



US 30 East

Resource Agency, Stakeholder & Public Involvement Summary #2

August 1, 2023

This report was finalized prior to the issuance of several Executive Orders (EOs) and one United States Department of Transportation (USDOT) order, including:

- *Federal EOs: EO 14154, EO 14148, EO 14173, and EO 14281;*
- *State EOs: EO 25-49, EO 25-37, and EO 25-14;*
- *USDOT Order 2100.7*



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1. STUDY OVERVIEW

ProPEL is an INDOT initiative for transportation planning that uses collaborative Planning and Environmental Linkages (PEL) studies to consider environmental, community and economic goals early in the planning process. Through the PEL studies, INDOT aspires to create smarter transportation systems that build stronger communities.

The ProPEL US 30 and 31 studies span 180 miles across 12 counties. The ProPEL US 30 East study area extends from Beech Road in Marshall County to the Indiana/Ohio state line in Allen County. It includes Marshall, Whitley, Kosciusko, and Allen counties.

This report provides a summary of the information provided at two (2) Stakeholder Advisory Committee meetings, two (2) in-person public information meetings, and one (1) virtual public information meeting, as well as the feedback from agency and stakeholder coordination and feedback that was collected from the public during the Purpose and Need phase of the study from Sunday, January 1, 2023 through Monday, July 31, 2023. Public feedback will continue throughout the remaining phases: Alternatives Analysis and the completion of the PEL Study.

2. PURPOSE OF THE PUBLIC ENGAGEMENT

Feedback from residents, motorists, local and statewide leaders, businesses, and others is vital to the success of the studies. Along with the other study areas, the ProPEL US 30 East study team is gathering public feedback throughout the planning process. The initial round of public engagement occurred October 2022 through December 2022 as part of the Vision and Scoping phase of the ProPEL study. The Purpose and Need phase began in January 2023. Public comments were received through the end of July 2023. The intent of the Purpose and Need public engagement was to:

- Reintroduce the concept of a Planning and Environmental Linkage (PEL) study
- Publicize the scope of the ProPEL US 30 East Study process
- Share public feedback gathered to date
- Identify the study's draft desired outcomes (purpose) and transportation issues (needs) based on public input and on technical and environmental analysis
- Identify the study's Goals
- Solicit and receive stakeholder feedback on the initially identified study Purpose, Needs, and Goals
- Refine the study's Purpose and Need Statement
- Communicate ways to participate in the ProPEL US 30 East Study



3. OUTREACH AND ADVERTISEMENT

The study team conducted stakeholder and public outreach to raise awareness of the ProPEL US 30 Purpose and Need phase of the study, encourage participation, alert the public to meeting dates, and solicit feedback during the public comment period. **Figure 2** contains a summary of these efforts.

Table 1: ProPEL US 30 East Outreach Efforts

Outreach Efforts		Date(s)
Stakeholder Advisory Committees	Virtual meetings	05/22/23; 05/23/23
Public Information Meetings	In-person – New Haven and Columbia City	06/08/2023; 06/13/2023;
Virtual Public Information Meeting	Launched via propelUS30.com	06/23/2023
Website Information	ProPELUS30.com	05/23/2023
INDOT Press Release (Appendix A)	INDOT media list	05/22/2023
Media Alert (Appendix B)	INDOT media list	06/06/2022
Social Media Posts (Appendix C)	Twitter, Facebook & Instagram posts with in-person meeting information	05/12/2023; 05/17/2023; 06/01/2023; 06/08/2023;
	Twitter, Facebook & Instagram posts with virtual meeting information	06/23/2023; 07/31/2023
	Twitter, Facebook & Instagram with PIM recap	07/25/2023
Stakeholder Email Blasts (Appendix D)	754 recipients and 56% open rate	05/23/2023
	759 recipients and 50% open rate	06/01/2023
	757 recipients and 54% open rate	06/06/2023
	843 recipients and 53% open rate	06/23/2023
	843 recipients and 51% open rate	07/14/2023

	372 recipients and 24% open rate (as of 7/27/2023)	7/27/2023
Public Notices (Appendix E)	The Post and Mail	5/27/2023 6/3/2023
	Journal-Gazette	5/25/2023 6/1/2023
	Times-Union	5/25/2023 6/1/2023
	El Puente (online)	5/24/2023 to 6/13/2023
	Mail-Journal (print) and Ink-Free News (online)	5/31/2023
Community Office Hours & Community Engagement Events	New Haven (COH) - New Haven Community Center	01/11/2023
	Warsaw (COH) - Warsaw Community Public Library	01/12/2023
	Warsaw (COH) - Warsaw Community Public Library	02/08/2023
	Columbia City (COH) - Peabody Public Library	02/09/2023
	Indiana Farm Bureau Meeting	02/13/2023
	Kosciusko County Winter Farmers Market (Warsaw)	03/18/2023
	Columbia City (COH) - Peabody Public Library	03/22/2023
	US 30 East Economic Development Roundtable (virtual)	03/28/2023
	New Haven (COH) - New Haven Community Center	03/29/2023
	Johnson & Johnson (DePuy Synthes) Meeting	04/11/2023
	Warsaw (COH) - Warsaw Community Public Library	04/21/2023
	Warsaw (COH) - Our Lady of Guadalupe Catholic Church (Spanish language event)	04/23/2023
	New Haven (COH) - New Haven Community Center	04/25/2023
	Indiana Legislative Briefing (virtual)	05/11/2023
	Columbia City (COH) - Peabody Public Library	05/11/2023
	Warsaw (COH) - Warsaw Community Public Library	05/19/2023
	Fat and Skinny Tire Festival (Warsaw)	05/19/2023
	Warsaw (COH) - Ivy Tech Community College Warsaw	06/16/2023
	Whitley County 4-H Fair (Columbia City)	07/19/2023
	Pierceton (COH) - Pierceton Public Library	07/20/2023
	Columbia City (COH) - Peabody Public Library	07/20/2023
PIM Promotional Postcard Distribution (Appendix F)	<p>Distributed a total of 500 postcards to:</p> <ul style="list-style-type: none"> 13 public libraries, and municipal and county government buildings in Kosciusko, Whitley and Allen counties. Residences at 8 mobile home communities along or close to US 30 within the study area. This outreach was targeted to engage underserved populations. 	06/02/2023

4. STAKEHOLDER ADVISORY COMMITTEE

The study team established two Stakeholder Advisory Committees, which includes representatives from local agencies, residents, community organizations, churches, social service providers, emergency service providers, businesses and business organizations. One Stakeholder Advisory Committee included individuals from the eastern-most study area – from Fort Wayne to the Ohio state line. The second included representatives from the western study area, Warsaw to Fort Wayne, which connects to the US 30 West study area. Virtual meetings with each occurred Monday, May 22, and Tuesday, May 23. The purpose of these meetings was to present the draft Purpose and Need and solicit feedback from the community stakeholders. The study team also encouraged the committee members to assist in raising community awareness about the study and its feedback opportunities. Meeting materials and summaries are included in **Appendix G**.

5. US 30 & 31 COALITIONS PRESENTATIONS

The ProPEL Advisor team and US 30 East team met virtually with members of the US 30 and US 31 Coalitions to provide an update on the studies, discuss community and stakeholder engagement activities, provide information on next steps, and answer any questions from attendees. The US 30 Coalition presentation took place on Thursday, May 18, 2023. Meeting materials and summaries are included in **Appendix H**.

6. AGENCY COORDINATION

In addition, coordination meetings were held with resource agencies, cultural resource stakeholders, and federally recognized Tribes. These meetings held during the Purpose and Need phase included:

- Monday, July 17, 2023: Tribal Meeting (Virtual): Transmitted the Archaeological Resources Identification Memorandum and the Draft Purpose and Need for review and comment via email on August 30, 2023.
- November 30, 2023: Resource Agency & Cultural Resource Stakeholder Meeting (Virtual)

In general, the purpose of these meetings was to present ProPEL and US 30 East study existing conditions, environmental constraints, discuss and seek feedback on the draft Purpose and Need, and to communicate specific next steps for the studies. Meeting materials and summaries are included in **Appendix I**.

Resource Agency Meeting #2 will be scheduled at a future date.

7. PUBLIC INFORMATION MEETING FORMAT

The study team held two in-person public information meetings:

- Thursday, June 8, 2023, at the New Haven Community Center in New Haven, 5-7 p.m. EST
- Tuesday, June 13, 2023, at Indian Springs Middle School in Columbia City, 5-7 p.m. EST

A virtual, on-demand public information meeting (VPIM) was also available from Friday, June 23, 2023 to Monday, July 31, 2023. The virtual presentation was made available online at propelUS30.com.

The format of the meetings was an open house with a presentation (**Appendix J**) from study team members. The open house was held from 5-7 p.m. EST with a presentation scheduled for 5:30 p.m. EST. The study team shared an overview of ProPEL and each corridor's study, community engagement since the study's launch, the data collected to shape the draft Purpose and Needs, the study's goals, and the next steps in developing and narrowing down the Universe of Alternatives. The study team stressed the importance of continuous public input throughout the study to ensure fit and function within the community.

Informational boards lined the room at both in-person public information meetings (**Appendix K**) providing attendees with the space to examine the boards, speak with study staff, and provide feedback on the data presented. The informational boards included:

- Welcome/Sign-In
- Two (2) Roll Maps of the Study Area
- Two (2) Study Area Maps that Display US 30 East and All Four (4) Study Areas
- What is PEL?/ProPEL US 30 East Study Details
- Study Timeline
- Public Engagement Statistics
- Vision Statement
- ProPEL Study Purpose
- US 30 East Study Purpose
- Two (2) Boards for Need 1: Safety
- One (1) Board for Need 2: Local Mobility
- One (1) Board for Need 3: Statewide and Regional Mobility
- Crash Analysis Summary
- Study Goals
- Average Midday Travel Speeds 2022
- Existing and Forecasted Intersections
- Comment Station

Informational boards included an introduction into the Planning and Environment Linkages (PEL) study process, a map of the overall study area, a roadmap of the study purpose and needs, an outline of the study schedule, community engagement statistics, and maps showing the data collected to develop US 30 East’s specific Purpose and three (3) Needs.

The open house exercises were organized in three (3) categories: 1) location-specific feedback; 2) respond to the corridor’s draft Purpose and Needs; and 3) provide general information about ProPEL. The purpose of these exercises was to gather input on the corridor fit and function. For fit, the study team wanted to understand how participants would like to see any improvements reflect the character of the area and provide opportunities for community gateways. For function, the study team built upon the analysis of existing conditions and identified needs to further understand how the corridor could support safety, traffic flow, connections, access, biking, walking and recreation.

The location-specific boards included maps of the various sections within the study area. Participants were asked to place Post-It notes on the roll maps to denote any traffic concerns, safety concerns, bike and pedestrian connections, local connections, sensitive resources and redevelopment potential. They also were used as prompts to respond to the following questions about the feedback and data collected in the development of the Purpose and Needs:

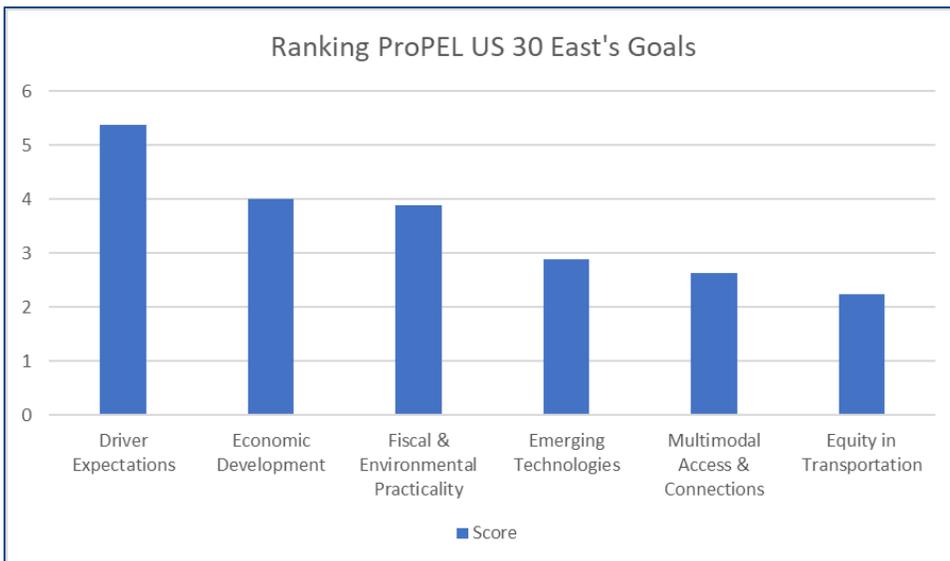
- Does our gathered feedback align with your experience traveling US 30?
- Please share your thoughts about the Purpose statement.
- Please share your thoughts about this Need (Safety).
- Please share your thoughts about this Need (Local Mobility).
- Please share your thoughts about this Need (Statewide and Regional Mobility)
- Please share your thoughts about the study Goals.

The virtual meeting experience was designed to closely mimic the location-specific and visionary feedback gathering. Virtual attendees navigated through the following experiences at each station:

- Welcome/Sign In

- Opening window: An embedded recording of the June 8 presentation from the in-person public information meeting at the New Haven Community Center.
- Station 1: What We Heard
- Station 2: What We Did
- Station 3: Purpose and Need
- Station 4: Study Goals
- Station 5: Comments
- Public Meeting Attendance

The VPIM also included a voluntary survey that attendees could take to provide further feedback to the study team by ranking the study's six goals. There were eight completed surveys from the 69 total attendees who participated in the US 30 East corridor's VPIM. The following graph shows how each goal ranks:



8. PUBLIC MEETING ATTENDANCE

Participants represented a wide range of interests and included residents, business owners, elected officials, government officials, school systems, emergency services, community organizations, members of the US 30 Coalitions and several local media outlets.

Meeting Information	Total Attendees
June 8, 2023 (New Haven)	25
June 13, 2023 (Columbia City)	86
Virtual Meeting	69
TOTAL ATTENDEES	180

9. COMMENT SUMMARY

Comment Category Breakdown



The study team received a total of approximately 197 comments from January 1, 2023 through July 31, 2023. There were approximately 89 comments from the in-person and virtual public information meetings. Approximately 108 additional comments were received via the Community Office Hours, pop-up events, Stakeholder Advisory Committee meetings, and online comment form. The study team grouped the comments by general type of concern into one of the following categories. However, many of the comments pertain to one or more of the categories:

- Overall US 30 Corridor – The largest number of comments fell into this general category. Overall US 30 Corridor accounted for 91 comments, or 62.7 percent of the total comments received. Specifically, comments largely pertained to a desire for overpasses/underpasses, frontage roads, and access to the highway from interchanges. Commenters frequently mentioned a perceived growth in semi-truck traffic on US 30. There is generally opposition to bypasses of Warsaw and Columbia City. Most members of the public submitting comments would like to see US 30 stay within its current footprint and alignment.
- Safety – Safety was the second most commonly mentioned category of comments. There were 85 comments related to safety, which was 58.6 percent of all comments received. Semi-truck traffic was commonly mentioned in relation to safety. Commenters perceive trucks as traveling at high speeds, having difficulty stopping at traffic signals, frequently running red lights, and generally contributing to an increase in traffic on the corridor. Other safety concerns related to accessing or crossing the highway.
- Mobility – A total of 45 comments, or 31 percent of comments, fell into the mobility category. Numerous commenters expressed a desire to keep the current access to Parker Street in Warsaw. Concerns were expressed about the diversion of traffic through neighborhoods and potential negative impacts of businesses in the area near Menards. Commenters generally believe that traffic has increased on US 30 impacting mobility. There are also perceptions that

an excess of traffic signals impede the movement of traffic. Some commenters mentioned the need for improved transportation options such as passenger rail.

- **Economic Development** – There were 39 comments related to economic development. That amounted to 26.8 percent of all comments. Making US 30 a controlled-access facility with frontage roads, overpasses and interchanges is seen by many as a key driver of job creation and business attraction and retention. Commenters also mentioned potentially negative impacts on businesses and farms from bypasses, expansion or relocation of US 30.
- **Environmental** – Comments in the environmental category included concerns about impacts to Chapman Lakes if a northern bypass of Warsaw is built. Property owners, businesses, farmers and other commenters are concerned about impacts of expanding the highway or relocating it on their homes and livelihoods. There were 31 total comments in the environmental category, or 21.3 percent of comments overall.
- **Bike and Pedestrian** – There were 18 comments categorized as Bike and Pedestrian for 12.4 percent of all comments. Difficulty crossing US 30 as a bicyclist or pedestrian in Warsaw was mentioned multiple times. Commenters would like to see an overpass or tunnel to accommodate safe crossings. Embracing Complete Streets philosophies by adding sidewalks, bike lanes, and other features that enhance multimodal transportation was also mentioned.



US 30 East

Resource Agency, Stakeholder & Public Involvement Appendices #2

August 1, 2023



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APPENDIX A: INDOT PRESS RELEASE



Indiana Department of Transportation

INDOT to host public information meetings for US 30 and US 31 corridors

Indiana Department of Transportation sent this bulletin at 05/22/2023 04:09 PM EDT

Having trouble viewing this email? [View it as a Web page.](#)



Indiana Department of Transportation
News Release

INDOT to host public information meetings for US 30 and US 31 corridors

INDIANAPOLIS - May 22, 2023 – The Indiana Department of Transportation (INDOT) is hosting seven public information meetings as it continues the Planning and Environment Linkages (PEL) studies along the US 30 and US 31 corridors in northern Indiana. The purpose of the meetings is to report on insights gained from the public thus far, share additional data gathered by the study teams and provide an overview of needs and desired outcomes.

Public information meetings will be held in each of the four study areas:

US 30 West:

Monday, June 5, 2023

5 – 7 p.m. ET

Argos High School

500 Yearick St.

Argos, IN 46051

Tuesday, June 6, 2023

5 – 7 p.m. CT

Tri-Township Schools

309 School Dr.

Wanatah, IN 46390

US 31 North:

Wednesday, June 7, 2023

5 – 7 p.m. ET

Rochester Community High School

1645 S. Park Rd.

Rochester, IN 46975

US 30 East:

Thursday, June 8, 2023

5 – 7 p.m. ET

New Haven Community Center

7500 IN-930 East

Fort Wayne, IN 46803

Tuesday, June 13, 2023

5 – 7 p.m. ET

Indian Springs Middle School

1692 IN-9

Columbia City, IN 46725

US 31 South:

Wednesday, June 14, 2023

5 – 7 p.m. ET

Tipton County Fairgrounds Auditorium

1200 S. Main St.

Tipton, IN 46072

Thursday, June 15, 2023

5 – 7 p.m. ET

Pipe Creek Elementary School

3036 W. 400 S.

Peru, IN 46970

The studies span 180 miles across 12 counties and include 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). Counties within the study area include Allen, Fulton, Hamilton, Howard, Kosciusko, LaPorte, Marshall, Miami, Porter, Starke, Tipton and Whitley Counties. With help from Hoosiers, INDOT can build smarter transportation and stronger communities.

ProPEL US 30

ProPELUS30.com

Facebook.com/PropelU.S.30

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

Instagram: [@propelus30_31](https://www.instagram.com/propelus30_31)

ProPEL US 31

ProPELUS31.com

Facebook.com/PropelU.S.31

Twitter: [@ProPELUS31](https://twitter.com/ProPELUS31)

Instagram: [@propelus30_31](https://www.instagram.com/propelus30_31)

###

Stay Informed

Get updates on INDOT projects and programs via:

- Facebook: facebook.com/indianadepartmentoftransportation
- Twitter: [@INDOT](https://twitter.com/INDOT)
- TrafficWise: 511in.org
- Mobile App: [iTunes App Store](#) and the [Google Play store for Android](#)



About the Indiana Department of Transportation

INDOT continues to solidify the Hoosier State as the Crossroads of America by implementing Gov. Eric J. Holcomb's \$30 billion Next Level Roads plan. With six district offices and 3,500 employees, the agency is responsible for constructing and maintaining more than 29,000 lane miles of highways, more than 5,700 bridges, and supporting 4,500 rail miles and 127 aviation facilities across the state. INDOT was recently ranked #1 in the United States for infrastructure in CNBC's 2022 "America's Top States for Business" ranking. Learn more about INDOT at in.gov/indot.

Customer Service

1-855-463-6848

www.indot4u.com

Media Contacts

Stacey Osburn - 317-374-8998



APPENDIX B: MEDIA ALERT

FOR IMMEDIATE RELEASE:

June 6, 2023

MEDIA ALERT

Community invited to INDOT public information meeting for update on ProPEL US 30 study

What: The Indiana Department of Transportation (INDOT) is hosting a public information meeting as it continues the Planning and Environment Linkages (PEL) study along the US 30 and US 31 corridors in northern Indiana. The purpose of the meeting is to report on insights gained from the public thus far, share additional data gathered by the study team and provide an overview of the issues and desired outcomes. The meeting will focus on US 30 in Kosciusko, Whitley and Allen counties.

When: Thursday, June 8
5 – 7 p.m. ET

Tuesday, June 13
5 – 7 p.m. ET

Media availability from 4 – 5 p.m.
Open house begins at 5 p.m., presentation at 5:30 p.m.

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

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

Why: The PEL study is collaborative, data-driven and influenced by the public to define the future of US 30 in northern Indiana. Using engineering, environmental, economic and community factors, INDOT will provide recommendations for potential future improvements. With help from Hoosiers, INDOT can build smarter transportation and stronger communities. More information about the study can be found on the study website: ProPELUS30.com.

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About the Indiana Department of Transportation

INDOT continues to solidify the Hoosier State as the Crossroads of America by implementing Gov. Eric J. Holcomb's \$30 billion Next Level Roads plan. With six district offices and 3,500 employees, the agency is responsible for constructing and maintaining more than 29,000 lane miles of highways, more than 5,700 bridges, and supporting 4,500 rail miles and 127 aviation facilities across the state. INDOT was recently ranked #1 in the United States for infrastructure in CNBC's 2022 "America's Top States for Business" ranking. Learn more about INDOT at in.gov/indot.

APPENDIX C: SOCIAL MEDIA POSTS

May 12, 2023

 **Propel US 30**
@PropelUS30

Join the US 30 East study team for our upcoming public information meetings, June 8 at the New Haven Community Center and June 13 at Indian Springs Middle School in Columbia City. Doors open at 5 p.m. (ET) with a presentation at 5:30. Share your comments and ask questions.

#US30EAST

PUBLIC INFORMATION MEETINGS

Thursday, June 8
5 to 7 PM ET
Presentation at 5:30
New Haven Community Center
7500 IN-930 East
Fort Wayne, IN 46803

Tuesday, June 13
5 to 7 PM ET
Presentation at 5:30
Indian Springs Middle School
1692 IN-9
Columbia City, IN 46725

Learn more at ProPELUS30.com



May 17, 2023

 **Propel US 30**
@PropelUS30

We're just a few weeks away from ProPEL US 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 for more information. [#INDOTlistens](https://twitter.com/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



June 1, 2023

June 8, 2023

Propel US 30
@PropelUS30

We're just a few days away from ProPEL US 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 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
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#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
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Learn more at ProPELUS30.com



Propel US 30
@PropelUS30

TONIGHT! Join the US 30 East study team for a public information meeting from 5-7 p.m. ET at the New Haven Community Center. Get an update on how your feedback has informed the study and learn about next steps. propelus30.com

#US30EAST PUBLIC INFORMATION MEETINGS

Thursday, June 8
5 to 7 PM ET
Presentation at 5:30
New Haven Community Center
7500 IN-930 East
Fort Wayne, IN 46803



Tuesday, June 13
5 to 7 PM ET
Presentation at 5:30
Indian Springs Middle School
1692 IN-9
Columbia City, IN 46725



Learn more at ProPELUS30.com



June 23, 2023



Propel US 30
@PropelUS30

If you were unable to make it to either of the ProPEL US 30 East public information meetings, an on-demand virtual experience is available at propelus30.com. Complete a short registration form to launch the virtual meeting and leave your comment by July 31!

#US30EAST

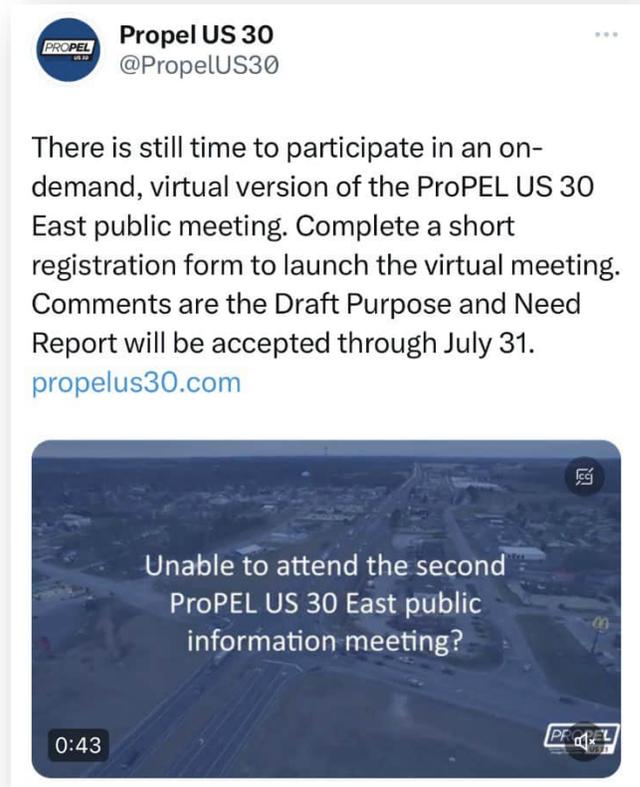
PROPEL
Smarter Transportation. Stronger Communities. **US 30**

VIRTUAL PUBLIC INFORMATION MEETING IS NOW LIVE!

Access the virtual experience and learn more at:
ProPELUS30.com

- WATCH THE PRESENTATION
- INTERACT WITH THE DISPLAY BOARDS
- COMMENT ON THE PURPOSE AND NEED

July 25, 2023



Propel US 30
@PropelUS30

There is still time to participate in an on-demand, virtual version of the ProPEL US 30 East public meeting. Complete a short registration form to launch the virtual meeting. Comments are the Draft Purpose and Need Report will be accepted through July 31. propelus30.com

Unable to attend the second ProPEL US 30 East public information meeting?

0:43

July 27, 2023

Propel US 30
@PropelUS30

It's [#feedbackfriday](#) and YOU help to ProPEL Indiana forward. We've collected more than 220 comments from people who attended the [#US30East](#) public information meetings last month. Review and comment on the Draft Purpose & Need Report by July 31. 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

APPENDIX D: STAKEHOLDER EMAIL BLASTS

May 23, 2023

SUBJECT: ProPEL US 30 East study team to host public information meetings in June



ProPEL US 30 East Public Meetings Scheduled for June

The ProPEL US 30 East study team is once again asking for Hoosiers' input as it starts the second phase in the Planning and Environment Linkage (PEL) study along US 30 in Kosciusko, Whitley and Allen counties.

ProPEL US 30 East public information meetings have been scheduled for New Haven and Columbia City in early June. These meetings will detail what we've heard from our diverse corridor community, the data analysis we've conducted, and seek public feedback about the Purpose and Need for the ProPEL US 30 East study.

NEW HAVEN - THURSDAY, JUNE 8, 5 TO 7 P.M.

Presentation at 5:30 p.m. EST

New Haven Community Center

7500 IN-930 East, Fort Wayne, IN 46803

COLUMBIA CITY - TUESDAY, JUNE 13, 5 TO 7 P.M.

Presentation at 5:30 p.m. EST
Indian Springs Middle School
1692 IN-9, Columbia City, IN 46725

An on-demand virtual meeting replay will be available by Wednesday, June 14
at <https://propelus30.com/>.

#US30EAST

PUBLIC INFORMATION MEETINGS

Thursday, June 8
5 to 7 PM ET
Presentation at 5:30

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



Tuesday, June 13
5 to 7 PM ET
Presentation at 5:30

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



Learn more at ProPELUS30.com

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

June 1, 2023

SUBJECT: Join us for the ProPEL US 30 East public information meetings



Join us June 8 or 13

The ProPEL US 30 East study team is once again asking for Hoosiers' input as it starts the second phase in the Planning and Environment Linkage (PEL) study along US 30 in northern Indiana. The ProPEL US 30 East study team will host two public information meetings to present the draft Purpose and Need in New Haven and Columbia City.

These meetings will detail what we've heard so far from our diverse corridor community, the data analysis that we've conducted, and seek public feedback about the draft Purpose and Need for the ProPEL US 30 East study. The meetings will be held in an open-house format with a presentation.

THURSDAY, JUNE 8 IN NEW HAVEN

New Haven Community Center
7500 IN-930 East, Fort Wayne, IN 46803
Open house from 5-7 p.m. EST, presentation at 5:30 p.m.

TUESDAY, JUNE 13 IN COLUMBIA CITY

Indian Springs Middle School
1692 IN-9, Columbia City, IN 46725
Open house from 5-7 p.m. EST, presentation at 5:30 p.m.

An on-demand virtual meeting replay will be available by Wednesday, June 14, on the project website at propelus30.com.

#US30EAST

PUBLIC INFORMATION MEETINGS

Thursday, June 8
5 to 7 PM ET
Presentation at 5:30

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



Tuesday, June 13
5 to 7 PM ET
Presentation at 5:30

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



[Learn more at Propelus30.com](http://Propelus30.com)



June 6, 2023

SUBJECT: Join us for the ProPEL US 30 East public information meetings



Join us June 8 or 13

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Columbia City, IN 46725



Learn more at ProPELUS30.com



June 23, 2023

SUBJECT: ProPEL US 30 East Virtual Public Meeting Now Available



Interact with our Virtual Public Information Meeting!

The ProPEL US 30 East study team invites you to interact with our Virtual Public Meeting for the study's draft Purpose and Need. Click on the link below and scroll through the VPIM to:

- Watch our presentation from the June 8 Public Information Meeting in New Haven
- Click through the draft Purpose and Need's informational graphics, which were standing displays during the in-person Public Information Meetings
- Take a brief survey to provide us with your feedback on the draft Needs
- Rank each need in order of importance to you
- Submit your comments on the draft Purpose and Need

[Click here to experience the Virtual Public Meeting.](#)

The public comment period for the draft Purpose and Need goes through Monday, July 31, 2023. Remember, your feedback is a vital part of shaping the ProPEL US 30 East study. YOU can help us ProPEL Indiana forward!

The ProPEL US 30 East study team hosted two public information meetings earlier this month – on Thursday, June 8, in New Haven, and Tuesday, June 13, in Columbia City. More than 100 people attended them as our team presented the draft Purpose and Need for the Planning and Environment Linkage (PEL) study along US 30 in northern Indiana. Attendees also learned what feedback and insights we've heard so far from this diverse corridor community. In addition, we shared important data analysis that will continue to guide the study forward.

#US30EAST



VIRTUAL PUBLIC INFORMATION MEETING IS NOW LIVE!

Access the virtual experience and learn more at:
ProPELUS30.com

WATCH THE PRESENTATION



INTERACT WITH THE DISPLAY BOARDS



COMMENT ON THE PURPOSE AND NEED



July 14, 2023

SUBJECT: Join the ProPEL US 30 East team next week, virtual public meeting available online



Join us in-person next week

Please join the ProPEL US 30 East study team for one pop-up event and two community office hours on July 19 and 20, as we continue to visit with residents and business owners along the corridor.

Wednesday, July 19 - The study team will be at the Whitley County 4-H Fair at 680 W Squawbuck Road, Columbia City, IN 46725. Stop by our table from noon to 9 p.m. to learn more about the project and share your feedback.

Thursday, July 20 - We are hosting community office hours in two locations along the corridor:

- **Pierceton Public Library**
101 W Catholic Street, Pierceton, IN 46562
Noon to 2 p.m.
- **Peabody Public Library**
1160 IN-205, Columbia City, IN 46725
3 to 5 p.m.

We hope to see you there!

VIRTUAL PUBLIC MEETING AVAILABLE ONLINE

Did you miss our in-person public meetings last month? The ProPEL US 30 East virtual public information meeting (VPIM) for the study's draft Purpose and Need is available on the project website at <https://propelus30.com/us-30-east/#PublicMeetingsEast>. The VPIM includes:

- A video recording of the presentation from the June 8 meeting in New Haven
- Interactive informational graphics that support the data in the draft Purpose and Need

- A brief survey
- An opportunity to provide comments on the draft Purpose and Need

The public comment period for the draft Purpose and Need goes through **Monday, July 31, 2023**. Your feedback is a vital part of shaping the ProPEL US 30 East study. You can help us ProPEL Indiana forward!



