 Infographic for the January through July 2023 Comment Period</b> .....	8
<b>Figure 5 Comment Breakdown for the January to July 2023 Comment Period</b> .....	9

## Appendices

<a href="#">Appendix A: Press Release &amp; Media Alert</a>
<a href="#">Appendix B: Social Media Posts</a>
<a href="#">Appendix C: Public Outreach</a>
<a href="#">Appendix D: Stakeholder Advisory Committee</a>
<a href="#">Appendix E: Roundtable Discussions</a>
<a href="#">Appendix F: Public Meeting Presentations</a>
<a href="#">Appendix G: Public Meeting Boards</a>
<a href="#">Appendix H: Photos of Boards</a>
<a href="#">Appendix I: Public Comment Summary</a>
<a href="#">Appendix J: EJ Stakeholder Interview Notes &amp; Postcard</a>
<a href="#">Appendix K: Summary of Agency Coordination Efforts</a>
<a href="#">Appendix L: Additional Stakeholder Outreach</a>

# STUDY & REPORT OVERVIEW

---

The ProPEL US 30 and 31 studies are an Indiana Department of Transportation (INDOT) initiative for transportation planning. These studies utilize the collaborative planning approach of the Planning and Environment Linkages (PEL) process to consider environmental, community, and economic goals early in the planning process. Throughout the PEL studies, INDOT seeks to offer communities and residents the opportunity to envision transportation solutions and seeks to create smarter transportation systems that build stronger communities.

The ProPEL US 30 and 31 study areas span 180 miles across 12 counties. The ProPEL US 30 West study area extends from the city of Valparaiso to the eastern edge of Marshall County, between the cities of Plymouth and Warsaw. It includes Fulton, Porter, Laporte, Starke, Plymouth, and Marshall counties.

This report provides a summary of the public engagement activities during the second public comment period (January – July 2023) for the US 30 West ProPEL Study. These activities include one (1) Stakeholder Advisory Committee meeting, two (2) in-person public information meetings, one (1) virtual public information meeting, four (4) virtual roundtable discussions, four (4) stakeholder meetings, five (5) resource and agency coordination meetings, fourteen (14) in-person office hours and community events, and online and in-person feedback collected from the public through July 31, 2023. Public feedback will continue throughout the remaining phases: alternatives analysis and the completion of the PEL study.

## PURPOSE OF PUBLIC ENGAGEMENT

---

Engagement and feedback from residents, motorists, businesses, and other stakeholders in the study area form a vital component of the PEL study's overall success. Along with the other study areas, the ProPEL US 30 West study team works to consistently gather public feedback throughout the planning process. The first round of public engagement occurred from August through December 2022, as part of the vision and scoping phase of the ProPEL study. The second round of public engagement, from January through July 2023 sought feedback on the development of a purpose and need for the US 30 West study area. The purpose of the various meetings that occur during the purpose and need phase was to:

- Present highlights of the feedback received so far from the public.
- Discuss study analysis findings.
- Introduce the draft purpose and need statement for US 30 West and how that statement can shape the development of alternatives.
- Collect feedback on the draft purpose and need statement and to better understand the community's vision and goals for the corridor.



Figure 1 Anticipated Study Timeline

## OUTREACH AND ADVERTISEMENT

The US 30 West study team completed a broad array of agency, stakeholder, environmental justice (EJ) and public outreach activities during the study’s second public comment period from January through July 2023. The aim was to raise awareness of the ProPEL US 30 West Study, seek input on the development of a purpose and need statement, encourage participation from local communities and stakeholders, and solicit feedback on the draft purpose and need statement. Figure 2 is a table that lists the outreach activities, stakeholders involved and dates of when the activities occurred. The following sections in this report highlight how the feedback from these activities led to the development of the Purpose and Need statement which sets the stage for the next milestone of the study.

Outreach Activities			
Type	Audience	Location	Date
Community Office Hours/Event	General Public	Valparaiso Public Library	1/12/2023
Community Office Hours/Event	General Public	Argos Public Library	2/9/2023
US 30 West Stakeholder Meeting	Oregon Davis School Board	Oregon-Davis High School	2/15/2023
US 30 West Stakeholder Meeting	Marshall County Commissioners	Marshall County Building	2/20/2023
Community Office Hours/Event	General Public	Valparaiso Public Library	2/23/2023
Resource and Agency Meeting	Tribes, FHWA, INDOT	Virtual	2/23/2023
Community Office Hours/Event	General Public	LaPorte County Public Library - Hanna Branch	3/9/2023
Community Office Hours/Event	General Public	Starke County Public Library - Hamlet Branch	3/22/2023
US 30 West Stakeholder Meeting	Starke Co. Econ. Development Foundation	Starke Co. Econ. Development Foundation	3/28/2023
Roundtable Discussion	Economic Development Leaders	Virtual	3/31/2023
Community Office Hours/Event	General Public	Wanatah Public Library	4/5/2023
Direct Outreach- Interview	EJ Community Leaders	Virtual	4/5/2023
Direct Outreach - Interview	EJ Community Leaders	Virtual	4/11/2023
Roundtable Discussion	Indiana Farm Bureau Members	Virtual	4/14/2023
Community Office Hours/Event	General Public	Argos Public Library	4/20/2023
Direct Outreach- Interview	EJ Community Leaders	Virtual	5/10/2023
Community Office Hours/Event	General Public	LaPorte County Public Library - Hanna Branch	5/11/2023
US 30 West Stakeholder Meeting	Indiana Legislators	Virtual	5/11/2023
US 30 West Stakeholder Meeting	District Coordination Meeting	Virtual	5/15/2023
Direct Outreach- Interview	EJ Community Leaders	Virtual	5/15/2023
Direct Outreach - Interview	EJ Community Leaders	Virtual	5/18/2023
Resource and Agency Meeting	US 30 & 31 Coalition Updates	Virtual	5/18/2023
Direct Outreach - Email Blasts	General Public	Stakeholder lists	5/19/2023
SAC Meeting	US 30 West SAC Members	Virtual	5/22/2023
Direct Outreach - Press Release	General Public	Pilot News, Northwest Indiana Times	5/23/2023
Community Office Hours/Event	General Public	Valparaiso Public Library	5/25/2023
Direct Outreach - Postcards	EJ Communities	1500 homes	5/30/2023
Direct Outreach - Press Release	General Public & Elected Officials	Twolocal newspapers	5/30/2023
Direct Outreach - Email Blasts	General Public & Elected Officials	Stakeholder lists	6/4/2023
Public Information Meeting (PIM)	General Public	Argos Community Jr-Sr High School	6/5/2023
Public Information Meeting (PIM)	General Public	Wanatah Tri-Township school	6/6/2023
Community Office Hours/Event	General Public	Argos Public Library	6/6/2023
Virtual PIM	General Public	Virtual	6/7/2023 - 6/30/2023
Community Office Hours/Event	General Public	Plymouth Farmers Market	6/26/2023
Community Office Hours/Event	General Public	Fulton County Fair	7/10/2023
US 30 West Stakeholder Meeting	MACOG	MishawakaCity Hall	7/12/2023
Resource and Agency Meeting	Tribes, FHWA, INDOT	Virtual	7/17/2023
Roundtable Discussion	Economic Development Leaders	Virtual	7/18/2023
Community Office Hours/Event	General Public	Marshall County Fair	7/19/2023
Community Office Hours/Event	General Public	Porter County Fair	7/27/2023
Roundtable Discussion	Indiana Farm Bureau Members	Virtual	8/2/2023
Direct Outreach - Social Media	General Public	Website, Facebook, Instagram, and Twitter	updated regularly

Figure 2 ProPEL US 30 West Outreach Efforts

Press releases and media alerts advertising the public information meetings for US 30 West can be found in **Appendix A**. All social media posts published during the second formal comment period can be found in **Appendix B**, and PIM notice email blasts and a copy of the printed postcard invitation mailed to stakeholders are in **Appendix C**.

# STAKEHOLDER ADVISORY COMMITTEE

---

The US 30 West study team established a stakeholder advisory committee (SAC) to provide local insights into the PEL study in fall of 2022. The SAC includes an array of representatives from local government agencies, community organizations, social service providers, emergency service providers, residents, businesses, and business organizations.

The US 30 West ProPEL study team hosted the second meeting of the SAC virtually on May 22, 2023. Meeting attendees included individuals from multiple educational institutions including Marian Ancilla University and Oregon-Davis Schools, representatives from local public services including the Wanatah Library and the Plymouth airport, as well as multiple representatives from larger public entities including the Michiana Area Council of Governments (MACOG) and Starke and Porter counties. Meeting presentation materials and a meeting summary from the SAC meeting is provided in **Appendix D**.

## ROUNDTABLE DISCUSSIONS

---

In spring 2023, the US 30 West study team reached out to economic development and Indiana Farm Bureau stakeholders in the study area to schedule quarterly meetings to discuss their respective areas of interest. Since then, the study team has conducted four roundtable discussions, on March 31<sup>st</sup>, April 14<sup>th</sup>, July 18<sup>th</sup>, and August 2<sup>nd</sup>, respectively. Two of these discussions focused on the topics of economic development, and the other two focused on the Indiana Farm Bureau. Each round table discussion was approximately 60 minutes in length and included a presentation by the study team and discussion between roundtable attendees and members of the study team to identify local issues and address questions. Materials related to the roundtable discussions may be found in **Appendix E**.

## ADVISOR LED MEETINGS

---

As part of the development of the Purpose and Need statement phase of the study, three coordination meetings were held with resource agencies, cultural resource stakeholders and federally recognized Tribes, all led by the Advisor, (HNTB). These meetings include:

- July 17, 2023 - Tribal Meeting
- October 5, 2023 - Resource Agency Meeting #2.

The following stakeholder meetings also took place that were led by the Advisor:

- May 11, 2023 - Indiana Legislator Briefing
- May 15, 2023 – INDOT District Coordination Meeting
- May 18, 2023 - US 30 & US 31 Coalition Updates

Meeting summaries and presentations for the aforementioned Advisor led meetings will be in **Appendix K**.

## PUBLIC INFORMATION MEETING (PIM)

---

The US 30 West study team held two in-person public information meetings (PIMs) in early June. The first was on June 5, 2023, at Argos Junior Senior High School in Argos, IN and the second was on June 6, 2023 at Tri-Township

Schools in Wanatah, IN. Both meetings were held from 5:00PM – 7:00PM. The purpose of the meeting was to report back to the community on feedback received, share technical analysis findings, demonstrate and how those influenced the draft corridor vision, goals, and study purpose and need. The study team also solicited feedback on draft vision, goals, purpose and need, and potential solutions to pursue.

The meetings included a presentation (**Appendix F**) followed by an open house with opportunities to view study information in more detail, interact with the study team, and provide comments. During each PIM, the study team provided an overview of the ProPEL study purpose, its process, how public feedback is being gathered and considered, and the importance of public feedback in the study process. The study team highlighted the need for public input on how the US 30 corridor fits and functions within the community. During the open house, attendees visited topical study “stations” to share their ideas regarding PEL Study topics. Each station focused on a specific theme and offered maps and display boards that prompted attendees to engage with study team members, to write ideas on sticky notes, and/or vote on pre-written ideas with sticker dots. The information presented at the meeting was organized into the following stations:

- **Station 1:** Welcome/Sign-in
- **Station 2:** What is PEL? ProPEL US 30 West Map, PEL Timeline
- **Station 3:** What we heard so far
- **Station 4:** Exercise: Vision and Goals feedback
- **Station 5:** Exercise: Purpose and Need feedback
- **Station 6:** Exercise: Prioritizing potential solutions and strategies
- **Station 7:** Comment station
- **Station 8:** ProPEL Study Areas along US 30 and US 31

Participants used sticky notes for written responses and sticker dots to select from a list of options provided on each board. Each sticky dot that was used to indicate support for an idea and each sticky note that was placed on a board or map were individually counted towards the total number of PIM comments received and were used in the overall thematic analysis. Many PIM attendees commented more than once on the boards. **Appendix G** contains all primary printed materials for the PIM, including the display boards, and **Appendix H** contains summary results from PIM attendee votes on the boards displayed at the event.

In addition to the in-person PIM, the US 30 West study team conducted a virtual PIM (VPIM) event. This virtual component was posted on the project website on June 7, 2023, and was available through July 31, 2023. The VPIM allowed users to access the same information that was presented at the in-person PIMs and participate on their own schedule. Virtual attendees were also able to view a recording of the presentation that was given by the study team during the first in-person PIM.

## EJ OUTREACH EFFORTS

---

To solicit feedback from stakeholders and members of the environmental justice (EJ) communities, the study team conducted outreach efforts to coordinate a virtual roundtable discussion. However, after multiple iterations of outreach emails sent to the designated stakeholder list did not yield a concerted response, the study team deemed it more appropriate to contact stakeholders individually in order to conduct one-on-one interviews. In April and May 2023, five interviews were conducted with EJ stakeholders utilizing a predetermined list of questions. Standardized notes from the individual interviews may be found in **Appendix J**.

The study team also mailed approximately 1500 postcards to designated EJ neighborhoods and communities advertising the second PIM. A copy of the postcard may be found in **Appendix J**.

# COMMENT SUMMARY

A total of 638 comments were received during the second formal comment period (January 2023 through July 2023). The events that garnered the most comments during this period were the two Public Information Meetings (PIMs) with 484 comments received. It must be noted that in addition to counting handwritten comments received at the PIMs, comments were also tallied by counting individual sticker dots placed on the board displays. Each sticker dot placed next to an idea that was presented on a board, counted as one comment, and indicated that person was in favor of that idea.

Figure 4 below summarizes online and in person comment tallies.

Delivery Method	Event	# of Comments Received
Online	Public Comment Period #2	21
	Virtual Public Information Meeting	
Collected at Meeting	Office Hours/Community Events	617
	US 30 West Public Information Meeting #2	

Figure 3 Public Comment Delivery Overview

Following the conclusion of the second comment period, the US 30 West study team applied a thematic analysis approach to identify patterns and common concerns across a diverse comments and feedback. The analytical process was as follows:

1. Data coding: Every two or three lines of text within each comment was coded with handles that identified key words, concepts, images, and reflections. Codes, or topics are clear and concise phrases that are easily definable and can be identified across all media used in the analysis. The codes became the foundation for the themes.
2. Theme/Topic identification: From the initial coding, patterns emerged that represented the collective concerns from all comments, which were developed into themes. Codes help define similar sentiments that are expressed differently across comments and grouping codes help define themes or topics.

The comment themes or topics that came up the most across all comments during the second formal comment are organized below:

1. Mobility/Access (36%)
2. Safety (23%)
3. Overall US 30 Corridor (13%)
4. Economic Development (12%)
5. Bike, Pedestrian, Transit (9%)
6. Environmental Concerns (4%)
7. Other (4%)<sup>1</sup>

The second formal comment period focused on getting feedback from the public on draft vision and purpose and need statements that were developed by the study team based on the feedback received from the first comment period. The purpose and need statement will set the stage for the identification and evaluation of project alternatives, and the vision statement encompasses the desired future state of US 30 and 31. The statements

<sup>1</sup> "Other" may consist of comments regarding corridor design, the PEL process, or other topics.



emphasize the dual goals of improving mobility along the US 30 and US 31 corridors and ensuring they remain vital transportation arteries for both local and statewide movement of people and goods.

The summary below provides more detail on feedback received on the thematic areas:

**Mobility/Access (36%):** This is the most prominent concern, indicating that the public and stakeholders view the primary function of the US 30 and US 31 corridors as providing efficient and effective mobility. It suggests that people want to see improvements that facilitate smoother traffic flow and ensure access to important destinations. Local access to US 30 and 31 is viewed as a critical need. Additionally, improving or upgrading access points to the corridors is a priority.

**Safety (23%):** Safety is a high priority, as indicated by its ranking. People traveling along these corridors cite intersections and railroad crossings as particular safety concerns.

**Economic Development (12%):** This category underscores the importance of these corridors in fostering economic growth. Many commenters feel that improvements to US 30 will support farming, other industries, and the economic flow of goods.

**Overall US 30 Corridor (13%):** While this category is broad, an overwhelming number of comments mentioned that spot upgrades are needed for facilities and infrastructure throughout the US 30 and 31 corridors.

**Bike, Pedestrian, Transit (9%):** The feedback highlights a significant portion of respondents emphasizing multimodal transportation solutions. People are indicating that they want more than just car-centric development; they want infrastructure that supports walking, cycling, and public transit.

**Environmental Concerns (4%):** A smaller percentage of feedback touches upon environmental issues, and most of the feedback in this category focused on keeping the rural character of the corridor. Comments about the importance of rural character and the agricultural economy were far more numerous during the first comment period (August through December 2022). The study team clearly documented these concerns during the second outreach period, perhaps resulting in fewer direct comments on the importance and agriculture and rural character during the second round of outreach.

**Other (4%):** Miscellaneous concerns and feedback not captured in the categories listed above, including corridor design, the ProPEL planning process, and other topics.

The following figures provide a breakdown of the comments received during the second comment period. Figure 5 is an infographic of the comment statistics during the second formal comment period, and it includes the location of the mapped comments identified as areas of concern in the US 30 West study area. Figure 6 is a breakdown of all topics and subtopics that emerged across all comments. A full list of each comment received during this comment period is listed in **Appendix I**.



Figure 4 Infographic for the January through July 2023 Comment Period

US 30 West Comment Breakdown by Topic and Event		Total Topics	% of Topics	Public Comment Period #2	Community Office Hours/Events	US 30 West PIM #2	VPIM#2
<b>Bike and Pedestrian</b>		<b>9%</b>					
Consider bicycle or pedestrian infrastructure	45	6.8%	1	0	44	0	
Consider transit and/or rail	15	2.3%	1	0	14	0	
<b>Economic Development</b>		<b>12%</b>					
Addition of rail will improve economy	2	0.3%	2	0	0	0	
Need to support economic development	10	1.5%	1	1	8	0	
Congestion hinders economic growth	1	0.2%	0	1	0	0	
Improvements to US 30 will support farming, industries and economic flow o	65	9.8%	6	6	51	2	
<b>Environmental Concerns</b>		<b>4%</b>					
Environmental concerns	1	0.2%	1	0	0	0	
Add charging stations	1	0.2%	1	0	0	0	
Keep rural character of corridor	22	3.3%	2	4	16	0	
Consider noise pollution countermeasures	2	0.3%	1	0	1	0	
<b>Mobility</b>		<b>36%</b>					
General access concerns	34	5.1%	1	12	21	0	
Add additional access points to US 30 such as intersections, ramps, crossings	30	4.5%	3	2	24	1	
Concern about access to US 30 for communities and private properties	52	7.9%	9	10	31	2	
Improve or upgrade access points	96	14.5%	6	7	82	1	
Increase roadway capacity	4	0.6%	0	4	0	0	
Add overpass/bypass and/or bridge	16	2.4%	1	0	15	0	
Congestion is a problem	3	0.5%	0	3	0	0	
<b>Overall US 30 Corridor</b>		<b>13%</b>					
Overall US 30 Corridor	10	1.5%	0	10	0	0	
Dislike traveling on US 30	4	0.6%	0	4	0	0	
Does not support changes to US 30	0	0.0%	0	0	0	0	
Does not support limited access highway	0	0.0%	0	0	0	0	
Spot upgrades are needed for facilities and infrastructure throughout US 30	33	5.0%	2	3	28	0	
Reduce toll costs (to encourage semis to use toll road)	2	0.3%	1	0	1	0	
ROW concerns	26	3.9%	2	0	23	1	
Support of limited access highway	9	1.4%	2	6	0	1	
<b>Safety</b>		<b>23%</b>					
Safety	111	16.8%	3	12	95	1	
Intersections and/or RR crossings are unsafe	26	3.9%	3	1	22	0	
Turning US 30 into an interstate will improve safety	3	0.5%	1	2	0	0	
Need more law enforcement presence	1	0.2%	0	0	0	1	
Semis/tractor trailers/large trucks pose safety issue	5	0.8%	4	0	0	1	
Speed is an issue	7	1.1%	1	5	1	0	
<b>Other</b>		<b>4%</b>					
Project Outcomes	7	1.1%	1	6	0	0	
Project Timeline	8	1.2%	1	7	0	0	
Cost of Project	2	0.3%	0	2	0	0	
Other	8	1.2%	1	1	6	0	

Figure 5 Comment Breakdown for the January to July 2023 Comment Period

# ADDITIONAL STAKEHOLDER OUTREACH

---

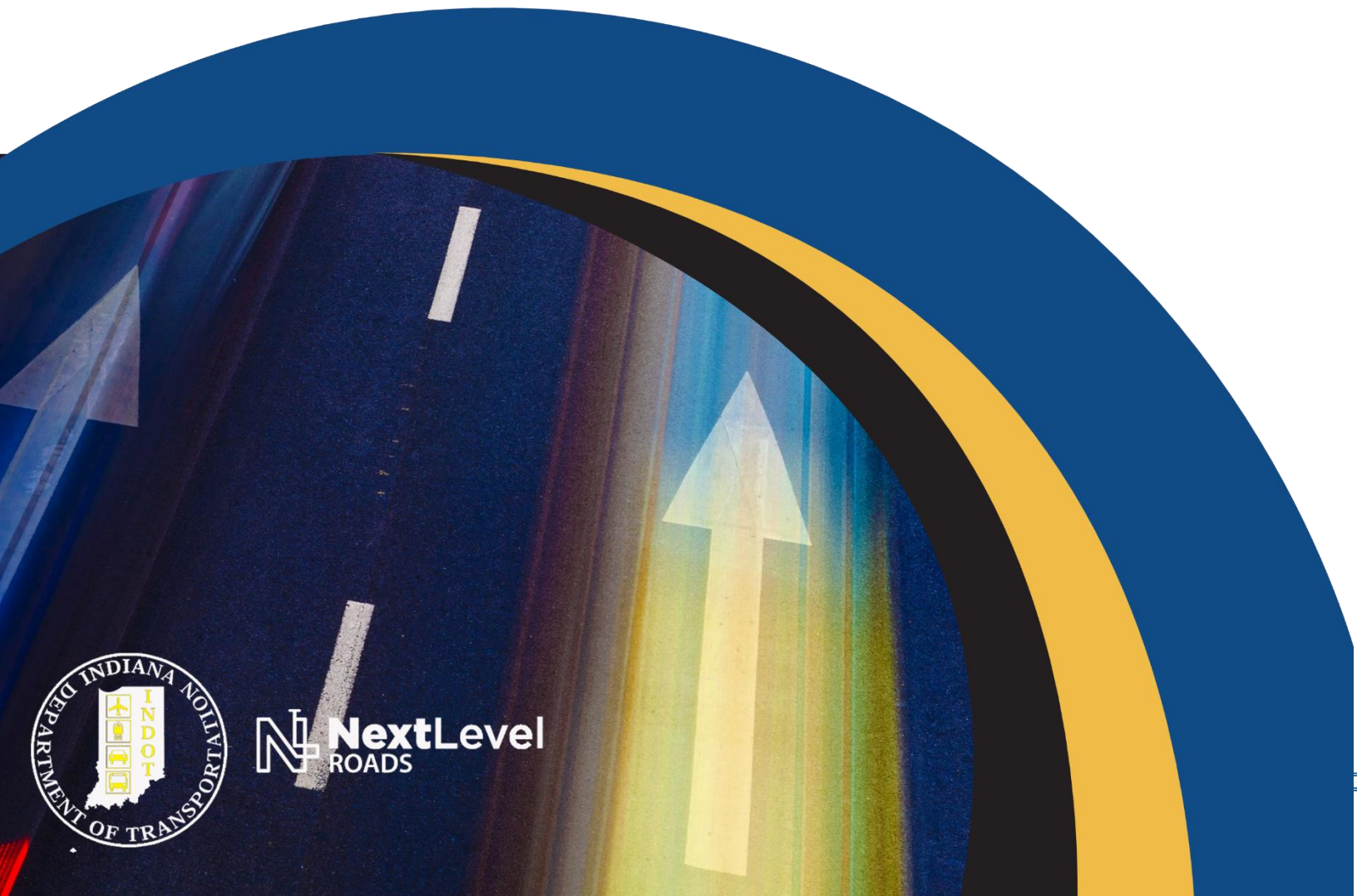
The Advisor team also coordinated efforts with the Indiana Motor Trucking Association to survey state and regional members about the ways they utilize US 30 and US 31 in northern Indiana. A link and QR code to the survey was sent to 75 targeted companies by the trucking association on August 24. To date, 24 responses have been received, and the Advisor team continues to monitor survey results. Materials related to this outreach activity are included in **Appendix L**.



US 30 West

Resource Agency, Stakeholder & Public  
Involvement #2 Appendices

August 15, 2023



## TABLE OF CONTENTS

<a href="#">Appendix A: Press Release &amp; Media Alert</a> .....	1
<a href="#">Appendix B: Social Media Posts</a> .....	4
<a href="#">Appendix C: Public Outreach</a> .....	18
<a href="#">Appendix D: Stakeholder Advisory Committee</a> .....	23
<a href="#">Appendix E: Roundtable Discussions</a> .....	31
<a href="#">Appendix F: Public Meeting Presentations</a> .....	60
<a href="#">Appendix G: Public Meeting Boards</a> .....	64
<a href="#">Appendix H: Photos of Boards</a> .....	77
<a href="#">Appendix I: Public Comment Summary</a> .....	82
<a href="#">Appendix J: EJ Stakeholder Interview Notes &amp; Postcard</a> .....	88
<a href="#">Appendix K: Summary of Agency Coordination Efforts</a> .....	95
<a href="#">Appendix L: Additional Stakeholder Outreach</a> .....	144

# APPENDIX A: PRESS RELEASE & MEDIA ALERT

## Press Release for Newspapers



DES# 2100113

ProPEL US 30 West is hosting two sessions of a public information meeting for the ProPEL US 30 West Planning Study

The ProPEL US 30 West study team is hosting a second round of Public Information Meetings to let Hoosiers learn how their ideas have helped shape the Planning and Environment Linkages (PEL) studies along US 30 and US 31. The ProPEL US 30 West study area extends from SR 49 in Porter County to West County Road 700 North in Fulton County and Beech Road in Marshall County.

The purpose of the meeting is to provide study information and seek public feedback to refine the draft vision, goals, and purpose and need of the study. INDOT intends to use the information, analysis, and decisions from the PEL study process to inform future federal environmental reviews conducted in accordance with the National Environmental Policy Act (NEPA). The same information will be covered at each meeting to be held:

**June 5, 2023, from 5 to 7 p.m. Eastern Daylight Time**

Presentation at 5:30 p.m.

Argos Community Jr.-Sr. High School at 500 Yearick St., Argos, IN 46051

**June 6, 2023, from 5 to 7 p.m. Central Daylight Time**

Presentation at 5:30 p.m.

Tri-Township Schools, 309 School Dr., Wanatah, IN 46390

The ProPEL US 30 West study team is requesting public comment on the draft purpose and need statement that will identify the transportation issues along the corridor and state the desired outcomes. Meeting participants will have time to view project displays and speak with project representatives during an informal open house session before and after the presentation. To accommodate those unable to attend, a virtual meeting replay will be available by June 7<sup>th</sup> on the project website at <https://propelus30.com>. The virtual meeting replay and public comment period will be available until July 31, 2023.

In the event of inclement weather resulting in hazardous driving conditions, please check the project website (<https://propelus30.com>) to learn of any postponement of the public meeting. If the public meeting is postponed due to inclement weather, it will be rescheduled for future date, time, and location to be determined.

In accordance with the Americans with Disabilities Act (ADA), persons with disabilities or representing an ADA and/or Limited English Proficiency (LEP) population are encouraged to contact Melissa Santley, (860) 808-2279 or [santleym@cdmsmith.com](mailto:santleym@cdmsmith.com), in advance to coordinate

services such as participation during the meeting, language, visual, and audio interpretation services.

This notice is published in compliance with Code of Federal Regulations, Title 23, Section 771 (CFR 771.111(h)(1) states: “Each State must have procedures approved by the FHWA to carry out a public involvement/public hearing program.” 23 CFR 450.212(a)(7) states: “Public involvement procedures shall provide for periodic review of the effectiveness of the public involvement process to ensure that the process provides full and open access to all and revision of the process as necessary.”, approved by the Federal Highway Administration, U.S. Department of Transportation on August 16, 2012. Current INDOT Public Involvement guidance, in response to COVID-19, can be found at <https://www.in.gov/indot/4039.htm>.

## Media Alert for Gov.com

### June Public Involvement Meetings Gov.com E-Blast

The ProPEL US 30 West study team is hosting a second round of Public Information Meetings to let Hoosiers learn how their ideas have helped shape the Planning and Environment Linkages (PEL) studies along US 30 and US 31. The ProPEL US 30 West study area extends from SR 49 in Porter County to West County Road 700 North in Fulton County and Beech Road in Marshall County.

The purpose of the meeting is to provide study information and seek public feedback to refine the draft vision, goals, and purpose and need of the study. INDOT intends to use the information, analysis, and decisions from the PEL study process to inform future federal environmental reviews conducted in accordance with the National Environmental Policy Act (NEPA). The same information will be covered at each meeting to be held:

**June 5, 2023, from 5 to 7 p.m. Eastern Daylight Time**

Presentation at 5:30 PM

Argos Community Jr.-Sr. High School at 500 Yearick St., Argos, IN 46051

**June 6, 2023, from 5 to 7 p.m. Central Daylight Time**

Presentation at 5:30 PM

Tri-Township Schools, 309 School Dr., Wanatah, IN 46390

The ProPEL US 30 study team is requesting public comment on the draft purpose and need statement that will identify the transportation issues along the corridor and state the desired outcomes. Meeting participants will have time to view project displays and speak with project representatives during an informal open house session before and after the presentation. To accommodate those unable to attend, a virtual meeting replay will be available by June 7th on the project website at <https://propelus30.com>. The virtual meeting replay and public comment period will be available until July 31, 2023.



The ProPEL studies use a collaborative approach to consider environmental, community and economic goals. Your input for this study is important. Please share your thoughts with us by submitting a comment.

Follow PropelU.S.30 on Facebook, Twitter and Instagram to stay updated on all study information. Be sure to visit our website at [propel30.com](http://propel30.com) for more information.

DES# 2100113

# APPENDIX B: SOCIAL MEDIA POSTS



**Propel U.S. 30**  
January 13 · 🌐

We want to hear from you! Your valuable input can ProPEL US 30 forward by helping to identify areas for potential improvements and establishing the future vision of the corridor. Submit a comment on the website or drop by Community Office Hours in January. Details at [www.propelus30.com](http://www.propelus30.com).

**PROPEL US 30**

*Tell Us Your Thoughts*

Submit A Comment Online **Or** Drop By Our Office Hours

**Propel U.S. 30**  
January 23 · 🌐

Learn more about ProPEL US 30 transportation study and how you can get involved at [www.propelus30.com](http://www.propelus30.com). Your valuable feedback can help proPEL your community and the US 30 corridor forward. We want to hear from you!

**PROPEL US 30**

US 30 West Study Area

US 30 East Study Area

Valparaiso, Beech Rd, W CR 700 N, Fort Wayne

**Propel U.S. 30**  
January 24 · 🌐

**IMPORTANT NOTICE**

Due to possible heavy snow and hazardous driving conditions, US 30 West community office hours at the Argos Public Library on January 25 will be canceled. Be on the lookout for new office hour dates in February. Stay safe!

**January 25**

*Office Hours*

**CANCELED**

**PROPEL**  
Smarter Transportation. Stronger Communities. **US 30**

**Propel U.S. 30**  
January 26 · 🌐

Have questions about the ProPEL US 30 transportation study? Curious about the study timeline? Visit the study website to find answers to frequently asked questions, view a map of the study area, learn about opportunities to interact with the study teams and leave your feedback. Together, we can ProPEL Indiana forward!


*Have Questions?*

VISIT ***propelus30.com*** FOR ANSWERS

**PROPEL**  
Smarter Transportation. Stronger Communities. **US 30**


**Propel U.S. 30**  
February 10 · 🌐

Never miss an update about the ProPEL US 30 study! Get information about when the study teams will be in your community, study progress reports and more directly to your inbox. Sign up at [www.propelus30.com](http://www.propelus30.com).



**The Latest Updates**

*Emailed Directly to You*



**Propel U.S. 30**  
February 13 · 🌐

Your feedback about the future of the US 30 corridor can help build smarter transportation and stronger communities. Share your comments with the US 30 study teams today at [www.propelus30.com](http://www.propelus30.com).



As part of ProPEL US 30 we've been **listening to our stakeholders.**


Here's wh

0:12 / 1:09

**Propel U.S. 30**  
February 14 · 🌐


Happy Valentine's Day from the ProPEL US 30 study teams. What you love about your community? What potential improvements to the US 30 corridor would you love to see? We want to hear from you. Provide your feedback at [www.propelus30.com](http://www.propelus30.com).

*Happy Valentine's Day*



**Propel U.S. 30**  
March 3 · 🌐

It's **#feedbackfriday**. Hearing from the community is vital to the success of the ProPEL US 30 study, and your feedback **MATTERS**. Drop your comment below or tell us how smart transportation along the US 30 corridor can strengthen your community at [www.propelus30.com](http://www.propelus30.com).



You told us—and we listened

**FEEDBACK MATTERS**

Share your ideas at [ProPELUS30.com](http://ProPELUS30.com)



**Propel U.S. 30**  
 March 7 · 🌐

Connect with the US 30 West study team during community office hours on March 9 at the LaPorte County Public Library in Hanna. Drop by anytime during the open house to provide your feedback on the fit, function and future of the US 30 corridor in northern Indiana. [www.propelus30.com](http://www.propelus30.com)

**PROPEL**  
 Smarter Transportation. Stronger Communities. **US 30**

# OFFICE HOURS

March 9 from 1PM – 3PM CST at LaPorte County Public Library in Hanna

**Propel U.S. 30**  
 March 10 · 🌐

Tell us what's important to you! During the ProPEL US 30 study, a variety of factors will be examined to determine what potential future transportation improvements will help strengthen your community. Drop us a comment here or visit [www.propelus30.com](http://www.propelus30.com) to leave your feedback.

## PEL Studies Examine

- Mobility
- Safety
- Land use
- Economic development
- Environmental impacts

**PROPEL**  
 Smarter Transportation. Stronger Communities. **US 30**

**Propel U.S. 30**  
 March 8 · 🌐

Smarter Transportation. Stronger Communities. That's the goal of the @INDOT ProPEL US 30 study: to streamline transportation planning by prioritizing community needs and equitable infrastructure to. Learn more and give us your feedback at [www.propelus30.com](http://www.propelus30.com).

