



US 31 North

Resource Agency, Stakeholder & Public Involvement Summary #2

July 31, 2023

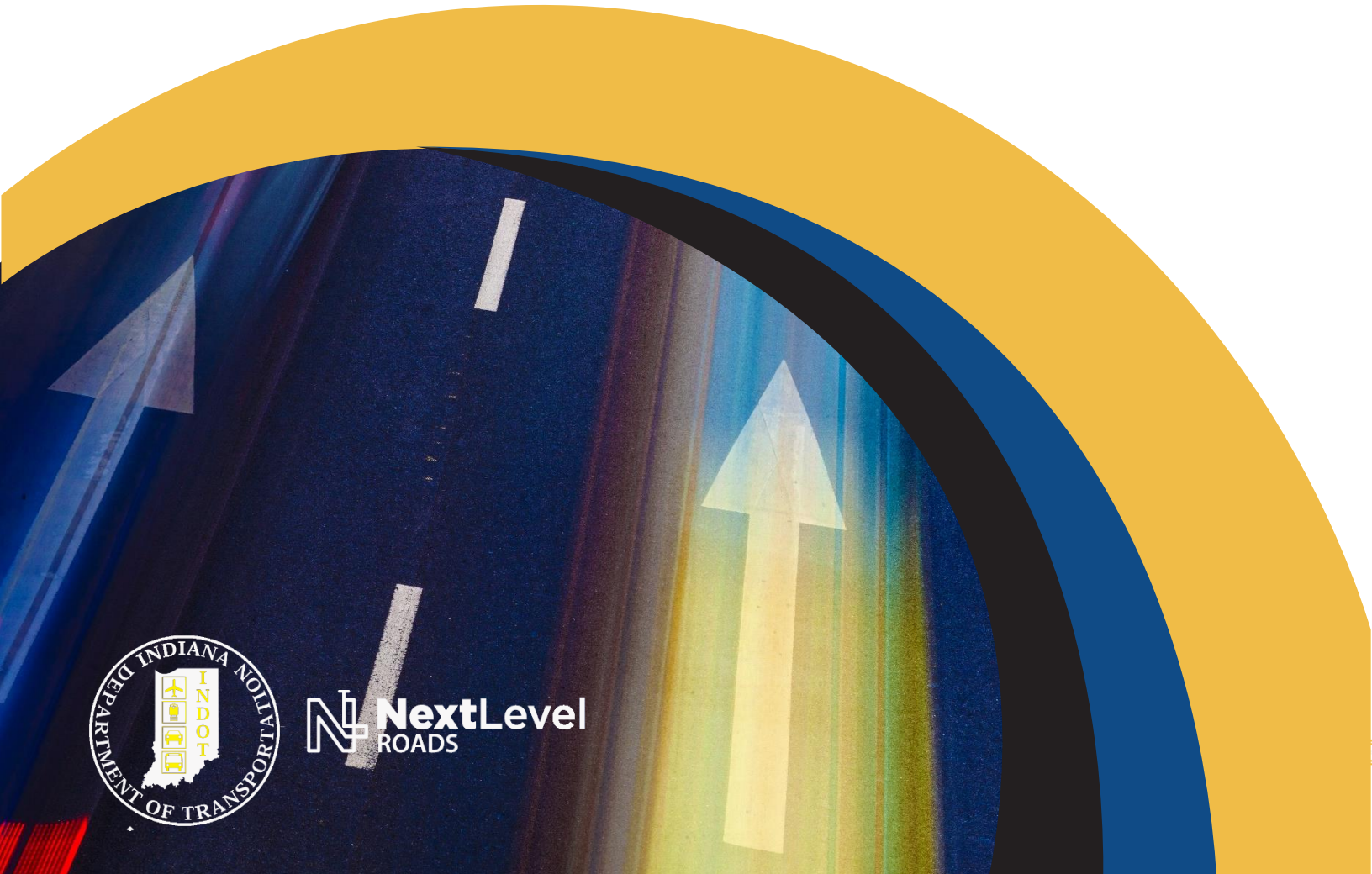


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1. STUDY OVERVIEW

ProPEL is an Indiana Department of Transportation (INDOT) initiative for transportation planning that uses collaborative Planning and Environment 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.

INDOT is using PEL studies on the US 30 and US 31 corridors in central and northern Indiana. The ProPEL US 30 and 31 studies span 180 miles across 12 counties. The ProPEL US 31 North study corridor is 27 miles in length and extends from just south of the Eel River in Miami County (County Road [CR] 300 North) to just south of the Fulton/Marshall County line (CR 700 North in Fulton County). US 31 is a critical transportation link in Indiana that serves cross-state travel from Louisville, Kentucky, through Indianapolis, to South Bend near the Michigan state line. However, in the vicinity of the study limits, US 31 serves as both a thoroughfare for regional trips as well as a connector for local communities including Rochester, Macy, Denver, and Mexico.

This report provides a summary of the information provided at one (1) Stakeholder Advisory Committee (SAC) meeting, one (1) in-person public meeting, one (1) virtual public meeting, as well as the feedback that was collected from the public between January 1, 2023 through July 31, 2023 at Community Office Hours, community events and other outreach within the study area. Public feedback will continue throughout the remaining phases, from Alternatives Analysis through the completion of the PEL Study.

2. PURPOSE OF THE PUBLIC ENGAGEMENT

Feedback from residents, motorists, businesses, and others is vital to the success of the studies. Along with the other study areas, the ProPEL US 31 North study team is gathering public feedback throughout the planning process. The second round of public engagement occurred summer 2023 as part of the Purpose and Need phase of the ProPEL study (see Figure 2-1 for the study schedule). The purpose of these meetings was to:

- Share public feedback gathered to date;
- Gather input on study goals and corridor vision;
- Provide highlights of the schedule for the planning process;
- Share technical analysis of corridor data gathered to date;
- Solicit public and stakeholder feedback on the draft transportation issues (needs) and desired outcomes (purposes);
- Communicate how to participate in the ProPEL US 31 North study;
- Gather input on possible solutions within the study corridor.

Figure 2-1: ProPEL US 31 Study Schedule



3. OUTREACH AND ADVERTISEMENT

The study team conducted stakeholder and public outreach to raise awareness of the ProPEL US 31 North Purpose and Need portion of the study, encourage participation and solicit feedback during the public comment period. The ProPEL US 31 North Study Team has organized ongoing, community office hours (beginning in October 2022) to engage local residents, educate them on the study and gather feedback. The locations have been housed at multiple locations across the study corridor to facilitate public access and increase engagement. Community office hours have been held two days each month within Miami and Fulton counties.

The ProPEL US 31 North study team has advertised the community office hours through social media, the study website, and other communications platforms and opportunities. Attendance and discussions occurring during community office hours are documented via a visitor log (e.g., name, contact information, and topics discussed) or

through Public Involvement Management Application (PIMA) database. To promote the Public Information Meeting (PIM), notices were published in local papers, hardcopies were placed in-person at notable locations around Rochester (courthouse, gas stations, community centers, etc.). Additionally, information was released through INDOT press releases and stakeholder email blasts. These outreach efforts are ongoing by the study team, and Figure 3-1 below contains a summary of the efforts during this phase of the study.

Figure 3-1: ProPEL US 31 North Outreach Efforts

Outreach Efforts		Date(s)
Stakeholder Advisory Committee	Hybrid (In-Person and Virtual) meeting	5/17/2023
Website information	ProPELUS31.com	5/31/2023
Press release (Appendix A)	INDOT media list	11/30/2022
Media alert (Appendix B)	INDOT media list	11/30/2022
Social media posts (Appendix C)	Twitter, Facebook & Instagram posts with in-person meeting information	10/25/2022; 11/22/2022; 11/30/2022
	Twitter, Facebook & Instagram with virtual meeting information	12/21/2022
Stakeholder email blasts (Appendix D)	202 recipients and 54% open rate	5/19/2023
	202 recipients and 54% open rate	5/21/2023
	212 recipients and 45% open rate	5/31/2023
	223 recipients and 52% open rate	6/6/2023
	274 recipients and 51% open rate	6/13/2023
	305 recipients and 50% open rate	7/28/2023
Public notices (Appendix E)	Rochester Daily Sentinel	5/24/2023, 5/31/2023
	Peru Tribune	5/24/2023, 5/31/2023
Community Office Hours	Fulton County Public Library	1/18/2023
	Denver Volunteer Fire Department	1/18/2023
	Denver Volunteer Fire Department	2/15/2023
	Fulton County Public Library	2/15/2023
	Fulton County Public Library	3/11/2023
	Harvest Moon Foods	3/11/2023
	Denver Volunteer Fire Department	4/17/2023
	Matthew’s Market Food Bank	4/17/2023
	Fulton County Public Library	5/17/2023
	Denver Volunteer Fire Department	5/17/2023
	Rochester Farmer’s Market	6/3/2023
	Harvest Moon Foods	6/3/2023
	Rochester Farmer’s Market	7/27/2023
	Denver Volunteer Fire Department	7/27/2023
	Community Events	Fulton County Council on Aging
Redbud Trail Rendezvous		4/28 – 4/29/2023
Historical Power Show		6/9 – 6/10/2023

	Miami County 4-H Fair	6/18 – 6/24/2023
	Fulton County 4-H Fair	7/9 – 7/15/2023
Elected Official Outreach (Appendix N)	Indiana Legislator Briefing	5/11/2023

3.1. ENVIRONMENTAL JUSTICE OUTREACH

The study team has conducted a thorough analysis to identify underserved communities, which refer to populations sharing a particular characteristic as well as geographic communities, that have been systematically denied a full opportunity to participate in aspects of economic, social, and civic life. Several sources were used to provide data to meet the stated regulations and guidance.

US Census data, specifically the 2016-2020 American Community Survey (ACS), was used for demographic information, including: race and Latino/Hispanic origin, age, poverty status (low-income persons), persons with LEP, persons with disabilities, households with no vehicle available, and internet access by household. Additionally, populations along the study corridor, including disadvantaged communities, federally subsidized communities, manufactured home communities, and Amish/Mennonite communities, were identified through agency databases and other outreach. The population analyses are provided in the ProPEL US 31 North study’s *Environmental Constraints Report*.

Outreach to these populations is ongoing and will continue to grow throughout the study as more ambassadors representing EJ populations are identified, informed, and offered appropriate means of providing feedback. This includes utilizing SAC members, local officials, and community leaders to distribute information throughout the community, specifically EJ populations. Representatives from these communities were invited to the ongoing community and public meetings for the ProPEL US 31 North study area. Materials are being translated into Spanish to accommodate limited-English proficiencies. Study teams have coordinated with outreach and materials to the St. Joseph Catholic Church in Rochester, as well as in Akron, Indiana. Additionally, a representative for the Mennonite community is an active participant in the SAC.

Concerted outreach occurred within identified communities, including mobile home parks, apartment complexes, and the Amish/Mennonite community. Further outreach tactics include, conducting on-the-ground outreach to nursing homes, churches, community and health centers, neighborhoods, ride share organizations, farmers markets, and other public events, and expanding the breadth of information delivery via local media, small groups, school newsletters, church bulletins, and SAC meetings.

Study postcards (see **Appendix E**) were shared with approximately 10,000 homes in the study area in an effort to reach populations with limited internet access. Postcards shared information about public information meetings and ways to engage and learn more about the study.

4. STAKEHOLDER ADVISORY COMMITTEE

The ProPEL US 31 North study team established a SAC, which included representatives from local agencies, community organizations, churches, businesses, local governments, schools and social service representatives, emergency service providers, and local residents in the study area. The second SAC meeting for the ProPEL US 31 North study, held in-person May 17, 2023 with a virtual option, covered public feedback gathered to date, information about the draft purpose and need, and the technical analysis completed to date. The purpose of the meeting was to share the draft Purpose and Need and facilitate feedback from the community stakeholders.

Committee members also serve as ambassadors, raising community awareness about the study and its feedback opportunities. Meeting materials and a summary are included in **Appendix F**.

5. US 30 & 31 COALITIONS PRESENTATIONS

The ProPEL US 30 and 31 Advisor team met virtually with members of the US 30 and US 31 Coalitions on May 18, 2023 to provide an update on the studies, discuss community and stakeholder engagement activities, share the draft Purpose and Need, provide information on next steps, and answer any questions from attendees. Meeting materials and summaries are included in **Appendix G**.

6. AGENCY COORDINATION

As part of the Purpose and Need phase of the study, three coordination meetings were held with resource agencies, cultural resource stakeholders and federally recognized Tribes. These meetings included:

- July 17, 2023, Tribal Partner Coordination Meeting (Virtual)
- August 10, 2023: Resource Agency and Cultural Resources Stakeholder Meeting (Virtual)

In general, the purpose of these meetings was to share information about public feedback gathered to date, solicit feedback on the draft Purpose and Need, facilitate public input on possible strategies and solutions along the corridor and to communicate specific next steps for the studies. Meeting materials and summaries are included in **Appendix H**. (Note: The meeting summary for the July 17, 2023 Tribal Partner Coordination Meeting is still in development.)

7. PUBLIC MEETING

The study team held one in-person Public Information Meeting on June 7, 2023, at Rochester Community High School from 5 to 7 p.m. A virtual meeting, which included the meeting materials and a recording of the presentation from the in-person meeting, were made available online at the ProPEL US 31 website the following day. All public comments received prior to July 31, 2023, were considered as part of this report.

7.1. MEETING FORMAT

The format of the meeting was an open house with a presentation (**Appendix I**) from study team members. The open house was held from 5 – 7 p.m. with a presentation scheduled for 5:30 p.m. During the presentation, the study team shared an overview of the study, public feedback gathered to date, the draft Purpose and Need, vision and goals, along with the importance of public feedback in the study process.

At the in-person meetings, the informational boards and feedback opportunities (**Appendix J** and **Appendix K**) were situated in the school cafeteria and included multiple stations and a dedicated comment area with laptops. The adjacent auditorium was designated for a formal presentation by the study team. The information presented at the meeting was organized into the following stations:

- Welcome/Sign-In
- Station 1: Study Overview
- Station 2: What We Heard
- Station 3: Purpose and Need
- Station 4: Study Vision and Goals
- Station 5: Share Your Feedback

Informational boards included maps of the US 31 North study area, an introduction to the PEL study process, a roadmap of the study purpose, an outline of the study schedule, and details of what we heard during initial public outreach.

The open house exercises were focused on soliciting feedback on the draft Purpose and Need, as well as ranking study goals by priority. The purpose of the Solutions and Strategies exercise was to help the study team identify potential solutions in the study corridor. Using a sticky note, participants placed suggestions on the map where they'd like to see improvements. The prompts were clustered by type and included:

Safety at Intersections with US 31

- Unsignalized Improvements to Reduce Conflicts
- Median Safety Improvements
- Additional Turn Lanes/Acceleration Lanes
- Improve Immediately Adjacent Intersections

Safety along US 31

- Improve Lighting
- Improve Roadway Drainage
- Improve Sight Distance
- Weather Warning System

Access & Mobility

- Conversion to Overpass/Underpass (no ramp connection)
- Conversion to Interchange
- Access Management – Close/Restrict Access at Intersections or Driveways
- Gateway Treatments
- Bike/Pedestrian Improvements
- Multimodal Considerations (including Horse-Drawn Vehicles)
- Traveler Information Systems

Several laptop computers were available to attendees to share feedback with the Study Team. Comments were entered into the PIMA database. In order to further provide meeting participants the opportunity to give feedback and ask questions, a map of the other three corridors was available, as well as representatives from the adjacent US 31 South and the US 30 West study areas. Attendees were able to provide verbal comments to Study Team members that were transcribed into PIMA or provided assistance with entering comments online.

7.2. MEETING ATTENDANCE

Eighty-two people – not including study team members – attended the June 7, 2023 Public Information Meeting. During registration, attendees were asked to provide their names, ZIP codes and email addresses, as well as to identify their primary mode of transportation and stakeholder type (resident, business owner, elected official, etc.). Participants represented a wide range of interests and included residents, business owners (including agriculture), elected officials, school systems, emergency services and community organizations.

Seventy-eight people participated in the virtual public meeting, available beginning June 8, 2023.

7.3. PUBLIC COMMENTS

Comments have been received and documented in the PIMA database for the ProPEL US 31 North corridor since August 2022. The comments reflected in this summary (**Appendix L**) include those received from January 1, 2023 through July 31, 2023, upon completion of the study Purpose and Need phase. They have been submitted by members of the public through the study website, during community office hours, and the in-person and virtual public information meetings in June 2023.

7.3.1. COMMENT SUMMARY

The PIMA database currently includes 277 total stakeholders for the US 31 North study area. There were 107 documented submissions from the public for the ProPEL US 31 North corridor during this comment period. Stakeholders have been added to the database as identified or upon request, so not all stakeholders in PIMA have submitted comments.

Of the approximately 107 comments and responses received, most covered multiple topics or concerns and were each individually considered.

Input focused on mobility made up a large percentage of comments. Concerns were primarily related to existing connections to, from, or across US 31, both for specific areas or specific users, or generally throughout the corridor. Most mobility comments (7.5%) focused on access. Mobility for emergency medical services made up 6.7% of comments. Additional mobility comments focused on farming and heavy equipment (6%) and for local industries and businesses (6%). Mobility for trucks (3.9%) and regional trips (1.8%) were also mentioned.

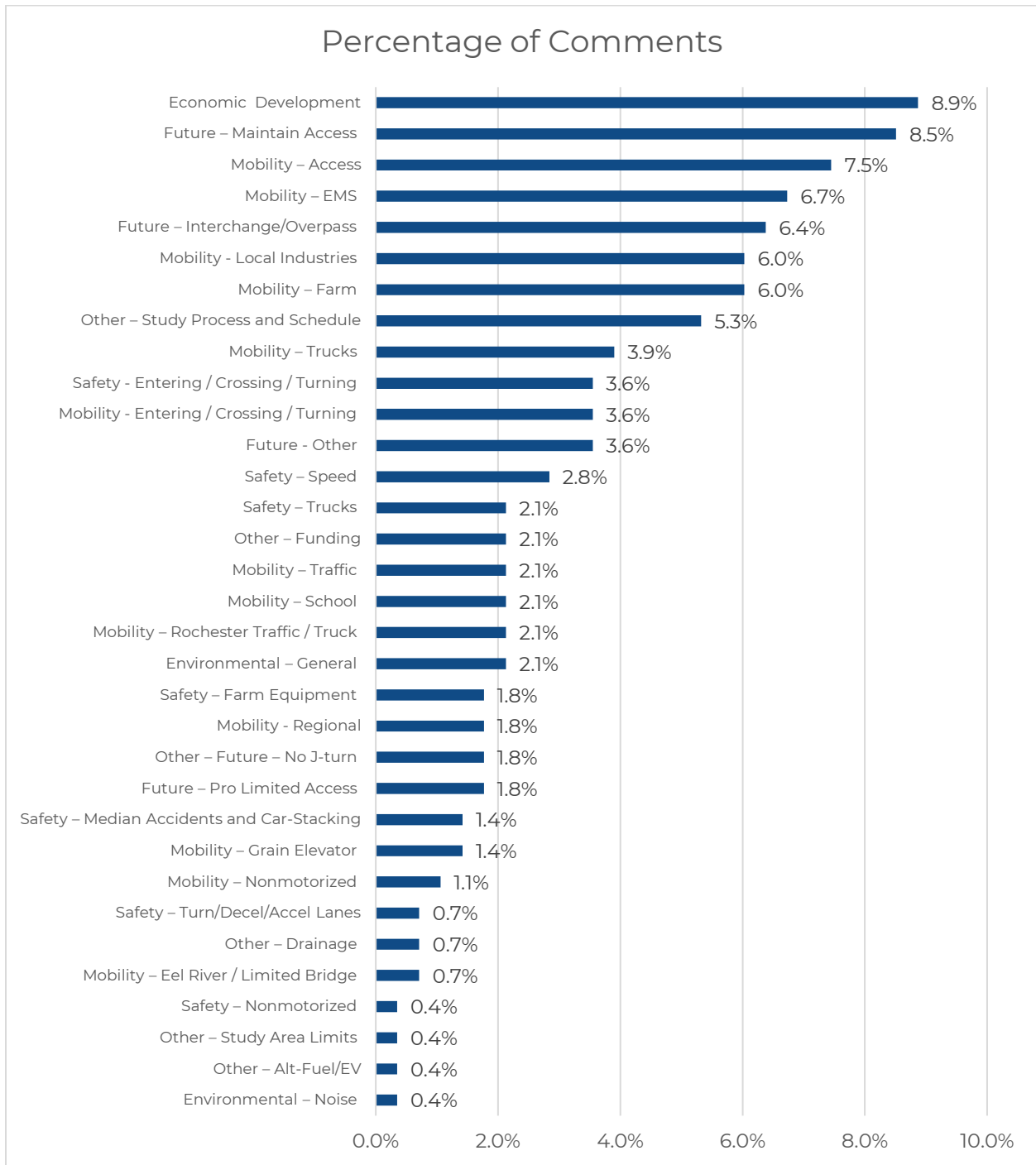
Comments on future improvements made up another large percentage of comments. Comments to maintain and/or improve access for residents, businesses, farmers and farming equipment, and emergency medical services, was a recurring theme, with 8.5% of responses. Comments on the need for interchanges/ overpasses made up 6.4% of comments. Other comments for future improvements were in support of limited access (1.8%).