July 27, 2023

SUBJECT: The ProPEL US 30 East study wants your feedback on the draft Purpose and Need



We Want to Hear From You

The public comment period for the draft Purpose and Need closes Monday, July 31, 2023. Whether you haven't logged onto the website or just want a refresher on last month's public meeting materials, the virtual public meeting has all the information you need.

Virtual Public Meeting Available Online

The ProPEL US 30 East virtual public information meeting (VPIM) for the study's draft Purpose and Need is available on the project website at <https://propelus30.com/us-30-east/#PublicMeetingsEast>.

The VPIM includes:

- A video recording of the presentation from the June 8 meeting in New Haven
- Interactive, informational graphics that support the data in the draft Purpose and Need
- A brief survey

Public comments on the draft Purpose and Need will be accepted through Monday, July 31. Your feedback is a vital part of shaping the ProPEL US 30 East study. You can help us ProPEL Indiana forward!

FOLLOW US ON SOCIAL MEDIA

The ProPEL US 30 East study regularly provides updates on social media. Please follow us to stay informed about the project!

- Facebook - <https://www.facebook.com/PropelU.S.30>
- Twitter - <https://twitter.com/propelUS30>

- Instagram - <https://www.instagram.com/propelus30> 31

APPENDIX E: PUBLIC NOTICES

NOTICE OF IN-PERSON PUBLIC INFORMATION MEETINGS Des. No. 2100113

The ProPEL US 30 East study team is once again asking for Hoosiers' input as it starts the second phase in the Planning and Environment Linkage (PEL) study along US 30 in northern Indiana. The ProPEL US 30 East study team will host two public information meetings in New Haven and Columbia City.

These meetings will detail what we've heard so far from our diverse corridor community, the data analysis that we've conducted, and seek public feedback about the draft Purpose and Need for the ProPEL US 30 East study. This includes identifying transportation needs and developing a purpose of improvements. INDOT intends to use the information, analysis, and recommendations from the PEL study process to inform decisions about the statewide infrastructure program which will require future federal environmental reviews conducted in accordance with the National Environmental Policy Act (NEPA). The meetings will be held in an open-house format with a presentation:

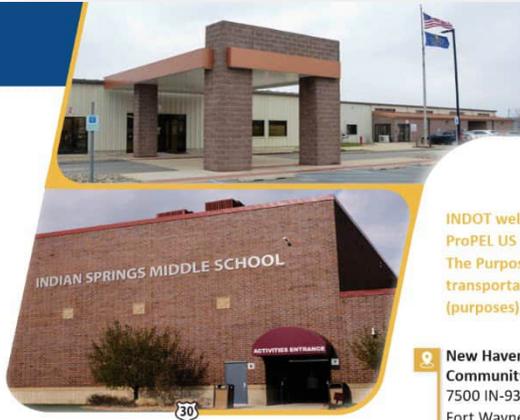
- **June 8, 2023, from 5 to 7 p.m. EST**
Presentation at 5:30 p.m. EST
New Haven Community Center
7500 IN-930 East
Fort Wayne, IN 46803
- **June 13, 2023, from 5 to 7 p.m. EST**
Presentation at 5:30 p.m. EST
Indian Springs Middle School
1692 IN-9
Columbia City, IN 46725

An on-demand virtual meeting replay will be available by Wednesday, June 14 on the study website at <https://propelus30.com/>. In case of inclement weather that makes travel hazardous, the meetings will be rescheduled for a date to be determined. Dates, times and locations for rescheduled meetings will be posted on the website.

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 Laura Van Wert, (412) 508-0383, or laura.vanwert@wsp.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 July 7, 2021. Current INDOT Public Involvement guidance can be found at <https://www.in.gov/indot/public-involvement/public-involvement/>.

APPENDIX F: PUBLIC INFORMATION MEETING PROMOTIONAL POSTCARD



**JOIN US!
PUBLIC INFORMATION MEETINGS**

INDOT welcomes you to attend a presentation on the ProPEL US 30 East Study's draft Purpose and Need. The Purpose and Need is the "why," describing the transportation issues (needs) and desired study outcomes (purposes). Join us for one of two scheduled meetings:

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

Thursday, June 8, 2023
5-7 p.m. Eastern Time
Presentation at 5:30 p.m. ET

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

Tuesday, June 13, 2023
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visit us for more info:

www.ProPELUS30.com

[@PropelUS30](https://twitter.com/PropelUS30)

[Propel U.S. 30](https://www.facebook.com/PropelUS30)

[@propelus30_31](https://www.instagram.com/propelus30_31)

Can't make one of the public meetings? Make a comment or attend the virtual meeting on our website. The comment period ends on July 31, 2023.








Together we can ProPEL Indiana forward!

The ProPEL US 30 East Study will help the Indiana Department of Transportation (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.

US 30 EAST STUDY AREA MAP



APPENDIX G: STAKEHOLDER ADVISORY COMMITTEE MEETING MATERIALS



US 30 EAST
 11533 Woodbridge St., Suite 1000A
 Indianapolis, IN 46224
 p. 317.837.1000

Route 661 Project Manager
 p. 317.837.8571
route661@propel.com

Stakeholder Public Involvement
 p. 317.837.5900
stakeholder@propel.com

MEETING NOTES

Date: May 22, 2022
Re: The Warsaw-Fort Wayne Corridor Stakeholder Advisory Committee Meeting 2

In Attendance:

<i>Steve Altery</i>	<i>Northwestern Indiana Regional Transportation Council</i>
<i>Mike Cusick</i>	<i>ICV Bicycle Club</i>
<i>Shawn Ferguson</i>	<i>Summer Street</i>
<i>Scott Gabriel</i>	<i>Fairview Hospital</i>
<i>Joseph Hilger</i>	<i>Hilger Family Farm</i>
<i>SarahAnn Hill</i>	<i>Steel Dynamics</i>
<i>Steve Murphy</i>	<i>Craigston Business Farms</i>
<i>Tracy Nichols</i>	<i>Craigston Business Farms</i>
<i>Kevin O'Hara</i>	<i>Craigston Business Farms</i>
<i>Rob Parker</i>	<i>Madison County Chamber of Commerce</i>
<i>Christy Pope</i>	<i>Madison County Chamber of Commerce</i>
<i>William Thomas</i>	<i>OnPly Sports/Recreation & Software</i>
<i>Jonathan Wallace</i>	<i>INDOT</i>
<i>Kevin Weber</i>	<i>INDOT</i>
<i>Angela Whitehead</i>	<i>INDOT</i>
<i>Ken Conway-George</i>	<i>INDOT</i>
<i>John McCann</i>	<i>INDOT</i>
<i>Rusty Holt</i>	<i>USFP</i>
<i>Steve Heck</i>	<i>USFP</i>
<i>Amye Seals</i>	<i>USFP</i>
<i>Ernie Simpson</i>	<i>USFP</i>
<i>David Thomas</i>	<i>USFP</i>
<i>Laura Van Wert</i>	<i>USFP</i>
<i>Ken White</i>	<i>Complex Outreach Solutions</i>

MEETING SUMMARY

The Stakeholder Advisory Committee met virtually for the PROPEL US 30 East Study team to present the draft Purpose and Need and collect feedback from the members. The presentation addressed previous public feedback and data analysis that shaped the draft Purpose and Need. The study team prompted stakeholder discussion with questions about the information presented and provided next steps.

WELCOME AND STUDY OVERVIEW

Steve Heck welcomed the SAC members and thanked them for participating. He also provided an update on the feedback received to date.

The four PROPEL studies comprise 180 miles of US 30 and US 36 in northern Indiana. The response is divided into four distinct study areas, each with its own dedicated study team.

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Why four studies? US 30 and US 31 were intentionally divided into four study areas to better focus on the specific transportation needs, as well as the community goals and objectives, of each corridor. Still, the four studies run concurrently to ensure cohesion, such as an alignment of each vision statement – which include enhancing safety, providing equitable transportation solutions, and complementing community goals and objectives. This broad overview ensures that each study team thinks about the corridor holistically and identifies potential solutions that will work together across all four areas.

The meeting's introduction also included a welcome video from Commissioner Riffe Smith, of the Indiana Department of Transportation. That video is available at <https://www.in.gov/indot/2022/01/20/>.

COMMUNITY AND STAKEHOLDER FEEDBACK

The study team's efforts have focused on defining the **WHY** at the core of the vision. **WHY** are we evaluating potential improvements? **WHY** are those potential improvements important to you and your community?

To get to the **WHY**, we asked you for your input. More than 500 community members have engaged with the study in a variety of ways, resulting in more than 983 comments. The study team held three public meetings to shape the vision – two in-person meetings and one virtual. The team also hosted 15 community office hours – twice a month at rotating locations in Warsaw, New Haven and Columbia City – to answer questions and document comments through one-on-one conversations. In addition, we attended community outreach events to meet residents where they are – at festivals, farmers markets, and concerts – connecting with business owners, farmers, local elected officials, school districts, emergency service providers, waste agencies and the US 31 Coalition to try to understand the community's transportation needs and **WHY** they are important.

The 582 public comments that we received focus on a variety of topics, and these were mentioned most frequently:

- 37 percent of the comments related to safety concerns
- 26 percent talked about accessibility along the corridor
- 23 percent expressed a desire for better mobility throughout the corridor

TECHNICAL AND ENVIRONMENTAL ASSESSMENTS

- Brian Kopala, a technical expert on the study team, presented technical data that was collected and evaluated in support of the draft Purpose and Need. This information was used to help the study team to understand the corridor's challenges and identify needs to be addressed. They include:
 - Collecting intersection traffic counts and evaluated intersection performance
 - Reviewing crash reports and speed data
 - Documenting existing environmental conditions and constraints

Public input and the study team's data analysis were used to shape the following draft Needs:

- Improve roadway safety in the corridor for all users
- Improve mobility for local users across and along the corridor
- Enhance the efficiency and reliability of US 30 as a regional and statewide corridor

Safety: The study team analyzed crash history data between 2017 and 2021, and found that there were more than 2,700 crashes in the study area, with 65 locations where there is a higher frequency or severity of crashes than average. The majority of the crashes, 60 percent, were rear-end and right-angle crashes. Of the more severe crashes that involved an injury, 78 percent of those occurred in urban areas, including Columbia City and Warsaw. The desired outcome is to improve roadway safety by identifying solutions that can reduce the number and severity of crashes at specific locations and corridor-wide.

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The study team evaluated traffic speed data along the corridor to assess how well traffic was moving relative to the posted speed limits. The team analyzed more than 1.5 million GPS-based speed records and found that in 2022, on average, corridor travel speeds were approximately 54 miles per hour, or about 8 percent below posted speeds. In urban areas, such as Warsaw and Columbia City, travel speeds were trending around 20 to 23 percent below posted speed limits during the day. The desired outcome is to identify solutions that can safely improve the efficiency and reliability of travel along US 30. It's important to note that crashes are not only a safety concern, but they also disrupt traffic flow and reduce the reliability and efficiency of travel in the corridor.

Based on five years of crash data, on average, crashes have occurred 265 days a year somewhere along the 58 miles of the US 30 East study area. This translates into a 73 percent likelihood that there was one or more crashes on US 30 East on any given day. The desired outcome of reducing crashes and improving safety also benefits mobility and reliability of travel in the corridor.

Local Mobility: In addition, the study team analyzed traffic flow along the corridor. To understand how traffic flow is affecting travel in the corridor, the team developed a model based on the traffic data collected that provides insight into where and how severe traffic issues are. The model evaluates traffic flow using letter grades. Similar to school grades, the best is an "A" and the worst is an "F." In general, traffic moving along US 30 gets passing grades – mostly As, Bs, and Cs – currently, and for the projected future conditions. Of the 29 intersections analyzed in the US 30 East study area, 12 are expected to get failing grades by 2045. The poor grades are mostly specific to local traffic waiting to access, cross, or turn left from US 30. To address that need, outcomes that can help reduce the delay and improve operations at those intersections are desired.

Access points – specifically driveways – along US 30 can create potential safety and mobility concerns as they introduce interruption points along the roadway. There are a total of 189 existing access points comprising of:

- 80 driveways
- 67 stop-controlled intersections
- 24 signalized intersections
- 18 Field entrances

As part of the next steps, the study team will review these access points to assess the potential to improve and or consolidate existing access to reduce the number of potential conflict points, improve the flow of traffic and increase safety.

Statewide and Regional Mobility: Finally, the study team analyzed statewide and regional mobility along the corridor. INDOT designated US 30 as a 'Statewide Mobility Corridor' playing a key role in providing both regional and statewide mobility across northern Indiana. The study team found that truck traffic comprises approximately 28 percent of all traffic with freight volumes in this region. With freight traffic anticipated to increase between 50 and 60 percent by year 2045, US 30 will play a prominent role in supporting that growth. To address the regional and statewide mobility need, the desired outcome is to maintain or improve operations along US 30 to enhance passenger and/or freight mobility through the corridor.

DRAFT PURPOSE AND NEED

The draft Purpose and Need statement defines the transportation issues, or NEEDS, and desired outcomes, or PURPOSES. The draft Purpose and Need statement sets the foundation for identifying potential alternatives. Identified alternatives will be developed and evaluated based on how they address the NEEDS and achieve the desired PURPOSE. Potential alternatives that do not meet the purpose and need will be screened out from further consideration.

Rusty Holt, project manager for the US 30 East Study, presented six goals that have been identified for the ProPEL US 30 East Study:

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- Providing equitable solutions that consider the needs of traditionally underserved and disadvantaged communities.
- Prioritizing transportation infrastructure that supports local economics and economic development goals.
- Accommodating non-vehicular modes of travel within and along the US 30 corridor.
- Supporting emerging technologies related to infrastructure – including alternative fuels, as well as autonomous and connected vehicles.
- Identifying fiscally responsible improvements that avoid/minimize impacts to the human and natural environment.
- Enhance transitions and provide consistent driver expectations between rural and urban segments of US 30 that.

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 a solution or alternative. However, they will be considered alongside other factors such as transportation performance, benefits, impacts, and costs.

NEXT STEPS

Now that we understand WHY improvements are needed in the study area, we 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 MDOT could consider. 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. Everything is on the table.

Once we have the Universe of Alternatives, we will go through a screening process. Due to the size and complexity of US 30 in the study area, the screening process will involve at least three steps. The first step will be to determine whether each alternative addresses the Identified Needs. As mentioned earlier, alternative solutions that do not address any of the Needs – the WHY – will be eliminated from further consideration.

The draft results of the Universe of Alternatives screening will be released for public review and comment in Fall 2022. 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. We will be accepting comments through the end of July.

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 evaluate benefits, impacts – both positive and negative – and costs.

Alternatives that make it to the second screening step will be called “Preliminary Alternatives.”

The draft results of the Preliminary Alternatives screening will be released for public review and comment in Winter 2023. In the same way as the Universe of Alternatives, the report will be posted to the study website and we will announce when it is available for review. Again, a 30-day comment period will be provided.

Alternatives that make it to the third screening step will be called “Reasonable Alternatives.” The draft results of the Reasonable Alternatives screening will be released for public review and comment in late spring/early summer

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2024. This will also be when we have our next public information meeting. At that time, we will be looking for your feedback on the draft results of the Reasonable Alternatives screening.

DISCUSSION

At the conclusion of the presentation, the study team opened a discussion to solicit feedback from the SAC members. To prompt the members, Laura Van Wert, a public involvement team member for the study, asked the SAC members, “What data most surprises you?”

- Mike Cusick, of the KCV Bicycle Club, said that the average speeds are interesting but not surprising. The increase in freight shows that number won’t get any better.
- Milton Thomas, of DePuy Synthes/Johnson & Johnson, said the number of accidents is surprising.
- Erin Pipkin, a public involvement team member for the study, asked for the team to show on the screen the map of the corridor’s access points.
- Bryan Kapala showed the map and explained that locations where there is failing levels of service (LOS), the poor operations are driven by local traffic that is getting onto or traveling across US 30. It also is driven by US 30 traffic turning left off the route. By 2045, the number of intersections with an unacceptable LOS nearly double, including more points where traffic is trying to turn left from US 30.
- Tracy Nichols, of Creighton Brothers Farms, referenced the stated number of access points. She didn’t realize that many driveways still had access to US 30.
- Bryan Kapala shared the crash heat map. He noted that there are 16 locations with high crash severity. There are 40 locations with both high crash frequency and severity, and nine locations have a high crash frequency.

Laura Van Wert asked SAC members what data supports their experience traveling along US 30. Are the study team’s identified draft Needs in line with SAC members’ expectations?

- Mike Cusick said the crash map represents his impression as he talks to people who travel the corridor. US 30 is a dividing line in Kosciusko County for cyclists and pedestrians who do not want to cross US 30. US 30 is a mental division, and the study provides an opportunity for improvement.
- Milton Thomas travels US 30 often, living in Fort Wayne and working in Warsaw five days a week, he said. The biggest area of concern is near Flaugh Road, where Amazon was constructed. There is a newly constructed intersection there, indicating the potential for additional developments that will compound the traffic challenges.
- That area is changing and something both the study team and INDOT are aware of and keeping an eye on, Rusty Holt said. There is a programmed project in that area for the first four intersections west of I-69, aside from US 33. Construction is supposed to be completed in 2025. It is still in the National Environmental Policy Act (NEPA) planning stage so that timeline may change. The current plan includes adding an interchange at Flaugh Road which is a separate project from this study that is moving forward on its own.

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Laura Van Wert asked what should be considered or excluded in the alternatives analysis?”

- Rob Parker, of the Kosciusko County Chamber of Commerce, said J-turns should be excluded. Access to US 30 should be limited and there should be more ramps on US 30.
- Kevin O’Hara, of Creighton Brothers Farms, asked if roundabouts are being considered to reduce delays. Rusty Holt responded that yes, everything is still on the table.
- Tracy Nichols said farmers are concerned about safe field access and safe transport of equipment and grain.
- Cassidy Topel, of the Patterson Neighborhood HOA Board, said she’d like the study team to consider protecting access to neighborhood roads. A previous study showed rerouting US 30 through four different neighborhoods.
- Rob Parker said frontage roads need to connect neighborhoods with retail, health, and recreation businesses and organizations.
- Bryan Kapala asked if Rob Parker’s comment was because he wanted to see traffic removed from US 30. Rob said yes.
- Cassidy Topel said that new frontage roads would also solve her concerns about neighborhoods, To which Rob Parker agreed.
- Mike Cusick said he agrees and likes frontage roads for bicycles and pedestrians. Providing safe areas to cross US 30 is a priority, but if frontage roads are being considered, they need to have space for bicycles and pedestrians.

Bryan Kapala presented the US 30 average speeds map, which illustrates the 2021 average traffic speeds along the US 30 East study are based on around 1.5 million GPS data points. The data shows that there are higher-than-posted speeds east of Fort Wayne, but most areas - especially urban areas - have average speeds below posted speed limits. Trucks comprise about 28 percent of the traffic on US 30, so they slow traffic as they accelerate or decelerate through traffic signals.

Laura Van Wert asked what role the SAC members think that they should provide as the study team shapes the alternative. Should this group be advisory? Is attending community office hours and providing ongoing feedback something they plan to do? She provided a link to the US 30 East Study website where everyone can submit comments: <http://bit.ly/3OOTxbo>. She also shared the website URL and social media handles.

- Erin Pipkin noted that there are many members of the SAC who attend community office hours and Laura Van Wert met several members at recent community events in Warsaw.
- Cassidy Topel said she has been very vocal about protecting neighborhoods. A change.org petition signed by more than 300 residents was shared with the study team in December 2022. That petition specifically addresses concerns if the US 30 access to Parker Street is eliminated.
- Rusty Holt said that the petition has been logged in the comment portal and shared with the study team. He also noted that there have been a few other studies completed that provided recommendations for the future of US 30. The ProPEL US 30 Study starts fresh, but the study team is considering those previous studies.

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- Milton Thomas asked whether the alternatives will be shared with SAC members before they are published. He said that SAC members would like to make comments on them before they're shared publicly.
- Rusty Holt responded that the current plan for the first two rounds of alternatives is to post them to the project website for public review and comment. There will be a SAC and public information meeting at the Reasonable Alternatives stage.
- Jonathan Wallace, of INDOT, asked when those next documents are scheduled to be posted. Rusty Holt responded that the Universe of Alternatives will be posted in Fall 2023, the Preliminary Alternatives will be posted in winter 2024, and the next SAC and public information meetings will be hosted in late spring/early summer 2024.

Jonathan Wallace asked why there is opposition to J-turns. There are only a few in Indiana.

- Rob Parker said there are concerns for slow-moving farm vehicles, and horses and buggies.
- Rusty Holt mentioned one J-turn within the study area at US 30 and SR 101. The crashes there have been reduced to less than average at that location since it opened, so it has shown to be safer.

Joe Hilger, of Hilger Family Farm, asked how weather conditions factored into the data. He mentioned that parts of US 30 are in the snow belt.

- Rusty Holt said that the weather conditions are noted in the crash data, regardless if weather is a contributing factor or not. The crash data indicates that the majority of crashes have occurred in dry/normal weather during daylight hours.
- Bryan Kapala mentioned that this data will be included in a more technical document that will be posted to the study's website.

Bryan Kapala of the study team added that the study team is always happy to come and meet with groups. SAC members can email a member of the study team or use the online form at the comment URL list above.

CONCLUSION

Rusty Holt concluded the meeting by thanking everyone for attending this SAC meeting. He encourages everyone to continue to stay in touch as the study progresses. Some ways that SAC members can do so include:

- Attending the upcoming in-person meetings at the New Haven Community Center on Thursday, June 8, and at Indian Springs Middle School in Columbia City on Tuesday, June 13. Both meetings are 5-7 p.m. EST with presentations to begin at 5:30 p.m. EST. These meetings will include interactive boards and about a dozen staff members who can take your comments and answer your questions.
- Stopping by our community office hours and pop-up events throughout the summer. We'll be at libraries, farmers markets, festivals and county fairs through August.
- Checking out ProPEL US 30 on our website (propelus30.com), Facebook (facebook.com/PropelU.S.30), Twitter (twitter.com/PropelUS30) or Instagram (instagram.com/propelus30_31) for the most up-to-date information about our events.

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Finally, we request that SAC members share information regarding the US 30 East study with their networks. You also can make a comment at any time at propelUS30.com.

With your help, we can use the ProPEL US 30 study to build smarter transportation and stronger communities.

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MEETING NOTES

Date: May 23, 2023

Re: The Fort Wayne-Ohio State Line Corridor Stakeholder Advisory Committee Meeting 2

In Attendance:

<i>Dan Avery</i>	<i>Northeastern Indiana Regional Coordinating Council (NIRCC)</i>
<i>Jamie Bultemeier</i>	<i>A & L Great Lakes Laboratories, Inc.</i>
<i>Nyein Chan</i>	<i>Catholic Charities</i>
<i>Dave Jones</i>	<i>City of New Haven Public Works Department</i>
<i>Susan Lawrence</i>	<i>Indiana Farm Bureau District 2</i>
<i>Gina Murphy</i>	<i>Creighton Brothers Farms</i>
<i>Scott Naltner</i>	<i>Greater Fort Wayne Inc.</i>
<i>Scott Uetrecht</i>	<i>Allen County Sherriff's Department</i>
<i>Laura Hilden</i>	<i>INDOT</i>
<i>Jonathan Wallace</i>	<i>INDOT</i>
<i>Adin McCann</i>	<i>HNTB</i>
<i>Rusty Holt</i>	<i>WSP</i>
<i>Shane Peck</i>	<i>WSP</i>
<i>Jamie Bents</i>	<i>WSP</i>
<i>Bryan Kapala</i>	<i>WSP</i>
<i>Israel Ramirez</i>	<i>WSP</i>
<i>Laura Van Wert</i>	<i>WSP</i>
<i>Erin Pipkin</i>	<i>Compass Outreach Solutions</i>

MEETING SUMMARY

The Stakeholder Advisory Committee met virtually for the ProPEL US 30 East Study team to present the draft Purpose and Need and collect feedback from the members. The presentation addressed previous public feedback and data analysis that shaped the draft Purpose and Need. The study team prompted stakeholder discussion with questions about the information presented and provided next steps.

WELCOME AND STUDY OVERVIEW

Shane Peck welcomed the SAC members and thanked them for participating. He also provided an update on the feedback received to date.

The four ProPEL studies comprise 180 miles of US 30 and US 31 in northern Indiana. The expanse is divided into four distinct study areas, each with its own dedicated study team.

Why four studies? US 30 and US 31 were intentionally divided into four study areas to better focus on the specific transportation needs, as well as the community goals and objectives, of each corridor. Still, the four studies run concurrently to ensure cohesion, such as an alignment of each vision statements – which include enhancing safety, providing equitable transportation solutions, and complementing community goals and objectives. This broad overview ensures that each study team thinks about the corridor holistically and identifies potential solutions that will work together across all four areas.

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The meeting's introduction also included a welcome video from Commissioner Mike Smith, of the Indiana Department of Transportation. That video is available at <https://youtu.be/qsF3obu6Tb8>.

COMMUNITY AND STAKEHOLDER FEEDBACK

The study team's efforts have focused on defining the WHY as we shaped the Vision. WHY are we evaluating potential improvements? WHY are those potential improvements important to you and your community?

To get to the WHY, we asked you for your input. More than 900 community members have engaged with the study in a variety of ways, resulting in more than 582 comments. The study team held three public meetings to shape the Vision – two in-person meetings and one virtual. The team also hosted 16 community office hours - twice a month at rotating locations in Warsaw, New Haven and Columbia City - to answer questions and document comments through one-on-one conversations. In addition, we attended community outreach events to meet residents where they are – at festivals, farmers markets, and concerts - connecting with business owners, farmers, local elected officials, school districts, emergency service providers, resource agencies and the US 30 Coalition to try to understand the community's transportation needs and WHY they are important.

The 582 public comments that we received focus on a variety of topics, and three were mentioned most frequently:

- 37 percent of the comments related to safety concerns
- 36 percent talked about accessibility along the corridor
- 25 percent expressed a desire for better mobility throughout the corridor

TECHNICAL AND ENVIRONMENTAL ASSESSMENTS

- Bryan Kapala, a technical expert on the study team, presented technical data that was collected and evaluated in support of the draft Purpose and Need. This information was used to help the study team to understand the corridor's challenges and identify needs to be addressed. They include:
 - Collecting intersection traffic counts and evaluated intersection performance
 - Reviewing crash reports and speed data
 - Documenting existing environmental conditions and constraints

Public input and the study team's data analysis were used to shape the following draft Needs:

- Improve roadway safety in the corridor for all users
- Improve mobility for local users across and along the corridor
- Enhance the efficiency and reliability of US 30 as a regional and statewide corridor

Safety: The study team analyzed crash history data between 2017 and 2021, and found that there were more than 2,700 crashes in the study area, with 65 locations where there is a higher frequency or severity of crashes than average. The majority of the crashes, 60 percent, were rear-end and right-angle crashes. Of the more severe crashes that involved an injury, 70 percent of those occurred in urban areas, including Columbia City and Warsaw. The desired outcome is to improve roadway safety by identifying solutions that can reduce the number and severity of crashes at specific locations and corridor-wide.

The study team evaluated traffic speed data along the corridor to assess how well traffic was moving relative to the posted speed limits. The team analyzed more than 1.5 million GPS-based speed records and found that in 2022, on average, corridor travel speeds were approximately 54 miles per hour, or about 8 percent below posted speeds. In urban areas, such as Warsaw and Columbia City, travel speeds were trending around 20 to 23 percent below posted speed limits during the day. The desired outcome is to identify solutions that can safely improve the efficiency and reliability of travel along US 30. It's important to note that crashes are not only a safety concern, but they also disrupt traffic flow and reduce the reliability and efficiency of travel in the corridor.

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Based on five years of crash data, on average, crashes have occurred 265 days a year somewhere along the 58 miles of the US 30 East study area. This translates into a 73 percent likelihood that there was one or more crashes on US 30 East on any given day. The desired outcome of reducing crashes and improving safety also benefits mobility and reliability of travel in the corridor.

Local Mobility: In addition, the study team analyzed traffic flow along the corridor. To understand how traffic flow is affecting travel in the corridor, the team developed a model based on the traffic data collected that provides insight into where and how severe traffic issues are. The model evaluates traffic flow using letter grades. Similar to school grades, the best is an “A” and the worst is an “F.” In general, traffic moving along US 30 gets passing grades – mostly As, Bs, and Cs – currently, and for the projected future conditions. Of the 29 intersections analyzed in the US 30 East study area, 12 are expected to get failing grades by 2045. The poor grades are mostly specific to local traffic waiting to access, cross, or turn left from US 30. To address that need, outcomes that can help reduce the delay and improve operations at those intersections are desired.

Access points – specifically driveways – along US 30 can create potential safety and mobility concerns as they introduce interruption points along the roadway. There are a total of 189 existing access points comprising of:

- 80 driveways
- 67 stop-controlled intersections
- 24 signalized intersections
- 18 Field entrances

As part of the next steps, the study team will review these access points to assess the potential to improve and/or consolidate existing access to reduce the number of potential conflict points, improve the flow of traffic and increase safety.

Statewide and Regional Mobility: Finally, the study team analyzed statewide and regional mobility along the corridor. INDOT designated US 30 as a ‘Statewide Mobility Corridor’ playing a key role in providing both regional and statewide mobility across northern Indiana. The study team found that truck traffic comprises approximately 28 percent of all traffic with freight volumes in this region. With freight traffic anticipated to increase between 50 and 60 percent by year 2045, US 30 will play a prominent role in supporting that growth. To address the regional and statewide mobility need, the desired outcome is to maintain or improve operations along US 30 to enhance passenger and/or freight mobility through the corridor.

DRAFT PURPOSE AND NEED

The draft Purpose and Need statement defines the transportation issues, or NEEDS, and desired outcomes, or PURPOSES. The draft Purpose and Need statement sets the foundation for identifying potential alternatives. Identified alternatives will be developed and evaluated based on how they address the NEEDS and achieve the desired PURPOSE. Potential alternatives that do not meet the purpose and need will be screened out from further consideration.

Rusty Holt, project manager for the US 30 East Study, presented six goals that have been identified for the ProPEL US 30 East Study:

- Providing equitable solutions that consider the needs of traditionally underserved and disadvantaged communities.
- Providing transportation infrastructure that supports local economics and economic development goals
- Accommodating non-vehicular modes of travel within and crossing the US 30 corridor.
- Supporting emerging technologies related to infrastructure – including alternative fuels, as well as autonomous and connected vehicles.

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- Identifying fiscally responsible improvements that avoid/minimize impacts to the human and natural environment.
- Enhance transitions and provide consistent driver expectations between rural and urban segments of US 30 East.

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 a solution or alternative. However, they will be considered alongside other factors such as transportation performance, benefits, impacts, and costs.

NEXT STEPS

Now that we understand WHY improvements are needed in the study area, we 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 INDOT could consider. 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. Everything is on the table.

Once we have the Universe of Alternatives, we will go through a screening process. Due to the size and complexity of US 30 in the study area, the screening process will involve at least three steps. The first step will be to determine whether each alternative addresses the identified Needs. As mentioned earlier, alternative solutions that do not address any of the Needs – the WHY – will be eliminated from further consideration.

The draft results of the Universe of Alternatives screening will be released for public review and comment in Fall 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. We will be accepting comments through the end of July.

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 evaluate benefits, impacts – both positive and negative – and costs.

Alternatives that make it to the second screening step will be called “Preliminary Alternatives.”

The draft results of the Preliminary Alternatives screening will be released for public review and comment in Winter 2023. In the same way as the Universe of Alternatives, the report will be posted to the study website and we will announce when it is available for review. Again, a 30-day comment period will be provided.

Alternatives that make it to the third screening step will be called “Reasonable Alternatives.” The draft results of the Reasonable Alternatives screening will be released for public review and comment in late spring/early summer 2024. This will also be when we have our next public information meeting. At that time, we will be looking for your feedback on the draft results of the Reasonable Alternatives screening.

DISCUSSION

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At the conclusion of the presentation, the study team opened a discussion to solicit feedback from the SAC members. To prompt the members, Laura Van Wert, a public involvement team member for the study, asked the SAC members, “What data most surprises you?”