Community input leads to **EQUITABLE OUTCOMES**

Learn more at [PropelUS30.com](http://PropelUS30.com)

**PROPEL**  
 Smarter Transportation. Stronger Communities. **US 30**

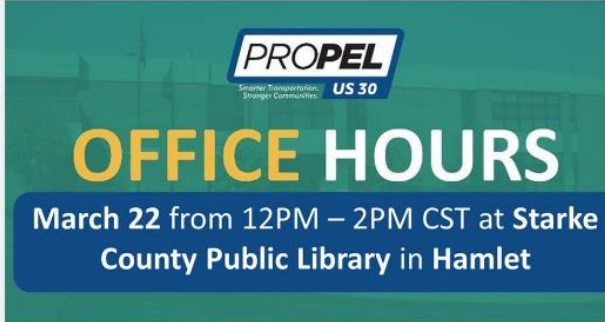


Propel U.S. 30

March 14 · 🌐



Indiana is #1 for infrastructure! How can smart transportation make your community #1? The US 30 West team is hosting office hours on March 22. Drop by the Starke County Public Library in Hamlet to speak one-on-one with a study team member. There is no formal presentation – stop by anytime that’s convenient. [www.propelus30.com](http://www.propelus30.com)

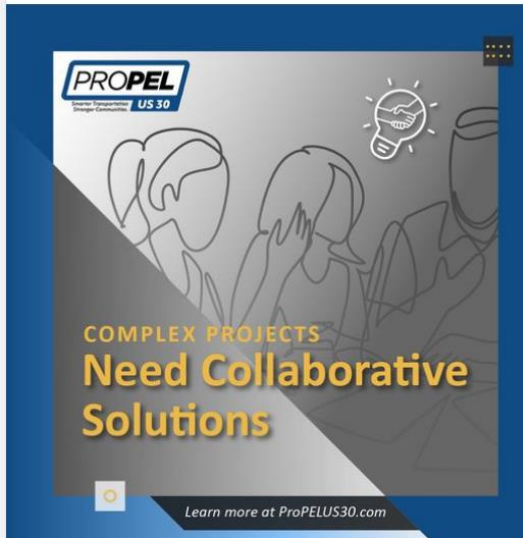


Propel U.S. 30

March 17 · 🌐



Complex projects need collaborative solutions. The [Indiana Department of Transportation](#) is conducting the #ProPELUS30 study to better understand the transportation needs of the communities along the corridor and to develop alternatives to meet those needs. Find out more at [propelus30.com](http://propelus30.com) and leave your feedback.



Propel U.S. 30

March 20 · 🌐



The US 30 West team is hosting office this week! Drop by the Starke County Public Library in Hamlet to speak one-on-one with a study team member. There is no formal presentation – stop by anytime that’s convenient. [www.propelus30.com](http://www.propelus30.com)



**Propel U.S. 30**  
March 21 · 🌐

Indiana is known as the Crossroads of America, and we were recently ranked #1 in infrastructure! @INDOT is asking for your input on how to proPEL the US 30 corridor and your community forward. We want to hear from you! Give us your feedback below or online at [www.propelus30.com](http://www.propelus30.com).

**PROPEL**  
Smarter Transportation. Stronger Communities. **US 30**

Welcome to **Indiana**  
Crossroads of America

**HELP PROPEL INDIANA FORWARD WITH YOUR FEEDBACK.**

SHARE YOUR IDEAS AT **PROPELUS30.COM**

**Propel U.S. 30**  
March 28 · 🌐

Together, we can proPEL Indiana forward! Tell the US 30 study teams how strong transportation can help strengthen your community. Leave your comment and sign up to get email updates on study progress at [propelus30.com](http://propelus30.com).

**PROPEL**  
Smarter Transportation. Stronger Communities. **US 30**

**How to get involved with #ProPELUS30**

We want to hear from you!  
**Visit ProPELUS30.com to:**

SUBMIT A COMMENT | SIGN UP FOR EMAIL UPDATES | SCHEDULE AN APPOINTMENT

**Propel U.S. 30**  
March 30 · 🌐

We've heard your feedback, and tractor trailer traffic around Columbia City is a hot topic for the US 30 East study team. Hearing from residents, business owners and other community members is vital to the study. What are your hot topics? Tell us what you think below or at [propelus30.com](http://propelus30.com).

**U.S. 30 Corridor Hotspots**

Enforcement for trucks...

Significant back up on Portage road...

The same traffic has become disproportionately heavy in this area

Service can't stop for left turn traffic...

Legend: Public comments, US 30

**PROPEL**  
Smarter Transportation. Stronger Communities. **US 30**

**Propel U.S. 30**  
March 31 · 🌐

Community feedback allows the US 30 study teams to gain valuable insights from residents, business owners and other stakeholders in the study areas. With your help, we can proPEL Indiana forward! Visit [propelus30.com](http://propelus30.com) to leave your comment. #feedbackfriday

0:10 / 0:46

**Propel U.S. 30**  
April 4 · 🌐

Smart transportation builds stronger communities! What improvements to US 30 would strengthen your community? The US 30 West team will be at the Wanatah Public Library on Wednesday to answer questions about the study and take comments about the future of US 30. [www.propelus30.com](http://www.propelus30.com)

**PROPEL OFFICE HOURS**  
Smarter Transportation. Stronger Communities. US 30

Wednesday, April 5th  
1-3 PM CST

**Wanatah Public Library**  
114 S Main St  
Wanatah, IN 46390

**Propel U.S. 30**  
April 11 · 🌐

The US 30 West study team is hosting office hours in Argos on April 20. Drop by the library to speak one-on-one with a study team member and offer your feedback about how smart transportation along the US 30 corridor can strengthen your community. Can't make it? You can also leave your comment at [www.propelus30.com](http://www.propelus30.com).

**PROPEL OFFICE HOURS**  
Smarter Transportation. Stronger Communities. US 30

Thursday, April 20th  
1-3 PM EST

**Argos Public Library**  
142 N Michigan St  
Argos, IN 46501

**Propel U.S. 30**  
April 20 · 🌐

It's #NationalLookAlikeDay, but don't be fooled by the Indiana Department of Transportation #ProPELUS30 East and West studies. We need two studies for the US 30 corridor to capture what makes the people and communities distinctly different. Tell us what makes your community special and how smart transportation can make it stronger at [propelus30.com](http://propelus30.com)

**Why Two Studies for US 30?**

Conducting two studies allows for a focused look at the transportation needs in each study area, as well as development of solutions that best consider different community values and priorities.

Warsaw

**PROPEL**  
Smarter Transportation. Stronger Communities. US 30

**Propel U.S. 30**  
April 22 · 🌐

Happy #EarthDay! Part of the ProPEL study process involves evaluating environmental impacts. What environmental concerns, questions and feedback do you have as we continue the study along US 30? Let us know at [propelus30.com](http://propelus30.com)!

**EARTH DAY**

**PROPEL**  
Smarter Transportation. Stronger Communities. US 30



**Propel U.S. 30**  
April 24 · 🌐

Smarter Transportation. Stronger Communities. That's the goal of the @Indiana Department of Transportation's #ProPELUS30 East study, which aims to prioritize community needs and equitable infrastructure in transportation planning. Learn more at [propelus30.com](http://propelus30.com).

**PROPEL**  
Smarter Transportation. Stronger Communities. **US 30**

**SMARTER  
TRANSPORTATION.  
STRONGER  
COMMUNITIES.**

ProPEL aims to prioritize community needs and equitable infrastructure.

**Propel U.S. 30**  
April 26 · 🌐

Complex projects need collaborative solutions. We're engaging residents, agencies, schools, businesses and more for the #ProPELUS30 East study. From #Warsaw to #NewHaven, we will use your feedback to identify the transportation needs along the corridor and develop alternatives to address them.

**PROPEL**  
Smarter Transportation. Stronger Communities. **US 30**

**Who Are We Engaging?**

- 17 organizations on the Stakeholder Advisory Committee
- 19 meetings with the public
- 12 local/county government agencies involved
- 716 public comments
- 15 pop-up events scheduled

**Complex projects need collaborative solutions.**

**Your feedback shapes the US 30 East corridor.**

*Stay up to date at [ProPELUS30.com](http://ProPELUS30.com)*

**Propel U.S. 30**  
May 1 · 🌐

Today marks the start of Construction Safety Week.

Taking appropriate safety precautions is crucial to keeping crews safe and eliminating incidents on work sites. Slow down. Drive carefully. Be safe.

**Construction Safety Week**

**PROPEL**  
Smarter Transportation. Stronger Communities. **US 30**

**Propel U.S. 30**  
May 3 · 🌐

What's next for the ProPEL US 30 transportation study? Watch this video to find out, and find more information and leave your feedback at [propelus30.com](http://propelus30.com).

**Fall 2024**

- Document the study process and its recommendations

0:23 / 0:29

**Propel U.S. 30**  
May 9 · 🌐

S-P-E-L-L it out for us on [#NationalAlphabetMagnetDay](#). Your feedback will help our study teams better understand your community's needs and develop alternatives that meet them. Find out more at [propelus30.com](#).

Smarter Transportation.  
Stronger Communities.

**US 30**

**PROPEL**

**Indiana**

**Forward!**

#NationalAlphabetMagnetDay

ProPELUS30.com

**Propel U.S. 30**  
May 10 · 🌐

We're a month away! Join the ProPEL US 30 West study team for our upcoming public information meetings. We will be at Argos High School on Monday, June 5 and at Tri-Township High School on Tuesday, June 6. Doors open at 5 p.m. with a presentation beginning at 5:30 p.m. Plan to join us! [propelus30.com](#)

**PUBLIC MEETINGS**

**JUNE 05**  
MONDAY

**JUNE 06**  
TUESDAY

**ARGOS HIGH SCHOOL**  
500 YEARICK STREET  
ARGOS, IN

**TRI-TOWNSHIP HIGH SCHOOL**  
309 SCHOOL DRIVE  
WANATAH, IN

ProPEL  
Smarter Transportation.  
Stronger Communities. US 30

**Propel U.S. 30**  
May 14 · 🌐


On this Mother's Day, we honor those who are called mother, grandmother, godmother, stepmother, mothers-in-law and mother figures. Our lives were better because of you. Thank you for all you do!

ProPEL  
Smarter Transportation.  
Stronger Communities. US 30

**HAPPY**  
*Mother's Day*

**Propel U.S. 30**  
May 18 · 🌐


Join the US 30 West study team for community office hours on Thursday, May 25, from 12 - 2 p.m. CST at the Valparaiso Public Library. Stop by anytime to ask questions about the study and leave your feedback. [propelus30.com](http://propelus30.com)



# OFFICE HOURS


Thursday, May 25th  
12:00 - 2:00 PM CST

**Valparaiso Public Library**  
103 Jefferson St,  
Valparaiso, IN 46383



**Propel U.S. 30**  
May 23 · 🌐

Do you want to know more about the ProPEL US 30 studies? Visit the frequently asked questions page at [propelus30.com](http://propelus30.com), sign up to receive regular email updates, or ask in person at our upcoming community office hours and public information meetings.




# FIND ANSWERS TO YOUR QUESTIONS


[propelus30.com](http://propelus30.com)

**Propel U.S. 30**  
May 26 · 🌐

It's [#NationalRoadTripDay!](https://twitter.com/NationalRoadTripDay) Are you hitting the road this holiday weekend? Indiana is the Crossroads of America, and we need your help to create stronger transportation that builds stronger communities. Give us your feedback so we can ProPEL Indiana forward. [propelus30.com](http://propelus30.com).



# HAPPY NATIONAL ROAD TRIP DAY!



**Propel U.S. 30**  
May 29 · 🌐

The ProPEL US 30 study teams honor and remember the men and women of the United States armed forces who have made the ultimate sacrifice while serving our country this Memorial Day.



# MEMORIAL DAY





We're just a few days away from ProPE LUS 30's public information meetings! US 30 West study area on June 5 and 6 and US 30 East on June 8 and 13. All meetings are from 5-7 p.m., with presentations at 5:30 p.m. Visit [propelUS30.com](http://propelUS30.com) for more information. #INDOTlistens

### PUBLIC INFORMATION MEETINGS

#US30EAST

Thu, JUN 08  
5-7 PM ET

New Haven Community Center  
7500 IN-930 East  
Fort Wayne, IN 46803



Tue, JUN 13  
5-7 PM ET

Indian Springs Middle School  
1692 IN-9  
Columbia City, IN 46725

#US30WEST

Mon, JUN 05  
5-7 PM ET

Argos High School  
500 Yearick Street  
Argos, IN 46501



Tue, JUN 06  
5-7 PM CT

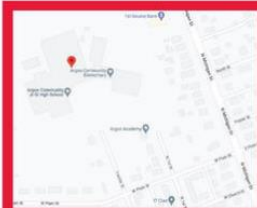
Tri-Township High School  
309 School Drive  
Wanatah, IN 46390

Learn more at [ProPELUS30.com](http://ProPELUS30.com)



Join the US 30 West study team at our public information meetings to receive study updates and share your feedback. Doors open at 5 p.m. and the presentation begins at 5:30 p.m. We hope to see you there! Learn more at [propelus30.com](http://propelus30.com).

## UPCOMING PUBLIC MEETINGS



JUNE 5 | 5-7PM EST  
ARGOS HIGH SCHOOL  
500 YEARICK STREET  
ARGOS, IN



JUNE 6 | 5-7PM CST  
TRI-TOWNSHIP HIGH SCHOOL  
309 SCHOOL DRIVE  
WANATAH, IN



Couldn't make it to either of the US 30 West public information meetings last week? Visit [propelus30.com](http://propelus30.com), click US 30 West under "Upcoming Public Meetings" and complete a brief registration form to launch the virtual meeting experience. Comments will be accepted through July 31.

## PUBLIC MEETING MATERIALS

at [propelus30.com](http://propelus30.com)



**Propel U.S. 30**  
June 26 at 3:17 PM · 🌐

The ProPEL US 30 website is your one-stop-shop for all things related to our transportation study, from fact sheets and ways to connect with our team to technical documentation and study reports and data. You can also sign up to receive our email updates so you're always in the know.



**Propel U.S. 30**  
June 28 at 2:32 PM · 🌐

Looking to get more involved and engaged with the US 30 transportation study? You can schedule an appointment with a study team member or suggest a specific location and time for future community office hours. Let us know by submitting a comment [propelus30.com](https://propelus30.com).



**Propel U.S. 30**  
July 11 at 11:53 AM · 🌐

This is one national appreciation day we encourage you to milk for all it is worth. Today is #CowAppreciationDay! Thank a dairy farmer or buy local milk and dairy products to support them. [propelus30.com](https://propelus30.com)



**Propel U.S. 30**  
July 14 at 9:55 AM · 🌐

Check out all of the fun spots that the ProPEL US 30 West study team visited on their #summerroadtrip at [propelus30.com/roadtrip30west](http://propelus30.com/roadtrip30west) and follow us here as we explore the corridor! 🚗🚗

**HIT THE ROAD!**

**PROPEL**  
Purpose-Driven Transportation  
US 30

**Propel U.S. 30**  
July 17 at 4:22 PM · 🌐

It's #WorldEmojiDay! Can you guess the sentences about #ProPELUS30 transportation study based on these emojis?? [propelus30.com](http://propelus30.com)

**HAPPY WORLD EMOJI DAY**

- 🍌 ☁️ 🦉 ➡️
- 🧠 🛣️ 4 🚲 🚗 🚚 🚓
- 🗣️ 💡 💻 📧 📝

*Answers:*  
 1. You ProPEL Hoosiers forward!  
 2. Thoughtful highway transportation for cyclists, drivers, transit, and emergency responders.  
 3. We're listening. Comment on the draft Purpose and Need by Monday, July 31.

**PROPEL**  
Purpose-Driven Transportation  
US 30

**Propel U.S. 30**  
6d · 🌐

The ProPEL US 30 West study team will be at the Marshall County Fair TONIGHT! Stop by our table to ask questions about study and leave your official public comment. See you there! [propelus30.com](http://propelus30.com)

**PROPEL**  
Purpose-Driven Transportation  
US 30

**MARSHALL COUNTY FAIR**

**July 19**  
**4 PM - 9 PM EST**  
**211 W. Walnut St.**  
**Argos, IN 46501**

**Propel U.S. 30**  
1d · 🌐

#InternationalSelfCareDay serves as a reminder for individuals around the world to prioritize their own self-care practices. So today take care of you and treat yourself to some pizza on the US 30 West #summerroadtrip featured stop: [Wana Pizza](#) in Wanatah.



**Propel U.S. 30**  
1d · 🌐

There is still time to participate in an on-demand, virtual version of the ProPEL US 30 East public meetings last month. Complete a short registration form to launch the virtual meeting and leave your feedback. Comments are the Draft Purpose and Need Report will be accepted through July 31. [propelus30.com](http://propelus30.com)



**Propel U.S. 30**  
21h · 🌐

The ProPEL US 30 West team will be at the [Porter County Fair \(Official\)](#) on Thursday, July 27. Stop by our table to learn more about the transportation study, ask questions, sign up for email updates and leave your official public comment. We hope to see you there. [propelus30.com](http://propelus30.com)



**PORTER COUNTY FAIR**

July 27  
12 PM - 7 PM EST  
217 E. Division Rd.  
Valparaiso, IN 46383

## APPENDIX C: PUBLIC OUTREACH

May 19, 2023



INDOT to host public information meetings for the ProPEL US 30 West study

Dear Stakeholder,

As we continue the Planning and Environment Linkages (PEL) studies along the US 30 corridor in central and northern Indiana, we wanted to give you an update on the ProPEL US 30 West's study's progress and next steps. As a reminder, the ProPEL US 30 West study area extends from SR 49 in Porter County to West County Road 700 North in Fulton County and Beech Road in Marshall County.

In June, the Indiana Department of Transportation (INDOT) will host two public information meetings in Wanatah and Argos to report on insights gained from the public thus far, share additional data gathered by the US 30 West study team, and provide an overview of the transportation issues and desired outcomes in the study area. The meetings, which will present the same information, will be held:

**June 5, 2023, from 5 to 7 p.m. Eastern Daylight Time**

Presentation at 5:30 p.m.

Argos Community Jr.-Sr. High School at 500 Yearick., Argos, IN 46051

**June 6, 2023, from 5 to 7 p.m. Central Daylight Time**

Presentation at 5:30 p.m.

Tri-Township Schools, 309 School Dr., Wanatah, IN 46390

In addition to a formal presentation, meeting attendees will have the opportunity to view informational display boards, participate in engagement activities, speak with



study team representatives during an informal open house session, and provide comments. To accommodate those unable to attend in person, the recorded presentation and opportunities to comment will be available after the meeting at [www.propelus30.com](http://www.propelus30.com). The Draft Purpose and Need Report and feedback form are available on the study website. Public comments will be accepted for 30 days following the public meetings. Public comments should be submitted before July 31, 2023.

If you would like to schedule a meeting to discuss this information, please click the Schedule an Appointment link on the website and complete the form.

Once the study is completed in 2024, any recommended projects will be considered by INDOT as part of its traditional project development process. INDOT uses an objective, needs-based approach for new projects, so areas of highest need are addressed as funding is available. INDOT will use the information gathered and alternatives evaluated during the PEL study to inform future federal environmental reviews conducted in accordance with the National Environmental Policy Act (NEPA).

Please let us know if you have any question or concerns or would like additional information to share with your constituents. You can also find the latest information on the study website or social media accounts below:

### **ProPEL US 30**

[www.propelus30.com](http://www.propelus30.com)

[Facebook.com/PropelU.S.30](https://www.facebook.com/PropelU.S.30)

Twitter: [@ProPELUS30](https://twitter.com/ProPELUS30)

Instagram: [@propelus30\\_30](https://www.instagram.com/propelus30_30)

Thank you,

The ProPEL US30 West Study Team



June 14, 2023



## ProPEL US 30 West Virtual Public Information Meeting (VPIM)

Thank you to everyone who attended last week's Public Information Meetings for US 30 West.

The study team presented the draft purpose and need at the in-person public information meetings. If you were unable to attend or would like to see the information again, please click the button below and complete a brief registration form to launch the virtual meeting experience.



The [virtual public meeting](#) includes the recorded meeting presentation, the informational meeting boards, and an opportunity to submit an official public comment.

Comments surrounding the second public meeting are accepted through July 31, 2023.



If you would like to unsubscribe please click [here](#).

**You're Invited!**

**ProPEL US 30 West Public Information Meeting #2**

**June 5, 2023 5-7PM\* EST**



**Argos Community Jr/Sr High School**  
300 Yearick St.  
Argos, IN 46501

**June 6, 2023 5-7PM\* CST**



**Wanatah Tri-Township Schools**  
309 School Dr.  
Wanatah, IN 46390

Learn how **your ideas** have **shaped** the study. Help us to **refine** the corridor **issues** and **desired** outcomes.

Meeting available online after 6/7 at [ProPELUS30.com](http://ProPELUS30.com)

**\*Presentation at 5:30 PM**

**PROPEL**  
Smarter Transportation. Stronger Communities. **US 30**

**PROPEL**  
Smarter Transportation. Stronger Communities. **US 30**

**You are invited to the US 30 West public information meetings!**

**Argos Public Information Meeting**

Argos Community Jr/Sr High School  
June 5, 2023  
5-7 PM EST  
500 Yearick St. Argos, IN 46501



**Wanatah Public Information Meeting**

Tri-Township Schools  
June 6, 2023  
5-7 PM CST  
309 School Dr. Wanatah, IN 46390



# APPENDIX D: STAKEHOLDER ADVISORY COMMITTEE

---

## MEETING NOTES

Date: May 22, 2023, 12PM-1:30PM EST

Re: Stakeholder Advisory Committee Meeting #1 (East)

In Attendance:

<i>Brett Lackey</i>	<i>CDM Smith</i>
<i>Krista Goodin</i>	<i>CDM Smith</i>
<i>Betsy McCleery</i>	<i>CDM Smith</i>
<i>Gina Murphy</i>	<i>CDM Smith</i>
<i>Melissa Santley</i>	<i>CDM Smith</i>
<i>Benjamin Sadkowski</i>	<i>CDM Smith</i>
<i>Scott Sandstrom</i>	<i>CDM Smith</i>
<i>Jonathan Wallace</i>	<i>INDOT</i>
<i>Linda Yoder</i>	<i>United Way</i>
<i>Rich Zielinski</i>	<i>Structurepoint</i>
<i>Lance Bella</i>	<i>Porter County</i>
<i>Tori Chessor</i>	<i>Starke County</i>
<i>Donny Ritsema</i>	<i>MACOG</i>
<i>Edwin Buswell</i>	<i>KIRPC</i>
<i>Bill Bennett</i>	<i>Oregon-Davis Schools</i>
<i>Don Parker</i>	<i>Wanatah Library</i>
<i>Stacey Osburn</i>	<i>HNTB</i>
<i>Kyle Kuebler</i>	<i>Porter County Regional Airport</i>
<i>Jamie Bents</i>	<i>WSP</i>
<i>Alexander Lee</i>	<i>Parsons</i>
<i>Craig Berry</i>	<i>Parsons</i>
<i>Maggie Clifton</i>	<i>City of Valparaiso</i>
<i>Marcella Hopple</i>	<i>Marian University</i>

## GENERAL SUMMARY

The second Stakeholder Advisory Committee (SAC) meeting for ProPEL US 30 West was held virtually through Microsoft teams on Monday, May 22<sup>nd</sup>. Unlike the first iteration of SAC meetings, members of both the eastern and western portions of the study area were combined for a singular meeting.

Brett Lackey of CDM Smith began the meeting by greeting the attendees and covering various housekeeping items pertaining to virtual meeting etiquette, including how to ask questions. He then explained that there would be discussion time allotted for at the end of the meeting for attendees that would like to ask questions verbally rather than via the chat function.

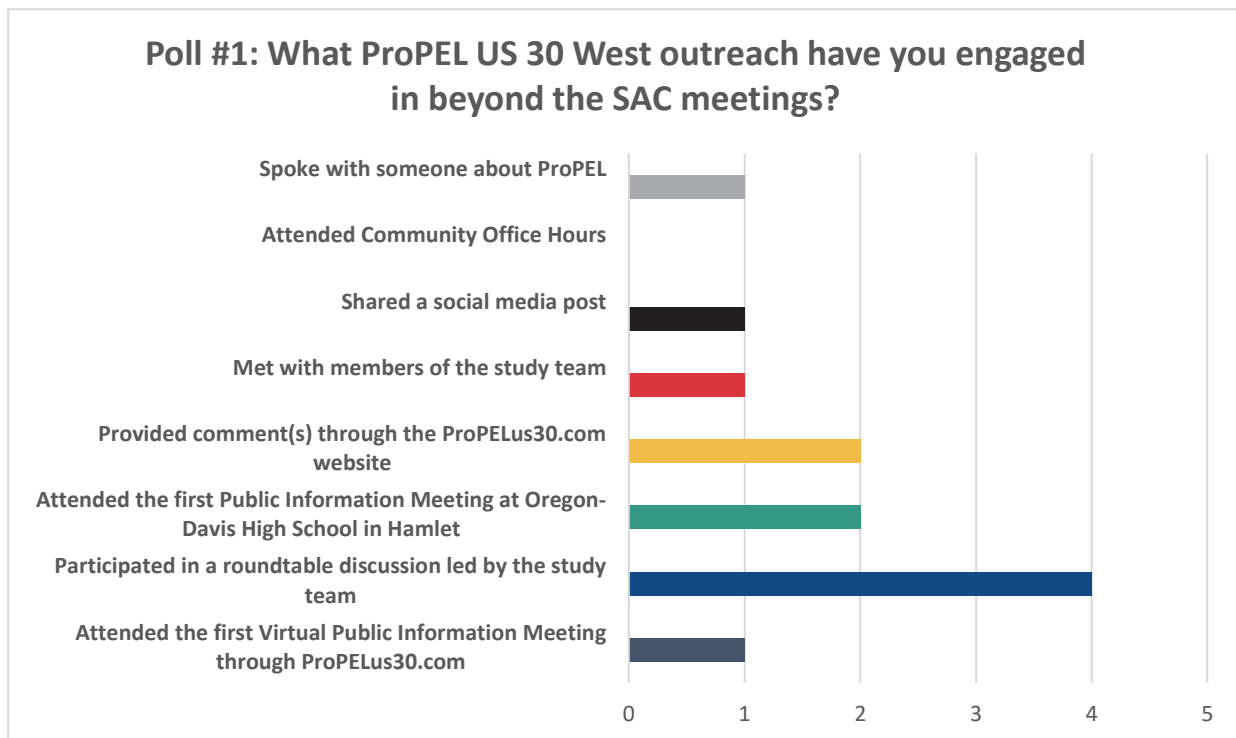
B. Lackey then moved to staff introductions, introducing himself, Krista Goodin, Melissa Santley, and Ben Sadkowski. B. Lackey also introduced others from the study team, INDOT, and representatives from adjacent study areas.

B. Lackey provided a brief review of the ProPEL study area, using a map with the study area divided into its major geographic regions. He reminded attendees that the SAC meeting pertained to the US 30 West study and discussed alignment of study vision statements so that the corridor is thought about holistically in order to identify solutions that benefit the entire study area.

B. Lackey then played a video from the INDOT Commissioner, Mike Smith. The video discussed the importance of the PEL process and provided information on the study's goals.

After the video, B. Lackey covered past public information events. He reviewed aspects of those meetings, including topics covered and materials presented.

B. Lackey then sent out the first poll question to the meeting attendees, asking about SAC attendees' engagement with outreach events outside of the SAC meetings. The first poll results:



B. Lackey stated that the team has received over 400 comments thus far in the study. He covered the distribution of the comments as they pertain to access (28%), the need to preserve community character (18%), and then safety (17%). He explained the responses to comments, which include meeting with local representatives and officials to inform the study's approaches.

B. Lackey proceeded to cover data sources as they pertained to mobility, stating that the data indicated relatively little congestion within the study area and that congestion would remain low into 2045, showing that

adding lanes or capacity improvements would not be needed. He also stated trucks represent about 1/3 of total traffic.

B. Lackey then covered the topic of safety, explaining 5 years of crash data, with 1200+ crashes in the study area. He then showed a heat map of the crash locations. B. Lackey also focused in on driveways and how they create safety and mobility concerns. He explained that there were 152 driveways in the study area; 93 of those do not meet access management guidelines.

Lastly, B. Lackey reviewed facility needs. He explained that many bridges and medians in the study area were installed many years ago and do not meet current design standards. Additionally, he stated that ramps, for example, have tight curves that restrict trucks from acquiring highway speeds when exiting.

B. Lackey then handed the presentation to Krista Goodin of CDM Smith.

K. Goodin discussed how feedback and data collected were used to answer the predominant “why” question of the study. Additionally, she explained how the purpose and need statement of the process explains the “why” and also explains transportation issues and desired outcomes. Furthermore, she explained that the design alternatives would be developed based on identified needs and issues and that potential alternatives that do not meet the purpose and need will be eliminated.

K. Goodin stated that a proposed study purpose is to increase safety and reduce the number of direct access driveways. Presently, in terms of facilities, some ramps are too short for both entries and exits. K. Goodin also explained that the narrow medians in some locations can make turning in some corridors difficult and that the proposed study purpose is to improve the ramps, medians, and bridges.

K. Goodin discussed how the purpose and need establishes goals for the study including providing equitable solutions, providing transportation infrastructure that supports economic development goals, improving safety for intersections, improving safety of local access points, maintaining the character of local communities in the corridor, accommodating non-vehicular modes of travel, supporting emerging technologies related to infrastructure, identifying fiscally responsible improves that minimize impacts to the human and natural environment, and aligning investments for the region and the state.

K. Goodin introduced the second poll question regarding whether the purpose and need is in line with attendees’ expectations. All of the attendees answered “Yes,” the purpose and need is in line with the attendees’ expectations. Following this, she then handed the presentation back to B. Lackey.

B. Lackey explained the improvement alternative process. He explained the “universe of alternatives” concept, what the screening process will look like and how alternatives that advanced on to secondary and third stages would receive different names.

## DISCUSSION

B. Lackey then opened the presentation to discussion questions.

The first question came from Kyle Kuebler from the Porter County Airport. K. Kuebler asked about how, in the roundtable, economic development was discussed, but it was not mentioned at the present point in the presentation. B. Lackey agreed that economic development is crucial and that it is baked into the PEL study

goals and a primary driver of the team's overarching goals. K. Goodin explained further that the goal related to economic development is to provide transportation infrastructure that supports local economic development goals.

K. Kuebler then asked if the longevity of the plan's forecasts is at least 30 years. B. Lackey explained all forecasts go out to 2045.

Don Parker of the Wanatah Public Library then asked getting details presented about Laporte County. B. Lackey explained that the presentation did not go to the level of county-to-county data and that the recording of the presentation would be made available. B. Lackey also stated that the presentation was an overview of where the study team was in the purpose in need process and that the team was trying to get feedback on what were identified as the corridor needs. He also stated that the next step would be moving into an alternatives screening process.

D. Parker then asked if there were any efforts devoted to dealing with cut-ins as they relate to driveways in the study area. B. Lackey stated that no concrete efforts had been made yet, but that a balancing act regarding local access would be required further on in the study in order to maintain both safety and traffic flows.

Scott Sandstrom of CDM Smith added to the conversation, explaining that digging more granularly into county-level data would occur slightly later in the study process as well.

## ADJOURN

Following the questions from K. Kuebler and D. Parker, B. Lackey moved onto explaining the timing of upcoming public meetings: One would take on 6/5 from 5-7pm EST at Argos Community High School, and the other on 6/6 from 5-7PM CST at the Wanatah township. B. Lackey then displayed a timeline of next steps within the study's major milestones.

B. Lackey then concluded the meeting, encouraging attendees to attend future public information meetings and to stay engaged with the study via its official web site and social media profiles. B. Lackey asked once more if there were any outstanding questions, and seeing none, thanked attendees for their



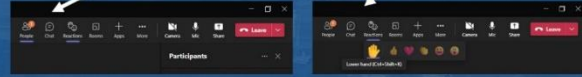
## US 30 WEST STAKEHOLDER COMMITTEE MEETING

The meeting will begin at 12:00PM Eastern Time

Having technical difficulties? Contact Melissa Santley at: [santleyml@cdsmith.com](mailto:santleyml@cdsmith.com) or 860.808.2279

## WELCOME!

- Feel free to leave cameras on, but please mute your mic unless asking a question
- Please try to hold questions/comments until the discussion portion of the presentation
- Use the **chat function** to ask a question or **raise your virtual hand**



NOTE: Comments are visible to the entire group



## INTRODUCTIONS



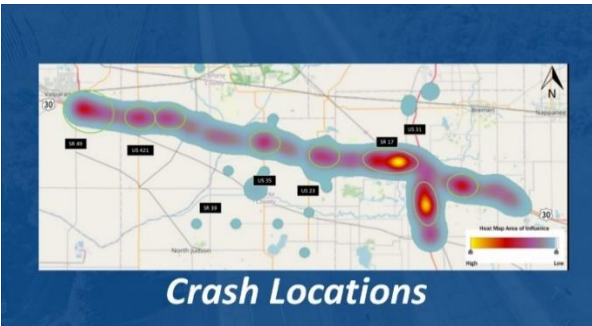
# WHY?



**Poll: What ProPEL US 30 WEST outreach have you engaged in beyond the SAC meetings?**



*Then we gathered data.*



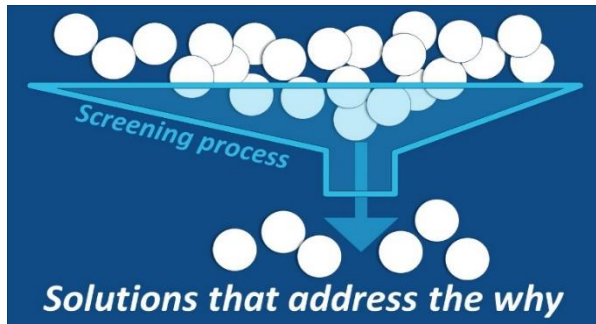


**WHY → PURPOSE AND NEED**



**Poll: Are the Needs in Line with Your Expectations?**

**WHAT'S NEXT?**





# Discussion

## Upcoming public meetings

**Argos**



Monday, June 5  
5 – 7 PM EST

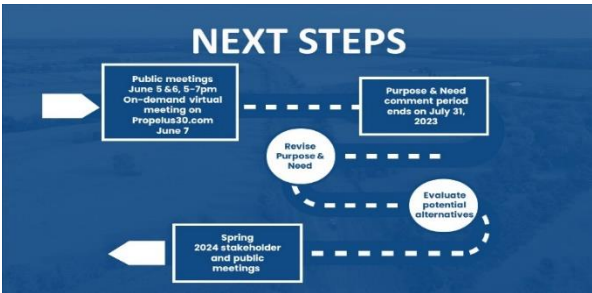
Argos Community  
Jr-Sr High School  
500 Yearick St.

**Wanatah**



Tuesday, June 6  
5 – 7 PM CST

Tri-Township  
Consolidated School Corp  
309 School Dr.