Safety was the next most mentioned priority, particularly when entering, crossing and/or turning across US 31, with 3.6% of comments. Speed on US 31 was mentioned as a concern in 2.8% of comments. Additional, safety for farm equipment (1.8%) was noted, as were median accidents and car stacking (1.4%) and safety of nonmotorized vehicles (.4%).

Input on economic development accounted for 8.9% of comments. Feedback was related to current population, development, economic trends, and the associated importance of US 31 in the communities within the study area. Comments focused on Rochester businesses and others along the corridor, including Green Oak Antiques, RapidView, Mike's Pizza and others in Nyona Lake.

Comments on environmental concerns accounted for 2.5% of comments, including general input (2.1%) and possible noise impacts (0.4%). Other comments included feedback in opposition to J-Turns (1.8%), alternative fuels and electric vehicles (0.4%), study funding (0.7%), study area limits (0.4%), and the study process and schedule (5.3%). Figure 7.3.1-1 provides a full percentage breakdown of the most common themes expressed in public comments.

Figure 7.3.1-1 Percentage of Comments by Common Theme

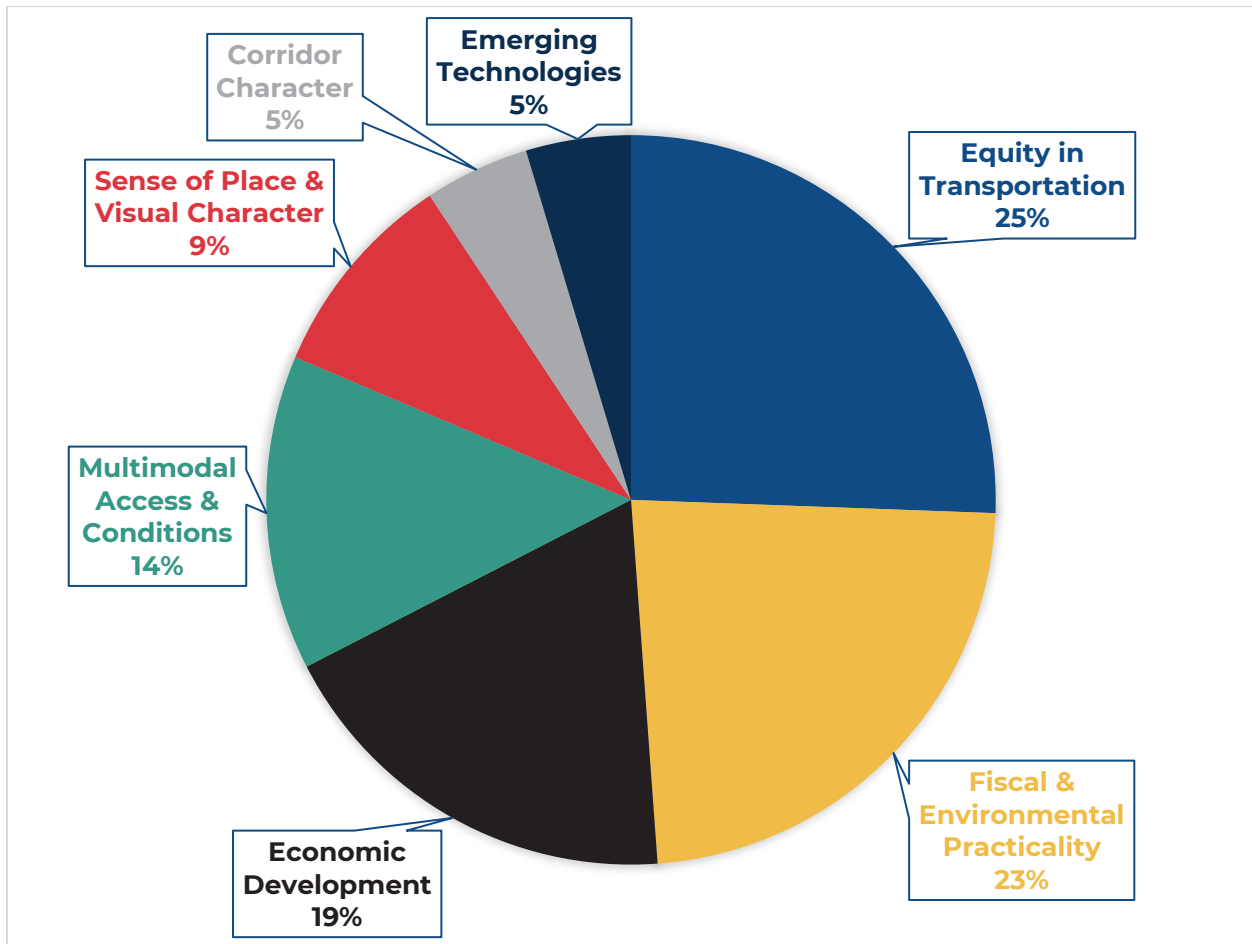


7.3.2. PUBLIC MEETING EXERCISES AND FEEDBACK

Public meeting participants were given 3 numbered dot stickers that they could place on the Study Goals display board to rank the top three priorities most important to them. Priorities for the Rochester meeting are reflected by number of votes in Figure 7.3.2-1 below.

Goals are weighted by rank – 3 points given to rank #1, 2 points to rank #2 and 1 point to rank #3. Figure 7.3.2-1 is the weighted total of how public meeting attendees ranked goals in order of importance.

Figure 7.3.2-1 Study Goals Ranked by Weight



Public meeting attendees were also given Post-It notes and pens to mark locations of concern or note along the study corridor. An annotated map of those comments can be found in **Appendix K**.

A list of all comments are included in **Appendix L**.

8. ADDITIONAL STAKEHOLDER OUTREACH

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

US 31 North RESOURCE AGENCY, STAKEHOLDER & PUBLIC INVOLVEMENT SUMMARY #2

Appendix A. Press Release

Media Contact: Stacey Osburn
(317) 374-8998

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

Instagram: @propelus30_31

ProPEL US 31

ProPELUS31.com

Facebook.com/PropelU.S.31

Twitter: @ProPELUS31

Instagram: @propelus30_31

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Stay Informed

Get updates on INDOT projects and programs via:

Facebook: facebook.com/indianadepartmentoftransportation

Twitter: @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.

US 31 North RESOURCE AGENCY, STAKEHOLDER & PUBLIC INVOLVEMENT SUMMARY #2

Appendix B. Media Alert

FOR IMMEDIATE RELEASE:

June 5, 2023

MEDIA ALERT

Community invited to INDOT public information meeting for update on ProPEL US 31 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 31 in Miami and Fulton counties.
- When:** Wednesday, June 7, 2023
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:** Rochester Community High School
1645 S. Park Rd.
Rochester, IN 46975
- Why:** The PEL study is collaborative, data-driven and influenced by the public to define the future of US 31 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: ProPELUS31.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.

US 31 North RESOURCE AGENCY, STAKEHOLDER & PUBLIC INVOLVEMENT SUMMARY #2

Appendix C. Social Media Posts


The following is provided in this attachment (listed in chronological order):

- January 2023, ProPEL US 31 Facebook Posts
- February 2023, ProPEL US 31 Facebook Posts
- March 2023, ProPEL US 31 Facebook Posts
- April 2023, ProPEL US 31 Facebook Posts
- May 2023, ProPEL US 31 Facebook Posts
- June 2023, ProPEL US 31 Facebook Posts
- July 2023, ProPEL US 31 Facebook Posts






JANUARY 2023, PROPEL US 31 FACEBOOK POSTS

Propel U.S. 31
January 4 · 🌐

Thinking about fitness goals for 2023? The ProPEL US 31 study teams are busy thinking about how the corridor fits into your community. Keep up with the progress of the ProPEL US 31 study by following our social channels and signing up to receive email updates at www.propelus31.com.



Follow Our Progress

-  www.propelus31.com
-  Sign up for email updates at www.propelus31.com.
-  Propel U.S. 31
-  @PropelUS31
-  @PropelUS30_31

Propel U.S. 31
January 6 · 🌐

Have questions about ProPEL US 31? Want to share your feedback? The US 31 North study team is hosting Community Office Hours in Rochester and Denver this month. Mark your calendar and stop by on January 18. www.propelus31.com



Community Office Hours This Month

	
Fulton County Public Library 320 W. 7th Street Rochester, IN 46975	Denver Volunteer Fire Department 500 E. Harrison Street Denver, IN 46926
11:00 AM – 2:00 PM (ET)	3:00 PM – 6:00 PM (ET)

Propel U.S. 31
January 11 · 🌐

Your input is needed to help ProPEL the US 31 corridor forward. Don't forget to stop by our Community Office Hours on January 18 in Rochester and Denver. The US 31 North study team wants to hear from you! Can't make it in January? We host office hours each month in various locations along the corridor. www.propelus31.com



Community Office Hours

 <p>1/18</p> <p>Fulton County Public Library 320 W. 7th Street Rochester, IN 46975</p> <p>11:00 AM – 2:00 PM (EST)</p>	 <p>Denver Volunteer Fire Department 500 E. Harrison Street Denver, IN 46926</p> <p>3:00 PM – 6:00 PM (EST)</p>
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Propel U.S. 31
January 23 · 🌐

Why use a Planning and Environment Linkages (PEL) study? Community needs and economic development goals are considered alongside engineering and environmental analyses to inform potential future transportation improvements. Your input can help ProPEL the US 31 corridor forward. Leave your feedback at www.propelus31.com.




What is the ProPEL process?




Engage with community members

Examine needs along corridor

Receive feedback from the public

 **Propel U.S. 31**
January 26 · 🌐

#Throwback to 1921 when US 31 was known as State Road 1. Even before it became a US highway in 1926, US 31 was vitally important to mobility in Indiana. As the fit and function of the corridor is evaluated during ProPEL US 31, you can help shape the future of the corridor. Tell us what you think at www.propelus31.com.



#THROWBACKTHURSDAY

FEBRUARY 2023, PROPEL US 31 FACEBOOK POSTS

Propel U.S. 31
February 1 · 🌐

The US 31 North study team will be in Denver and Rochester this month for community office hours! It's your chance to speak one-on-one with members of the study team and share input on the fit, function and future of US 31 in your community. There is no formal presentation - stop by anytime that's convenient for you. See you on February 15!

Community Office Hours This Month

February						
27	28	29	1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	1	2	3	4

Denver Volunteer Fire Department
500 E. Harrison Street
Denver, IN 46926
🕒 11:00 AM – 2:00 PM (EST)

Fulton County Public Library
320 W. 7th Street
Rochester, IN 46975
🕒 3:00 PM – 6:00 PM (EST)

Learn more @ propelus31.com

Propel U.S. 31
February 9 · 🌐

Indiana is #1 in infrastructure! Your input and ideas can help shape the future of transportation in your community, and we want to hear from you. The US 31 North study team will be in Denver and Rochester on February 15. Can't make it? Visit www.propelus31.com to submit your comment online and sign up for email updates.

Community Office Hours

2/15

Denver Volunteer Fire Department
500 E. Harrison Street
Denver, IN 46926
12:00 PM – 2:00 PM (EST)

Fulton County Public Library
320 W. 7th Street
Rochester, IN 46975
3:00 PM – 6:00 PM (EST)



Propel U.S. 31
February 25 · 🌐

We are celebrating [#NationalEngineersWeek](#) and introducing you to some of the engineers working on the Propel US 31 South study. Joe Guerre, PE, in the planning division talks about the collaborative nature of the PEL study. We appreciate all you do, Joe!



Joe Guerre, PE
PLANNING

PROPEL
US 31

Propel U.S. 31
February 28 · 🌐

The ProPEL US 31 North study area begins just south of the Eel River at W. 300 N. in Miami County to just south of the Fulton/Marshall county line at W. CR 700 N. How can smart transportation build stronger communities in this section of the corridor? Learn more and leave your feedback about ways to improve US 31 in your community at www.propelus31.com.



PROPEL
Smarter Transportation. Stronger Communities. **US 31**

US 31 NORTH STUDY AREA

Learn more @ propelus31.com

MARCH 2023, PROPEL US 31 FACEBOOK POSTS

Propel U.S. 31
March 6 · 🌐

The US 31 North study team wants to hear from you! Public feedback is a vital component of the PEL study process. Community Office Hours make it easy to drop by and share your input. Come out on March 11 to speak with a study team member and provide your feedback. Can't make it? Drop a comment below or at www.propelus31.com.

Community Office Hours | Saturday, March 11th

Fulton County Library 11 a.m. to 1 p.m. ET	Harvest Moon Foods 1:30 p.m. to 3:30 p.m. ET

Propelus31.com

Propel U.S. 31
March 8 · 🌐

The US 31 North study team will be in Rochester on March 11 hosting community office hours. Ask questions about the ProPEL US 31 transportation study and share your thoughts about the future of US 31 in your community! See you there. www.propelus31.com.

Community Office Hours

SATURDAY
MARCH 11

Fulton County Library 11 a.m. to 1 p.m. ET	Harvest Moon Foods 1:30 p.m. to 3:30 p.m. ET

Propelus31.com

Propel U.S. 31
 March 13 · 🌐

One of the benefits of a PEL study is that collaborative planning, engineering and environmental reviews are combined with meaningful public feedback that is gathered early in the study process. ProPEL helps zero in on the needs and priorities that will inform potential future solutions. Tell us what you think at www.propelus31.com.

What is the ProPEL Process?

- Engage** community members
- Examine** corridor needs
- Receive** public feedback

PROPEL Propelus31.com
 Smarter Transportation. Stronger Communities. **US 31**

Propel U.S. 31
 March 15 · 🌐

Local access that prioritizes safe and timely routes for emergency service providers is an important focus of the ProPEL US 31 North study. Are there traffic or safety concerns for the first responders in your community? Leave a comment below or let us know at www.propelus31.com.

Q

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



Propel U.S. 31
March 24 · 🌐

We appreciate your valuable feedback; community engagement is a foundational component of the ProPEL US 31 transportation study. The study teams are reviewing input and identifying transportation needs and goals. Here are some of the top things the US 31 North team is hearing from you! #feedbackfriday

What We Are Hearing

-  **Support the operation** of local farms and the farming industry
-  **Improve access** to local business
-  **Improve ease** of delivery of goods to regional businesses and residents

Propelus31.com

1 share



Propel U.S. 31
March 28 · 🌐

Stay connected and engaged with the ProPEL US 31 study. Sign up for regular email updates and follow our social media channels to ensure you never miss an update and to keep up with study progress. Add your email address at propelus31.com and follow us here and on Twitter and Instagram!

Stay Informed



Sign up for email updates at **propelus31.com**.

Follow us on social media.



ProPEL U.S. 31



@ProPELUS31



@PropelUS30_31



APRIL 2023, PROPEL US 31 FACEBOOK POSTS

 **Propel U.S. 31**
April 13 · 🌐

Monthly office hours are a chance for you to ask questions and share feedback with the ProPEL US 31 North study team. We'll be out in the community on April 17! Drop in any time during office hours to learn more about the study and share your input. Leave your comments any time at propelus31.com.

Community Office Hours

Monday, April 17



Matthew's Market
Matthew 25335



Matthew's Market
11:30 AM - 1:00 PM ET

Denver Volunteer Fire Department
2:00 PM - 4:00 PM ET

propelus31.com 

Propel U.S. 31
April 18 · 🌐

It's National Work Zone Awareness Week and the Indiana Department of Transportation encourages all motorists to slow down and pay attention in work zones. #NWZAW #Orange4Safety

WORK WITH US

National Work Zone Awareness Week
April 17-21, 2023

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Propelus31.com

Propel U.S. 31
April 20 · 🌐

The ProPEL US 31 North study area extends from W 300 N in Miami County to just south of the Fulton/Marshall County line at W CR 700 N. Do you live in our study area? If so, we want to hear from you about how smart transportation can help strengthen your community. Your comments can help inform potential future improvements! Learn more at propelus31.com.

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STUDY AREA MAP

US 31 NORTH STUDY AREA

Propelus31.com



Propel U.S. 31
 April 28 · 🌐

We appreciate your feedback! The US 31 North study team is reviewing resident and stakeholder comments, identifying transportation issues and desired outcomes, and developing the Purpose & Need statement for our study area. On this [#feedbackfriday](#), we want to hear from you! Drop your comment below or visit propelus31.com.

What we heard.

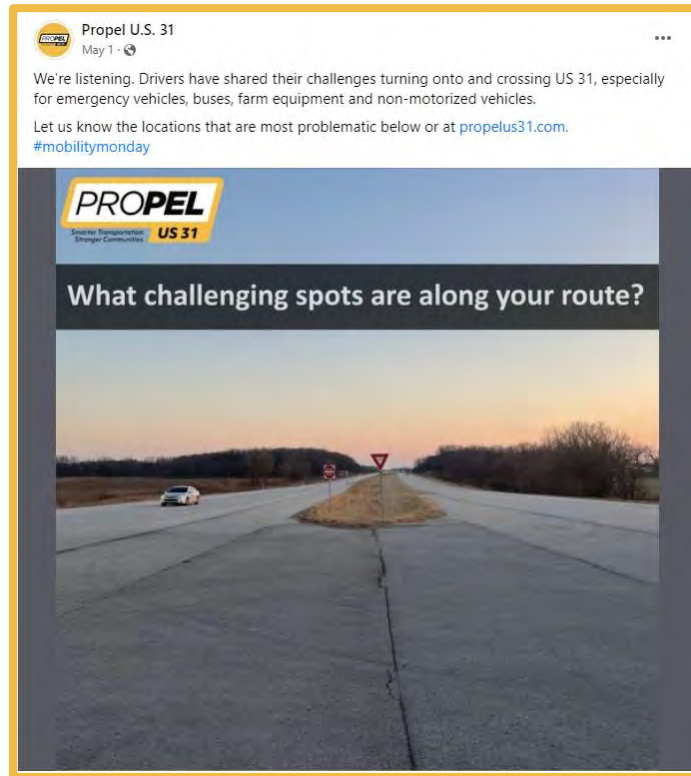
How could US 31 reflect the local area?



