

An aerial photograph of a city, likely Denver, Colorado, showing a river (the Platte River) winding through the urban landscape. The image is overlaid with various colored areas: green patches scattered throughout the city, purple areas along the riverbanks, and yellow/orange areas in some industrial or commercial zones. The overall tone is muted, with the colors appearing as semi-transparent overlays on the grayscale-like aerial view.

ALTERNATIVES

WHAT ELSE IS POSSIBLE?

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VISION STATEMENT

Rather than make a ±\$250 million investment that will lock in place and exacerbate the current dysfunctional system for at least 5 more decades...

Let's pursue an opportunity to dramatically improve I-65/70 functionality, community connectivity, economic development, and private investment and create a stunning new northside front door to Indianapolis

Let's leverage this investment to realize a vision supportive of the region's long-range transportation plan and economic development goals...

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OUR INDOT REQUEST

Request study of the following alternatives:

1. Through-Traffic on I-465 Outer Loop/ replace downtown interstate sections with On-Grade Multimodal Boulevard
2. Through-Traffic in a Tunnel/ replace downtown interstate sections with On-Grade Multimodal Boulevard

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ALT. PROPOSAL

Develop a new on-grade boulevard for local multimodal traffic distribution and economic development. Connect the canal towpath through west split.

Canal Towpath Extension

16th St

Monon Trail

Grand Boulevard North

Meridian St

Grand Boulevard East

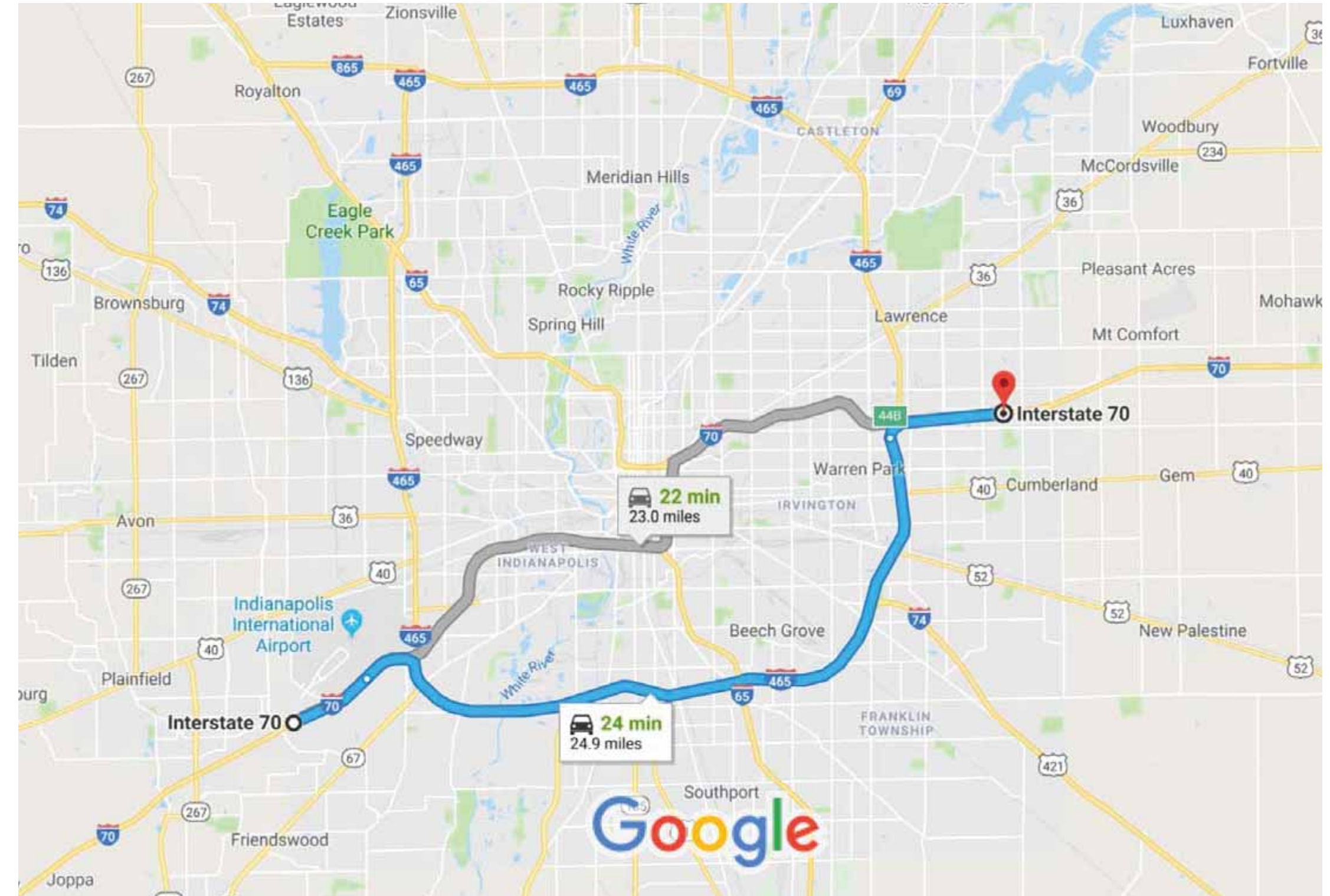
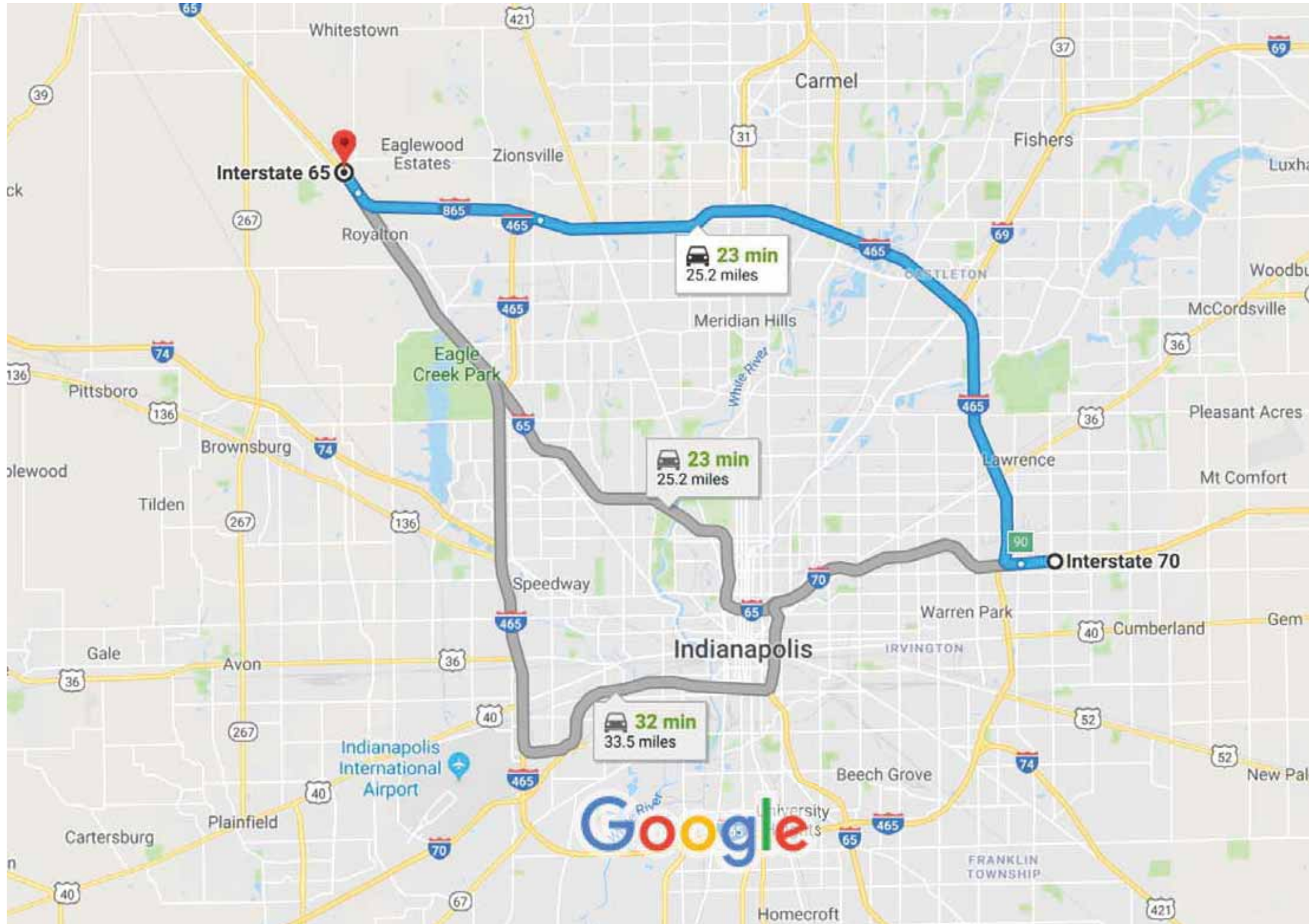
I-69 and I-74 transition their downtown traffic to Binford & Southeastern. Let's do that for the inner interstate loop and reclaim excess R/W for new mixed-use development and a multimodal boulevard.