## WE NEED YOUR INPUT AGAIN —STAY IN TOUCH!

-  [www.ProPELUS30.com](http://www.ProPELUS30.com)
-  @PropelUS30
-  Propel U.S. 30
-  @propelus30\_31

# APPENDIX E: ROUNDTABLE DISCUSSIONS

---

Economic Development Roundtable Discussion #1 invite, presentation, and meeting summary. The presentation was used for both the Economic Development and Indiana Farm Bureau Roundtable Discussions.



---

March 17, 2023

On behalf of INDOT, please join this presentation and roundtable discussion centered on the economic goals and needs of the communities along US 30 and US 31 in Porter, La Porte, Starke, Marshall, and Fulton Counties.

Facilitated by CDM Smith, the project consultant, you will learn about the Planning and Environmental Linkages (PEL) study for the US 30 and US 31 highway corridors and encouraged to provide your thoughts. This meeting will be approximately one hour and held virtually through Microsoft Teams; however, we have blocked off 90 minutes in case the conversation stretches past an hour.

Please accept or decline this Outlook invitation using Outlook menu options. Again, this is a virtual meeting with login details found below:

**ProPEL US 30 West Economic Roundtable Discussion**  
**[Microsoft Teams Event](#)**  
**Friday, March 31, 2023, 12:30 – 2 PM CST**

If you have any concerns or questions about the meeting, accessing Microsoft Teams, or anything else, please call or email Melissa Santley at 860-808-2279 or [santleyml@cdmsmith.com](mailto:santleyml@cdmsmith.com).

---

## Microsoft Teams meeting

Join on your computer, mobile app or room device

[Click here to join the meeting](#)

Meeting ID: 260 467 825 803

Passcode: jaV64D

[Download Teams](#) | [Join on the web](#)

**Or call in (audio only)**

[+1 857-327-8948 885080667#](#) United States, Boston

[\(844\) 566-5330 885080667#](#) United States (Toll-free)

Phone Conference ID: 885 080 667#

[Find a local number](#) | [Reset PIN](#)

[Learn More](#) | [Meeting options](#)

---



US 30 West  
CDM SMITH  
211 N. Pennsylvania St.  
Suite 1750  
Indianapolis, IN 46204

P- 317.829.9600  
BRETT LACKEY, PROJECT MANAGER III  
p. 317.829.9619  
lackeybw@cdmsmith.com

MARIAN HULL, TRANSPORTATION  
PLANNER 8  
p. 215.872.1766  
hullmm@cdmsmith.com

KRISTA GOODIN, TRANSPORTATION  
PLANNER 7

## MEETING NOTES

Date: March 31, 2023, 12PM-1PM CST

Re: Economic Development Roundtable #1 (West)

In Attendance:

*Sandra Flum* INDOT *Greg Hildebrand*

*Jonathan Wallace* INDOT *Lisa Dan*

*Brett Lackey* CDM Smith

*Krista Goodin* CDM Smith

*Melissa Santley* CDM Smith *Kyle Kuebler*

*Benjamin Sadkowski* CDM Smith

*Collin Merkel* C2 Strategic

*Denarie Kane* NIRPC

*James Turnwald* MACOG

*Caitlin Stevens* MACOG

*Marshall County*

*Starke County*

*Economic*

*Development*

*Foundation*

*Porter County*

*Airport*

*City of Valparaiso*

*George Douglas*

## GENERAL SUMMARY

The first ProPEL US 30 West economic development roundtable was held virtually through Microsoft Teams on March 31, 2023. Brett Lackey of CDM Smith initiated the presentation by thanking attendees for their participation and covering various housekeeping tasks as they relate to online presentations.

B. Lackey also explained the process for how meeting attendees could ask questions via the Microsoft Teams chat function.

## PRESENTATION

Following the introduction, B. Lackey thanked the roundtable participants once more, explained the goals of the roundtable discussion, and provided brief introductions of the attending INDOT and CDM Smith staff members.

B. Lackey then read the list of participants and had each participant state their name, job title, and employer.

Following the participant introductions, Brett Lackey of CDM Smith provided an overview of the PEL study and its process. He covered how the study area geography has been divided and justifications for why the area was divided. B. Lackey then covered the “why” of the study, including why potential improvements are important to participants. He then explained what had been achieved so far with regard to public involvement, including one

*propelUS30.com*

public meeting, numerous community office hour events at rotating locations, community outreach events, and communications with local businesses and resources agencies.

B. Lackey then described the quantity of public comments and prevalent themes. These themes included access to and across US-30, the need to preserve rural character and support farming, and safety.

B. Lackey moved on to discuss the study timeline and that we are now in the development of a Purpose and Need statement which will guide the next phase of the study. The study team is using what they heard from stakeholder groups and the public to:

- Understand local needs
- Identify opportunities, issues and areas of concern
- Use feedback to inform study recommendations
- Shape potential options, and clearly describe constraints, and tradeoffs

The presentation moved onto discuss corridor issues and a future vision for the corridor. B. Lackey opened the floor for discussion and encouraged all to participate.

## DISCUSSION

The discussion topics focused on significant traffic generators, safety concerns, multimodal transportation, solutions and a vision for the corridor.

### Traffic Generators

- Pratt Industries is a major traffic generator in the Valparaiso area. The company has more than 4,000 employees in the region and is the largest employer in Porter County. The company has been in the area for more than 30 years and has grown over time. The company has invested in the community by building a new facility in Valparaiso in 2012.
- Other traffic generators include Corteva, Oasis, Pretzels Inc., and Zentis

### Safety Concerns

- Truck-related accidents at the Pilot station were identified as a significant safety concern.
- At-grade rail crossings on 30 and 31 were also identified as safety concerns.
- Oak Road was mentioned as an area with a high rate of serious or fatal injuries in collisions.

### Multimodal Transportation

- Discussion on the potential for bike and pedestrian facilities and incorporating health and exercise opportunities into trail plans.

### Solutions

- Potential solutions that were suggested are new intersections, and signal upgrades.
- Alternatively, reducing intersections were also discussed to improve safety.
- A frontage road could be built to decrease congestion.

*propelUS30.com*

**Vision for the Corridor**

- Discussion on the need for housing and economic development, and the potential impact of truck traffic.

**ADJOURN**

- B. Lackey moved into reviewing next steps regarding additional meetings and opportunities to provide feedback.
- B. Lackey provided contact information in the final slide of the presentation. He encouraged interaction with the study's various online pages, and a reminder to follow the study's social media pages.
- B. Lackey thanked participants for their feedback and concluded the meeting.



**US 30 WEST  
ECONOMIC DEVELOPMENT ROUNDTABLE**

The meeting will begin at 1:30PM EDT

Having technical difficulties? Contact Melissa Santley at:  
[santleym1@cdmsmith.com](mailto:santleym1@cdmsmith.com) or 860.808.2279



1

**US 30 WEST  
ECONOMIC DEVELOPMENT ROUNDTABLE  
MEETING #1**




March 31, 2023

2

**Welcome!**

- Feel free to leave cameras on, but please mute your mic unless asking a question
- Comments and questions are welcome throughout the presentation
- Use the chat function to ask a question or raise your virtual hand



NOTE: Comments are visible to the entire group

3

**AGENDA**



4

**INTRODUCTIONS & PLANNING PROCESS**

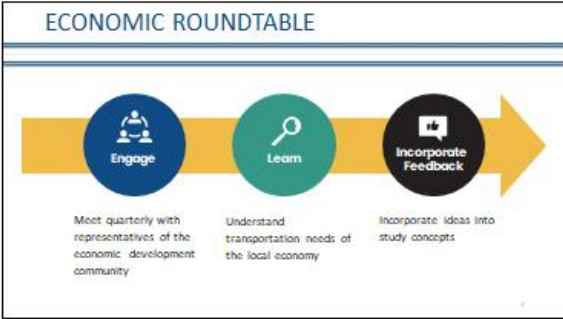


**PROJECT TEAM**



- **Indiana Department of Transportation (INDOT)**
  - Project owner
  - Manages the planning process
  - Tasked with implementing study recommendations
- **CDM Smith Team**
  - C2 Strategic Communications
  - American StructurePoint
  - ASC Group
- Completing outreach and technical work on behalf of INDOT

*INDOT is overseeing the work of three other consulting teams along the US 30 and US 31 corridors across the state*



7



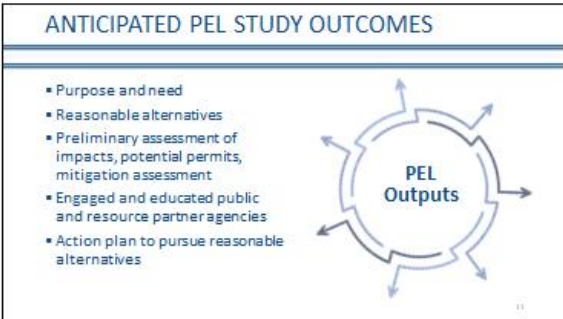
8

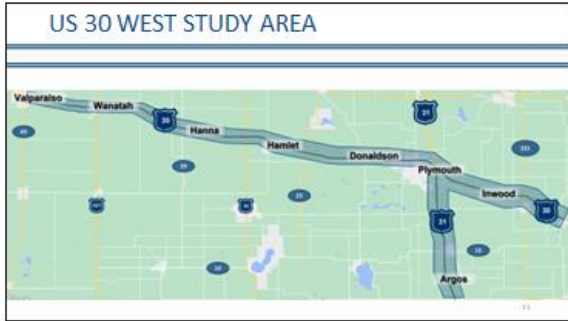


9



10

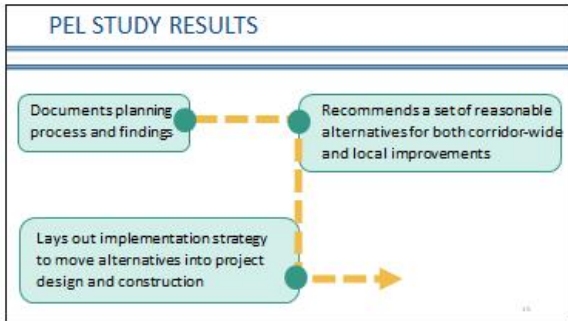




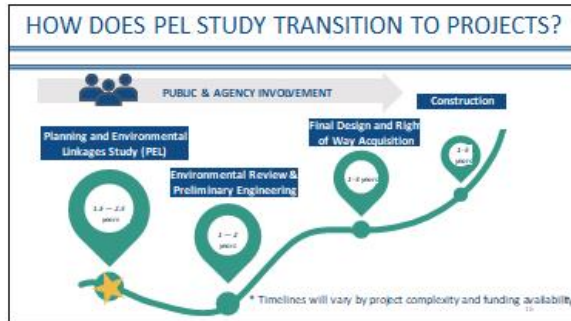
13



14



15



16



### LISTEN, LISTEN, LISTEN

- Stakeholder meetings
- Project website
- Social media
- Four public meetings
- Bi-weekly office hours

### HOW WE WILL USE WHAT WE LEARN

- Understand local needs
- Identify opportunities, issues, and areas of concern
- Use feedback to inform study recommendations
- Shape potential options, and clearly describe constraints, and tradeoffs

19

### Keep up with Us on Social Media

- Follow us on social media at:
  - Twitter.com/PropelUS30
  - Facebook.com/PropelUS30
  - Instagram.com/propelus30\_31
- Weekly updates & calls for feedback
- Do you have a group that we could join and share our posts?
- Visit the website at: [propelUS30.com](http://propelUS30.com)

20

## Indiana Farm Table Roundtable Discussion #1 invite, and meeting summary

-----Original Appointment-----

**From:** Santley, Melissa L.

**Sent:** Friday, March 17, 2023 3:48 PM

**To:** Santley, Melissa L.; [mpupillo@infb.org](mailto:mpupillo@infb.org); [hparker@infb.org](mailto:hparker@infb.org); [mparkman@infb.org](mailto:mparkman@infb.org); [kmeyers@infb.org](mailto:kmeyers@infb.org); [kburton@infb.org](mailto:kburton@infb.org); [jbohling@infb.org](mailto:jbohling@infb.org); [kokeefe@infb.org](mailto:kokeefe@infb.org); [ngudeman@infb.org](mailto:ngudeman@infb.org); [tnagai@infb.org](mailto:tnagai@infb.org); [lnagai@infb.org](mailto:lnagai@infb.org); [chouin@infb.org](mailto:chouin@infb.org); Belden, Wayne; [freedomhills03@gmail.com](mailto:freedomhills03@gmail.com); Hull, Marian M.; Lackey, Brett W.; [tiffanypressel@hotmail.com](mailto:tiffanypressel@hotmail.com); Lee Nagia; [janbohling@yahoo.com](mailto:janbohling@yahoo.com); [kmburton21@gmail.com](mailto:kmburton21@gmail.com); [kent.e.burton@gmail.com](mailto:kent.e.burton@gmail.com); [kimmikeo99@hotmail.com](mailto:kimmikeo99@hotmail.com); [ngudeman@msn.com](mailto:ngudeman@msn.com); [parkerht@yahoo.com](mailto:parkerht@yahoo.com); [parkman@csinet.net](mailto:parkman@csinet.net)

**Cc:** Sandra Flum; Adin McCann; Jonathan Wallace; Pupillo, Michael

**Subject:** ProPEL US30 West Indiana Farm Bureau Roundtable Discussion

**When:** Friday, April 14, 2023 1:30 PM-3:00 PM (UTC-05:00) Eastern Time (US & Canada).

**Where:** Zoom

Hello,

Because of a few schedule conflicts, we'd like to move this presentation and discussion to April 14.

Thank you,

Melissa Santley

-----

On behalf of INDOT, please join this presentation and roundtable discussion centered on the Indiana Farm Bureau's goals and needs of the communities along US 30 and US 31 in Porter, La Porte, Starke, Marshall, and Fulton Counties.

Facilitated by CDM Smith, the project consultant, you will learn about the Planning and Environmental Linkages (PEL) study for the US 30 and US 31 highway corridors and encouraged to provide your thoughts.

This meeting will be approximately one hour and held virtually through Zoom; however, we have blocked off 90 minutes in case the conversation stretches past an hour.

Please accept or decline this Outlook invitation using Outlook menu options. Again, this is a virtual meeting with login details found below:

**ProPEL US 30 West Indiana Farm Bureau Roundtable Discussion**

**[Zoom Event](#)**

**Friday, April 14, 2023, 1:30 – 3 PM EST / 12:30 – 2 PM CST**

If you have any concerns or questions about the meeting, accessing Microsoft Teams, or anything else, please call or email Melissa Santley at 860-808-2279 or [santleym@cdmsmith.com](mailto:santleym@cdmsmith.com).

**Join Zoom Meeting**

<https://us06web.zoom.us/j/89993948514?pwd=RDFqbU5wRFU4eFpwL0FyS09tTzBFdz09>

**Meeting ID: 899 9394 8514**

**Passcode: 513397**

One tap mobile

+13017158592,,89993948514#,,,,\*513397# US (Washington DC)

+13052241968,,89993948514#,,,,\*513397# US

Dial by your location

+1 301 715 8592 US (Washington DC)

+1 305 224 1968 US

+1 309 205 3325 US

+1 312 626 6799 US (Chicago)

+1 646 931 3860 US

+1 929 205 6099 US (New York)

+1 360 209 5623 US

+1 386 347 5053 US

+1 507 473 4847 US

+1 564 217 2000 US

+1 669 444 9171 US

+1 669 900 6833 US (San Jose)

+1 689 278 1000 US

+1 719 359 4580 US

+1 253 205 0468 US

+1 253 215 8782 US (Tacoma)

+1 346 248 7799 US (Houston)

Meeting ID: 899 9394 8514

Passcode: 513397

Find your local number: <https://us06web.zoom.us/j/kAXLuqBYs>



US 30 West  
CDM SMITH  
211 N. Pennsylvania St.  
Suite 1750  
Indianapolis, IN 46204

P- 317.829.9600  
BRETT LACKEY, PROJECT MANAGER III  
p. 317.829.9619  
lackeybw@cdmsmith.com

MARIAN HULL, TRANSPORTATION  
PLANNER 8  
p. 215.872.1766  
hullmm@cdmsmith.com

KRISTA GOODIN, TRANSPORTATION  
PLANNER 7

## MEETING NOTES

Date: April 14, 2023, 12PM-1PM CST Re:

Indiana Farm Bureau #1 (West)

In Attendance:

*Sandra Flum INDOT*

*Brett Lackey CDM Smith*

*Melissa Santley CDM Smith*

*Michael Pupillo IN Farm Bureau*

*Wayne Belden IN Farm Bureau*

*Stephen Neff IN Farm Bureau*

*Mark Parkman IN Farm Bureau*

## GENERAL SUMMARY

The first ProPEL US 30 West economic development roundtable was held virtually through Zoom on March 31, 2023. Brett Lackey of CDM Smith initiated the presentation by thanking attendees for their participation and covering various housekeeping tasks as they relate to online presentations.

B. Lackey also explained the process for how meeting attendees could ask questions via the Zooms chat function.

## PRESENTATION

Following the introduction, B. Lackey thanked the roundtable participants once more, explained the goals of the roundtable discussion, and provided brief introductions of the attending INDOT and CDM Smith staff members.

B. Lackey then read the list of participants and had each participant state their name, job title, and employer.

Following the participant introductions, Brett Lackey of CDM Smith provided an overview of the PEL study and its process. He covered how the study area geography has been divided and justifications for why the area was divided. B. Lackey then covered the “why” of the study, including why potential improvements are important to participants. He then explained what had been achieved so far with regard to public involvement, including one public meeting, numerous community office hour events at rotating locations, community outreach events, and communications with local businesses and resources agencies.

B. Lackey then described the quantity of public comments and prevalent themes. These themes included access to and across US-30, the need to preserve rural character and support farming, and safety.

*propelUS30.com*

B. Lackey moved on to discuss the study timeline and that we are now in the development of a Purpose and Need statement which will guide the next phase of the study. The study team is using what they heard from stakeholder groups and the public to:

- Understand local needs
- Identify opportunities, issues and areas of concern
- Use feedback to inform study recommendations
- Shape potential options, and clearly describe constraints, and tradeoffs

The presentation moved onto discuss corridor issues and a future vision for the corridor. B. Lackey opened the floor for discussion and encouraged all to participate.

## DISCUSSION

The discussion topics focused on how the corridor is used by the farming industry and the need for the corridor to accommodate large machines that cross US 30. At grade rail crossings were also cited as needed for the large farm equipment that occasionally use the highway. Access concerns were also cited.

## ADJOURN

B. Lackey moved into reviewing next steps regarding additional meetings and opportunities to provide feedback.

B. Lackey provided contact information in the final slide of the presentation. He encouraged interaction with the study's various online pages, and a reminder to follow the study's social media pages.

B. Lackey thanked participants for their feedback and concluded the meeting.









## Economic Development Roundtable #2 invite, meeting summary and presentation.



June 28, 2023

On behalf of INDOT, please join this presentation and roundtable discussion centered on refining the draft vision, goals, and purpose and need of the US 30 West PEL study through an economic development lens.

Facilitated by CDM Smith, the project consultant, you will hear more about how the purpose and need statement will influence the development of alternative projects that can be used for improvements to the US 30 and 31 highway corridors. Your thoughts and feedback are very important for this phase of the study. This meeting will be approximately one hour and held virtually through Microsoft Teams. Please feel free to forward this meeting to any colleague you feel would like to attend.

Please accept or decline this Outlook invitation using Outlook menu options. Again, this is a virtual meeting with login details found below:

### ProPEL US 30 West Economic Development Bureau Roundtable Discussion

[Microsoft Teams Event](#)

Tuesday July 18, 2023, 12:00 – 1 PM CST

If you have any concerns or questions about the meeting, accessing Microsoft Teams, or anything else, please call or email Melissa Santley at 860-808-2279 or [santleym@cdmsmith.com](mailto:santleym@cdmsmith.com).

---

## Microsoft Teams meeting

**Join on your computer, mobile app or room device**

[Click here to join the meeting](#)

Meeting ID: 240 200 020 130

Passcode: NZqis3

[Download Teams](#) | [Join on the web](#)

**Or call in (audio only)**

[+1 857-327-8948,,517582730#](#) United States, Boston

[\(844\) 566-5330,,517582730#](#) United States (Toll-free)

Phone Conference ID: 517 582 730#

[Find a local number](#) | [Reset PIN](#)

[Learn More](#) | [Meeting options](#)

---

## MEETING NOTES

Date: July 18, 2023, 12PM-1PM CST

Re: Economic Development Roundtable #1 (West)

In Attendance:

<i>Sandra Flum</i>		<i>Dana Weaver</i>	<i>MACOG</i>
<i>INDOT</i>		<i>Caitlin Stevens</i>	<i>MACOG</i>
<i>Brett Lackey</i>	<i>CDM Smith</i>	<i>Daniel Fehrenbach</i>	<i>Starke County Co-Op</i>
<i>Marian Hull</i>	<i>CDM Smith</i>	<i>Michael Shireman</i>	<i>Starke County Co-Op</i>
<i>Melissa Santley</i>	<i>CDM Smith</i>	<i>Wayne Belden</i>	<i>Indiana Farm Bureau</i>
<i>Benjamin Sadkowski</i>	<i>CDM Smith</i>		
<i>Denarie Kane</i>	<i>NIRPC</i>		
<i>Scott Weber</i>	<i>NIRPC</i>		
<i>Lisa Dan</i>	<i>Starke County Economic Development Foundation</i>		
<i>Kyle Kuebler</i>	<i>Porter County Regional Airport</i>		
<i>David Harker</i>	<i>MACOG</i>		

### GENERAL SUMMARY

The first ProPEL US 30 West economic development roundtable was held virtually through Microsoft Teams on July 18<sup>th</sup>. Marian Hull of CDM Smith initiated the presentation by thanking attendees for their participation and covering various housekeeping tasks as they relate to online presentations.

M. Hull also explained the process for how meeting attendees could ask questions via the Microsoft Teams chat function.

### PRESENTATION

Following the introduction, M. Hull thanked the roundtable participants once more, explained the goals of the roundtable discussion, and provided brief introductions of the attending INDOT and CDM Smith staff members.

M. Hull then read the list of participants and had each participant state their name, job title, and employer.

Following the participant introductions, Brett Lackey of CDM Smith provided an overview of the PEL study and its process. He covered how the study area geography has been divided and justifications for why the area was divided.

B. Lackey then covered the “why” of the study, including why potential improvements are important to participants.

He then explained what had been achieved so far with regard to public involvement, including two

public meetings, numerous community office hour events at rotating locations, community outreach events, and communications with local businesses and resources agencies.

B. Lackey then described the quantity of public comments and prevalent themes. These themes included access to and across US-31, the need to preserve rural character and support farming, and safety.

B. Lackey moved on to cover the data gathering process, meetings with various entities within the study area, and how feedback has been used to inform the desired outcomes of the study. Regarding the desired outcomes, B. Lackey discussed current and anticipated mobility needs, in particular as they relate to freight traffic. He also covered safety needs and offered several data points gathered from 2017-2021. B. Lackey also discussed driveways that have direct access to US 30 and 31, how 93 driveways do not meet INDOT safety guidelines, and what may be needed to rectify this discrepancy.

B. Lackey then reviewed the aforementioned topics, how they relate to the proposed purposes of the PEL study, and how the purpose and need statement of the study relates to the “why” of the study. He stated that alternatives would be evaluated on how well they meet the purpose and need statement.

Following this, B. Lackey initiated a poll question: “Are the Needs in Line with Your Expectations?” 100% (9) of the responses indicated “Yes” to this question.

B. Lackey then explained that the purpose and need statement includes nine goals and overviewed these nine.

B. Lackey then covered what would be covered once the “why” of the study is established, which is the consideration of development alternatives. Initially, he said, there will be a “universe” of alternatives that will then undergo a multi-step screening process. B. Lackey explained each step of the screening process, as well as a general timeline by which these steps may occur.

M. Hull then discussed the types of strategies and solutions that may be considered moving forward. Solutions and strategies will need to consider safety and local access needs. Additionally, farming and rural character will be considered, as well as multimodal access.

## DISCUSSION

Following the solutions overview, M. Hull opened the discussion to the participants. She reminded participants of the purpose and need statement.

Kyle Kuebler of the Porter County Regional Airport stated that the aforementioned screening process appears on an accelerated track and that he would like to ask if there is any plan to discuss with communities the plans that local agencies have already put forth so that they are not cycled out in the early portion of the screening process.

Sandra Flume of INDOT said that she would be happy to discuss with K. Kuebler the plans that various communities have put forth. She said that the first round of alternatives will produce a universe of alternatives and that community plans will not be screened out.

Michael Shireman of the Starke County Co-Op stated that he had concerns as to how this would affect Hamlet. He stated that the town has a large elevator that handles 600 farmers’ worth of grain during harvest season and that the elevator’s location isn’t recognized in any of the study-related maps he has seen. He outlined that there are

multiple bad truck interchanges on US 30, and if access gets limited, that it would have a negative effect on the local agricultural community.

M. Hull stated that the study is recognizing the very specific needs of harvest and moving a lot of material in a short period of time. B. Lackey added that the study team is aware of the traffic pattern needs and its relationship to the Co-Op.

Denarie Kane of NIRPC asked if there would be any type of wayfinding uniformity standards because communities have personal preferences with regard to wayfinding signage, but that does not always align with universal standards. M. Hull stated that is on the radar, but considerations would occur later. S. Flume stated that wayfinding falls under INDOT's aesthetics policy and once the PEL study results are published, the INDOT policies.

Scott Weber of NIRPC asked what the strategy would be if different study quadrants provide different results and if there would be a reconciliation process. M. Hull stated that the study teams meet weekly and area always strategizing over what needs to be done on an individual basis in each section to ensure that solutions proposed are harmonious.

M. Hull asked if there were any additional comments or questions. Hearing none, she reviewed the topics of the questions and comments brought up by that point in the overall meeting.

## ADJOURN

M. Hull moved into reviewing next steps regarding additional meetings and opportunities to provide feedback. She stated there seems to be general consensus on the purpose and need statement, but that additional comments may be submitted until July 31<sup>st</sup>, when the public comment process closes.

S. Flume asked if the group would be interested in a follow up meeting once the universe of alternatives is released. K. Kuebler stated that publishing the universe would generate additional ideas and would be advantageous. S. Flume stated a September or October meeting opportunity would be added.

M. Hull provided contact information in the final slide of the presentation. She encouraged interaction with the study's various online pages, that the team would be at the Porter County Fair the following day, and that businesses local to the study area would shortly be featured on the study's primary web site.

M. Hull thanked participants for their feedback and concluded the meeting.

## US 30 WEST STAKEHOLDER ROUNDTABLE MEETING

The meeting will begin at 12:00PM Eastern Time

Having technical difficulties? Contact Melissa Santley at: [santleyml@cdmsmith.com](mailto:santleyml@cdmsmith.com) or 860.808.2279

## WELCOME!

- Feel free to leave cameras on, but please mute your mic unless asking a question
- Please try to hold questions/comments until the discussion portion of the presentation
- Use the **chat function** to ask a question or **raise your virtual hand**



NOTE: Comments are visible to the entire group



## INTRODUCTIONS



# WHY?



**5      17      350**

*We asked for your input.*



**28%**



**18%**



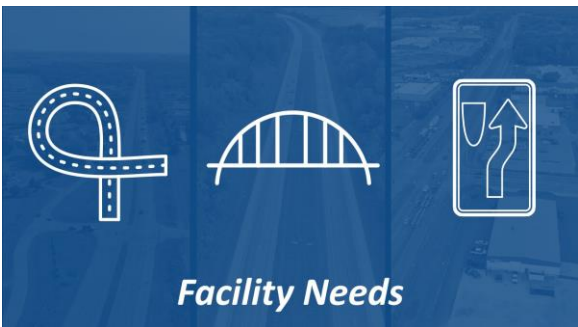
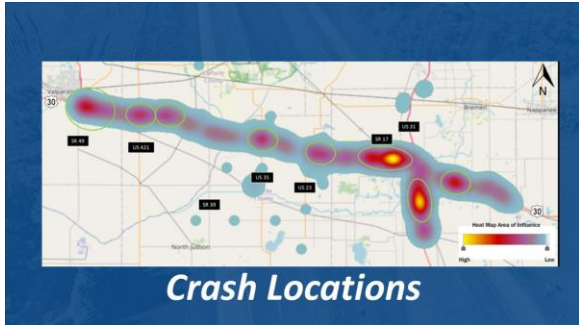
**17%**

*We heard you.*





# of crashes in 5 years  
**1,200+**  
*Safety*

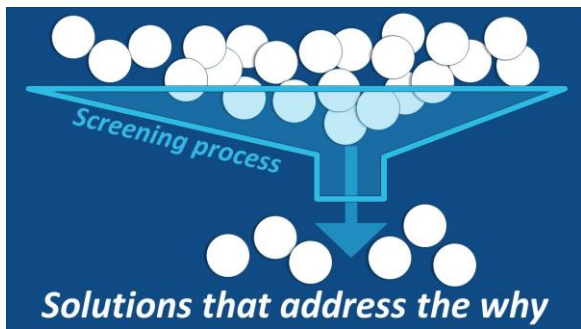


**WHY** → **PURPOSE AND NEED**

**Poll: Are the Needs in Line with Your Expectations?**



# WHAT'S NEXT?



## Potential Strategies

**Safety**

**Local Access**

**Farming and Rural Character**

**Multimodal Access**

## Discussion



**STAY IN TOUCH!**

[www.ProPELUS30.com](http://www.ProPELUS30.com)  
 @PropelUS30  
 Propel U.S. 30  
 @propelus30\_31

**Farm Table Roundtable #2 invite, meeting summary and presentation**

---

Hello everyone,

Thank you for voting on the best time to meet for the Indiana Farm Bureau Roundtable Discussion. This date, August 2<sup>nd</sup> at 12PM EST was unanimously chosen by those that participated.

As a reminder, this presentation and roundtable discussion will be centered on refining the draft vision, goals, and purpose and need of the US 30 West PEL study that will best support agriculture and farming practices.

Facilitated by CDM Smith, the project consultant, you will hear more about how the purpose and need statement will influence the development of alternative projects that can be used for improvements to the US 30 and 31 highway corridors. Your thoughts and feedback are very important for this phase of the study. This meeting will be approximately one hour and held virtually through Zoom. Please feel free to forward this meeting to any colleague you feel would like to attend.

Please accept or decline this Outlook invitation using Outlook menu options. Again, this is a virtual meeting with login details found below:

**ProPEL US 30 West Indiana Farm Bureau Roundtable Discussion**

[Zoom](#)

**Wednesday August 2<sup>nd</sup>, 2023, 12:00 – 1 PM EST**

If you have any concerns or questions about the meeting, accessing Microsoft Teams, or anything else, please call or email Melissa Santley at 860-808-2279 or [santleyml@cdmsmith.com](mailto:santleyml@cdmsmith.com).

-----  
-----  
Melissa Santley is inviting you to a scheduled Zoom meeting.

Topic: ProPEL US 30 West Indiana Farm Bureau Roundtable Discussion

Time: Aug 2, 2023 12:00 PM Eastern Time (US and Canada)

Join Zoom Meeting

<https://us06web.zoom.us/j/2549652076>

Meeting ID: 254 965 2076

Find your local number: <https://us06web.zoom.us/j/kArcEi2IO>

## MEETING NOTES

Date: August 2, 2023, 12PM-1PM EST

Re: Indiana Farm Bureau #1 (West)

In Attendance:

*Sandra Flum*                      *INDOT*

*Brett Lackey*                      *CDM Smith*

*Melissa Santley* *CDM Smith*

*Marian Hull*                      *CDM Smith*

*Ben Sadkowski* *CDM Smith*

*Wayne Belden* *IN Farm Bureau*

*Harold Parker* *IN Farm Bureau*

## INTRODUCTION

The second ProPEL US 30 Indiana Farm Bureau roundtable was held virtually through Microsoft Teams on August 2<sup>nd</sup>. Marian Hull of CDM Smith initiated the presentation by thanking attendees for their participation, introducing the project team members on the call, and providing an overview of the presentation.

## PRESENTATION AND DISCUSSION

Brett Lackey thanked the attendees for joining and provided an overview of the planning process and the PEL study's aims. He overviewed the study area's geography and its division between the various assigned study teams. B. Lackey also explained the logic for dividing the study area amongst multiple teams. He explained the "why" of the study and summarized the work conducted by the study team since the last public meeting, including the number of comments received by the study team, the number of office hours and community events held, and various outreach efforts.

B. Lackey then overviewed the data collection process. He explained how gathered feedback is then reviewed and integrated into the PEL process. He then detailed the core areas of concern within the study including mobility and safety.

While discussing safety, Harold Parker asked that the presentation pause on the graphic of the crash heat map. H. Parker pointed out that there appeared to be a great deal of accident activity near a school and that it concerned him greatly. H. Parker pointed out that his daughter does not cross US 30 in that particular area and that it is a stated danger point. Sandra Flum asked H. Parker for some clarification regarding the area of concern and stated that his comments would certainly be considered.

B. Lackey proceeded with the presentation and stated that the study would reduce the number of direct access driveways. He explained that the design of medians, ramps, and bridges would need to be modified in order to improve safety. B. Lackey detailed how driveways currently meet or do not meet INDOT safety guidelines and what would need to occur in order to remediate any discrepancies in safety guideline compliance. Similarly, B. Lackey explained how ramps and medians would need to be modified in order to improve the corridor.

H. Parker then asked about whether the construction of overpasses would be considered. He explained how, when the toll road was integrated years ago, that every side road gained an overpass. S. Flum responded by providing an example of how a community in another part of the state addressed a similar issue.

B. Lackey proceeded, detailing the structure of the study's purpose and need statement. He explained its overarching goal and how alternatives are evaluated and developed. B. Lackey stressed the importance of gathering effective feedback and integrating it into the purpose and need statement.

B. Lackey then posted a poll question to the two attendees "Are the needs in line with your expectations?" H. Parker stated that he did not agree with the binary choice options of "Yes" and "No", prompting M. Hull to delve further into the variables for consideration within the purpose and need. H. Parker vocalized the importance of prioritizing effective budgeting when implementing changes and stated that he would mark "Yes" on the poll.

B. Lackey explained the universe of alternatives concept. He then overviewed the various steps involved in how alternatives are evaluated and how they advance to later stages of the study. S. Flum added that the consideration of alternatives process would be flexible and not forcibly commit the study team to making any particular recommendation or set of recommendations.

M. Hull discussed potential strategies for how outreach could be conducted in the future and how to bring more participants to roundtable discussions. M. Hull also provided an overview of various topics presently discussed within the universe of alternatives. She explained how these topics certainly consider the needs of the local rural and farming communities, as well as increasing access for multimodal transportation methods.