- Erin Pipkin, a public involvement team member for the study, asked the team to show on the screen the map of data collected in 2022 regarding midday average speeds along the corridor. Bryan Kapala said that there are more than 1.5 million data points that were collected from GPS data to determine speeds. Speeds are trending below posted speed limits. In Allen County, however, toward the state line, traffic speeds are trending higher than the posted speeds. That is because there is a lower traffic volume, fewer intersections, and no signals. In the Columbia City and Warsaw areas, traffic is moving about 23 percent below posted speeds.
- Susan Lawrence, of the Indiana Farm Bureau, said that she was surprised at the number of days (265) there are accidents in any given year. She asked how the 18 field entrances for farmers will be addressed through the study. She noted that 18 may not sound like very many, but these access points are very important for farming.
- Bryan Kapala of the study team said the team will be looking at those 18 entrances as we progress through the universe of alternatives.

Bryan Kapala shared on the screen a heat map that shows crash locations along the corridor, which included both the number of crashes and the severity of them.

- Jamie Bultemeier, of A&L Great Lakes Laboratories, asked whether there is crash data for crashes involving agricultural machinery. He noted that US 30 is very difficult to cross in eastern Allen County with machinery.
- Rusty Holt responded that all of the crash data has been reviewed by categories, whether it is pedestrians or farm equipment/heavy vehicles. He said there were not very many crashes that involved agricultural machinery.
- Bryan Kapala added that those crashes were in the low single digits.
- Susan Lawrence asked whether any of the crashes involved wildlife, or if they were solely vehicles.
- Rusty said, per INDOT standards, that crashes that included wildlife were removed from the analysis.
- Dan Avery, of NIRCC, said there appears to have been a considerable amount of traffic data collected and processed. In addition to safe and efficient travel, he noted the desires of communities and businesses along the corridor include economic development. He asked if there is going to be an economic assessment/scenario-type planning for each alternative to determine which is likely to provide the highest economic benefit.
- Rusty Holt said that as the study team gets closer to the reasonable alternatives, there will be more in-depth traffic models that will compare each alternative, taking into account economic development.
- Bryan Kapala added that the travel demand model includes a forecast that considers future economic development along the corridor. Rusty said that includes accommodations for future growth as well as impacts to existing businesses.

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Laura Van Wert asked SAC members what data supports their experience traveling along US 30. Are the needs in line with SAC members' expectations?

- Dave Jones said the data supports his knowledge of accidents east of I-469 in New Haven.
- 1. Brian Kapala shared a chart of existing and forecasted intersection operations. Of the 29 intersections evaluated, six are currently rated as having poor operations. Either the local road approaches that are accessing US 30 or across US 30, as well as traffic trying to turn left off of US 30. That number is expected to increase to 12 in the year 2045 based on the travel demand model. This considers future growth in the corridor.
- 2. Susan Lawrence said mobility is always a concern for emergency services and schools. Agriculture machinery needs to continue to be a focus as the size of the equipment continues to grow and the distance they may have to go to get from field to field. The concern is not only costs to the farmer, but also concerns about road safety.
 - Rusty Holt responded that is one of the biggest challenges in this study. The proposed alternatives need to balance safety, mobility and access. That is something we will continue giving attention to as we move forward. We need to fix the safety problems while ensuring everyone can get where they need to go.
- 3. Susan Lawrence said she knows of a farmer who has to go 12 miles to access a farm that he can see on the other side of I-469. That can take up to an hour, he is in a high-traffic area, and his safety and the safety of the other vehicles. That is a challenge she knows we have to balance.
 - Bryan Kapala asked if Susan is aware of any farmers who have similar challenges accessing US 30.
 - Susan said she does not currently, but she knows that farm equipment crossing US 30 is an issue. One example is the J-turn intersection in Coesse. The equipment is too large to get off the road to use the J-turn. They are still in the past of the left-hand lane to make a turn. Farm Bureau has a lot of farmers who farm on both sides of US 30.
 - Susan was included by Mayor Daniels in Whitley County's study of US 30 four or five years ago, and we had marked all the points of concern for getting farm equipment across US 30. I believe the study team has a copy of Whitley County's study.

Laura Van Wert asked, "What should be considered or excluded in the alternatives analysis?"

- Dave Jones, of New Haven Public Works, said that safety is the No. 1 concern. The problem is that mobility sometimes creates a safety hazard in itself. Trails might be wanted and considered but could be dangerous in a congested area.
- Susan Lawrence said emergency services and time of response, as well as taking into consideration the school bus travel routes, should be considered.

Laura Van Wert asked what role the SAC should provide as the study team shapes the alternative. Should this group be advisory? Is attending community office hours and providing ongoing feedback something everyone plans to do? Laura provided a link to the website where everyone can submit comments: <http://bit.ly/3OOTxbo>.

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Shane Peck of the study team added that the study team is always happy to come and meet with groups. To schedule something, SAC members can email a member of the study team or use the online form at the comment URL list above.

- Susan Lawrence asked if the next step is the public information meetings in June. The dates for those meetings are:
 - US 30 East: June 8 at the New Haven Community Center and June 13 at Indian Springs Middle School in Columbia City, 5 to 7 p.m.
 - US 30 West: June 5 at Argos High School and June 6 at Tri Township High School in Wanatah, 5 to 7 p.m. local time

CONCLUSION

Rusty Holt concluded the meeting by thanking everyone for attending this SAC meeting. He encourages everyone to continue to stay in touch as the study progresses. Some ways that SAC members can do so include:

- Attending the upcoming in-person meetings at the New Haven Community Center on Thursday, June 8, and at Indian Springs Middle School in Columbia City on Tuesday, June 13. Both meetings are 5-7 p.m. EST with presentations to begin at 5:30 p.m. EST. These meetings will include interactive boards and about a dozen staff members who can take your comments and answer your questions.
- Stopping by our community office hours and pop-up events throughout the summer. We'll be at libraries, farmers markets, festivals and county fairs through August.
- Checking out ProPEL US 30 on our website (propelus30.com), Facebook (facebook.com/PropelU.S.30), Twitter (twitter.com/PropelUS30) or Instagram (instagram.com/propelus30) for the most up-to-date information about our events.

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With your help, we can use the ProPEL US 30 study to build smarter transportation and stronger communities.

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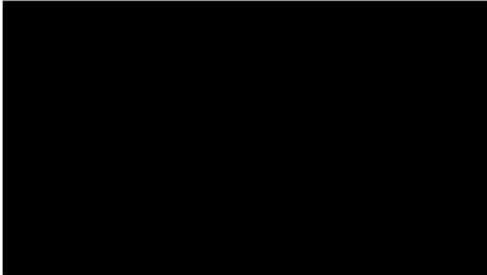
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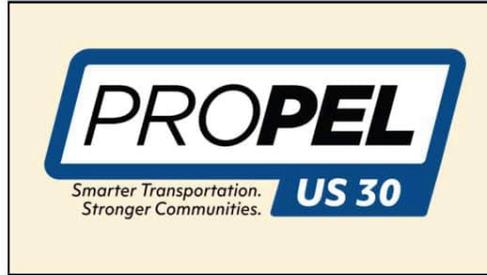
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Poll: What ProPEL US 30 East outreach have you engaged in beyond the SAC meetings?

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9

of crashes in 5 years
2,700+
Safety

10



11



12



13



14



15



16



17



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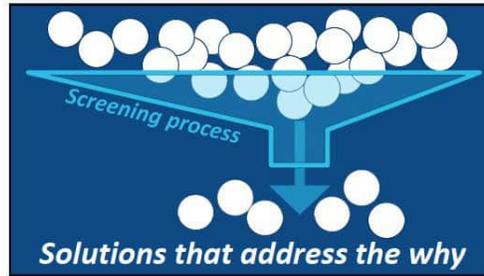
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APPENDIX H: US 30 & 31 COALITION MEETING MATERIALS



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 Indianapolis, Indiana 46204
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MEETING NOTES

Date: May 18, 2022

Re: US 30 Coalition Meeting – Draft Purpose and Need

In Attendance:

Commissioner Mark Conroy	US 30 Coalition Member (Starrke County)
Lisa Orr	US 30 Coalition Member (Starrke County)
Mayor Joe Donawick	US 30 Coalition Member (Marion/Hancock County)
Commissioner Cary Greeninger	US 30 Coalition Member (Marion/Hancock County)
Don Brown	US 30 Coalition Member (Marion)
BO Hartman	US 30 Coalition Member (Allen County)
Mayor Ryan Daniels	US 30 Coalition Member (Columbus City/Hankey Co.)
Mark Hacy	US 30 Coalition Member (Wayne County)
Linnia McLaughlin	US 30 Coalition Member
Senator David Long	State Legislator (District 16)
Nick Darnot	NE Indiana Regional Partnership
BO Nayzba	Regional Chamber of NE Indiana
Don Anany	NE IN Regional Coordination Council
Carlin Stevens	INDCOE
Zach Dripps	INDCOE
Tom Vander Weide	INDOT
Andy P	???
Jeremy Stinner	Warsaw Community & Economic Development Director
Mitchell P	???
Adin McCann	ProPEL US 30/US 31 Advisor Team, MWTS
Stacy Odum	ProPEL US 30/US 31 Advisor Team, MWTS
Brett Leachey	ProPEL US 30 West Study Manager, CDOT Studio
Scott Swartzlow	ProPEL US 30 West Study Team, CDOT Studio
Nick Zielinski	ProPEL US 30 West Study Team, StructurePoint
Ann Lavquin	ProPEL US 30 West Study Team, StructurePoint
Patrick O'Connor	ProPEL US 30 West Study Team, StructurePoint
Rusty Holt	ProPEL US 30 East Study Manager, WSP
Bryan Napata	ProPEL US 30 East Deputy Study Manager, WSP
AnnMarie Hiltner	ProPEL US 30 Deputy PM (Coordinator), INDOT
Kevin Sears	INDOT Intergovernmental Affairs Director
Jessie Ann Kopp	INDOT Communications

MEETING SUMMARY

The purpose of the meeting was to provide an update to the US 30 Coalition on the ProPEL US 30 North and South studies. The update will include 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 forms the basis of the draft Purpose and Need statement for each study area.

1. INTRODUCTION AND PLANNING PROCESSES

- The ProPEL US 30 North and South study team members introduced themselves prior to opening 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.
- A brief overview of the four study areas (US 30 East, US 30 West, US 30 North, and US 30 South) was given, including a map illustrating the study area boundaries. The 180 miles of US 30 and US 30 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.
- Public input is an integral part of the PEL studies. This input received will help NICTD make informed decisions that will guide the next generation of transportation investments in these corridors.
- The Planning and Government linkages (PGL) process is different from what most stakeholders are used to with NICTD 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 effort to answer this question has 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 study areas have more than 1,000 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 1,000 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 30 corridors;
 - ii. Safety concerns and

iii. Travel along the corridor, including regional and statewide mobility.

During today's meeting, such US 30 study teams will further address some 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 basis for eliminating or carrying forward an alternative solution. However, they will be mentioned alongside other factors such as transportation performance, benefits, impacts, and costs. For US 30, each study area had five common goals:
 - i. Providing equitable solutions that equitably consider the needs of underserved and disadvantaged communities.
 - ii. Providing transportation infrastructure that supports local economic and community development goals.
 - iii. Accommodating non-motorized modes of travel within and crossing the US 30 corridor.
 - iv. Supporting emerging technologies related to infrastructure – including autonomous vehicles, as well as autonomous and connected vehicles.
 - v. Identifying locally-responsible improvements that minimize impacts to the human and natural environment.

The US 30 North study area also identified corridor and visual character as goals.

9. TRAFFIC MODELING OVERVIEW

- Before discussing issues and outcomes for each study area, an overview of how existing and proposed traffic conditions were simulated was provided. Existing traffic throughout the study areas entered two main stages:
 - o Step 1 was to predict the number of cars and trucks using the corridor. INCH is a short-cut method used to predict traffic throughout the state. The study teams took this model and added a bit more detail around US 30 and US 33. The enhancements included adding local roads, adjusting the model based on traffic counts at near 200 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 33 studies, the future volume was set to 2045.

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- Step 2 was to analyze how traffic flows along the corridor. 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 30 WEST STUDY

- The US 30 West study team has received nearly 400 public comments on a variety of topics. Three topics were mentioned most frequently. 25 percent of comments mentioned issues to and across the corridor as a concern. 30 percent of comments mentioned the need to preserve rural character and support farming as an industry. Finally, safety concerns were a close 3rd, with 27% of all comments mentioning safety.
- The US 30 West corridor has a rich agricultural heritage. It is a major people and goods movement corridor that supports a wide range of agricultural products that are a core of the local food hub, which means that there is little congestion. That said, specific activities and events, such as harvest and fairs, can create short-term congestion issues. Considering future needs, we evaluated anticipated traffic loads into 2045 and continue to see low levels of congestion. This is good news and tells us that new lanes or other capacity improvements are not necessarily needed. It's no surprise that a lot of trucks use the corridor. Trucks make up about 1/3 of total traffic along US 30 and about 1/2 of total traffic along US 30 during the heaviest times.
- The US 30 West team heard that safety is a primary concern because of the number and severity of crashes in the area. This concern asked us how road geometry and roadway five years of crash data. We found that between 2017 and 2021 there were more than 1,200 crashes in the US30W 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 – 55 percent – of the crashes in the US 30 West study area.
- We created a heat map of the crashes from 2017-2021. The map illustrates the US30W crash locations, with yellow showing the highest locations, oranges, the next highest, and purple and blue being lower rates of crashes. These hotspots are located along gentle lower hills and crossings and curves. Crashes are concentrated at intersections, median openings, and driveways accounting for 1/3 of all crashes, including 5 fatal and 388 injury crashes. This is important information that will help us focus on potential improvements that can enhance safety in the corridor.
- We looked at each of the 192 driveways with direct access onto US 29 and 28, and compared them to INDOT standards. Through that exercise, we identified 80 driveway that do not meet INDOT's access management guidelines. Safety could be improved by creating that most access points along US 30 and 31 meet INDOT guidelines, by reducing the number of potential conflict points and the amount of time resulting at different speeds. We understand that US 30 and 31, like many in an important part of the local street network, an access coordination strategies will need to balance safety and regional mobility needs with local access and circulation needs.
- Some of the ramps, bridges, and medians in the US 30 West study area were installed many years ago and do not meet current design standards. Why is this important? It means that some interchange ramps are short or have tight curves that make it hard for some trucks, especially trucks, to get to highway speeds when

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oversizing, or acquisition to begin slowing down before they get on the ramp when exiting, creating conditions on the highway. Where medians are narrow, it can be hard for large vehicles to make turns, lower bridges in a couple of locations could potentially limit the size of trucks that can use this important state-wide freight corridor.

- The US 30 West study area includes closely spaced driveways, and it experiences a higher rate of crashes at weekend evenings, interchanges and driveways. A proposed study purpose is to improve safety and reduce the number and severity of crashes. This will include reducing the number of direct access driveways, but doing so in a way that still meets local access needs. In terms of facilities, some interchange ramps are steeper than current design standards, so it can be hard to get up the steep sections containing the highway, or they need to begin slowing down before leaving the highway when exiting, which affects overall highway speeds and creates conflicts that increase the likelihood of crashes. Also, narrow medians in some locations make turns and crossings difficult, especially for large vehicles. A proposed study purpose is to improve ramps, interchanges and bridges to improve safety and operations.

3. PROPEL US 30 EAST STUDY

- We have received nearly 500 public comments, and while they focused on a variety of topics, there were mentioned most frequently. 37 percent of the comments related to safety concerns. Another 36 percent talked about accessibility along the corridor. Finally, 25 percent expressed a desire for better mobility when traveling throughout the corridor.
- First, we've heard that safety is a primary concern because of the frequency and severity of crashes in the study area. Our analysis supports these concerns as we found that between 2017 and 2021, more than 2,700 crashes had occurred in the study area, and there were 65 locations where there is a higher frequency or severity of crashes than average. The majority of the crashes, 60%, were rear-end and right angle crashes. Of the more severe crashes that involved an injury, 70% of those occurred in urban areas including Columbia City and Warsaw. Our desired outcome here is to improve roadway safety by identifying solutions that can reduce the number and severity of crashes at specific locations as well as statewide.
- We also heard the speed of traffic was a concern along US 30, so we used real-time traffic speed data along the corridor to assess how well traffic was moving relative to posted speed limits. We found that in 2022, corridor travel speeds during the day were averaging about 5% below posted speeds. In urban areas, such as Warsaw, and Columbia City, travel speeds were averaging around 20 to 25% below posted speed limits during the day. Our desired outcome is to identify solutions that can safely improve the efficiency and reliability of travel along US 30 as it serves as an important local, regional, and statewide transportation corridor.
- It's important to note that crashes are not only a safety concern, they disrupt traffic flow and reduce the reliability and efficiency of travel in the corridor. Based on five years of crash data, on average, crashes have occurred on 300 days of the year somewhere along the nearly 50 miles of the US 30 East study area. This translates into a 73 percent likelihood that there was one or more crashes occurring along US 30 in the study area on any given day. The desired outcome of reducing crashes and improving safety also benefits mobility and reliability of travel in the corridor.
- To understand how traffic flow is affecting mobility in the corridor, we analyzed the traffic data to give us insight into where and how severe traffic issues are. We used the traffic flow using color grades, similar to

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overall, the best grade is an “A” and the worst grade is an “F”. Of the 36 major intersections analyzed in the US 30 East study area, 12 are expected to get a failing grade in 2045. The poor grades are mostly specific to local streets crossing the freeway, either on turn left from US 30A. To address this need, solutions that can help reduce the delay and improve operations at these intersections are desired. In general, traffic moving along US 30 gets passing grades – mostly B’s, B’s, and C’s – currently, and for the projected future conditions.

- **Access points – specifically driveways – along US 30 can create potential safety and mobility concerns as they introduce intersection points in the flow of traffic. In the US 30 East study area there are a total of 189 existing access points comprising of:**
 - o 101 driveways
 - o 67 stop-controlled intersections
 - o 24 signalized intersections
 - o 95 total 189 total intersections

As part of the next steps, the study team will review existing access to assess ways to improve or eliminate access. In addition, the number of conflict points to reduce turn lanes, improve traffic flow and increase safety.

- Finally, we’ve heard that improving the safety and mobility for long-distance passenger and freight trips was a concern along the corridor. Traffic currently averages 25% of total traffic in the US 30 East Study Area, and freight volume in this region has not kept pace with the increase between 2010 and 2016. US 30 will play a prominent role in supporting that growth. To address regional and statewide mobility, our desired outcomes in this area is to improve operations along US 30 to address passenger and freight mobility through the 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 (PURPOSE) and desired outcomes (PURPOSE). 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 24. Multiple public information meetings will be held in early to mid-June to collect public comments on the Draft Purpose and Need Report. The public comment period on the Draft Purpose and Need Report will extend through July 24, 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 (PURPOSE) and desired outcomes (PURPOSE). Potential alternatives that do not meet the purpose and need will be eliminated from further consideration.

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- Also 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 comprehensively 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 WANT – 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 lists, 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 lists, 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 these 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 30 studies remain on target for completion in Fall 2024.
- In terms of schedule goals, when the PEL studies are completed, it is important to remember that work cannot 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 areas. 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, these discrete projects will be considered by WADOT as part of its call for projects, which is typically a two-year timeline.

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- INDOT's project programming process is objective and needs based – with the scope of these 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 briefing included an open discussion with Coalition members where their questions were addressed.

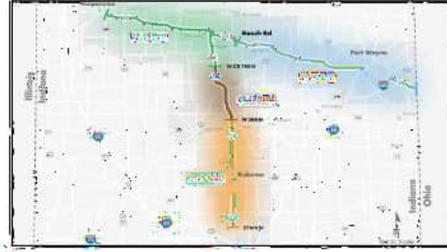
- A Coalition member asked when the draft purpose and need will be complete. The advisor stated the draft purpose and need, as well as the supporting technical data, for all four study areas will be released June 5. The advisor also noted the public comment period will be open until July 28.
- A Coalition member asked about the source of crash and traffic data in the presentation. The advisor clarified that the 2021 crash data was the most complete crash data set at the time the studies kicked-off in 2022. Traffic counts were collected over several years to help calibrate the traffic model used in the studies. Traffic counts from a couple years were excluded since the traffic volumes were lower and not deemed to be reflective of "normal" daily conditions.
- A Coalition member asked about the traffic projections through 2042 and whether potential increased traffic due to any improvements planning or constructed on US 30 near Fort Wayne were considered. The US study teams clarified that all study teams used the same traffic modeling approach and were in close consultation with one another. The advisor stated that any programmed projects (i.e., projects included in INDOT's published construction plan) were considered in the traffic modeling.
- A Coalition member asked whether public comments will be broken down by county. The advisor clarified that comments have generally been organized by study area; however, each study area has the ability to provide that data, if needed.
- A Coalition member asked what additional study goals were developed for the US 30 West study area. The study teams noted the two additional goals developed for US 30 West included:
 - o Increase highway safety by reducing head-on and crossing conflicts
 - o Local Access: Balance transportation improvements with maintaining a well improving local access.
 - o Corridor Character: Maintain character of local communities within the corridor.
 - o Alignment: Align transportation investments with other state goals
- A Coalition member asked about what work has been done to identify the amount of through traffic on the corridor. The advisor clarified that the model considers traffic coming into the state from other areas. The INDOT model also uses data that will be complemented by available data sources to help with calibration.
- A Coalition member asked how economic development efforts are considered during the study process. The advisor stated that each of the four areas has a goal of supporting economic development/redevelopment, so it is a factor during the evaluation process. The study teams have also met with local economic development groups and major businesses. The Coalition member noted that safety is an important consideration and economic development is a close second.
- A Coalition member noted that US 30 is the most important corridor for east-west economic development. The advisor confirmed that local, regional and statewide mobility is an important factor in the study. The US

- The East study team also noted that MDCOT already has programmed projects in Alton County to address some of the transportation and economic development needs. The study teams noted that they have spoken to each of the county's economic development organizations, as well as specific businesses along the corridor.
- A Coalition member noted the importance of considering autonomous vehicles and trucking. The advisor noted that both study areas have stated goals in supporting future technology, such as autonomous and connected vehicles.
- A Coalition member asked about projecting how future improvements will add to traffic volumes. The advisor noted that all committed projects are included in the model to make sure projections are reliable and reflect improvements that will occur in other areas.
- A Coalition member asked about accident data along the US 30 East study area. The study team provided a preview of the map that will be available at the public meeting. A Coalition member asked how the study team considers that section versus all other sections. The study team noted that data included in the report data the team reviewed.
- A Coalition member highlighted the presence of large businesses in the community to move goods and people. There was concern that their needs were not being considered as part of the study. The study teams noted that they have spoken to local businesses and stakeholders, and will continue to do so in the future. The study teams are working to meet with stakeholders upon request as well. The study team requested suggestions on specific stakeholders that should be contacted to discuss the study. Also, the contact information for each study area provided in meeting attendees for both the future meeting requests from study stakeholders. (Following the meeting, the Stakeholder Advisory Committee has more resources for the US 30 Study. Several members of the SAC represent economic development organizations and/or large businesses in the study areas).

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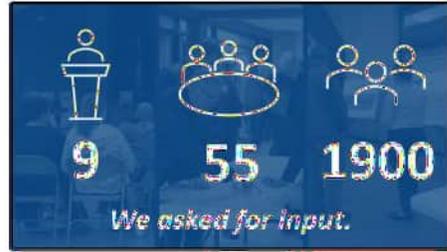
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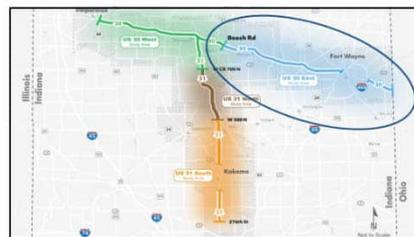
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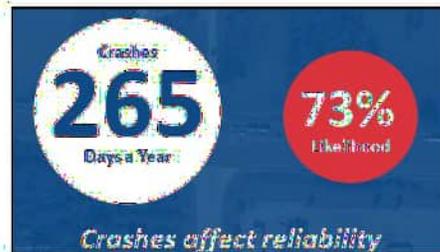
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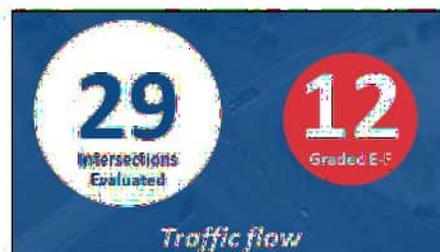
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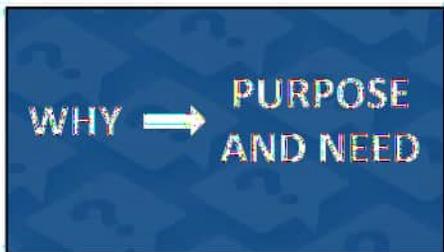
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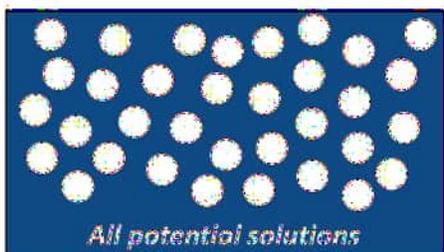
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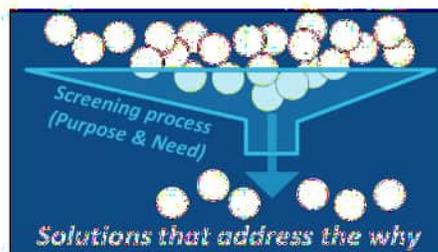
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QUESTIONS?
FEEDBACK?

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APPENDIX I: AGENCY COORDINATION MEETING MATERIALS



Date: July 17, 2024, 9:00 – 4:00 p.m.
TRIBES, FHWA, AND INDOT PEL MEETING #2
MEETING SUMMARY

1. WELCOME, INTRODUCTIONS, & PURPOSE

- Maria Carmichael began from the Federal Highway Administration (FHWA) initiated a welcome to attendees and Tribe representatives at 9:00 PM. She explained the goal of the study is to build relationships based on the input from stakeholders, and that the study team is actively listening to all the tribal, agency, and FHWA. Kati expressed her gratitude to the representatives for taking their time to participate in the meeting and the importance of collaborating with the Tribes early in the study.
- Kati Gillette from INDOT introduced the purpose and agenda of the meeting and presentation.
 - o Introductions
 - o A brief overview of the PEL process
 - o Review of the research conducted by the study team's assessment during the February 28, 2023, Indianation meeting (page #1)
 - o Community needs survey and how the Tribe representatives can provide input
- Kati discussed the previous meeting with Tribes, acknowledgment attendees, and indicated this meeting is intended to be a discussion and input into the next steps in the study. She also mentioned the survey and the importance of community.
- Kati had the introductions of study team, INDOT, and FHWA, and presented by explaining the flow to the Tribe representatives and any other notes listed in the attachments. The Tribe representatives then introduced themselves (see page 4 for the attendee list).

2. PROPEL US 30 & US 31 STUDIES OVERVIEW

- Akele Adams from INDOT discussed the planning and environment linkages (PEL) process.
- PEL is a federal planning process to help with transportation projects.
 - o It is used to help with the planning process and to help with the environment.
 - o There are no projects at this point.
 - o PEL studies are a collaboration and integrated approach to transportation planning considering multiple factors, while also ensuring the public and environment with resources available 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 natural 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 developed for PEL studies to help study stakeholders to get 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 next stage in the NEPA environmental review process.
 - o Akele discussed the planning the study team structure and the design.
 - INDOT is managing the planning process and working with FHWA to ensure all federal requirements are met during the study.
 - Sandra Finnic US 30 Project Manager (PEL), US 31 Deputy PEI
 - o Sandra Finnic US 30 Project Manager (PEL), US 31 Deputy PEI
 - o Jennifer Williams US 31 PEI, US 30 Deputy PEI
 - o The project website is:
 - o <https://propepus30.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:
 - 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)
 - 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)
 - 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.
 - 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.
- ☐ ○ 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.
 - 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?
 - 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.
 - 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?
 - 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.
 - 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
- Adin McCann (HNTB): amccann@hntb.com
- Kari Carmany-George (FHWA): k.carmanygeorge@dot.gov
- Matt Coon (INDOT Cultural Resources Office): mcoon@indot.in.gov
- Jonathan Wallace (INDOT Project Manager): jwallace2@indot.in.gov
- Sandra Flum (INDOT Project Manager): sflum@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



AGENDA



INTRODUCTIONS – INDOT & PEL ADVISOR

FHWA

- Kari Carmany-George

INDOT PROJECT MANAGERS

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

INDOT CULTURAL RESOURCES OFFICE

- Matt Coon

PEL ADVISOR

- Adin McCann – HNTB
- Kia Gillette – HNTB
- Jeff Laswell – Gray & Pape

INTRODUCTIONS – PEL STUDY TEAMS

US 30 WEST TEAM

- Krista Goodin – CDM Smith

US 31 NORTH TEAM

- Jenny Kleinman – Parsons

US 30 EAST TEAM

- Jamie Bents – WSP

US 31 SOUTH TEAM

- Dan Miller – HNTB

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

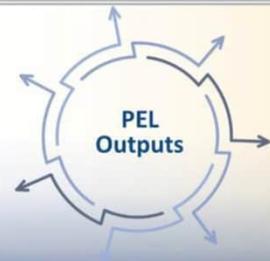


ProPEL US 30 & US 31 STUDIES PROCESS



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

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;

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[®] 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.

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.

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

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



APPENDIX J: PUBLIC INFORMATION MEETING PRESENTATION

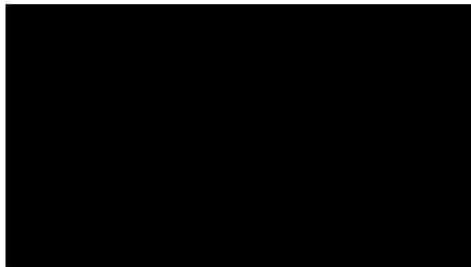
8/1/2023



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8/1/2023



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29
Intersections Evaluated

12
Graded E-F

Traffic flow

13

Mobility along US 30

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WHY → **PURPOSE AND NEED**

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US 30 EAST NEEDS

- ✓ roadway safety
- ✓ mobility for local users
- ✓ efficiency and reliability

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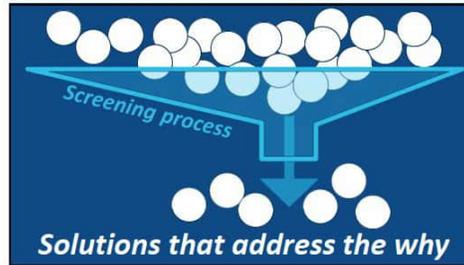
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WHAT'S NEXT?