Washington St

Grand Boulevard South

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ALT. PROPOSAL 1: Through-Traffic on I-465 Outer Loop



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

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

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



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

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

Grand Boulevard as a landscaped multimodal cross-town connector

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

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

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

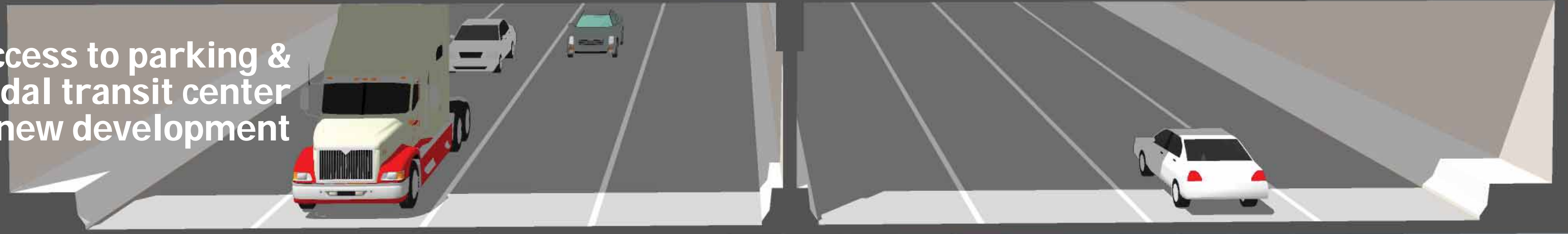


South Drive

Multimodal Grand Boulevard Lid