Wayne Belden explained how the local farming community and workforce represents only small portion of the overall population within the study area and state overall. He added that it is clear that the study team has bent over backwards to provide the local community with avenues for expressing their opinions, but that he was unsure of how to improve attendance despite the study team's efforts. S. Flum asked if it would be feasible for the study team to attend the farm bureau's board meetings. W. Belden explained that board meeting schedules are erratic and that they may be difficult to simply schedule alongside.

H. Parker again stressed the importance of safety modifications to US 30, namely longer acceleration and deceleration lanes. He repeated that funding is an important facet to consider because projects have varying levels of cost.

## ADJOURN

M. Hull proceeded to explain the next steps of the feedback solicitation process. She reviewed the general public involvement timeline. W. Belden asked if the study team had received what they wanted from the roundtable discussion, and M. Hull and B. Lackey confirmed that it they certainly had.

M. Hull thanked both attendees for attending the meeting and concluded the call.

## US 30 WEST STAKEHOLDER ROUNDTABLE MEETING

The meeting will begin at 12:00PM Eastern Time

Having technical difficulties? Contact Melissa Santley at: [santleyml@cdmsmith.com](mailto:santleyml@cdmsmith.com) or 860.808.2279

## WELCOME!

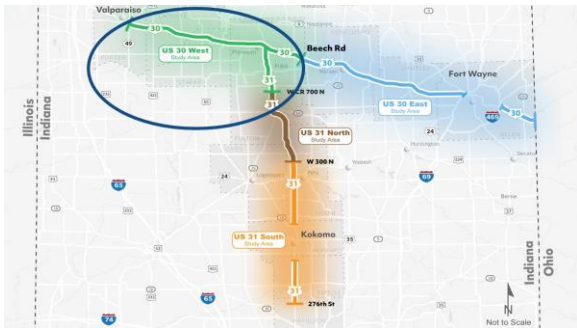
- Feel free to leave cameras on, but please mute your mic unless asking a question
- Please try to hold questions/comments until the discussion portion of the presentation
- Use the **chat function** to ask a question or **raise your virtual hand**



NOTE: Comments are visible to the entire group



## INTRODUCTIONS



# WHY?



**5      17      350**

*We asked for your input.*

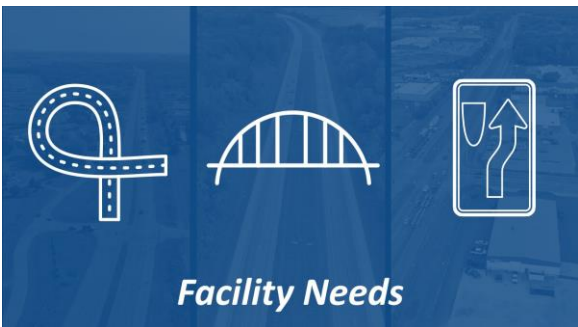
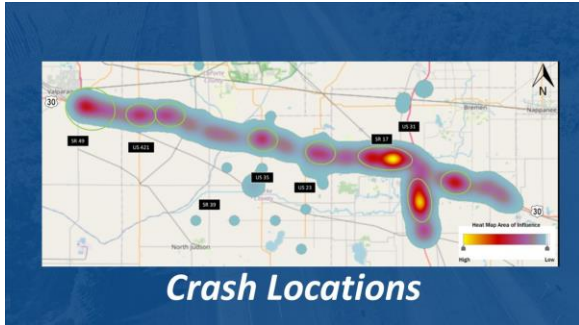


**28%      18%      17%**

*We heard you.*



# of crashes in 5 years  
**1,200+**  
*Safety*



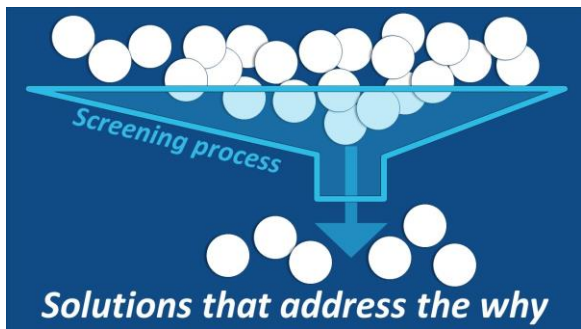
**WHY** → **PURPOSE AND NEED**

**Poll: Are the Needs in Line with Your Expectations?**





# WHAT'S NEXT?



## Potential Strategies

**Safety**

- 
- 
- 
- 

**Local Access**

- 
- 
- 
- 
- 

**Farming and Rural Character**

- 
- 
- 
- 

**Multimodal Access**

- 
- 
- 

## Discussion



**STAY IN TOUCH!**

- [www.ProPELUS30.com](http://www.ProPELUS30.com)
- @PropelUS30
- Propel U.S. 30
- @propelus30\_31

# APPENDIX F: PUBLIC MEETING PRESENTATIONS





**Poll: What ProPEL US 30 WEST outreach have you engaged in beyond the SAC meetings?**



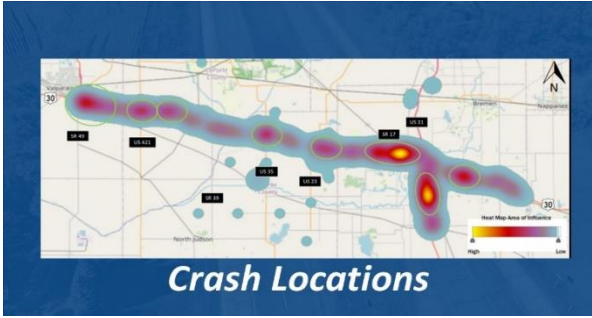
*Then we gathered data.*



# of crashes in 5 years

**1,200+**

*Safety*



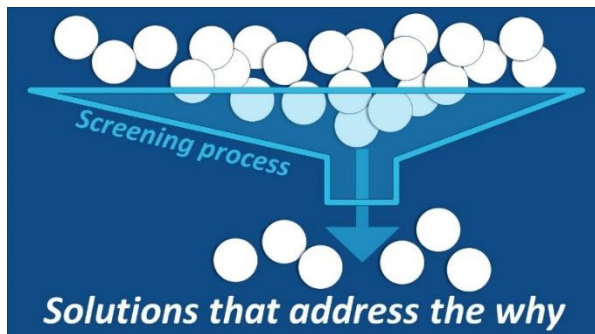


**WHY** → **PURPOSE AND NEED**



**Poll: Are the Needs in Line with Your Expectations?**

**WHAT'S NEXT?**





# Discussion

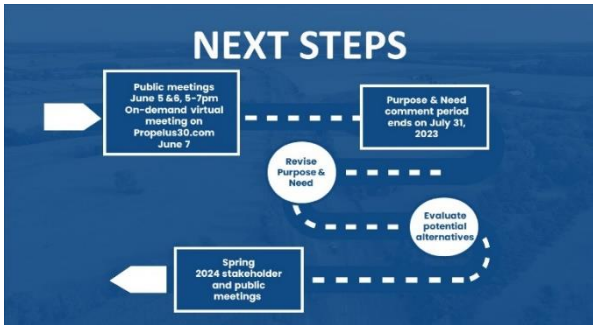
## Upcoming public meetings

**Argos**

Argos Community  
Jr-Sr High School  
500 Yearick St.

**Wanatah**

Tri-Township  
Consolidated School Corp  
309 School Dr.



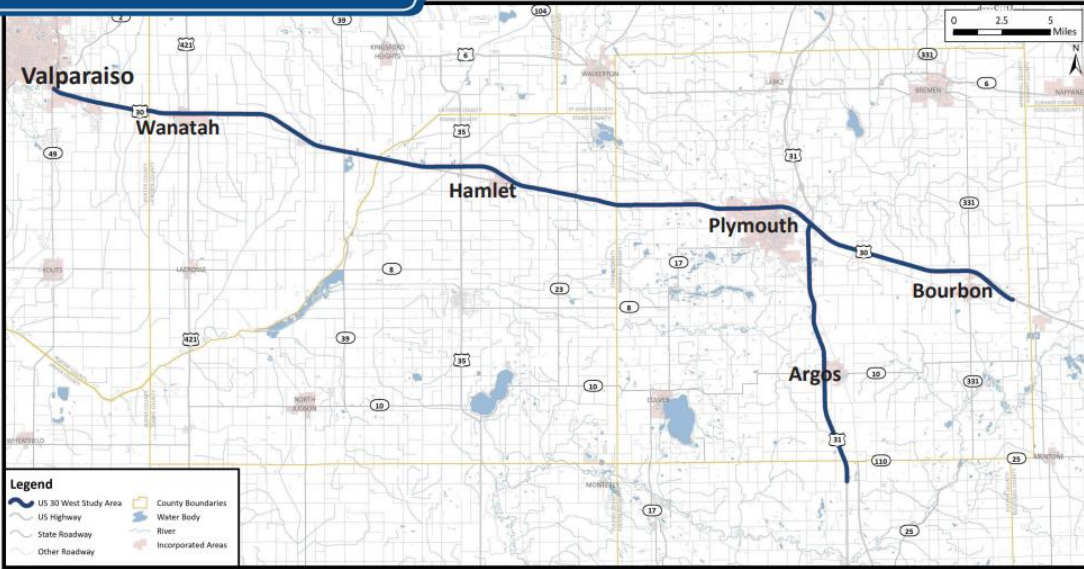
**WE NEED YOUR INPUT AGAIN  
—STAY IN TOUCH!**

[www.ProPELUS30.com](http://www.ProPELUS30.com)  
 @PropelUS30  
 Propel U.S. 30  
 @propelus30\_31

# APPENDIX G: PUBLIC MEETING BOARDS

US 30 West

## STUDY AREA MAP



US 30 West

## WHAT IS THE PLANNING AND ENVIRONMENTAL LINKAGES (PEL) STUDY?



PEL is a program that agencies use to make transportation investment decisions that are informed by:

- Community, environmental, and economic goals
- Data collected and analyzed during the planning process
- Ideas provided by citizens

**EFFICIENT TRANSPORTATION PROJECT DEVELOPMENT**



**COLLABORATIVE & INTEGRATED APPROACH TO DECISION-MAKING**

**Who Participates**  
Local, State & Federal Agencies  
Resource Agencies  
You!

**CONSIDERS ENVIRONMENT, COMMUNITY & ECONOMY**

## PEL Benefits

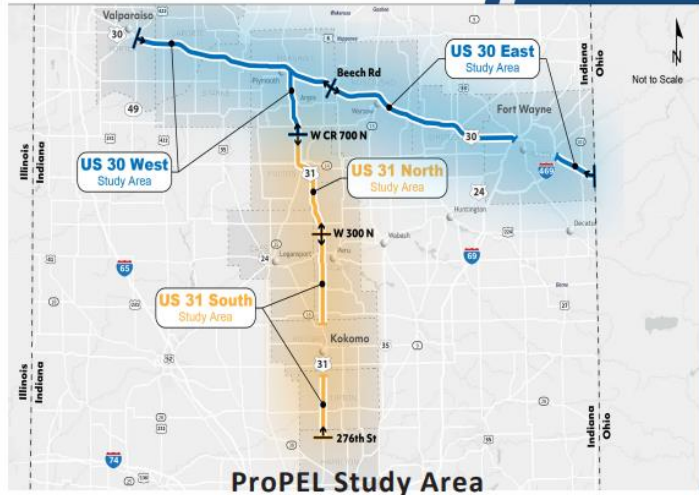


US 30 West

# TOGETHER, WE CAN PROPEL INDIANA FORWARD

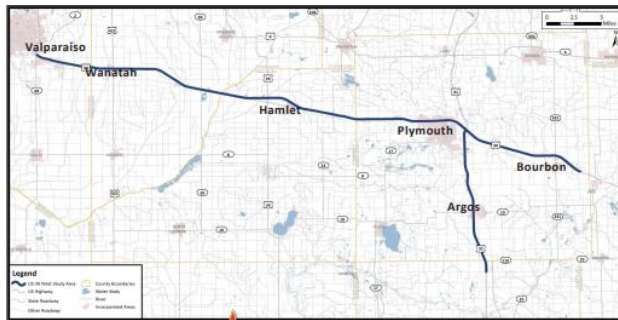


ProPEL is an INDOT initiative to complete transportation planning using collaborative PEL studies to consider environmental, community, and economic goals early in the planning process. The US 30 and US 31 PEL studies will provide context to ProPEL Indiana forward and uplift communities through smarter, safer infrastructure.



US 30 West

# PROPEL US 30 WEST STUDY



With the public's input, INDOT can create smarter transportation for stronger communities.

- The ProPEL US 30 West Study will help INDOT to better understand local communities' transportation needs.
- The study will examine mobility, safety, economic development, land use, environmental impacts, and other factors along the corridor.
- Feedback from the public is vital to the study.
- Tell us how you use US 30 and US 31, and what you think they should look like in the future.



# WELCOME!



## PUBLIC INFORMATION MEETING:

Purpose & Need

US 30 West

June 5, 2023



# WELCOME!



## PUBLIC INFORMATION MEETING:

Purpose & Need

US 30 West

June 6, 2023





# What We've Heard So Far

## US 30 West



### US 30W

#### What we heard

#### This is What YOU Told Us!

The following is a summary of what we heard from you during the public comment period from August to December 2022.



**Public Information Meeting  
November 30, 2022**



**Total Comments Received:  
431**



**Methods of Collection:  
Public Meeting, Office  
Hours, Email, Online, Phone**

### Feedback Themes

**Top 3**



Economic Development



Opinions of US 30



PEL Process



Multimodal Infrastructure



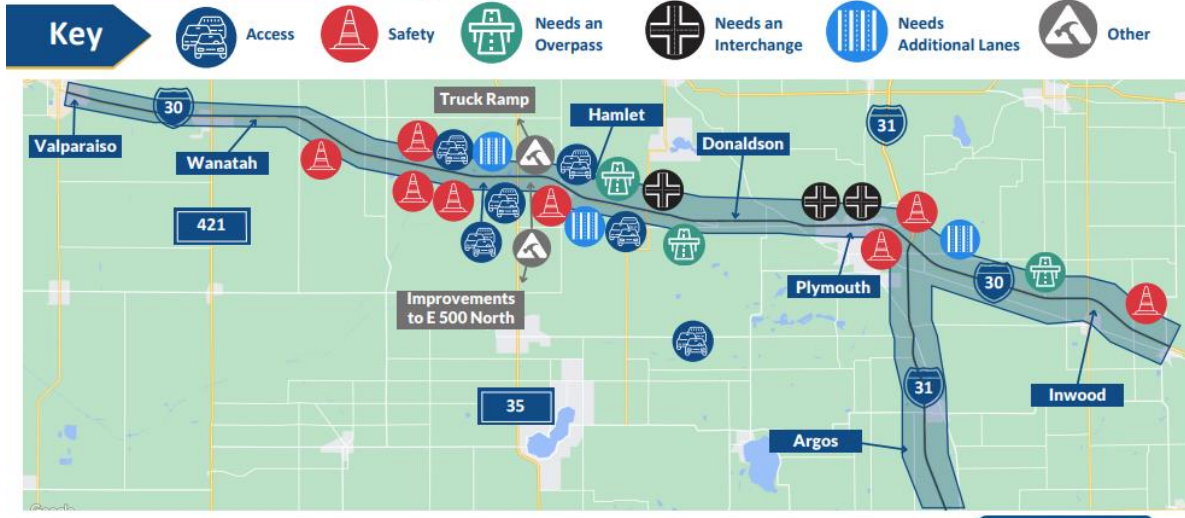
Environmental Concerns



# What we heard

## YOUR Public Meeting Comments

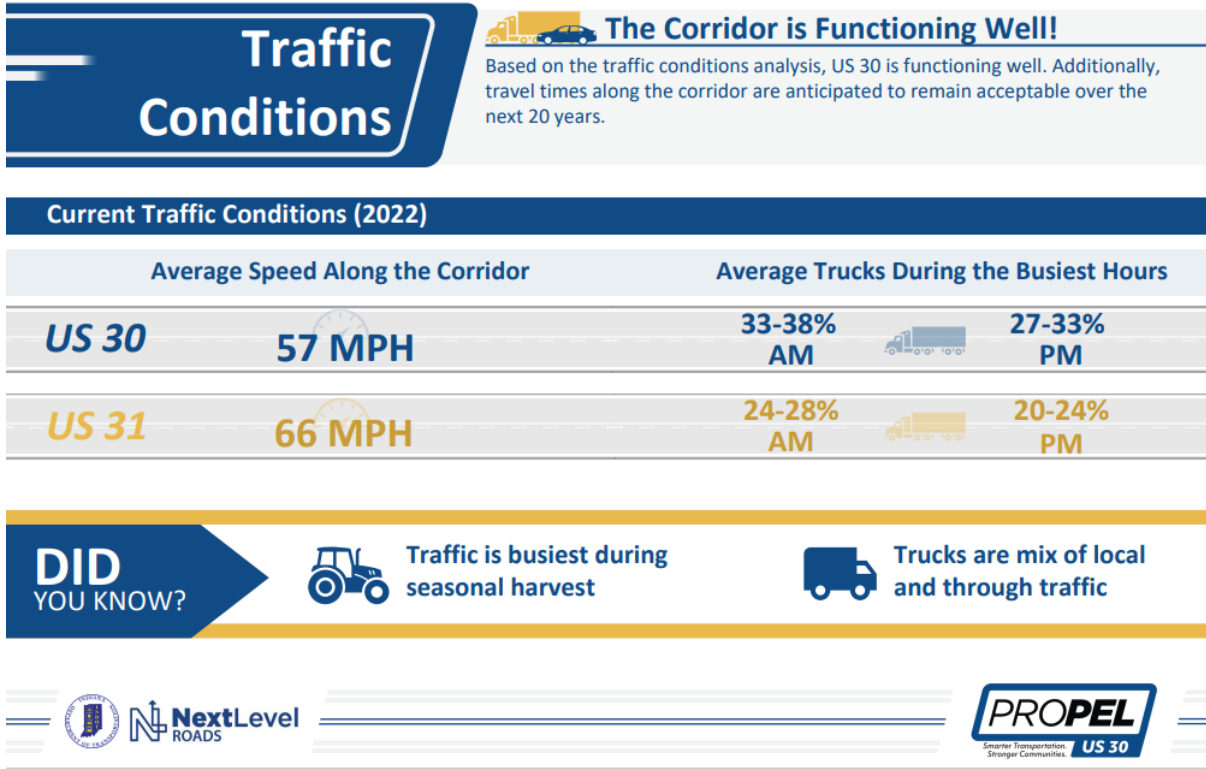
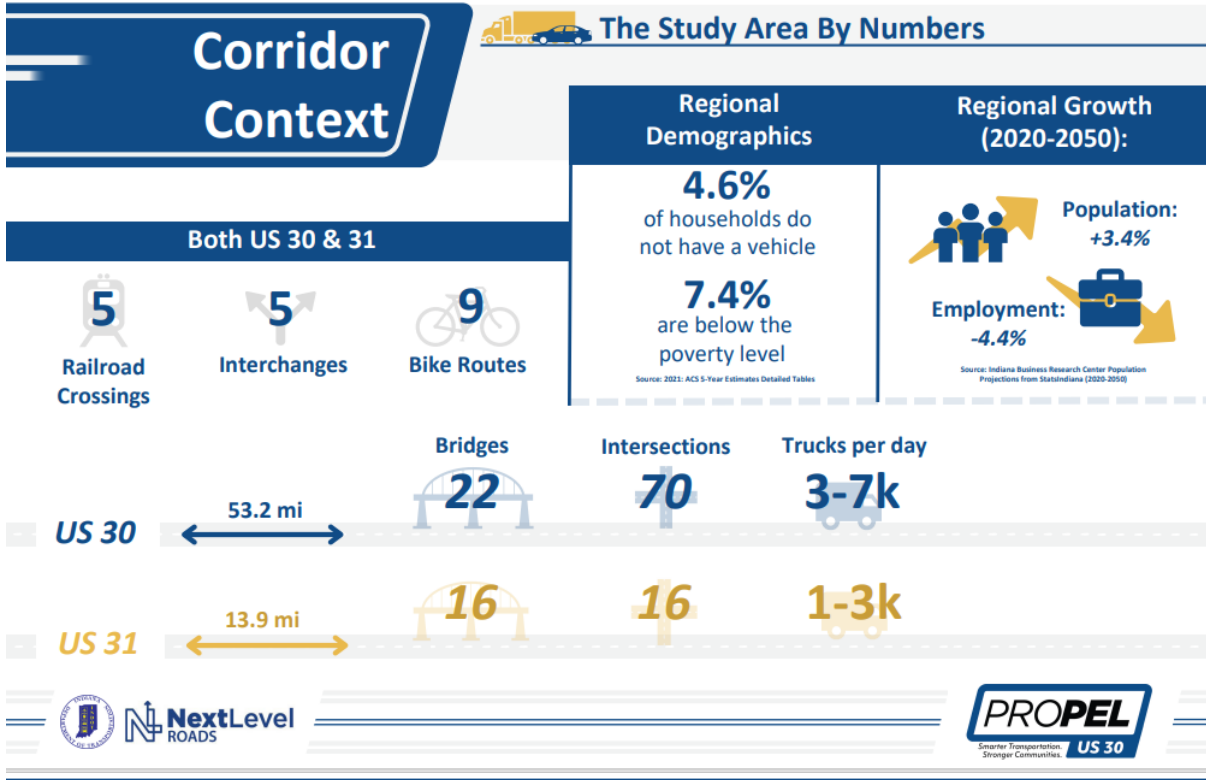
This data is based on responses received during the public comment period for the first public information meeting. Participants had the opportunity to place their concerns and suggestions on a map of the study area. Comments were then categorized into the following themes to create this map of what we heard.



# Corridor Context

## US 30 West



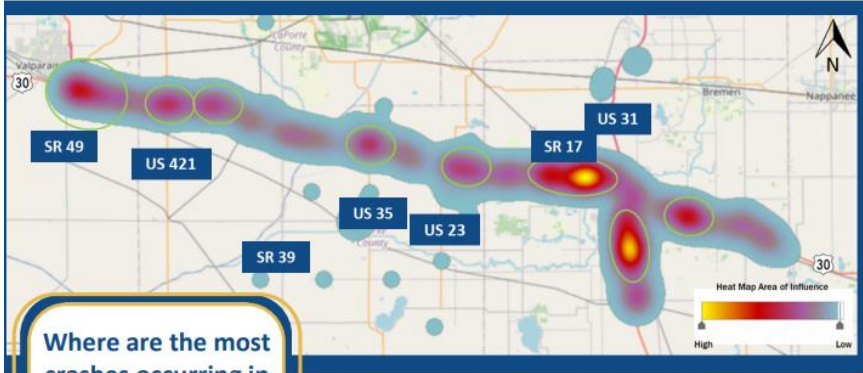


# Safety



## Safety Analysis

A safety analysis was conducted for the study area and found the following information about crashes along the corridor.



Where are the most crashes occurring in the study area?

# DID YOU KNOW?

### Major Crash Types:



Right-angle and rear-end collisions

### Major Causes:



Weather conditions and stopped vehicles in medians

### Locations:



Concentrated at intersections and driveways



# Environmental Considerations



## Environmental Inventory

An inventory of the study area was conducted and the following is a count of sites within a half mile of the corridor.



75 Historic properties



16 Schools

193 Stream segments



15 Cemeteries



65 Communities with Environmental Justice concerns

6 Sites purchased with Land and Water Conservation funds



24 Public parks, recreational areas, and wildlife/waterfowl refuges

767 Acres of wetlands

9 Floodplain and channel crossings



5 Endangered species



# Vision and Goals

## US 30 West



US 30W

### Vision



#### What is a Vision?

*The vision comes from **YOUR** input and complements local goals and objectives*

**The US 30 and US 31 corridors will serve local, regional, and national travelers by balancing mobility and access considerations in a way that:**



**Enhances safety for all users**




**Provides equitable transportation solutions**



**Reflects the character of local communities**














## Goals



### Project Goals

The following goals were developed based on your input during the public comment period from August to December 2022 and in combination with statewide priorities for INDOT. Please place a sticker dot on the goals you feel are the most important to you and your community

 Provide transportation infrastructure that supports local economics and economic development goals	 Provide equitable solutions that specifically consider the needs of traditionally underserved and disadvantaged communities.	 Accommodate non-vehicular modes of travel within and crossing the US 31 corridor.
 Support emerging technologies related to infrastructure – including alternatives fuels, as well as autonomous and connected vehicles.	 Identify fiscally responsible improvements that avoid/minimize impacts to the human and natural environment.	 Maintain the character of local communities in the corridor.
 Align investments with other state goals	 Improve safety by reducing turning and crossing conflict points	 Improve safety of local access points

# Purpose and Need

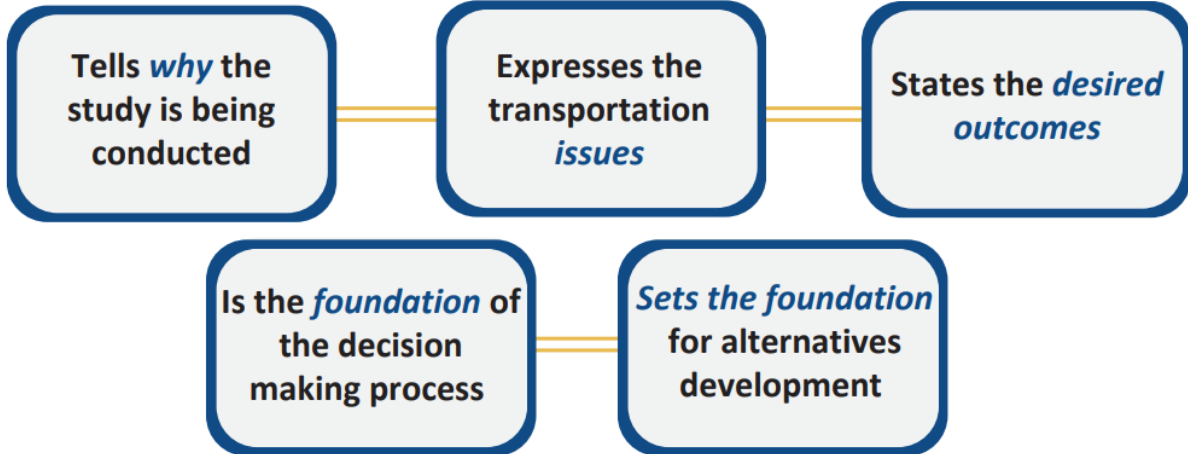
## US 30 West




# Purpose & Need

## What is a Purpose and Need Statement?

*It's the WHY*



# Purpose & Need

## What Are Issues in the Corridor?

**Purpose:** The purpose of transportation improvements along the US 30 West corridor is to improve regional mobility and safety along US 30 and US 31 and preserve both as vital statewide transportation corridors for moving people and goods.  
**Needs:** While the corridor generally functions well, improvements are needed to address operational and safety issues.

Issues (Need)		Desired outcome (Purpose)
<b>Access Management Along US 30</b> – closely spaced driveways create safety and mobility issues; ensure community connections to access points along the corridor.		Reduce number of direct access driveways, while still meeting local access needs
<b>Safety</b> – higher rates of crashes occur at conflict points along US 30 such as intersections, medians, crossings, and turning areas.		Improve safety to reduce the number and severity of crashes
<b>Cross-Highway Connectivity</b> – East-west mobility for emergency services, schools, and non-motorized vehicles and in support of agricultural operations.		Meet crossing and mobility needs of residents, businesses and service providers
<b>Mobility</b> – the infrastructure of US 30 needs spot upgrades to provide high-quality mobility for long-distance passenger and freight trips through and beyond the corridor.		Enhance infrastructure of US 30 to improve the efficiency and reliability of US 30



# Purpose & Need



## What Issues Should the Study Address?

We want your feedback on the purpose and need. Place a sticker dot next to the issues you agree are present in your community and then place a sticker dot if you support the associated desired outcome.

Issues (Need)	Do you agree this is an issue?	Desired outcome (Purpose)	Do you support this outcome?
Access Mgmt., closely spaced driveways and community access to US 30		Reduce number of direct access driveways, while still meeting local access needs	
Safety - high crashes at conflict points such as intersections, medians, etc.		Improve safety to reduce the number and severity of crashes	
Improved cross-highway connectivity for emergency services, non-motorized vehicles, agriculture vehicles		Meet mobility and crossing needs for all users of US 30	
Upgraded facilities to promote mobility and flow of corridor		Enhance infrastructure of US 30 to improve the efficiency and reliability of US 30	



# Solutions and Strategies

## US 30 West





# Solutions & Strategies



## What Changes Would You Like to See?

This board lists some of the potential solutions and strategies that could address study area needs. **We want your feedback.** Place a sticker in the box beneath the improvements you would like to see in your community. You may also write any other ideas for improvement in the "Your Ideas" box.

### Safety

### Local Access

Improve rail crossings	Reduce conflicts at intersections	Create wildlife crossings	New interchanges or overpasses	Median safety improvements	Consolidate and improve access points
Improve interchange ramps	Your ideas!		Improve intersections	New frontage road connections	Your ideas!



# Solutions & Strategies



## What Changes Would You Like to See?

This board lists some of the potential solutions and strategies that could address study area needs. **We want your feedback.** Place a sticker in the box beneath the improvements you would like to see in your community. You may also write any other ideas for improvement in the "Your Ideas" box.

### Farming and Rural Character

### Multimodal Access

Farm equipment crossing	Support farm truck access at harvest time	Your ideas!	Provide bike and pedestrian access to US 30 & 31	Improve bike and pedestrian access along US 30 & 31	Provide transit services
Accommodate community gateway signage	Beautification that reflects the local community	Your ideas!			



---

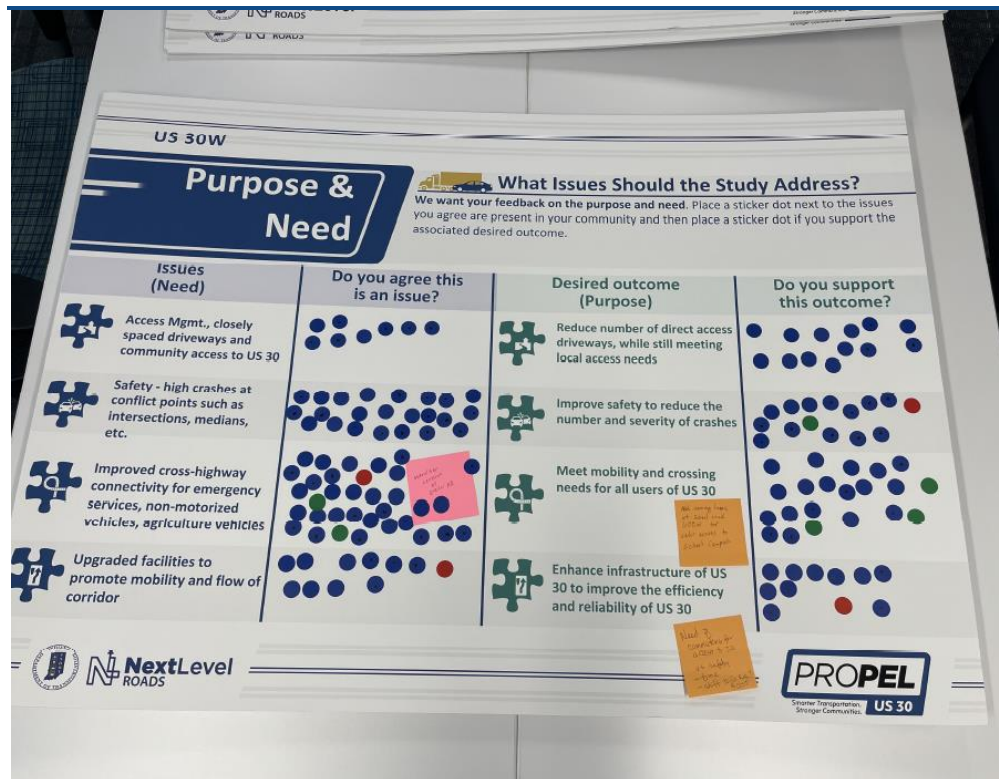
---

# Comment Station

US 30 West



# APPENDIX H: PHOTOS OF BOARDS



US 30W

## Solutions & Strategies

**What Changes Would You Like to See?**  
 This board lists some of the potential solutions and strategies that could address study area needs. **We want your feedback.** Place a sticker in the box beneath the improvements you would like to see in your community. You may also write any other ideas for improvement in the "Your Ideas" box.

Farming and Rural Character		Multimodal Access		
Farm equipment crossing Support farm truck access at harvest time Your Ideas!	Accommodate community gateway signage Beautification that reflects the local community	Provide bike and pedestrian access to US 30 & 31	Improve bike and pedestrian access along US 30 & 31	Provide transit services Your Ideas!

NextLevel ROADS
 PROPEL  
Smarter Transportation. Stronger Communities. US 30

US 30W

## Goals

**Project Goals**  
 The following goals were developed based on your input during the public comment period from August to December 2022 and in combination with statewide priorities for INDOT. Please place a sticker dot on the goals you feel are the most important to you and your community

Provide transportation infrastructure that supports local economics and economic development goals Support emerging technologies related to infrastructure – including alternatives fuels, as well as autonomous and connected vehicles.	Provide equitable solutions that specifically consider the needs of traditionally underserved and disadvantaged communities. Identify fiscally responsible improvements that avoid/minimize impacts to the human and natural environment.	Accommodate non-vehicular modes of travel within crossing the US 31 corridor. Maintain the character of local communities in the corridor.
Align investments with other state goals	Improve safety by reducing turning and crossing conflict points	Improve safety of local access points

NextLevel ROADS
 PROPEL  
Smarter Transportation. Stronger Communities. US 30

US 30 West

# VISION FOR THE FUTURE

## TRANSPORTATION FUNCTION

**OTHER IDEAS?**

**What would improve travel along US 30 West?**

**Improved safety**

**Better traffic flow**

**Fewer turning & crossing conflicts**

**Options for biking and walking**

**More connections to local streets**

**More/improved transit service**

**NextLevel ROADS**

**PROPEL**  
Smarter Transportation. Smarter Communities. **US 30**

US 30 West

# VISION FOR THE FUTURE

## HOW DO YOU USE THE CORRIDOR?

**WHAT NEEDS TO CHANGE?**

**Where do you go?**

**Local Travel**

**Regional Travel**

**Favorite thing/concerns about driving on US 30 & US 31**

**NextLevel ROADS**

**PROPEL**  
Smarter Transportation. Smarter Communities. **US 30**

US 30 West

## VISION FOR THE FUTURE HOW DO YOU USE THE CORRIDOR?

WHAT NEEDS TO CHANGE?

Where do you go?

Local Travel

Regional Travel

Favorite thing/concerns about driving on US 30 & US 31

US 30 West

## VISION FOR THE FUTURE AESTHETICS/COMMUNITY CHARACTER

OTHER IDEAS?