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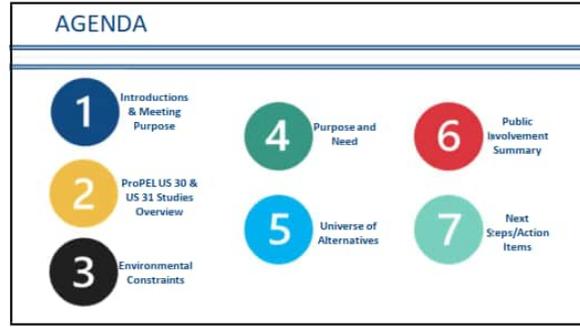
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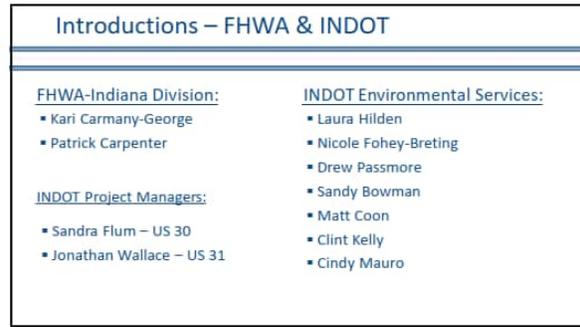
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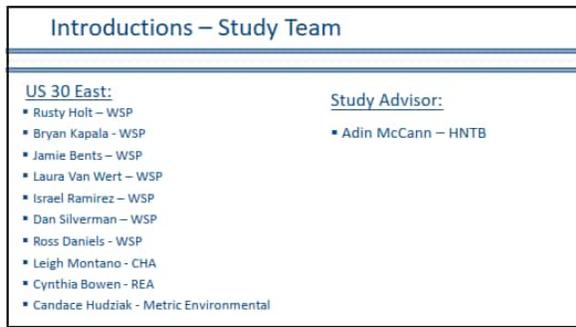
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5



6

Introductions – Resource Agencies

<p>IDNR DHPA</p> <ul style="list-style-type: none"> Beth McCord Chad Slider Toni Giffin Wade Tharp <p>Indiana Landmarks</p> <ul style="list-style-type: none"> Paul Hayden, Northeast Field Office <p>INDOT Fort Wayne District</p> <ul style="list-style-type: none"> Todd Johnson Jason Kaiser 	<p>Indiana Aviation</p> <ul style="list-style-type: none"> Tyler Lewandowski <p>IDNR</p> <ul style="list-style-type: none"> Christine Stanifer, Div. Fish & Wildlife Erica Gummere, Div. Outdoor Recreation Dale Brier, Div. Outdoor Recreation <p>NRCS (USDA)</p> <ul style="list-style-type: none"> John Allen (State Soil Scientist) Tim Bomba (Allen Co.) Jeremy Palmer (Whitley Co.) Chad Schotter (Kosciusko Co.) Deborah Knepp (Marshall Co.) Aleah Southworth (Kosciusko Co.)
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7

Introductions – Resource Agencies

<p>Local Organizations/Individuals</p> <ul style="list-style-type: none"> Greg Lake, Allen Co. Soil & Water Cons. District Nadean Lamle, Whitley Co. Soil & Water Cons. District Melinda Miller, Kosciusko Co. Soil & Water Cons. District Tyson Edwards, Marshall Co. Soil & Water Cons. District Rod Rekenberger, Maumee River Basin Comm. David Schaab, Allen Co. Planning (Floodplain Management) Whitley Co. Planning Matthew Sandy, Kosciusko Co. Area Planning (Floodplain) Bernie Beier, Allen Co. Office of Homeland Security Kip Shuter, Kosciusko County Emergency Management Allen County Parks Department Fort Wayne Parks and Rec Dept. Kosciusko County Parks and Rec 	<ul style="list-style-type: none"> Larry Plummer, Jr., Warsaw Parks and Rec Winona Lake Parks Department Columbia City Parks Dan Avery, NE Indiana Regional Coordinating Council James Turwald, MACOG Allyson Ragan, MACOG Caitlin Stevens, MACOG Peg Dilbone, Indiana Freedom Trails, Northeast Region Indiana Lincoln Highway Association, Inc. Allen County-Fort Wayne Historical Society Kosciusko County Historical Society Mark Parker, Kosciusko County Historian Aaron Mathieu, Whitley County Historical Society Connie HaasZuber, ARCH, Inc.
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8

Meeting Purpose

- Provide an overview** of the ProPEL US 30 and US 31 studies.
- Share information and answer questions** regarding environmental constraints, public involvement, the draft Purpose & Need and the Universe of Alternatives for ProPEL US 30 East.
- Communicate** next steps for the ProPEL US 30 East study.

9



10

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

11

ProPEL US 30 & US 31



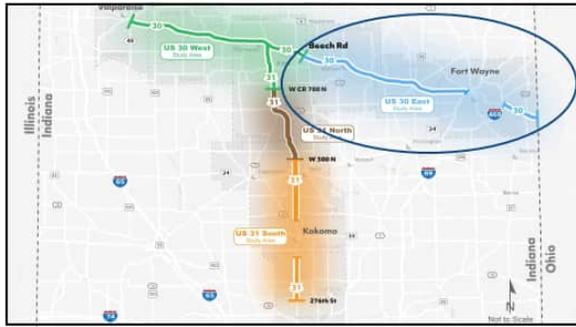
Indiana Department of Transportation (INDOT)

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

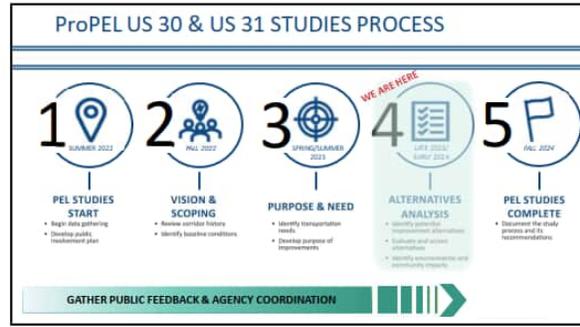
Four Consultant Teams

- 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.

12



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14

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

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ENVIRONMENTAL CONSTRAINTS

16

ENVIRONMENTAL CONSTRAINTS REPORT

- Data Sources**
 - Publicly available databases
 - Previous plans and studies
 - Field observation
 - Stakeholder coordination and public involvement (ongoing)
- Study Area**
 - 1/2 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

17

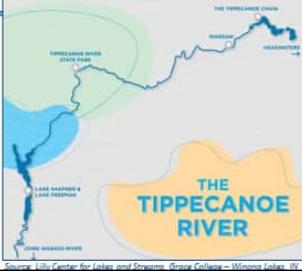
SUMMARY OF ENVIRONMENTAL FEATURES

<p>TRANSPORTATION:</p> <ul style="list-style-type: none"> 5.6% of households in study area have no motorized vehicle access 2 railroads (0 crossings) 2 airports 	<p>NATURAL RESOURCES:</p> <ul style="list-style-type: none"> 188 river and stream segments 99 floodplain sections 3,048 acres of NWI wetlands 7 federally listed species
<p>COMMUNITY RESOURCES:</p> <ul style="list-style-type: none"> 10 schools Existing and planned adjacent trails 8 places of worship 82 census tracts for underserved communities 	<p>CULTURAL RESOURCES:</p> <ul style="list-style-type: none"> 5 National Register-listed above-ground cultural resources 3 cemeteries <p>SECTION 4(f) / 6(f) RESOURCES:</p> <ul style="list-style-type: none"> 16 potential non-historic Section 4(f) sites and 2 potential Section 6(f) sites

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WATER RESOURCES

- 3,048 NWI wetlands
- 6 stream crossings
- 98 floodplain polygons
- 40 IDEM 303(d) listed streams segments (including Seegar Ditch, Tippecanoe River)
- 48 Muck/Peat soil crossings of existing alignment
- 1 NRI listed stream crossing (Tippecanoe River)



Source: US Center for Inland and Stream, Iowa College - Winona, Iowa, IA

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LAND USE

- **Marshall County**
 - Predominantly agricultural
 - Single family residential north of US 30
 - A commercial node south of US 30
- **Kosciusko County (unincorporated)**
 - Predominantly agricultural
 - Unincorporated areas around Etna Green and Atwood include residential subdivisions and commercial land use, with a manufacturing cluster on US 30 east of town
 - Unincorporated areas around Warsaw include commercial/service and industrial land use, residential subdivisions, as well as a place of worship



20

LAND USE - Continued

- **Etna Green and Atwood, Kosciusko County**
 - Primarily residential and industrial
- **Warsaw, Kosciusko County**
 - Industrial along US 30 in north and east Warsaw
 - Commercial land use at SR 15 interchange
 - Medical services and orthopedic device manufacturing on US 30 in central Warsaw (including Lutheran Kosciusko Hospital and several clinics)
 - Medium density residential on both sides of US 30 in central Warsaw
- **Pierceton, Kosciusko County**
 - Primarily commercial, industrial, and residential

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LAND USE - Continued

- **Larwill, Whitley County**
 - Primarily residential with agricultural
 - Fire department and park south of US 30
- **Columbia City, Whitley County**
 - Western portion largely commercial on both sides of US 30, with an industrial area south of US 30 as well
 - Mainly low density and some medium density residential in central and south Columbia City
- **Whitley County (unincorporated)**
 - Primarily agricultural, some single family residential along US 30
 - Commercial areas at various intersections
 - Industrial areas north of US 30: from 5 400 E to 5 500 E, at 5 600 E, and south of US 30 (west of 5 700 E to 5 800 E)
 - Steel Dynamics at US 30/County Line Road
- **Allen County and Fort Wayne**
 - Western and eastern portions of the study area along US 30 are largely agricultural
 - Study area within Fort Wayne city limits contains mix of uses along US 30, including single family residential, industrial, and commercial
 - Amazon Fulfillment Center (Flaugh Road)
 - Sweetwater Sound (Kroemer Road)

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PROTECTED SPECIES

- **7 federal threatened, endangered, or candidate species**
 - Indiana bat
 - Northern long-eared bat
 - Tricolored bat
 - Copperbelly water snake
 - Clubshell clam
 - Rayed bean clam
 - Monarch butterfly
- **State threatened, endangered, and rare species**
 - 51 in Allen County
 - 113 in Kosciusko County
 - 58 in Marshall County
 - 45 in Whitley County



Indiana bat.

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CULTURAL RESOURCES

ABOVE-GROUND:

- 240 previous IHSSI-recorded resources
- Three NRHP listed historic districts
 - Columbia City Historic District, Whitley County
 - Pierceton Historic District, Kosciusko County
 - Saint Louis Beacon Historic District, Allen County
- Two NRHP listed sites
 - Justin O. Zimmer House, Warsaw, Kosciusko County
 - Dr. Christopher Souder House, Larwill, Whitley County

ARCHAEOLOGY

- 2 potentially NRHP eligible sites
- 80 sites of undetermined eligibility

CEMETERIES

- 3 cemeteries adjacent to US 30



Dr. Christopher Souder House, Larwill. (Source: NPS)

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

- Section 4(f) resources (park and recreation only):
 - 16 park and recreational properties
- Section 6(f) resources (LWCF):
 - Jury Park (New Haven, Allen County)
 - Morsches Park (Columbia City, Whitley County)



Morsches Park (Source: City of Columbia City)

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UNDERSERVED COMMUNITIES

- Communities with environmental justice (EJ) concerns:** Minority populations (24.9%) and low-income populations (12.0%).
- Disadvantaged Communities (DAC):** Communities present within the study area are based on federal tools identified by the USDOT. 44 out of 113 CTs wholly or partially within the study area are DACs.
- Other underserved communities** including: persons with limited English proficiency (2.1%); households with no personal vehicle access (5.6%); households with no internet access (5.6%); and seven mobile home/manufactured home parks found adjacent to the existing alignment.

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SUMMARY OF PURPOSE & NEED



PROPEL US 30 | NextLevel HOV3+

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WHAT IS A PURPOSE & NEED STATEMENT?

It's the WHY

- Tells why the study is being conducted
- Expresses the transportation issues
- States the desired outcomes
- Is the foundation of the decision making process
- Sets the foundation for alternatives development

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STUDY ISSUES AND OUTCOMES

Issues (Needs)

- Safety concerns due to number and spacing of crossings
- Excessive effect on the reliability of traffic flow
- Speed concerns along US 30 in the Study Area
- 128 Access locations create traffic flow interruption points
- Disturbance for local traffic, including, turning or turning left from US 30
- Site high quality mobility for long distance passenger and freight trips

Outcomes (Purposes)

- Improve safety for all users in the corridor
- Improve mobility for local users along and across the corridor
- Enhance the efficiency and reliability of US 30 as a Regional and Statewide Corridor

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US 30 EAST—STUDY GOALS

For US 30 East, the identified transportation improvements should strive to meet the following identified goals:

- Economic Development**
 - Provide transportation infrastructure to support local economies and economic development goals.
- Equity in Transportation**
 - Provide equitable access and mobility for traditionally underserved communities.
- Multimodal Access & Connections**
 - Accommodate non-vehicular modes of travel in and crossing the study corridor.
- Emerging Technologies**
 - Support emerging technologies and related infrastructure, including alternative fuel, autonomous, or connected vehicles.
- Fiscal & Environmental Practicality**
 - Identify fiscally responsible improvements and avoid/minimize impacts to the human and natural environment.
- Driver Expectations**
 - Enhance transitions and provide consistent driver expectations between rural and urban segments of US 30 East.

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PUBLIC OUTREACH & ENGAGEMENT

- 6 Public information meetings (in-person and virtual)
- 6 Stakeholder Advisory Committee meetings
- 30+ Community outreach activities (special events, fairs, festivals, office hours)
- 10+ community presentations
 - Local Economic Development Organizations
 - Farm Bureau
 - Planning Commissions
 - Media
 - Legislators

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STAKEHOLDER FEEDBACK



- More than **1050** registered stakeholders
- **850+** Public comments received
- Comment themes include:
 - Mobility and access to, from, and across US 30
 - Safety concerns
 - Enhancing economic development
 - Supporting agriculture and agricultural access
- Other comments mentioned quality of life, bike, pedestrian, transit, and environmental concerns.



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COMMUNITIES WITH EJ CONCERNS

- Intentional, targeted outreach to communities with Environmental Justice concerns in the study area continues:
 - Community Office Hours
 - Pop-Up Events
 - ESL Educational Materials
 - Strategic Outreach



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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 comments on the Universe of Alternatives Report.
6. Please provide any questions or concerns regarding the study if not listed above.

*If possible, please respond on or before December 22, 2023.

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THANK YOU

Visit the website at propelus30.com

PROPEL US 30 EAST



November 2023

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Agency Comments

RE: Invitation to Participate: ProPEL US 30 East Resource Agency and Cultural Resource Stakeholder Meeting #1 - Message (HTML)

File Message Help PDF-XChange Tell me what you want to do

Ignore Delete Archive Reply Reply All Forward Meeting IM More All Apps Move Send to OneNote Actions Mark Unread Categorize Follow Up Find Related Select Editing Read Aloud Immersive Reader Translate Zoom

RE: Invitation to Participate: ProPEL US 30 East Resource Agency and Cultural Resource Stakeholder Meeting #1

Bents, Jamie T. Reply Reply All Forward Wed 11/22/2023 9:26 AM

To: david_calease@nps.gov; Erik.R.Sandstedt@hud.gov; elizabeth_mccloskey@fws.gov; Paul.H.Allerding@usace.army.mil; Charles.A.Uhlarik@usace.army.mil; +53 others

Cc: Holt, Rusty; Kapala, Bryan; Silverman, Daniel E.; Ramirez, Israel; Daniels, William [Ross]; Van Wert, Laura; Adin McCann; Kia Gillette; Patrick Carpenter (patrick.carpenter@dot.gov); +19 others

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

From: Bents, Jamie T.
Sent: Tuesday, October 17, 2023 2:45 PM
To: Bents, Jamie T.; david_calease@nps.gov; Erik.R.Sandstedt@hud.gov; elizabeth_mccloskey@fws.gov; Paul.H.Allerding@usace.army.mil; Charles.A.Uhlarik@usace.army.mil; Aaron.W.Damrill@usace.army.mil; Ryan.D.Cassidy@usace.army.mil; john.allen@usda.gov; peloso.elizabeth@epa.gov; Eric.Washburn@uscg.mil; William.B.Stanifer@uscg.mil; Michael.O.Walker2@uscg.mil; aturnbow@idem.in.gov; GCWrin@idem.IN.gov; rbraun@idem.IN.gov; iturner2@idem.IN.gov; environmentalreview@dnr.in.gov; egummere@dnr.in.gov; dbrier@dnr.in.gov; TLewandowski@indot.IN.gov; tim.bomba@in.usda.gov; Jeremy.palmer2@usda.gov; chad.schotter@in.usda.gov; deb.knepp@usda.gov; allenswcd@gmail.com; nadean.lamle@in.nacdn.net; melinda.miller@in.nacdn.net; Tyson.edwards@corteva.com; MRBC.Director@gmail.com; davidschaab@allencounty.us; wcplanning2@whitley.gov.com; msandy@kcgov.com; bernie.beier@allencounty.us; kshuter@kcgov.com; officemanager@allcountyparks.org; parkswebmaster@ci.ft-wayne.in.us; rhelser@kcgov.com; lplummer@warsaw.in.gov; winonalakepark@gmail.com; info@columbiacity.net; tjohanson@indot.in.gov; Dan.Avery@co.allen.in.us; iturnwald@macog.com; aragan@macog.com; cstevens@macog.com; phayden@indianalandmarks.org; BMccord@dnr.IN.gov; CSLider@dnr.IN.gov; tgiffin@dnr.in.gov; wtharp1@dnr.in.gov; pkdillbone6811@gmail.com; Lincolnhighwayassoc.office@yahoo.com; administration@fwhistorycenter.org; info@kosciuskohistory.com; director@kosciuskohistory.com; mfparker53@gmail.com; aaron@whitleymuseum.com; chzuber@archfw.org
Cc: Holt, Rusty; Kapala, Bryan; Silverman, Daniel E.; Ramirez, Israel; Daniels, William [Ross]; Van Wert, Laura; Adin McCann; Kia Gillette; Patrick Carpenter (patrick.carpenter@dot.gov); Carmany-George, Karstin (FHWA); Flum, Sandra; JWallace2@indot.IN.gov; Hilden, Laura; Passmore, Andrew D; cmauro@indot.in.gov; Matthew Coon; Kelly, Clint; Bowman, Sandra A; NFOheyBreting@indot.IN.gov; Peloso, Liz; Kaiser, Jason; Southworth, Aleah - FPAC-NRCS, IN; Gumbert, Jessica; David Schaab; Elmore, Summer; Cynthia Bowen; Montano, Leigh; Montano, Leigh
Subject: Invitation to Participate: ProPEL US 30 East Resource Agency and Cultural Resource Stakeholder Meeting #1
When: Thursday, November 30, 2023 1:00 PM-2:30 PM (UTC-06:00) Central Time (US & Canada).
Where: Microsoft Teams Meeting

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 Allen, Whitley, Kosciusko, and Marshall counties, Indiana, hereinafter referred to as ProPEL US 30 East. The ProPEL US 30 East study area is centered along US 30 for about 60 miles, extending from Beech Road (one mile west of the Marshall/Kosciusko County border) east to State Line Road at the Ohio State Line (Allen 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 meeting invitation is the next step for resource agency coordination for the ProPEL US 30 East study.

We invite you to participate in a virtual Resource Agency & Cultural Resources Stakeholder Meeting on Thursday, November 30th at 2pm (EST) via Microsoft Teams. An Outlook meeting invitation was sent 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 East 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.

The ProPEL US 30 East 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 East study and attend the November 30th meeting.
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.

RE: Invitation to Participate: ProPEL US 30 East Resource Agency and Cultural Resource Stakeholder Meeting #1 - Message (HTML)

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Ignore Delete Archive Reply Reply All Forward Meeting IM More All Apps Move Send to OneNote Actions Mark Unread Categorize Follow Up Find Related Select Read Aloud Immersive Reader Translate Zoom

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Bents, Jamie T. Reply Reply All Forward Wed 11/22/2023 9:26 AM

To david_calease@nps.gov; Erik.R.Sandstedt@hud.gov; elizabeth_mccloskey@fws.gov; Paul.H.Allerding@usace.army.mil; Charles.A.Uhlarik@usace.army.mil; +53 others

Cc Holt, Rusty; Kapala, Bryan; Silverman, Daniel E.; Ramirez, Israel; Daniels, William [Ross]; Van Wert, Laura; Adin McCann; Kia Gillette; Patrick Carpenter (patrick.carpenter@dot.gov); +19 others

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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 with any comments or input by November 21st to:
 Laura Van Wert, Public & Stakeholder Involvement
 WSP
 412-508-0383
laura.vanwert@wsp.com

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RE: Invitation to Participate: ProPEL US 30 East Resource Agency and Cultural Resource Stakeholder Meeting #1 - Message (HTML)

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RE: Invitation to Participate: ProPEL US 30 East Resource Agency and Cultural Resource Stakeholder Meeting #1

Bents, Jamie T. Reply Reply All Forward Wed 11/22/2023 9:26 AM

To david_calease@nps.gov; Erik.R.Sandstedt@hud.gov; elizabeth_mcclouskey@fws.gov; Paul.H.Allerding@usace.army.mil; Charles.A.Uhlarik@usace.army.mil; **+53 others**

Cc [Holt, Rusty](#); [Kapala, Bryan](#); [Silverman, Daniel E.](#); [Ramirez, Israel](#); [Daniels, William \[Ross\]](#); [Van Wert, Laura](#); [Adin McCann](#); [Kia Gillette](#); **+20 others**

Good morning!

You previously received an invitation to participate in the ProPEL US 30 East Resource Agency and Cultural Resource Stakeholder Meeting #1, which will be held virtually on Thursday, November 30th at 2 PM Eastern. In the original invitation, we noted that we are seeking feedback on several project documents (noted below). We also recently issued a Universe of Alternatives document for US 30 East and invite you to review and provide comments on that document as well. It is located on the project website, at this address: [US 30 East – ProPEL US 30](#)

Thank you very much, and we look forward to speaking with you on November 30th!

Best,

Jamie Bents

Jamie T. Bents, AICP CTP
 Director, Environmental Planning
 Vice President
(she/her/hers)

T+ 1 612-524-0952
 M+ 1 515-779-6599

[in](#)
wsp.com

Re: Invitation to Participate: ProPEL US 30 East Resource Agency and Cultural Resource Stakeholder Meeting #1 - Message (HTML)

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Re: Invitation to Participate: ProPEL US 30 East Resource Agency and Cultural Resource Stakeholder Meeting #1

WG Wrin, Graham C <GCWrin@idem.IN.gov> To: Bents, Jamie T. Cc: Van Wert, Laura

Follow up. Start by Monday, November 27, 2023. Due by Monday, November 27, 2023. If there are problems with how this message is displayed, click here to view it in a web browser.

Mon 11/27/2023 2:14 PM

Reply Reply All Forward

Hello Jamie,

My apologies for the delay, see below for IDEM's comments.

1. Please indicate if you are willing to participate in the ProPEL US 30 East study and attend the November 30th meeting. **Yes**
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. **No additional important resources to note**
3. Please indicate if there are resources of specific concern or importance along the study corridor. **The forested stand complex just east of Grovetown, and the Yellow and Kankakee River(s)**
4. Please provide any comments on the Draft Purpose and Need Report. **None**
5. Please indicate if any permits or approvals may be required by your agency once a project (or projects) are identified. **Clean Water Act Section 401 Water Quality Certification and State Isolated Wetland Permit**
6. Please provide any questions or concerns regarding the study if not listed above. **None**

Thank you,



Graham Wrin, Wetland Project Manager
 Wetlands Section, Office of Water Quality
 100 North Senate Avenue, Room 1255
 Indianapolis Indiana 46204
 Phone: (317) 605-4105
 Fax: (317) 234-4145
GCWrin@idem.IN.gov

Section 401 Water Quality Certification and Isolated Wetlands Program: <http://www.in.gov/idem/wetlands>
Stormwater Program: <http://www.in.gov/idem/stormwater>
Indiana Stormwater Quality Manual: <http://www.in.gov/idem/stormwater/2363.htm>

Re: Invitation to Participate: ProPEL US 30 East Resource Agency and Cultural Resource Stakeholder Meeting #1 - Message (HTML)

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Re: Invitation to Participate: ProPEL US 30 East Resource Agency and Cultural Resource Stakeholder Meeting #1

WG Wrin, Graham C <GCWrin@idem.IN.gov>
 To Bents, Jamie T.
 Cc Van Wert, Laura

Follow up. Start by Thursday, November 30, 2023. Due by Thursday, November 30, 2023.
 If there are problems with how this message is displayed, click here to view it in a web browser.
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Please disregard my previous comments as they pertained to US West. See below for US 30 East comments.

1. Please indicate if you are willing to participate in the ProPEL US 30 East study and attend the November 30th meeting. **Yes**
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. **No additional important resources to note**
3. Please indicate if there are resources of specific concern or importance along the study corridor. **Pole Run Ditch and surrounding wetland complex and Tippecanoe River**
4. Please provide any comments on the Draft Purpose and Need Report. **None**
5. Please indicate if any permits or approvals may be required by your agency once a project (or projects) are identified. **Clean Water Act Section 401 Water Quality Certification and State Isolated Wetland Permit**
6. Please provide any questions or concerns regarding the study if not listed above. **None**

Thank you,

 Graham Wrin, Wetland Project Manager
 Wetlands Section, Office of Water Quality
 100 North Senate Avenue, Room 1255
 Indianapolis Indiana 46204
 Phone: (317) 605-4105
 Fax: (317) 234-4145
GCWrin@idem.IN.gov

Section 401 Water Quality Certification and Isolated Wetlands Program: <http://www.in.gov/idem/wetlands>
Stormwater Program: <http://www.in.gov/idem/stormwater>
Indiana Stormwater Quality Manual: <http://www.in.gov/idem/stormwater/2363.htm>

Indiana Department of Environmental Management

 **IDEM values your feedback.**
 Please take two minutes and complete this brief survey. 

RE: Invitation to Participate: ProPEL US 30 East Resource Agency and Cultural Resource Stakeholder Meeting #1 [ER-26031] - Message (HTML)

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RE: Invitation to Participate: ProPEL US 30 East Resource Agency and Cultural Resource Stakeholder Meeting #1 [ER-26031]

DE DNR Environmental Review <environmentalreview@dnr.IN.gov>
 To: Van Wert, Laura
 Cc: Bents, Jamie T.
 Thu 10/19/2023 11:02 AM

Follow up. Start by Thursday, November 2, 2023. Due by Thursday, November 2, 2023.

Dear Laura:

This is a standard informational email in response to your request for an Environmental Review. We would like you to know that the review is in process and a formal response will be forthcoming. The review process typically takes 30 days to complete. Please refer to the ER number in the subject line on all future correspondence regarding this project.

For your meeting request, we'll be sending this to our field staff and you should be hearing from them soon.

**** FYI: if you are not already doing so, please submit all future environmental review requests to the Environmental Coordinator at: environmentalreview@dnr.in.gov.**

Please let me know if you have any questions.

Kind regards,

Elizabeth Adkins (she/her)
 Environmental Review Biologist
 Indiana Department of Natural Resources
 Division of Fish & Wildlife: Environmental Unit
EAdkins@dnr.IN.gov
dnr.IN.gov/fish-and-wildlife

-----Original Appointment-----
From: Bents, Jamie T. <Jamie.Bents@wsp.com>
Sent: Tuesday, October 17, 2023 3:52 PM
To: david_calease@nps.gov; Erik.R.Sandstedt@hud.gov; McCloskey, Elizabeth; Paul.H.Allerding@usace.army.mil; Charles.A.Uhlarik@usace.army.mil; Aaron.W.Damrill@usace.army.mil; Ryan.D.Cassidy@usace.army.mil; john.allen@usda.gov; pelloso.elizabeth@epa.gov; Eric.Washburn@uscg.mil; William.B.Stanifer@uscg.mil; Michael.O.Walker2@uscg.mil; Turnbow, Alisha; Wrin, Graham C; Braun, Randy; Turner, James; DNR Environmental Review; Gummere, Erica; Brier, Dale; Lewandowski, Tyler; tim.bomba@in.usda.gov; Jeremy.palmer2@usda.gov; chad.schotter@in.usda.gov; deb.knepp@usda.gov; allenswcd@gmail.com; Lamle, Nadean - NRCS, Columbia City, IN; Miller, Melinda - FPAC-NRCS, WARSAW, IN; Tyson.edwards@corveva.com; mrbc.director@allencounty.us; wcplanning2@whitleygov.com; msandy@kcgov.com; Bernie Beier; kshuter; officemanager@allencountyparks.org; parkswebmaster@ci.ft-wayne.in.us; rhelser@kcgov.com; lp lummer@warsaw.in.gov; winonalakepark@gmail.com; info@columbiacity.net; Johnson, Todd H; Dan Avery; jturnwald@macog.com; aragan@macog.com; cstevens@macog.com; phayden@indianalandmarks.org; McCord, Beth K; Slider, Chad (DNR); Giffin, Toni L; Tharp, Wade; pkdillbone6811@gmail.com; Lincolnhighwayassoc.office@yahoo.com; administration@fwhistorycenter.org; info@kosciuskohistory.com; director@kosciuskohistory.com; mfparker53@gmail.com; aaron@whitleymuseum.com; chzuber@archfw.org
Cc: Holt, Rusty; Kapala, Bryan; Silverman, Daniel E.; Ramirez, Israel; Daniels, William [Ross]; Van Wert, Laura; Adin McCann; Kia Gillette; Carpenter, Patrick (FHWA); Carmany-George, Karstin (FHWA); Flum, Sandra; Wallace, Jonathan N; Hilden, Laura; Passmore, Andrew D; Mauro, Cindy E; Coon, Matthew; Kelly, Clint; Bowman, Sandra A; NfoheyBreting@indot.IN.gov
Subject: Invitation to Participate: ProPEL US 30 East Resource Agency and Cultural Resource Stakeholder Meeting #1
When: Thursday, November 30, 2023 1:00 PM-2:30 PM (UTC-06:00) Central Time (US & Canada).
Where: Microsoft Teams Meeting

**** This is an EXTERNAL email. Exercise caution. DO NOT open attachments or click links from unknown senders or unexpected email. ****

RE: ProPEL US 30 East Universe of Alternatives (Level 1) Screening Technical Memorandum - Message (HTML)

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RE: ProPEL US 30 East Universe of Alternatives (Level 1) Screening Technical Memorandum

 Bents, Jamie T.
 To:  Van Wert, Laura;  tgiffin@DNR.IN.gov
 Cc:  Holt, Rusty;  Peck, Shane
wsp.com

Reply Reply All Forward

Tue 11/28/2023 4:37 PM

From: Van Wert, Laura <Laura.VanWert@wsp.com>
Sent: Tuesday, November 28, 2023 2:30 PM
To: tgiffin@DNR.IN.gov
Cc: Bents, Jamie T. <Jamie.Bents@wsp.com>; Holt, Rusty <Rusty.Holt@wsp.com>; Peck, Shane <Shane.Peck@wsp.com>
Subject: ProPEL US 30 East Universe of Alternatives (Level 1) Screening Technical Memorandum
Importance: High

Hi Toni,

Thanks for reaching out to me today. As we discussed, a digital copy of the ProPEL US 30 East's Universe of Alternatives (Level 1) Screening Technical Memorandum can be found:

- On the ProPEL website: https://propelus30.com/wp-content/uploads/2023/11/US30EPEL_UOAScreeningMemo_RP_WEB.pdf
- Downloading it via SharePoint: [US30EPEL_UOAScreeningMemo_RP_WEB.pdf](#)

I will mail you a physical copy of the report for your records tomorrow. Also CCed here are our study leads, as an FYI that digital and physical copies of the memorandum were requested. Please let me know if there is anything else that I can do for you.

Cheers,
 Laura



Laura Van Wert
 Communications and Public Involvement Manager
 (She/Her)

Phone : 412-508-0383

WSP USA
 30 N. LaSalle, Suite 4200
 Chicago, IL, 60602

wsp.com

RE: ProPEL US 30 East Universe of Alternatives (Level 1) Screening Technical Memorandum - Message (HTML)

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RE: ProPEL US 30 East Universe of Alternatives (Level 1) Screening Technical Memorandum

Bents, Jamie T.
 To: Van Wert, Laura; tgiffin@DNR.IN.gov
 Cc: Holt, Rusty; Peck, Shane

Tue 11/28/2023 4:37 PM

Reply Reply All Forward

Thank you, Laura! Toni, I was in meetings all afternoon today and only now am free - I'm so sorry to have missed your call.

The US 30 East team sent DHPA physical copies only of the two cultural resource memoranda developed so far - the aboveground memo, which is also on the website, and the archaeological memo. We did not send physical copies of the other reports (purpose and need, environmental constraints report, and universe of alternatives report) to any agency. We can certainly send you physical copies, although you may not receive them before our meeting on Thursday. We will incorporate agency/cultural resource stakeholder comments on the memos if they are received after our Thursday meeting; comments are always welcome throughout the study, but we are looking to summarize this round of agency coordination (including comments) by December 22.

Could you please confirm to which address you'd like the documents sent? Is it 402 W. Washington Street, Indianapolis, IN 46204?

We would be sending you the documents in the website's document library - purpose and need, universe of alternatives report, existing transportation conditions report, environmental constraints report, and above-ground cultural resources ID memo. Please confirm that you have received a copy of the archaeological memo (this would have been sent to you via Metric Environmental, our cultural resources team), and if you haven't received that we will send another copy of that as well.

Thanks very much, and I again apologize for not being available when you called earlier this afternoon.

Jamie Bents

 **Jamie T. Bents, AICP CTP**
 Director, Environmental Planning
 Vice President
(she/her/hers)

T+ 1 612-524-0952
 M+ 1 515-779-6599


 WSP USA Inc.
 250 Marquette Avenue, Suite 570
 Minneapolis, MN 55401
wsp.com

From: Van Wert, Laura <Laura.VanWert@wsp.com>
 Sent: Tuesday, November 28, 2023 2:30 PM
 To: tgiffin@DNR.IN.gov

RE: Invitation to Participate: ProPEL US 30 East Resource Agency and Cultural Resource Stakeholder Meeting #1 - Message (HTML)

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RE: Invitation to Participate: ProPEL US 30 East Resource Agency and Cultural Resource Stakeholder Meeting #1

Bents, Jamie T.
 To: jbaxter@allencountyparks.org
 Cc: [Holt, Rusty](#); [Van Wert, Laura](#); [Ramirez, Israel](#)

Follow up. Start by Friday, December 8, 2023. Due by Friday, December 8, 2023.