Percentage	Response
54%	Support the community character
32%	Provide gateway opportunities
11%	Show rural character of the area
3%	Provide safe crossings for wildlife
3%	(Unlabeled)

- 54% | **Support the community character**
- 32% | **Provide gateway opportunities**
- 11% | **Show rural character of the area**
- 3% | **Provide safe crossings for wildlife**

MAY 2023, PROPEL US 31 FACEBOOK POSTS



Propel U.S. 31
May 4 · 🌐

Feedback from the public is an important part of the ProPEL US 31 study process, and the US 31 North team wants to hear from you. Mark your calendars and join us on May 17 for Community Office Hours. Drop by and share your input or leave your comment at propelus31.com.



PROPEL Community Office Hours
Smarter Transportation. Stronger Communities. **US 31**

W E D N E S D A Y
M A Y 1 7

	
Fulton County Library 12:30 to 2:30 p.m. ET	Denver Volunteer Fire Department 3:00 to 5:00 p.m. ET

Propelus31.com

Propel U.S. 31
May 12 · 🌐

Nearly four in five drivers that shared input about their vision for the US 31 North corridor listed maintaining and improving access and the need to examine interchanges as top priorities. Do you agree? What improvements do you think are needed? Tell us at propelus31.com. #FeedbackFriday



What improvements are your priority?

PROPEL
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Propel U.S. 31
May 16 · 🌐

We are listening. We asked what would improve travel along US 31 North, and this is what you told us. Do you agree? What other improvements would improve local travel? Let us know in the comments below or at propelus31.com.

What would improve travel along US 31 North?

Improvement	Percentage
More connections to local streets	39%
Improved safety	24%
Better traffic flow	20%
Fewer turning & crossing conflicts	12%
Options for biking and walking	5%

- **39%** | More connections to local streets
- **24%** | Improved safety
- **20%** | Better traffic flow
- **12%** | Fewer turning & crossing conflicts
- **5%** | Options for biking and walking

Propel U.S. 31
May 18 · 🌐

Mark your calendar. The next US 31 North public meeting is Wednesday, June 7 at Rochester Community High School. Join us from 5 - 7 p.m. ET to hear the latest on the study and share your feedback. Can't make it? A virtual meeting will be available June 8 at propelus31.com.

Public Meetings Next Month
June 7th and 8th

June

SUN	MON	TUE	WEN	THU	FRI	SAT
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	

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Learn more at propelus31.com.

Propel U.S. 31
May 22 · 🌐

We'll see you at the Farmer's Market! The ProPEL US 31 North study team will be at the Fulton County Farmer's Market on Saturday, JUNE 3 (NEW DATE!). Stop by to ask your questions about the study and to share your feedback with the study team. propelus31.com

See you at the Fulton County Farmer's Market!

Propelus31.com **PROPEL**
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Propel U.S. 31
May 24 · 🌐

Make your plans to join the US 31 North study team on June 7 to learn more about what we've heard and done so far and what's ahead for the study. We'll be sharing details on the study's Purpose & Need statement and the identified issues and desired outcomes for the study area. Your feedback is important! Learn more at propelus31.com.

Coming Soon: Public Meetings

In-Person June 7	Virtual meeting June 8

Rochester Community High School
5 to 7 p.m. ET
5:30 p.m. presentation

propelus31.com

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JUNE 2023, PROPEL US 31 FACEBOOK POSTS

Propel U.S. 31
June 1 · 🌐

We hope to see you at Rochester Community High School on Wednesday, June 7, for the next ProPEL US 31 North public information meeting. Get an update on the study's progress and our next steps, and leave your comments and feedback about the future of US 31 in your community. propelus31.com

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We hope to see you there.

5 to 7 p.m. ET | 5:30 p.m. presentation

Review boards, maps and share your input.

Hear from the study team.

Propelus31.com

Propel U.S. 31
June 2 · 🌐

Come say hello to the ProPEL US 31 North study team during tomorrow's Community Office Hours. Drop in anytime to ask questions about the study and give your feedback about the future of US 31 in your community. You can also share comments at propelus31.com.

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Community Office Hours | Saturday, June 3rd

Rochester Farmer's Market
9 to 11 a.m. ET


Harvest Moon Foods
11:30 a.m. to 2 p.m. ET

propelus31.com

Propel U.S. 31
June 12 · 🌐

Couldn't make it to the US 31 North public information meeting last week? Visit propelus31.com, click US 31 North under "Upcoming Public Meetings" and complete a brief registration form to launch the virtual meeting experience. Comments will be accepted through July 31.

Missed us?



Catch up at Propelus31.com.

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Propel U.S. 31
June 17 · 🌐

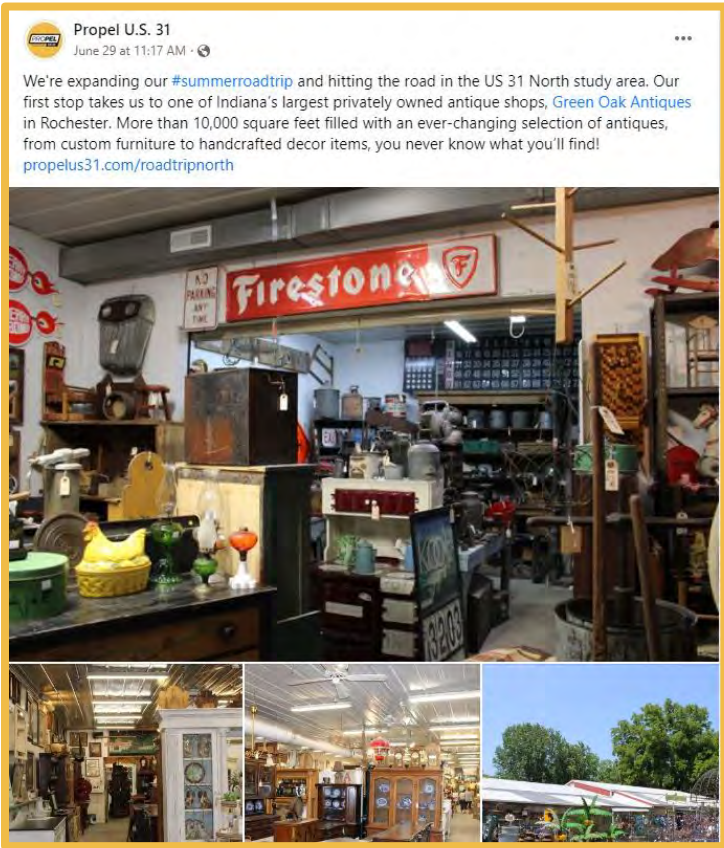
The ProPEL US 31 North and South study teams will be at the Miami County Fair next week. Come see us in the Merchant Tent from 5 - 9 p.m. Monday through Friday to learn more about the study and share your feedback. See you at the fair! propelus31.com

Miami County 4-H Fair



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Visit us at the Merchants' Tent.




JULY 2023, PROPEL US 31 FACEBOOK POSTS

Propel U.S. 31
July 5 at 1:58 PM · 🌐

If you're headed to the Fulton County 4-H Fair from July 10-14, come by the US 31 North table to talk with members of our study team. We'll be there 5 - 9 p.m. each evening to answer your questions about the ProPEL transportation study, take your comments and pass out giveaway items. See you at the fair! propelus31.com

Chat with our Study Team.
July 10 - July 14 | 5 to 9pm

Fulton County 4-H Fairgrounds | 1009 W. 3rd Street, Rochester, IN



We'll see you there - come say hi!

Propel U.S. 31
July 20 at 3:53 PM · 🌐

This week's US 31 North #summerroadtrip stop brings us to the **Fulton County Historical Society Inc.** See the past come alive at the living history village and visit any of the many special events and seasonal festivals held throughout the year. Learn more at propelus31.com.



 Propel U.S. 31
3d · 🌐

Public input is critical to the success of the ProPEL US 31 study process. It's easy to share input online. Head to to propelus31.com and check out our easy-to-use comment form to share your feedback with the study teams. Comments related to the Draft Purpose & Need reports are being accepted through July 31. We want to hear from you!

Your input matters.



Comments accepted through July 31!

US 31 North RESOURCE AGENCY, STAKEHOLDER & PUBLIC INVOLVEMENT SUMMARY #2

Appendix D. Stakeholder Email Blasts

ProPEL US 31 Hosting Public Information Meeting on Wednesday, June 7

Indiana Department of Transportation <do-not-reply@pima.indot.in.gov>

Fri 5/19/2023 4:27 PM



ProPEL US 31 North Public Information Meeting to be Held at Rochester High School

The ProPEL US 31 North study team is hosting a public information meeting for the ProPEL US 31 North Study in Miami and Fulton counties.

The meeting's purpose is to discuss public feedback gathered to date, provide information about the draft purpose and need, and present the technical analysis completed to date. The meeting will be:

- Place: Rochester Community High School, 1645 S. Park Rd., Rochester, IN 46975
- Date: Wednesday, June 7, 2023
- Time: Open house from 5 to 7 ET, presentation at 6 p.m.

If inclement weather occurs, the study website and social media channels, as well as an e-blast, will provide a rescheduled meeting date. A virtual public meeting will be available at propelus31.com the day following the in-person public meeting.

Public Meetings Next Month June 7th and 8th

June

SUN	MON	TUE	WEN	THU	FRI	SAT
				1	2	3
4	5	6	7 <small>PROPEL US 31</small>	8 <small>PROPEL US 31</small>	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	



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US 31

Learn more at propelus31.com.



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

ProPEL US 31 June 7 Public Information Meeting - updated presentation time

Indiana Department of Transportation <do-not-reply@pima.indot.in.gov>

Sun 5/21/2023 12:32 PM



ProPEL US 31 North Public Information Meeting to be Held at Rochester High School

The ProPEL US 31 North study team is hosting a public information meeting for the ProPEL US 31 North Study in Miami and Fulton counties.

The meeting's purpose is to discuss public feedback gathered to date, provide information about the draft purpose and need, and present the technical analysis completed to date. The meeting will be:

- Place: Rochester Community High School, 1645 S. Park Rd., Rochester, IN 46975
- Date: Wednesday, June 7, 2023
- Time: Open house from 5 to 7 ET, **presentation at 5:30 p.m.**

If inclement weather occurs, the study website and social media channels, as well as an e-blast, will provide a rescheduled meeting date. A virtual public meeting will be available at propelus31.com the day following the in-person public meeting.

Public Meetings Next Month June 7th and 8th

June

SUN	MON	TUE	WEN	THU	FRI	SAT
				1	2	3
4	5	6	7 <small>PROPEL US 31</small>	8 <small>PROPEL US 31</small>	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	



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US 31

Learn more at propelus31.com.



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ProPEL US 31 North team hosting community office hours and public information meeting this week

Indiana Department of Transportation <do-not-reply@pima.indot.in.gov>

Wed 5/31/2023 8:49 PM



US 31 North study team in Rochester June 3 and 7

Saturday's community office hours will be followed by the public information meeting on Wednesday, June 7.

Community Office Hours - June 3

The ProPEL US 31 North study team will be at the Fulton County Farmer's Market and Harvest Moon Foods this Saturday, June 3.

Fulton County Farmer's Market

Fulton County Courthouse, east side
815 Main St, Rochester, IN 46975
9 to 11 a.m.

Harvest Moon Foods

5758 N Old US Hwy 31, Rochester, IN 46975
11:30 a.m. to 2 p.m.

Public Information Meeting - June 7

The ProPEL US 31 North study team is hosting a public information meeting for the ProPEL US 31 North Study in Miami and Fulton counties. The meeting's purpose is to discuss public feedback gathered to date, provide information about the draft Purpose and Need, and present the technical analysis completed to date. The meeting will be:

Rochester Community High School

1645 S. Park Rd., Rochester, IN 46975

Open house from 5 to 7 p.m., presentation at 5:30 p.m.

Comments associated with this public meeting will be accepted through July 31, 2023.



We hope to see you there.

5 to 7 p.m. ET | 5:30 p.m. presentation



Review boards, maps and share your input.



Hear from the study team.

Propelus31.com

Join the ProPEL US 31 North team tomorrow for a public information meeting

Indiana Department of Transportation <do-not-reply@pima.indot.in.gov>

Tue 6/6/2023 1:20 PM



Public Information Meeting - Wednesday, June 7

The ProPEL US 31 North study team is hosting a public information meeting for the ProPEL US 31 North Study in Miami and Fulton counties. The meeting's purpose is to discuss public feedback gathered to date, provide information about the draft Purpose and Need, and present the technical analysis completed to date. The meeting details are:

June 7, 2023 - Rochester Community High School

1645 S. Park Rd., Rochester, IN 46975

Open house from 5 to 7 p.m., presentation at 5:30 p.m.

Comments associated with this public meeting will be accepted through July 31, 2023



We hope to see you there.

5 to 7 p.m. ET | 5:30 p.m. presentation



Review boards, maps and share your input.



Hear from the study team.

Propelus31.com



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

ProPEL US 31 North virtual meeting available online

Indiana Department of Transportation <do-not-reply@pima.indot.in.gov>

Mon 6/12/2023 9:05 PM



Second Meeting Available Online

Virtual meeting is available in case you missed Wednesday's meeting in Rochester.

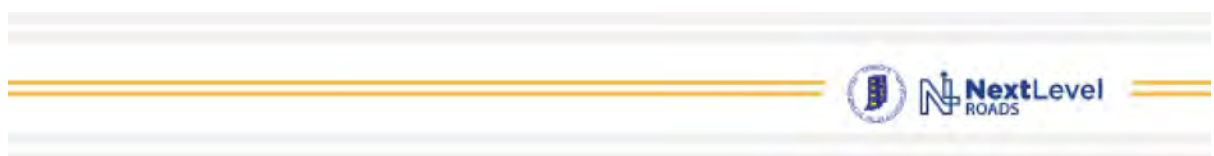
The ProPEL US 31 North study team hosted its second public information meeting on June 7 for the Planning and Environment Linkages (PEL) study located in Fulton and northern Miami counties. The purpose of the meeting was to discuss public feedback gathered so far, provide information about the draft Purpose and Need, and present the technical analysis completed to date.

The virtual public information meeting - including a video of the presentation, along with interactive stations and a comment form - is now available online.

[Click here to access the meeting.](#)

Please note, when you click the link, you will be asked to provide contact information. Once you've completed the form, you will be entered into the meeting. This link will remain online at www.propelUS31.com.

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



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

Closing July 31: Public comment period for the ProPEL US 31 North study's Draft Purpose and Need

Indiana Department of Transportation <do-not-reply@pima.indot.in.gov>

Fri 7/28/2023 8:47 PM



Closing July 31: Public comment period for the ProPEL US 31 North study's Draft Purpose and Need

Dear Stakeholder,

As we continue the Planning and Environment Linkages (PEL) studies along the US 31 corridor in central and northern Indiana, we wanted to remind you that the Draft Purpose and Need Report and feedback form are available on the [study website](#). **Public comments should be submitted before Monday, July 31, 2023.**

Also, as a reminder the Indiana Department of Transportation (INDOT) posted a virtual public information meeting for the ProPEL US 31 North study at <http://www.propelus31.com/>. This meeting reports on insights gained from the public thus far, shares additional data gathered by the US 31 North study team, and provides an overview of the transportation issues and desired outcomes in the study area.

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

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

Please let us know if you have any questions or if you would like additional study information. You can also find the latest information on the study website or social media accounts below:

ProPEL US 31

www.propelus31.com

[Facebook.com/PropelU.S.31](https://www.facebook.com/PropelU.S.31)

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

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

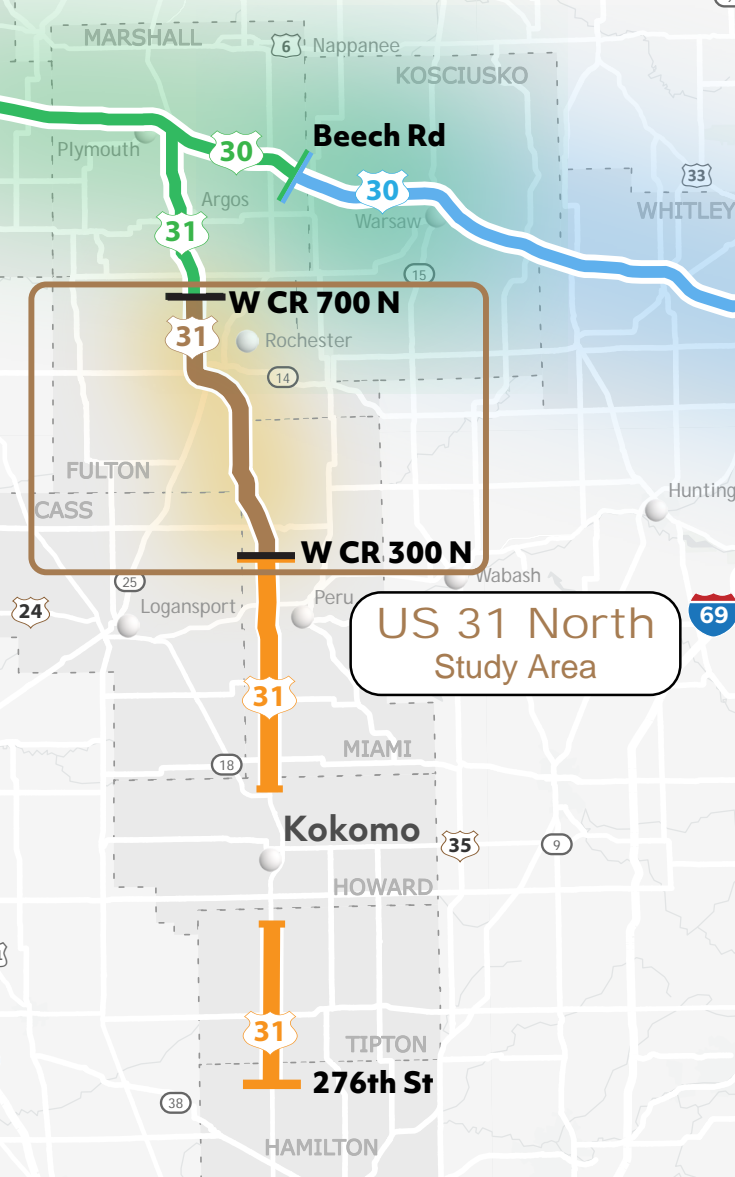
[Click here to sign up for future study updates.](#)

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

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

US 31 North RESOURCE AGENCY, STAKEHOLDER & PUBLIC INVOLVEMENT SUMMARY #2

Appendix E. Public Notices



Public Meeting

US 31 North Study Area

Hear a study update. Share your feedback.

Join us!
Wednesday, June 7, 5 to 7 p.m. ET
Presentation at 5:30 p.m.

Where:
Rochester Community High School
1645 S. Park Rd., Rochester, IN

Scan with your phone camera
to learn more about the study.