How could US 30 & US 31 reflect the local area?

Show rural character of the area

Support the community character of local cities and hamlets

Provide opportunities for attractive city & hamlet gateways

Provide safe crossings for wildlife

US 30 West

# VISION FOR THE FUTURE

## ECONOMIC DEVELOPMENT

OTHER IDEAS?



How should US 30 & US 31 support the local economy?

Improve access to local businesses



Support expanded tourism/agritourism



Encourage growth w/increased roadway capacity



Improve distribution of local goods to regional/national markets



Support the operation of local farms & farming as an industry



Make it easier to deliver goods to regional businesses and residents



NextLevel  
ROADS

PROPEL  
Smarter Transportation.  
Stronger Communities.

US 30

# APPENDIX I: PUBLIC COMMENT SUMMARY

**NOTE:** Public comments are presented verbatim from what was submitted to the study team.

Outreach Efforts	Date(s) in 2023
<p>Just do it. You all know you are gonna do it regardless...you all know you never make everyone happy. I have drove a school bus 25 year. Big deal over nothing. Everyday all across America school buses run up and down interstates. People make a big deal over something...really it's just they don't like change. Highway 30 is AWFUL now semis are using it again not toll road. I've sat 10 minutes trying cross it. Been so many crazy accidents and ple pass me in my car 75 mph. If making that an interstate or freeway helps JUST DO IT QUIT TALKING ABT IT. Shouldn't take TEN YEARS JUST TO START A PROJECT...RIDICULOUS</p>	<p>Public Comment Period #2</p>
<p>I am a property owner very close to the intersection of State Road 23 and US 30 in Grovertown. I would like to know what INDOTs preliminary plans are for that intersection.</p>	<p>Public Comment Period #2</p>
<p>I was at the meeting at Oregon Davis and lead to believe that a request could be made to have a meeting locally. I have contacted members of our local school boards and township trustees and they are on board. We would like to propose a meeting in an evening during a weekday that could be held at that Tri Township School in Wanatah. The only days that would be a conflict with local regularly scheduled meetings would be all Mondays, 1st. Thursday and 3rd. Tuesday of the month. Thank you for your consideration. Jeffery Newburn, Wanatah Town Council president.</p>	<p>Public Comment Period #2</p>
<p>- Two property owners were in attendance, both were concerned about local access along U.S. 31.</p>	<p>Office Hours Argos Library</p>
<p>I own a business at 11742 US 30, Grovertown but we have not received any notifications of this pending change. How do we get on the list for notifications as it will affect our flow/customers and are trucks entering and exiting the property. We found out from a neighbor. The property is listed as CREG II, 22265 US Hwy 31, Cicero, IN 46034 and the business name is Indiana Recovery Services. We are currently working with INDOT on our US 31 property so we understand the process.</p>	<p>Public Comment Period #2</p>
<p>- One attendee, Jeffrey Newburn, a homeowner interested in the study and study material.</p>	<p>Office Hours Valparaiso Library</p>
<p>What, if any, changes are being planned for the 9A Road and 31 intersection that will impact traffic entering/exiting at that intersection? Currently, there is a flashing yellow light for traffic on 31 and a flashing red for 9A. There is also a "no turn left" sign for East bound traffic on 9A as it approaches 31. This sign is regularly ignored by some drivers in cars and even semi-tractors which has led to serious accidents. I am asking because our church (Plymouth Baptist</p>	<p>Public Comment Period #2</p>



Church) sits on the South and West corner of the intersection. Our concern is that 9A road will be converted to a "dead end" or other outcome that will not allow traffic from 31 North or South to enter or exit 9A Road. This would make it very difficult for people to get to the church without having to exit 31 at some other point than 9A. Thank you for your time and consideration. Respectfully, Clark Harless Senior-Pastor Plymouth Baptist Church	
- Three attendees in Hamlet Indiana, John and Tammy Conley who are home and business owners curious about the project and wanting to learn more information	Office Hours Hamlet Library
Kevin Leinback, a homeowner interested in next steps about the study.	Office Hours Hamlet Library
Very concerned about our driveway and access to highway 30. We have a transmission repair business and have a produce stand here Address is 1423 12b road Bourbon IN	Public Comment Period #2
There is no planned access to our residence. Our driveway is on Highway 31 South of 12B road Marshall County. NO one has responded to our request.	Public Comment Period #2
i feel it is progressive to look at keeping u.s.#30 within the existing roadway (Corroder) this will keep the businesses that have invested in the roadway and give us the focus to continue to grow along the corroder well into the future. A bigger concern is environmental. the wetlands that exist south of Warsaw have and always will keep our balance with nature and the environment in balance any disruption in the eco-system would be devastating for future generations. Retro fitting the existing intersections would pay dividends and keep our citizens safe. eight overpasses through all of Kosciusko County would save live promote commerce ensure semi-traffic would move across our county without incident, which is a major goal. The intersections would be s.r.#13. 250 e. old #30 East Center Street Parker St. 200 N. Silveus Crossing 800 W.s.r.#19	Public Comment Period #2
- Chris Grant Coca-Cola Bottling Company is concerned about access to the towns that's we service along the US 30 Corridor. The towns of Hamlet, Grovertown, Koontz Lake are the ones to the west. Also, the access in and out of Plymouth. We are fine with improvements as long as they give access for the nearby businesses and citizens	Public Comment Period #2
- Mr. Mark Mathews is concerned about keeping access available to the town of Hamlet.	Office Hours Hamlet Library
Build a dual highway on top of the current US 30 in Warsaw as an express lane with the highway beneath it as a local lane. This will keep truck traffic flowing - not hurt current stores and big box retailers and help local economies. You can add walkways and roundabouts beneath the express US 30 while solar and greenery with the top portion of express lane.	Public Comment Period #2
Sticker dot exercise on Purpose & Need. What Issues Should the Study Address? Need Votes:	US 30 West Public Information Meeting #2

<p>Access Mgmt: 2  Safety: 9  Improved Cross-Highway Connectivity: 20  Upgraded Facilities/Infrastructure: 7  Purpose Votes:  Access Mgmt: 9  Safety: 5  Improved Cross-Highway Connectivity: 14  Upgraded Facilities/Infrastructure: 4</p>	
<p>Sticker board activity  Board: Solutions and Strategies, What Changes Would You Like to See?  Safety  Improve Rail Crossings: 7Reduce Conflicts at Intersections: 13Create Wildlife Crossings: 1Improve Interchange Ramps: 4Local Access New Interchanges or Overpasses: 15Median Safety Improvements: 5Consolidate and Improve Access Points: 1Improve Intersections: 1New Frontage Road Connections: 17</p>	US 30 West Public Information Meeting #2
<p>Sticker Board Activity  Board: Solutions and Strategies, What Changes Would You Like to See?  Farming and Rural Character  Farm Equipment Crossing: 19Support Farm Truck Access at Harvest Time: 18Accommodate Community Gateway Signage: 7Beautification that reflects the local community: 6Multimodal Access  Provide bike and pedestrian access to US 30 &amp; 31: 4Improve bike and pedestrian access along US 30 &amp; 31: 3Provide transit services: 1</p>	US 30 West Public Information Meeting #2
<p>Sticker board activity  Board: Project Goals  Provide transportation infrastructure that supports local economics and economic development goals: 16 Provide equitable solutions that specifically consider the needs of traditionally underserved and disadvantaged communities: 6 Accommodate non-vehicular modes of travel within crossing the US 31 corridor: 20 Improve safety by reducing turning and crossing conflict points: 13 Improve the safety of local access points: 21</p>	US 30 West Public Information Meeting #2
<p>Sticky note added to a board: Need bike route crossings in La Porte County cross US 30</p>	US 30 West Public Information Meeting #2
<p>Sticky note added to Project Goals board: Accommodate non-vehicular modes of travel within crossing the US 31 corridor for the Amish</p>	US 30 West Public Information Meeting #2
<p>sticky note comment on Solutions &amp; Strategies board: Make railroad track crossing quieter by vehicles on Rt. 30</p>	US 30 West Public Information Meeting #2
<p>sticky note comment on Solutions &amp; Strategies board: Add stoplights at busy intersections to help slow down traffic through town</p>	US 30 West Public Information Meeting #2

sticky note comment on Solutions & Strategies board: New interchanges at Fir and rt. 30	US 30 West Public Information Meeting #2
sticky note comment on Solutions & Strategies board: Use 11th road instead of building a new access road to 331 off Fir Rd build up 11th rd.	US 30 West Public Information Meeting #2
sticky note comment on Solutions & Strategies board: Longer run lanes	US 30 West Public Information Meeting #2
sticky note comment on Solutions & Strategies board: Decrease tolling on toll road to reduce trucks on US 30	US 30 West Public Information Meeting #2
sticky note comment on Purpose & Need board: maintain crossing at queen road	US 30 West Public Information Meeting #2
sticky note comment on Purpose & Need board: all turning lanes at school road 600W for safer access to school campus	US 30 West Public Information Meeting #2
Living on the north side of US30 my main concern is the ability to safely cross US30 to access businesses and services located on the south side of US30. So access to US30 is not as important as the ability to safely cross US30 from North to South and South to North. The present crossing points at Queen Rd. and Union Rd. and most important Queen Rd. crossing is direct access to downtown Plymouth via Lincoln Highway. Union Rd. crossing gives direct access to Ancilla College with its educational and social activities along with access to Rt. 17 and the chain of lakes recreational activities, not providing these access points could potentially devalue the properties located north of Rt. 30 west of Plymouth.	Public Comment Period #2
Sticker dot exercise on Purpose & Need. What Issues Should the Study Address? Need Votes: Access Mgmt: 6 Safety: 14 Improved Cross-Highway Connectivity: 14 Upgraded Facilities/Infrastructure: 4 Purpose Votes: Access Mgmt: 3 Safety: 10 Improved Cross-Highway Connectivity: 6 Upgraded Facilities/Infrastructure: 7	US 30 West Public Information Meeting #2
Sticker board activity Board: Solutions and Strategies, What Changes Would You Like to See? Safety Improve Rail Crossings: 8 Reduce Conflicts at Intersections: 11 Create Wildlife Crossings: 4 Improve Interchange Ramps: 6 Local Access New Interchanges or Overpasses: 5 Median Safety Improvements: 6 Consolidate and Improve Access Points: 2 Improve Intersections: 5 New Frontage Road Connections: 4	US 30 West Public Information Meeting #2
Sticker Board Activity Board: Solutions and Strategies, What Changes Would You Like to See?	US 30 West Public Information Meeting #2

<p>Farming and Rural Character  Farm Equipment Crossing: 17 Support Farm Truck Access at Harvest Time: 11 Accommodate Community Gateway Signage: 1  Beautification that reflects the local community: 2 Multimodal Access  Provide bike and pedestrian access to US 30 &amp; 31: 4 Improve bike and pedestrian access along US 30 &amp; 31: 5 Provide transit services: 6</p>	
<p>Sticker board activity Board:  Project Goals Provide transportation infrastructure that supports local economics and economic development goals: 9  Provide equitable solutions that specifically consider the needs of traditionally underserved and disadvantaged communities: 8  Accommodate non-vehicular modes of travel within crossing the US 31 corridor: 15  Improve safety by reducing turning and crossing conflict points: 9  Improve the safety of local access points: 22</p>	<p>US 30 West Public Information Meeting #2</p>
<p>Acceleration lanes for all right turn exits onto county roads.  Acceleration lanes for all crossover/cross traffic turns. Towing a boat or camper exiting both 30 &amp; 31 can be scary!</p>	<p>Public Comment Period #2</p>
<p>I am a rural resident of Hanna, in my opinion the only thing that would be a good change would be right turn lanes at any cross roads going east and west, as of right now most people use the shoulder to slow before a turn north or south, any increase in traffic along the rural roads could and most likely would lead to increased dangers for the resident farmers while operating their machinery and accessing fields via rural roads. I would like to see what studies have been done to prompt major upgrades for safety, er how many accidents from crossing vehicles, collisions from vehicles turning north or south from either direction, etc.</p>	<p>Public Comment Period #2</p>
<p>No more stop lights! Have too many already. Change access points to interchanges.</p>	<p>VPIM#2</p>
<p>We at Starke County Co-op feel that access is very important to us. Our main grain facility is located in Hamlet, IN. The ability for truck/trailer traffic to have access to us is of utmost importance. Currently the majority of our truck/trailer access is off of 600 E in Starke County. The access point off of US 35 is not a very safe alternative. We would like to have continued access from US 30 to 600 E. Thank you.</p>	<p>VPIM#2</p>
<p>No matter what is done at Fir Road and US 30 it will affect the income I receive from my family farm. US 30 has already split the farm when it went through years ago. This farm has been in the Kitch family for 104 years. I live on a limited income.</p>	<p>Public Comment Period #2</p>
<p>I believe the majority of accidents are caused by drivers carelessness and not obeying the laws already on the books, drivers driving distracted and that think they own the road If Fir RD is closed off, I will have to drive 5 miles out of my to get to my Grandson's home which is just south of 30 on Fir Rd and 5 miles out of my way to get to my granddaughter's home who lives further south on Fir Road. The same</p>	<p>VPIM#2</p>

<p>applies to them. I would be driving 4 miles more to get to my son's home on Elm Road. My farm is divided by US 30 on Fir Road so it will affect my Son's ability to get to both sections to do the farming.</p>	
<p>The Federal Rail Administration is very seriously considering approval of the Corridor I. D. grant submitted by the City of Fort Wayne which will result in daily passenger rail service on the rail line parallel to US. 30 currently leased and used by the Chicago, Fort Wayne and Eastern Railroad. With this great improvement in transportation and economic development it is critical that INDOT combines planning and development efforts for US 30 with restored passenger rail service between Chicago and the Ohio state line.</p>	<p>Public Comment Period #2</p>
<p>I am a lifetime resident of the Hanna Community. US 30 has played a huge role in my life for over 70 years, so I have a big stake in its future and in the future of our Hanna community. Currently I am completely neutral about the Project. I see both benefits and challenges. Here are my minimum requirements for the Hanna community: 1. Access and exits for Hanna, Hwy 39, and 600 W (school road). 2. Strategic frontage roads for farmer access to cross 30 and for our local residents/emergency vehicles. 3. Good signage for local information at access/exit points and in the area. Keep us informed about all meetings, timelines, and new developments.</p>	<p>Public Comment Period #2</p>
<p>I live in a subdivision on the NW corner of US 30 and US 421. We constantly have traffic turning into our subdivision in an effort to turn on US30. This is a huge safety concern; 1) because frustrated drivers accelerate and blow through all of our stop signs, and 2) semi trucks make the mistake as well and don't have room to turn around. We have actually had a drunk semi operator damage our median at the entrance. Additionally, the noise pollution to the community has increasingly gotten worse from US30. Non-local vehicles do not pay attention to the speed reduction postings, which is one of the causes for noise pollution. Traffic incidents have also seemed to increase in the US 30 west. I would be interested in a community round table to discuss solutions. There are no safe crosswalks in this area at all either, and we see a fair amount of pedestrian and bike traffic cross US30 in Wanatah.</p>	<p>Public Comment Period #2</p>
<p>To many trucks use rt.30 because gov. HOLCOLM raised the toll on the toll road. They need to be policed for using left lane at intersections</p>	<p>VPIM#2</p>
<p>Most attendees resided in the US30W corridor and a handful in the US30E corridor. Another 30 people did a passing glance. - 1) Safety  - 2) Access points  - 3) Solving speed issues and stoplight-runners while also favoring full conversion to limited access highway  - 4) Concerns about keeping the access they have now. (We asked them to be specific on the form so the team would know.)  - 5) Community character</p>	<p>Office Hours Marshall County Fair</p>

# APPENDIX J: EJ STAKEHOLDER INTERVIEW

## NOTES & POSTCARD

---

### **EJ Interview with Bruce Linder of the Porter County Council on Aging & Community Services**

*With what population(s) does your organization primarily work? Where is your service population located? Do they have any unique transportation needs?*

We operate demand response and pick up people 60 years of age or those that have a disability. They have to schedule a ride ahead of time. We do about 15,000-18,000 rides a year. A lot of our riders go to dialyses and medical appointments. We are only in Porter County; we don't cross the county border. And we're not US 30 a heck of a lot of the time. Most of our rides we pick up in the county and we go north into Valpo. Obviously, we cross highway 30 and transport along highway 30, but we're not really open to the public. No unique needs beyond handicap access in our vehicles.

*What language do they speak?*

Not a lot [besides English]. There are a few people that do speak some Spanish, but not much.

*Does the population you serve have any special relationship to US 30/31 (e.g. do they offer a service that uses US 30/31 extensively)? What improvements to US 30/31 or other transportation infrastructure, if any, would benefit them?*

Not really [any relationship or infrastructural changes]. Obviously when roads are being repaired and they go down to the cones, we experience some drivers that had trouble getting on and off the 49 bypass from highway 30, but that was just due to the road bridgework.

Most of the incidents that we have had were initially with the roundabouts. We've had a couple busses get banged into, but they weren't our fault, people were just getting used to them. It wasn't really serious, but it did damage the buses. Valpo has 5 roundabouts in the area, but everyone seems to be adjusted to it now.

Highway 30 is in quite good shape, the road is taken care of, and they have most of the time the lanes you can move over in before you take a turn. They have stoplights on several over the intersections there that are safe to go across. I have not had any of my drivers say crossing US 30 is really dangerous. I drive it quite a bit in my car and I never feel like this is really dangerous. Now obviously there's a couple of businesses you come out of, and you have to transition out of, but most of the time there are side roads that take you to a stoplight that let you get on easy. I don't find it a dangerous stretch of traffic.

*If we, the study team, wanted to reach out to your population members, what would be the best way to do so?*

I'm not excited about giving out names and you calling seniors. But yeah, we could put your flyers on the bus that you want with a phone number and if anyone wants to call, we have a pretty receptive group. I can get you really got responses on surveys, when we do surveys, I can get about 40% to respond.

*Would they be willing to host a pop-up at their location to let their constituents know about ProPEL? Do they have any events we can attend?*

The Porter County Fair, we usually have a busload or two of seniors that go out. There's a senior section and senior table section that you could easily set up and give four hours of your time with surveys. You would capture a senior population there. They'd probably be happy to give out a survey. I think Wednesday the 26<sup>th</sup> (of the fair) is Senior Day. I think it's a buck to get in. If you're interested in targeting that group, you could easily request a table.

## EJ Interview with Christine Garner of the Marshall County Neighborhood Center

### *With what population(s) does your organization primarily work?*

We serve primarily low income households, so that varies from families all the way to senior citizens.

### *Where is your service population located?*

We serve all of Marshall County. We do not serve outside of the county; they have to prove they live there.

### *What language do they speak?*

Spanish. We have a few Haitians, and they speak Spanish and French.

### *Are there any key characteristics about your service population that you find notable? Do they have any unique transportation needs?*

Yes, so a lot of our clients will walk as they do not have transportation. We've had some people walk 3-4 miles. I would say probably 85% of clientele has vehicles.

### *Follow-up question: Do you provide transportation services?*

So, we have the community cab, which is run through the Marshall County Council on Aging, but they have limited operating hours. I think they stop at 5 or 5:30. At one point there has been conversation about doing designated bus routes, but they don't have enough vehicles or drivers.

### *Does the population you serve have any special relationship to US 30/31 (e.g. do they offer a service that uses US 30/31 extensively)? If they do, how are those needs being met or not met?*

My concern particularly with anyone, but our clients in particular, is that [the highway] tends to be where they do their shopping. Wal-Mart is located on Oak [Road] and [US] 30, we have the Dollar and a Quarter Store, we have the only kind of cheaper shoe store, there's a couple other stores like Ross for Less, and it's very dangerous to cross.

There's no sidewalks or crosswalks, people run the lights all the time, there's the Arby's, Wendy's, and Subway, so there's a lot of people out there. There's no pedestrian infrastructure. Oak Road and [US] 30, that's where people run the lights. There's no sidewalks there, it's a bigger road, there are a few people who advocated for them when the road was built, but that didn't happen. There are even people who ride their electric wheelchairs down the road to get to those places.

### *What improvements to US 30/31 or other transportation infrastructure, if any, would benefit them?*

Sidewalks, crosswalks, and all of that should be easily handicap accessible, walkable with strollers, I know I've seen places where they do the pedestrian walk over the highway, which that wouldn't be bad as long as it's ramped and not steps.

*If we, the study team, wanted to reach out to your population members, what would be the best way to do so? Would they be willing to host a pop-up at their location to let their constituents know about ProPEL? Do they have any events we can attend?*

We don't have a huge, large gathering. We can always put flyers out. Some of the things we've done is have representatives come and they can share their concerns if you visit.

*At the end of the interview, Christine had concerns about ProPEL's proposed changes (and their impacts on her clients) to share:*

So, I'm a little unclear: We have a lot of clients that come up from Argos and even over from Bourbon, and losing that access into town versus having to bypass around town is hard. It looks to me like you'd be cutting off that access into old [US] 31 and old Michigan [Road] on the south side, and for a lot of people that's how they come into town. I worry about that a little bit. I think for low income people it's a big deal to go an extra 5 miles and to spend on gas. It looks to me like the intersection of Michigan Road and [US] 31, that's what it looks like is being eliminated.

## **EJ Interview with Gwen Calvert (in lieu of CEO Andrew Fitzpatrick) of Boys & Girls Club of Marshall County**

*With what population(s) does your organization primarily work?*

We work with children. Under 18.

*Where is your service population located?*

We're located in Plymouth on east Jefferson. We serve Plymouth, and we also have a club in Bremen.

I don't know exactly our enrollment, but we serve at least 100 a day. It's after school and summer programs, homework help, etc.

*What language do they speak?*

Beyond English, Spanish.

*Do they have any unique transportation needs? If they do, how are those needs being met or not met? Does the population you serve have any special relationship to US 30/31 (e.g. do they offer a service that uses US 30/31 extensively?)?*

We do pickups after school. None of the pickups drive along US 30. We can always use more drivers, but we're good – we have two school buses. We don't interact with US 30 at all.

*If we, the study team, wanted to reach out to your population members, what would be the best way to do so? Would they be willing to host a pop-up at their location to let their constituents know about ProPEL? Do they have any events we can attend?*

I would have to ask about flyers. We don't host any events like that.

*Do you have any personal input regarding US 30 and potentially required changes?*

Even with the US 31 changes, it makes some places in Plymouth difficult to get to Bremen. Some friends of mine live on 9<sup>th</sup> road, and where that shoots to US 31, they have to go south and then turn around. There are spots where it seems difficult. I don't know if that's the same for 30.



There are two intersections on US 30 with stoplights [that are unsafe]; I know they've talked about that. US 30 and Oak is a problem. I know they [INDOT] were concerned about the distance between bridges and cloverleaves.

## **EJ Interview with Janis Holiday of the Marshall County Council on Aging**

### ***With what population(s) does your organization primarily work?***

We do public transportation, and that's kind of our biggest service. That's for all of Marshall County. There's no age restriction on that. Our other services are focused more on aging populations through meals on wheels, and a lot of our funding is dependent on that. Title 3 funds us for both meals and transportation. We have a lot of things going on in our building as well, classes, educational things. We don't restrict the ages, but they're definitely geared toward older people. 60+

### ***Where is your service population located?***

Only Marshall county, definitely for transportation. If we had to service people outside of the county, we'd have to get permission from INDOT. But we don't restrict who comes to our classes. About 95% percent of our classes are free.

### ***What language do they speak?***

Spanish is the only other language. Pretty low, but we include that in everything.

### ***Are there any key characteristics about your service population that you find notable? Do they have any unique transportation needs?***

I would say definitely for disabled people, we have 10 vehicles and they're all wheelchair accessible. And I would include low income and elderly as well. We pretty much go up to a 2 hour radius, we do most of them outside of Marshall county to medical appointments, we also take people to the airport as well.

### ***If they do, how are those needs being met or not met?***

No, not really (able to meet needs). We're only open M-F, so we quite often get requests for evening and weekend hours. That limitation is because of funding, and our base of employees, almost all our drivers are retirees and they're all part time so they don't want to work weekends. And we also keep track of denials, how many people we can't take. It's creeping back up there. I was just presenting at the commissioner's meeting. COVID was interesting, we never shut down our office, but it definitely plummeted as far as transportation. In 2019, we were up to 27,000 trips for the year, and we had 500 denials that year, which was not our highest. So in 2020 it dropped down to 20,000, and we had steady increases in the years below that. It started creeping back up in 2021 with 24,000 trips, and 2022 we had 26,796 trips. For M-F that's over 100 trips ever day. Those are all counted as one-way trips. In 2020 when everything shut down, we already 142 denials in Q1, and at the end of the year 239, which was a significant drop for us. Denials are for ones within our hours of operation, but we don't have enough drivers or vehicles, our schedules are full.

### ***Does the population you serve have any special relationship to US 30/31 (e.g. do they offer a service that uses US 30/31 extensively?)?***

Not in particular any special relationship. In Plymouth we operate on a first-come first-served basis, and we're on it (US30/31) a lot. Probably our #1 destination is Wal-Mart off of (30). It's the Plymouth Wal Mart.

So just more or less a block away is life-plex, which has medical facilities and a gym, so we go there an awful lot, and so the highway garage is on the east side of town, just off the highway, so we get our gas there a lot, we're running that strip of 30 constantly.

*What improvements to US 30/31 or other transportation infrastructure, if any, would benefit them?*

I would definitely say the two on 30, one is at Wal Mart, and a lot of it is semi's. They don't always stop for those red lights. I would say on the east side of town by the highway garage is also a dangerous intersection. 30 and King Rd., and 30 and Oak Rd. No incidents with our vehicles. We've been accident free for four years.

*If we, the study team, wanted to reach out to your population members, what would be the best way to do so?*

I would think the classes would be best. We host a lot of things here. We have a database of the people that use our transportation. If you're looking for 60+ our building would be the best place.

*Would they be willing to host a pop-up at their location to let their constituents know about ProPEL? Do they have any events we can attend?*

Sure, we'd be open. We have a senior expo we put on every year in October. It's at the Plymouth high school, and we generally get 1200 people that one day. October 19<sup>th</sup>.

## EJ Interview with Jon VanderWeele of Argos Community Development

*With what population(s) does your organization primarily work? Where is your service population located?*

Argos is a non-profit that is independent from our town, but we work hand in hand with the town. We do a lot of everything, but our goal lately has been focused on housing. We buy dilapidated, blighted properties in our town and build housing. We've built just over 1600 single family homes. Our focus is solely on single family homes. We don't contract with large developers. We try to build single family homes one at a time, although right now we're working on a 46 home subdivision right on the edge of Argos. We work with everyone interested in buying a home. We also tightly engage with all of our local industry. We help the town attract new industry and we're also a liaison to the school. We just hosted an event called discover Argos where we took this kids on a tour of the factories. We also do small business loans to people that want to open businesses. Argos Community Schools are K-12 in just one building.

We are also one of only two towns in Marshall county that are growing in population, and our school is growing at a tremendous rate. I think Breeman and Argos are the only two towns that grew in population. I think it's a lot to do with our work. We landed a major wire manufacturer called Sequel Wire that pays very well. That place got booted up and ready to go a few years ago. We have great industry and a great school system that's small and good academically and the kids participation rate for extracurriculars is off the charts.

*What language do they speak?*

Spanish would be the next thing after English, not for Argos but for Marshall county. For Plymouth that's grown dramatically.

*Does the population you serve have any special relationship to US 30/31 (e.g. do they offer a service that uses US 30/31 extensively)? If they do, how are those needs being met or not met? What improvements to US 30/31 or other transportation infrastructure, if any, would benefit them?*

The intersection at 10 and 31 and the lack of INDOT's heightened awareness to move on this intersection is a detriment to the growth of our town and it's a huge safety concern. I call it the corridor of 10 and 31 and that's one of the most dangerous intersections in all of Indiana. It floors me, the lack of urgency to move on it. INDOT's building a bridge over a railroad track between Argos and Plymouth and that's taken priority over the intersection, which to me, as I look at it, is wild.

There was a death at the railroad track when a school bus stopped. There's a wreck at 10 and 31 every 3 weeks. There are deaths on that corridor, and I say corridor, because our school busses and our parents tell the bus drivers not to cross that corridor. There have been two deaths just because of that. 10 and 31 is a busy interchange that divides our township and school district. You've got Culver Military Academy uses that road, US 10, so you also have that traffic. So, you've got buses going back and forth at this interchange. We also want to develop retail space on this corridor. There's a McDonald's and a BP that's kind of the last stop before you get to south bend, so it's highly utilized. It's just a very busy interchange, and it's poor design because of the railroad tracks.

I've been in meetings and said I just don't get it. We were allegedly locked in and budgeted and now we're just doing the environmental part again. It's a huge deal for us to convince a factory to come in and have semi's with 85000 pounds on them to pull out into traffic. It really hinders us. And that doesn't even include the potential retail and commercial real estate that we could develop along that corridor. It kills me because they're not afraid to go to 240<sup>th</sup> St. in Indianapolis and do that. And by the way Ben, if you do transportation studies on that railroad, it probably averages a train a week with only four cars. I think they're empty.

I had some taxpayers call me and ask why were' spending \$16M into that railroad track.

Here's my other thing: ok let's fix the railroad track because of safety, so we take 31 down to 1 lane, why not just do our intersection at the same time and keep it down to 1 lane traffic the whole and fix all of it? But no in a couple other years we're going to take forever. I get there could be workforce constraints or a lack of contractors, I get that, but I'd fix it all at once if it were up to me.

The other thing is we've got this 45 house subdivision going on right now. When we list a house, it sells. We don't turn a chunk of land over to a developer to make a bunch of houses that look the same. We have 2-3 independent builders that make high quality homes. That's kind of been our whole marketing campaign. Our branding for the town is "a town within a park" because we have four major parks in our tiny little town. So, we've raised the aesthetic value for our citizen, we've given them something to do, outdoor activities, and now we've given them nice homes.

#### *Do they have any unique transportation needs?*

Back to your question: Agriculture is special needs because farmers farm on both sides of that highway. And also the Amish. We have a growing Amish population. And the other part of me is I'd like to connect the town of Culver with a walking/biking path. Almost directly west of Argos.

I would love an overpass that is conducive with a walking/biking trail. I shouldn't say overpass. I would like a design that includes a walking/biking trail across the highway. There's a county road called 18b that's basically a straight line shot. I've talked to the county about developing a part of that to become walking/biking. Basically, you could walk that path and come out on the old landing on the lake.

I would love to see Argos implement some form of accessibility.

It's taken 6 years to get the town council in Argos. I think we could get to Westfield, north of Indianapolis. It's a commuter town to the greater Indianapolis area. But what they've done is along the corridor of 31 they've built up commercial development with eateries, Starbucks, cracker barrel. I think Argos could have that right on that corridor right there if that intersection is done appropriately. If we talk to developers, they won't do

anything until that intersection is fixed. If you are teaching your young kid to drive, you will avoid that intersection. And then you throw a tractor turn in, then a school bus turn in, then traffic going 60+ an hour. It's really going to be a mess when it goes down to 1 lane during the railroad track repair. That's why I'm saying to do everything at once at the same time.

We would love to have a spui, but I don't think we'll get that. I think a spui with a roundabout at the bottom, that would be wonderful.

*If we, the study team, wanted to reach out to your population members, what would be the best way to do so?*

For reaching the town of Argos, I'd reach out to Mark Vanderweele, the director of economic development of the town. I would contact him or me, and then we have hired a town marketing person who uses social media platforms to broadcast all of our events, but if you were doing something publicly or do some survey, she would probably be the person you'd work with for our town. I don't know about Amish. From your standpoint I'd find out what the churches are and contact the bishops. We're building a new home in Argos right now with building trades kids and I'm having a custom made kitchen put in the Amish are making for me. I'm telling you that because if you had a flyer you could send me, I could pass that along.

If you want to learn more about Argos, visit [growargos.com](http://growargos.com).

*Would they be willing to host a pop-up at their location to let their constituents know about ProPEL? Do they have any events we can attend?*

We could always work with the study team. The 10 and 31 interchange of Argos is very heightened awareness. There are two students there that have lost their lives. The school is very involved in it. I think the school would give you space to host your event. The other thing, is the second Friday night of every month, starting in May-August, we close our downtown down, and we have an event called TGIF. And there's food vendors, there are retail vendors, there's a lot of school people, clubs selling stuff, etc. But I think that would be a wonderful way to engage, I think you could set up a table there. I think it runs 6-9 pm typically. We also have a summer festival, the last weekend in June. Argos Summer Kickoff. Mark is in charge of that. Mark is a great resource for you. His cell is 574-952-1816. His email is [mvanderweele@townofargos.com](mailto:mvanderweele@townofargos.com).

We've been pushing hard for six years to get something done. And I know INDOT came in and they wanted to do a J turn, and the citizens of Argos did not want a J turn. I think that probably was not handled in the best way. I was not involved at that time, but I've been involved since. And I believe our town needs more than a j turn to get the respect of being able to develop some form of economic development along southern Marshall county. I don't think a j turn is going to do it.

**May 30, 2023 – EJ Postcard**



**You are invited to the  
US 30 West public  
information meetings!**

**Argos Public Information Meeting**

Argos Community Jr/Sr High School  
June 5, 2023  
5-7 PM EST  
500 Yearick St. Argos, IN 46501

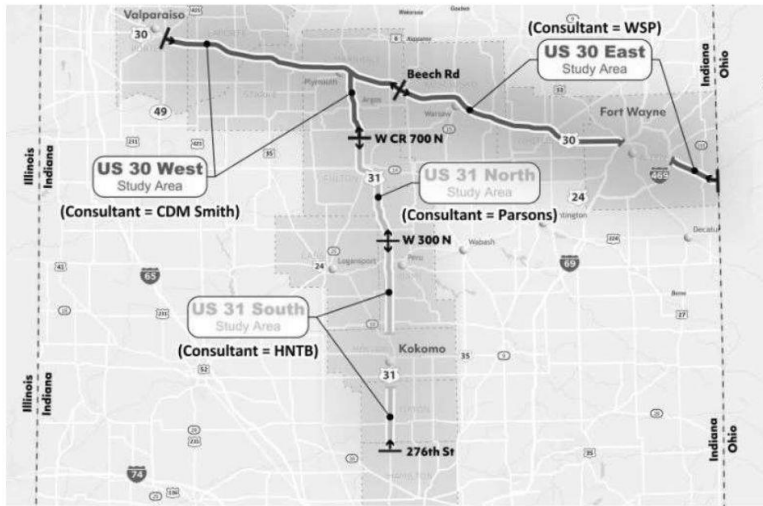


**Wanatah Public Information Meeting**

Tri-Township Schools  
June 6, 2023  
5-7 PM CST  
309 School Dr. Wanatah, IN 46390

# APPENDIX K: SUMMARY OF AGENCY COORDINATION EFFORT

May 11, 2023 – Indiana Legislator Briefing Follow Up Communication



The study teams and INDOT will be hosting the next round of public information meetings and would like to provide you a briefing beforehand. During the briefing, we will share an update on the feedback we have gathered to date from Hoosiers, the data we have analyzed, and our next steps.