From: jbaxter@allencountyparks.org <jbaxter@allencountyparks.org>
 Sent: Monday, November 27, 2023 2:11 PM
 To: Bents, Jamie T. <Jamie.Bents@wsp.com>
 Subject: RE: Invitation to Participate: ProPEL US 30 East Resource Agency and Cultural Resource Stakeholder Meeting #1

The "Office Manager" may or may not have received it. She handles all operations as it relates to bill paying, deposits, payroll etc. and would have no opinion or say in these kinds of matters.

That said, I would be the proper contact but unfortunately I have other commitments that day and time.

While I have not read the entire report I have skimmed through the first 50 or so pages.

My comments as Superintendent of Allen County Parks (and as a Cubs fan and a father that had to drive his child back and forth to Valparaiso University for 4 years)

- Park people always worry about wetlands, forests etc but that's not really the point of this plan. Not sure my department has that much at stake here. When and if INDOT does anything a future consultant will contact us I am sure.
- (as Cubs fan and father) Many of the points I would have liked seen move forward have been off this table at least. Limited access and interchanges (entry ramps, bridges, exit ramps like when 30 and 31 meet). I was happier that I didn't have to drive 30 to Valpo than I was if she graduated!!
- As to projected traffic thru 2045 I **can tell you that it would be projected HIGHER if it wasn't such a pain the *&&%&^\$* road to travel** on in the first place it would be more used. You can't even hit the speed limit before you have to stop at an intersection. If I was planning a trip or I was a trucker I would stay away from 30 altogether.
- I generally will drive out of my way up I69 to Toll Road and over to Chicago or Valpo. Might cost me a few bucks but no traffic signals.
- Mass transit considerations are out of this plan as INDOT doesn't control that. Understood, but making design choices that would allow for that kind of thing in the future would be great and possibly a money maker for INDOT. Lease the right of way.
- Oh yes and lets make it even more unsafe and add pedestrian and bike stuff to a four lane highway. I realize that's a design element BUT! Sure getting across 30 safely on a bike or walking is fine.
- Did we ever do a study way back when we started using fossil fuels to how many gas stations there were??? Doubt it, its called entrepreneurship. They showed up cause they could make \$\$\$. Same will happen with EV's. And geez you think the oil companies are bad wait until AEP/I&M are the Top Dogs. Or the grid goes down!!

Editorial over! Thanks

Jeff Baxter
 Superintendent,
 Allen County Parks
 260.449.3312 (Office)
 260.438.1452 (Cell)



Nov 21st Prop 30 meeting - Message (HTML)

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Nov 21st Prop 30 meeting

Southworth, Aleah - FPAC-NRCS, IN <Aleah.Southworth@IN.NACDNET.NET>

To Van Wert, Laura

Follow up. Start by Friday, December 8, 2023. Due by Friday, December 8, 2023.

Reply Reply All Forward More

Wed 11/22/2023 12:04 PM

Good morning,

I plan to attend the Nov 21st Prop 30 meeting on behalf of Kosciusko SWCD and relaying notes on our possible involvement to my board.

Concerns to note along the corridor:
 Farm equipment crossing for landowners.
 Work in or near waters of the state, stormwater drainage, ditches, and pollution prevention to our waterways- need particular attention to ground stabilization and runoff controls around where these intersect with US30.

These are notes for me and for your awareness however it may affect the meeting.

Thank you,
Aleah Southworth
 Conservation Program Field Technician
 574-267-7445 x 5383

Kosciusko County
Soil And Water
Conservation District

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ProPEL US 30 East - Message (HTML)

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ProPEL US 30 East

ME McCloskey, Elizabeth <elizabeth_mccloskey@fws.gov>
To Van Wert, Laura

Follow up. Start by Thursday, November 30, 2023. Due by Thursday, November 30, 2023.

ProPEL US 30 East USFWS EC Comments 2023.pdf .pdf File
NWI Warsaw IN.html .html File

Good afternoon, the USFWS comments on the Environmental Constraints Report is attached.

Elizabeth McCloskey
U.S. Fish and Wildlife Service
Northern Indiana Suboffice
Ecological Services
Chesterton, Indiana



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

November 29, 2023

IPaC Project Code 2023-0025278

Ms. Laura Van Wert
WSP USA
c/o Indiana Department of Transportation
100 North Senate Avenue
Indianapolis, Indiana 46204

Project No.: Des. 2100113
Project: ProPel US 30 East
Location: Marshall, Kosciusko, Whitley, and Allen Counties, Indiana

Dear Ms. Van Wert:

The U.S. Fish and Wildlife Service (FWS) has reviewed the ProPel US 30 East Draft Environmental Constraints Report (ECR), dated August 4, 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 East study area, which is a mile wide corridor (buffer) approximately 60 miles long centered on the highway from Beech Road in Marshall County to the Indiana/Ohio state line (Allen County), minus the section around the north side of Fort Wayne where US 30 is contiguous with I-69 and I-469.

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, the wetlands nomenclature utilized does not coincide with the terminology used by the USFWS's National Wetlands Inventory (NWI). Although Table 3-9 shows the NWI

2.

naming conventions, the maps in Appendix A, Environmental Constraints Map, Natural Resources Series, only show “Wetlands” and “Lakes”, with no differentiation among types of wetlands or among ponds or lakes. The NWI considers ponds to be Palustrine, as are wetlands, while lakes are Lacustrine, but the project maps mix them together. For example, some of the wetlands along the Tippecanoe River (page 34) are depicted as Lake (solid blue symbol) when they are actually Palustrine forested wetlands; also, Hidden Lake is shown as being part of the river and not a separate lake adjacent to the river. Please see the attached NWI map of the area for reference. We recommend that the project maps utilize the mapping conventions established by the NWI in order to avoid confusion.

Concerning streams (Section 3.2.3), please explain what is meant by “river and stream segments”.

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 somewhat since the Information for Planning and Consultation (IPaC) report was provided on December 14, 2022, 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.

The western portion of the study area is within the Tippecanoe River watershed. 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 December 14, 2022, lists 2 endangered mussel species, clubshell (*Pleurobema clava*) and rayed bean (*Villosa fabalis*), which are both known in the river up and/or downstream of US 30. However, since that time the salamander mussel has been proposed for listing as an endangered species and the Tippecanoe River has been proposed as critical habitat from the dam at Oswego, upstream of Warsaw in Kosciusko County, to Lake Shaffer in White County. The Federal Register Notice of August 22, 2023 with the proposed listing and critical habitat designation can be found at <https://www.govinfo.gov/content/pkg/FR-2023-08-22/pdf/2023-17668.pdf>.

We appreciate the opportunity to review these documents. For further discussion, please contact Elizabeth McCloskey at elizabeth_mccloskey@fws.gov.

Sincerely yours,

/s/ *Elizabeth S. McCloskey*

for Susan E. Cooper
Supervisor

Sent via email November 29, 2023; no hard copy to follow.

RE: CLARIFICATION NEEDED: Invitation to Participate: ProPEL US 30 East Resource Agency and Cultural Resource Stakeholder Meeting #1 [ER-26031]...

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RE: CLARIFICATION NEEDED: Invitation to Participate: ProPEL US 30 East Resource Agency and Cultural Resource Stakeholder Meeting #1 [E...

Bents, Jamie T.
To: DNR Environmental Review, Van Wert, Laura
Mon 10/30/2023 4:04 PM

This message is part of a tracked conversation. Click here to find all related messages or to open the original flagged message.

US 30 Study Area - Half Mile.zip
.zip File

Good afternoon, Elizabeth!

I've attached a zip file with a shapefile of the study area. I hope it's helpful – please don't hesitate to reach out if you need anything further at this time.

Thanks,

Jamie

Jamie Bents, AICP CTP
(515) 779-6599 mobile

From: DNR Environmental Review <environmentalreview@dnr.IN.gov>
Sent: Monday, October 30, 2023 1:31 PM
To: Van Wert, Laura <Laura.VanWert@wsp.com>
Cc: Bents, Jamie T. <Jamie.Bents@wsp.com>
Subject: CLARIFICATION NEEDED: Invitation to Participate: ProPEL US 30 East Resource Agency and Cultural Resource Stakeholder Meeting #1 [ER-26031]

Hi Laura,
Do you have a shapefile or something similar that details the location of this project? It would be very helpful for a portion of our review, since the project area is so large.
Thanks!

Kind regards,

Elizabeth Adkins (she/her)
Environmental Review Biologist
Indiana Department of Natural Resources
Division of Fish & Wildlife: Environmental Unit
EAdkins@dnr.IN.gov
dnr.IN.gov/fish-and-wildlife

-----Original Appointment-----
From: Bents, Jamie T. <Jamie.Bents@wsp.com>
Sent: Tuesday, October 17, 2023 3:52 PM
To: david_colease@nps.gov; Erik B Sandstedt@bud.gov; McClockey, Elizabeth; Paul H Allardinn@usace.army.mil; Charles A Uhlarik@usace.army.mil; Aaron W Damrill@usace.army.mil;



City of Columbia City

Mayor

Ryan L. Daniel
112 S. Chauncey Street
Columbia City, IN 46725
OFFICE: 260-248-5111
FAX 260-248-5134
rdaniel@columbiacity.net

Indiana Department of Transportation
100 N Senate Avenue
Indianapolis, IN 46204
RE: Comments from US 30 Universe of Alternatives

To Whom it May Concern,

I want to thank INDOT and the PEL study team for their continued efforts towards a safer, better US 30 highway. As you are aware, Columbia City is dramatically impacted daily by the conditions of the US 30 Corridor. From public safety teams to our street and utility departments, we look forward to partnering with INDOT on the future of US 30.

When reviewing the Universe of Alternatives, a few things stand out that we very much appreciate. First, I appreciate the study team recognizing that a bypass around communities would be detrimental to the businesses along the corridor, the connectivity with local populations, and the environment that surrounds communities like Columbia City, Warsaw, and Plymouth. We applaud the decision to end further consideration of a bypass around our community. Second, we also applaud the decision to add further lanes onto US 30. We concur that the addition of lanes would only cause further congestion and safety problems for the corridor.

A few items of concern, however, need to be addressed. First, we have some strong concerns regarding the labeling of the local mobility and practicality of a freeway as "neutral" (page 15). As you are aware, Columbia City and the US 30 Coalition fully believe that a freeway is not only practical but would dramatically improve safety and mobility for both local and traversing traffic. In fact, our residents who would be impacted by the changes in local mobility endorse the concept of a freeway because of the challenges that the current design creates for their daily commutes. Second, we have strong concerns about the consideration of signalized and unsignalized improvements (page 27-29). Frankly, many of the challenges that US 30 presents to traffic are caused by the signalization of intersections. The data itself shows these intersections to be the most dangerous of the whole corridor. The unsignalized intersection improvements may work well for roads with lesser-traffic counts, but on US 30, we believe improvements like RCUTs, RCIs, and boulevard left turns would create further safety concerns.

As I close, I want to further encourage a stronger consideration for the freeway treatment to US 30. A freeway project can be scaled over numerous years to ensure appropriate timing, funding, and process, while ensuring generations with a safer, stronger US 30. There is no doubt in my mind that a Freeway is the most desirable and safest outcome from the PEL study.

Thank you,

A handwritten signature in black ink, appearing to read "Ryan L. Daniel".

The City of Columbia City Government is an Equal Opportunity Employer and does not discriminate upon the basis of race, age, gender, religion, national origin, disability or any other characteristic protected by law. Columbia City will provide reasonable accommodations to qualified individuals with a disability.



CITY OF FORT WAYNE

THOMAS C. HENRY, MAYOR

December 19, 2023

Sandra Flum, Major Programs Manager
Indiana Department of Transportation
100 N. Senate Ave., Room N758-MPD
Indianapolis, IN 46204

RE: US 30 PEL Study – Universe of Level 1 Screening

Dear Ms. Flum:

On behalf of the City of Fort Wayne, I am writing to advocate for Alternative 3.2.5 Freeway Alternative for US 30 from the Indiana-Ohio state line to SR 49 in Valparaiso.

As a member of then-Governor Pence's Blue Ribbon Panel on Transportation Infrastructure, I have long advocated for U.S. 30 from Fort Wayne to Valparaiso to be a priority for Indiana. This is necessary not only to ensure that our transportation network is safe and reliable, but also to better position communities like ours in job creation, job retention, and an excellent quality of life.

A project of this magnitude takes time to plan and construct. A commitment from INDOT is invaluable in helping municipalities along the corridor as they implement land use plans that support the freeway and related economic development opportunities.

I fully support the US 30 Coalition and their efforts to recognize this as an economic development corridor. The data demonstrates how northern Indiana and its local communities could more fully reach its potential as a regional economic development hub with US 30 as a limited access freeway.

Sincerely,

A handwritten signature in black ink that reads "Thomas C. Henry".

Thomas C. Henry
Mayor

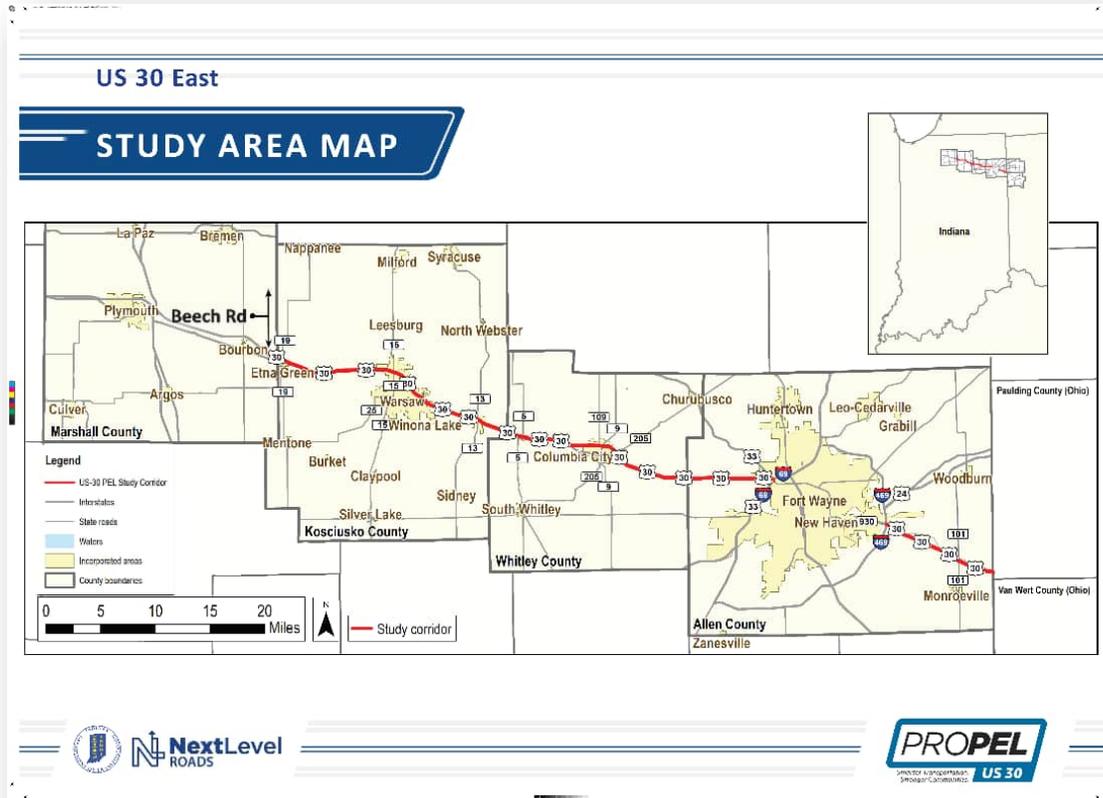
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CITIZENS SQUARE

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APPENDIX K: PUBLIC INFORMATION MEETING DISPLAY BOARDS



US 30 East

WHAT ARE PLANNING AND ENVIRONMENT LINKAGES (PEL) STUDIES?

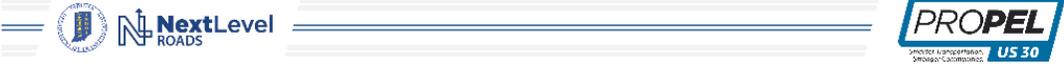


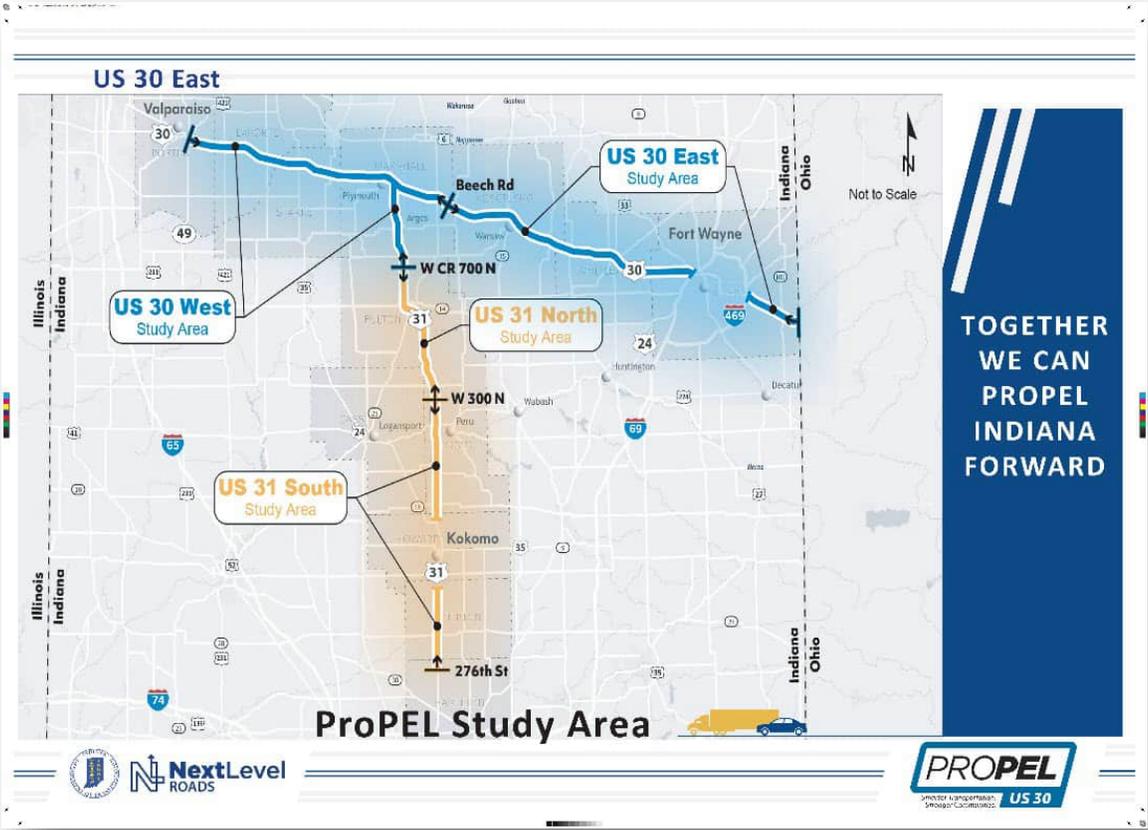
PEL studies inform agency transportation investment decisions through community, environmental, and economic goals.

PEL studies develop, analyze, and screen potential solutions in a way that promotes efficiencies.

PEL Benefits

- Gives flexibility to agencies
- Encourages early, meaningful public engagement
- Promotes environmental stewardship
- Identifies potential future transportation investments





US 30 East

PROPEL US 30 EAST STUDY

With the public's input, INDOT can build infrastructure to better serve our communities.

- The ProPEL US 30 East 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—because smarter transportation builds stronger communities.
- Tell us how you use US 30, and what you think it should look like in the future.



US 30 East

WHAT WE'VE HEARD

BY THE NUMBERS

862 Stakeholders **529** Submissions



37.4% of comments were related to safety.
Top safety concerns: General crash concerns / issues **(8.6%)**; concerns with signalized intersections **(5.1%)**; red-light running **(4.5%)**



36.9% of comments were related to access.
Top access concerns: Against bypasses **(11%)**; maintain access to US 30 **(8%)**; For bypasses **(5.4%)**



25.5% of comments were related to mobility.
Top mobility concerns: Bike / Pedestrian accommodation **(6.9%)**; eliminate signals **(5.1%)**; widen roadway **(2.2%)**



Does our gathered feedback align with your experience traveling US 30?



You can also write your ideas directly on the maps on the table!



NextLevel
ROADS



US 30 East

VISION FOR THE FUTURE



VISION STATEMENT

The US 30 corridor 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
- Complements **local community goals and objectives** including maintaining the character of the study area



US 30 East

WHAT IS PURPOSE AND NEED?



The Purpose & Need explains why potential improvements are being considered. It defines the transportation issues (needs) and desired outcomes (purposes) along the US 30 and US 31 corridors. It considers engineering data, technical analyses, existing transportation conditions, community feedback and stakeholder input.

- The fit and function of the US 30 and US 31 corridors varies by location and community. Therefore, each study area has drafted a Purpose & Need statement that address the unique transportation needs and considerations of their specific study area.
- The Purpose & Need statement is the foundation for the alternatives development and screening process.
- Alternatives will be evaluated based on how well they meet the identified issues (needs) and desired outcomes (purposes).



US 30 East

PURPOSE AND NEED



STUDY PURPOSE

The study's purpose is to further enhance US 30's role as a primary passenger and commerce corridor across northern Indiana by identifying future transportation improvements that address the following **needs**:

- Improve roadway **safety** in the corridor for all users
- Improve mobility needs for local users along and across the corridor
- Enhance the **efficiency and reliability** of US 30 as a regional and statewide corridor

Please share your thoughts about the Purpose statement:



NextLevel
ROADS

US 30 East

PURPOSE AND NEED



NEED: SAFETY

Safety for all users: Several intersections and sections of US 30 are experiencing a high frequency of crashes. INDOT aims to reduce the number of serious and fatal injuries on Indiana's roads to zero.

- 2,700+ crashes in the last five years
- 65 locations with higher crash frequency/severity than average
- 60 percent were rear-end and right angle crashes.
- 70 percent of severe crashes that caused injury were in urban areas.
- Crashes are unpredictable and affect mobility on US 30.

Please share
your thoughts
about this Need:



NextLevel
ROADS

US 30 East

PURPOSE AND NEED

Please share
your thoughts
about this Need:



NEED: SAFETY

There are **189 total interruption points** that contribute to safety challenges throughout the corridor:



80 driveways



18 field entrances



67 unsignalized intersections



24 signalized intersections



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ROADS



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

US 30 East

PURPOSE AND NEED



NEED: LOCAL MOBILITY

Local Mobility: Corridor growth is anticipated to increase traffic, reducing local mobility along US 30 East including the ability to commute, conduct business, and recreate along the corridor.

- 2022—6 intersections with unacceptable local traffic operation
 - 2 congested North & South approaches
 - 3 congested left turns off of US 30
 - 1 congested approach and left turn from US 30
- 2045—12 intersections with unacceptable local traffic operations
 - 8 congested North & South approaches
 - 2 congested left turns off of US 30
 - 2 congested approaches and left turns from US 30

Please share your thoughts about this Need:



US 30 East

PURPOSE AND NEED



NEED: REGIONAL & STATEWIDE MOBILITY

Regional and Statewide Mobility: Provide safe, high-quality mobility for long-distance passenger and freight trips through and beyond the study corridor.

- US 30 is a vital east-west corridor with traffic volumes around 30,000 vehicles per day in some sections.
- Consisting of around 28 percent trucks, US 30 serves as a key role in moving freight across northern Indiana.
- Freight volume in the corridor counties is expected to increase by 50-60 percent by 2045.

Please share
your thoughts
about this Need:

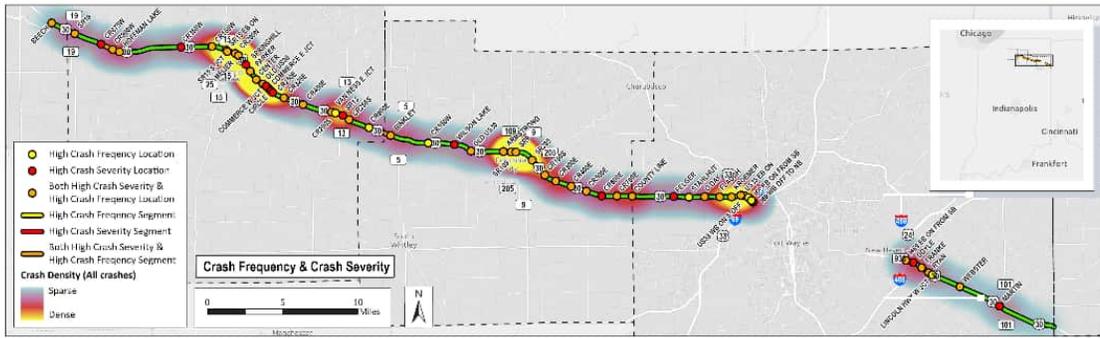


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US 30 East

US 30 EAST—CRASH ANALYSIS SUMMARY



40

locations with high crash severity and frequency

16

locations with high crash severity

9

locations with high crash frequency



US 30 East

STUDY GOALS

For US 30 East, the identified transportation improvements should strive to meet the following identified goals:

-  **Equity in Transportation**
Provide equitable access and mobility for traditionally underserved communities.
-  **Economic Development**
Provide transportation infrastructure to support local economies and economic development goals.
-  **Multimodal Access & Connections**
Accommodate non-vehicular modes of travel in and crossing the study corridor.
-  **Emerging Technologies**
Support emerging technologies and related infrastructure, including alternative fuel, autonomous, or connected vehicles.
-  **Fiscal & Environmental Practicality**
Identify fiscally responsible improvements and avoid/minimize impacts to the human and natural environment.
-  **Driver Expectations**
Enhance transitions and provide consistent driver expectations between rural and urban segments of US 30 East.

Please share
your thoughts
about the
study Goals:

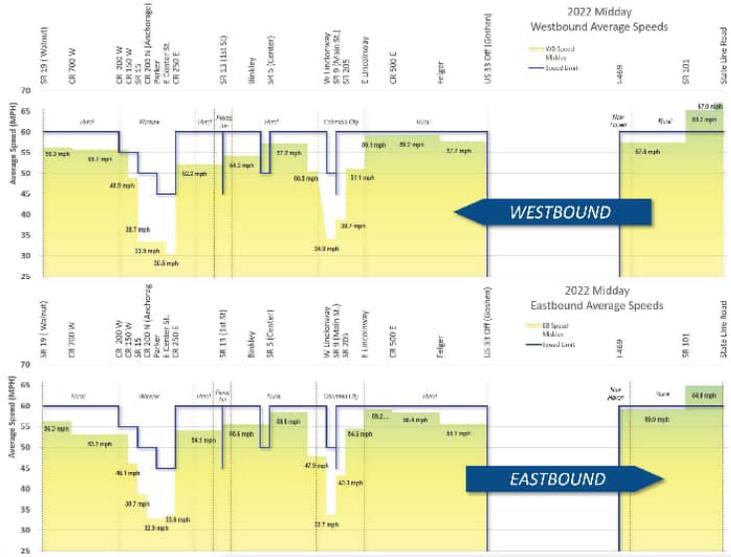


NextLevel
ROADS



US 30 East

US 30 EAST—AVERAGE MIDDAY TRAVEL SPEEDS FOR 2022



US 30 East traffic averages about **5 mph** below posted speed limits.

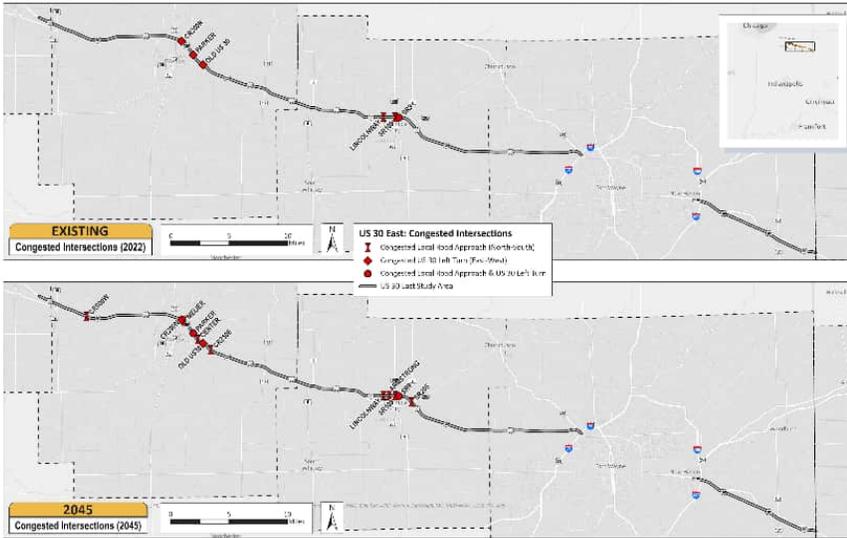
Urban areas average about **9 mph** below posted speed limits.

Rural areas average about **3 mph** below posted speed limits.



US 30 East

US 30 EAST—EXISTING & FORECASTED INTERSECTION OPERATIONS



Unacceptable Operations

2022: **6** Intersections

2 congested North & South approaches

3 congested left turns off of US 30

1 congested approaches and left turns from US 30

Without improvements

2045: **12** Intersections

8 congested North & South approaches

2 congested left turns off of US 30

2 congested approaches and left turns from US 30

US 30 East

COMMENT ON THE PURPOSE AND NEED

PROPEL US 30 EAST PUBLIC INFORMATION MEETING



Let us know what you think about the draft Purpose and Need for the study. Did we hit the right needs? Does the purpose make sense for US 30 East?

Scan the QR code or visit the link to provide input for the study:
bit.ly/ProPELUS30EastComment



APPENDIX L: PUBLIC COMMENT SUMMARY TABLE

Table 1: PIM and PIMA Comments

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

Number	Category	Comment
1.	Economic Development, Environmental, Mobility, Safety, Overall US 30 Corridor	The challenge of traffic congestion around Warsaw is a result of poor county and city planning by local government entities. Any INDOT plan should consider this pattern of behavior and plan that make changes in transportation infrastructure that will force the locals into a wholistic plan including local traffic roadways separate from the through-traffic divided highway system. They will not choose this on their own, rather will resist. The planning departments are too easily persuaded to do the will of the local power and land holders.
2.	Economic Development, Mobility, Safety, Overall US 30 Corridor	I recently took a trip from Warsaw to Brownsburg. We went down US31. I was completely impressed by the work that has been done on US31 going through the Carmel area just before it intersects with I-465. What a great design. I'm hoping something like that can be done with US30 going through Plymouth and Warsaw. In Warsaw I'm looking at the interchanges with Parker St and Center Street. I've seen a recent sketch in the paper showing that the Parker St interchange would be basically eliminated and access to Menards, Culvers, Aldi, Discount Tire, a funeral home and a gas station would be eliminated. I'm hoping that there is room for an overpass with exit/entrance ramps to the side that would allow through traffic to continue while access to the businesses and residential areas would be maintained. Parker street has a lot of traffic coming from town and going over to the Menards, Culvers, Aldi and other businesses. Center Street is the main street through Warsaw. There are many businesses on both sides of US 30 that would need access to US30 and be able to pass over or under US30 also. I'm sure that the goal is to get to the point where US30 traffic can continue to flow through Warsaw without the stop lights. I look forward to that too. Again, I just hope that there is room to create through lanes with exit/entry ramps to the sides, or maybe in the middle.
3.	Environmental, Safety, Overall US 30 Corridor	Main concern is safety. The excess traffic lights and turn lanes without overpass makes it dangerous. Many fatal accidents have occurred due vehicles running red light or failure to stop.
4.	Economic Development, Environmental, Mobility, Safety, Overall US 30 Corridor	I am a transportation design professional and one thing that has bothered me about the improvements made on US 31 around Kokomo or even SR 25 in Logansport is removing ALL of the traffic from the corridor rather than treating it like an urban corridor thus leaving behind a roadway that is more than the community needs. I hope that as we begin scoping things we do not leave behind wide expansive old roadways for counties and towns to deal with. As we go thru Warsaw and Columbia City lets treat these as small urban interstates versus buying up farm land. I also suggest looking at alternatives that allow for the incremental implementation of limited access instead of investments in alternative intersections like J turns that have significant costs and will be removed when limited access comes. Instead, at rural locations build a parallel overpass that maintains the existing intersection and connects to the existing road at the touchdown point. Existing intersection maintained as right in right out and provide acceleration and deceleration lanes. Limited access with less right of way. Or put overpasses with right in right out at adjoining intersection nearby. This could allow for locations where you could limit the need for a take of an establish home or business.
5.	Bike and Pedestrian, Economic Development, Environmental, Safety, Overall US 30 Corridor	We have attended meetings in Warsaw where the consensus was to keep U.S. 30 in its current location. Add required interchanges and make it a limited access highway. Businesses do not want to relocate to a different location, leaving empty stores behind. Homeowners do not want their homes impacted. Farmers know that paving over prime farmland and woodland is a grave loss for farmers, consumers, and will impact further Climate Change. Yes, more frontage roads would need to be built for access, (which should have been done when these businesses first came to 4 lane 30), but that is still preferable to abandoning the current location at the cost of paving new wide areas. Broken up farms cannot be replaced. Suburban communities cannot be replaced either. This has been discussed and agreed upon in Warsaw meetings about this situation.