North Drive

Direct access to parking & multimodal transit center serving new development



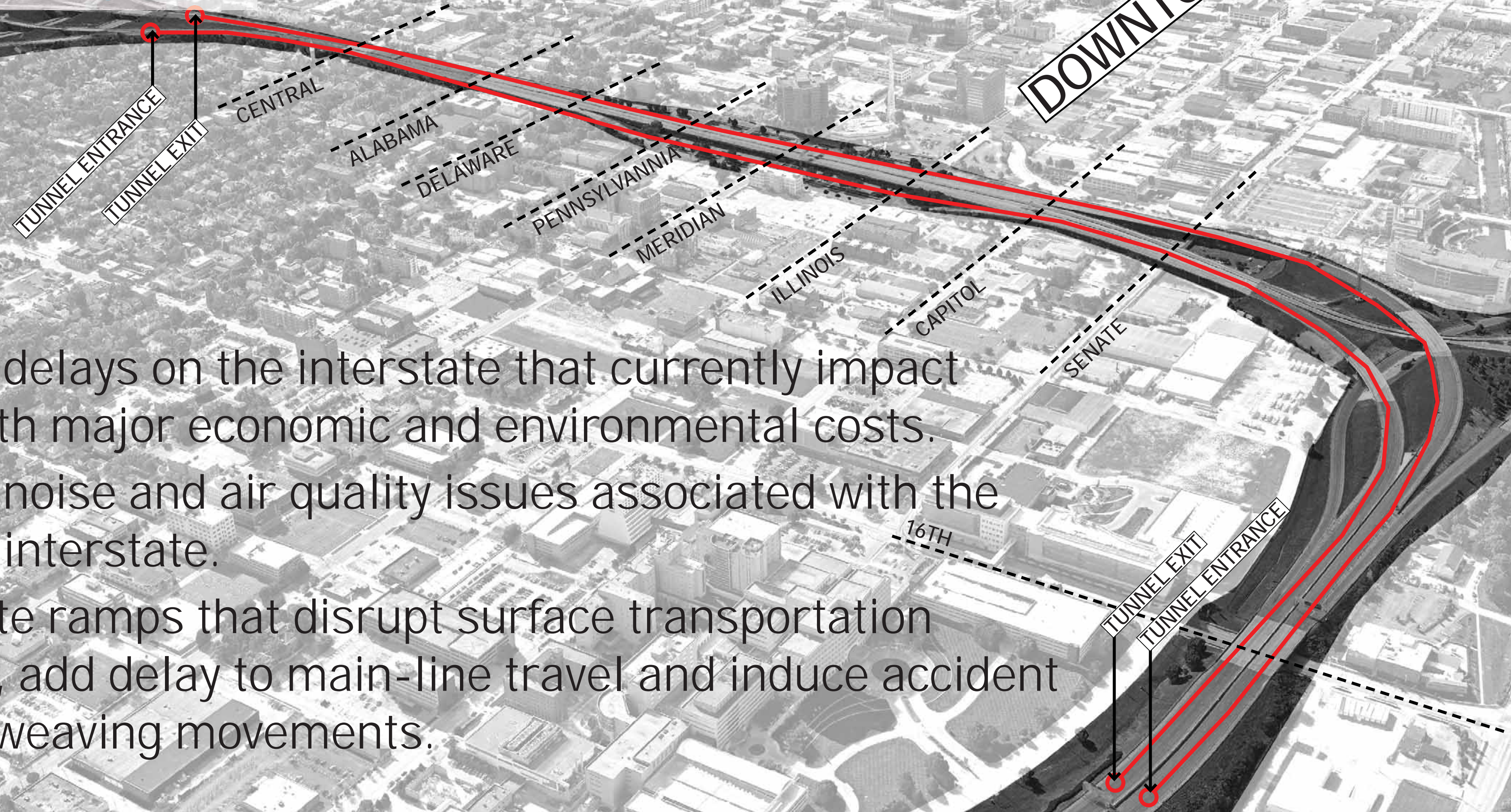
- Develop regional/local transit hub(s) to capture and distribute disruptive commuter surges

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

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THE NORTH TUNNEL



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

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GRAND BLVD

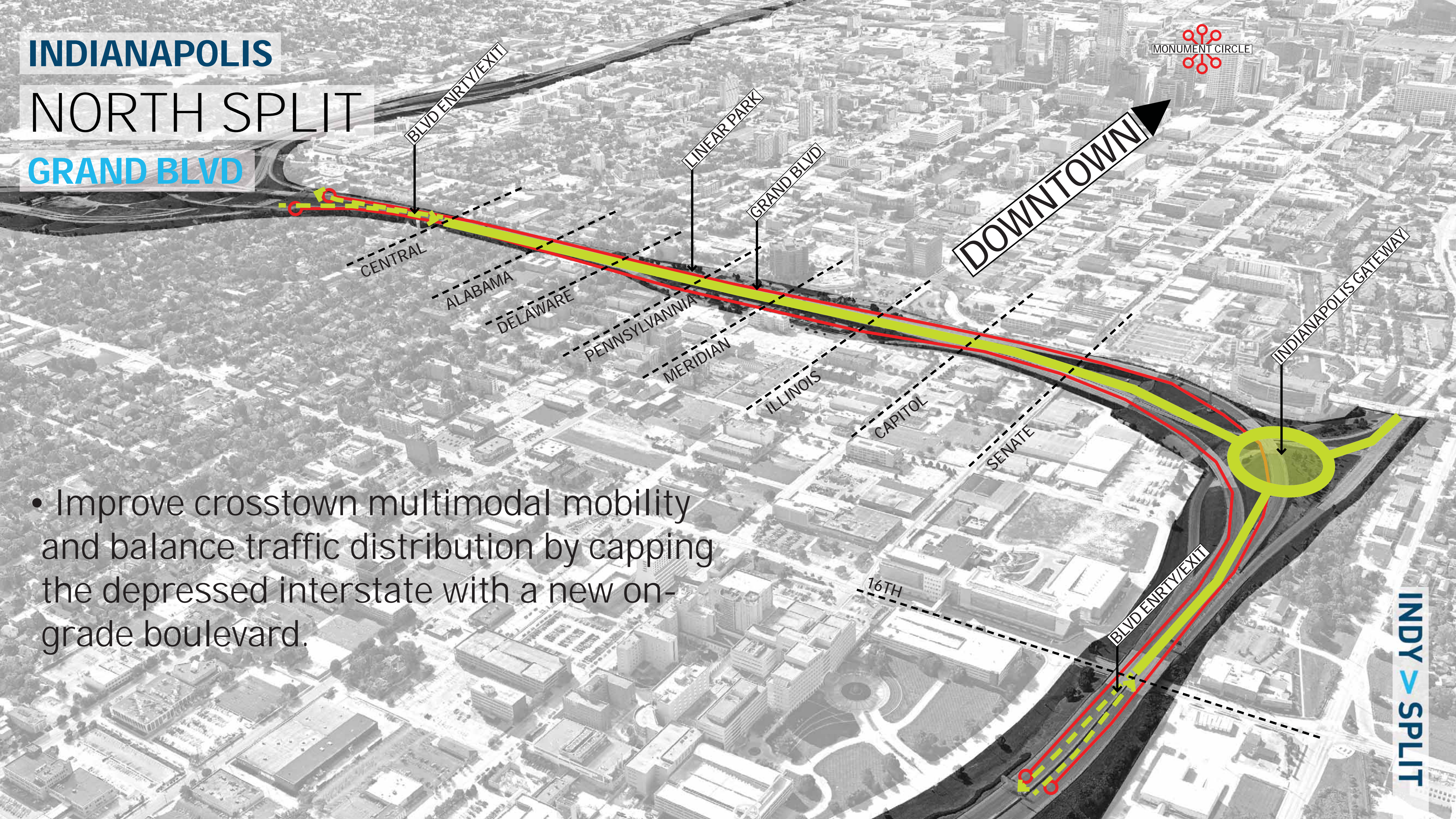


DOWNTOWN

INDIANAPOLIS GATEWAY

INDY > SPLIT

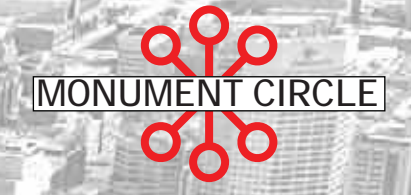
- Improve crosstown multimodal mobility and balance traffic distribution by capping the depressed interstate with a new on-grade boulevard.