We hope you will be able to join us for a virtual briefing via Microsoft Teams on Thursday, May 11 at 11 a.m. ET. The meeting logistics are below. We hope to see you there!

## Microsoft Teams meeting

**Join on your computer, mobile app or room device**

[Click here to join the meeting](#)

Meeting ID: 294 139 619 56

Passcode: mWz6aL

[Download Teams](#) | [Join on the web](#)

**Join with a video conferencing device**

[indiana@m.webex.com](mailto:indiana@m.webex.com)

Video Conference ID: 111 870 238 9

[Alternate VTC instructions](#)

**Or call in (audio only)**

[+1 317-552-1674](tel:+13175521674), [164033624#](tel:+164033624) United States, Indianapolis

Phone Conference ID: 164 033 624#

[Find a local number](#) | [Reset PIN](#)

[Learn More](#) | [Meeting options](#)

Thank you,

**Andrea Zimmerman, MPA**

**Legislative Director**

Indiana Department of Transportation

100 N. Senate Ave., N758 - COM

**From:** [Zimmerman, Andrea](#)  
**To:** [Zimmerman, Andrea](#)  
**Subject:** RE: ProPEL U.S. 30 and U.S. 31 Legislator Briefing  
**Date:** Friday, May 12, 2023 2:33:56 PM  
**Attachments:** [image003.png](#)  
[US3031ADV legislator presentation PP FINAL.pdf](#)  
[ProPEL\\_US30E\\_Visioning\\_Phase\\_CommentSummary\\_202305.pdf](#)  
[ProPEL\\_US30W\\_Visioning\\_Phase\\_CommentSummary\\_202305.pdf](#)  
[ProPEL\\_US31N\\_Visioning\\_Phase\\_CommentSummary\\_202305.pdf](#)  
[ProPEL\\_US31S\\_Visioning\\_Phase\\_CommentSummary\\_202305.pdf](#)

---

Thank you to everyone who was able to attend our ProPEL U.S. 30 and 31 legislator briefing yesterday morning. INDOT and our study team appreciated the opportunity to update you on our progress and to hear your feedback.

Attached are the briefing presentation as well as 4 study summaries detailing public comments – 1 for each segment.

Again, thank you to those who were able to attend. Please feel free to reach out with any questions.

Best,

**Andrea Zimmerman, MPA**

*Legislative Director*

Indiana Department of Transportation  
100 N. Senate Ave., N758 - COM  
Indianapolis, IN 46204

**Phone:** (317) 402-3373

**Email:** [AZimmerman1@indot.in.gov](mailto:AZimmerman1@indot.in.gov)



---

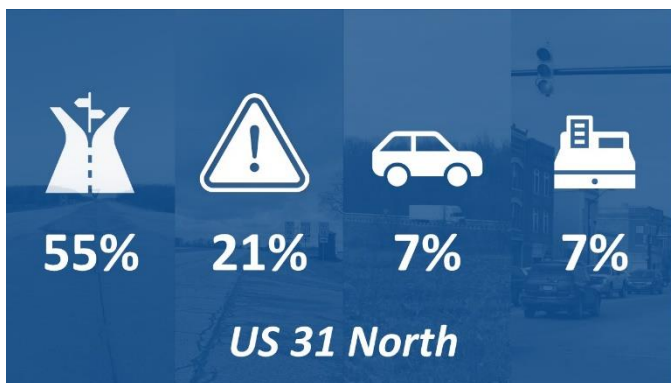
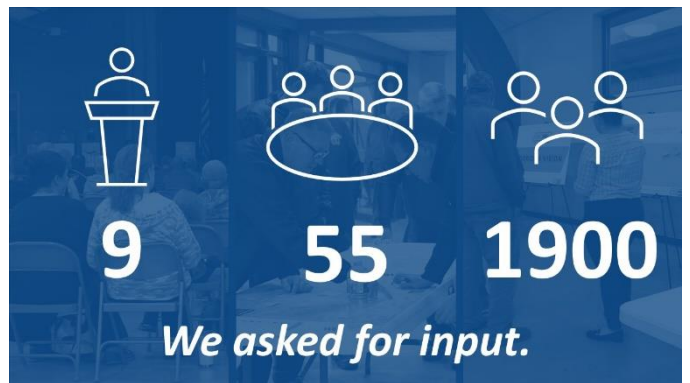
**From:** Zimmerman, Andrea  
**Sent:** Thursday, May 4, 2023 1:22 PM  
**Cc:** Zimmerman, Andrea <[AZimmerman1@indot.IN.gov](mailto:AZimmerman1@indot.IN.gov)>  
**Subject:** ProPEL U.S. 30 and U.S. 31 Legislator Briefing

Good afternoon,

As many of you know, INDOT is using the Planning and Environment Linkages (PEL) process to complete four studies in a 180-mile area centered along US 30 and US 31 (see study area map below). As we move into the Spring, we wanted to give you an update on our work, which involves a portion of your district.



# WHY?





*Then we gathered data.*

*Issues and desired outcomes*

**WHY** → **PURPOSE AND NEED**

**WHAT'S NEXT?**

*All potential solutions*

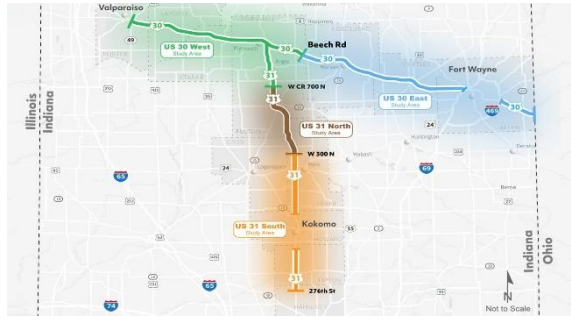
*Solutions that address the why*

*Identifying solutions*

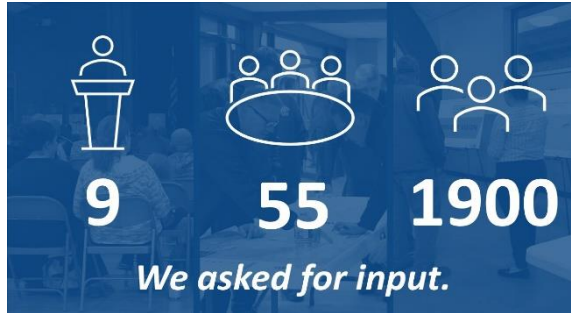
*PEL Study Schedule*

PEL Study Starts	Vision / Scoping	Purpose & Need	Alternatives Analysis	PEL Study Complete
		<b>NOW</b>		

**QUESTIONS?  
FEEDBACK?**



# WHY?

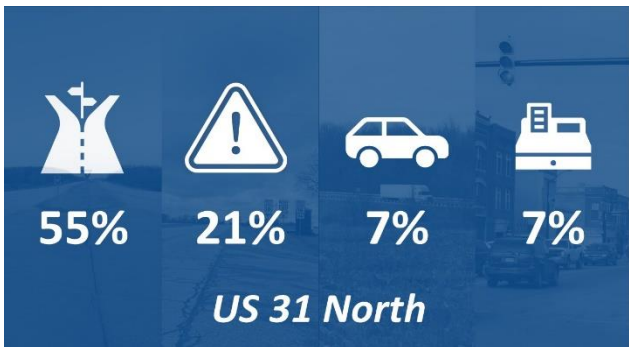


## US 31 South





# US 31 North



### Crashes Along the Corridor

Highest concentration adjacent to Rochester and north of Eel River

Highest frequency and severity along 9-miles of US 31 and at 15 intersections

Major crash types: right-angle, rear-end and running off the road





Almost half of all trucks on US 31 travel through the entire study area



*Mobility along US 31*

# US 30 West



**28%**



**18%**



**17%**

*US 30 West*

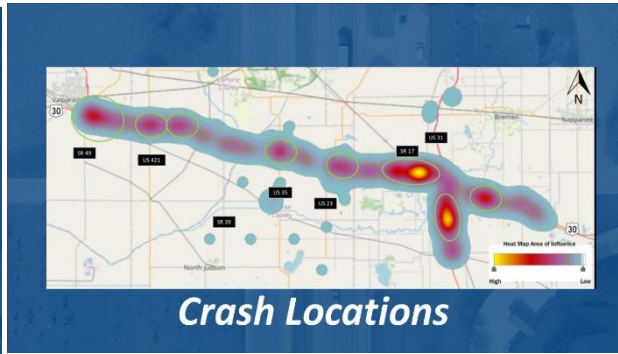


*Mobility*

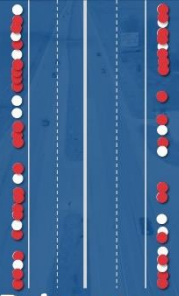
# of crashes in 5 years

# 1,200+

*Safety*






**152**



**61%**

*Driveways*

*Facility Needs*



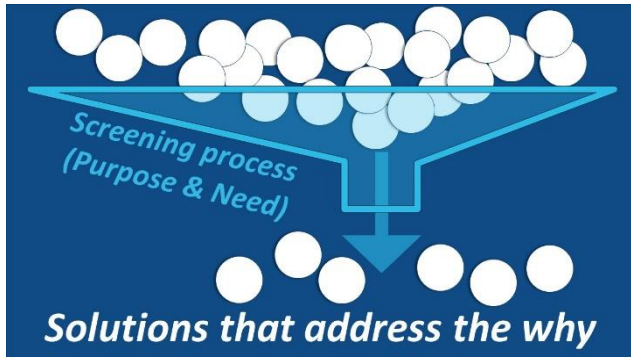



# US 30 East



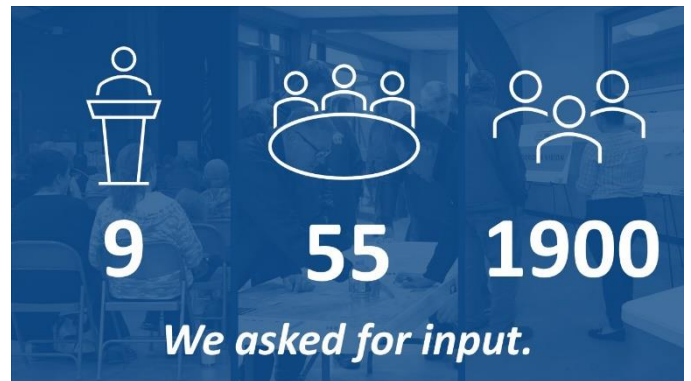
**WHAT'S NEXT?**





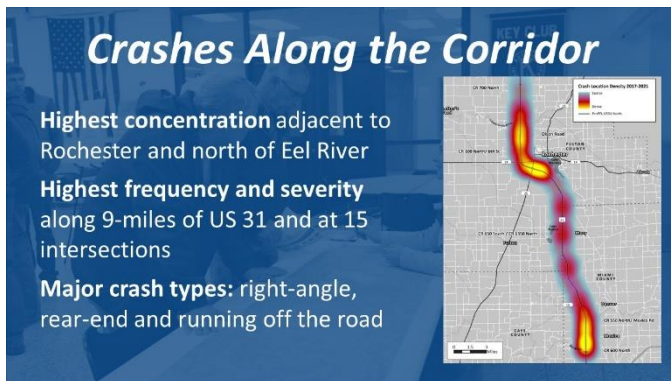
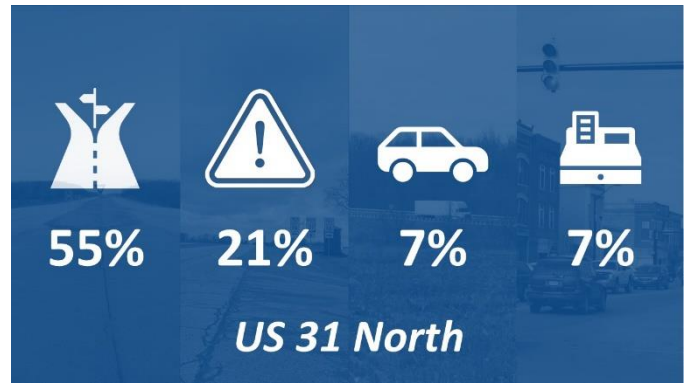
**QUESTIONS?  
FEEDBACK?**

May 18, 2023 – US 30 & 31 Coalition Briefing Presentation and Meeting Summary









Almost half of all trucks on US 31 in the study area travel through the entire 27-mile corridor.

**Mobility along US 31**

# of crashes in 5 years

# 730

**Safety**

**Ability to Access US 31**

84% Local trips that begin/end in corridor

1/3 Cross the highway

2/3 Turn onto US 31

Traffic at Intersections

**All potential solutions**

Screening process (Purpose & Need)

**Solutions that address the why**

Benefits  
Costs  
Impacts

**Identifying solutions**

**PEL Study Schedule**

PEL Study Starts    Vision / Scoping    Purpose & Need    Alternatives Analysis    PEL Study Complete

**NOW**

# QUESTIONS? FEEDBACK?

# MEETING NOTES

Date: May 18, 2023

Re: US 31 Coalition Meeting – Draft Purpose and Need

In Attendance:

<i>Adin McCann</i>	<i>ProPEL US 30/US 31 Advisor Team, HNTB</i>
<i>Stacey Osburn</i>	<i>ProPEL US 30/US 31 Advisor Team, HNTB</i>
<i>Daniel Miller</i>	<i>ProPEL US 31 South Study Manager, HNTB</i>
<i>Jeremy Ashlock</i>	<i>ProPEL US 31 South Study Team, HNTB</i>
<i>Dan Prevost</i>	<i>ProPEL US 31 North Study Team, Parsons</i>
<i>Mindy Peterson</i>	<i>ProPEL US 31 North Study Team, Parsons</i>
<i>Jonathan Wallace</i>	<i>ProPEL US 31 PM (Corridor), INDOT</i>
<i>Kevin Sears</i>	<i>INDOT Intergovernmental Affairs Director</i>
<i>Roger Rose</i>	<i>US 31 Coalition Member (Fulton County)</i>
<i>Jim Tidd</i>	<i>US 31 Coalition Member (Miami County)</i>
<i>Brett Morris</i>	<i>US 31 Coalition Member (Tipton County)</i>
<i>Laurie Maudlin</i>	<i>US 31 Coalition Member (Executive Director)</i>
<i>Brad Bagwell</i>	<i>US 31 Coalition Member (Howard County)</i>
<i>Kevin Overmyer</i>	<i>US 31 Coalition Member (Marshall County)</i>
<i>Stan Ortman</i>	<i>US 31 Coalition Member (Howard County)</i>

## MEETING SUMMARY

The purpose of the meeting was to provide an update to the US 31 Coalition on the ProPEL US 31 North and South studies. The update included a summary of public engagement activities completed over the last several months, a summary of what was heard from those engagements, what the study teams did with that input, as well as the technical analyses that were completed by each study team. Collectively, this information formed the basis of the draft Purpose and Need statement for each study area.

### 1. INTRODUCTIONS AND PLANNING PROCESS

- a. The ProPEL US 31 North and South study team members introduced themselves prior to speaking throughout the presentation. A list of Advisor and Study Team members participating in the meeting can be found on the first page of this summary.
- b. A brief overview of the four study areas (US 30 East, US 30 West, US 31 North, and US 31 South) was given, including a map illustrating the study area boundaries. The 180 miles of US 30 and US 31 were intentionally divided into four areas to better focus on the specific transportation needs, as well as the community goals and objectives, of each study area. While there are four individual study areas, the study consulting teams are working closely together to ensure consistency and functionality across study area boundaries.
- c. Public input is an integral part of the PEL studies. The input received will help INDOT make informed decisions that will guide the next generation of transportation investments in these corridors.
- d. The Planning and Environment Linkages (PEL) process is different from what most stakeholders are used to with INDOT projects. The study teams are engaging the public and study stakeholders earlier than usual – during the planning process before project scopes are known. The purpose of these efforts is to solicit input at the earliest possible time, which will help us build smarter transportation and stronger communities through the planning studies.

## 2. PURPOSE AND NEED

To date, the primary focus of each study team has been to define the “Why?” for each study area – i.e., Why are improvements needed in the study area? Answering this question forms the foundation for the studies and helps us understand what issues (i.e., needs) exist in each study area and what potential outcomes (i.e., purposes) are desired. The efforts to answer this question have helped each study team to define a draft Purpose and Need statement for each study – which is study requirement.

To help answer the fundamental question of “Why?”, the study teams asked for input – and received lots of it. Through January 2023, the four studies saw more than 1,900 community members engage the study teams in variety of ways. These engagements included 9 public meetings, 55 community office hours (informal), as well as attending numerous community events and meetings with individual stakeholders to understand their concerns. These meetings included business owners, Farm Bureau representatives, local elected officials, emergency service providers, resources agencies, and others. The net result of these efforts is that we have received more than 1,300 comments across all four studies. While the comments focused on a variety of topics, three topics or themes were consistently mentioned across all four study areas:

- i. Mobility and access to, from and across the US 30 and US 31 corridors;
- ii. Safety concerns; and
- iii. Travel along the corridor, including regional and statewide mobility.

During today’s meeting, each US 31 study team will further elaborate on the comments they received.

In response to the comments received, the study teams did several things. They contacted school districts to understand bus routes. They talked to emergency management directors to learn about fire, police, and ambulance needs. They also met with local economic development professionals, Farm Bureau representatives, county officials, and others. They reviewed past plans, collected traffic data, and spent significant time in the corridor to view the issues firsthand. All that feedback and data was used to inform the transportation issues (i.e., needs) and desired outcomes (i.e., purposes).

The fit and function of the corridors vary by location and community. Therefore, each study area identified its own issues (i.e., needs) and desired outcomes (i.e., purposes) for its respective area. This approach allows us to address the unique transportation needs and considerations of the specific study areas. Each of the study teams will share the issues and outcomes for their respective study areas.

The draft Purpose and Need statement also identifies a series of goals that were developed based on public and stakeholder input. Each study team has identified their respective goals. Although not the primary focus, goals are useful as a guide during the development and review of potential solutions. Goals will not be the sole factor for eliminating or carrying forward an alternative solution. However, they will be considered alongside other factors such as transportation performance, benefits, impacts, and costs. For US 31, both study areas had five common goals:

- i. Providing equitable solutions that specifically consider the needs of underserved and Disadvantaged Communities.
- ii. Providing transportation infrastructure that supports local economies and economic development goals.
- iii. Accommodating non-motorized modes of travel within and crossing the US 31 corridor.
- iv. Supporting emerging technologies related to infrastructure – including alternatives fuels, as well as autonomous and connected vehicles.
- v. Identifying fiscally-responsible improvements that avoid/minimize impacts to the human and natural environment.

The US 31 North study area also identified corridor and visual character as goals.

### 3. TRAFFIC MODELING OVERVIEW

Before discussing issues and outcomes for each study area, an overview of how existing and projected traffic conditions were considered was provided. Evaluating traffic throughout the study areas entailed two main steps:

- Step 1 was to predict the number of cars and trucks using the corridors. INDOT has a start-of-the-art model used to predict traffic throughout the state. The study teams took this model and added a lot more detail around US 30 and US 31. The enhancements included adding local roads, calibrating the model based on traffic counts at over 350 locations, and accounting for future land development. The model helps the study teams understand current traffic volumes and how traffic will increase in the future. For the ProPEL US 30 and US 31 studies, the future projections go out to 2045.
- Step 2 was to analyze how this traffic moves along the corridors. For example, how much delay do drivers experience at intersections along the corridor? How long do people have to wait to turn left onto Division Road? The study teams are using industry-standard traffic analysis tools for this step. The study teams are looking at how traffic moves today and how it will move 20 years from now. They are also looking at how traffic flows through the current roads and, as they evaluate alternatives, how it would move better if the roads and intersections were improved.

### 4. PROPEL US 31 SOUTH STUDY

The ProPEL US 31 south study area extends from 276th street in Hamilton County to just south of Eel River in Miami County.

The US 31 South study team received more than 300 public comments. The top three categories or themes of the comments included the following:

- 63 percent of the comments related to mobility and access to, from, and across US 31.
- 11 percent focused on safety concerns.
- 10 percent talked about travel along the corridor.

The US 31 South study team also heard about other things, such as environmental concerns, economic development and redevelopment, as well as bike and pedestrian travel.

The US 31 South study team heard that safety is a primary concern because of the number and severity of crashes in the area. This confirmed what we had found compiling and analyzing five years of crash data. The US 31 South study team found that, between 2017 and 2021, there were more than 1,500 crashes in the study area. The majority of those crashes were rear-end or right-angle crashes. More specifically, these types of crashes accounted for more than half – 56.3 percent – of the crashes in the US 31 South study area.

The US 31 South study team is concerned about safety throughout the corridor; however, there are 8 intersections where there is a higher-than-average frequency or severity of crashes. Therefore, our desired outcome is to improve roadway safety by reducing the number and/or severity of crashes.

The feedback received by the US 31 South study team also uncovered concerns about traffic flow along the corridor. In response, the study team collected traffic data and developed a model that provided insight into the amount of traffic and how it moves through the corridor. The movement of traffic is evaluated using letter grades. Similar to school, the best grade is an “A” and the worst grade is an “F”. Of the 21 intersections analyzed in the US 31 South study area, five of those are expected to get a failing grade in 2045. The poor grades are specific to traffic waiting on the local roadways to access or cross US 31. To address that need, our desired outcome is to reduce the delay at those five intersections.

In general, traffic moving along US 31 gets good grades – A’s and B’s – in both existing and projected future conditions (i.e., 2045).

Access points – specifically driveways – along US 31 can create potential safety and mobility concerns. So, the US 31 South study team looked at each of the 125 driveways with direct access onto US 31 and compared them to INDOT standards. Through that exercise, the study team identified 91 driveways (or 73% of the existing driveways) that do not meet INDOT’s access management guidelines. By ensuring that most access points along US 31 meet those guidelines, local and regional mobility in the study area could be improved. Additionally, by reducing the number of potential conflict points and the amount of traffic moving at different speeds, safety could also be improved.

Another recurring topic heard by the US 31 South study team was difficulty crossing US 31 from east and westbound roadways, particularly for school busses, emergency responders, and the agricultural community. Through outreach to those stakeholder groups, the study team discovered: 24 instances where school buses access or cross the corridor, 11 agricultural and/or industrial services access points, and nine emergency services access points. Therefore, a desired outcome is to maintain or improve east/west mobility for schools, emergency service providers, and agricultural equipment.

The US 31 South study team also heard that safety and mobility for long-distance passenger and freight trips was a concern along the corridor. Daily truck traffic in the study area ranges from 15% to 27%. The study team is aware of the broader role US 31 plays in the regional and statewide transportation network. For example, US 31 is part of the National Highway System and National Truck Network. It's also designated as a Statewide Mobility Corridor by INDOT, which means it's intended to provide safe, high-speed connections for long distance trips. There are also adopted statewide plans that identify the need for high-quality, free flow traffic movement along US 31 – which means that traffic traveling along US 31 would not stop for other traffic movements. To address the regional and statewide mobility need, a desired outcome is to maintain or improve operations along US 31 to enhance passenger and/or freight mobility through the corridor.

## 5. PROPEL US 31 NORTH STUDY

The Propel US 31 north study area extends from just south of Eel River in Miami County to just south of the Fulton/Marshall County Line.

For the US 31 North study:

- 55 percent of the comments related to mobility and access to, from, and across US 31
- 21 percent focused on safety concerns
- 7 percent talked about regional and statewide mobility
- 7 percent mentioned economic development and redevelopment

The US 31 North study team used the traffic data – both existing data and forecast data looking out to 2045 – to look at how well traffic moves through the corridor. The US 31 North study team found that US 31 performs very well in terms of moving traffic through the study area and is expected to continue to do so in the future. The US 31 North study team looked at the major intersections in the study area and determined that all are expected to maintain grades between A and C – even in the year 2045 projected conditions.

The US 31 North study team also looked at speed and travel times for US 31 within the study area and found that both are consistent throughout the corridor and throughout the day with no areas of reoccurring congestion. A trip through the 27-mile corridor takes an average of about 26 minutes.

The US 31 North study team heard that safety is a primary concern because of the number and severity of crashes in the area. This confirmed what the study team found when compiling and analyzing five years of crash data. The analysis found that, between 2017 and 2021, there were 730 crashes in the study area.

About one-half of those crashes involved animals – most of them deer. The study team looked at those crashes to see if there are concentrated locations – sometimes, natural features like wooded areas or stream corridors can be attractive to deer. In those cases, we could look at options for discouraging deer from crossing or providing space under a bridge for them to cross under the roadway. In the US 31 North study area, no concentrations like that were found. So, there are some limitations on what the study team can do to address the animal crashes.

Of the remaining 390 crashes that were not animal-related, the US 31 North Study team will consider design strategies to reduce the number and/or severity of them. About three quarters of those crashes were right-angle, rear-end, and running-off-road crashes. Although the study team is evaluating all the locations, there were 4 roadway segments and 15 intersections where the frequency or severity of crashes was higher than what would be expected for a roadway like this. These areas will be a focus of the US 31 North study team with regard to evaluating solutions.

A heat map of the crashes was shown to the meeting attendees. The highest concentrations of crashes on the map were shown in yellow and are located in the Rochester area and the area just north of the Eel River. Those 4 segments of higher crash rates covered approximately 9 miles of US 31 in the study area.

Access points along the US 31 North corridor, specifically driveways that serve individual properties, on a divided highway like US 31 can create potential safety and mobility concerns. Each one creates more potential conflict points for vehicles, especially if there is full access across the median. The US 31 North study team identified 10 driveways in the study area that provide access to individual residences, businesses, or farms. Nine of the driveways have full access with median cuts and one is a right-in right-out driveway. As the study continues, the study team will be assessing those driveways in relation to INDOT's Access Management guidelines in order to improve safety.

The US 31 North study team understands that access to and across US 31 is important to communities within the study area. As the study team analyzed travel data along the US 31 North corridor we found:

- The vast majority are local trips, with 84% of trips beginning and/or ending in the study corridor.
- At intersections within the corridor, about 1/3 crosses the highway and the rest turn onto US 31.

Input from the public helped us identify another important access issue – US 31 provides one of the few crossings of the Eel River for heavy or wide vehicles in the area, so that's something we'll want to keep in mind as we look at potential solutions.

The US 31 North study team heard that getting across a roadway like US 31 can be particularly difficult for drivers of large or slow vehicles. Outreach was conducted to better understand these issues, including the specific needs and locations of the issues. Through that outreach, the study team identified:

- 20 locations where school buses access or cross the corridor
- 19 emergency access points
- Eight agricultural and/or industrial services access points
- Three spots where bicyclists and pedestrians commonly cross US 31
- Two spots where horse-drawn vehicles are crossing US 31

These locations will be shown on a large board at the public information meeting. If needed, we can review the board with you during the Q&A portion of today's meeting.

Through our outreach, the study team also learned that:

- Most emergency services are located on the east side of US 31.
- All three school districts span US 31 with students on both sides of the roadway.
- There are three grain elevators on the east side of US 31 in the study area that attract lots of trips at certain times of year.

Finally, the US 31 North study team heard from the public that safety and mobility for long-distance passenger and freight trips was a concern along the corridor. US 31 plays an important role in the regional and statewide transportation network. It's part of the National Highway System and National Truck Network, and it is also designated as a Statewide Mobility Corridor by INDOT. Daily truck traffic in this study area ranges from 24% to 32%. Also, trucks on US 31 are much more likely to be making through trips with almost half (44%) passing through the full 27-mile corridor.



This section of US 31 is currently free-flow – there aren't any traffic signals in this section of the road. INDOT wants to maintain that and look for opportunities to improve the safety and reliability of US 31 as a statewide freight corridor.

## 6. NEXT STEPS

All the feedback received and information collected informed each study area's draft Purpose and Need statement.

The Purpose and Need statement explains the "Why?" for each study area – i.e., Why are improvements needed in the study area? The Purpose and Need statement defines the transportation issues (NEEDS) and desired outcomes (PURPOSES). The draft Purpose and Need statement is documented in the Draft Purpose and Need Report.

The Draft Purpose and Need Report, which was the primary subject of today's meeting, will be published to the study website on or before June 5<sup>th</sup>. Multiple public information meetings will be held in early- to mid-June to solicit public comments on the Draft Purpose and Need Report. The public comment period on the Draft Purpose and Need Report will extend through July 31, 2023. A companion technical document, which is called the Existing Transportation Conditions Report, will also be published on the study website at the same time as the Draft Purpose and Need Report. The companion technical document includes all the documentation of the detailed technical analysis that was completed to develop the Draft Purpose and Need Report (e.g., traffic operations analysis, safety analysis, etc.).

The Purpose and Need statement is the foundation for the alternatives development and evaluation process. Alternatives will be developed and evaluated based on how they address the identified issues (NEEDS) and desired outcomes (PURPOSES). Potential alternatives that do not meet the purpose and need will be eliminated from further consideration.

Now that the study teams understand why improvements are needed in the study areas, they will start to identify and evaluate potential solutions – which we call alternatives. At the beginning of this process, which will begin this summer, there are many potential improvement alternatives that could be considered. These solutions include a wide range of possibilities. We call this starting point the "Universe of Alternatives" – and it represents all the potential solutions to address the identified needs. At this point, everything is on the table.

Once the study teams have the Universe of Alternatives developed, they will go through a screening process to help reduce the number of alternatives that will move forward in the study. Due to the size and complexity of the study areas, it is anticipated the screening process will involve multiple steps – possibly as many as three steps. At the end of each screening step, we will have a smaller number of alternatives. However, the level of detail associated with each alternative will increase as we move through the screening process. This additional detail will help us more closely and comparatively evaluate benefits, impacts – both positive and negative – and costs.

The first step in the alternatives screening process will be to determine whether each alternative addresses the identified needs from the draft Purpose and Need statement. As mentioned earlier, alternative solutions that do not address any of the needs – the WHY – will be eliminated from further consideration.

We anticipate the draft results of the Universe of Alternatives screening will be released for public review and comment in Summer 2023. The draft report will be posted to the study website, and hard copies will be made available at local venues for ease of access. The study team will announce when it is available for review in

several ways, including newspaper notices, media releases, email blasts, as well as the study website and social media channels. A 30-day comment public period will be provided on the draft report.

We anticipate the draft results of the second alternatives screening step will be released for public review and comment in Winter 2023. The report will be posted to the study website, and hard copies will be made available at local venues for ease of access. We will announce when it is available for review in several ways, including newspaper notices, media releases, email blasts, as well as the study website and social media channels. A 30-day public comment period will be provided on the draft report.

We anticipate the draft results of the third alternatives screening step will be released for public review and comment in late spring/early summer 2024. This will also be when we have our next round of public information meetings. At those future meetings, we will be looking for feedback on the draft results of the third step in the alternatives screening.

From an overall schedule perspective, the ProPEL US 30 and US 31 studies remain on target for completion in Fall 2024.

In terms of what happens when the PEL studies are completed, it is important to remember that work remains to be done to develop and implement specific projects. As we discussed at our last meeting, the PEL studies will identify a reasonable range of alternatives in the study area. The study areas are large – so this could include simple projects (e.g., an intersection improvement) or more complex, larger projects that improve several miles of roadway. In either case, those discrete projects will be considered by INDOT as part of its call for projects, which is typically a five-year timeline.

INDOT's project programming process is objective and needs based – with the scope of those needs being the entire state. So, the main point is that it could take some time after the PEL studies are completed to get projects programmed and to begin the project development process.

## 7. OPEN DISCUSSION – QUESTIONS

The meeting included an open discussion with Coalition members where their questions were addressed.

- A Coalition member asked about the source of crash data in the presentation, which intersections in the US 31 South study area received a grade of “F”, and whether the traffic counts can be shared. The Coalition member indicated that several crashes had recently occurred at the SR 18 intersection in the US 31 South study area. The advisor and study teams noted that additional supporting technical data (including traffic volume and data) will be published with the draft Purpose and Need Report. They also stated that the 2021 crash data was the most complete data set available when the study kicked-off in 2022, but the study teams are always open to input for future considerations. The US 31 South study team shared draft public meeting boards that highlighted the traffic flow ratings for CR 500 S, CR 800 S, CR 550 N, 296<sup>th</sup> St/CR 600S and 276<sup>th</sup> Street. The US 31 South study team also noted that a solution was already in the works for 276<sup>th</sup> Street via construction of an interchange as part of a separate project.
- A Coalition member asked about the area north of Argos to US 30 and if it is included in the ProPEL US 31 study. The advisor team noted that portion is included in the US 30 West study area.
- Another Coalition member asked about the amount of truck traffic in the US 31 South study area. The US 31 South study team shared that the truck traffic percentages range from 15-27% of daily traffic. The study team

also noted this percentage gradually increases as you head north in the study area north of Kokomo. The study team also clarified that these are relatively high percentages in comparison to other roadways.

- A Coalition member noted that within Miami County at CR 800 S is another key area where several companies are interested in property for future economic development and mobility will be an important consideration. Both ProPEL US 31 studies have a stated goal of supporting economic development and redevelopment.
- A Coalition member asked for the specific purpose and need statement for each study area. The advisor noted the information presented during today's meeting is a draft which is still under internal review. The intent of today's discussion was to provide an advance view of the supporting information to this group for feedback ahead of the public meetings, which are scheduled to start in early June. Full documentation and data for all four study areas will be released June 5.
- A Coalition member asked for the percentage of through traffic for US 31 South. The US 31 South study team shared that it looked at through traffic north (11%) and south of Kokomo (59%). For the entire US 31 South study area, an additional 11 to 14% of traffic passes through both segments of the study area.
- A Coalition member asked how traffic data was gathered. The advisor clarified that the teams calibrated the traffic model using traffic data collected over multiple years that are representative of normal conditions. The study model also uses user surveys, as well as tools that utilize commercially available data sources, to understand origins and destinations.
- A Coalition member asked if the traffic data also looks at traffic originating outside of the study areas. The advisor team affirmed that the traffic model does consider this type of traffic.
- A Coalition member noted that it has been working with the Indiana Motor Truck Association to gather feedback from its members. The advisor team shared that it has developed a survey and will coordinate with the Association to gather this input.



Date: July 17, 2023, 3:00 – 4:00 p.m.