 **We asked for your input.**

 **We analyzed your feedback.**

 **We gathered data.**

**Can't make it? Information will
be posted on the study website.**

propelus31.com

 **@Propel US 31**

 **@PropelUS31**

 **@ PropelUS30_31**

PRSRT STD
ECRWSS
U.S. POSTAGE
PAID
EDDM RETAIL

LOCAL POSTAL CUSTOMER

Notice of Public Meeting for the ProPEL US 31 North Planning Study – Des# 2100113

The ProPEL US 31 North study team is hosting a public information meeting for the ProPEL US 31 North Study in Miami and Fulton counties.

The meeting's purpose is to discuss public feedback gathered to date, provide information about the draft purpose and need, and present the technical analysis completed to date. The meeting will be:

- Place: Rochester Community High School, 1645 S. Park Rd., Rochester, IN 46975
- Date: Wednesday, June 7, 2023
- Time: Open house from 5:00 to 7:00 ET, presentation at 5:30 p.m.

If inclement weather occurs, the study website and social media channels, as well as an e-blast, will provide a rescheduled meeting date. A virtual public meeting will be available at propelus31.com the day following the in-person public meeting.

The ProPEL US 31 North Study Area begins at 300 N in Miami County, where the Eel River crosses US 31, and runs to 700 N in Fulton County. The approximately 26-mile stretch includes Mexico and Rochester. The Study Team has been working to understand local needs and concerns for the US 31 corridor since August 2022.

Technical analysis and public outreach will continue throughout 2023 to identify a wide range of alternatives to address those needs and concerns.

INDOT intends to use the information, analysis and decisions from the PEL study process to inform future federal environmental reviews conducted in accordance with the National Environmental Policy Act (NEPA).

Find more information about the study at propelus31.com and sign up for study updates to receive the latest news and information. The Study Team hosts community office hours twice a month along the corridor.

In addition to providing written or verbal comments at the public information meeting, the public may submit comments through July 31, 2023:

- Online at www.propelus31.com
- By mail to Parsons Transportation's office at 101 W. Ohio Street, Suite 2121, Indianapolis, IN 46204

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 Berry Craig, (270) 705-1640 or berry.craig@parsons.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/>. HSPAXLP.05/24, 05/31/2023

Notice of Public Meeting for the ProPEL US 31 North Planning Study – Des# 2100113

The ProPEL US 31 North study team is hosting a public information meeting for the ProPEL US 31 North Planning and Environment Linkages (PEL) Study in Miami and Fulton counties.

The meeting's purpose is to discuss public feedback gathered to date, provide information about the draft Purpose and Need, and present the technical analysis completed to date. The meeting will be:

- Place: Rochester Community High School, 1645 S. Park Rd., Rochester, IN 46975
- Date: Wednesday, June 7, 2023
- Time: Open house from 5:00 to 7:00 ET, presentation at 5:30 p.m.

Comments associated with this public meeting will be accepted through July 31, 2023.

The ProPEL US 31 North Study Area begins at 300 N in Miami County, where the Eel River crosses US 31, and runs to 700 N in Fulton County. The approximately 26-mile stretch includes Mexico and Rochester. The Study Team has been working to understand local needs and concerns for the US 31 North study area since August 2022. Technical analysis and public outreach will help identify a wide range of alternatives to address those needs and concerns.

INDOT intends to use the information, analysis and decisions from the PEL study process to inform future decisions along the corridor as part of the overall statewide transportation program and associated federal environmental reviews conducted in accordance with the National Environmental Policy Act (NEPA), at that time.

If inclement weather occurs, the study website and social media channels, as well as an e-blast, will provide a rescheduled meeting date. A virtual public meeting will be available at propelus31.com the day following the in-person public meeting.

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 Berry Craig, (270) 705-1640 or berry.craig@parsons.com in advance to coordinate services such as participation during the meeting, language, visual and audio interpretation services.

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hspaxlp

US 31 North RESOURCE AGENCY, STAKEHOLDER & PUBLIC INVOLVEMENT SUMMARY #2

Appendix F. Stakeholder Advisory Committee



Meeting: Stakeholder Advisory Committee (SAC) Meeting #2

Time and Date: May 17, 2023, 10:30 a.m. EST

Location: Fulton County Public Library and Virtual via Microsoft Teams

Attendees:

Name	Organization	Name	Organization
Doug Beller	Fulton County Council on Aging	Garrett Bunch	Parsons
Bill Friend	Miami County Economic Development Board	Berry Craig	Parsons
Bradley McClain	McClain Funeral Home	Alexander Lee	Parsons
Kraig Moore	Fulton County EMS	Jenny Kleinman	Parsons
Jeff Smith	FSA USDA	Craig Moore	Parsons
Darin Becker	Zimmerman Brothers Funeral Homes	Junell O'Donnell	Parsons
Sandy Chittham	Miami County Chamber of Commerce	Mindy Peterson	Parsons
Tom Vander Woude	Northwest Indianapolis Regional Planning Commission	Dan Prevost	Parsons
Kris Marx	Miami County EMS	Brett Lackey	CDM Smith
Jonathan Wallace	INDOT	Scott Sandstrom	CDM Smith
Adin McCann	HNTB	Erin Pipkin	Compass Outreach
Dan Miller	HNTB		

MEETING SUMMARY

This second Stakeholder Advisory Committee (SAC) meeting for the ProPEL US 31 North study covered public feedback gathered to date, information about the draft purpose and need, and the technical analysis completed to date.

1. INTRODUCTION AND PLANNING PROCESS

- a) The ProPEL US 31 North study is being led by Parsons. It includes US 31 in Fulton and the northern portion of Miami County. It runs from CR 300 N, just south of the Eel River on the south to CR 700 N in Fulton County. INDOT is the study owner that manages the planning process and is responsible for evaluating study recommendations.
- b) The Stakeholder Advisory Committee (SAC) is comprised of business leaders, local government representatives, schools and social service representatives, emergency service providers, local industry representatives and local residents.
- c) The ProPEL studies are divided into four teams: US 31 North, US 31 South, US 30 West and US 30 East.
- d) PEL stands for Planning and Environment Linkages. PEL is a process. It allows for innovative ways to address corridor challenges with long-term solutions. PEL studies allow for efficient transportation planning, robust public involvement opportunities, a collaborative approach to decision-making, and considers the environment and community.
- e) This PEL study includes four key milestones over about two years:
 - The Visioning and Scoping stage was completed in winter/early spring 2023.
 - The Purpose and Need phase is underway.
 - Next the team will analyze alternatives.
 - Finally, the team will complete the study with preliminary recommendations.
- f) This study will take about two years.
 - 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. Next steps will take shape at that time.

2. COMMUNITY AND STAKEHOLDER OUTREACH AND FEEDBACK

SAC member participation and feedback was encouraged throughout the meeting. SAC questions and comments are available in the “Discussion and Feedback” section at the end of this document.

The comment period associated with this round of public meetings will run through July 31. SAC members and the public are encouraged to submit your comments before that date.

To provide a little more context and to help set the stage for what you're hearing, Mike Smith, commissioner of the Indiana Department of Transportation, prepared a video. [Watch the video.](#)

A lot of feedback has been received to date and we will explain how that feedback is informing the study and work we do. A tremendous amount of data has been collected - including the technical and engineering assessments we have completed. We'll explain the data, what it shows, and how it's being used.

A lot of our efforts so far have focused on the WHY?

- WHY are we evaluating potential improvements?
- WHY are those potential improvements important to you?
- WHY are they important to your community?

When we talk about the why, that's really our Purpose and Need.

To get to the WHY, we asked you for your input. And you responded. You see the numbers here:

- a) Comments: More than 250 community members have engaged with the study in various ways.
- b) Public Meeting: We've had two previous public meetings – the in-person meeting in early December and the virtual experience online that followed. That virtual component is important to allow people to participate when it's most convenient for them.
- c) Community Office Hours: We have hosted 14 community office hours. We are in the community twice a month at rotating locations to answer questions and take comments. Those are designed to be one-on-one conversations. We've held these events at different spots like the Fulton County Library, the Denver Fire Department and the Fulton County Farmers Market. We've also been to Matthew's Market and Harvest Moon Foods.
- d) Community Events: We have attended community outreach events to meet residents where they are – like the Redbud Trail Rendezvous and the Fulton County Farmer's Market. We look forward to attending the Miami and Fulton County 4H fairs this summer.
- e) Study Materials: You may have seen study materials at a number of locations in the community – places like the Fulton County Library, the Fulton County Community Center and Council on Aging, the Farmhouse Café, Harvest Moon, Green Oak Antiques, the Chamber and other spots.
- f) Stakeholder Meetings: We have connected with business owners, farmers, local elected officials, school districts, emergency service providers and resource agencies. We've connected with members of the US 30 and US 31 coalitions.

We want to understand the community's transportation needs and WHY they are important to help identify the best solutions. We have received nearly 200 public comments. While they focused on various topics, four were mentioned most frequently.

- a) Mobility and Access: 55 percent of the comments related to mobility and access. That really focuses on travel within the study corridor – getting you to, from and across US 31.
- b) Safety Concerns: 21 percent focused on safety concerns. The next area with the most comments was safety. Safety is always a top concern. Comments focused on corridor-wide safety and challenges at specific intersections. Those challenges include difficulties turning, crossing and merging. And it's not just cars and trucks we're talking about, we're hearing about all types of vehicles – that can be farm equipment and non-motorized vehicles.
- c) Economic Development: 7 percent of comments received were focused on economic development. Travel along US 31 within the study area is important not only for this area, but for the region and state. That's for both people and goods. Economic development input is really focusing on what's possible. Comments are largely related to the possibilities – both current and future development.
- d) Regional and Statewide Mobility: 7 percent were focused on regional and statewide mobility. What we mean by regional and statewide mobility is making sure that motorists are able to move easily on US 31 when heading to a destination outside of the US 31 study area.

Additional Feedback:

- a) We heard about other things like bike and pedestrian travel.
- b) We received comments regarding economic trends and the importance of US 31 to communities in the study area.
- c) And then you have the "Other" bucket that includes general feedback and comments.

3. TECHNICAL ANALYSIS

Armed with that feedback, the study team dug into the data. Some of that data came from standard sources such as:

- Crash data from the State Police to look for locations where there is a pattern of frequent or severe crashes.
- Traffic counts and forecasts from INDOT to understand where volumes are highest and where people are starting and ending their trips.

But we wanted to go further than that to understand the needs in the corridor. We contacted each of the three school districts that use or cross US 31 in the study area to understand where bus routes intersected US 31.

And we talked to emergency management directors in Fulton and Miami counties to learn about fire, police and ambulance needs, and concerns related to accessing, crossing and traveling on US 31.

And we talked to members of our Stakeholder Advisory Committee to better understand the needs of farmers, businesses, and the Amish community. All of that feedback was used to inform the study.

We used our traffic data – both existing data and forecast data looking out to 2045 – to look at how well traffic moves through the corridor. We evaluate traffic using letter grades that measure what’s called a roadway’s “Level of Service.” Just like in school, the best grade is an “A” and the worst grade is an “F”.

What we found is that – in terms of moving traffic – this corridor performs very well and is expected to continue to do so in the future.

We looked at the major intersections in the US 31 North study area and all are expected to maintain grades between A and C, even in 2045.

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

We heard that safety is a primary concern because of the area’s number and severity of crashes. This confirmed what we found compiling and analyzing five years of crash data:

- a) Between 2017 and 2021, there were 730 crashes in the study area.
- b) About half of those crashes involved animals – most of them deer. We look at those crashes to see if there are concentrated locations – sometimes, natural features like wooded areas or stream corridors can be attractive to deer. In those cases, we can look at options for discouraging deer from crossing or providing space under a bridge for them to cross under the roadway. In our study area, we didn’t find concentrations like that, so we’re limited on what we can do to address those crashes.
- c) From there, we concentrated on the 390 crashes where we may be able to provide improvements through design strategies. About three-quarters of those crashes were right-angle, rear-end and crashes where vehicles left the roadway. We’re looking at all those crashes but there were four roadway segments and 15 intersections where the frequency or severity of crashes was higher than what would be expected for a roadway like this. So, we’ll be looking closely at those locations for improvements that could reduce crashes in the future.
- d) Looking at our corridor, we found the highest concentration of crashes in the Rochester area and the area just north of the Eel River. Those four segments with higher crash rates cover about nine miles of US 31 in total. And, again, the most common crash types were right-angle, rear-end and off-the-road crashes.
- e) Access points, specifically driveways that serve individual properties on a divided highway like US 31, can create potential safety and mobility concerns. Each one creates more potential conflict points for vehicles, especially if there is full access across the median. We’ve identified 10 driveways in the US 31N corridor that provide access to individual residences, businesses, or

farms. Nine of the driveways have full access with median cuts and one is a right-in, right-out driveway. As the study continues, we'll assess those driveways in relation to INDOT's Access Management guidelines to improve safety.

Access to and across US 31 is important to communities along the US 31 corridor. As the study team analyzed travel data along the US 31 North corridor we found:

- The majority are local trips, with 84% of trips beginning and/or ending in the study corridor.
- At intersections within the corridor, about one-third of the traffic on the side street crosses directly across the highway and two-thirds turn onto US 31.
- US 31 provides one of the few crossings near the Eel River for heavy or wide vehicles in the area, so that's something we'll want to keep in mind as we look at potential solutions.

Getting across a roadway like US 31 can be particularly difficult for drivers of large or slow vehicles, so we reached out to these users to better understand their needs and concerns. Through outreach, we identified:

- 20 locations where school buses access or cross US 31
- 19 emergency access points
- 8 agricultural and/or industrial services access points
- 3 spots where bicyclists and pedestrians commonly cross US 31
- 2 spots where horse-drawn vehicles are crossing US 31.

Also, we learned that:

- Most emergency services are located on the east side of US 31.
- All three school districts span US 31 with students on both sides of the roadway.
- There are three grain elevators on the east side of US 31 that attract many trips at certain times of the year.
- 44% of the trucks on US 31 are traveling all the way through the study area.

Again, as we develop solutions, we want to make sure we're accounting for all these needs.

Finally, you told us that safety and mobility for long-distance passenger and freight trips was a concern along the corridor. US 31 plays an important role in the regional and statewide transportation network.

It's part of the National Highway System and National Truck Network and is also designated as a Statewide Mobility Corridor by INDOT.

Daily truck traffic in this study area ranges from 24% to 32%. And trucks on US 31 are much more likely to be making through trips with almost half passing through the full 27-mile corridor.

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

4. PROPEL US 31 NORTH PURPOSE AND NEED

All of this information has helped us develop the study's Purpose and Need. The Purpose and Need statement explains the WHY – why are potential improvements needed in the study area? The Purpose and Need statement defines the transportation issues – the NEEDS - and the desired outcomes – the PURPOSES.

It is also the foundation for the alternative development and evaluation process. Alternatives will be developed and evaluated based on how they address those identified NEEDS and achieve those desired outcomes – the PURPOSES. Potential alternatives that don't meet the purpose and need are eliminated from further consideration.

The study team has developed a draft Purpose and Need statement, which is available at propelUS31.com. That document incorporates all the data and input received to date and clearly defines the needs and purposes that will guide the study.

Based on the needs identified, the purpose of the US 31 North study is to identify improvements that, based on the design year of 2045, will:

- Improve roadway safety in the study corridor for all users
- Meet the mobility needs of residents, businesses, and service providers in the study area
- Enhance the efficiency and reliability of US 31 as a regional and statewide corridor

The Purpose and Need statement also identifies a series of goals that were developed based on public input. Seven goals have been established for the US 31 North study. The goals include:

- Providing equitable solutions that specifically consider the needs of traditionally underserved and disadvantaged communities
- Providing transportation infrastructure that supports local economic development goals
- Accommodating non-motorized modes of travel within and crossing the US 31 corridor
- Maintaining the rural fit and function of the corridor
- Enhancing US 31 as a gateway to local communities and enhancing community identity
- 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

Although not the primary focus, these are useful as a guide during the development and review of potential solutions. Goals won't be the sole factor for eliminating or carrying forward a solution or alternative. But they'll be considered alongside other factors such as transportation performance, benefits, impacts, and costs.

5. NEXT STEPS

Now that we know WHY improvements are needed in the study area, we will start to identify and evaluate potential solutions – which we call alternatives.

- a) Level 1 Screening – Universe of Alternatives: Summer/Fall 2023: At the beginning of this process, which will begin this summer, there will be lots of 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 31 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 will be eliminated from further consideration.

The draft results of the Universe of Alternatives screening will be released for public review and comment this summer. 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'll do the same thing at each screening step, so it's important that you sign up for our email list or follow our social channels.

With each step in the screening process, we will narrow the list of alternatives being considered and, at the same time, increase the level of detail associated with each alternative. This additional detail will help us more closely evaluate benefits, positive and negative impacts, and costs.

- b) Level 2 Screening – Winter 2023/2024: Alternatives that make it to the second screening step will be called “Preliminary Alternatives.” We anticipate publishing the results of the Preliminary Alternatives screening this winter. Again - the report will be posted to the study website, and we'll make hard copies available at community locations and announce the availability through the media, email, and our social channels.

- c) Level 3 Screening – Late Spring/Early Summer 2024: Alternatives that make it to the third screening step will be called "Reasonable Alternatives." We anticipate the results of that screening to 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 to walk through that material and gather input.

To give you a sense of where we've been and where we're headed in terms of timeline: we're here at the Purpose and Need step. As mentioned, we'll be developing and screening those alternatives – those three steps I described – over the next 12 months.

And then the full US 31 North study – and the studies for the other segments of US 31 and US 30 – are anticipated to be complete in the fall of next year.

And again – we can't stress it enough – please sign up for updates via email or follow our social channels so you're always up to date.

We want and need your input again. Comments will be accepted through July 31 – that's just in connection with these meetings. Comments are always welcomed.

Circling back to the WHY that we've talked a lot about. We want your feedback on the draft purpose and need statement. That's one of our goals for this meeting. So please do make sure you weigh in on that front. We also want to begin the conversation about the next steps, so everyone has a clear understanding of what to expect.

There's a public meeting planned for June 7 at Rochester Community High School and we'll talk more about that in a minute. Meeting materials and comment stations will be posted on the study website, propelus31.com, following the meeting. As a final reminder, the comment period runs through July 31.

Here's how you can stay in touch with us:

- Our website: propelus31.com
- Sign up for project updates when you visit the website
- Find us on social media:
 - Facebook: Propel U.S. 31
 - Twitter: [@PropelUS31](https://twitter.com/PropelUS31)
 - Instagram: [@PropelUS30_31](https://www.instagram.com/PropelUS30_31)

We'll keep you informed and let you know as we hit those milestones we discussed.

Of course, we always want to talk to you – our Stakeholder Advisory Committee members – before we have our public meetings. Those are right around the corner, and we’d love your help in sharing that information with folks.

We’ll have an in-person meeting on June 7 at Rochester High School, from 5 until 7 p.m. ET with a presentation at 5:30 pm. The virtual meeting experience is expected to be available on the study website the next day. We’ll be sure to share a flier with you that you can share electronically, or you can print it out to post on a bulletin board or elsewhere.

6. GROUP DISCUSSION/QUESTIONS AND ANSWERS (Received throughout the meeting)

Question: Bradley McClain (BM) of McClain Funeral home asked what intersections are considered “major,” and can that list be shared.