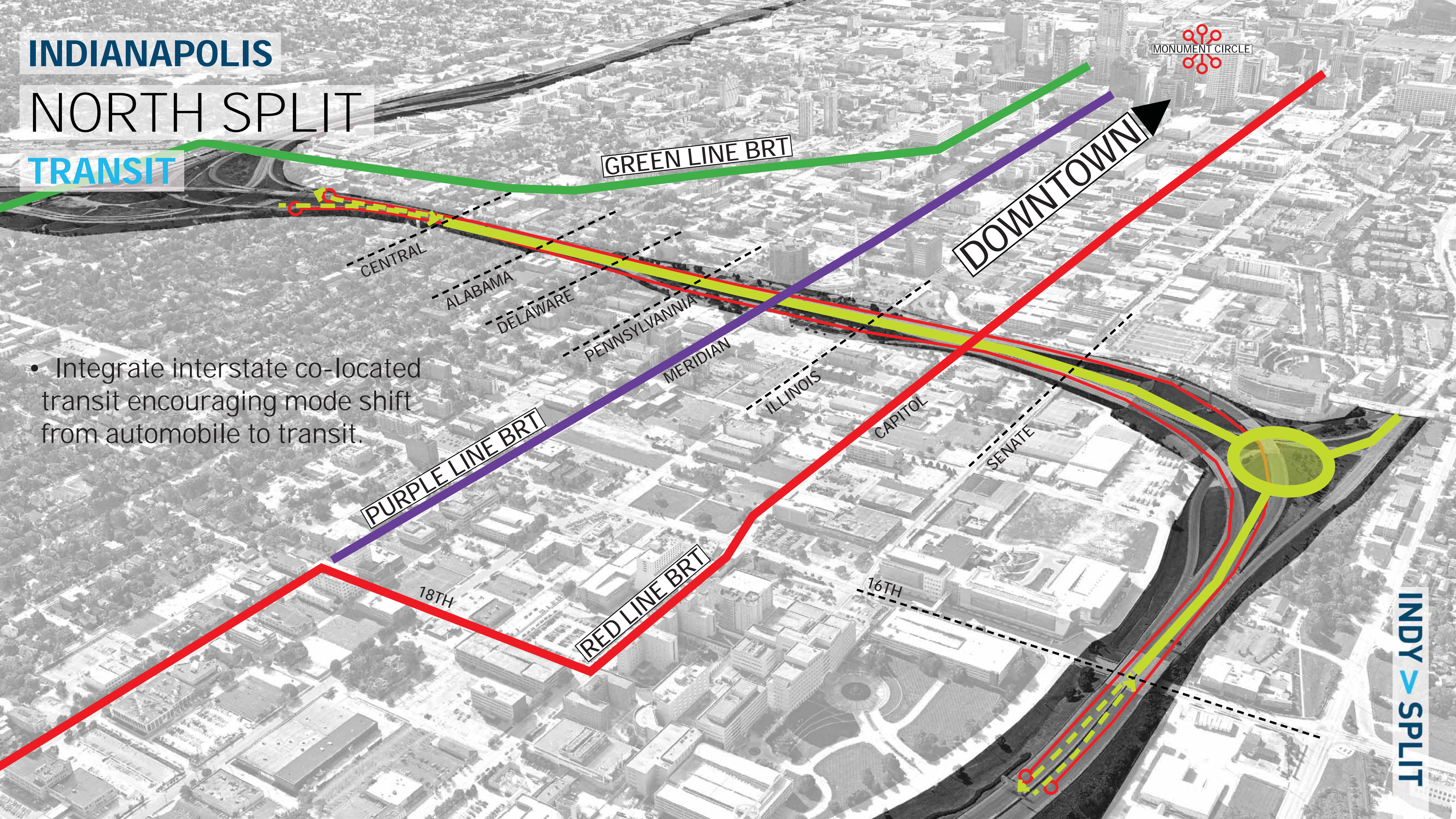
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TRANSIT



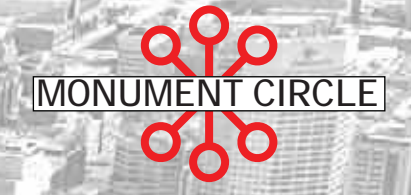
- Integrate interstate co-located transit encouraging mode shift from automobile to transit.