6.	Overall US 30 Corridor	I suggest you build over the current US 30 to add turn lanes and the freeway We have so much wildlife and nature areas near Chapman Lake. It would do more harm to the wildlife with expanding north. US the current US 30 roadways to expand and improve upon.
7.	Bike and Pedestrian, Safety	I have 2 ideas to improve traffic flow and safety, especially in the Columbia City (Whitley county) intersections at Hwy 9 and 109. Would it be feasible to make those two intersections a roundabout? I know the area required may exceed whats available, but if possible this would greatly improve traffic flow and safety. As a former Columbia city resident, I watched weekly semi-trailers and other vehicles run red lights at those intersections. Also, a pedestrian bridge between highway 9 and 109 would allow access to shopping on the Northside of Hwy 30 for those who need to walk or cross with a bicycle. Thanks
8.	Overall US 30 Corridor	I can only speak for my community, Warsaw Indiana. No doubt, the truck traffic on US 30 is ridiculous and something needs to be done. They don't want to pay the fees on the toll roads so they meander down to US 30 from Fort Wayne to Valparaiso. The best scenerio for Warsaw would be to utilize the existing US 30 corridor and utilize the over and under approach much like in Westfield/Carmel's Keystone PKWY. Another model to look at would be San Antonio TX. I cant speak for the other communities but bypassing Warsaw north or south again would completely outrageous. Our community is already knotted up with 3 lakes and 2 train lines with very few viaducts. Our county has a major increase in train traffic due to Louis Dreyfus Commodities in Claypool and an Ethanol plant in Milford Indiana. Trains are a major problem with north/south train traffic and lack of viaducts. One single train that stops causes havoc on the south side of Warsaw and at various times trains stop and block roads for hours. A southern bypass would create even more chaos. Emergency teams are also effected by the north/south trains. Warsaw also has a strong Orthopedic prescence and I have to believe quick access to a highway would also be a reason to keep the existing route.
9.	Economic Development, Safety	I truly believe US 30 needs a thru traffic option for truckers, traveling, etc. The series of lights in Columbia City have caused more accidents than any other area I travel on including Fort Wayne. I think a lot of this is due to how much travel time it costs you if you hit the red lights vs making it through most of them. This causes people to take risks. There also isn't any rumble strips at US30 and IN-205 where I think there definitely should be. It's the first light that really slows you down coming into the city, especially if you make it through the light by Paige's Crossing. I've watched multiple trucks blow through that light. Right by a hospital safety needs to be of highest importance.
10.	Bike and Pedestrian, Mobility, Safety	I live next to Us 30 east. I believe one major problem is Semi traffic. We all should know that a semi cannot stop on a dime. What needs to be looked at is limiting the number of exits, entrance, and crossing that are Available to us 30. Also the speed at which semis and traffic travel down the road is insane. Traffic can easily reach 70+ mph, at the speeds red lights are bound to be ran. There needs to be a way to warn or prevent red lights being ran. Columbia city is separated by 30 there needs to be a pedestrian bridge linking both sides of town so people do not have to cross 30 on foot. On top it all My house backs to 30 having a 70-80 mph interstate there would really drive down the market from the sound. Having sound proofing would be a excellent thing to address .
11.	Mobility	Please don't make intersections like the one at 500 e and 30
12.	Economic Development, Mobility, Safety, Overall US 30 Corridor	I have commuted this stretch of 30 for quite a long time now, and the stretch from Warsaw to Fort Wayne is by far the most treacherous. I see truckers blow through the stop lights on a DAILY basis. I've almost been hit several times and my wife was hit on May 10, 2019 and our SUV was totaled. It's just too congested in the mornings and the evenings before and after work in Warsaw. Most of my colleagues commute to either Valparaiso or Fort Wayne (most to Fort Wayne). Many, including myself refuse to take 30 and end up taking back roads along with an increasing number of other drivers. The back roads are now getting congested as well. THAT is how bad is is becoming. I would strongly urge any committee that is looking into this to consider the East 30 project a priority. I'm sure the police data is far more active in that stretch as well, as I see people pulled over for speeding on a regular basis as folks travel 70-80mph on their way to work and then back home to Fort Wayne.
13.	Mobility, Safety, Overall US 30 Corridor	Down the middle of the median, put a overhead road, only accessible from a couple of options.

14.	Safety, Overall US 30 Corridor	We need longer turn lanes. Both the inner turn lane that goes with the light. Also the outer turn lanes that were part of the shoulder of the road. Especially at us30 turning onto 9 and 30 turning on to 109. Some days you must wait for three lights or more to reach the point where the shoulder becomes the turn lane.
15.	Economic Development, Safety	I am a firefighter for the City of Columbia city. Also a lifelong resident of Whitley county. This month marks 20 years with the department. I have witnessed a lot of tragedy along US 30. I support any improvement when it comes to safety. I also have a deep rooted interest in maintaining the integrity in the growth of the community I intend to raise my children in. It makes me happy that voices are being heard when it comes to decisions being made about the future of US 30. I have reviewed many of the preliminary documents of proposal, I feel we are heading in the right direction with fluid travel through our County and City. This project is needed, and wanted by this community. The data that has been collected is trending in a scary direction, traffic has continued to increase and naturally the opportunity for a mistake to be made will increase as well. Thank you for listening!
16.	Economic Development, Mobility, Safety, Overall US 30 Corridor	I travel this route daily, and the area around Columbia City unnecessarily hinders the flow of traffic and makes it more dangerous as a driver. The various stop signs in no way encourages me to stop at those local businesses, and I believe is a disservice to them (based upon their location). As many interstates have shown, creating a constant flow of traffic with an off-ramp to business helps the drivers, businesses and local communities. This has been a problem for years, and I hope some serious thought and consideration is given into how these bottlenecks strain the flow of business across this corridor.
17.	Overall US 30 Corridor	I believe the highway should be upgraded to the level of U.S. Hwy. 31, with additional right-of-way being acquired for exit/entrance ramps at certain intersections with the highway having limited access. The right-of-way, existing 4 lane highway, and drainage structures and improvements are already in place.
18.	Mobility, Safety, Overall US 30 Corridor	Anything we can do to prevent traffic deaths is necessary. Overpasses, on & off ramps, etc.
19.	Overall US 30 Corridor	My idea for the U.S. 30 corridor project require a visual explanation. How or where can I show my idea to someone. I think this would be a good start to a discussion. It would solve the heavy traffic and not kill the commerce along U.S. 30 as it goes through Columbia City. Jay Hilgenberg 365 E. Morsches road Driinc@mac.com 260 691 8903
20.	Overall US 30 Corridor	My idea for the U.S. 30 corridor project require a visual explanation. How or where can I show my idea to someone. I think this would be a good start to a discussion. It would solve the heavy traffic and not kill the commerce along U.S. 30 as it goes through Columbia City. Jay Hilgenberg 365 E. Morsches road Driinc@mac.com 260 691 8903
21.	Overall US 30 Corridor	My idea for the U.S. 30 corridor project require a visual explanation. How or where can I show my idea to someone. I think this would be a good start to a discussion. It would solve the heavy traffic and not kill the commerce along U.S. 30 as it goes through Columbia City. Jay Hilgenberg 365 E. Morsches road Driinc@mac.com 260 691 8903
22.	Overall US 30 Corridor	My idea for the U.S. 30 corridor project require a visual explanation. How or where can I show my idea to someone. I think this would be a good start to a discussion. It would solve the heavy traffic and not kill the commerce along U.S. 30 as it goes through Columbia City. Jay Hilgenberg 365 E. Morsches road Driinc@mac.com 260 691 8903
23.	Overall US 30 Corridor	My wife and I use US30 east and west to visit our children in Akron, OH and in Chicago, IL several time per year. In our opinion, you should consider US30 from the state line to I75 as a model. US30 is well maintained with several rest areas. The Mansfield area is a mess but something huge is going on there. The OH section has a number of efficient overpasses (cloverleafs) with on and off ramps at major intersections and a by-pass around Upper Sandusky, OH. IN has several well designed overpasses but not enough. Off the top of my head, US30/31, US30/IN15 are good examples. As a major contrast, most cloverleafs in OH are in rural areas with plenty of room. Unfortunately, IN has allowed commercial and residential development close to major intersections: US30/IN9, US30/IN109, the entire east side of Warsaw to IN15 and Plymouth, IN to name a few. US30 is not unique in IN in this regard. I69/I465 is certainly a financial and logistic nightmare for IN-DOT. So, US30 state line to Mansfield is a great road that seems to handle commercial and personal traffic well. Commercial access should be possible in Columbia City, IN. There is enough North-south traffic to counter-balance East-west commercial complaints. A by-pass around the north side

		may be feasible, too. Warsaw's east side is stuffed with a jumble of low-end store with empty parking lots on the south side to offer room for some sort of solution to access to E Center Street, a major access to downtown Warsaw. Funding? IN is well known for always being in the black. It's because IN is not spending on important infrastructure projects.
24.	Economic Development, Environmental, Overall US 30 Corridor	I am not in support of a bi pass around Columbia City. I think the US 30 corridor could be made safer by decreasing the number of stop lights through Columbia City through over passes, underpasses or interchanges. I feel like this would also allow for businesses to still have sufficient traffic from the highway to continue to grow their business. A bi pass around Columbia City would hurt the local economy. It could also be disruptive to the agriculture land surrounding Columbia City. From an environmental standpoint a bypass could mean that trees, meadows and naturalized areas would be destroyed. Making a bi pass around Columbia City would not help the community at all. It would reduce economical activity and potential, have a negative impact on naturalized areas in the county, and reduce current agricultural lands. Other than a bi pass or adding interchanges/overpasses, what are other proposed plans? What land will potentially be impacted specifically in Whitley County.
25.	Economic Development, Environmental, Mobility, Safety, Overall US 30 Corridor	Upgrading U.S. 30 to freeway standard through northern Indiana would be nothing short of wasteful and backwards. How many billions of taxpayer dollars have been spent on road "improvements" that fail to improve much at all? Rather than pushing us further from our environmental, economic, and community goals with a freeway, INDOT must consider other solutions, like rail. The former Pennsylvania Railroad line that U.S. 30 parallels presents the most realistic opportunity to meet the capacity, environmental, and economic demands of northern Indiana. Only nine curves exist on the line between Fort Wayne and the current Amtrak station in Whiting, which would enable faster services than any freeway ever will. Many of the original double-track compatible bridges remain; the station buildings in Plymouth, Warsaw, and Fort Wayne still stand. And, of course, rail is much safer and more environmentally-friendly than any road. Don't forget, studies have already shown that the return of rail along this corridor between Chicago and Columbus could generate some \$7 billion, if not more, in economic growth. If we wish to propel our communities, region, and state forward toward a successful future, INDOT must do its part and invest in rail corridors like these.
26.	Environmental, Safety, Overall US 30 Corridor	We live a mile off of 30 to the north. The housing areas experience so much traffic noise. Especially Jake Braking of trucks. Signs prohibiting truckers from using a braking method that is very loud along the highway at signals would help. There seems to be increasing truck traffic avoiding the high tolls on the toll road. We will be at the meetings.
27.	Economic Development, Overall US 30 Corridor	I support using the current route and then building frontage roads with on / off ramps at SR15 ,Parker street and center street/ old 30, and silveus crossing.
28.	Environmental, Safety, Overall US 30 Corridor	We don't NOT want the proposed Northern route of 30 on the Northeast side of Warsaw. This would bring environmental damage, noise and light pollution as well as other unrealized damming effects to our wonderful lakes area. Keep the same route please. Can you tell me how seriously you are taking the Northern route as proposed by the Mayor of Warsaw? Thank you. Now that I have clicked through the other sections, your scale of "support" for this project is very misleading...what am I leading my support too? The Northern route? Keeping it the same route? I would suggest amending how you ask the sliding scale question.
29.	Mobility, Safety, Overall US 30 Corridor	primary concerns: 1. Unimpeded commerce on US30 2. Unimpeded rural/agricultural commerce 3. Interstate crossing safety 4. Economic stability 1. If we can reduce interference with US30 by local traffic, our commercial transit between cities can be sped up. Presently the route is inefficient and slow. Proposed goal is to increase the speed limits on US30 to 70mph and remove all traffic stops along the entire route. 2. If we can eliminate interference between local commerce and interstate commerce, both can operate more efficiently. Agricultural and local commerce should not be impeded but should become more efficient. Proposed goal is to eliminate interference of local and interstate commercial transit by allowing unimpeded flow of local traffic across US30 by use of underpasses for local traffic which accommodates agricultural and freight vehicles and equipment. 3. Local and interstate traffic interference has become a well known problem as traffic increases in the area. Our neighbors are being killed of their own neglect and hurry to join from local roadways into the interstate or to cross the interstate. They've also been killed by neglectful and hurried commercial traffic which fails to comply with traffic signals. It's become dangerous to

		operate a vehicle on the US30 corridor. Proposed goal: to see all intersections with US30 made to have on/off lanes with over/underpass crossings. 4. Isolating local economies and Realestate from the primary transit artery can be detrimental to the local economy and wealth of the area. Special care should be taken to ensure on/off access to US30 on either side of ALL local municipalities and at the heart of the municipalities. We want interstate traffic encouraged to make stops in our municipalities to spend on our economies. We want interstate traffic accessible for our industries to move goods readily. We want our Realestate values to remain or improve. We want our existing infrastructure to be relevant as opposed to moving infrastructure to the interstate, abandoning existing capital projects and investments. See suggestions above as they support these same goals.
30.	Safety	On 30 heading east, it would be extremely helpful to have a right turn lane onto W Lincoln Way just outside of Columbia City. There have been a number of close calls with both my husband and myself where we need to turn onto W Lincoln Way when traffic behind us is still going at highway speed.
31.	Overall US 30 Corridor	What happens to my home that currently is on us 30 with my driveway located on us 30?
32.	Safety, Overall US 30 Corridor	Upgrading US 30 East to interstate conditions is vitally important. The current structure of US 30 is dangerous, with crossroad, train crossings, large industries with semi-trailer slowdown due to lack of sufficient entry/exit ramps, and stop lights that increase frustration (and speeding) when 'out of the town' when using Hwy 30 to travel on longer trips such as Chicago or Columbus, OH.
33.	Safety, Overall US 30 Corridor	Please upgrade Hwy 30 to an interstate thoroughfare, with proper entry/exit ramps, no stop lights, no train crossings, and a unified speed limit where possible. The current structure of Hwy 30 is dangerous as large trucks are often operating at slower speeds to to entry/exit matters,
34.	Safety, Overall US 30 Corridor	US 30 is a death trap. Too many semi trucks speeding as if they were on the interstate. Traffic is too dense and there are too many traffic lights to keep it all moving.
35.	Safety	I would like to see US 30 be converted to a limited access highway in Warsaw OR have a bypass SOUTH of Warsaw, there are less major lakes that direction and less in town traffic overall. If a state road 15 bypass could be incorporated into the same roadway it would really help lessen through town traffic in the downtown area.
36.	Bike and Pedestrian, Environmental, Mobility, Safety	The purposed northern route comes way to close to a large natural body of water, Chapman Lake. Along with the fact that the highway would come very close to the major bird and wild life area of the lake. When IDEM is attempting to reduce the septic pollution by forcing everyone to go on a sewer system, the highway will be invasive to the lakes ECO system. Why destroy it?
37.	Economic Development, Environmental, Mobility, Safety, Overall US 30 Corridor	I do understand that these comments are a contradiction to the "US 30 Coalition" desires, the following is, to my experience, a long term solution to the US30 traffic problems that affect all communities along the corridor. For us in between the Toll Road (80/90) and the improved US24 corridor state width, US 30 is our "interstate". Truck traffic is at an all time high, causing safety issues for the commuters and local traffic. The Highway system needs to be upgraded to handle the truck traffic and make it flow more quickly and safely by diverting the through traffic along a new corridor. Look to Ohio and how that DOT improved US30 traffic flow without compromising the communities in its path. The through traffic is taking around the population center, leaving the "old US30" to be the local traffic patterns, effectively separating the two types of traffic. To the north of US30 in Kosciusko County is fraught with problems with glacial formed lakes and the ever increasing population shift to the north in the county. To the south, we have gentler rolling terrain and more open space to build a new right of way around Warsaw and still be able to effectively tie into the US30 that was built in the early 1970's. This route, while not only safer travel across this region, would better serve the southern communities in Kosciusko County as they have sewer capacities to accommodate more industry and put that population to work without having to travel longer distances. America runs on getting product to the populace. Our federal highway system should keep this a priority and let the state highways handle the lesser regional traffic and commuting populace. South Route Pros: 1. new highways built to need, but also accommodate future growth. 2. Less cost and time to build new rather than tear up and replace with upgraded road beds. 3. Less disruption of communities and businesses by moving construction away from population centers 4. Through traffic, especially freight,

		being moved more efficiently and with less cost. 5. Safety, safety, safety. Separating the trucks and fast traffic from the locals trying to get to the grocery store. Cons: 1. Land acquisition, mainly farm land and splitting farms 2. community leaders fear of losing the passing traffic frequenting local businesses Washes: 1. Engineering costs. Does it cost more to reengineer an existing road or to build a new one.
38.	Overall US 30 Corridor	Just curious if there will be a public meeting to discuss progress on the planning.
39.	Economic Development	I have land that is in this area. 1865 S 400 E. Columbia city. How much of the property may be effected.
40.	Environmental	Warsaw is a laborynth of roads and streets. We have a main thouroughfair in Center street which has a railroad crossing which means that the flow of traffic can be shut down. It is very timely to find a way around this if a train is present. People often circomvent this by taking US 30 starting at 150 W (silveous Crossing) to access and then travel east. This section of US 30 is responsible for a lot of the area traffic. If this stretch becomes very limited with only a few access points this is going to conjest the twon route on Center street and may lead to more loss of life because of access or lack there of access in a timely fashion to get across town. Both hospitals are on the East side of town. This stretch of 30 if still used for the fast route would put more people at risk of crashes as it still would be VERY busy. Warsaw's design depends on using all of the current access points on 30 for the people in Warsaw, for local navigation and transportation.. If we are thinking of making a fast route on 30, then the official highway/freeway needs to go north or south and bypass Warsaw. Clogged arteries lead to death and if local traffic is forced to share the new freeway it will have negative impacts. The bypass around Kokomo is a supreme example of how it has improved the trip to Indianapolis by decreasing the drive time and yet the patrons of Kokomo still have the original road to use for local traffic. If our traffic whoes increase here in town, business and residents will leave. It is already a nightmare at times to travel. If people insist the current road is the only path, then shut down all access points that wouldn't be accessible for at least a month, not just a day or two so they can experience the impact when the traffic must reroute. People who do not drive in this town already have very poor transportation options and complicating the matter by using the current US 30 as a freeway with limited access will only deteriorate the quality of life. If you are serious about quality of life for the local folks as well as the commerce that wants to get to point a to B quickly, then explore the bypass option. If businesses recently built here, it has been no secret for years that a bypass was talked about and that was a choice. If you knock out Meijer it is a big contributor to our community which is another reason to leave the current 30 as just a local road and bypass us with a US 30 Freeway.
41.	Overall US 30 Corridor	I dont know what the answer would be other than a bypass around warsaw and columbia city, but something needs to happen. My wife and I travel that road alot. My wife travels it daily. Over the past 10 years the traffic, especially truck traffic, has increased tremendously. While that is a good sign for the economy as a whole, it has brought with it more traffic accidents. Some of which have been serious. My wife and I have been in accidents on 30. Alot of the truck traffic that comes though our area could be better served taking the tole road, but that costs to much for the trucking companies. When I drove for CRST that is what we were told anyway and had to avoid it. Now enter Amazon that just put up a distribution center just a couple miles west of Fort Wayne and a few miles East of Columbia city the truck traffic i am sure will only increase more.
42.	Safety, Overall US 30 Corridor	Please bypass Warsaw using a southern bypass route. This would eliminate congestion within the Warsaw city limits.
43.	Environmental, Safety	Concerns over safety ease of use and environment. Heavy Semi traffic on 30 is a safety concern for us. I see them run red lights with out a warning honk or any attempt to slow their vehicle. They also block visibility when trying to cross 30 if one is next to you at a light. One instance a semi blocked my view of east bound traffic and another ran the red like going east bound. This situation could have been lethal. Another issue might be noise and other pollution from increased traffic. Lastly, ease of crossing 30. Many of us need to cross to go south towards Fort Wayne. The 'solution' put in place off of 500 E near Coesse middle school has proven to be a hazard. Cars become backed up into west bound traffic as they wait to merge across busy east bound traffic. Especially in the mornings

44.	Economic Development, Safety, Overall US 30 Corridor	This project is much needed for safety and convenience. I know the project is a huge undertaking and will be many years in the planning and completion. The single biggest concern to local residence of Warsaw/Winona Lake is that infrastructure be the phase of the project. Local residence must be able to get to their places of work and businesses so frontage roads and local streets are extremely important and should be done before work on US 30.
45.	Economic Development, Mobility, Safety, Overall US 30 Corridor	Heavy truck loads should be carried on freight rail trains, not via truck on US 30. Put heavy freight loads on freight trains, not on our highway. Semis break up the road surface and are a serious danger to passenger cars.
46.	Overall US 30 Corridor	Thank you for the opportunity to respond to the ProPEL US 30 East project. I have lived in Whitley county most of my life and was present when the 4-lane expansion of US 30 was dedicated by then Gov. Matthew Welsh in the early 1960s. The most egregious omission that occurred then was the opposition by local county authorities to erecting overpasses for SR9 and SR109 on US 30 in Columbia City. Had that been done, we would not have the traffic chaos that exists today. If there were some way to engineer that today in the existing location, it would improve traffic flow immensely. Other than that, Whitley county in the ensuing years has seen a major growth of business along the US30 corridor from county road 800E to Wolf Road west. What was once a limited access highway now is not. The other solution I see is to find a new route for US30 around the current corridor of the aforementioned access roads. It will reduce the increase in commercial truck traffic and the frequent accidents. I'm certain I'm not the only one aware of the political and practical obstacles any plan will create. Thank you
47.	Overall US 30 Corridor	Hello, My business address is 3062 E US HWY 30 Warsaw In. I'm curious to know the impact on businesses like mine with a proposed bypass around Warsaw. I'm also concerned of the value of my property. What is the feedback from a city like Kokomo where something like this has happened? Plenty other examples around the state to find answers. I understand most travelers are trying to avoid the stop lights from Fort Wayne to Chicago, hopefully not at an economic expense to cities like Columbia City, Warsaw, and Plymouth. I would like to see real evidence, if the results are positive then I would support it.
48.	Economic Development, Safety	Good afternoon, I live in Warsaw where US30 is probably the slowest and most congested area (us and Columbia City) there have been many deaths especially the last light out of town going West (Silveus Road). I hope this project takes root. The logistics are going to be hard because there isnt a good way to go north or south of US30, maybe make it limited access and do more with frontage roads along US30.
49.	Safety, Overall US 30 Corridor	An alternate must be found to increasing traffic on 30 without increasing safety and, in fact, rendering it less safe for motorists. As of right now, businesses (Amazon, SDI, truck stops, and all the business that have sprung up around 30) are allowed to proliferate in rural and residential access areas. Increasing the size of the highway to superhighway status, without redirecting it away from local populations, sacrifices individuals lives for the sake of corporate profit. Huge off-ramps at as-yet undesignated intersections will force those same individuals to live like trolls under a bridge once they are constructed -- again, for the benefit of large commercial interests and not the Hoosiers who work for them. The opportunity exists to create a plan that doesn't sacrifice either party's interests and keeps ordinary Hoosiers safe from semis that pull out into local and highway traffic at will and slam into families. This is accomplished by intentionally creating new roadways away from local access points and increasing monitoring of both the large trucks that cause injury as well as the corporations who hire/own them and value profit over human life. Specifically, the intersection at 800 and 30 in Allen County is already deadly due to the encouragement of business and truck traffic at the expense of local residents. Trucks pull out of SDI onto 800 and turn into SDI off of 30 without regard to civilian traffic. Other semis fly past, without regard to local traffic or traffic signals, on their way to Amazon at Flaugh Road, Sweetwater, and access points to 69 and other roads. Many people have died at this intersection. Expanding it to encourage more trucks to both enter/exit, as well as continue down 800 past numerous subdivisions (and through the tiny town of Dunfee) is a recipe for disaster. If the intent is to create a super highway to benefit the state, then do so in a manner that benefits all Hoosiers and not just large corporations. Create an exit for SDI (and for Amazon and other similarly situated

		<p>corporate entities) that bypasses local traffic patterns and forces the semis that benefit those businesses to only access the roads they should be required to pay for into their own premises. Mixing those traffic patterns with residential and local business traffic has never worked. Increasing it to benefit those corporations at the expense of human life is unconscionable. Any improvements to 30 should take everyday Hoosiers' lives into consideration. Redirect the super highway portion of the roadway, and related exits, north, away from the subdivisions, and require corporations to construct and maintain the feeder exits and roads that benefit only them.</p>
50.	Safety, Overall US 30 Corridor	<p>US 30 east section General: 1. I believe US 30 should be limited-access, or at least traffic-signal free, between Valpo and Ft. Wayne. We need interchanges at some intersections where there are currently three-color traffic signals. This is consistent with much of US 30 in Ohio. 2. Not every intersection which currently has a three-color traffic signal may be able to have an interchange (current at-grade intersections in Warsaw and Columbia City come to mind). How will that be handled? 3. Do any of the current interchanges (at SR 15 and at US 33) need upgrading? 4. Would diverging diamond interchanges, single-point interchanges, or interchanges with roundabouts (or dog bone roundabouts, like in Carmel) be considered? 5. How will access to local communities and businesses be addressed? Allen County: 6. Will the rest area east of Leesburg Rd. in Allen County be open after construction is complete?</p>
51.	Safety	<p>I am an owner of a trucking company based in Fort Wayne, IN. The company name is JAT of Ft. Wayne, Inc. We have been in business for almost 50 years and operate primarily in the NE & NW Indiana region. Throughout our history, a disproportionate number of our higher severity accidents have been along the US 30 corridor. We have been involved with Conexus attempting to push efforts to turn the corridor into more of an "interstate" model with less lights and crossroads where these accidents typically occur. Because of the massive amount of truck traffic that utilizes this corridor, the likelihood of accidents involving large trucks is statistically significant. When large trucks are involved in such accidents, the severity of those accidents increases exponentially. I believe it is in everyone's best interest (both the motoring public as well as motor carriers) to make every effort to transform this corridor into more of an "interstate" model with limited access via exits. I have never seen the actual data, but would conjure a guess that US 30 is likely one of the more high frequency and lethal highways that we have in the state as it relates to accidents. If you have data like that on individual stretches of roads, I would appreciate if you could pass that along to me. Thank you for considering my comments.</p>
52.	Mobility, Overall US 30 Corridor	<p>US 30 should be 4 lane and free from traffic lights from the Ohio border to I-65. Near communities, it should be limited access, with interchange only access and egress. I strongly encourage Indiana Dept. of Transportation to take a drive on US 30 in the state of Ohio which goes from the Indiana-Ohio border to east of Canton without ONE traffic light, following this plan of interstate quality, limited-access highway surrounding cities with limited cross roads with lengthened entrance and exit lanes for necessary cross roads. It is a delight to drive this highway in Ohio. It is a nightmare in Indiana. Let's face it- when you have to restrict trucks and semis to the right hand lanes such as in Columbia City, Warsaw, and Plymouth, you have a severe failure in highway design. Indiana spends money to upgrade highways but does not design them to be limited access and repeatedly the highways have to be rebuilt because business and commerce migrates to the new highways, necessitating the instillation of new traffic lights which completely defeats the purpose the new highway was built for. This has happened with the circum-urban in Ft Wayne decades ago, US 30 when it was upgraded to 4 lanes, US 31 at multiple sites, Indiana 49 north of Valparaiso, etc, etc. The situation with US 30, especially in Warsaw, is a travesty and this highway should have the highest priority for upgrades, particularly with increased truck traffic that will be coming from the new Amazon facility in Fort Wayne. I personally would be glad to donate my time and car and fuel to drive any Indiana Dept of Transportation employees on US 30 in Ohio to demonstrate how this could and should be done. As a lifelong Indiana resident, I think we could learn a thing or two from people who have already designed a better mousetrap.</p>
53.	Overall US 30 Corridor	<p>Please use existing corridor where possible. Deviations north or south are unacceptable.</p>
54.	Overall US 30 Corridor	<p>The center of U.S. 30 is drainage and whatever else. I a 3-4 mile elevated 1 or 2 lane overpass right down the middle would allow for all traffic wanting to bypass Columbia City. An on-ramp using the outside lane, and a short third lower lane added to the middle to allow traffic to</p>

		merge back onto the highway. The overpass would start east of Parkview hospital and extend past Columbia City. Land acquisition is minimal. Allows all existing intersection to remain. Does not require any businesses to move or close. Minimal disruption to existing infrastructure, and life around town.
55.	Safety, Overall US 30 Corridor	Please be sure to include bike and pedestrian infrastructure in the planning and studies. Right now US 30 and State Road 15 are major barriers for allowing people in Warsaw to walk or bike safely not just for recreation, but for transportation as well. Now is the time to rectify and remedy this hurdle so our communities can actually be connected. Be willing to work with the local advocacy groups and city/town officials to understand local and regional desires, goals, and challenges that this project can help proactively solve.
56.	Bike and Pedestrian, Economic Development, Safety	While working on this project, I think it is absolutely vital that US 30 through Warsaw be a route for vehicles to travel through the area, rather than a route that traffic in Warsaw should be using. Therefore, it needs to look more like a highway with on/off ramps rather than having lights/intersections and businesses along it. This should be coupled with safe travel across US 30 for local traffic, especially for bikes and pedestrians. There needs to be a pedestrian/bike tunnel under US 30 to connect the KCH & YMCA sites. A bridge is not the solution, as it would be extremely difficult for those with low mobility to cross. Tunnels are better as bikes can get the speed going down to come up out of it, and the travel distance for pedestrians is significantly less than with a bridge, which would double the distance by having to go up & down. Most of the infrastructure for bike commuting is already in place on either side of US 30, and connecting these two sides of US 30 will finally connect north and south Warsaw together, as US 30 has divided the community for some time. This will help alleviate car traffic and promote economic development.
57.	Bike and Pedestrian	A resident of Warsaw, In and an avid cyclist there is no safe way for residents to cross US 30 safely on foot or bike. I would like to see a tunnel or cross over. I feel near the YMCA would be a good location.
58.	Economic Development, Environmental, Mobility, Safety, Overall US 30 Corridor	US 30 should be converted into a freeway. There are too many accidents and traffic is huge problem. To increase business and reduce accidents US 30 should be freeway.
59.	Bike and Pedestrian, Mobility, Safety	Hello, I have spent months talking with hundreds of neighbors regarding the concerning Warsaw City proposal to close access to US-30 at Parker Street into the Menards Business Complex. Many people recall past proposals over the years for properly fixing this Warsaw traffic issue, including a cloverleaf intersection, etc. Hundreds of residents have been generally shocked that just closing this intersection to US-30 traffic had even been considered by the Warsaw City Counsel, yet alone the direction presented to INDOT this summer. We agree that there is a need for a better way to access Parkview, now that it is expanding to a full service hospital. However, the lack of preplanning cannot be at the devastation of a large number of residential neighborhoods. We have ~300 signatures on a Change.org site https://chnng.it/4CZ8SsXJvc asking INDOT to please keep US-30 access open to the Menard's Complex at Parker Street. The amount to traffic (including a large number of semi-trailer trucks supplying all the Menard Complex Businesses and private trucks loading supplies from Menards each morning for construction work, etc.) coming East and West on US-30 to this shopping center is staggering! On the Change.org site, you can see how US-30 car and semi traffic would travel through residential access roads for: Patterson Place, Timber Ridge, Paths of Deerfield, Lincoln Park, Redwoods, and numerous surrounding areas. We simply cannot absorb all that highway traffic, and we ask that another intersection be closed instead of the Parker Street option, if one must be closed to make US-30 a more reduced access highway. For instance, if Center Street was closed to US-30, we would not even notice traffic that had to enter the Menards Complex and drive past our homes in order to access the Center Street businesses near Ruby Tuesdays and the Mayor's Ophthalmology office. Please consider any other option but to drive all the US-30 traffic coming from the east through our neighborhoods that are grossly under-developed to become an on- and off- ramp for this highway. We also already experience times of the day where residents wait a very long time to enter these access roads. Lastly, we were not given notice for the INDOT Warsaw Meeting which was published on the Warsaw Facebook page at the time the meeting started. Would you please consider setting up another Warsaw Meeting in the evening so the