- Dan Prevost (DP) responded that there are 9 or 10 major collectors along the corridors. We’ve looked at all the intersections. Olson Road, CR 100 N/6th, SR 25, Old US 31, Wabash Ave., CR 650 S/1350 N (Macy Rd), CR 550 N and SR 16 are included in that list.

Comment: BM and Bill Friend (BF) noted the route into Mexico (CR 400 S) should be considered major, especially on the weekend and Sunday morning.

Comment: Jeff Smith (JS), USDA noted that CR 1500 is the only one that transverses the county and is used for transporting grain. CR 1000 N gets people to North Miami Schools. CR 200 N has the INDOT office, fairgrounds, county jail and ISP post.

Comment: BM noted SR 16 is a major crash site. Traffic spreads out north of CR 800. 1000 N to CR 400 S is where it seems most congested. On the northbound side of US 31, it bunches up by US 24 at the light.

Comment: Bill Friend (BF) noted that CR 1500 N runs all the way through the county and has become a major artery with heavy truck and residential traffic. CR 1500 N is the major connection to Wabash and Kosciuszko counties.

Comment: BM noted that there is heavy traffic at CR 400 N on Sunday mornings from 2 churches as well as the access point to Mexico.

Comment: BF noted that truck traffic has increased as INDOT has made improvements to US 31 (Kokomo Bypass, Plymouth-to-South Bend).

Comment: BM noted in many spots along US 31, the speed differential makes merging difficult and that additional acceleration lanes may be helpful.

Comment: Kris Marx (KM), Miami County EMS: He has seen congestion at Business 31, and off Airport Road just past the light. There’s not enough lane for people to get over and try to turn right. And they don’t like to use the shoulder because it has a rumble strip. It’s like that in a lot of areas along US 31. McClure’s Orchard is another area that causes backups.

Comment: BM said the public hears a lot about studies for US 31, but nothing has been changed since the 1970s. This may be premature, but a reduced-conflict intersection (aka J-turn) would make sense at Blair Pike. That would be better than nothing because that area is so cramped and there's no safe place to turn. (Note, this is actually in the US 31 South study area.)

Comment: Darin Becker (DB) of Zimmerman Brothers Funeral Homes asked how do you make a roadway safer?

- DP responded that first, we look at the data where there are crashes, and then analyze their causes. We look at lighting and at people who cross the median (not at access points). Needs need to be balanced. You can provide an overpass, but that limits mobility.

Question: BM asked as you decrease intersections, does that increase speed? Could that contribute to more crashes due to speeding?

- DP responded that limited-access freeways may have higher speed limits, but there would be fewer conflict points.

Question: BF asked what is equity? Are local people given priority over those who drive through the area?

- DP responded that equity in transportation is making sure user groups who are traditionally underserved have access. We want to include people who can't drive. People who don't own a car. People who bike and walk. People who lack access to information, those with limited internet access. Those who can't attend public meetings because of their work schedules or taking care of others.

Comment: BF noted that this highway has been here 40 or 50 years and people are used to it. If this becomes a limited-access highway, we lose our access. Let's not overlook the impacts to locals. This can't be a "one size fits all" approach. It's especially concerning for EMS, schools, farmers, etc.

Question: BM asked when this study is complete, how can the community continue to provide input during the design process?

- DP responded that once this study is complete, INDOT will determine which improvements are ready to move into the environmental process.

Question: BF asked if the NEPA study follows the PEL study?

- Jonathan Wallace (JW) of INDOT responded that once the PEL study is delivered, we will enter the project development process. We look five years in advance and INDOT decides what might move into the NEPA process.

Comment: Doug Beller (DB) of the Fulton County Council on Aging noted that Indiana University is studying Fulton County.

Question: Darin Becker (DBE) asked what is the overall objective for US 31? Is there an overall goal for the highway? Will it be an interstate?

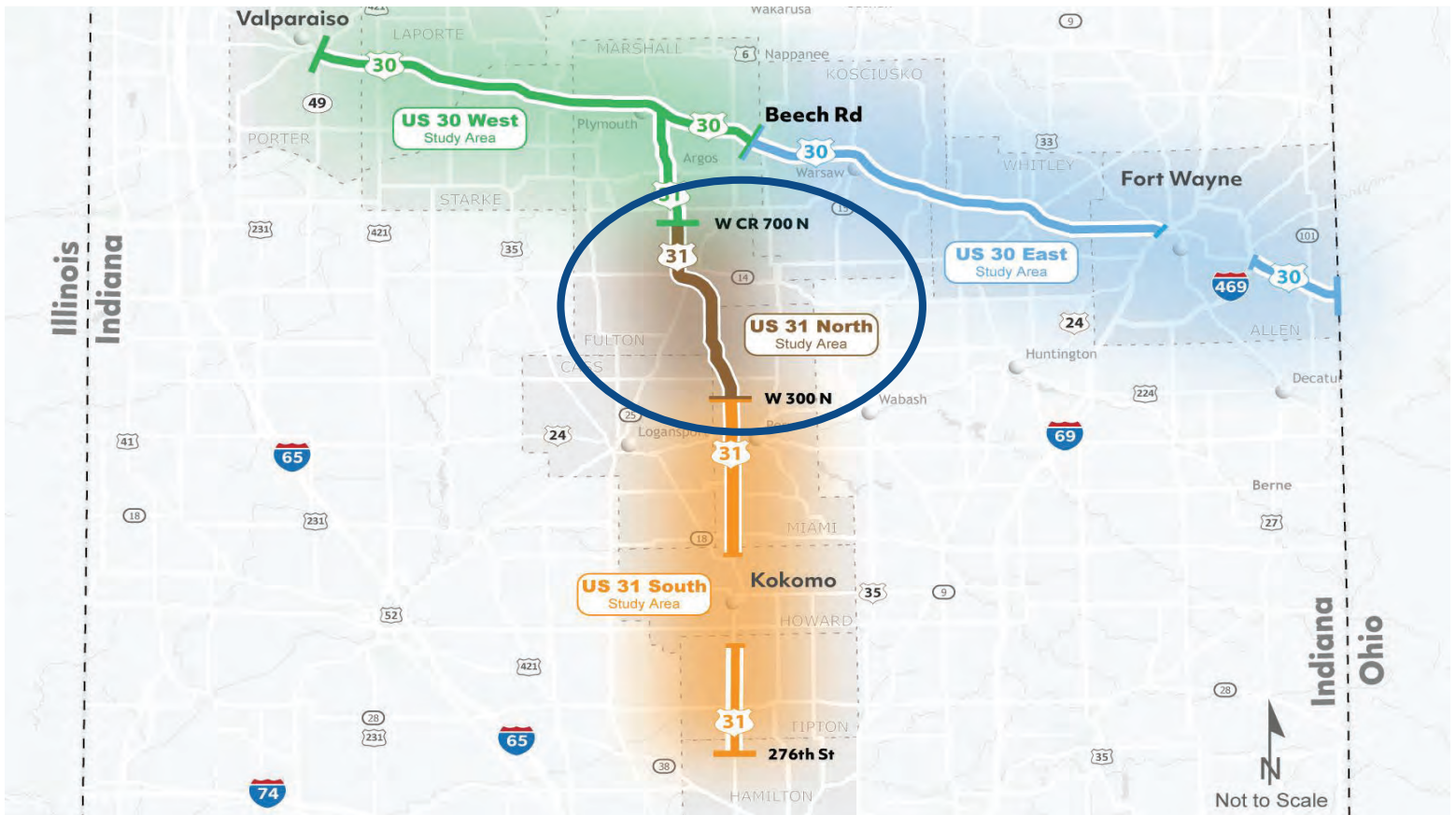
- DP responded that upgrading US 31 to a freeway will be on the table, but that's not a goal right now.

The meeting adjourned at 12:05 p.m.

PROPEL

Smarter Transportation.
Stronger Communities.

US 31





PROPEL

*Smarter Transportation.
Stronger Communities.*

US 31

WHY?

We asked for your input.



14

office hours



261

participants



170

comments

What We Heard



55%

mobility/
access



21%

safety



7%

regional/
statewide
mobility



7%

economic
development

What We Heard

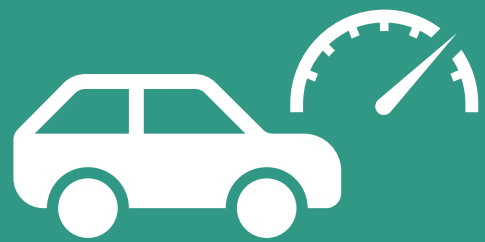




Then we gathered data.



**Major Intersections
with Graded A-C**



**Avg. Travel
Speed 65 mph**

Traffic flow

of crashes in 5 years

730

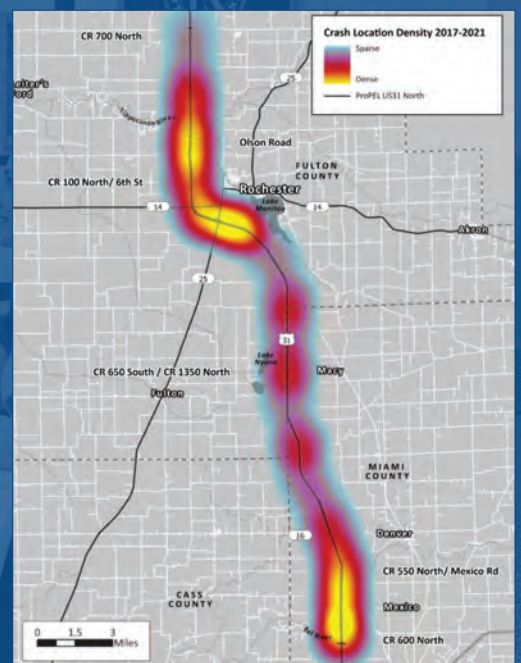
Safety

Crashes Along the Corridor

Highest concentration adjacent to Rochester and north of Eel River

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

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



Access points

10

**Commercial,
Residential and
Farm Access**

9

**Median
Crossings**

1

**Right-in/
Right-out**

Ability to Access US 31

84%

**Local trips that
begin/end in
corridor**

2/3

**Turn onto
US 31**

1/3

**Cross the
highway**

**Traffic at
Intersections**

Priority Crossings in the Corridor



20

school bus
crossings



19

emergency
access points



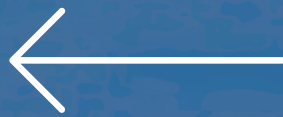
8

agricultural
access points



2

horse-drawn
vehicles



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



Mobility along US 31

WHY → PURPOSE AND NEED

Improve roadway safety in the study corridor for all users;

Meet the mobility needs of residents, businesses, and service providers in the study area; and

Enhance the efficiency and reliability of US 31 as a regional and statewide corridor.



Study Goals



Equity in
Transportation



Economic
Development



Multimodal Access
& Connections



Corridor
Character



Sense of Place;
Visual Character

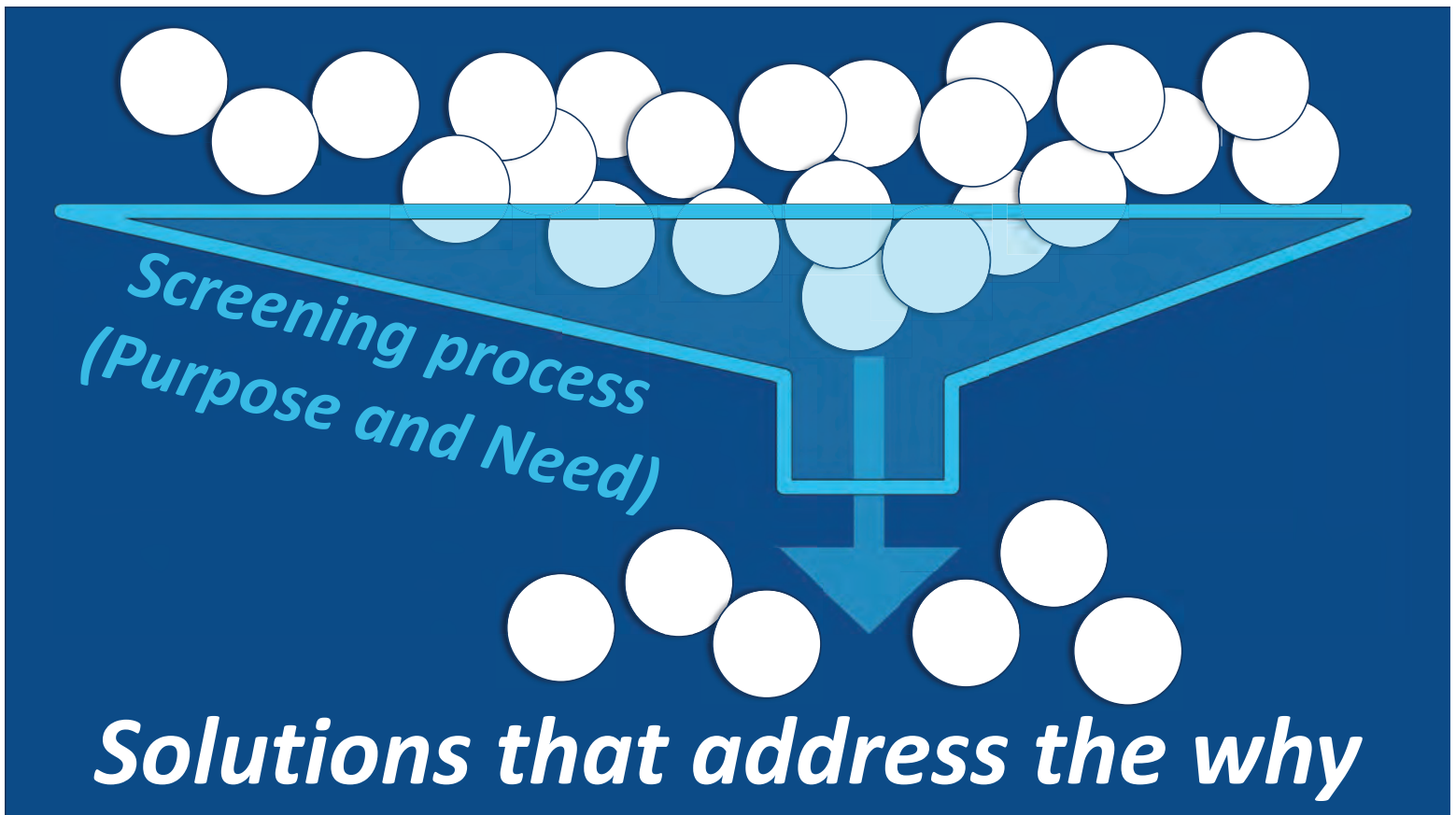


Emerging
Technologies



Fiscal and Environmental
Practicality

WHAT'S NEXT?





Benefits
Costs
Impacts



Identifying solutions



WE NEED YOUR INPUT AGAIN

Keep In Touch

Online at
propelus31.com

Facebook: Propel U.S. 31

Twitter: @PropelUS31

Instagram: @PropelUS30_31



Public Information Meeting

Rochester High School

Wednesday, June 7

5 to 7 p.m. | 5:30 p.m. presentation

Virtual meeting available at propelus31.com following the public meeting.



THANK YOU

US 31 North RESOURCE AGENCY, STAKEHOLDER & PUBLIC INVOLVEMENT SUMMARY #2

Appendix G. US 30 & 31 Coalition Presentations



US 31 South
HNTB Corporation
111 Monument Cir
Indianapolis, IN 46204
p. 317.636.4682

MEETING NOTES

Date: May 18, 2023

Re: US 31 Coalition Meeting – Draft Purpose and Need

In Attendance:

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

MEETING SUMMARY

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

1. INTRODUCTIONS AND PLANNING PROCESS

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

2. PURPOSE AND NEED

- To date, the primary focus of each study team has been to define the “Why?” for each study area – i.e., Why are improvements needed in the study area? Answering this question forms the foundation for the studies and helps us understand what issues (i.e., needs) exist in each study area and what potential outcomes (i.e., purposes) are desired. The efforts to answer this question have helped each study team to define a draft Purpose and Need statement for each study – which is study requirement.
- To help answer the fundamental question of “Why?”, the study teams asked for input – and received lots of it. Through January 2023, the four studies saw more than 1,900 community members engage the study teams in variety of ways. These engagements included 9 public meetings, 55 community office hours (informal), as well as attending numerous community events and meetings with individual stakeholders to understand their concerns. These meetings included business owners, Farm Bureau representatives, local elected officials, emergency service providers, resources agencies, and others. The net result of these efforts is that we have received more than 1,300 comments across all four studies. While the comments focused on a variety of topics, three topics or themes were consistently mentioned across all four study areas:
 - i. Mobility and access to, from and across the US 30 and US 31 corridors;
 - ii. Safety concerns; and

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

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

- In response to the comments received, the study teams did several things. They contacted school districts to understand bus routes. They talked to emergency management directors to learn about fire, police, and ambulance needs. They also met with local economic development professionals, Farm Bureau representatives, county officials, and others. They reviewed past plans, collected traffic data, and spent significant time in the corridor to view the issues firsthand. All that feedback and data was used to inform the transportation issues (i.e., needs) and desired outcomes (i.e., purposes).
- The fit and function of the corridors vary by location and community. Therefore, each study area identified its own issues (i.e., needs) and desired outcomes (i.e., purposes) for its respective area. This approach allows us to address the unique transportation needs and considerations of the specific study areas. Each of the study teams will share the issues and outcomes for their respective study areas.
- The draft Purpose and Need statement also identifies a series of goals that were developed based on public and stakeholder input. Each study team has identified their respective goals. Although not the primary focus, goals are useful as a guide during the development and review of potential solutions. Goals will not be the sole factor for eliminating or carrying forward an alternative solution. However, they will be considered alongside other factors such as transportation performance, benefits, impacts, and costs. For US 31, both study areas had five common goals:
 - i. Providing equitable solutions that specifically consider the needs of underserved and Disadvantaged Communities.
 - ii. Providing transportation infrastructure that supports local economies and economic development goals.
 - iii. Accommodating non-motorized modes of travel within and crossing the US 31 corridor.
 - iv. Supporting emerging technologies related to infrastructure – including alternatives fuels, as well as autonomous and connected vehicles.
 - v. Identifying fiscally-responsible improvements that avoid/minimize impacts to the human and natural environment.

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

3. TRAFFIC MODELING OVERVIEW

- Before discussing issues and outcomes for each study area, an overview of how existing and projected traffic conditions were considered was provided. Evaluating traffic throughout the study areas entailed two main steps:
 - Step 1 was to predict the number of cars and trucks using the corridors. INDOT has a start-of-the-art model used to predict traffic throughout the state. The study teams took this model and added a lot more detail around US 30 and US 31. The enhancements included adding local roads, calibrating the model based on traffic counts at over 350 locations, and accounting for future land development. The model helps the study teams understand current traffic volumes and how traffic will increase in the future. For the ProPEL US 30 and US 31 studies, the future projections go out to 2045.

- Step 2 was to analyze how this traffic moves along the corridors. For example, how much delay do drivers experience at intersections along the corridor? How long do people have to wait to turn left onto Division Road? The study teams are using industry-standard traffic analysis tools for this step. The study teams are looking at how traffic moves today and how it will move 20 years from now. They are also looking at how traffic flows through the current roads and, as they evaluate alternatives, how it would move better if the roads and intersections were improved.