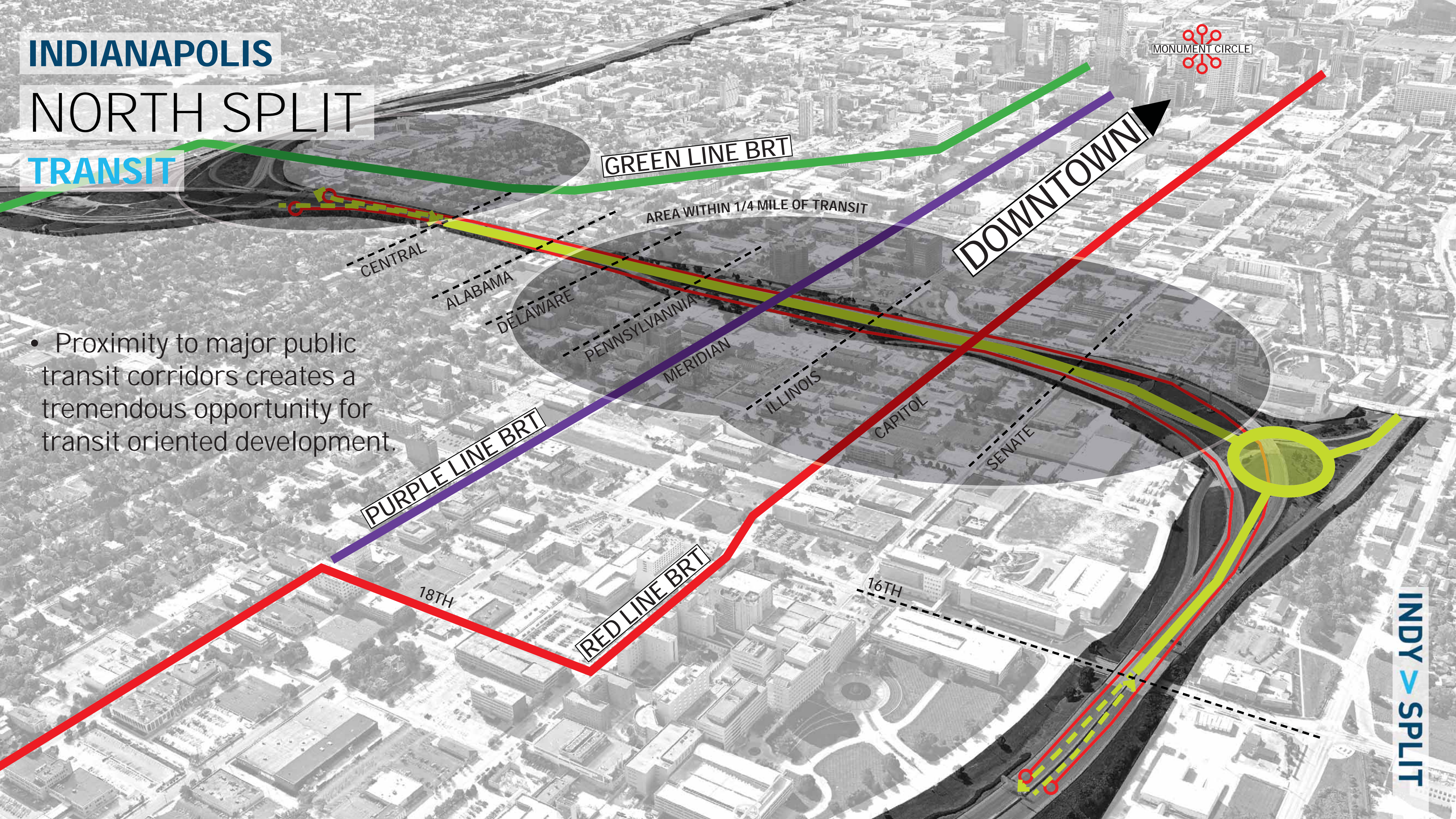
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TRANSIT



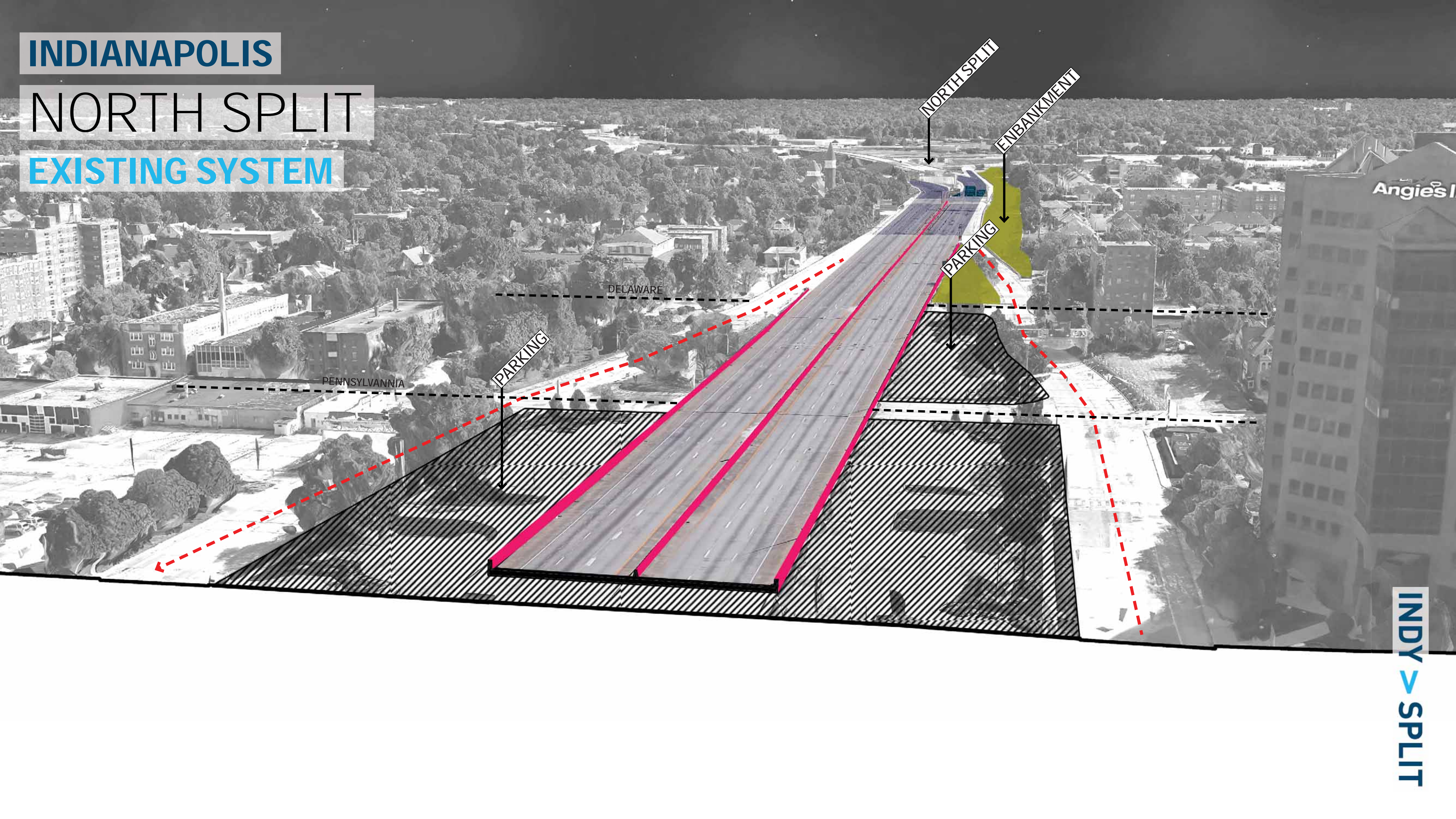
- Proximity to major public transit corridors creates a tremendous opportunity for transit oriented development.



