



FREQUENTLY ASKED QUESTIONS

Purpose and Need

1. **How is PEL different than typical INDOT projects?**

A PEL (Planning and Environment Linkages) is a study. More specifically, it is a collaborative transportation study that occurs early – before specific projects are identified. A PEL study allows the public to be engaged earlier. As a result, the study teams can evaluate community goals alongside transportation needs, engineering analyses, and environmental concerns to determine potential future solutions. INDOT refers to these early collaborative efforts as ProPEL studies. By working together on these studies, we can ProPEL our communities forward through smarter transportation infrastructure.

2. **Previous INDOT plans and reports have referenced the need for upgrading segments of US 30 and 31 to freeways/interstate-like access. Does this mean the outcomes of the PEL studies has been decided already?**

No decisions have been made yet and the ProPEL US 30 and US 31 studies are a “clean slate.”

INDOT continually assesses the needs of the statewide transportation system and the customers it serves. This information is documented in planning studies that are intended to guide Indiana’s transportation investments. Transportation needs and priorities, as well as community goals, can change over time.

The ProPEL US 30 and US 31 studies were initiated as a result of these changes, as well as INDOT’s desire to work directly with stakeholder communities to identify a shared vision for the future of the corridors. Maximizing the performance and safety of our roads remains a priority, and we want to hear about how we can build smarter transportation and stronger communities.

3. **What is the benefit of this study?**

The ProPEL US 30 and 31 studies will help define the long-term needs for each corridor and is one of many tools that will define future projects.

4. **Why are you conducting a study if you already know what the outcome will be?**

No decisions have been made regarding the outcome of the US 30 and 31 studies. The ProPEL studies are taking a fresh look at the US 30 and US 31 corridors with public feedback and community goals in mind. Potential solutions will be first identified in late 2023/early 2024 during the study process. While INDOT conducted previous transportation studies along US 31, we want additional public input. With your help, we can build smarter transportation and stronger communities.

5. Does our input really matter?

Yes! Public input is vital to the success of the study, and your feedback will help shape the outcome. You can help the study team understand local needs, identify opportunities and concerns and assess potential improvement options.

Schedule

1. What is the overall timeline for the ProPEL US 30 and US 31 studies? How long before construction?

The ProPEL US 30 and US 31 studies are anticipated to be completed in 2024. After the studies are complete, any recommended projects will be considered by INDOT as part of their traditional project development process. Since the timeline for that process varies for many reasons, it's too early to say when construction may begin on potential projects within the corridors. INDOT uses an objective, needs-based approach for new projects, so areas of highest need are addressed as funding is available.

2. Why should we care to provide input now if construction is years away?

Community input will help identify needs and develop possible solutions. The input we receive now is essential for study development and successful planning for what these corridors look like in the future. Public feedback provides important context to the data the study teams collect, and this increased understanding helps us identify and develop smarter solutions for the future as we ProPEL Indiana forward.

3. Why is INDOT purchasing residential property along US 31?

Initiated in 2017, INDOT's Voluntary Property Purchase Program gives property owners with driveway access to US 31 the opportunity to approach INDOT to discuss a potential sale of their property to reduce conflict points along the corridor. INDOT has been contacted by approximately 120 property owners and has purchased 99 properties. Eliminating these access points reduces the possibility of crashes caused by slow traffic entering and exiting these driveways. This program was initiated before the ProPEL studies began and is still underway as it supports INDOT's stated objective of improving safety by reducing conflict points.

Potential Alternatives

1. Could overpasses or underpasses be built? What about bypasses, cul-de-sacs, interchanges, freeways or other potential solutions?

The study teams want input from corridor users on areas of concern and ideas for improvements. The study teams will consider corridor fit and function, safety, cost, environmental impacts and public feedback to determine the best way to safely move traffic. We are analyzing the movement of traffic, high-crash locations and other safety concerns to determine feasible alternatives that meet the future needs of the corridor.