4. PROPEL US 31 SOUTH STUDY

- The ProPEL US 31 south study area extends from 276th street in Hamilton County to just south of Eel River in Miami County.
- The US 31 South study team received more than 300 public comments. The top three categories or themes of the comments included the following:
 - 63 percent of the comments related to mobility and access to, from, and across US 31.
 - 11 percent focused on safety concerns.
 - 10 percent talked about travel along the corridor.
- The US 31 South study team also heard about other things, such as environmental concerns, economic development and redevelopment, as well as bike and pedestrian travel.
- The US 31 South study team heard that safety is a primary concern because of the number and severity of crashes in the area. This confirmed what we had found compiling and analyzing five years of crash data. The US 31 South study team found that, between 2017 and 2021, there were more than 1,500 crashes in the study area. The majority of those crashes were rear-end or right-angle crashes. More specifically, these types of crashes accounted for more than half – 56.3 percent – of the crashes in the US 31 South study area.
- The US 31 South study team is concerned about safety throughout the corridor; however, there are 8 intersections where there is a higher-than-average frequency or severity of crashes. Therefore, our desired outcome is to improve roadway safety by reducing the number and/or severity of crashes.
- The feedback received by the US 31 South study team also uncovered concerns about traffic flow along the corridor. In response, the study team collected traffic data and developed a model that provided insight into the amount of traffic and how it moves through the corridor. The movement of traffic is evaluated using letter grades. Similar to school, the best grade is an “A” and the worst grade is an “F”. Of the 21 intersections analyzed in the US 31 South study area, five of those are expected to get a failing grade in 2045. The poor grades are specific to traffic waiting on the local roadways to access or cross US 31. To address that need, our desired outcome is to reduce the delay at those five intersections.
- In general, traffic moving along US 31 gets good grades – A’s and B’s – in both existing and projected future conditions (i.e., 2045).
- Access points – specifically driveways – along US 31 can create potential safety and mobility concerns. So, the US 31 South study team looked at each of the 125 driveways with direct access onto US 31 and compared them to INDOT standards. Through that exercise, the study team identified 91 driveways (or 73% of the existing driveways) that do not meet INDOT’s access management guidelines. By ensuring that most access points along US 31 meet those guidelines, local and regional mobility in the study area could be improved.

Additionally, by reducing the number of potential conflict points and the amount of traffic moving at different speeds, safety could also be improved.

- Another recurring topic heard by the US 31 South study team was difficulty crossing US 31 from east and westbound roadways, particularly for school busses, emergency responders, and the agricultural community. Through outreach to those stakeholder groups, the study team discovered: 24 instances where school buses access or cross the corridor, 11 agricultural and/or industrial services access points, and nine emergency services access points. Therefore, a desired outcome is to maintain or improve east/west mobility for schools, emergency service providers, and agricultural equipment.
- The US 31 South study team also heard that safety and mobility for long-distance passenger and freight trips was a concern along the corridor. Daily truck traffic in the study area ranges from 15% to 27%. The study team is aware of the broader role US 31 plays in the regional and statewide transportation network. For example, US 31 is part of the National Highway System and National Truck Network. It's also designated as a Statewide Mobility Corridor by INDOT, which means it's intended to provide safe, high-speed connections for long distance trips. There are also adopted statewide plans that identify the need for high-quality, free flow traffic movement along US 31 – which means that traffic traveling along US 31 would not stop for other traffic movements. To address the regional and statewide mobility need, a desired outcome is to maintain or improve operations along US 31 to enhance passenger and/or freight mobility through the corridor.

5. PROPEL US 31 NORTH STUDY

- The Propel US 31 north study area extends from just south of Eel River in Miami County to just south of the Fulton/Marshall County Line.
- For the US 31 North study:
 - 55 percent of the comments related to mobility and access to, from, and across US 31
 - 21 percent focused on safety concerns
 - 7 percent talked about regional and statewide mobility
 - 7 percent mentioned economic development and redevelopment
- The US 31 North study team used the traffic data – both existing data and forecast data looking out to 2045 – to look at how well traffic moves through the corridor. The US 31 North study team found that US 31 performs very well in terms of moving traffic through the study area and is expected to continue to do so in the future. The US 31 North study team looked at the major intersections in the study area and determined that all are expected to maintain grades between A and C – even in the year 2045 projected conditions.
- The US 31 North study team also looked at speed and travel times for US 31 within the study area and found that both are consistent throughout the corridor and throughout the day with no areas of reoccurring congestion. A trip through the 27-mile corridor takes an average of about 26 minutes.
- The US 31 North study team heard that safety is a primary concern because of the number and severity of crashes in the area. This confirmed what the study team found when compiling and analyzing five years of crash data. The analysis found that, between 2017 and 2021, there were 730 crashes in the study area.
- About one-half of those crashes involved animals – most of them deer. The study team looked at those crashes to see if there are concentrated locations – sometimes, natural features like wooded areas or stream corridors can be attractive to deer. In those cases, we could look at options for discouraging deer from

crossing or providing space under a bridge for them to cross under the roadway. In the US 31 North study area, no concentrations like that were found. So, there are some limitations on what the study team can do to address the animal crashes.

- Of the remaining 390 crashes that were not animal-related, the US 31 North Study team will consider design strategies to reduce the number and/or severity of them. About three quarters of those crashes were right-angle, rear-end, and running-off-road crashes. Although the study team is evaluating all the locations, there were 4 roadway segments and 15 intersections where the frequency or severity of crashes was higher than what would be expected for a roadway like this. These areas will be a focus of the US 31 North study team with regard to evaluating solutions.
- A heat map of the crashes was shown to the meeting attendees. The highest concentrations of crashes on the map were shown in yellow and are located in the Rochester area and the area just north of the Eel River. Those 4 segments of higher crash rates covered approximately 9 miles of US 31 in the study area.
- Access points along the US 31 North corridor, specifically driveways that serve individual properties, on a divided highway like US 31 can create potential safety and mobility concerns. Each one creates more potential conflict points for vehicles, especially if there is full access across the median. The US 31 North study team identified 10 driveways in the study area that provide access to individual residences, businesses, or farms. Nine of the driveways have full access with median cuts and one is a right-in right-out driveway. As the study continues, the study team will be assessing those driveways in relation to INDOT's Access Management guidelines in order to improve safety.
- The US 31 North study team understands that access to and across US 31 is important to communities within the study area. As the study team analyzed travel data along the US 31 North corridor we found:
 - The vast majority are local trips, with 84% of trips beginning and/or ending in the study corridor.
 - At intersections within the corridor, about 1/3 crosses the highway and the rest turn onto US 31.
- Input from the public helped us identify another important access issue – US 31 provides one of the few crossings of the Eel River for heavy or wide vehicles in the area, so that's something we'll want to keep in mind as we look at potential solutions.
- The US 31 North study team heard that getting across a roadway like US 31 can be particularly difficult for drivers of large or slow vehicles. Outreach was conducted to better understand these issues, including the specific needs and locations of the issues. Through that outreach, the study team identified:
 - 20 locations where school buses access or cross the corridor
 - 19 emergency access points
 - Eight agricultural and/or industrial services access points
 - Three spots where bicyclists and pedestrians commonly cross US 31
 - Two spots where horse-drawn vehicles are crossing US 31
- These locations will be shown on a large board at the public information meeting. If needed, we can review the board with you during the Q&A portion of today's meeting.
- Through our outreach, the study team also learned that:
 - Most emergency services are located on the east side of US 31.
 - All three school districts span US 31 with students on both sides of the roadway.

- There are three grain elevators on the east side of US 31 in the study area that attract lots of trips at certain times of year.
- Finally, the US 31 North study team heard from the public that safety and mobility for long-distance passenger and freight trips was a concern along the corridor. US 31 plays an important role in the regional and statewide transportation network. It's part of the National Highway System and National Truck Network, and it is also designated as a Statewide Mobility Corridor by INDOT. Daily truck traffic in this study area ranges from 24% to 32%. Also, trucks on US 31 are much more likely to be making through trips with almost half (44%) passing through the full 27-mile corridor.
- This section of US 31 is currently free-flow – there aren't any traffic signals in this section of the road. INDOT wants to maintain that and look for opportunities to improve the safety and reliability of US 31 as a statewide freight corridor.

6. NEXT STEPS

- All the feedback received and information collected informed each study area's draft Purpose and Need statement. The Purpose and Need statement explains the "Why?" for each study area – i.e., Why are improvements needed in the study area? The Purpose and Need statement defines the transportation issues (NEEDS) and desired outcomes (PURPOSES). The draft Purpose and Need statement is documented in the Draft Purpose and Need Report.
- The Draft Purpose and Need Report, which was the primary subject of today's meeting, will be published to the study website on or before June 5th. Multiple public information meetings will be held in early- to mid-June to solicit public comments on the Draft Purpose and Need Report. The public comment period on the Draft Purpose and Need Report will extend through July 31, 2023. A companion technical document, which is called the Existing Transportation Conditions Report, will also be published on the study website at the same time as the Draft Purpose and Need Report. The companion technical document includes all the documentation of the detailed technical analysis that was completed to develop the Draft Purpose and Need Report (e.g., traffic operations analysis, safety analysis, etc.).
- The Purpose and Need statement is the foundation for the alternatives development and evaluation process. Alternatives will be developed and evaluated based on how they address the identified issues (NEEDS) and desired outcomes (PURPOSES). Potential alternatives that do not meet the purpose and need will be eliminated from further consideration.
- Now that the study teams understand why improvements are needed in the study areas, they will start to identify and evaluate potential solutions – which we call alternatives. At the beginning of this process, which will begin this summer, there are many potential improvement alternatives that could be considered. These solutions include a wide range of possibilities. We call this starting point the "Universe of Alternatives" – and it represents all the potential solutions to address the identified needs. At this point, everything is on the table.
- Once the study teams have the Universe of Alternatives developed, they will go through a screening process to help reduce the number of alternatives that will move forward in the study. Due to the size and complexity of the study areas, it is anticipated the screening process will involve multiple steps – possibly as many as three steps. At the end of each screening step, we will have a smaller number of alternatives. However, the

level of detail associated with each alternative will increase as we move through the screening process. This additional detail will help us more closely and comparatively evaluate benefits, impacts – both positive and negative – and costs.

- The first step in the alternatives screening process will be to determine whether each alternative addresses the identified needs from the draft Purpose and Need statement. As mentioned earlier, alternative solutions that do not address any of the needs – the WHY – will be eliminated from further consideration.
- We anticipate the draft results of the Universe of Alternatives screening will be released for public review and comment in Summer 2023. The draft report will be posted to the study website, and hard copies will be made available at local venues for ease of access. The study team will announce when it is available for review in several ways, including newspaper notices, media releases, email blasts, as well as the study website and social media channels. A 30-day comment public period will be provided on the draft report.
- We anticipate the draft results of the second alternatives screening step will be released for public review and comment in Winter 2023. The report will be posted to the study website, and hard copies will be made available at local venues for ease of access. We will announce when it available for review in several ways, including newspaper notices, media releases, email blasts, as well as the study website and social media channels. A 30-day public comment period will be provided on the draft report.
- We anticipate the draft results of the third alternatives screening step will be released for public review and comment in late spring/early summer 2024. This will also be when we have our next round of public information meetings. At those future meetings, we will be looking for feedback on the draft results of the third step in the alternatives screening.
- From an overall schedule perspective, the ProPEL US 30 and US 31 studies remain on target for completion in Fall 2024.
- In terms of what happens when the PEL studies are completed, it is important to remember that work remains to be done to develop and implement specific projects. As we discussed at our last meeting, the PEL studies will identify a reasonable range of alternatives in the study area. The study areas are large – so this could include simple projects (e.g., an intersection improvement) or more complex, larger projects that improve several miles of roadway. In either case, those discrete projects will be considered by INDOT as part of its call for projects, which is typically a five-year timeline.
- INDOT’s project programming process is objective and needs based – with the scope of those needs being the entire state. So, the main point is that it could take some time after the PEL studies are completed to get projects programmed and to begin the project development process.

7. OPEN DISCUSSION – QUESTIONS

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

- A Coalition member asked about the source of crash data in the presentation, which intersections in the US 31 South study area received a grade of “F”, and whether the traffic counts can be shared. The Coalition member indicated that several crashes had recently occurred at the SR 18 intersection in the US 31 South study area. The advisor and study teams noted that additional supporting technical data (including traffic

volume and data) will be published with the draft Purpose and Need Report. They also stated that the 2021 crash data was the most complete data set available when the study kicked-off in 2022, but the study teams are always open to input for future considerations. The US 31 South study team shared draft public meeting boards that highlighted the traffic flow ratings for CR 500 S, CR 800 S, CR 550 N, 296th St/CR 600S and 276th Street. The US 31 South study team also noted that a solution was already in the works for 276th Street via construction of an interchange as part of a separate project.

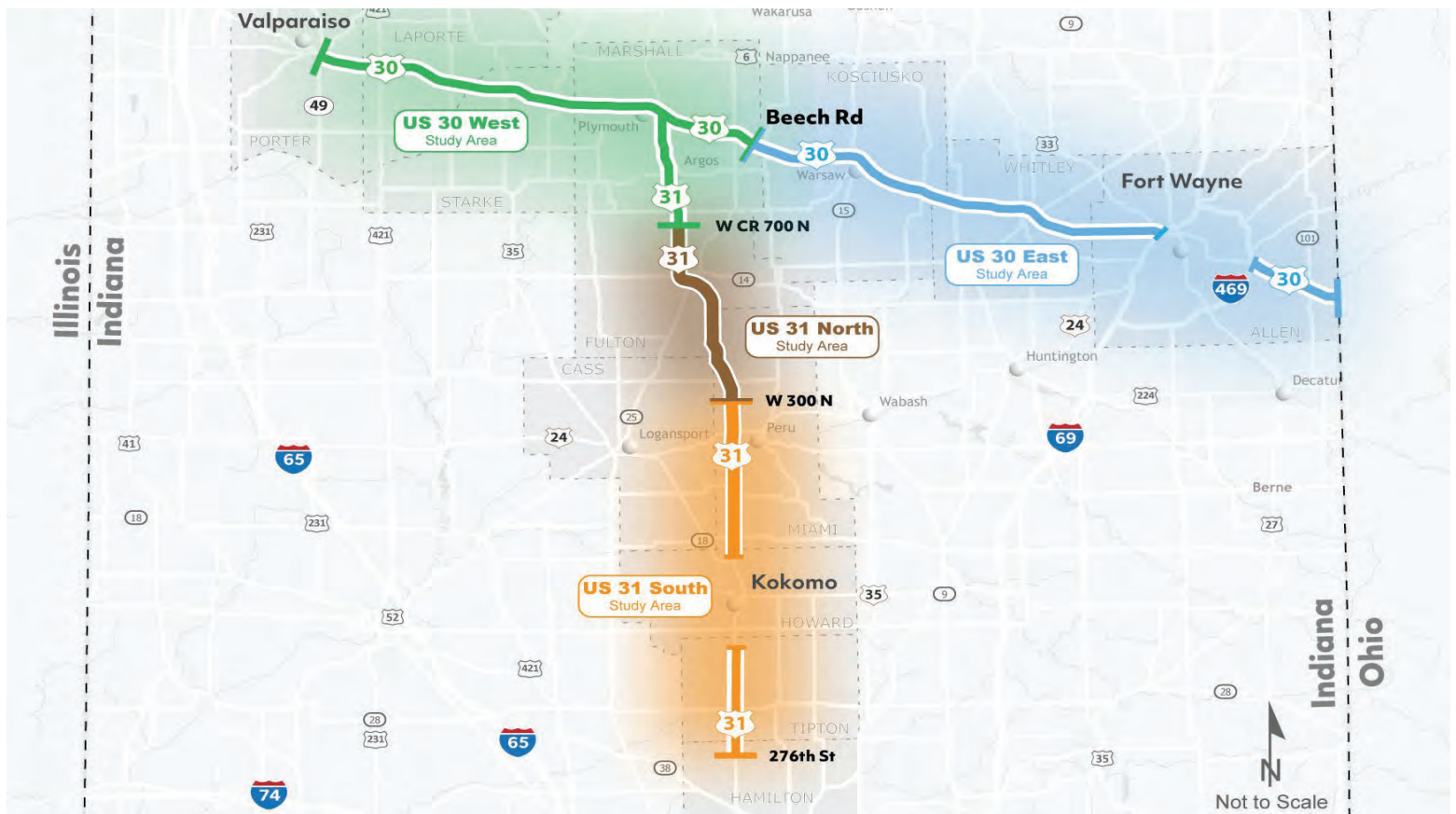
- A Coalition member asked about the area north of Argos to US 30 and if it is included in the ProPEL US 31 study. The advisor team noted that portion is included in the US 30 West study area.
- Another Coalition member asked about the amount of truck traffic in the US 31 South study area. The US 31 South study team shared that the truck traffic percentages range from 15-27% of daily traffic. The study team also noted this percentage gradually increases as you head north in the study area north of Kokomo. The study team also clarified that these are relatively high percentages in comparison to other roadways.
- A Coalition member noted that within Miami County at CR 800 S is another key area where several companies are interested in property for future economic development and mobility will be an important consideration. Both ProPEL US 31 studies have a stated goal of supporting economic development and redevelopment.
- A Coalition member asked for the specific purpose and need statement for each study area. The advisor noted the information presented during today's meeting is a draft which is still under internal review. The intent of today's discussion was to provide an advance view of the supporting information to this group for feedback ahead of the public meetings, which are scheduled to start in early June. Full documentation and data for all four study areas will be released June 5.
- A Coalition member asked for the percentage of through traffic for US 31 South. The US 31 South study team shared that it looked at through traffic north (11%) and south of Kokomo (59%). For the entire US 31 South study area, an additional 11 to 14% of traffic passes through both segments of the study area.
- A Coalition member asked how traffic data was gathered. The advisor clarified that the teams calibrated the traffic model using traffic data collected over multiple years that are representative of normal conditions. The study model also uses user surveys, as well as tools that utilize commercially available data sources, to understand origins and destinations.
- A Coalition member asked if the traffic data also looks at traffic originating outside of the study areas. The advisor team affirmed that the traffic model does consider this type of traffic.
- A Coalition member noted that it has been working with the Indiana Motor Truck Association to gather feedback from its members. The advisor team shared that it has developed a survey and will coordinate with the Association to gather this input.

PROPEL

Smarter Transportation.
Stronger Communities.

US 31

May 18, 2023



WHY?