		community could participate? There are many people who do not feel heard in anyway due to being promised notice to meet with INDOT but not receiving that opportunity. Our Change.org Asks: 1. Please review our Change.org site (https://chng.it/4CZ8SsXJvc) for more details. We are requesting you leave US-30 open at Parker Street to the Menards Business Complex. 2. Please drive this route from Center Street to the Menard’s Complex yourself, imagining the detrimental impact of 1000s of cars and trailer trucks a day/week would have on the safety of our access roads that are surrounded by family residents. 3. Please consider any other way to meet your objectives that doesn’t turn our access roads into an actual on-and off- ramp for US-30. Thank you so much for your consideration and review of our change.org site. Cassidy Topel
60.	Bike and Pedestrian, Mobility, Safety	Hello, I have spent months talking with hundreds of neighbors regarding the concerning Warsaw City proposal to close access to US-30 at Parker Street into the Menards Business Complex. Many people recall past proposals over the years for properly fixing this Warsaw traffic issue, including a cloverleaf intersection, etc. Hundreds of residents have been generally shocked that just closing this intersection to US-30 traffic had even been considered by the Warsaw City Counsel, yet alone the direction presented to INDOT this summer. We agree that there is a need for a better way to access Parkview, now that it is expanding to a full service hospital. However, the lack of preplanning cannot be at the devastation of a large number of residential neighborhoods. We have ~300 signatures on a Change.org site https://chng.it/4CZ8SsXJvc asking INDOT to please keep US-30 access open to the Menard’s Complex at Parker Street. The amount to traffic (including a large number of semi-trailer trucks supplying all the Menard Complex Businesses and private trucks loading supplies from Menards each morning for construction work, etc.) coming East and West on US-30 to this shopping center is staggering! On the Change.org site, you can see how US-30 car and semi traffic would travel through residential access roads for: Patterson Place, Timber Ridge, Paths of Deerfield, Lincoln Park, Redwoods, and numerous surrounding areas. We simply cannot absorb all that highway traffic, and we ask that another intersection be closed instead of the Parker Street option, if one must be closed to make US-30 a more reduced access highway. For instance, if Center Street was closed to US-30, we would not even notice traffic that had to enter the Menards Complex and drive past our homes in order to access the Center Street businesses near Ruby Tuesdays and the Mayor’s Ophthalmology office. Please consider any other option but to drive all the US-30 traffic coming from the east through our neighborhoods that are grossly under-developed to become an on- and off- ramp for this highway. We also already experience times of the day where residents wait a very long time to enter these access roads. Lastly, we were not given notice for the INDOT Warsaw Meeting which was published on the Warsaw Facebook page at the time the meeting started. Would you please consider setting up another Warsaw Meeting in the evening so the community could participate? There are many people who do not feel heard in anyway due to being promised notice to meet with INDOT but not receiving that opportunity. Our Change.org Asks: 1. Please review our Change.org site (https://chng.it/4CZ8SsXJvc) for more details. We are requesting you leave US-30 open at Parker Street to the Menards Business Complex. 2. Please drive this route from Center Street to the Menard’s Complex yourself, imagining the detrimental impact of 1000s of cars and trailer trucks a day/week would have on the safety of our access roads that are surrounded by family residents. 3. Please consider any other way to meet your objectives that doesn’t turn our access roads into an actual on-and off- ramp for US-30. Thank you so much for your consideration and review of our change.org site. Cassidy Topel
61.	Overall US 30 Corridor	When is the next meeting open to the public? The city of Warsaw did not announce the October meeting till after it was already over so no one could come. Is there going to be a meeting in November?
62.	Safety	The proposal to close off Parker Street and force semi traffic to move through residential areas is the most insane and unsafe proposal. Maybe move your family to our area and see how you would like it.
63.	Safety	Please do not close access from 30 to Parker. We do not need traffic going thru neighborhoods.
64.	Safety, Overall US 30 Corridor	The current intersection at Parker Street and US-30 in Warsaw allows direct access to the Menards shopping complex straight off of the highway. One proposal for the future US 30

		design has the intersection turned into an underpass, making it impossible to get off or on to US-30 from Parker Street. This concept could result in all semi-truck and out-of-town traffic to Menards, Martin's, Aldi, Discount Tire, etc rerouting through various neighborhood access streets. This will greatly increase traffic through many residential areas, including Patterson Place, Timber Ridge, Paths of Deerfield, Lincoln Park and others, as well as the areas around Harrison Elementary, Kuder Estates and North Pointe. Parker street access to US-30 must remain open for the safety of our neighborhoods! When there is any backup on 30 now, the amount of traffic that flows in front of our house on 175 E is greatly increased. My kids can't play outside in the front yard or driveway because people DO NOT obey the 30 mph speed limit on our road. We have times where the traffic is so bad that we can't back out of our driveway and have to drive through our front yard to get out. It's extremely dangerous. Please do not close the Parker access to 30!
65.	Overall US 30 Corridor	Closing that area of 30 would bring more traffic to residential areas including a school. This would be a dangerous situation. A semi truck hit a school bus on 30 very recently.
66.	Bike and Pedestrian, Economic Development, Safety, Overall US 30 Corridor	The U.S. 30 corridor could be well served around Warsaw IN, by using limited on and off ramps and one way frontage roads that interact with the crossing intersections. I travel a lot and have witnessed Texas doing similar methods where the one ways will also have non-stop u-turns that help move traffic when having to limit exits (to get you back to the intersection that didn't have an off-ramp.
67.	Bike and Pedestrian, Environmental, Safety	The current intersection at Parker Street and US-30 allows direct access to the Menards shopping complex straight off of the highway. One proposal for the future US 30 design has the intersection turned into an underpass, making it impossible to get off or on to US-30 from Parker Street. This concept could result in all semi-truck and out-of-town traffic to Menards, Martin's, Aldi, Discount Tire, etc rerouting through various neighborhood access streets. This will greatly increase traffic through many residential areas, including Patterson Place, Timber Ridge, Paths of Deerfield, Lincoln Park and others, as well as the areas around Harrison Elementary, Kuder Estates and North Pointe. Parker street access to US-30 must remain open for the safety of our neighborhoods!
68.	Bike and Pedestrian, Economic Development, Environmental, Mobility, Safety, Overall US 30 Corridor	The current intersection at Parker Street and US-30 allows direct access to the Menards shopping complex straight off of the highway. One proposal for the future US 30 design has the intersection turned into an underpass, making it impossible to get off or on to US-30 from Parker Street. This concept could result in all semi-truck and out-of-town traffic to Menards, Martin's, Aldi, Discount Tire, etc rerouting through various neighborhood access streets. This will greatly increase traffic through many residential areas, including Patterson Place, Timber Ridge, Paths of Deerfield, Lincoln Park and others, as well as the areas around Harrison Elementary, Kuder Estates and North Pointe. Parker street access to US-30 must remain open for the safety of our neighborhoods!
69.	Safety	The US 30 corridor from Fort Wayne west until the "east"/"west" split is plagued by surface level intersections in urban regions. These necessitate traffic lights which severely disrupt and condense traffic flow on US 30. Because of this disruption these intersections are the site of constant, often fatal traffic collisions. I would request that any proposals for changes to US 30 include measures to reduce the number of surface level intersections in developed areas. The highway doesn't have to go completely to limited access, but that should be prioritized in high volume intersections.
70.	Safety	Regarding Warsaw corridor: take US 30 south route to remove semi and thru traffic. Right now in Warsaw we need more and better access roads. Need that now! Not in favor of interchanges and overpasses. That brings traffic into existing neighborhoods and dessimates current businesses.
71.	Economic Development, Environmental, Safety, Overall US 30 Corridor	Please explain in detail the proposed plan for the intersection of US 30 East and Old Road 30 East. I have been told that Old Road 30 East would be rerouted from that intersection on to the current Kosciusko Drive and Center Street. Wouldn't an overpass be a more logical solution?
72.	Environmental, Safety	Thank you for coming to Warsaw today. It was interesting to see so many people invested. I would like to mention a couple items. One: my preference as a farm owner is to avoid any bypass options removing farmland. Two: please consider the large great blue heron rookery that is found all along the Tippecanoe River each summer. Three: there was lots of concern over Parker St..but I think the answer would be to keep Parker St as an underpass/overpass

		and make an interchange at the next west light which would tie in both hospitals and an access road would be more easily possible.
73.	Bike and Pedestrian, Economic Development, Environmental, Mobility, Safety, Overall US 30 Corridor	Attending the "meeting" today at the the Warsaw Public Library, I was told there will be an upcoming meeting in December in Warsaw. Please inform as to the date, time, and location of this meeting. People need to be able to hold that date on their calendars. We need assurances that you are indeed listening. Several meetings have already been held in the town of Warsaw with agreement reached that we need to make US 30 through Warsaw limited access in the existing space it occupies. We need to realize our farmland, classified forests, and communities are irreplaceable. We do not want yet more relocation and accompanying abandonment of businesses along Old Road 30, current 30, and any possible relocation of 30. Why do your INDOT representatives seem unaware of the community work already completed on this issue? I currently avoid U.S. 30 by using any other route than 30 around Warsaw, even if I go miles out of my way. When trucks ignore as a matter of course, stoplights, using 30 is life threatening. Some businesses require crossing or using 30 to reach them. For example, I will not go to Meijer, because I have found no route other than 30. I continue to look for alternatives. Access roads or frontage roads, along with overpasses and interchanges will help immensely. Why does your information claim the Billions allocated are from Gov Holcomb? The infrastructure bill passed by Congress and signed by Biden had not one Republican on board. Let's begin with honesty in order to build community trust.
74.	Environmental, Safety	I am a farm owner on the south side of Warsaw. Everybody in our area wants 30 to stay in its current corridor. Making it limited access is very possible and desirable in the existing corridor.
75.	Bike and Pedestrian, Mobility, Safety, Overall US 30 Corridor	Add sidewalks and/or bike paths to parts of US 30 that cross through towns (Ideally they really shouldn't cross towns)
76.	Overall US 30 Corridor	Can you provide a map of where the north route would be? How close the Chapman lake would it be? Are any churches, businesses, and homes are on the route? Also, we are a residential lake. Can you have meetings for working people. Thank you
77.	Economic Development, Safety, Overall US 30 Corridor	The US 30 project is close to many citizens hearts. Many of us have lost dear loved ones due to the horrific stop light idea to manage heavy traffic flow. I am still stunned. PLEASE do you very best to influence the governor to declare Emergency status after the near miss with hockey team accident in Warsaw. The road is now a death trap. INDOT just put up another death stop light at Flaugh Rd where 100s of heavy semi trucks from Amazon will be in and out at all hours. Terrible. I know you have Fort Wayne's and Columbia City's back, get this project going NOW. Thank you for your service
78.	Economic Development, Safety, Overall US 30 Corridor	The US 30 project is close to many citizens hearts. Many of us have lost dear loved ones due to the horrific stop light idea to manage heavy traffic flow. I am still stunned. PLEASE do you very best to influence the governor to declare Emergency status after the near miss with hockey team accident in Warsaw. The road is now a death trap. INDOT just put up another death stop light at Flaugh Rd where 100s of heavy semi trucks from Amazon will be in and out at all hours. Terrible. I know you have Fort Wayne's and Columbia City's back, get this project going NOW. Thank you for your service
79.	Safety	US 30 is dangerous. I drive it daily between the west side of Warsaw to east side of Fort Wayne with accidents and high speeds of traffic
80.	Mobility, Overall US 30 Corridor	Just fix the stop lights in Warsaw. I saw the farm ground and houses disappear when US31 got redone what a mess the shivley road Tyler road part of 31 is a joke. I lived through that no bedrock around there just muck ground leave 30 alone.
81.	Economic Development, Mobility, Safety, Overall US 30 Corridor	I would like to have a better understanding of the planned interchanges along Highway 30 in Warsaw and the traffic flow near Highway 30 based on your plans. At this time, I understand that there will be an interchange at Center St and Highway 30 and not one at Parker and Highway 30. I live on 175 E and my concern is that traffic will exit at Center St and Highway 30 and turn onto 175 E in order to get to the Menards shopping area. This will create a tremendous traffic gridlock through the residential area that I live and make it dangerous for pedestrians as well. Thank you for taking input from the residents impacted by the proposed changes.
82.	Overall US 30 Corridor	I believe US 30 east of New Haven to the state line needs different study's then West of Ft Wayne.

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87.	Mobility, Safety, Overall US 30 Corridor	I have been driving US 30 to Crown Pointe about twice a month. US 30 east around Fort Wayne is less of a headache until I reach Warsaw. Then the next headache is Valparaiso all the way to Chicago. If you are going to restrict traffic around Fort Wayne, you may think about Warsaw and your West corridor of US 30.
88.	Safety	Stahlhut and Hwy 30 intersection, if J turn is used Stahlhut rd will need widened at Hwy 30 the guardrails on each side of Stahlhut are to close together for farm equipment to get through safely for example tractor with duals takes up both lanes traveling down Stahlhut Rd it was a dirt road the county chip and sealed it without making it wider
89.	Overall US 30 Corridor	Hi, I'm a business owner on us 30. Missed the public meeting this week. I own the marathon station in Columbia city. 545 w connexion way. At the light on the 30 going west. I'm concerned about my business and the value I've paid for it if and when this project is a go. Can I speak to someone
90.	Overall US 30 Corridor	Members of the Northern Indiana Passenger Rail Association are interested in a collaborative conversation about how passenger rail can augment & propel growth in the route 30 corridor.
91.	Overall US 30 Corridor	I have been very involved on the community and political level on the changes to US 30 in Lake Township. I would like to see a map of what INDOT is now proposing. I wanted to attend the meeting yesterday 12/5, but was unable due to work obligations.
92.	Bike and Pedestrian, Environmental, Safety, Overall US 30 Corridor	The exorbitant cost of travel on I80/I90 is forcing many multi axle vehicles to use US 30. The turnpike charges over \$72.00 for a 5 axle vehicle from east gate to west gate. All other east west routes with the exception of 30 across northern Indiana are 2 lane with multiple small towns. By reducing the cost on our northern toll road it will benefit 30 by less truck traffic. If that is not feasible, then have law enforcement get aggressive in enforcing traffic laws. Large vehicles are traveling to fast and running red lights in Columbia City.
93.	Bike and Pedestrian, Economic Development, Environmental, Mobility, Safety, Overall US 30 Corridor	Would love to see Indiana pull head in a completes streets infrastructure. Not just thinking of automobiles, but taking into count cycling, walking and running. Stuff that makes for a healthier community and healthier Indiana. Having infrastructure that provides a safe crossing well cycling or walking when crossing US 30. Warsaw and Winona Lake residents are forced to cross US 30 when traveling north by Bicycle. Cyclist from the north, or forced to cross US 30 when coming into Winona Lake and Warsaw. Kosciusko county need safe passage over US 30.
94.	Bike and Pedestrian, Economic Development, Environmental, Mobility, Safety, Overall US 30 Corridor	I suggest using the existing route with express lanes in the middle. and frontage roads on the sides for local access. Similar to the I-35 construction thru Austin, TX
95.	Economic Development, Safety	I have 2 part feedback for the potential project; both is related to safety of the operating a vehicle on US 30 East. 1) I take US 30 from fort Wayne to Columbia city daily. Im thrilled Amazon has built a facility and offer more jobs to the community. My first concern lies the turn off lane from US 30 to the road that leads to their facility. It is very short vs the demand when shift change happens which is also when US 30 tends be one the busiest. It's almost as if it be best if US30 was 3 lanes for the area for .5 miles from Fort Wayne to Columbia City. 2) My second concern from my daily travels lies with the speed of the road. Daily I see 1-3 cops; but everyone refuses to do 60/65 and choose do 80. You have to do their speed or you get ran over. As much as I want to be a good citizen and safe. US 30 may be safer with 3 lanes from Fort Wayne (Seeetwater) to SDI. Not sure if that encourage others to be faster, but during high traffic time and semis choosing to do 80 vs 60 is a huge scare sometimes.
96.	Environmental, Safety, Overall US 30 Corridor	I would like to see the US30 corridor stay generally speaking where it is, not bypassing local communities that have strong business around the highway. Having said that, the local planning has been poor regarding crossing of US30 with several issues around Warsaw that I personally experience. This is an opportunity to correct both the US30 flow as well as the

		cross traffic, limiting further environmental impacts that a bypass would create, and supporting current local commerce.
97.	Overall US 30 Corridor	Whatever the final outcome(s) of the study is, our family would rather see improvements to the existing right-of-way and not acquisition of thousands of acres of productive farm ground for a new road. We, as a country, are losing too much productive farm land to development making it harder and harder for our farming friends and neighbors to make a living and provide all of us with the foodstuffs we need.
98.	Overall US 30 Corridor	I am submitting these comments on behalf of the Northern Indiana Passenger Rail Association Subject: ProPel US#30 Talking Points from NIPRA I. The US #30 upgrade to a limited access highway planning effort should be combined with the proposed passenger rail line closely paralleling the US #30 highway between Fort Wayne and Valparaiso, Indiana. II. INDOT is looking at pursuing three passenger rail corridors, one of which is the line from Chicago to Fort Wayne paralleling US #30. III. Combining these two transportation projects will save funding and be a far better and more efficient planning effort for northern Indiana. IV. The US #30 upgraded highway will be primarily for trucks hauling goods between the Chicago area and northern Indiana east to Fort Wayne. It will loop population centers and clusters all across northern Indiana from Valparaiso to Fort Wayne serving warehouses and product distribution centers. V. The Northern Indiana Passenger Rail project will serve cities and towns across northern Indiana. It will be a transportation option for residents from Fort Wayne and central Ohio west to Chicago. This project will serve people and it will drive economic development in the center of each community with a scheduled stop for passengers. VI. Both of these projects will benefit the state of Indiana with the US #30 upgrade primarily benefiting businesses and the adjacent passenger rail project serving the transportation needs of residents and communities across northern Indiana and promoting downtown economic development in each community. VII. Significant federal funding is available for both the US #30 highway upgrade and for the Northern Indiana Passenger Rail project. It just makes sense to combine these two important transportation projects to double the long-term economic impact benefit. VIII. Additional funding for the Northern Indiana Passenger Rail project may well be secured from the state of Ohio as the line is proposed to run east of Fort Wayne to Columbus, Ohio and potentially on to Pittsburgh, Pennsylvania. IX. The Northern Indiana Passenger Rail Association (NIPRA) urges INDOT to combine these two very important transportation projects for the benefit of business, communities and residents across northern Indiana and because it will significantly improve and upgrade the transportation infrastructure of the Hoosier state. Fred Lanahan President Northern Indiana Passenger Rail Association (NIPRA) Fort Wayne, Indiana tel. 260-456-2590
99.	Mobility, Safety, Overall US 30 Corridor	Just a summary of some suggestions I have tried to make at past community meetings. I have attended a One On One meeting at the Warsaw Library and also the last community update at the Lincoln School in Warsaw. My basic suggestion is to create at US 30 Corridor, similar to what is in Carmel, IN (US 31). Something that would allow through traffic (trucks) on US 30 to have two or three lanes of roadway without any at-grade intersections. There should be enough ROW to allow for exit/entrance lanes. All interchanges would have the local traffic, such as at Parker St or Center St going over or under the through lanes. I live on the south end of Hoffman Lake. Having safe access to US 30 at 700W, Hoffman Lake Road and 800W Roads is very important to our community, to Atwood, IN and the areas north and south of US 30. One suggestion was to remove "Atwood Hill" from US 30 from 650W to past 700W road. Or, if we need the elevation to create an overpass that would allow 700W Rd to go under US 30, that might work too. I'm sure that there are other residential areas along the route that would like some relief from the noise to the truck traffic. The area along US 30 from just east of 700W to 800W should be considered. I think that is all I have.
100.	Mobility, Safety	The current intersection at Parker Street and US-30 allows direct access to the Menards shopping complex straight off of the highway. One proposal for the future US 30 design has the intersection turned into an underpass, making it impossible to get off or on to US-30 from Parker Street. This concept could result in all semi-truck and out-of-town traffic to Menards, Martin's, Aldi, Discount Tire, etc rerouting through various neighborhood access streets. This will greatly increase traffic through many residential areas, including Patterson Place, Timber Ridge, Paths of Deerfield, Lincoln Park and others, as well as the areas around Harrison

		Elementary, Kuder Estates and North Pointe. Parker street access to US-30 must remain open for the safety of our neighborhoods!
101.	Bike and Pedestrian, Economic Development, Environmental	We do not want to see any additional land used to move the highway from its existing route. Would like to see us 30 stay right where it is and create the overpasses or underpasses needed to make it safer.
102.	Environmental, Mobility, Safety, Overall US 30 Corridor	<p>Subject: Propel US30 East “ Safety Opportunities Dear Rusty Holt, I first learned from the Warsaw Times-Union newspaper articles about 3+ years ago that Mayor Thallemer wanted to create a team to improve safety on U.S. 30. At the time, U.S.30 had been under construction for several years with updates to traffic signals and controls in process. I was frustrated because elements of design and control I was aware of that can significantly improve safety were not fully implemented. I learned much later that to improve safety on U.S. 30 was not reality the plan was to push for a new bypass road around Warsaw to the North or South. If you are serious about improving safety on U.S. 30, there are two types of factors involved: i. Driver behavior “ control of other people’s actions is outside of our control with exception of education and better training i. Design and Controls many elements of which are within INDOT control It is elements of Design and Controls that could make significant safety improvements relatively quickly rather than waiting decade(s) for completion of gathering Input, conducting Design Studies, solution selection(s), design, funding and construction completion of redesigned intersections or a new bypass. I learned of the following Safety Opportunities, Solutions and their validity over ~19 years of commuting on U.S.30 from my Warsaw home to my jobs in Ft. Wayne as well as discussions with CDL operators. For that reason I will present elements of Design and Controls first. 1. Safety Opportunity - Speed Kills and Speed Limits improperly set: The mantra Speed Kills repeated for decades by the Insurance Industry Lobby, Law Enforcement, many politicians and citizens who mistakenly believe this big lie. If speed killed, the country would be littered with dead airline pilots and passengers. My son recently exceeded 572 mph on a commercial flight and arrived safely as well as the flight Crew and all passengers. Speed does NOT kill, however difference in speed WILL KILL. Where does difference in speed occur? At intersections and with improperly set speed limits. The NMA (National Motorists Association) compiled a position statement based on scientific studies and evidence: i. NMA Position on Speed Limits https://ww2.motorists.org/issues/speed-limits/position/ Speed limits should be based on sound traffic-engineering principles that consider responsible motorists actual travel speeds. Typically, this should result in speed limits set at the 85th percentile speed of free-flowing traffic (the speed at which 85 percent of traffic is traveling at or below). NMA has created an NMA Model Speed Limit Law based on the 85th percentile rule with definitions and references. https://ww2.motorists.org/issues/speed-limits/model-law/ Disregard the scientifically Page 2 of 7 based 85th percentile rule by posting lower speed limits does NOT change the speed of drivers but instantly creates a large criminal class and a significant enforcement issue! i. Speed Limit Fact Sheet https://ww2.motorists.org/wp-content/uploads/2015/05/speed-limit-fact-sheet.pdf includes the following facts: o Isn’t driving slower always safer? i,§ A. No, federal and state studies have consistently shown that the drivers most likely to get into accidents in traffic are those traveling significantly below the average speed. According to an Institute of Transportation Engineers Study, those driving 10 mph slower than the prevailing speed are six times as likely to be involved in an accident. That means that if the average speed on an interstate is 70 mph, the person traveling at 60 mph is far more likely to be involved in an accident than someone going 70 or even 80 mph. o Wouldn’t everyone drive faster if the speed limit was raised? i,§ A. No, the majority of drivers will not go faster than what they feel is comfortable and safe regardless of the speed limit. For example, an 18-month study following an increase in the speed limit along the New York Thruway from 55 to 65 mph, determined that the average speed of traffic, 68 mph, remained the same. Even a national study conducted by Federal Highway Administration concluded that raising or lowering the speed limit had practically no effect on actual travel speeds. https://ww2.motorists.org/issues/speed-limits/effects-raising-lowering/ o Don’t higher speed limits cause more accidents and traffic fatalities? i,§ A. No, if a speed limit is raised to actually reflect real travel speeds, the new higher limit will make the roads safer. When the majority of traffic is traveling at the same speed, traffic flow improves, and there are fewer accidents. Speed alone is rarely the cause of accidents. Differences in speed are the main problem. Reasonable speed limits help traffic to flow at a safer, more uniform pace. o SOLUTION -</p>

	<p>Speed limits on US30East should be set by traffic engineers to the 85th percentile speed of the free flow of traffic based on the scientific studies and evidence (as well as throughout IN and the nation). 2. Safety Opportunity - Difference in speed occurs at Intersection I learned from ~19 years of commuting on U.S.30 easterly in am and westerly in pm numerous safety issues. Issue is that if you can't see the traffic signal, you have little or no time to decide whether to proceed safely through the intersection or stop. i,- Safety Opportunity - Traffic Lights are NOT visible when following Trucks or Tractor Trailers even at double or more than a safe distance. The only way to see the traffic light status is to stray far enough into the adjacent traffic lane to your left. This has been confirmed and conveyed to me by many CDL operators who experience the same issue o Solution â€œ Traffic Lights should be installed at the left hand margin of each travel lane (as implemented in Canada decades ago). Page 3 of 7 REMAINING ISSUE: Maybe implemented, however still requires drifting to the left adjacent lane or shoulder to see the light when following tractor-trailer or large box trucks. o Solution â€œ TBD? i,- Safety Opportunity - on Predominately East / West roads you can NOT see the traffic light because seasonally the sun is almost or directly behind the traffic signal light. In my commuting experience this includes much of U.S.30 East from Warsaw to Ft. Wayne and Parker St. at the U.S.30 Intersection. Even with sun visor down and one hand attempting to block the sun the light is often not visible. o Solution - Install the WIDE matte black â€œEyebrowâ€ shield surrounding the traffic light to increase the contrast and visibility. REMAINING ISSUE: U.S.30 construction ~3 years ago installed the NARROW black eyebrows surrounding the traffic lights. This is much less than optimal. o SOLUTION â€œ Replace the NARROW Eyebrows with the WIDE eyebrow shields surrounding each signal light on predominately east â€œ west controlled intersections. o Solution - Install LED signal lights as they are brighter than incandescent and more readily visible against a sunlit sky. Initially only Red LEDs were cost-effective however now Green and Yellow are too. i,\$ Note: Appears to have been implemented ~3 years ago during the last construction upgrades. i,- Safety Opportunity â€œ Yellow Light Timing. Everyone in Warsaw knows that vehicles run the red lights on U.S. 30 ALL day EVERY day. The all yellow period dwell time may be inadequate for the driver to decide if he can safely proceed through the intersection without speeding up or be able to brake to stop before the intersection. The wrong decision can result in right angle crashes with crossing or oncoming left turn traffic. The Federal Highway Administration published a Brochure to educate about Red Light Running including Ten Things we bet you didn't know. https://safety.fhwa.dot.gov/intersection/signal/fhwasa11016.pdf 1. You or your loved ones are more likely to be injured due to a red-light running related crash than any other type of crash. 2. Running a red light or other traffic control is the most common cause of all urban crashes. 5. An estimated 165,000 motorists, cyclists, and pedestrians are injured annually by red-light runners. Page 4 of 7 6. Half of the people killed by red-light runners are not the signal violators â€œ they are passengers, other motorists, pedestrians, and cyclists. 7. Nearly 93% of drivers believe running a red light is unacceptable, yet 1 in 3 drivers reported doing so in the past 30 days. 8. There are an average of 7 fatal crashes and over 1,000 injury crashes EVERY DAY at signalized intersections across the United States. 9. The cost to society of all crashes exceeds \$230 billion annually. 10. The tragedies and costs resulting from red-light running are preventable! The National Motorists Association Fact Sheet on Red Light Camera Fact Sheet https://ww2.motorists.org/wp-content/uploads/2018/03/rlc-fact-sheet1.pdf Cites numerous facts including: 7) Cameras do not prevent most intersection accidents Intersection accidents are just that, accidents. Motorists do not casually drive through red lights. More likely, they do not see a given traffic light because they are distracted, impaired, or unfamiliar with their surroundings. Even the most flagrant of red-light violators will not drive blithely into a crowded intersection, against the light. Putting cameras on poles and taking pictures will not stop these kinds of accidents. 8) There are better alternatives to cameras. If intersection controls are properly engineered, installed and operated, there will be very few red-light violations. From the motorists perspective, government funds should be used on improving intersections, not on ticket cameras. Even in instances where cameras were shown to decrease certain types of accidents, they increased other accidents. Simple intersection and signal improvements can have lasting positive effects, without negative consequences. Cities can choose to make intersections safer with sound traffic engineering or make money with ticket cameras. Unfortunately, many pick money over safety. In 1959 Robert Herman with fellow engineers began analyzing the</p>
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problem: What is the minimum yellow interval necessary to ensure that a driver, approaching a signalized intersection, does not encounter a dilemma zone, where a driver could neither STOP safely and comfortably, nor GO without the need to violate the red or accelerate into the intersection? Their paper, “The Problem of the Amber Signal Light in Traffic Flow, presented a mathematical solution to this problem which first appeared in the 1965 ITE Traffic Engineering Handbook. It became known as the Kinematic Equation, and was adopted by many” but not all” practitioners as a logical and defensible means of determining the length of the yellow change interval. Due to issues the Kinematic Equation did NOT address, such as the road grade at an intersection that impact deceleration time, refinements to the Kinematic Equation were pursued. David Nash et al article Calculating and Enforcing Traffic Signal Yellow Change Interval Times p. 44 in the Mar. 2022 ITE Journal <https://ite.ygsclibook.com/pubs/itejournal/2022/march-2022/live/index.html/#p=45> calculates some example Yellow light durations based on standard assumptions and Posted Speed Limit approach speeds based on the Extended Kinematic Equation Page 5 of 7 adopted and incorporated into ITEs Recommended Practice, Guidelines for Determining Traffic Signal Change and Clearance Intervals, published in March 2020. o Solution “Yellow Light Timing should be set based on the Extended Kinematic Equation in latest ITE Recommended Practice. Scientifically analyze and update the Yellow Light Duration, perhaps in conjunction with the All Red Light duration WILL reduce Red Light running for improved safety. I made personal observations of the US30 East through traffic Yellow Light duration at the Parker St. intersection in Warsaw. Based on my personal measurements, the Yellow duration is approximately 5.45 seconds. As the 85th percentile traffic speed is unknown and the posted approach speed limit of 45 mph, I did some quick analysis of (3) cases using the Extended Kinematic Equation (pasted as image below). Following the ITE std. (for unknown 85th percentile speed) Case 2 above uses a 52 mph approach speed to calculate a Minimum yellow duration for cars of 5.32 seconds compared to the Observed Yellow duration of 5.45 seconds - is only a minimal 0.11 second margin for cars. However if the 85th percentile speed is 60 mph as in Case 3, the yellow duration is too short by 0.46 seconds which will result in even attentive auto drivers running the red light and creating a safety issue! What if we follow the ITE std. for Trucks or larger vehicles for which a deceleration rate of 8.0 ft. /sec. may be appropriate? Recalculating the above three cases: US 30 Westbound at Parker St. intersection Yellow Light Timing Westbound through lanes traffic signal Posted Speed Limit, mph 45 85% Speed U.S. 30 Westbound, mph UNKNOWN Automobiles Kinematic Equation Yellow Duration, sec. Min. Feb. 9, 2023 ~ 1:30 p.m. personal Observations: Case 1. Entry Speed = Posted limit 45 mph Case 2. 85% Speed Est. Posted limit +7 = 52 mph Case 3. Entry speed = Posted +15 = 60 mph 5.445.445.455.425.51 Yellow Duration, avg. sec. 5.454.815.325.91 Std. Dev. 0.034 Kinematic Equation assumptions: Perception-reaction time 85%, sec. 1.5 Deceleration Rate Autos, a ft./sec. 10 Roadway Grade, degrees 0 85th percentile speed unknown, through traffic entry speed estimated as Case 1. Posted Speed Limit Case 2. Posted +7, mph (per ITE Std) 52 Case 3. Posted +15, mph 60 Page 6 of 7 Results show that even if the Yellow Duration is timed for the Case 1 at the Posted Speed Limit, the 5.63 sec. minimum Yellow Duration is 0.18 seconds LONGER than the current Yellow Duration “resulting in even some attentive Truck & Large Vehicle operators running the Red Light and safety issues! Obviously if the unknown 85th percentile speed is GREATER than the 45 mph posted speed limit, as in Case 2 & Case 3 “the existing Yellow Duration is 0.93 & 1.45 seconds LESS than the minimum recommended “resulting in an even much larger percentage of even attentive Truck & Large Vehicle operators running the Red Light and even more safety issues! This is what appears to match the observed current reality of frequent Red Light running on US30 East in the Warsaw area. NMA has compiled a list of scientific studies on the impact of Yellow Light Timing on improved safety and reduced red light running and accidents. <https://ww2.motorists.org/issues/red-light-cameras/yellow-lights/> Driver Behavior control (of other people’s actions) specifically is outside of our control with the exception of education and better training. However there are opportunities for Driver Education also summarized by NMA. 1. Safety Opportunity - Driver Courtesy: Because it is about respecting fellow road users and thus improving traffic safety. NMA initially created (15) animations of various Driver Courtesy Animations of elements of driver courtesy behavior that can if followed can improve safety on the road. The purpose was for use during Driver Safety Month in September 2022. NMA summarizes the animations in a topic list and also addresses how they can be used, i.e. by download and posting to