## TRIBES, FHWA, AND INDOT PEL MEETING #2

### MEETING SUMMARY

#### 1. WELCOME, INTRODUCTIONS, & PURPOSE

- Kari Carmany-George from the Federal Highway Administration (FHWA) initiated a welcome to attendees and Tribe representatives at 3:03 PM. Kari explained one goal of the study is to avoid impacts based on early input from stakeholders, and that the study team is actively listening to all feedback, questions, and concerns. Kari expressed her gratitude to the representatives for taking their time to participate in the meeting and the importance of coordinating with the Tribes early in the studies.
- Kia Gillette from HNTB introduced the purpose and agenda of the meeting and presentation.
  - o Introductions
  - o A brief overview of the PEL process
  - o Revisit of the concerns brought to the study team’s attention during the February 23, 2023, introduction meeting (Meeting #1)
  - o Communicate next steps and how the Tribe representatives can provide input
- Kia discussed the previous meeting with Tribes, acknowledged attendees, and indicated this meeting is intended to be a discussion and asked attendees to interrupt at any time with any questions or concerns.
- Kia led the introductions of study teams, INDOT, and FHWA, and proceeded by opening the floor to the Tribe representatives and any others not listed in the attendees. The Tribe representatives then introduced themselves (see page 4 for the Attendee List).

#### 2. PROPEL US 30 & US 31 STUDIES OVERVIEW

- Adin McCann from HNTB discussed the Planning and Environment Linkages (PEL) process.
- PEL is a federal planning process tool used by transportation agencies.
  - o It is used very early for planning (pre-NEPA development).
  - o There are no project details at this point.
    - o PEL studies are a collaborative and integrated approach to transportation decision making considering multiple factors, while also engaging the public and coordinating with resource agencies and Tribes to the extent they want to participate in the study.
    - o The PEL studies will look at several factors:
      - ☑ Transportation needs
      - ☑ Environmental and cultural resources
      - ☑ Community goals and values
      - ☑ Economic objectives
      - ☑ Public and agency input
    - o The information, analysis, and decision making that comes out of the study can be carried forward to the next phase of work, which is the Federal environmental review process (i.e., NEPA).
      - o ProPEL is the “brand” that INDOT has identified for PEL studies to help study stakeholders begin to understand what to expect when INDOT performs a PEL study.
      - o INDOT’s intent is to carry the information, analysis, and decisions made in these PEL studies into the more in-depth NEPA environmental review process.
    - o Adin continued by discussing the study team structure and delegation.
- INDOT is managing the planning process and working with FHWA to ensure all federal requirements are met during the studies.
  - o Sandra Flum: US 30 Project Manager (PM), US 31 Deputy PM
  - o Jonathan Wallace: US 31 PM, US 30 Deputy PM
  - o The project websites are:
    - o <https://propelus31.com/>

- o <https://propelus30.com/>
  - The 4 studies encompass approximately 180 miles of US 30 and US 31.
    - o INDOT is overseeing the work of 4 consulting teams (1 per study).
      - o The corridors are divided into 4 areas so that each study can better focus on the specific transportation needs and community context in each study area. A map showing the study area extents and lead study consultants was shown to the meeting attendees.
        - ▣ US 30 West (includes a portion of US 31): CDM Smith
          - ▣ US 30 East (excludes I-69 and I-469 around the north side of Fort Wayne): WSP
          - ▣ US 31 North: Parsons
          - ▣ US 31 South (excludes Kokomo bypass): HNTB
  - Adin continued and discussed the extensive recent public outreach efforts, which included presenting the Draft Purpose and Need for each study area to the public and stakeholders.
  - The next step will be the alternatives development and analysis, which will progress into 2024 and wrap up in late 2024. As the study progresses, outreach, public involvement, and agency coordination will continue.
  - Adin discussed the anticipated study outcomes:
    - o Development of a Purpose and Need
    - o Development of reasonable alternatives
    - o Preliminary assessment of impacts, potential permits, and any need for mitigation
    - o An engaged and educated public and resource agencies
    - o An action plan to pursue reasonable alternatives
  - The goal at the end of the study is to carry forward a smaller set of alternatives into the NEPA process.
3. CONSIDERATIONS RAISED AT MEETING #1
- Kia introduced the considerations that were raised at the initial Introduction meeting:
    - o Treatment of sensitive information
      - ▣ Studies will not request all culturally sensitive information within the 0.5-mile study area.
        - ▣ Rather, feedback and comments will be requested at specific points during the studies to aid the planning process.
          - ▣ If Tribes wish to provide sensitive information for a specific location, INDOT commits to treat it in accordance with the 2017 MOU between FHWA, Indiana State Historic Preservation Office (IN SHPO), INDOT and Tribes.
        - ▣ Information on specific locations of sensitive resources will be confidential and not shared publicly, similar to Section 106.
      - ▣ Kia discussed the implementation of the MOU and the connection and benefits of engaging the Tribes in the planning process, as well as the included stipulations regarding confidentiality.
        - ▣ All archeological or sensitive cultural resource information will remain confidential.
          - o How information provided by Tribes will be used in the studies
        - ▣ Goal of ProPEL is to do better transportation planning, before projects are identified.
        - ▣ Information, feedback, or comments provided by Tribes will be used to:
          - ▣ Develop alternatives
          - ▣ Determine which alternatives are carried forward and which are eliminated
          - ▣ Identify commitments for future studies/projects
          - ▣ If possible, avoidance of sensitive resources will be a priority.
          - ▣ If avoidance is not possible, further coordination with Tribes will occur.
            - o Develop approach for future INDOT PEL studies
        - ▣ The PEL Studies Advisor (HNTB) is preparing a PEL Study Guidance Manual for use on future INDOT PEL studies. A goal of the ProPEL US 30 and US 31 studies is to develop an approach with the Tribes that provides the groundwork for engagement in the future, which will be incorporated into the Guidance Manual.
        - ▣ ProPEL US 30 & US 31 are essentially test runs of how that coordination should work. Input on coordination at the end of the PEL study will be helpful in identifying what has worked well, what has not worked well, what could be improved, etc.
4. NEXT STEPS – WHAT TO EXPECT
- Archaeological Resources Identifications Memo for each study
    - o Identifies recorded archaeological sites within 0.5 mile of the study corridor

- ☑ State Historic Architectural and Archaeological Research Database (SHAARD) Map GIS files
- ☑ Review archaeological site location data in non-GIS SHAARD database by Public Land Survey System (PLSS) Section, Township, and Range.
- ☑ Includes National Register listed, eligible, and potentially eligible sites.
- ☑ Site eligibility may change once field surveys are completed.
- ☐ Kia discussed the plan to send the below-listed draft documents to Tribes for review – provided via email (for large documents a website link will be referenced). The email for each study will come from Matt Coon at INDOT Cultural Resources Office, as he is the Tribal Liaison.
- ☐ The following documents will be sent for comment for each study:
  - o Archaeological Resources Identification Memo (attached to email)/Draft Purpose and Need Memo (website link)
  - ☑ 8 documents total (2 for each study)
  - ☑ Meeting with Tribes to review information (can schedule or if requested)
  - o Alternatives Screening Memos
  - ☑ 4 documents total (1 for each study)
  - ☑ 3-tiered alternatives screening
  - ☑ Universe of Alternatives Identification and Screening (memo review only)
  - ☑ Level 2 Alternatives Identification and Screening (memo review only)
  - ☑ Level 3 Alternatives Identification and Screening (memo review and meeting, if requested)
  - ☑ Meeting with Tribes to review information (can schedule or if requested)
  - o PEL Study & Recommendations Report
  - ☑ 4 documents total (1 for each study)
- ☐ Kia stated that the study team is glad to schedule meetings at any of these steps, or to wait after Tribes review.
- ☐ Kari Carmany-George stated that there will be a large amount of documentation and asked for clarification if the study team will be sending all of the mentioned documentation to the Tribes, or will it be limited, and if they need to review all of it.
  - o The Tribes generally agreed the study teams will provide the information and the Tribes will determine what they will review and provide comments.
- ☐ Kia asked the Tribe representatives if they would prefer the study teams to schedule meetings at certain steps of the process, or if they would prefer to schedule meetings, if needed, after they review the information.
  - o The Tribes generally agreed it would be fine to schedule a meeting to review all four studies' information during the comment period.

## 5. DISCUSSION AND QUESTIONS

- ☐ Kia opened the floor for discussion and questions.
  - o Burgundy Fletcher asked if the US 30 and US 31 corridors were located on tribal land and settler footpaths? And, since this is the early stage of the planning process that won't finish until 2024, when can we expect actual projects to start?
  - o Kia directed the question about the corridor history and development to Jeff Laswell and Matt Coon.
  - ☑ Jeff Laswell indicated US 30 was a path or trail prior to European settlement and turned into a road over time.
  - ☑ Regarding the schedule for starting projects, Adin noted that the PEL studies will not be completed until late 2024. At that time, any projects identified as part of the PEL studies would have to enter into INDOT's Call for Projects, which is a 5-year process and looks objectively at needs across the entire state. As a result, it could be several years until improvements identified in the PEL studies are constructed.
  - o Burgundy mentioned she was in Kokomo and asked about an exempted piece within the study limits, and asked if pedestrian facilities would be considered on the exempted portion? They were discussing widening the corridors to accommodate for pedestrians and bike paths. They were looking at micro mobility solutions to facilitate pedestrians. Would these accommodations be considered in this study?
  - o Kia directed the question to Dan Miller and Adin McCann.
  - ☑ Dan Miller indicated we've heard a wide range of feedback from the public for US 31 South.
    - o Much of it has concerned access and safety concerns within the study area. There are a lot of homes directly adjacent to US 31, and Division Road, SR 18, and SR 218 are highly mentioned crossroads.
    - ☑ Adin added the excluded portion of the study is the US 31 Kokomo Bypass. That portion of US 31 was excluded in the sense of the long-term vision of the corridor is established, as it is

designed as a limited access freeway. Although not part of the ProPEL US 31 studies, it does not preclude identification and development of independent projects in that area by INDOT

or others.

o Burgundy Fletcher asked if locations of frequent crashes and applicable traffic concerns will be shared with the Tribes?

Adin said, yes, we will be providing a Draft Purpose and Need Report which includes a supporting technical document called the Existing Transportation Conditions Report. The Existing Transportation Conditions Report goes into detail identifying the existing transportation issues, including crash and traffic operations data, as well as other potential identified needs for improvements.

- Kia stated INDOT will be sending the documents to the Tribes in the next few weeks, and we will get a meeting scheduled during the review period.
- Kia provided final regards and salutations.
- The meeting concluded at 3:51 PM.

**6. CONTACTS:**

- Kia Gillette (HNTB): [kgillette@hntb.com](mailto:kgillette@hntb.com)
- Adin McCann (HNTB): [amccann@hntb.com](mailto:amccann@hntb.com)
- Kari Carmany-George (FHWA): [k.carmanygeorge@dot.gov](mailto:k.carmanygeorge@dot.gov)
- Matt Coon (INDOT Cultural Resources Office): [mcoon@indot.in.gov](mailto:mcoon@indot.in.gov)
- Jonathan Wallace (INDOT Project Manager): [jwallace2@indot.in.gov](mailto:jwallace2@indot.in.gov)
- Sandra Flum (INDOT Project Manager): [sffum@indot.in.gov](mailto:sffum@indot.in.gov)

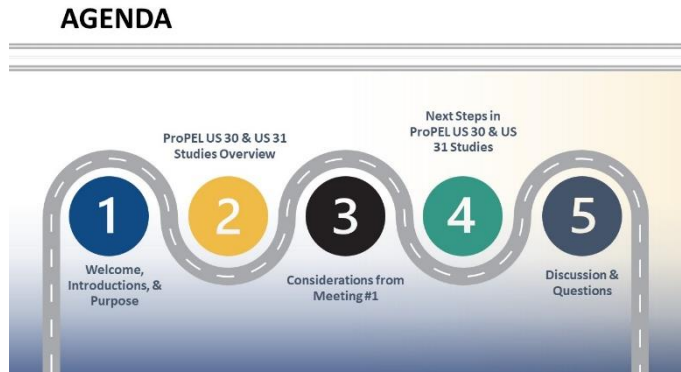
**Attendees List**

Name	Organization
Kari Carmany-George	FHWA
Patrick Carpenter	FHWA
Burgundy Fletcher	Peoria Tribe of Indians of Oklahoma
Logan York	Miami Tribe of Oklahoma
Mathew Bussler	Pokagon Band of Potawatomi Indians
Carissa Speck	Delaware Nation
Beth McCord	IN SHPO
Matt Coon	INDOT, Cultural Resources Office
Adin McCann	HNTB
Kia Gillette	HNTB
Dan Miller	HNTB
Eric Jagger	HNTB
Jeff Laswell	Gray & Pape
Jamie Bents	WSP
Krista Goodin	CDM Smith
Jenny Kleinman	Parsons

**July 17, 2023 – Tribal Coordination Presentation**

ProPEL US 30 & US 31 – FHWA, INDOT, Tribes Meeting  
 July 17, 2023, 3 pm – 4 pm

**WELCOME, INTRODUCTIONS, & PURPOSE**



**INTRODUCTIONS – INDOT & PEL ADVISOR**

<p><u>FHWA</u></p> <ul style="list-style-type: none"> <li>▪ Kari Carmany-George</li> </ul> <p><u>INDOT PROJECT MANAGERS</u></p> <ul style="list-style-type: none"> <li>▪ Sandra Flum – US 30</li> <li>▪ Jonathan Wallace – US 31</li> </ul>	<p><u>INDOT CULTURAL RESOURCES OFFICE</u></p> <ul style="list-style-type: none"> <li>▪ Matt Coon</li> </ul> <p><u>PEL ADVISOR</u></p> <ul style="list-style-type: none"> <li>▪ Adin McCann – HNTB</li> <li>▪ Kia Gillette – HNTB</li> <li>▪ Jeff Laswell – Gray &amp; Pape</li> </ul>
---	---

**INTRODUCTIONS – PEL STUDY TEAMS**

<p><u>US 30 WEST TEAM</u></p> <ul style="list-style-type: none"> <li>▪ Krista Goodin – CDM Smith</li> </ul> <p><u>US 30 EAST TEAM</u></p> <ul style="list-style-type: none"> <li>▪ Jamie Bents – WSP</li> </ul>	<p><u>US 31 NORTH TEAM</u></p> <ul style="list-style-type: none"> <li>▪ Jenny Kleinman – Parsons</li> </ul> <p><u>US 31 SOUTH TEAM</u></p> <ul style="list-style-type: none"> <li>▪ Dan Miller – HNTB</li> </ul>
---	--

**INTRODUCTIONS – TRIBES**

TRIBES

- Logan York, Miami Tribe of Oklahoma
- Burgundy Fletcher, Peoria Tribe of Indians of Oklahoma
- Carissa Speck, Delaware Nation
- Benjamin Rhodd, Forest County Potawatomi Community
- Matthew Bussler, Pokagon Band of Potawatomi Indians
- Larry Heady, Delaware Tribe of Indians of Oklahoma

**INTRODUCTIONS – INDIANA SHPO**

- Beth McCord, Director & Deputy State Historic Preservation Officer (SHPO)

**MEETING PURPOSE**

1. **Provide Overview** to Tribes of the ProPEL US 30 and US 31 studies
2. **Respond to Concerns** raised at Meeting #1 (2/23/23) for the ProPEL studies
3. **Communicate** future steps for ProPEL US 30 and US 31 studies



# PROPEL US 30 & US 31 STUDIES OVERVIEW

## PLANNING AND ENVIRONMENT LINKAGES (PEL)

- Planning study
- Used early (pre-NEPA development)
  - Before needs and solutions are identified
- Considers several factors
  - Transportation needs
  - Environmental resources
  - Community goals
  - Economic objectives
  - Public and agency input
- Can be used in NEPA\*



\*INDOT intends to carry forward the information, analysis and decisions from the ProPEL US 30 and US 31 studies into the NEPA process

## ProPEL US 30 & US 31



### Indiana Department of Transportation (INDOT)

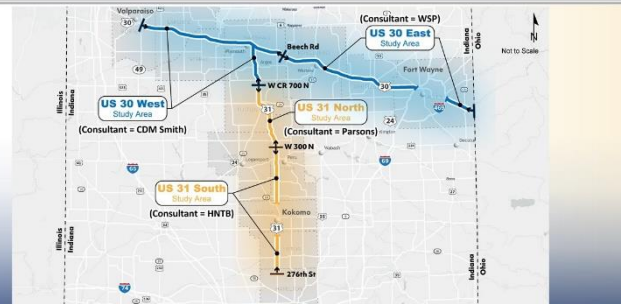
- Study owner
- Manages the planning process
- Tasked with implementing project recommendations
- Project Managers

### 4 Consultant Teams

- Completing outreach and technical work on behalf of INDOT

INDOT is overseeing the work of **four consulting teams: HNTB, WSP, CDM Smith, and Parsons** along the US 30 and US 31 corridors across the state

## ProPEL US 30 & US 31

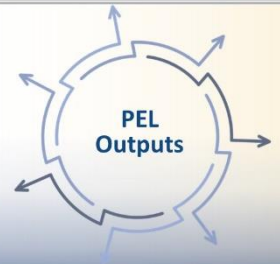


## ProPEL US 30 & US 31 STUDIES PROCESS



## ANTICIPATED STUDY OUTCOMES

- Purpose and need
- Reasonable alternatives
- Preliminary assessment of impacts, potential permits, mitigation
- Engaged and educated public and resource agencies
- Action plan to pursue reasonable alternatives



## CONSIDERATIONS RAISED AT MEETING #1

## CONSIDERATIONS FROM MEETING #1

1. Treatment of sensitive information
2. How information provided by Tribes will be used in the studies
3. Develop approach for future INDOT PEL studies

## TREATMENT OF SENSITIVE INFORMATION

- Studies will not request all culturally sensitive information within the ½ mile study area
- Rather, feedback and comments will be requested at specific points during the studies to aid the planning process
- If Tribes wish to provide sensitive information for a specific location, INDOT commits to treat it in accordance with the 2017 MOU between FHWA, IN SHPO, INDOT, and Tribes
- Information on specific locations will be Confidential and not shared publicly, similar to Section 106

## MOU BETWEEN FHWA, IN SHPO, INDOT, & TRIBES

G. The FHWA and INDOT shall ensure that consultation with other consulting parties, including local governments, shall not include the dissemination, beyond those who have an official need to know, of

confidential information except as mandated by federal or state laws. Confidential information is defined as information pertaining to Native American<sup>6</sup> sites, that, if disclosed may:

1. cause a significant invasion of privacy; risk harm to historic properties; or impede the use of a traditional religious site by practitioners (54 U.S.C. § 307103 et seq.);
2. risk harm to TCPs, traditional cultural landscapes, and traditional natural resources;
3. risk harm to archaeological sites that may contain burials or human remains, funerary objects, sacred objects and/or objects of cultural patrimony; or
4. risk harm to Native American historic properties in accordance with Section 304 of the NHPA.

## HOW INFORMATION WILL BE USED

- Goal of ProPEL is to do better transportation planning, before projects are identified
- Information provided by Tribes will be used:
  - To develop alternatives
  - To determine which alternatives are carried forward and which are eliminated
  - To identify commitments for future projects
- If possible, avoidance of sensitive resources will be a priority
- If avoidance is not possible, further coordination with Tribes will occur

## NEXT STEPS

## MOU BETWEEN FHWA, IN SHPO, INDOT, & TRIBES

WHEREAS, the FHWA, INDOT, and the signatory Tribes aspire to engage in meaningful, long-term planning for the appropriate consideration of cultural resources important to Tribes, and to pursue the following:

- develop a comprehensive and efficient tribal consultation process based upon education and understanding for Section 106 undertakings;
- continue to identify ways to streamline the Section 106 process and procedural requirements;
- recognize that Tribes share the responsibility to engage in effective consultation;
- involve the Tribes' cultural experts to a greater extent and at an earlier point than before the implementation of this MOU;
- devote the time and energy needed to identify relevant transportation problems threatening cultural resources important to the Tribes; and
- accomplish any additional goals identified through consultation and agreed upon by the parties;

## IC 14-21-1-32. CONFIDENTIAL ARCHAEOLOGICAL SITE INFORMATION

IC 14-21-1-32 Confidential archeological site information

Sec. 32. (a) Subject to subsections (b) and (c), the division may keep reports and information concerning the location of historic and archeological sites confidential if the director of the division determines that disclosure would likely:

- (1) risk harm to the historic or archeological site;
- (2) cause a significant invasion of privacy; or
- (3) impede the use of a traditional religious site by practitioners.

(b) The division may not disclose to the public reports and information required to be confidential under federal law.

(c) If the director of the division determines that reports and information should be confidential under subsection (a), the director of the department, in consultation with the director of the division, shall determine who may have access to the confidential reports and information.

## DEVELOP APPROACH FOR FUTURE PEL STUDIES

- Advisor is preparing a PEL Study Guidance Manual for use on future INDOT PEL studies
- Guidance Manual will include coordination with Tribes
- ProPEL US 30 & US 31: a test run of how that coordination should work

## ProPEL US 30 & US 31 – WHAT TO EXPECT

### Archaeological Resources Identification Memorandum

- Identifies recorded archaeological sites within 0.5 mile of the study corridor
  - State Historic Architectural and Archaeological Research Database (SHAARD) Map GIS files
  - Reviewed archaeological site location data in non-GIS SHAARD database by Public Land Survey System (PLSS) Section, Township, and Range
  - Includes National Register listed, eligible, and potentially eligible sites
  - Site eligibility may change once field surveys are completed

**\*\*No detailed field investigations completed. Field investigations will be completed, as appropriate, in the NEPA phase.**

## ProPEL US 30 & US 31 – WHAT TO EXPECT

### Documents for Tribes' Review – provided via email

#### 1. Archaeological Resources Identification Memo (attached to email)/Draft Purpose and Need Memo (website link)

- 8 documents, 2 for each study
- Meeting with Tribes to review information (can schedule or if requested)

#### 2. Alternatives Screening Memos

- 4 documents, 1 for each study
- 3-tiered alternatives screening
  - Universe of Alternatives Identification and Screening (memo review only)
  - Level 2 Alternatives Identification and Screening (memo review only)
  - Level 3 Alternatives Identification and Screening (memo review and meeting if requested)
- Meeting with Tribes to review information (can schedule or if requested)

#### 3. PEL Study & Recommendations Report

- 4 documents, 1 for each study



## US 31 North



September 1, 2023

RE: Invitation to Participate in ProPEL US 30 West Planning and Environment Linkages (PEL) Study, Review of Environmental Constraints Report, & Review of Draft Purpose and Need Report, Des. No. 2100113

Dear Resource Agency or Cultural Resources Stakeholder,

The Indiana Department of Transportation (INDOT) is conducting a Planning and Environment Linkages (PEL) study on the US 30 corridor in Porter, LaPorte, Starke, Marshall, and Fulton counties, Indiana, hereinafter referred to as ProPEL US 30 West. The ProPEL US 30 West study area is centered along US 30 from SR 49 in Porter County east to Beech Road in Marshall County. The study area also includes the section of US 31 between US 30 in Marshall County and West County Road 700 North in Fulton County.

The ProPEL US 30 and US 31 studies were introduced to state and federal resource agencies and cultural resources stakeholders during a virtual meeting on January 27, 2023. This letter is the next step for resource agency coordination for the ProPEL US 30 West study.

## PLANNING AND ENVIRONMENT LINKAGES (PEL) OVERVIEW

A PEL study is a way for transportation agencies to make and document planning decisions. PEL studies are a collaborative and integrated approach to transportation decision making that considers environmental, community, and economic goals early in the planning process. PEL studies occur early – before specific projects are identified – and engaged stakeholders at the earliest possible time, which allows INDOT to better understand community needs and to develop alternative solutions that meet those needs. The ProPEL US 30 West study will be conducted in coordination with resource agencies, stakeholders, and the public. Transportation planning products from the PEL study will shape and inform subsequent project-specific environmental reviews conducted in accordance with the National Environmental Policy Act (NEPA). More information on the PELs can be found at [Planning and Environment Linkages | Environmental Initiatives | Environmental Review Toolkit | FHWA \(dot.gov\)](#).

## INVITATION TO PARTICIPATE IN THE PEL STUDY

To encourage early, meaningful, and productive public and stakeholder engagement, INDOT invites you to participate in the ProPEL US 30 West study. Through the PEL study, INDOT is working with the community, stakeholders, and resource agencies to identify a draft purpose and need, as well as study area goals. Following the identification of needs and goals, INDOT will again work with the community, stakeholders, and resource agencies to identify and evaluate potential solutions to the study area needs and goals.

During the PEL study, agency coordination will occur through the transmittal of documentation for review and comment, as well as two virtual agency coordination meetings. Resource agency reviews of documentation and meetings are anticipated at the following three main steps in the study:

1. PEL Study Initiation Letter/Environmental Constraints Report/Draft Purpose and Need Report (report/memo review and meeting)
2. Alternatives Screening Memoranda
  - a. Universe of Alternatives Identification and Screening (memo review only)
  - b. Preliminary Alternatives Identification and Screening (memo review only)

*propelUS30.com*

- c. Reasonable Alternatives Identification and Screening (memo review and meeting)
3. PEL Study & Recommendations Report (report review only)

The study team would like your input to better understand any potential considerations that your agency believes are important to this PEL study. By way of this letter, INDOT invites you to participate in the ProPEL US 30 West study.

## ENVIRONMENTAL CONSTRAINTS REPORT

The ProPEL US 30 West Environmental Constraints Report is available for your review at the link below. This report documents potential environmental resources near the study area and is intended to be used as a tool during the PEL study. Information in the report was collected using on-line database searches, review of aerial imagery and Google maps, desktop GIS analysis, and limited field reconnaissance. Additional, more detailed field studies will be completed once projects and funding are identified, during normal project development coordination.

- [Environmental Constraints Report website link](#)

An Above-ground Cultural Resources Identification Memorandum is included as an attachment to the Environmental Constraints Report and is also included separately at the link below if you would prefer to only review information related to cultural resources.

- [Above-ground Cultural Resources Identification Memorandum website link](#)

An Archaeological Resources Identification Memorandum will be provided separately to the State Historic Preservation Officer (SHPO) for review.

## DRAFT PURPOSE AND NEED REPORT

The ProPEL US 30 West Draft Purpose and Need Report is available for your review at the link below. The purpose and need statement establishes “why” a study or project is being proposed and sets the foundation for the alternatives development and evaluation. The statement identifies specific transportation problems (needs) to be addressed and describes specific desired outcomes (purposes). The purpose and need statement helps determine a reasonable range of alternatives. Potential alternatives determined not to meet the purpose and need will be eliminated from further consideration. Additionally, project goals that are desirable, but not required outcomes, can guide the development and screening of potential alternatives, along with other factors, such as transportation performance, environmental impacts, benefits, and cost.

- [Draft Purpose and Need Report website link](#)

## VIRTUAL RESOURCE AGENCY & CULTURAL RESOURCES STAKEHOLDER MEETING INVITATION

We invite you to participate in a virtual Resource Agency & Cultural Resources Stakeholder Meeting on October 5, 2023, from 1:00 to 2:30 PM (EDT) via Microsoft Teams. An Outlook meeting invitation was previously sent out to all invitees with the Microsoft Teams link. At this meeting, we will provide a brief overview of the PEL study, discuss the ProPEL US 30 West study, summarize the results of the Environmental Constraints Report, discuss the Draft Purpose and Need Report, summarize public involvement to date, and answer any questions you have on the study.

*propelUS30.com*

Microsoft Teams meeting  
Join on your computer, mobile app or room device  
[Click here to join the meeting](#)  
Meeting ID: 230 959 792 87  
Passcode: eKvFjJ  
[Download Teams](#) | [Join on the web](#)  
Or call in (audio only)  
(844) 566-5330, 33078916# United States (Toll-free)  
Phone Conference ID: 330 789 16#

## REQUESTED INPUT

The ProPEL US 30 West study team requests the following information from resource agencies and cultural resources stakeholders at this time:

1. Please indicate if you are willing to participate in the ProPEL US 30 West study.
2. Please provide information on important resources along the study corridor if not included in the Environmental Constraints Report or Above-ground Cultural Resources Identification Memorandum.
3. Please indicate if there are resources of specific concern or importance along the study corridor.
4. Please provide any comments on the Draft Purpose and Need Report.
5. Please indicate if any permits or approvals may be required by your agency once a project (or projects) are identified.
6. Please provide any questions or concerns regarding the study if not listed above.

If possible, please respond within 45 days of the receipt of this letter to:

Gina Murphy, Resource Agency Coordination  
211 N. Pennsylvania Street, Suite 1750  
Indianapolis, IN 46204  
816.412.3115  
[MurphyGL@cdmsmith.com](mailto:MurphyGL@cdmsmith.com)

INDOT looks forward to your participation. Should you have any questions, please contact me at 317.829.9619 or [LackeyBW@CDMSmith.com](mailto:LackeyBW@CDMSmith.com).

Sincerely,



Brett W. Lackey  
Project Manager  
CDM Smith

*propelUS30.com*

cc: Jonathan Wallace, INDOT Project Manager  
Sandra Flum, INDOT Deputy Project Manager  
Laura Hilden, INDOT Director of Environmental Services  
Nicole Fohey-Breting, INDOT Manager of Environmental Policy Office  
Matt Coon, INDOT Manager, Cultural Resources Office  
Clint Kelly, INDOT Cultural Resources Office

*propelUS30.com*

## RESOURCE AGENCIES & CULTURAL RESOURCES STAKEHOLDERS LIST

### Federal Agencies

Kari Carmany-George, Federal Highway Administration  
Patrick Carpenter, Federal Highway Administration  
David Calease, National Park Service, Midwest Regional Office  
Erik Sandstedt, US Department of Housing & Urban Development, Chicago Regional Office  
Elizabeth McCloskey, US Fish and Wildlife Service, Northern Field Office  
Aaron Damrill, US Army Corps of Engineers, Detroit District  
Paul Allering, US Army Corps of Engineers, Detroit District  
Charles Uhlarik, US Army Corps of Engineers, Detroit District  
Ryan Cassidy, US Army Corps of Engineers, Detroit District  
Paul Leffler, US Army Corps of Engineers, Chicago District  
David Bucaro, US Army Corps of Engineers, Chicago District  
Alex Hoxsie, US Army Corps of Engineers, Chicago District  
Stasi Brown, US Army Corps of Engineers, Chicago District  
Kathleen Chernich, US Army Corps of Engineers, Chicago District  
John Allen, Natural Resources Conservation Service  
Elizabeth Pelloso, US Environmental Protection Agency, NEPA Implementation Section Region 5  
William Stanifer, US Coast Guard, Ninth District  
Michael Walker, US Coast Guard, Ninth District

### State Agencies

Alisha Turnbow, Indiana Department of Environmental Management, Groundwater Section  
Randy Braun, Indiana Department of Environmental Management, Wetlands and Stormwater  
Jay Turner, Indiana Department of Environmental Management, Wetlands and Stormwater  
Jason Randolph, Indiana Department of Environmental Management, Wetlands and Stormwater  
Jessica Gumbert, Indiana Department of Natural Resources, Division of Fish and Wildlife  
Erica Gummere, Indiana Department of Natural Resources, Division of Outdoor Recreation  
Dale Brier, Indiana Department of Natural Resources, Division of Outdoor Recreation

*propelUS30.com*



Tyler Lewandowski, Indiana Department of Transportation, Office of Aviation  
Kankakee River Basin and Yellow River Basin Development Commission

Local Agencies

Carrie Trent Kuchel, Starke County Environmental Management  
Chelsey Gordon, Porter County Storm Water Management  
Michelle Benson, Porter County Soil and Water Conservation District  
Jake McEvoy, Porter County Parks and Recreation  
Marshall County Soil and Water Conservation District  
Jeremy Sobecki, La Porte County Parks  
Chris Havens, La Porte Soil and Water Conservation District

Cultural Resources Stakeholders

Beth McCord, Indiana Department of Natural Resources, Division of Historic Preservation and Archaeology  
Chad Slider, Indiana Department of Natural Resources, Division of Historic Preservation and Archaeology  
Toni Giffin, Indiana Department of Natural Resources, Division of Historic Preservation and Archaeology  
Wade Tharp, Indiana Department of Natural Resources, Division of Historic Preservation and Archaeology  
Blake Swihart, Indiana Landmarks, Northwest Field Office  
Shirley Willard, Fulton County Historian  
Melinda Clinger, Fulton County Historical Society  
Kevin Matthew Pazour, Porter County Historian  
Donna Resetar  
Carley Lemmon, Valparaiso Historic Preservation Commission  
Bruce Johnson, La Porte County Historian  
Hanna Historical Society  
Danielle Adams, La Porte County Historical Society  
The Wanatah Historic Society  
Venita Cunningham, Starke County Historian  
Dolores Surfus, President; Starke County Historical Society  
Doris Freed, Secretary; Starke County Historical Society

*propelUS30.com*

Kurt West Garner, Marshall County Historian

Sandy Garrison, Marshall County Historical Society

Kurt Garner, Wythougan Valley Preservation Council, Inc.

Debra Parcell, Indiana Lincoln Highway Association, Inc.

John Hodson, Kankakee Valley Historical Society

# ProPEL US 30 West Resource Agency & Cultural Resource Stakeholder Meeting



October 5, 2023

## Introductions



## AGENDA



## Introductions – Study Team

US 30 West:

- Brett Lackey – CDM Smith
- Gina Murphy – CDM Smith
- Marian Hull – CDM Smith

Study Advisor:

- Adin McCann – HNTB
- Stacey Osborn – HNTB

## Introductions – FHWA & INDOT

FHWA:

- Kari Carmany-George
- Patrick Carpenter

INDOT Project Managers:

- Sandra Flum – US 30
- Jonathan Wallace – US 31

INDOT Environmental Services:

- Laura Hilden
- Nicole Fohey-Breting
- Drew Passmore
- Sandy Bowman
- Matt Coon
- Clint Kelly
- Cindy Mauro
- Susan Branigin

## Introductions – Resource Agencies

IDNR DHPA

- Beth McCord
- Chad Slider
- Toni Giffin
- Wade Tharp

Indiana Landmarks

- Blake Swihart, Northwest Field Office

Local Organizations/Individuals

- Melinda Clinger, Fulton County Historical Society
- Shirley Willard, Fulton County Historian
- Kevin Matthew Pazour, Porter County Historian
- Carley Lemmon, Valparaiso Historic Preservation Commission
- Bruce Johnson, La Porte County Historian
- Danielle Adams, La Porte County Historical Society
- Dolores Surfus, Starke County Historical Society
- Doris Freed, Starke County Historical Society
- Sandy Garrison, Marshall County Historical Society
- Kurt Garner, Wythougan Valley Preservation Council, Inc
- Debra Parcell, Indiana Lincoln Highway Association, Inc.