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EXISTING SYSTEM

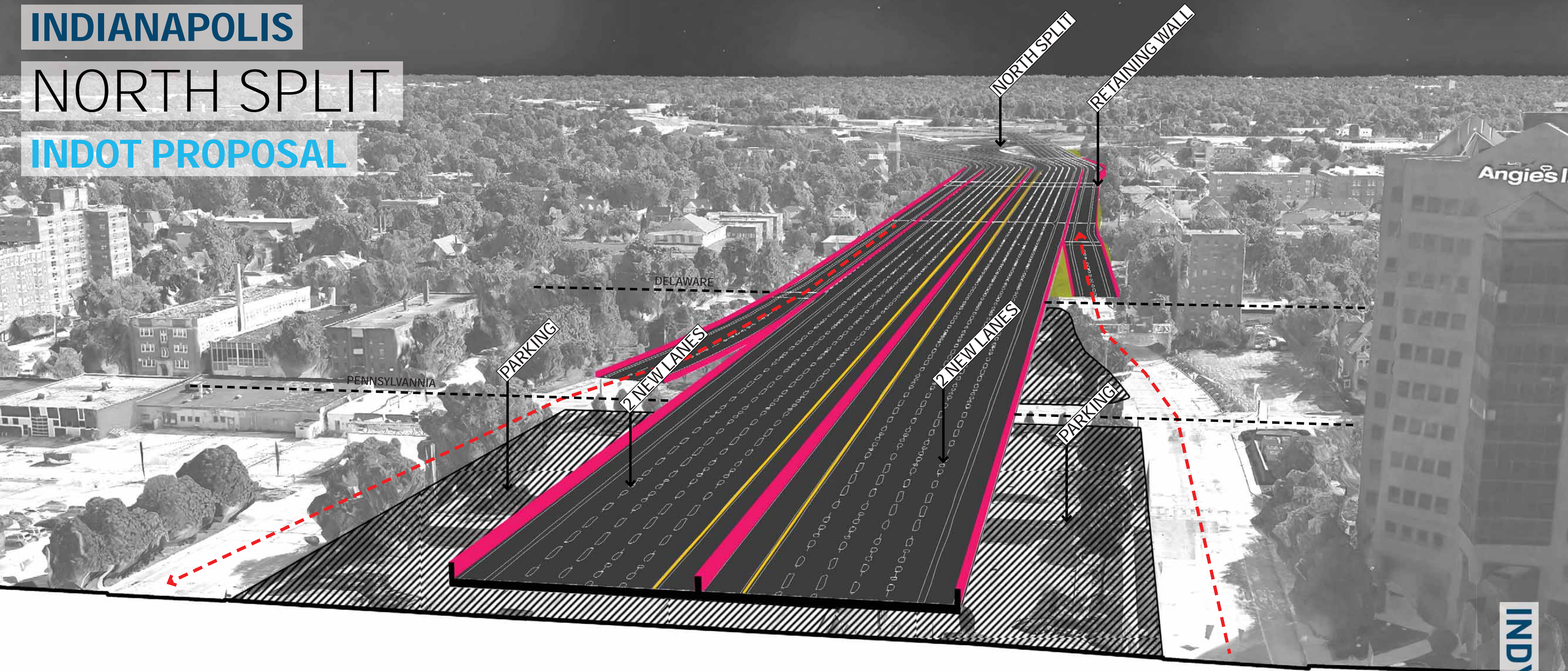


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INDOT PROPOSAL

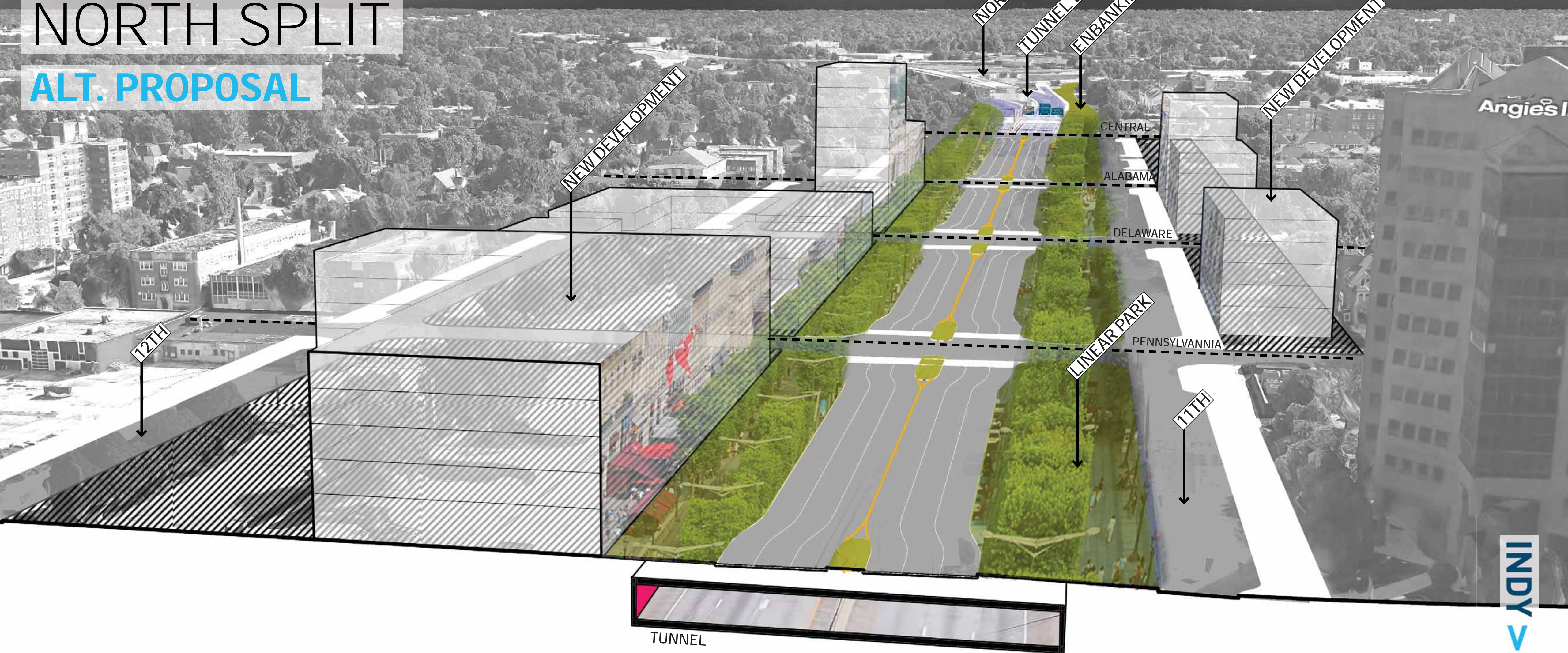


*This illustration is an interpretation of INDOT's plan. Source: "Project Intent Report", Revision July 18, 2016 INDOT

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ALT. PROPOSAL



Reallocate the approximate 10-acres of right-of-way now occupied by the elevated interstate to create 2.5 million square feet of transit-oriented mixed-use development and significant additional tax revenue.