9



55



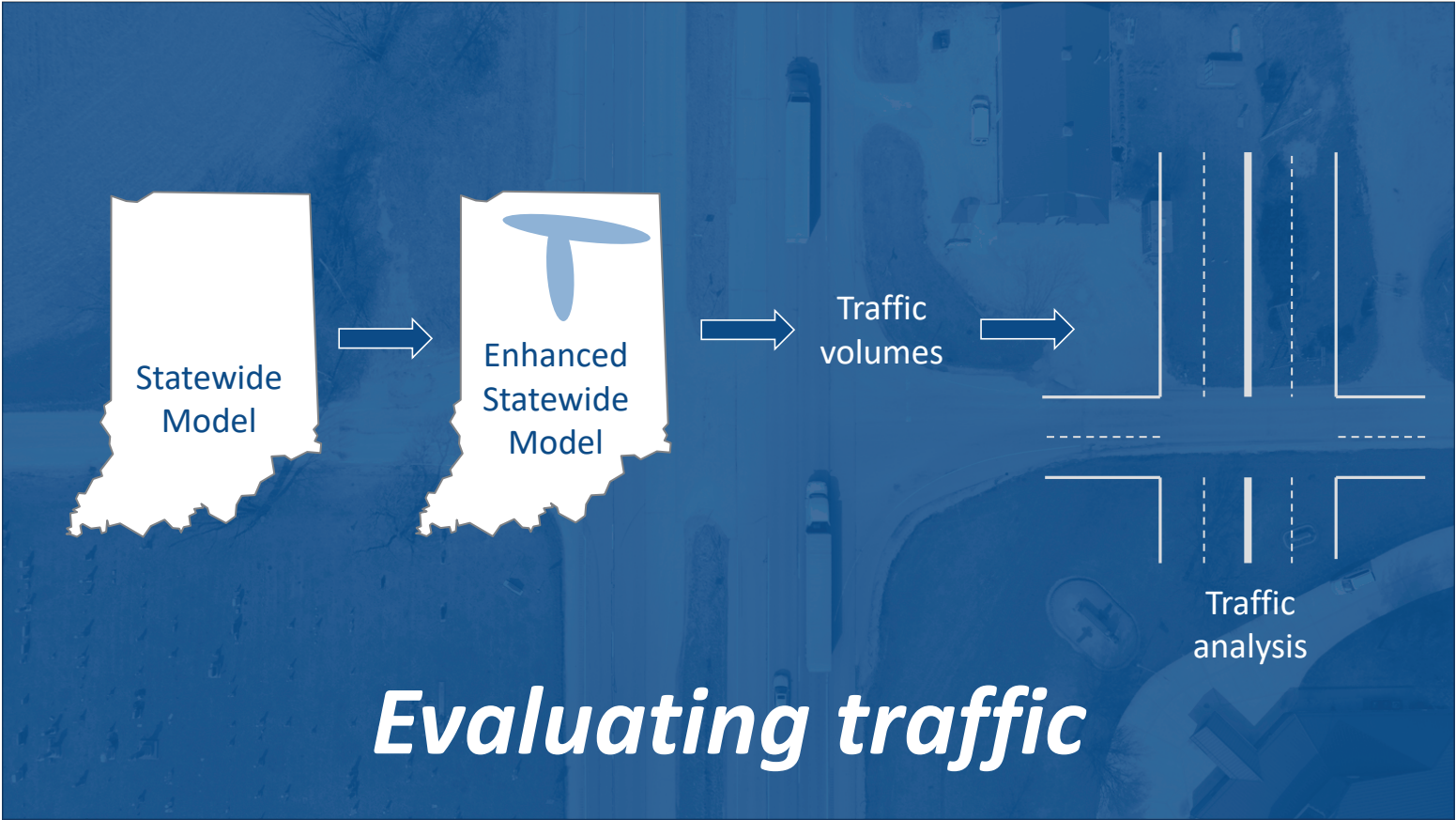
1900

We asked for input.

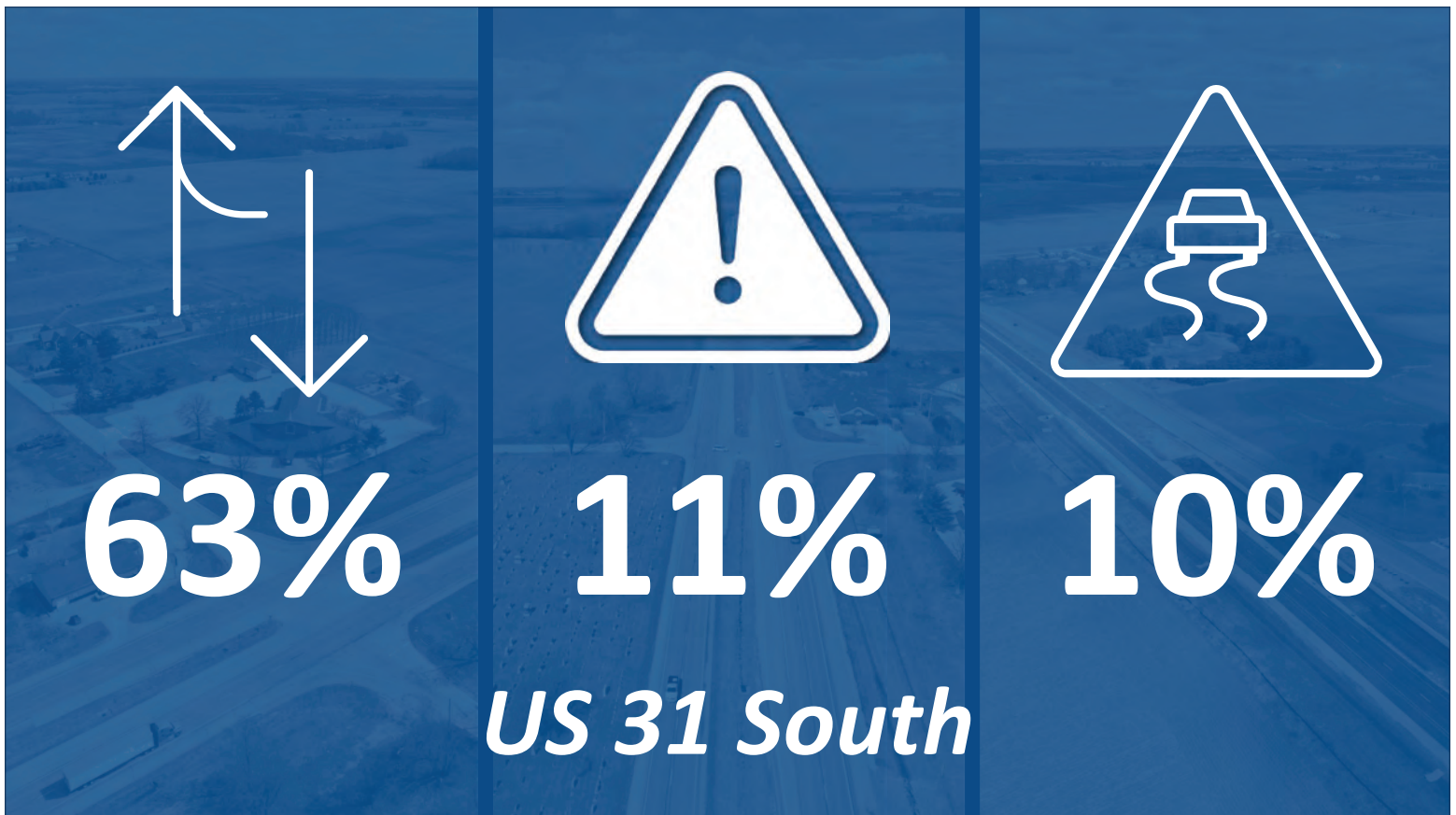
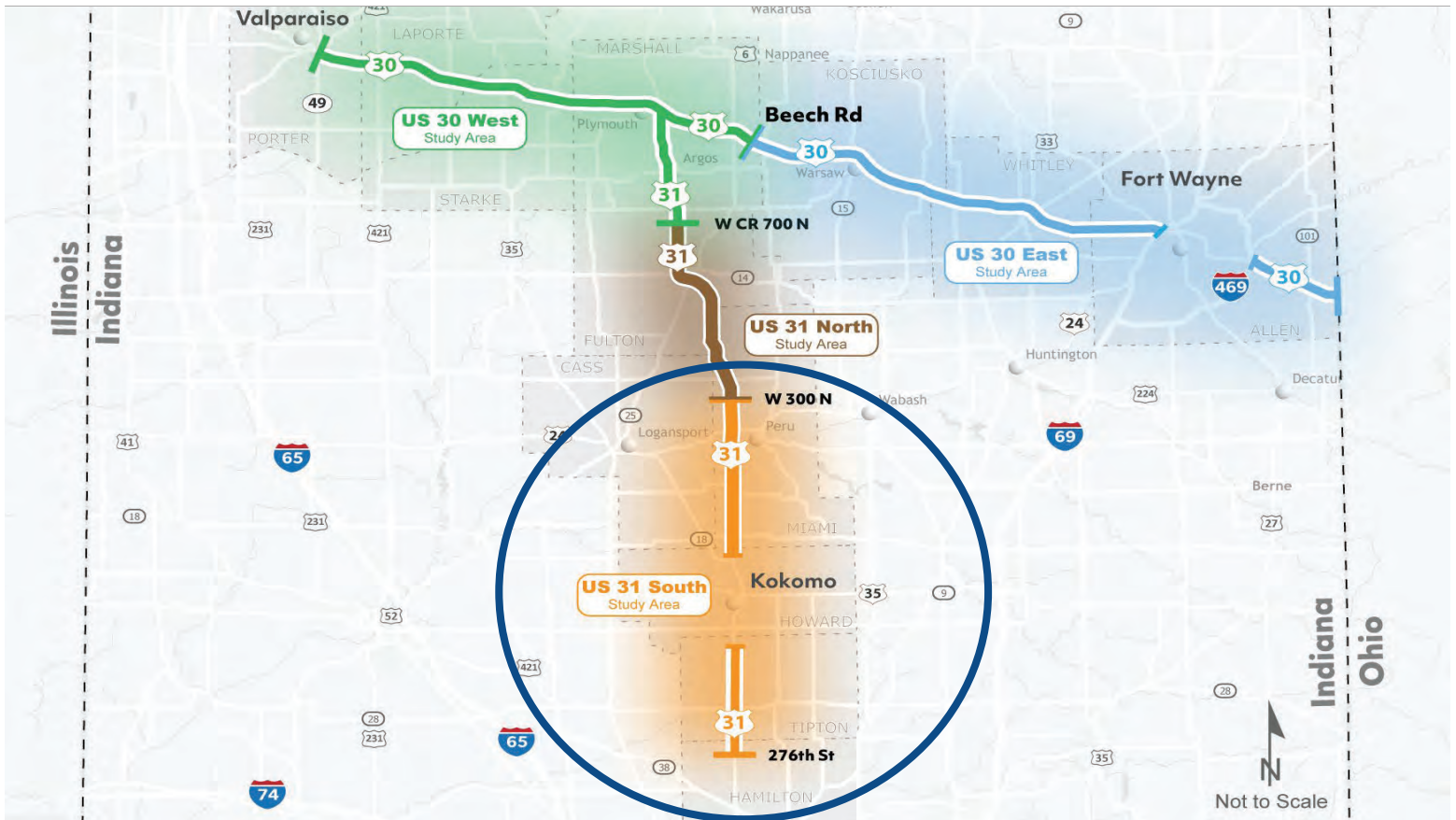


Then we gathered data.





US 31 South



of crashes in 5 years

1,500+

Safety

21

Intersections

5

Graded F

Traffic flow

125

73%

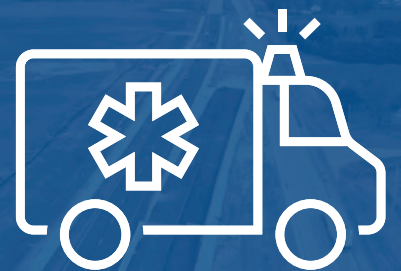
Access points



24



11



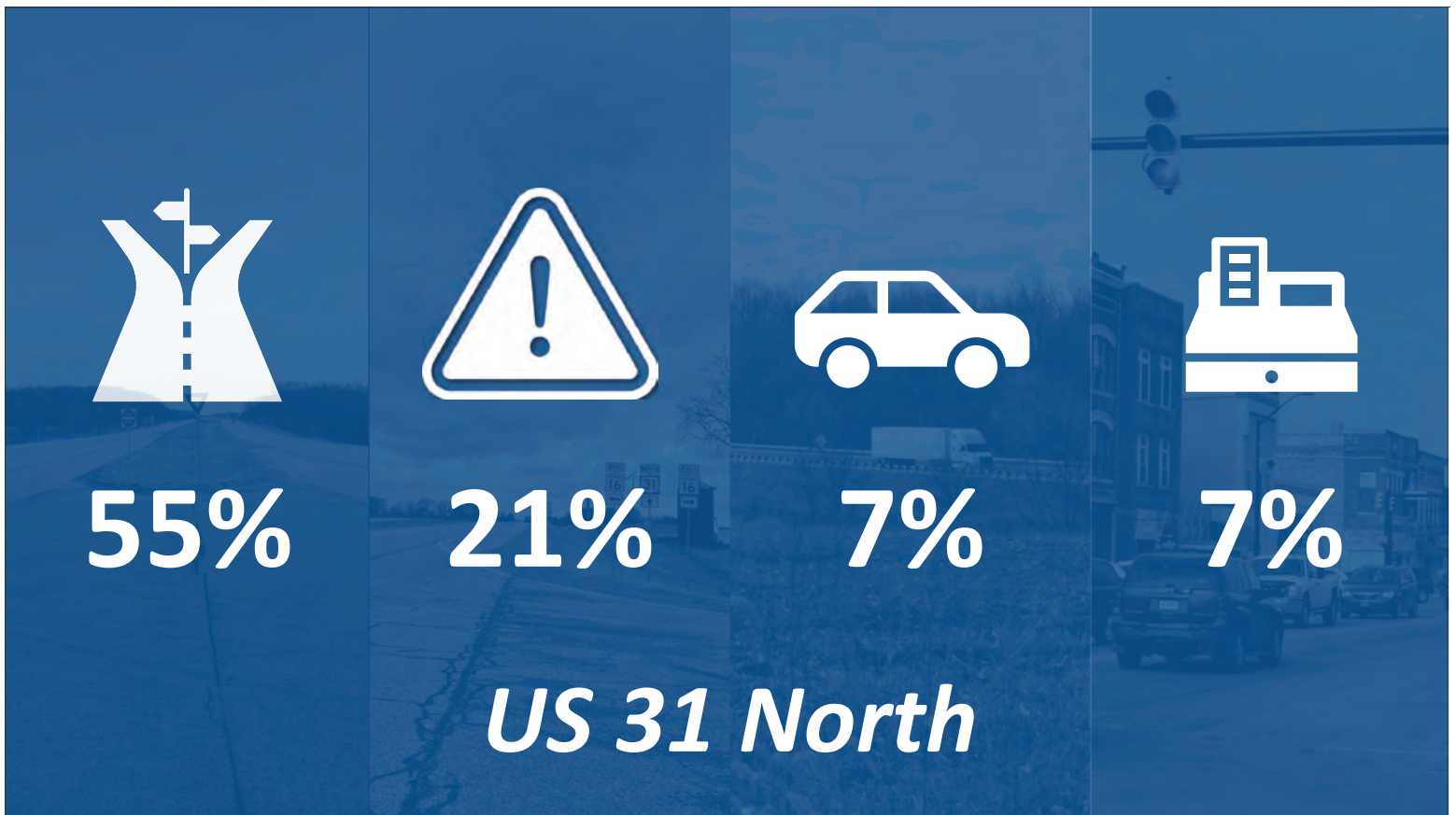
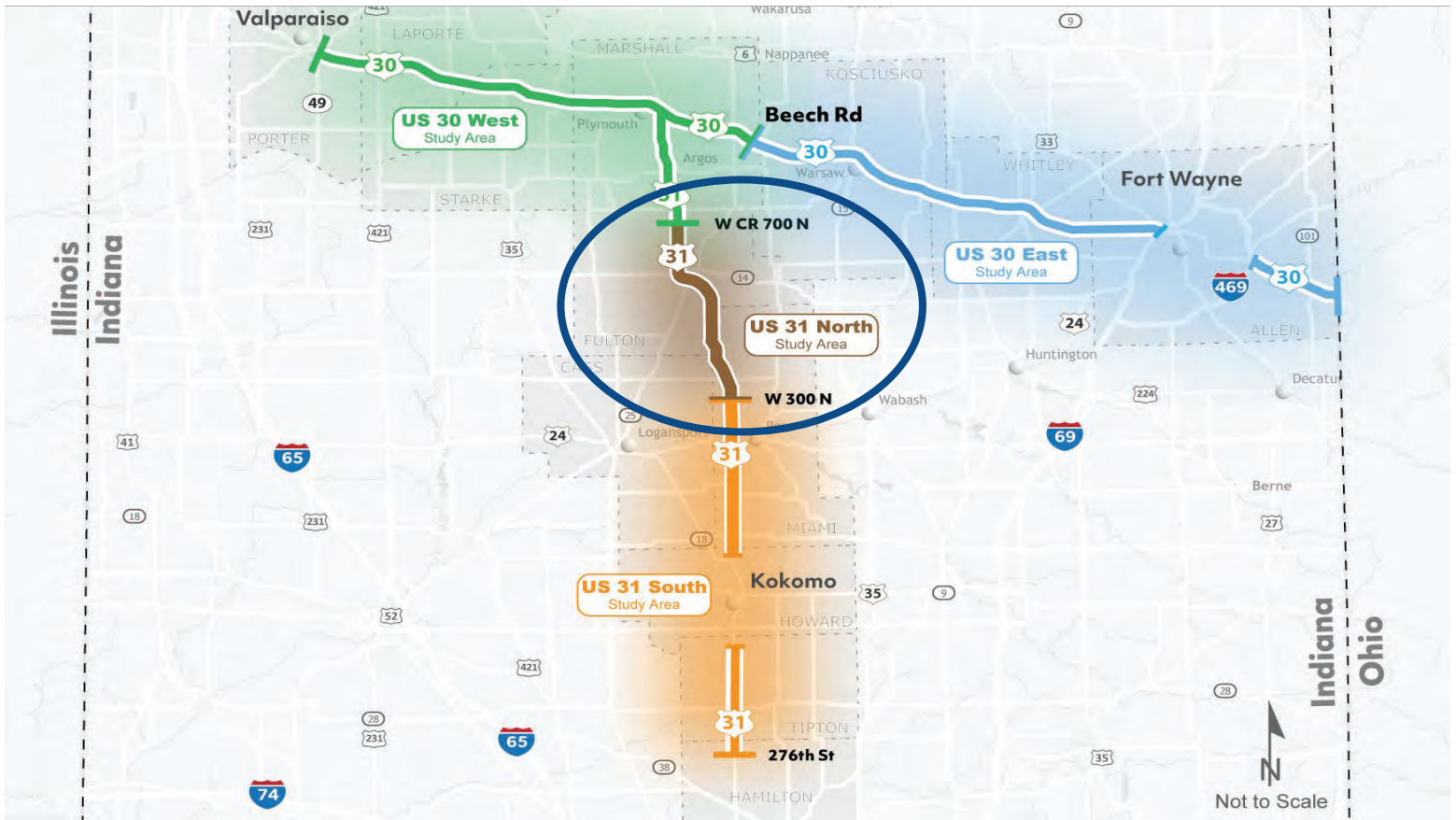
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East/west mobility