## Introductions – Resource Agencies

National Park Service

- David Calease

USACE

- Aaron Damrill, Detroit District
- Paul Allerding, Detroit District
- Charles Uhlarik, Detroit District
- Ryan Cassidy, Detroit District
- David Bucaro, Chicago District
- Alex Hoxsie, Chicago District
- Stasi Brown, Chicago District
- Kathy Chernich, Chicago District

USEPA

- Elizabeth Peloso

USFWS

- Elizabeth McCloskey

US Coast Guard

- William Stanifer, Ninth District
- Michael Walker, Ninth District

USHUD

- Erik Sandstedt

IDEM

- Allisha Turnbow, Groundwater
- Randy Braun, Wetlands/Stormwater
- Jason Randolph, Wetlands/Stormwater
- Jay Turner, Wetlands/Stormwater

Indiana Aviation

- Tyler Lewandowski

NRCS

- John Allen

IDNR

- Jessica Gumbert, Div. Fish & Wildlife
- Erica Gummere, Div. Outdoor Recreation
- Dale Brier, Div. Outdoor Recreation

## Meeting Purpose



1. **Provide an overview** of the ProPEL US 30 and US 31 studies.



2. **Share information and answer questions** regarding: environmental constraints, public involvement and the draft Purpose & Need for ProPEL US 30 West.



3. **Communicate** next steps for the ProPEL US 30 West study.

# PROPEL US 30 & US 31 STUDIES OVERVIEW



# ENVIRONMENTAL CONSTRAINTS



## ENVIRONMENTAL CONSTRAINTS REPORT

- Data Sources
  - Publicly available databases
  - Previous plans and studies
  - Field survey
  - Stakeholder coordination and public involvement (ongoing)
- Study Area
  - ½ mile radius around existing alignment (e.g., wetlands, streams, soils)
  - Five miles for Environmental Justice and narrows down to 500 feet from the edge of pavement for noise



## PLANNING AND ENVIRONMENT LINKAGES (PEL)

- Planning study
- Used early (pre-NEPA development)
  - Before needs and solutions are identified
- Considers several factors
  - Transportation needs
  - Environmental resources
  - Community goals
  - Economic objectives
  - Public and agency input
- Can be used in NEPA\*



\*INDOT intends to carry forward the information, analysis and decisions from the ProPEL US 30 West Study into the NEPA process

## ProPEL US 30 & US 31

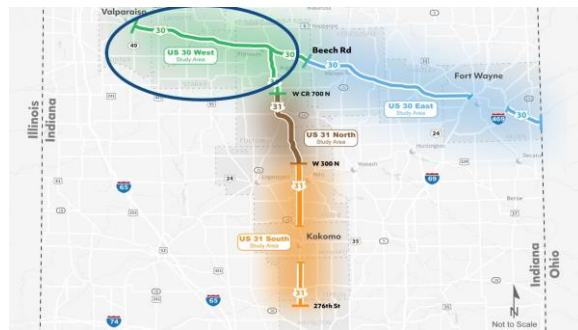


### Indiana Department of Transportation (INDOT)

- Study owner
- Manages the planning process
- Tasked with implementing study recommendations

### Four Consultant Teams

- INDOT is overseeing the work of: HNTB, WSP, CDM Smith and Parsons along the US 30 and US 31 corridors across the state.
- Teams complete outreach and technical work on behalf of INDOT.

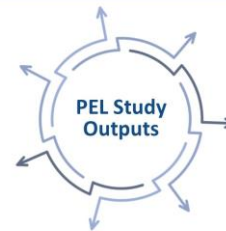


## ProPEL US 30 & US 31 STUDIES PROCESS



## ANTICIPATED STUDY OUTCOMES

- Identify Purpose & Need
- Preliminarily assess impacts, potential permits, mitigation
- Engage and educate stakeholders and resource agencies
- Develop a set of reasonable alternatives



## UNDERSERVED COMMUNITIES

- **Communities with environmental justice (EJ) concerns:** Minority populations (12.5%) and low-income populations (6.5%).
- **Disadvantaged Communities (DAC):** Communities present within the study area are based on federal tools identified by the USDOT.
- **Other underserved communities** including: persons with limited English proficiency (1.1%); households with limited vehicle access (4.9%); households with limited internet access (13%); and five mobile home/manufactured home parks found adjacent to the existing alignment.

## WATER RESOURCES

- 767 NWI wetlands
- 193 stream segments
- 16 floodplain polygons
- 56 IDEM 303(d) listed streams crossings
- 48 Muck/Peat soil crossings of existing alignment



Kankakee River

## LAND USE - Continued

- **LaPorte County**
  - Land use is agricultural in the US 30 corridor with the exceptions of Wanatah and Hanna. There are a few commercial properties and residences along the corridor.
- **Starke County**
  - Land use is agricultural along US 30 and residential in the town of Hamlet. Industrial zoning is near US 30 and 35.
- **Marshall County**
  - Land use is primarily agricultural along US 30 except within the city limits of Plymouth and the corporate boundaries of Bourbon and Argos. Along the US 31 corridor (south of the interchange with US 30), the current corridor is also primarily agricultural. There are existing residences along the study corridor within these agricultural areas, but most are scattered and along existing county roads.

## SUMMARY OF ENVIRONMENTAL FEATURES

<p><b>TRANSPORTATION:</b></p> <ul style="list-style-type: none"> <li>4.9% of households in study area have no motorized vehicle access</li> <li>7 railroads (3 crossings)</li> <li>3 airports</li> </ul>	<p><b>NATURAL RESOURCES:</b></p> <ul style="list-style-type: none"> <li>193 stream crossings</li> <li>16 floodplains</li> <li>767 NWI wetlands</li> <li>5 federally listed species</li> </ul>
<p><b>COMMUNITY RESOURCES:</b></p> <ul style="list-style-type: none"> <li>3 schools</li> <li>7 trail segments</li> <li>18 places of worship</li> <li>1 police station</li> <li>57 census tract block groups for underserved communities</li> </ul>	<p><b>CULTURAL RESOURCES:</b></p> <ul style="list-style-type: none"> <li>23 potentially eligible above-ground cultural resources</li> <li>14 cemeteries</li> </ul> <p><b>SECTION 4(f) RESOURCES:</b></p> <ul style="list-style-type: none"> <li>14 potential non-historic Section 4(f) sites</li> </ul>

## LAND USE

- Primarily agricultural with some residences and commercial properties
- **Porter County**
  - Along north side of US 30, generally developed on the north side of the roadway out towards CR N 450 E.
  - Along south side of US 30, there are commercial and industrial facilities but more cropland and larger wooded tracts of land
- **Fulton County**
  - To the west of US 31, the current land use is agricultural. To the east, the current land use is a landfill.



## PROTECTED SPECIES

- **5 federal threatened and endangered species**
  - Indiana bat
  - Northern long-eared bat
  - Eastern massasauga
  - Sheepnose mussel
  - Rayed bean



Indiana bat

## CULTURAL RESOURCES

- ABOVE-GROUND:**
- 23 "Outstanding" or "Notable" NRHP-eligible resources

- ARCHAEOLOGY**
- 40 sites but none were listed as "eligible" or "potentially eligible" for NRHP

- CEMETERIES**
- 14 sites



Argos Community Park

## SECTION 4(F) & SECTION 6(F) RECREATION AREAS

- **Section 4(f) resources:**
  - 3 managed lands
  - 4 recreational facilities
  - 7 planned trails
- **Section 6(f) resources:**
  - each county in the study area has section 6(f) resources
  - only Marshall County has five properties located within ½ mile search radius



Dunes Kankakee Trail

# SUMMARY OF PURPOSE & NEED



## STUDY ISSUES AND OUTCOMES

Issues (Need)	→	Desired outcome (Purpose)
<b>Regional and Statewide Mobility</b> – Maintain and improve safe, high-quality mobility for long-distance passenger and freight trips through and beyond the study area.		Improve overall corridor efficiency for longer distance passengers and freight trips
<b>Safety</b> – higher rates of crashes occur at conflict points along US 30 such as intersections, medians, crossings, and turning areas.		Improve safety to reduce the number and severity of crashes
<b>Corridor Access</b> – Reduce non-compliant access points to US 30 such as driveways and farm field approaches.		Consolidate access points while ensuring that residential, commercial, and emergency responders can access the corridor.
<b>Roadway Deficiencies</b> – certain medians, bridges and interchange ramps need improvements.		Enhance infrastructure of US 30 to improve the efficiency and reliability of US 30

# SUMMARY OF PUBLIC INVOLVEMENT



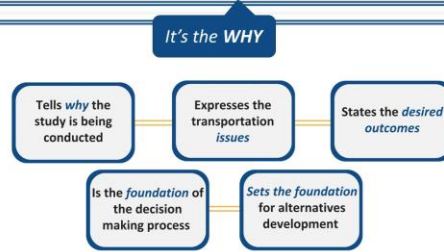
## STAKEHOLDER FEEDBACK



- More than 400 registered stakeholders
- 600+ public comments received
- Comment themes include:
  - Mobility and access to, from, and across US 30
  - Safety concerns
  - Maintaining the rural character of the corridor
  - Supporting agriculture and agricultural access
- Other comments mentioned economic development, bike, pedestrian, and transit concerns and environmental concerns.



## WHAT IS A PURPOSE & NEED STATEMENT?



## STUDY GOALS

1 Economic Development	2 Equity in Transportation	3 Multimodal Access and Connections	4 Emerging Technologies	5 Fiscal & Environmental Practicality	6 Corridor Character	7 Local Access
Provide adequate transportation infrastructure to support local economic development goals.	Provide equitable solutions that consider the needs of underserved communities.	Accommodate non-vehicular modes of travel and transit in and crossing the study area.	Support technologies and related infrastructure, including alternative fuel, autonomous or shared vehicles.	Identify locally responsible investments and avoid/minimize impacts to the historic and natural environment.	Maintain character of local communities within the corridor.	Balance transportation improvements with maintaining and improving local access.

## PUBLIC OUTREACH & ENGAGEMENT

- 5 public information meetings (in-person and on-demand)
- 2 Stakeholder Advisory Committee meetings
- 20+ community outreach activities (special events, fairs, festivals, office hours)
- 10+ community presentations
  - Local Economic Development Organizations
  - Farm Bureau
  - Planning Commissions
  - Media
  - Legislators

## COMMUNITIES WITH EJ CONCERNS

- Intentional, targeted outreach to communities with Environmental Justice concerns in the study area continues
  - Hosted a series of in-person "office hours" in libraries located in EJ communities
  - Public meeting postcard invitations sent via Every Door Direct Mail
  - Public meeting locations
- Translated study fact sheet and FAQ materials to Spanish





## NEXT STEPS/ACTION ITEMS

What are we requesting from resource agencies/cultural resource stakeholders?

1. Please provide information on important resources along the study corridor if not included in the Environmental Constraints Report or Above-Ground Cultural Resources Identification Memorandum.
2. Please indicate if there are resources of specific concern or importance along the study corridor.
3. Please provide any comments on the Draft Purpose and Need Report.
4. Please indicate if any permits or approvals may be required by your agency once a project (or projects) are identified.
5. Please provide any questions or concerns regarding the study if not listed above.

**\*If possible, please respond on or before October 16, 2023.**

## POTENTIAL SOLUTIONS

**THANK YOU!**



## United States Department of the Interior Fish and Wildlife Service



Indiana Field Office (ES)  
620 South Walker Street  
Bloomington, IN 47403-2121  
Phone: (812) 334-4261 Fax: (812) 334-4273

October 12, 2023

IPaC Project Code 2023-0024302

Ms. Gina Murphy  
CDM Smith  
211 North Pennsylvania Street, Suite 1750  
Indianapolis, Indiana 46204

Project No.: Des. 2100113  
Project: ProPel US 30 West  
Location: Porter, LaPorte, Starke, Marshall, and Fulton Counties, Indiana

Dear Ms. Murphy:

The U.S. Fish and Wildlife Service (FWS) has reviewed the ProPel US 30 West Draft Environmental Constraints Report (ECR), dated August 21, 2023, and the Draft Purpose and Need Report (PNR), dated June 5, 2023, and has the following comments.

These comments have been prepared under the authority of the Fish and Wildlife Coordination Act (16 U.S.C. 661 et. seq.) and are consistent with the intent of the National Environmental Policy Act of 1969, the Endangered Species Act of 1973, as amended, and the U. S. Fish and Wildlife Service's Mitigation Policy.

The Draft ECR provides information about currently known environmental, cultural, and socioeconomic resources within the ProPel US 30 West study area, which is a mile wide corridor (buffer) centered on the highway from SR 49 at Valparaiso to Beech Road in Marshall County (53.2 miles) and US 31 south from US 30 at Plymouth to CR 700 North in Fulton County, 1 mile south of the Marshall County line (13.9 miles).

The Draft ECR explains that much of the information provided in the document, and depicted on the maps, is based on GIS data sets compiled by the INDOT Site Assessment and Management Team that address such topics as wetlands and streams, hazardous material concerns, and infrastructure. However, there appear to be some location and/or name issues, such as the site labeled Orville Redenbacker Popcorn (Appendix D, page D-47) being shown in the middle of US 30 on the east side of Crooked Creek. The company name is currently Specialty Food Group, and it is located along the north side of US 30 about 0.75 mile west of the site shown on the map. On page D-53, a site labeled Hi-De-Ho Truckstop at Grovertown is shown to have a leaking underground storage tank, but the site is a vacant lot. On page D-2, the Dunes Kankakee Trail is depicted, but that trail currently is just a proposal and does not exist on-the-ground; the only existing portion of the Trail is about 2 miles in northern Porter County between Indiana Dunes State Park, Indiana Dunes National Park, and the Indiana Dunes Visitor Center.



The Water and Mining/Mineral Resources maps can show areas as lakes, but they depict several large sand/gravel quarries as wetlands. These include the several-hundred-acre Shaker GT LLC quarry at US 30 and SR 39 (page D-28), Irving Materials along US 31 in Plymouth (D-36), and the adjacent Stockberger Group (page D-40). Large, excavated waterbodies such as these have a National Wetlands Inventory (NWI) designation as Lacustrine; therefore, they should also have that designation in the INDOT data.

Section 4.1.4. discusses infrastructure, including trails. It is stated that there are 7 trails within the project study area and mentions “9 segments”, but no explanation of segments is provided. As previously stated, the Dunes Kankakee Trail does not yet exist within the project area. There is no indication what is meant by “Valparaiso Trails” or “Valpo Priority Loop and Spines” since nothing by those names are shown on the map (D-2) and the City of Valparaiso has numerous trails. It should be indicated that the Kankakee River Corridor is a water trail (canoeing/kayaking). Wanatah Park Trail is not shown on the map, although a trail seems to be depicted along the old Monon Railroad alignment (D-4). Although that old north/south right-of-way is owned by the Town, it has not yet been turned into an official trail.

Recreational Facilities such as public parks and private campgrounds are discussed in Section 4.1.5. However, Pioneer Wetland is not a recreation site; it is wetland that was restored by the FWS’s Partners for Fish and Wildlife Program, in partnership with the Indiana Department of Natural Resources (IDNR) and Ducks Unlimited, so it is a private wildlife habitat. The large, diverse Centennial Park in Plymouth along Yellow River is not mentioned as a recreational facility (Section 4.1.5.6.) although it is as a Managed Land (4.1.5.9.). Also, the location of Centennial Park depicted on the map (D-12) is not correct. It is shown on the north side of US 30 adjacent to the Plymouth Municipal Airport and the SR 17 interchange; however, it is actually located southeast of the interchange, south of Plymouth-Goshen Trail.

Streams are discussed in Section 4.2.3., where it is stated that Salt Creek in Porter County is crossed by US 30 within the project study area. That is not correct. Salt Creek is crossed by US 30 about 2 miles west of the SR 49 interchange and is not within the 1-mile-wide study corridor.

Information about natural resources within the study area is essentially correct except for the species protected by the Endangered Species Act – the species list and critical habitat designations have changed since the Information for Planning and Consultation (IPaC) report was provided on February 7, 2023, particularly pertaining to mussels. IPaC reports are good for 90 days after they are issued, so a project proponent should regularly request a new list in order to be aware of newly listed species and species proposed for listing. When you update the report, please provide us a copy for our review.

Most of the project study area is within the Yellow River/Kankakee River Watershed, which does not support any Federal listed mussel species. However, the extreme south end of the study area along US 31 in Fulton County is within the Tippecanoe River Watershed, as is the eastern section of US 30 in the vicinity of Bourbon in Marshall County. The Tippecanoe River has the highest diversity of mussels in Indiana, including a number of Federal threatened or endangered species.

The IPaC endangered species report of February 7, 2023, lists only 2 endangered mussel species, however, there are several additional listed species within the reach of the Tippecanoe River into which the project area drains. These include the endangered clubshell (*Pleurobema clava*) and the threatened rabbitsfoot (*Quadrula cylindrica cylindrica*), which have both been listed for a number of years. We do not know why these 2 species were not included in the IPaC report, although there may have been some type of error in the system.

The round hickorynut mussel (*Obovaria subrotunda*) was listed as threatened by Federal Register Notice of March 9, 2023, with an effective date of April 10, 2023; at the same time, critical habitat was designated for the species, which includes the entire Tippecanoe River within Fulton County, in addition to sections in

adjacent counties. The Federal Register Notice of the listing and critical habitat designation can be found at <https://www.govinfo.gov/content/pkg/FR-2023-03-09/pdf/2023-03998.pdf#page=1>.

In addition, the salamander mussel (*Simpsonaias ambigua*), which is found in the Tippecanoe River and several other Indiana streams, was proposed for listing as an endangered species by Federal Register Notice of August 22, 2023. Critical habitat for the species, including within the Tippecanoe River, was proposed at the same time. The Federal Register Notice can be found at <https://www.govinfo.gov/content/pkg/FR-2023-08-22/pdf/2023-17668.pdf>.

Also, the tricolored bat (*Perimyotis subflavus*) has been proposed for listing as endangered, with the entire state of Indiana being within the range; we do not know when this proposed listing will be finalized, but it could occur at any time. The listing was proposed by Federal Register Notice of September 14, 2022, but apparently the species was not yet included in IPaC at the time of your query. The Federal Register Notice can be found at <https://www.govinfo.gov/content/pkg/FR-2022-09-14/pdf/2022-18852.pdf#page=1>. No critical habitat has been proposed for the species at this time.

The eastern massasauga is known from several locations in the vicinity of Argos in Marshall County; however, it is not known from any sites within or near the 1-mile-wide project study area.

At this time, the USFWS does not have comments on the Draft Purpose and Need Report.

We appreciate the opportunity to review these documents. For further discussion, please contact Elizabeth McCloskey at [elizabeth\\_mccloskey@fws.gov](mailto:elizabeth_mccloskey@fws.gov).

Sincerely yours,

/s/ *Elizabeth S. McCloskey*

for Susan E. Cooper  
Supervisor

Sent via email September 12, 2023; no hard copy to follow.

Gina Murphy, AICP  
Regional Team Leader  
CDM Smith  
8080 Ward Parkway, Suite 100, Kansas City, MO 64114

October 13, 2023

RE: US 30 West Above-Ground Cultural Resources Identification Memorandum-Marshall County Resources

Dear Ms. Murphy,

Thank you for including me as Marshall County Historian, as a stakeholder in the environmental review for the Propel Project for US 30 and 31 in Indiana. I have reviewed the memorandum published in April 2023 and wanted to provide comments on historic resources identified, some that were not identified, and a few general comments about historic transportation corridors.

#### HISTORIC RESOURCES from Marshall County Interim Report/Survey

099-516-20037 Marshall County Infirmary/NR. It should be noted that the former poor farm cemetery containing about 100 graves is located on this site at an unmarked location. A memorial stone with plaque is located on the site, now owned by David's Courage, but all cemetery markers, fencing, etc., that may identify its location were removed prior to the survey.

099-516-20054 Samuel Tabor Farm. This is one of the few extant historic buildings that can be tied directly to a pioneer family. The Tabors had the first white child born in Marshall County, has ties to the construction of the Michigan Road, and started a cemetery nearby. There is some speculation that additional graves are located on the property the house is situated on. I believe that the house is eligible for the National Register given its type/style and pioneer family association.

099-022-44033 William Foker House. William Foker is a legendary stonemason not only in Argos, but a broader region that stretches from Kokomo to Chicago. His personal residence includes all Foker's design techniques, learned from French stone carvers, and interpretations of flowers, birds, stars, and his famous "wheel" found in many of his works. I believe that his residence is eligible for the National Register given its impressive craftsmanship (architecture) and association with Foker.

099-560-45019 Boots-Myers Cabin. The report indicates the cabin is no longer extant. That is correct, at this location. It was relocated to Potawatomie Wildlife Park in Tippecanoe Township after the survey.

#### HISTORIC BRIDGES

While not in Marshall County, it should be noted that Starke County Bridge No. 141 once carried the Yellowstone Trail across Robbins Ditch. It would seem eligible for the National Register under transportation (particularly with that association) and engineering.

---

## HISTORIC CEMETERIES

099-299-20046 Hindel Cemetery. The small family cemetery was in the path of the Lincoln Highway when it was routed through Marshall County in 1927-28. A portion of graves were relocated to a corner of the cemetery in order to construct the route.

099-061-30044 Old Parks Cemetery. Prior to construction of the railroad in 1853-54, the original settlement that became Bourbon was located in this area. The village was replatted and placed by the railroad leaving the pioneer village cemetery behind, all that is left of the original settlement.

## HISTORIC RESOURCES NOT ENUMERATED IN THE SURVEY OR MEMORANDUM

Segment 4 Because of the historic route of the Lincoln Highway, several resources related to the route are located in Marshall County. Two notable resources associated with the highway are located in Segment 4 on the south side of the route (Old 30). A concrete Lincoln Highway Marker (1928) is near a fence line on the corner of a property, largely covered with brush. A former motel on the highway is also located on the south side of the route. These two resources are important to the historic significance of the Lincoln Highway. The NPS also completed a survey in 2004.

Segment 5 While not located in the segment/study area, it should be noted that Jacoby Church & Cemetery (NR) on King Road are within the viewshed of US 31 just north of US 30.

Segment 6 The Indiana SHPO undertook a rather extensive study on Post-WWII housing in Indiana in the mid-2010s. This resulted in a multiple properties documentation form for housing developments of this period, largely suburban in nature. McQueen's Addition, in the northwest corner of Lincoln Highway and US 31, in segment 6, is likely eligible for the National Register under this MPDF and was one of if not the first suburban developments in Plymouth.

## HISTORIC TRANSPORTATION CORRIDORS

Marshall County has a rather unique distinction with a network of crisscrossing historic transportation routes, many of which became part of the Indiana State Highway System under US 30 and 31. This "Historic Crossroads" has become an important cultural and tourist distinction for Marshall County.

These historic routes within the study area include both the Historic Michigan Road and Lincoln Highway, both of which were named Indiana State Scenic Byways in 2012. Both byways have corridor management plans that were provided to INDOT in 2016 and 2020. These corridor management plans include lists of historic resources and other items that may be of interest to you.

Of paramount importance with regard to these byways, is the ability to maintain connectivity allowing motorists to easily travel the scenic byways without difficulty. With this in mind, two locations in Marshall County are important to mention.

One is the short segment of US 31 that overlays the Historic Michigan Road (1829-1835) between Plymouth and Argos. It will be important to maintain a link for travelers to continue on the Michigan Road while traveling the historic byway. This route was part of the Trail of Death in 1838, it carried a

portion of the Yellowstone Trail in this area, and the Dixie Highway overlaid the Michigan Road between South Bend and Indianapolis in the early 1900s.

The second is at the west end of Lincoln Highway/Old 30 where it joins US 30 west of Donaldson. Unfortunately, much of modern-day US 30 overlays the Lincoln Highway from this point west to where it departs US 30 and follows westward into Hamlet on the old route. The Yellowstone Trail also overlaid a section of this route between Plymouth and Donaldson.

Both the Michigan Road (Old 31) and Lincoln Highway (Old 30) were the recipients of highway beautification programs in the mid-1930s. In fact, the very first implementation of this federal relief era program in Indiana was on the section of Old 31 from north of Plymouth to Rochester. The beautification program was mostly characterized by tree plantings in groups of a few to a dozen trees of native varieties. Many of these trees survive today on both Old 30 and 31. This is particularly true in the segment that overlays the US 31 crossing of Old 30.

Two other historic transportation corridors developed very early in the county's history, even prior to the formation of the county and Plymouth. These are the Plymouth-LaPorte Trail and Plymouth-Goshen Road. Both LaPorte and Goshen wanted to connect to the Michigan Road when it was surveyed and built between Madison, IN and Michigan City, IN in 1829-1835. Both counties constructed routes to lead to the crossing of the road over the Yellow River in what would become Plymouth. Both of these routes are crossed by US 30 today within the study area.

Thank you again for the opportunity to comment on the memorandum. I am happy to provide additional information on the items I have mentioned above if requested.

Sincerely,



Kurt West Garner, Marshall County Historian

Co-founder, Historic Michigan Road Association; President, Wythougan Valley Preservation Council

cc: Sandy Garrison, Director, Marshall County Historical Society  
Jeff Blair, President, Indiana Lincoln Highway Association  
Jim Grey, President, Historic Michigan Road Association  
Todd Zieger, Director, Indiana Landmarks Northern Regional Office

# APPENDIX L: ADDT'L STAKEHOLDER OUTREACH

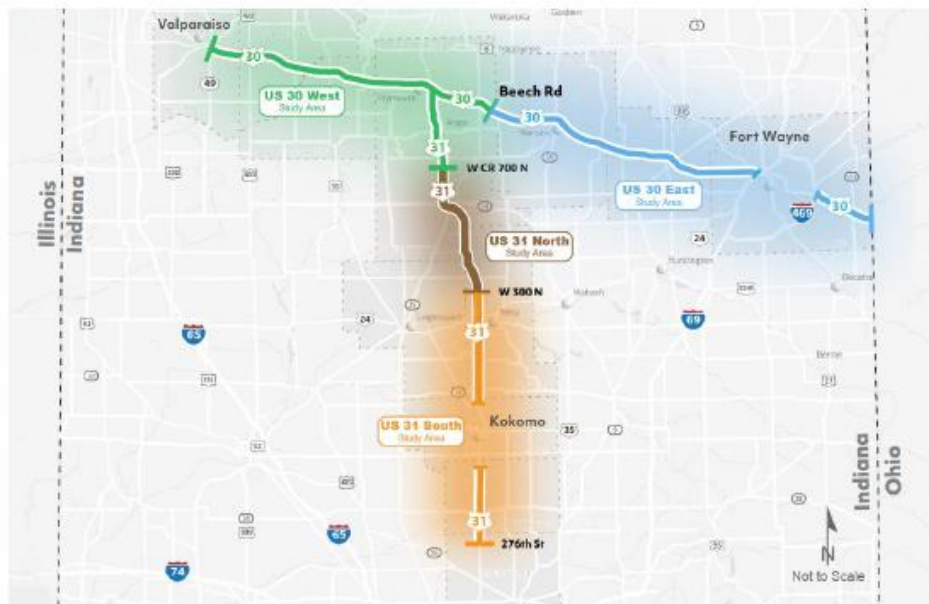
## Indiana Trucking Association Survey

The ProPEL US 30 and 31 study teams are asking for your input for planning studies along these vital transportation corridors in northern Indiana. These studies will inform the future as we look at the long-term vision for the US 30 and 31 corridors. Your input can help us make informed decisions that will guide the next generation of transportation investments in these corridors.

Please take a few minutes to complete this survey regarding your experience while traveling these corridors, any location-specific issues or concerns that you may have, and what potential future improvements you would like to see.

Your valuable feedback will help the study teams evaluate what is possible along the corridors, so that the Indiana Department of Transportation can build smarter transportation and stronger communities.

Note: The 180-mile study area includes more than 600 access points: US 30 from Valparaiso to the Indiana/Ohio state line (excluding I-69 and I-469 around Fort Wayne), as well as US 31 between Hamilton County and Plymouth (excluding the Kokomo bypass ), from north of 276<sup>th</sup> Street in Hamilton County to the State Route (SR) 931 south junction in Tipton County, and from the SR 931 north junction in Howard County north to County Road (CR) West 300 North in Miami County.



1. Please tell us your home zip code.

\_\_\_\_\_

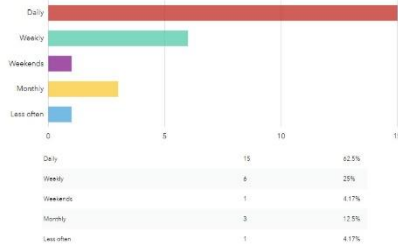
2. Which corridor do you travel?
  - US 30 corridor
  - US 31 corridor
  - I travel both US 30 and US 31 corridors
  
3. For which type of travel do you most often use the US 30 and/or US 31 corridors?  
(Select all that apply)
  - Connection to local route or transit stop
  - Travel through, I do not stop in the corridor
  - Moving goods/delivering services
  - Other

\_\_\_\_\_
  
4. How often do you use the US 30 and/or US 31 corridors?  
(Select all that apply)
  - Daily
  - Weekly
  - Weekends
  - Monthly
  - Less often
  
5. What time of day do you typically travel the US 30 and/or US 31 corridors?  
(Select all that apply)
  - All the time because I live nearby
  - Early morning (before 6 a.m.)
  - Morning commute (6 - 9 a.m.)
  - Midday (10 a.m. - 3 p.m.)
  - Afternoon commute (4 - 7 p.m.)
  - Evening (7 - 10 p.m.)
  - Late night (After 10 p.m.)
  
6. Where are the specific locations along US 30 and/or US 31 that you have encountered a transportation issue or concern? Please include both the location as well as a brief description of the issue or concern.  
  
\_\_\_\_\_
  
7. What kind of future potential improvements do you suggest for the US 30 and/or US 31 corridors?  
  
\_\_\_\_\_
  
8. Enter your email address below if you would like to receive updates about the study.





**How often do you use the US 30 and/or US 31 corridor(s)? Select all that apply.**



**Where are the specific locations along US 30 and/or US 31 that you have encountered a transportation issue or concern? Please include the location and a brief description.**

- Peru. There is just one stoplight on US 31 north of US 24 that can often be a cause for concern as a loaded truck can be difficult to stop in time. The bypass around Kokomo was a phenomenal improvement for transit time and safety.
- Many stoplights and traffic, which increases fuel consumption, emissions, and labor costs (slower travel = more hours).
- Kosciusko County has too many stoplights.
- Construction is the common issue.
- Columbia City, Warsaw, I-65
- Columbia City to Fort Wayne, Warsaw
- Business 31 and US 31 near Peru
- A lot of truck traffic on US 30. Warsaw and Columbia City are the new Kokomo with stoplights and slow traffic. Overall, US 30 is unsafe for the amount of access points and traffic volume.
- We have trucks on both of these routes at least weekly. The only consistent issue with US 30 is that it's wide open and can be bad in the winter with snow blowing across the roads. My daughter lives in Fort Wayne but works in Warsaw, and she drives US 30 every day. Winter driving is a real concern for her. The main issue with US 30 is just the number of slow downs and stoplights. Going to Chicago, I-69 to the toll road is not the most direct route, but a better option.

**Where are the specific locations along US 30 and/or US 31 that you have encountered a transportation issue or concern? Please include the location and a brief description.**

- Primarily in the cities/towns, population centers.

**What kind of future potential improvements would you suggest for the US 30 and/or US 31 corridor(s)?**

- Limited access. More warning of approaching signals. Longer time for signals on the yellow light.
- Flashing yellow signals in turn lanes that cross oncoming traffic, controlled u-turn lanes like the one recently installed at Coesse School east of Columbia City. Fewer access points to US 30 and eliminate multiple traffic lights.
- Drop lots for future doubles transportation on the outside of Indianapolis. I am pushing for future lobbying for twin 4B's running off the toll road/turmpike to run north/south corridors for greater supply chain improvement and greener commercial highway commerce. These would break apart in lots outside of Indianapolis and Louisville to be peddled to the city limits. This would be an ideal corridor for this between South Bend and Indianapolis. Even to have one in the Plymouth area as we would love to run 30 east and west having lots between Valpo and Ft. Wayne. A bypass around Warsaw and Columbia City area would be worth considering as it was for Kokomo. It would lessen GHG and improve highway transit for commercial vehicles while lessening congestion for civilian drivers in the local area.
- Complete limited access roadways and no stoplights on US 31. Reduce or reroute US 30 around municipalities such as Warsaw to eliminate multi-light traffic jams.
- Bypass Warsaw and Columbia City. Work to make US 30 the same as US 31 improvements. Reduce the number of stoplights.
- Bypass through population centers and/or bridges to allow for the avoidance of traffic lights.

**What time of day do you typically travel the US 30 and/or US 31 corridor(s)? Select all that apply.**



**Where are the specific locations along US 30 and/or US 31 that you have encountered a transportation issue or concern? Please include the location and a brief description.**

- Warsaw. Too much traffic and too many stoplights.
- US 31, Kokomo to 24. Lights and side road access are dangerous and promote aggressive driving from four-wheelers.
- US 30 between Fort Wayne and Warsaw. Too many stoplights. Vehicles run red lights.
- US 30 through Warsaw and Columbia City. Both the volume of traffic, truck and other, combined with the commercialization, stoplights, and lane restrictions through these corridors makes travel through these areas hazardous to the motoring public. Trucks slow to start off the multiple lights creates congestion. Lighter trucks and cars trying to maneuver around and through this congestion while making turns in and out of this continue to both frustrate drivers and create potentially hazardous interactions. The long-term plan for US 31 shows a good solution to the motoring public. Limited access with ramp interchanges shows an improvement in safety. Limiting commercialization of these interchanges would also prevent future risk.
- The 31-mile stretch (Miami County) between Howard and Fulton Counties. There are four stoplights currently in Miami County and way too many cross streets to count. The accident ratio for Miami County has to be way above the average for the 31 corridor from Indianapolis to South Bend. For several years, the rumor has been that the state is giving consideration to putting Michigan left turns on US 31, and that is a terrible thought on this fast-paced road.

**What kind of future potential improvements would you suggest for the US 30 and/or US 31 corridor(s)?**

- Upgrade to interstate standards.
- With the current layout of Warsaw, creating a restricted bypass around the city as well as Columbia City would be the safest alternative. However, this may not be cost effective for the state. Continuing truck lane restrictions are ineffective from a real-world perspective, and it continues to cause safety concerns in those areas.
- Repave and widen the entire road.
- Remove the stoplights.
- Our business along with others are located just south of Business 31 and US 31 on the west side of US 31. It would be very nice to put a full interchange at Business 31 and US 31 with frontage road access to and from our location so we don't have right in and right out access only. We park more than 100 truck that come and go every morning and afternoon Monday through Saturday. If we only have right in and right out, no one knows how far south you have to go to go back north and vice versa. That computes to more than 400 trips in and out just for our location.
- On/off ramp-only access between larger cities and towns.
- No idea how you could do it, but I would say limit the number of access points to the highway so that traffic is able to flow better.
- Limited access throughout.

**What kind of future potential improvements would you suggest for the US 30 and/or US 31 corridor(s)?**

- Four-lane freeway access on US 31 just as our past Gov. Daniels had intended it to be back in 2006 when he made the deal on I-80 to fund this improvement!