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ALT. PROPOSAL

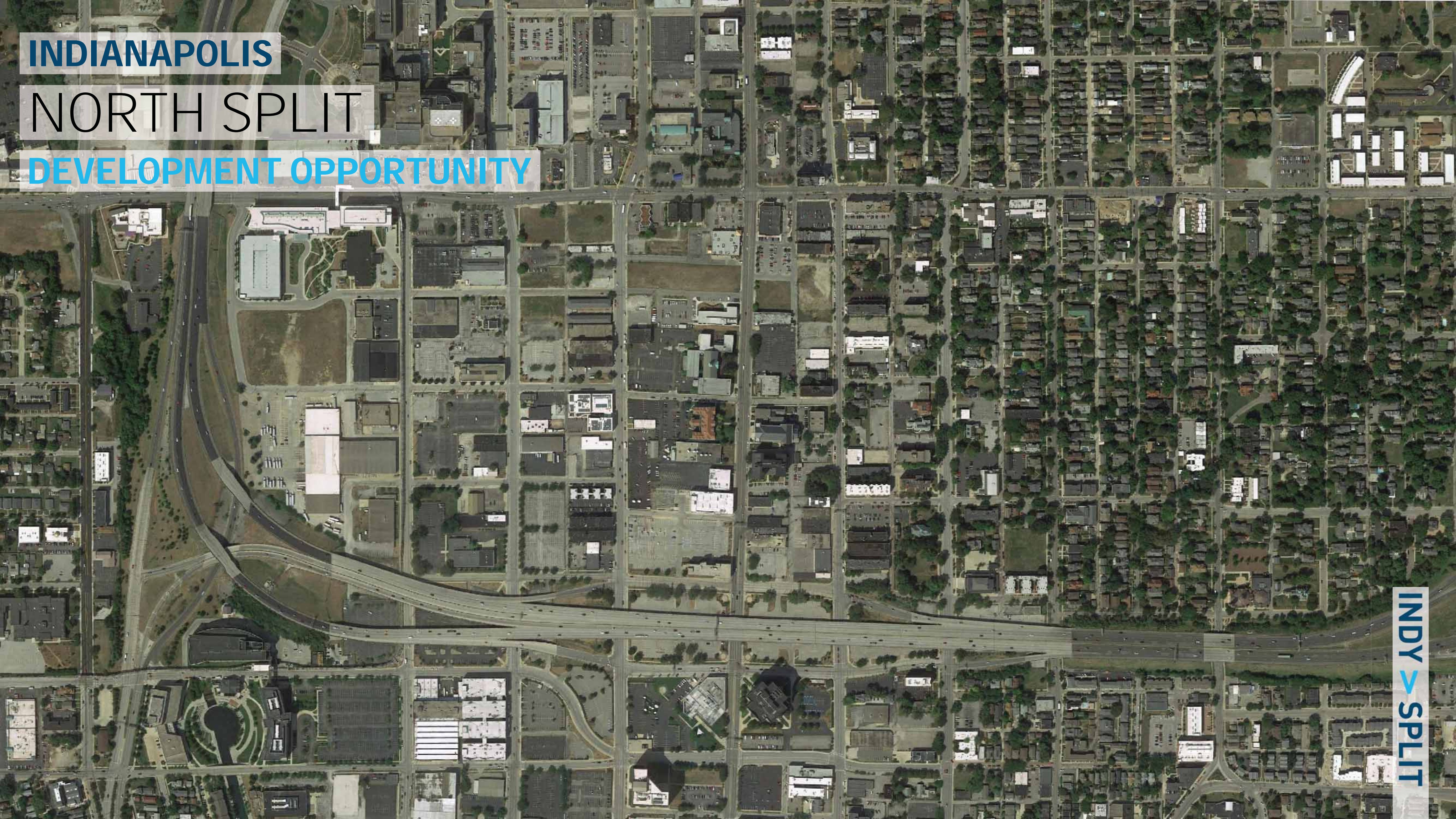


Create a linear park and greenway between the White River and the Near Eastside to better connect downtown with its adjoining neighborhoods.