We are also looking closely at current conditions, including sensitive environmental resources like historic properties, lakes, streams and wetlands. Recommended improvements to US 30 and US 31 will attempt to avoid and minimize impacts to sensitive environmental and cultural resources, as well as homes, businesses and farms. The public will have multiple opportunities to comment once alternatives are developed and before the study is completed.

Safety

1. **How will the studies address vehicular speeds along the US 30 and US 31 corridors?**

The ProPEL study teams will consider a range of options for providing safer travel conditions for corridor users.

2. **Semi-truck traffic seems to have increased, causing congestion and safety issues on US 30 and US 31. How will you address this problem?**

The ProPEL US 30 and US 31 studies include a traffic analysis that considers current and projected (year 2045) traffic volumes. We will also look at where the traffic starts and ends its travel. In addition, we will look at the specific movements of those vehicles, their effect on safety and how traffic signals factor into the situation.

3. **Traffic signals are frequently ignored by semis. What are the plans for traffic signals along the corridor?**

We are looking at the movement of all traffic through signalized intersections on the US 30 and US 31 corridors. As part of the studies, we are evaluating existing conditions including high-crash locations and other safety concerns. This information will help us identify and analyze different alternatives to safely and efficiently accommodate corridor users.

4. **Four to six years is too long to address the accidents and dangerous conditions along the corridors. What can INDOT do immediately to improve safety?**

The study is looking at the long-term future of the US 30 and US 31 corridors. INDOT will continue to address short-term needs through its ongoing maintenance and preservation program. If priority safety needs are identified, those will be recommended for faster implementation.

Access to US 30 and US 31

1. **Will access to properties/businesses/communities/schools along and adjacent to US 30 and US 31 be maintained?**

The ProPEL US 30 and US 31 studies are a “clean slate,” and all improvement options will be considered to build smarter transportation and stronger communities. The study teams will consider several factors when determining the best way to move traffic, including your input. These considerations will include corridor fit and function, safety, cost and environmental impacts. Maximizing the safety and performance of our roadways remains a top priority.

2. **How will access be maintained for emergency vehicles, first responders and other EMS?**

The safety of Hoosiers is paramount. The study teams have engaged local EMS personnel to understand their needs and will recommend potential solutions that take into consideration access for emergency vehicles, first responders and other EMS personnel to ensure that routes are timely and safe.

3. **How will intersections of local and county roads with US 30 and US 31 operate for farmers with large equipment and machinery?**

The study teams have reached out to agricultural organizations and landowners to understand their use of the corridors. The study teams will recommend potential solutions that consider the local, regional and national movements of everyone, including farmers and large equipment, to allow for safer travel for people and goods

Bicycle and Pedestrian Access

1. **There are limited options for bicyclists and pedestrians to safely cross US 30 and US 31. Are overpasses, trails, protected bike lanes, or other options being considered?**

We have heard from many members of the public that multi-modal accommodations are needed. We are exploring all options to improve safety and mobility for all users, including bicyclists and pedestrians. Overpasses, trails, protected bike lanes, sidewalks, and other options for the safe crossing of US 30 and US 31 will be considered where appropriate.

Corridor-Specific

1. **How will INDOT prioritize intersections/areas for additional review? Likewise, what's to become of previous studies and plans, such as the plans the counties previously developed for US 30 and US 31?**

Complex projects need collaborative solutions and the PEL process promotes collaboration. The study teams will develop and analyze alternatives by combining public input, engineering analyses, and environmental considerations. While the ProPEL studies are a clean slate for ideas, the study teams have collected previous studies to understand the data and potential solutions considered to date. This existing information will help to inform our work.

After the study is complete, any recommended projects will be considered by INDOT as part of their traditional project development process. INDOT uses an objective, needs-based approach for new projects, so areas of highest need are addressed as funding is available.

2. **Are any other INDOT projects moving forward within the corridors while the ProPEL studies are underway?**

There are multiple projects along US 31 and US 30 that have been funded. These projects are at various stages of development, and the details of each will be used as inputs to the ProPEL studies. These projects stand alone and once complete, will be considered in the study's plan for the future