		websites such as INDOT or Law Enforcement, or in daily TV or radio traffic report newscasts and / or websites https://ww2.motorists.org/press-kit/courtesy-2022/ . NMA has increased this from the initial (15) to currently (30) Driver Courtesy animations which are shown and available for download here https://ww2.motorists.org/drivercourtesy/ . 2. Safety Opportunity “ Driver (Law Enforcement, Politician and INDOT) Education: NMA has created a Press Release list of Useful Information and Fact Sheets on Motorists Issues all of which are related to improved Traffic Safety. Topics include Speed Limits, Manual on Uniform Traffic Control Devices (MUTCD) including Lane Discipline, Distracted Driving and Vehicle Emissions. Deceleration Rate Trucks / Large Vehicles, a ft./sec.8Trucks & Large VehiclesKinematic Equation Yellow Duration, sec. Min.Feb. 9, 2023 ~ 1:30 pmpersonalObservations:Case 1.Entry Speed = Posted limit45 mphCase 2.85% Speed Est. Posted limit +7 = 52mphCase 3.Entry speed = Posted +15 = 60 mph5.445.445.455.425.51Yellow Duration, avg. sec.5.455.636.287.01 Page 7 of 7 Hopefully these Safety Opportunities and proposed Solutions provide ideas for evaluation and phased priority of implementation to improve safety on the existing US30 East of Ft. Wayne and wherever else applicable by INDOT. I believe these ideas can result in improved safety long before any final Decisions, implementation and completion by the Propel US30 and PropelUS31 Project Teams.
103.	Overall US 30 Corridor	Bill Hartman presented the team with intersection recommendations on a map from the Allen County Highway Department. He’s also part of the US 30 Coalition. This map excluded intersections in New Haven.
104.	Bike and Pedestrian, Economic Development, Safety	Current us 30 splits Warsaw in two. We need a bike and pedestrian connector (overhead).
105.	Overall US 30 Corridor	I watched the first video that was put out about the ProPEL project. I found it interesting, but I would like to see more videos of the meetings with questions that are asked and the responses. Is that possible? or even a transcript of the meeting would be ok that just cover the question and answer.
106.	Environmental	I strongly oppose the North Warsaw proposed loop route for US30. This will bring a major highway near one of the cleanest and most protected lakes in Northern Indiana. Further this proposal is simply only existing because of the south route being partially blocked by the Winona Lake village which keeps the Warsaw Mayor from annexing in further area into the city limits. The environmental impacts caused by placing the route this close to one of the cleanest lakes in northern Indiana is unfathomable.
107.	Safety, Overall US 30 Corridor	We need to eliminate many of the stop lights on US 30 and turn it back into a true limited access highway. These lights need to be replaced with interchanges with frontage roads for local traffic. There is no reason local traffic should have to compete with thru traffic. We also need to reopen some of the rest areas. We have far too many sleepy drivers trying to operate vehicles. Give them a place to rest when tired. This all needs to be done without hindering access to cities, towns and businesses.
108.	Economic Development, Environmental, Mobility, Safety, Overall US 30 Corridor	These traffic lights are a death trap. I’ve lived here for 20 years and every week I see semis blow through lights that have been red for 10+ seconds. The volume of commercial traffic having to constantly stop is terrible for the environment and costs so much more money in fuel.
109.	Environmental	Hello! I am involved in a committee to preserve an area of the Tippecanoe River that runs directly through the US 30 East study area. I have some questions about your study. Is this in regards to the proposed options for a bypass in our area? or is this a different study? Either way I think our committee would have input for this decision.
110.	Overall US 30 Corridor	It seems US 31 has stolen the funds for US 30 east. Why has the news gone silent about US 30. Haven’t heard a thing since the 2022 meeting at Sweetwater.
111.	Overall US 30 Corridor	When is the next Sweetwater meeting on US 30 upgrade?
112.	Overall US 30 Corridor	When is the next Sweetwater meeting on US 30 upgrade?
113.	Overall US 30 Corridor	When is the next Sweetwater meeting on US 30 upgrade?
114.	Overall US 30 Corridor	When is the next Sweetwater meeting on US 30 upgrade?

115.	Environmental, Mobility, Overall US 30 Corridor	Good afternoon, I apologize as I have not been able to attend an office hours session in person; however, I am interested in learning about the planning and feedback process for the US 30 East corridor project, specifically the decision making structure for the bypass around Warsaw. My land is directly impacted by the maps that have been released with a bypass to the north of town. Nearly everyone I speak with about this project favor a limited access highway that remains on the current US 30 route through Warsaw. Will there be plans released for public feedback and comment before a final decision is made? What factors about environmental damage and displacement of landowners are being taken into account? Thank you in advance for your response. All the best, Logan Waddle logan.waddle@yahoo.com (574) 377-1832
116.	Safety	Jerry is a farmer and expressed safety and accessibility concerns about his agricultural equipment crossing Minnich Road and Hartzell Road. He suggested an overhead bypass through New Haven. Mentioned the "Road to 1 Million" a study in NE Indiana, including 11 counties. They received \$42 million for various projects to promote economic activity and population growth. They were predicting/hoping for 1 million people in those 11 counties by 2030. He estimated there are only 750K now.
117.	Economic Development, Mobility	Gerard expressed interest in the activity at Doyle Road and how that will impact the corridor decisions for an interchange at that location.
118.	Mobility, Safety	Denny owns a farm property off of Tillman Road near US 30 and wants Ternet Road closed as a cul-de-sac due to semi traffic on that road that ditches off of US 30 and negatively impacts Tillman Road. The intersection on Ternet Road just south of US 30 is a 90 degree turn that is too tight for semi trucks to turn safely. Denny mentioned that the city/state has installed a guardrail along Tillman Road that is regularly hit by semis and must be replaced approximately every six months.
119.	Mobility	Sharon owns a farm property in southeast Allen County. She doesn't want access cut off to US 30 at Franke Road because a lot of motorists use Franke Road due to the church and bar/grill there. She also expressed the need to maintain access to the grain elevator. She said there are a lot of accidents at 469.
120.	Mobility, Safety	Woody said he was impressed with the number of community office hours that the team has hosted and thanked us. From Fort Wayne but travels to Warsaw. Says average speed is between 65-75 mph along the corridor in the Warsaw area. His wife travels to Warsaw three times a week and works at Depuy and he travels to Warsaw once a week. He was interested in the crash/safety data along US 30. He also expressed concerns with a recent fatality at CR 800 and US 30. Suggested some kind of lighting/shielding options for that area to help with the reflection of the sun in drivers' eyes. No static signage because people disregard those. Suggests flashing lights around the stop signs along the county roads leading into US 30. Says this will help with safety of motorists entering US 30. Asked if we plan to widen the road. Warsaw has gotten bad from Center Street to SR 15. Traffic moves well through Columbia City.
121.	Safety	I very strongly feel this project will be good for the area and regions, our economy, the infrastructure to facilitate efficient business and also for the average citizen who travels. I'm a resident and professional who has long worked and lived among 5 of the counties that contain US 30 in our state. I am adding my perspective as both at this time, due to a huge safety concern that has existed for many years, which is the intersections of US 30 and County Line Road/800 at the Allen/Whitley county borders, and also a similar intersection at US 30 & State Road 13 in Pierceton. Both are very hazardous and need immediate intervention by the state and as the 30 project continues. My spouse was hit by a young driver at the 1st intersection last Fall and has since been incapacitated while recovering, for over 7 months. We have encountered many local people -including multiple types of professionals, who all agree and know that particular intersection to be a dangerous area known for serious accidents. The other intersection I personally witnessed many accidents, including one fatality at, over years, as a former Pierceton Resident and then while working there, as a non-resident but still lived locally and commuted the area daily. My spouse's accident is yet another example of a bad encounter in what needs to be made into a safer intersection. Since industry has built up in this area, traffic is heavier -meaning larger vehicles like semi trucks, and also as

		in frequency, as a convenient route between many other business areas like Fort Wayne to South Bend, between major airports & etc. My spouse formerly commuted that road daily and in fact was hit right after leaving work, mid day, in beautiful weather with no poor road conditions, by someone simply turning onto 30, in a safe and standard car. The other driver was driving a large SUV, too fast, and was since deemed at fault. My spouse was blessed to survive but the repercussions and following recovery have caused job loss, financial difficulty, etc. I'd like the power that be to consider stories like ours in planning for a more safe way for all parties to travel through the area using US 30, as the project unfolds...for the safety of ourselves, our community and future generations.
122.	Mobility, Safety, Overall US 30 Corridor	The US 30 (exit 309) The exit is a clover leaf has traffic for the exit design it is a hard exit for me to use the exit is for US 30, and state road 930 and they are both very busy roads. A different exit type would increase mobility on high traffic corridor. I don't live by Warsaw I think the route 30 to a freeway where it currently is sounds promising.
123.	Safety	In eastern Allen County Tillman road sees too much truck traffic from US 30 today, Tillman is a small rural road with a tight 90 degree turn off of Ternet road. Semi tractor trailers are not safe on this road Please put a cul-de-sac on Ternet and disconnect from US 30 as a safety initiative, thank you
124.	Mobility, Safety	I would love to get involved in the US 30 in Columbia City, IN. I live next to the 30 behind the hospital. We really need a safe way for all the golf cart drivers to be able to cross the 30 safely.
125.	Overall US 30 Corridor	I was not able to go to the meeting June 8th because I could not get off work. I don't think I can go to the one next week either. Will it be available on line?
126.	Economic Development	Want to encourage the state to make US 30 stop free/ freeway. This improvement would assist in the growth of our local businesses. Comparing this project to the I 69 freeway south of Indianapolis, we can all agree that there is nothing negative about the project. As painful as it might be... my suggestion is to utilize the existing route, utilizing over/underpasses to eliminate any stops. This project will definitely be an inconvenience for a long period of time but feel that future generations will appreciate the forward thinking of today's leaders. Kind regards, Todd Speicher, President Instrumental Machine & Development Warsaw, IN
127.	Environmental, Mobility, Overall US 30 Corridor	I just want to make sure that this corridor is available to other modes of transportation. Specifically a future rail corridor that would connect Columbus OH to Fort Wayne to Chicago. This is a potential corridor for east west travel that would benefit the Midwest and also locals around Warsaw with fast, convenient, and environmentally sound transportation. Less highway planning, more trains.
128.	Safety	I would like to be contacted for input on US 30 E.
129.	Mobility, Safety	Northwest Allen County Schools is concerned with the safety of our families and buses crossing US 30 and appreciate the work being done to study possible solutions. The mobility of our families is a concern when looking at the solutions. With Arcola Elementary School being south of US 30 we are concerned with the number of access points to cross US 30. Our western boarder of County Line Rd and Eastern border of Flaugh Rd are not the major crossing points. Felger Rd and O'Day Rd are the two roads that have the biggest connection to the Arcola area. We also understand that if improvements are made to the US 30 corridor that growth may occur in this area which would increase the need for mobility and safety even more. Thanks again for taking the comments.
130.	Mobility, Safety, Overall US 30 Corridor	The Eastern part of the US 30 East corridor has a number of issues. At grade crossings, numerous stop lights, and inconsistent road conditions create a number of dangerous conditions given the traffic volumes, especially commercial traffic. Bringing US-30 to interstate highway standards and eliminating stop lights would be a huge step in improving traffic flow and eliminating crashes.
131.	Economic Development, Mobility, Safety	Too much time spent talking about a problem that's been screaming for a solution for decades. US 30 needs to be a freeway from Ft. Wayne to IN 49 if not all the way to I-65. To quote our former Governor "start digging".
132.	Mobility, Safety, Overall US 30 Corridor	The information presented was excellent and the data and input is on-target. I would love to see the access to the corridor reduced as much as feasible, eliminating the driveways and field access wherever possible, and consolidating the amount of crossings, just as is done when an interstate is installed. Right in, right out only at lower traffic-count crossings with a bridge over US 30 is one solution. The way Columbia City forces trucks into the right lane

		through the area is smart, and the truckers generally leave enough gaps for autos to get by and get into turn lanes, although I know the trucks can back up at rush hours quite a ways. Your options are limited after this many years of use, unfortunately.
133.	Safety	Looking forward to the day that travel speeds from Warsaw to Fort Wayne are safe. I travel parts of that section daily and the speeds are well above posted (70 except Friday where 75 is more common). If the roadway was limited access then those speeds may make sense. I used to ride my bike to school at Coesse and cross 30 at 500 East. Now I struggle being in a car crossing various sections of 30. Man I sound old.
134.	Safety	thank you for this opportunity, i have commented at previous meetings, i am concerned with Truck traffic detouring off of US30 and driving in residential areas. Please do not allow access to or from US 30 from Ternet road today we have trucks reroute at this intersection and detour thru residential areas
135.	Economic Development, Mobility, Safety	Menards' concerns regarding US 30 improvements continue to be safety and access for our guests. It is our hope that any plans for the corridor will keep local business traffic in mind while working to improve the safety conditions for US 30. If two options end up on the table being limiting or removing access points along the existing corridor and constructing a bypass, Menards' would strongly prefer the bypass.
136.	Economic Development, Overall US 30 Corridor	I am in support of converting US 30 into a Freeway. Doing so would stimulate the economy and lead to continued economic development in Northern Indiana. The Blue Ribbon Panel appointed by then Governor Pence with INDOT participation determined that transitioning this highway to Freeway status will - create 10,572 new jobs - increase gross regional product by \$959 million - increase real personal income by \$943 million The northeast Indiana economy is dependent upon manufacturing. Manufacturing is dependent upon highway transportation to move materials, workforce, and products. Manufacturing creates wealth and imports capital to northeast Indiana from throughout the US and the world via imports. Please convert US 30 to a Freeway. Thank you!
137.	Mobility, Safety, Overall US 30 Corridor	Keep it simple.....upgrade to freeway standards all urban sections at a minimum. Do it right in order to spend less money over time. No need to piecemeal it over several years with added costs associated with it. Just do it all and do it all right, and now. Main pain points to focus on -> Rebuild and re-align the I-69/US30 interchange to be free flowing to avoid merge conflicts with traffic exiting I-69 to go west on Goshen/SR930. Add C/D lanes between Kromer road and I-69 to keep drivers safe with the merging that takes place at US33 and I-69's respective interchanges.
138.	Overall US 30 Corridor	Dear ProPEL US 30 East and US 30 West Study Team: Thank you for receiving comments on this very important project. I am strongly in favor of converting the entirety of US 30 to an interstate Freeway such as I-69. I live in Fort Wayne and have done so for over forty years. Manufacturing is vitally essential, if not the economic lifeblood of northeast Indiana. And NEI is an essential component of Indiana's overall durable competitive advantage. Therefore, I believe we must do everything in our capability to maximize the opportunity for success in our manufacturing businesses across our region. The data and facts regarding the importance of this initiative are well known. As I understand the data, NEI has over 379,000 wage and salaried individuals with nearly 20% of them working in manufacturing and 5% working in warehousing and transportation. With average wages of over \$80,000 in the manufacturing space, which exceeds the average wages of all workers in NEI by nearly \$30,000, our manufacturing businesses and jobs are critical for the long-term economic sustainability and scalability of NEI and Indiana. Additionally, Governor Pence's appointed Blue Ribbon panel, in which INDOT participated in 2013, determined that transitioning US30 to a Freeway Status would create more than 10,000 new jobs in NEI and increase Gross Regional Product by nearly \$1B (in 2013 currency). Converting this road to a Freeway will drive growth that we will all benefit from. In addition to the economic impact, safety is of course a key concern for all of us in Indiana. This project will increase safety for all those who travel it. I am aware, as I know you are, of individual or local concerns about converting this road to a Freeway. Please consider the big picture, the strategic view, and don't let local parochial concerns of individuals cloud the positive visionary benefit for the whole of the region. Working together is a fundamental Indiana Hoosier quality, and we need to utilize this homegrown capability for our collective benefit more than ever. The coming together of our governmental agencies, our businesses, and our communities on this project will have a multi-decade generational

		positive impact on our future. Please, for the long-term thriving of Indiana, do everything in your power to make the entire stretch of US 30 from the Ohio line to Valparaiso an interstate Freeway. Sincerely,
139.	Overall US 30 Corridor	Get the semi's out of the left lane would help out a LOT! It's rare to see a cop pulling them over. Unless this is enforced we will continue to have issues. I had pointed to one semi driver to get into his lane and he stopped at one of the stop lights and got out of his truck and came at me in my car! Can't these idiots read?!
140.	Economic Development, Environmental, Safety	While your process is clear, it still appears that the end goal primarily benefits businesses and those who own businesses, because the basic premise remains: increase truck traffic and make those businesses money. As evidenced by the expansion of SDI at 800 and the recent changes to Flaugh Road to benefit Amazon and Sweetwater, business wins again at the expense of local residents who work for and frequent those businesses. Semi traffic is the problem not the solution. I'll repeat: semi traffic is the problem not the solution, and the goal of this project remains its increase. Amazon, SDI and Sweetwater win; ordinary Hoosiers lose. Since the only way to increase truck traffic is to make it easier and faster to get from A to B, safety issues will increase not decrease, and that's before the impact of larger, consolidated intersections and off ramp systems is considered. No one -- except those businesses -- wants to live under or around a concrete bridge like a troll. For most of the people who live near the proposed consolidated access points, their home is their major (sometimes only) asset. How do you live in or sell a house that can see/hear/smell what is to come to make life easier for the semis and the businesses that use them? Expanded cloverleaves and giant overpass systems are a solution that only benefits business, and encourages them to increase traffic speed and volume at the expense of citizens. From the perspective of the average citizen, it seems once again that the State has already made a decision on the goal and the process will simply determine who bears the impact. Given the steps already taken at 800 and Flaugh Road, it seems clear that business wins and citizens lose. Your process is impressive. It would be even more so if the main goal were not already set.
141.	Economic Development	<p>July 12, 2023</p> <p>Indiana Department of Transportation 100 N. Senate Ave., Room N755 Indianapolis, IN 46204 RE: PEL Study for U.S. 30</p> <p>Dear INDOT Officials:</p> <p>On behalf of the City of Fort Wayne, I ask for your support in upgrading U.S. 30 into a freeway. The U.S. 30 corridor is a critical part of our community's transportation system for residents, workers, and business. This transition is needed to ensure future development of economic opportunities in northeast Indiana.</p> <p>As a member of then-Governor Pence's Blue Ribbon Panel on Transportation Infrastructure, I advocated for U.S. 30 from Fort Wayne to Valparaiso to be a priority for Indiana. I've long supported a transportation network that is safe and reliable to better position communities like ours in job creation, job retention, and an excellent quality of life. That Panel completed its work in 2014, yet this project languishes in bureaucratic red tape.</p> <p>The Purpose and Need Study has established that safety along the corridor is a major concern. Hoosiers across northern Indiana, including the 800,000 residents of northeast Indiana, deserve better. The data already shows the increased economic value and the savings in operating costs and lives that can result from making U.S. 30 a freeway.</p> <p>I respectfully request that INDOT does all it can to expedite this necessary transition. Our competitiveness for business and talent depends on it.</p> <p>Sincerely, Thomas C. Henry Mayor</p>
142.	Safety, Overall US 30 Corridor	Would a rest stop for travelers be considered in the upgrades to US 30 ?
143.	Economic Development, Mobility, Safety, Overall US 30 Corridor	<p>Indiana Department of Transportation 100 N Senate Ave, Room N755 Indianapolis, IN 46204</p>

INDOT Officials,

The Mayors and Commissioners Caucus of Northeast Indiana is comprised of 16 mayors and 33 county commissioners from Northeast Indiana. The Caucus consistently advocates on behalf of our residents, local governments, and for regionalism. In fact, over the past decade, the Caucus has set the standard for regionalism across the state, receiving both the Regional Cities designation and being declared a READI region. We work collaboratively to find consensus on projects and issues impacting the region while also partnering together to ensure what is good for one is good for all.

The Caucus stands together in recognition and support of upgrading US 30 into a freeway. As the Purpose and Need Report for East US 30 has so dramatically highlighted, safety along the US 30 corridor is an impediment to workforce commuting, transport of materials and goods, and most critical, the safety of our local commuters who must navigate unsafe intersections that average a high frequency of accidents within the urban areas of the study. And as such, has a negative impact on the future economic development of Northeast Indiana.

Further, multiple gubernatorial administrations have given this project their word. Data from the Purpose and Need Study has formalized the safety concerns that we have, for too long, had to deal with. We cannot wait 10 years for solutions.

Over the last decade, the Caucus and numerous other regional organizations have advocated for upgrades to US 30 as a cornerstone issue, given the impact this highway has on the lives of over 800,000 Hoosiers living in Northeast Indiana. The time to act is now.

The Caucus strongly encourages INDOT, through the PEL study, to upgrade US 30 to a Freeway for the safety and economic stability of Northeast Indiana.

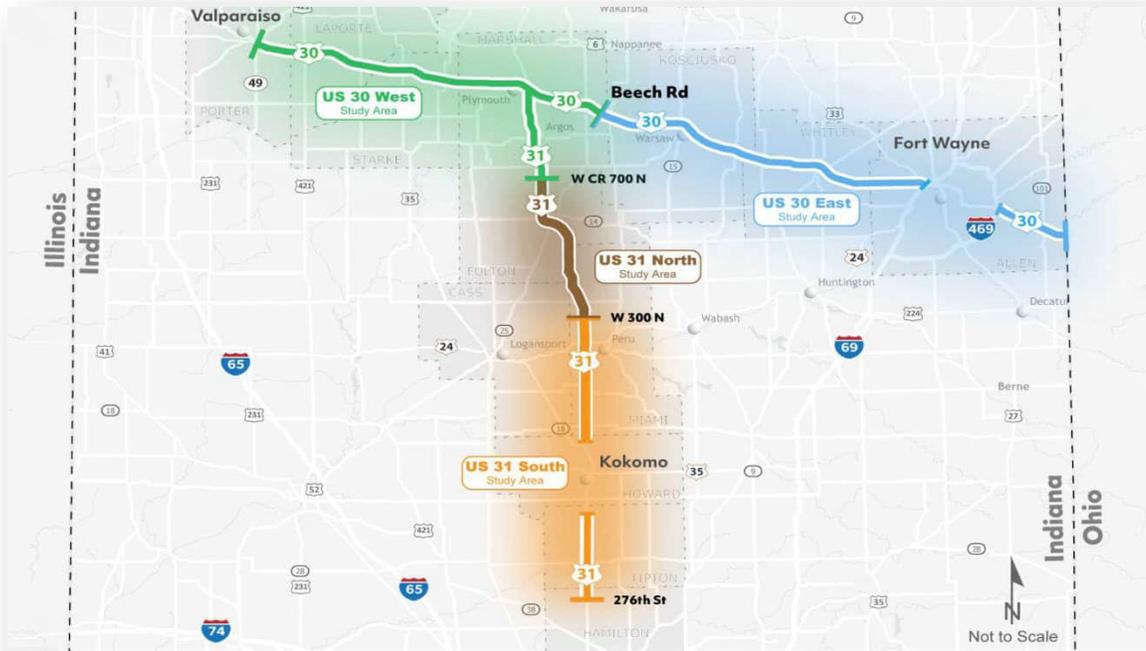
Sincerely,

The Mayors and Commissioners Caucus of Northeast Indiana

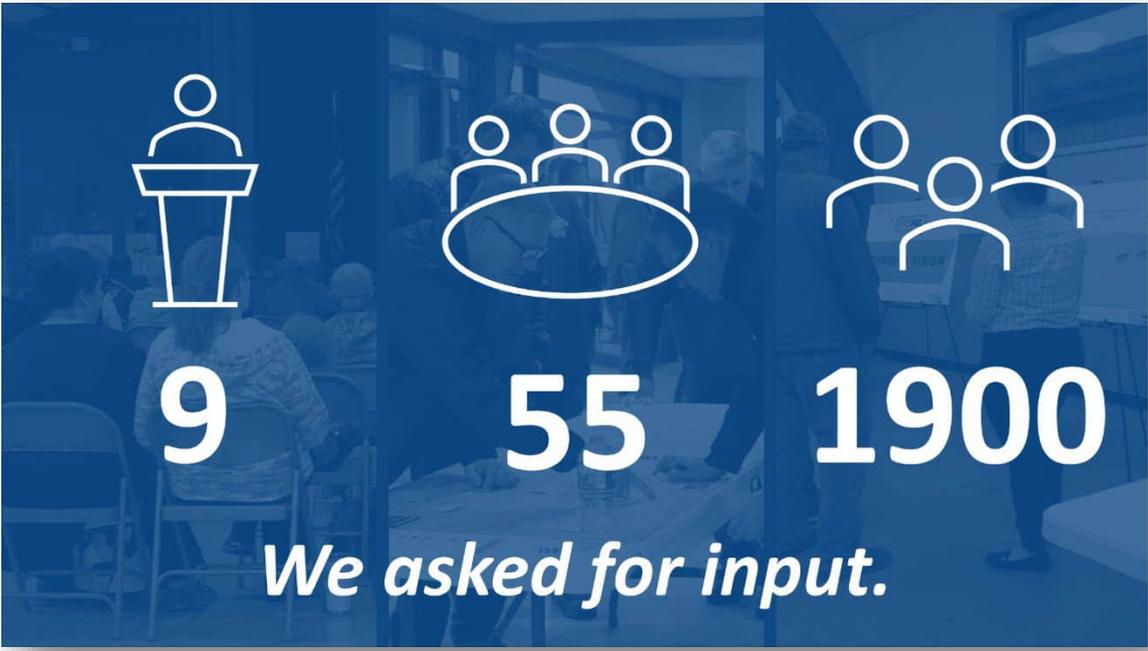
Gary Leatherman, Noble County Commissioner
 Mike Vanover, Wells County Commissioner
 Stan Stoppenhagen, Adams County Commissioner
 Gary Timmerman, Noble County Commissioner
 Daniel Rickord, Decatur Mayor
 Joe Thallemer, Warsaw Mayor
 John Whicker, Bluffton
 Nelson Peters, Allen County Commissioner
 Mayor Richard Hickman, Angola
 Mayor Scott Long, Wabash
 Cary Groninger, Kosciusko County Commissioner
 Mike Watson, Dekalb County Commissioner
 Richard Beck, Allen County Commissioner
 Mayor Gregg Sprunger, Berne
 Barry Eppley, Wabash County Commissioner
 Steven Bailey, Adams County Commissioner
 Mayor Ryan Daniel, Columbia City
 Blake Gerber, Wells County Commissioner
 Anita Hess, Noble County Commissioner
 Mayor Michael Ley, Auburn
 Mayor Mike Hartman, Butler
 Mayor Tom Henry, Fort Wayne
 Mayor Todd Fiandt, Garrett
 Mayor Richard Strick, Huntington
 Mayor Suzanne Handshoe, Kendallville
 Mayor Earle Franklin, Ligonier
 Mayor Steve McMichael, New Haven
 Mayor Joe Kelsey, Woodburn
 Steven Kuhn, Adams County Commissioner
 Therese Brown, Allen County Commissioner
 Bill Hartman, DeKalb County Commissioner
 Todd Sanderson, DeKalb County Commissioner
 Terry Stoffel, Huntington County Commissioner
 Rob Miller, Huntington County Commissioner
 Tom Wall, Huntington County Commissioner
 Brad Jackson, Kosciusko County Commissioner
 Bob Conley, Kosciusko County Commissioner
 Terry Martin, LaGrange County Commissioner
 Kevin Meyers, LaGrange County Commissioner
 Peter Cook, LaGrange County Commissioner
 Will Howard, Steuben County Commissioner
 Ken Shelton, Steuben County Commissioner
 Andy Laughlin, Steuben County Commissioner
 Jeff Dawes, Wabash County Commissioner
 Brian Hauptert, Wabash County Commissioner
 Blake Gerber, Wells County Commissioner
 Jeff Stringer, Wells County Commissioner
 Chad Banks, Whitley County Commissioner
 Theresa Green, Whitley County Commissioner
 Rob Schuman, Whitley County Commissioner

APPENDIX L: PUBLIC COMMENT SUMMARY TABLE





WHY?







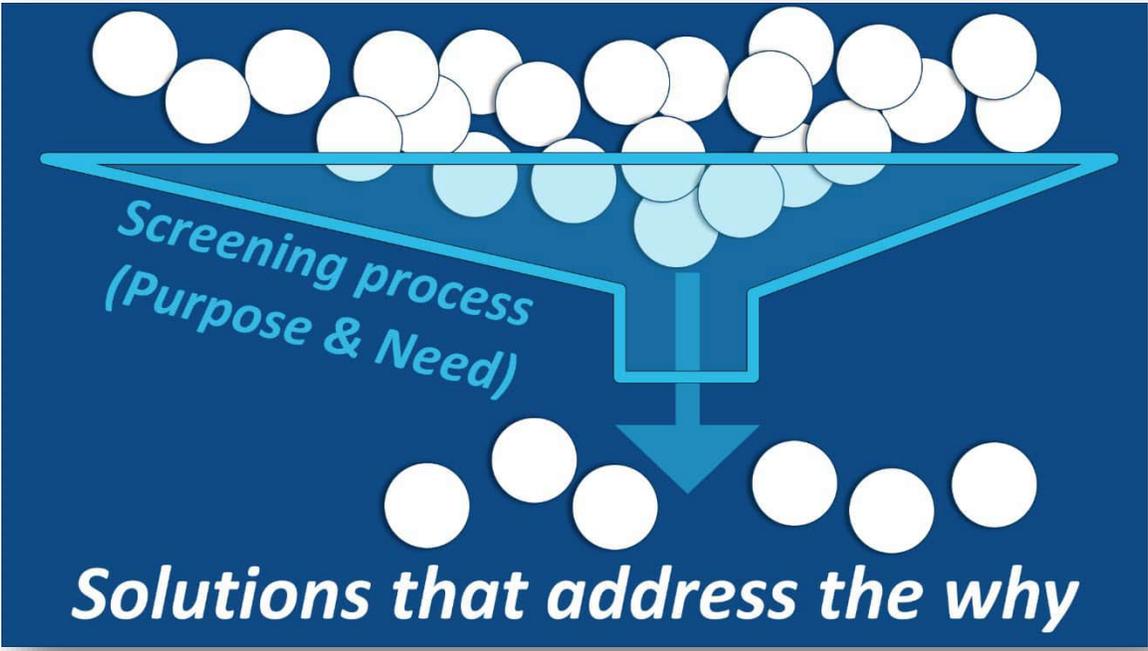
Then we gathered data.





WHAT'S NEXT?





PEL Study Schedule



PEL Study Starts



Vision / Scoping



Purpose & Need



Alternatives Analysis



PEL Study Complete

NOW

**QUESTIONS?
FEEDBACK?**

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



From: Zimmerman, Andrea
Sent: Thursday, May 4, 2023 1:22 PM
Cc: Zimmerman, Andrea <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.



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

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Passcode: mWz6aL

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Video Conference ID: 111 870 238 9

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Phone Conference ID: 164 033 624#

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Thank you,

Andrea Zimmerman, MPA

Legislative Director

Indiana Department of Transportation

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