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DEVELOPMENT OPPORTUNITY

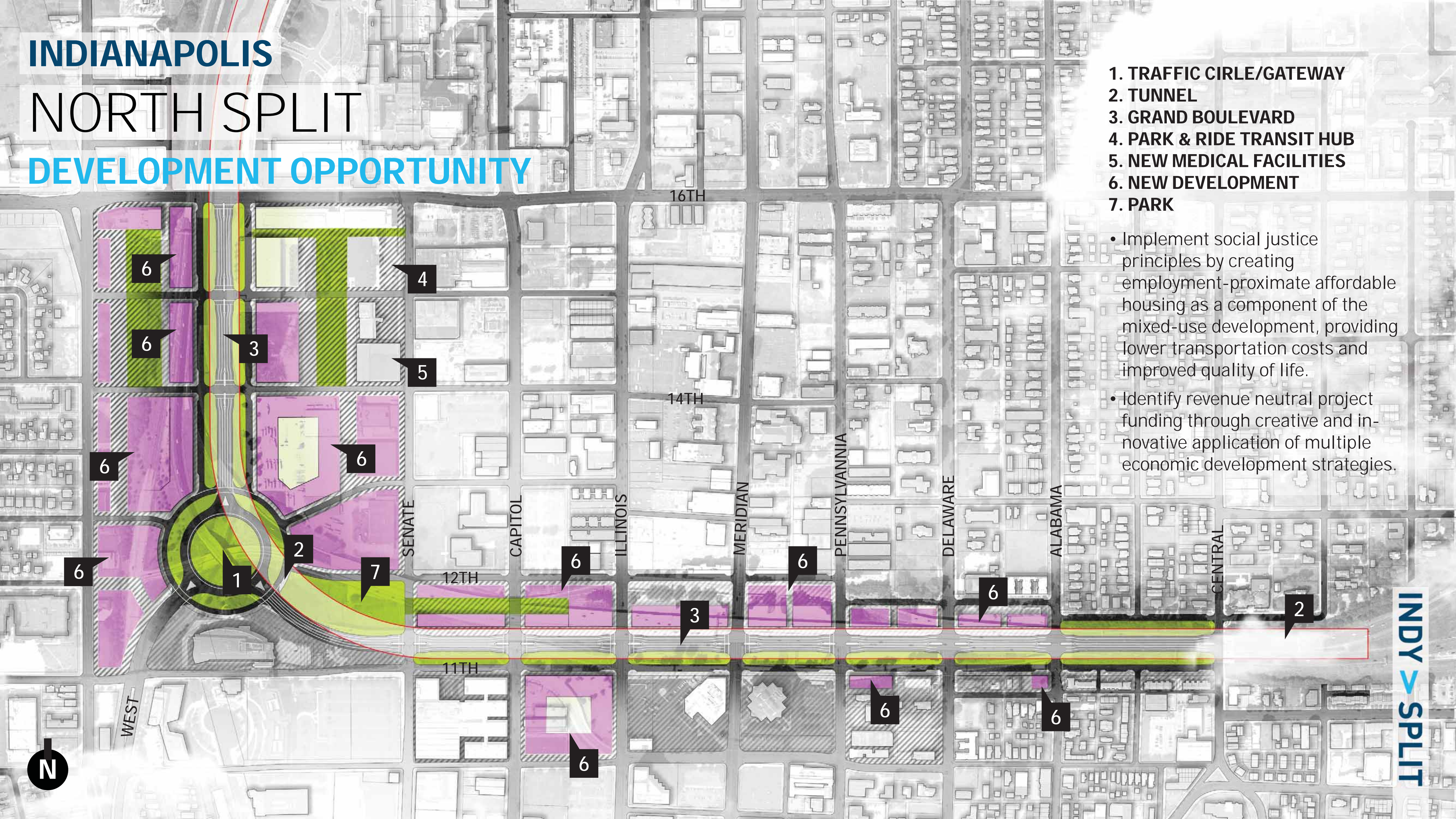


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INDIANAPOLIS NORTH SPLIT DEVELOPMENT OPPORTUNITY

1. TRAFFIC CIRCLE/GATEWAY
2. TUNNEL
3. GRAND BOULEVARD
4. PARK & RIDE TRANSIT HUB
5. NEW MEDICAL FACILITIES
6. NEW DEVELOPMENT
7. PARK

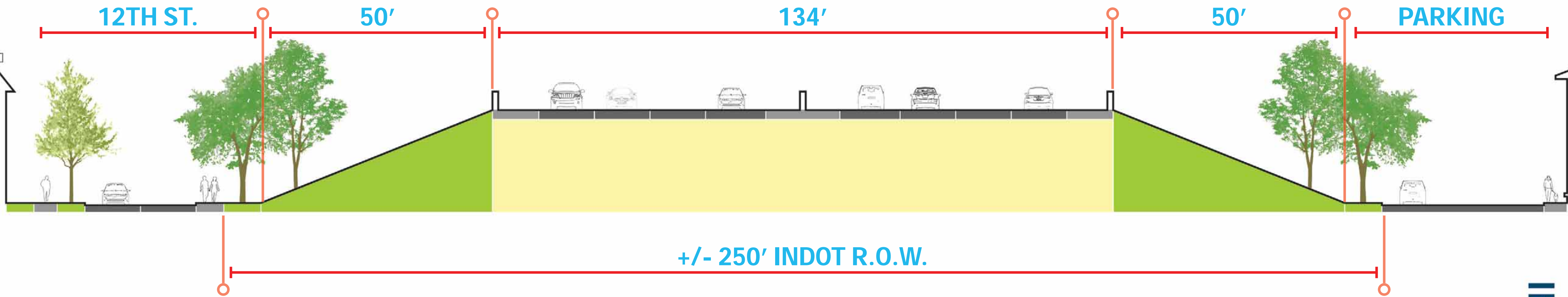
- Implement social justice principles by creating employment-proximate affordable housing as a component of the mixed-use development, providing lower transportation costs and improved quality of life.
- Identify revenue neutral project funding through creative and innovative application of multiple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



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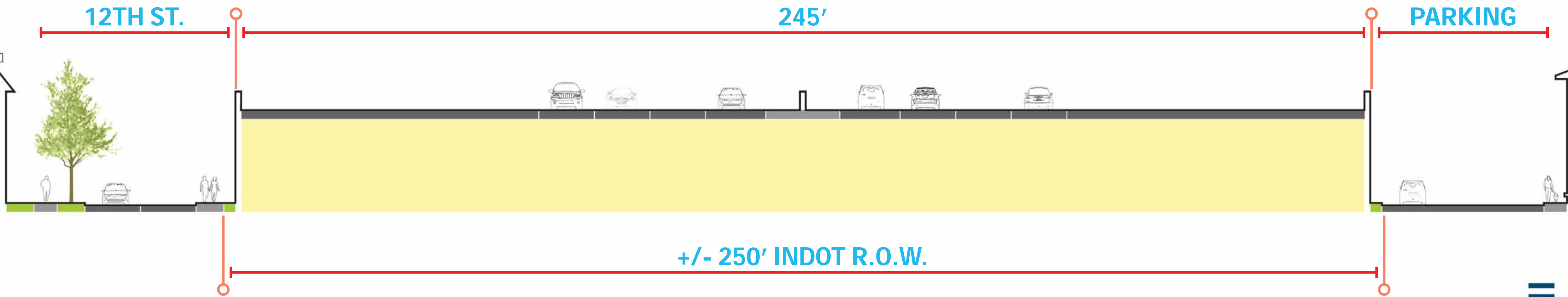
EXISTING BETWEEN PENN & COLLEGE



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INDOT PROPOSAL BETWEEN PENN & COLLEGE



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ALT. PROPOSAL BETWEEN PENN & COLLEGE