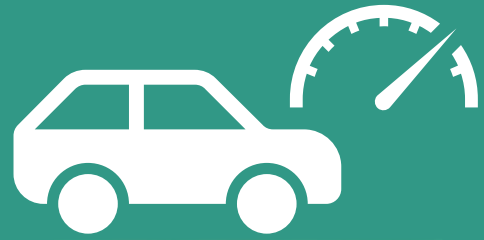
Mobility along US 31

US 31 North





Major Intersections
with Graded A-C



Avg. Travel
Speed 65 mph

Traffic flow

of crashes in 5 years

730

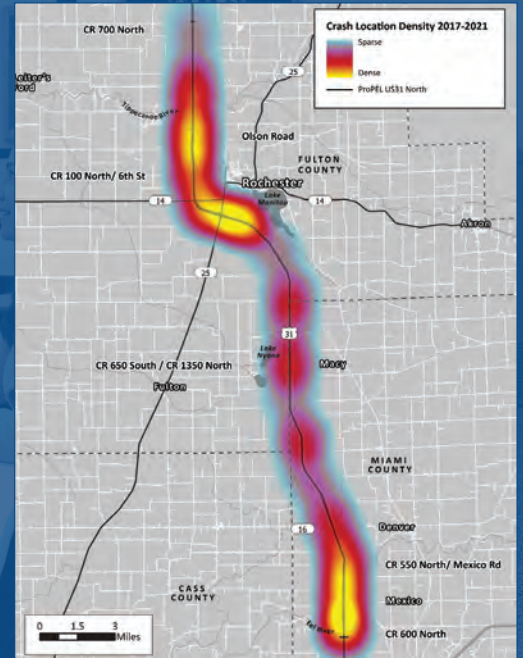
Safety

Crashes Along the Corridor

Highest concentration adjacent to Rochester and north of Eel River

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

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



Access points

10

Commercial,
Residential and
Farm Access

9

Median
Crossings

1

Right-in/
Right-out

Ability to Access US 31

84%

Local trips that
begin/end in
corridor

1/3

Cross the
highway

2/3

Turn onto
US 31

Traffic at
Intersections

Priority Crossings in the Corridor



20

school bus
crossings



19

emergency
access points



8

agricultural
access points



2

horse-drawn
vehicles



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



Mobility along US 31

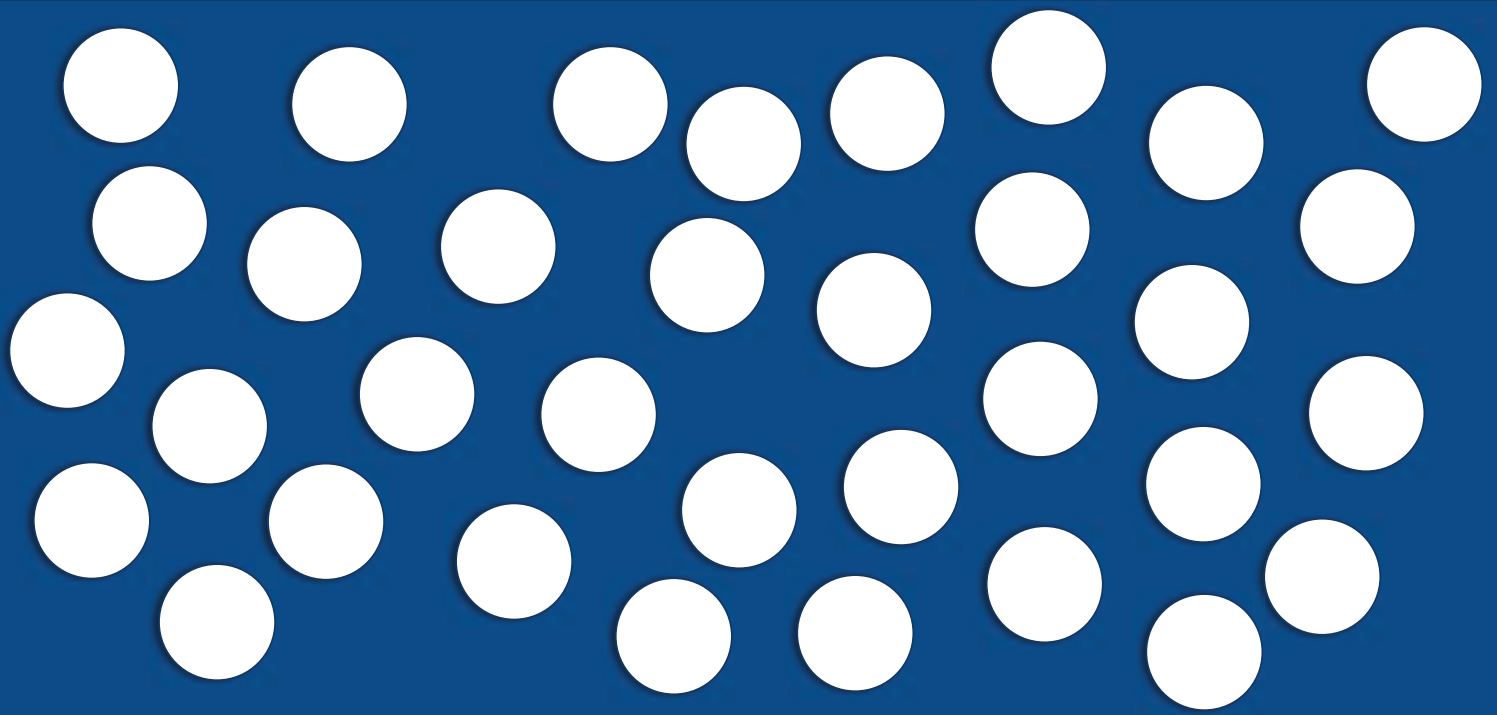
WHY



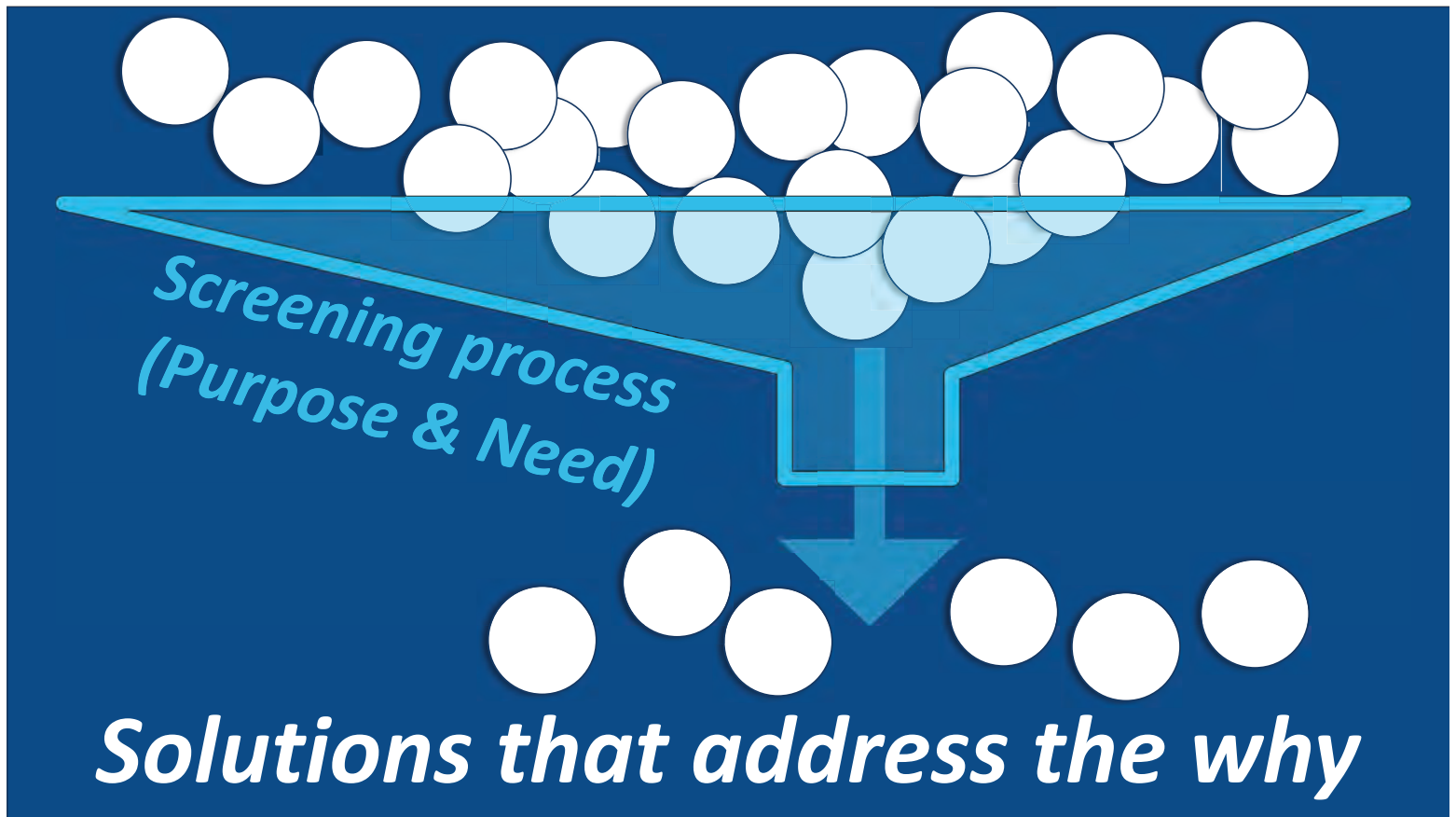
**PURPOSE
AND NEED**



WHAT'S NEXT?



All potential solutions



PEL Study Schedule



PEL Study
Starts



Vision /
Scoping



Purpose
& Need



Alternatives
Analysis



PEL Study
Complete

NOW

QUESTIONS? FEEDBACK?

US 31 North RESOURCE AGENCY, STAKEHOLDER & PUBLIC INVOLVEMENT SUMMARY #2

Appendix H. Agency Coordination Presentations



US 31 NORTH
PARSONS
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Indianapolis, IN 46204

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MEETING NOTES

Date: August 10, 2023, 1:00 p.m. EST

Re: US 31 North Resource Agency & Cultural Resource Stakeholder Meeting

In Attendance: Kari Carmany-George, Federal Highway Administration
Patrick Carpenter, Federal Highway Administration
Deb Snyder, USACE
Elizabeth McCloskey, USFWS
Elizabeth Pelloso, USEPA
David Calease, NPS-Midwest
Jessica Gumbert, IDNR-DFW
Toni Giffin, IDNR-DHPA
Jason Randolph, IDEM
Megan Malott, Fulton County SWCD
Mary Lou Watson, Miami County SWCD
Greg Wilkinson, Miami County Surveyor
Todd Zeiger, Indiana Landmarks
Jonathan Wallace, INDOT MP
Laura Hilden, INDOT ESD
Drew Passmore, INDOT ESD
Matthew Coon, INDOT CRO
Kelly Clint, INDOT CRO
Nicole Fohey-Breting, INDOT ESD
Dan Prevost, Parsons
Berry Craig, Parsons
Alexander Lee, Parsons
Kia Gillette, HNTB
Adin McCain, HNTB
Jeff Laswell, Gray & Pape

MEETING SUMMARY

This Resource Agency & Cultural Resource Stakeholder meeting for the ProPEL US 31 North study covered the Planning and Environment Linkages (PEL) process, introduction to the US 31 North study area, the environmental studies completed, summary of public feedback gathered to date, information about the draft purpose and need, and next steps in the PEL process. A short summary of what was presented for each is provided below, followed by a summary of open discussion. A copy of the slide deck used in the meeting is attached.

1. INTRODUCTION AND PLANNING PROCESS

- a) PEL stands for Planning and Environment Linkages. The PEL study takes place before the National Environmental Policy Act (NEPA) process begins. PEL studies are a collaborative and integrated approach to planning that considers several factors, including transportation needs, environmental resources, as well as community goals and values, including economic objectives. PEL studies engage external stakeholders at the earliest possible time to help influence our work. Project details are not yet identified at this stage. One of the benefits of PEL studies is they can be used in the federal environmental review process (i.e., NEPA). INDOT intends to carry forward the information, analysis, and decisions from the ProPEL US 30 and US 31 studies into any subsequent NEPA environmental reviews.
- b) ProPEL US 30 and US 31 are INDOT-led studies. INDOT is the lead agency that manages the planning process. There are four consultant teams working on these studies. The US 31 North study area is led by Parsons, the US 31 South study is led by HNTB, the US 30 West study is led by CDM Smith, and the US 30 East study is led by WSP. An INDOT-appointed advisor, HNTB, is responsible for coordinating with the study teams in both corridors.
- c) This PEL study includes four key milestones over a span of approximately two years:
 - The Visioning and Scoping stage was completed in winter/early spring 2023.
 - The Purpose and Need phase, which includes information shared with the public in early June 2023.
 - Potential solutions to address the identified transportation needs will be developed and analyzed over the next year as part of the Alternative Analysis phase.
 - The study will be completed in fall 2024 with documentation of recommendations in a final PEL Report.
- d) Anticipated study outcomes:
 - INDOT does not anticipate the PEL studies will result in the recommendation of a single alternative; however, a goal of the PEL studies is to carry a smaller set of reasonable alternatives into any subsequent NEPA environmental reviews.
 - INDOT will consider recommended projects, once they are identified, as part of their call for projects, which is typically a five-year timeline to program projects in the budget.
 - As part of the programming process, areas of highest need will be determined through an objective, needs-based approach and will be addressed as funding is available.

2. ProPEL US 31 NORTH STUDY AREA

The ProPEL US 31 North study corridor is 27 miles in length and extends from just south of the Eel River in Miami County (County Road [CR] 300 North) to just south of the Fulton/Marshall County line (CR 700 North in Fulton County). Rochester is the only city that is within this corridor. However, in the vicinity of the study limits, US 31 serves as both a thoroughfare for regional trips as well as a connector for local communities including Mexico, Denver, and Macy. This section of US 31 has no signalized intersections. Topographic features include the Eel and Tippecanoe River, both of which cross US 31 in the study area.

There are also natural preservation areas, recreation areas, trails, and other community facilities present within the study area.

3. ProPEL US 31 NORTH ENVIRONMENTAL CONSTRAINTS REPORT

As part of the invitation to the meeting, a draft of the environmental constraints report was distributed to resource agencies and cultural resource stakeholders. The purpose of the report is to provide a baseline of information and to identify resources that should be considered later in the process. This is a draft document that was published for public and agency review on June 9, 2023.

Data in this document comes from several sources, including publicly available databases, windshield surveys, previous plans, and public input on additional resources. The study area buffer is ½ mile on each side of US 31, totaling approximately 17,500 acres.

Summary of environmental features include:

- Streams and Open Waters: Most streams run parallel to US 31; the Eel and Tippecanoe Rivers cross US 31. There are also other smaller culverts along US 31. No public access points were identified in the study area. Both rivers are listed as outstanding rivers. There are numerous small lakes and ponds in natural and agricultural areas adjacent to US 31.
- Wetlands: Based on the National Wetlands Inventory, there are a large number of wetlands (880 acres), but only represent 5% of the total study area acreage. The Manitou Wetlands Complex is adjacent to the study area.
- Floodplains: There are 520 acres of floodplains in the study area, which represents 3% of the total study area acreage. These floodplains are generally associated with the perennial streams and waterbodies that are located within the study area – primarily the Eel River and the Tippecanoe River, as well as adjacent to Lake Manitou.
- Farmlands: The study area is rural; farmland is the predominate land use with over 13,500 acres in the study area. Farming and agricultural business are an economic driver. There are Centennial and Sesquicentennial Farms in Fulton and Miami counties. Additionally, there are several grain elevators with heavy vehicle use at certain times of year.
- Threatened and Endangered Species: There are several Federally-listed species identified in the area via the IPaC online database from USFWS. The INDOT bridge inspections indicated no presence of bat species using bridges.
- Cultural Resources: Above-Ground and Archaeological Cultural Resources Identification Memos were prepared for the study and shared with Indiana DHPA; the above-ground memo is an attachment to the ECR and was shared as part of the invitation to the meeting. There are 13 above-ground resources within the study area that are listed or assumed to be eligible for listing on the National Register of Historic Places (NRHP), and 2 eligible or potentially eligible archaeological sites. Five cemeteries have been identified in the study area. Tribal consultation is occurring at the study level with INDOT and the advisor.

- Section 4(f) and Section 6(f) sites: Four potential Section 4(f) properties were identified in the study area including the Nickel Plate Trail, Manitou Wetlands Complex, Prairie Edge Nature Park, and Richland Restoration Nature Park. The county lists for Section 6(f) properties were reviewed; none were identified within the study area.
- Underserved Communities: For the purposes of the study, the identification of underserved communities was documented for three groups, all of which are present within the study area: communities with environmental justice concerns (i.e., minority populations and persons in poverty); disadvantaged communities; and other underserved communities including persons with limited English proficiency (LEP); persons with disabilities; households with limited vehicle access; households with limited internet access; as well as known Amish and/or Mennonite communities; manufactured home communities; and federally subsidized communities based on the HUD resource locator tool. Throughout the study, INDOT is ensuring meaningful engagement as well as documentation to minimize and avoid disproportionate impacts.

4. ProPEL US 31 NORTH PUBLIC OUTREACH

Public outreach efforts include engagement with the public early on in the process through a number of public information meetings, stakeholder advisory committee meetings (two to date), community office hours, community outreach events including 4-H Fairs and Farmers Markets; and targeted outreach to communities of environmental justice concerns, including community hours at food pantry, communication with the council on aging, and outreach to the local Hispanic community. More than 250 comments have been received to date. Common reoccurring themes include corridor mobility, access, and safety as well as economic development.

5. ProPEL US 31 NORTH PURPOSE AND NEED

The Draft Purpose and Need Report was published for agency and public review on June 5, 2023, and was provided with the invitation to the meeting. The report was developed based on: crash data from state police; traffic counts and forecasts from the statewide model; public and agency input; and conversations with school district, emergency management directors in the counties, and other local agencies to understand the needs in the corridor.

The Draft Purpose and Need identified six needs for the ProPEL US 31 North study:

- Safety Concerns Along US 31: Portions of US 31 along the study corridor have elevated crash frequency and/or severity (i.e., above the statewide average).
- Safety at Intersections with US 31: Intersections along the study corridor have elevated crash frequency and/or severity, notably for crossing and turning movements and include fatalities and incidents with non-motorized users.

- Access Control Issues: The type and spacing of private driveways along the study corridor, including for businesses, residences, and/or farms, is not consistent with INDOT's Access Management Guidelines.
- Ability to Access US 31: Challenges associated with direct and easy access routes to and from US 31 impact public safety, mobility, and economic development and need to align with community plans and objectives.
- Cross-Highway Connectivity: The design and traffic characteristics of US 31 impact east-west mobility requirements for emergency services, schools, and non-motorized vehicles and in support of agricultural operations.
- Regional and Statewide Mobility: The need to provide safe, high-quality mobility for long-distance passenger and freight trips through and beyond the study corridor is documented in several statewide and regional plans and reports and is limited by the current configuration and traffic conditions in the study corridor.

Based on the needs identified, the purpose of the US 31 North study is to identify improvements that, based on the design year of 2045, will:

- Improve roadway safety in the study corridor for all users;
- Meet the mobility needs of residents, businesses, and service providers in the study area; and
- Enhance the efficiency and reliability of US 31 as a regional and statewide corridor.

The Draft Purpose and Need statement also identified a series of goals that were developed based on public input. Seven goals have been established for the US 31 North study. The goals include:

- Providing equitable solutions that specifically consider the needs of underserved and disadvantaged communities;
- Providing transportation infrastructure that supports local economic development goals;
- Accommodating non-motorized modes of travel within and crossing the US 31 corridor;
- Maintaining the rural fit and function of the corridor;
- Enhancing US 31 as a gateway to local communities and enhancing community identity;
- Supporting emerging technologies related to infrastructure – including alternative fuels, as well as autonomous and connected vehicles; and
- Identifying fiscally responsible improvements that avoid/minimize impacts to the human and natural environment.

Although not the primary focus, the goals are useful as a guide during the development and review of potential solutions. Goals won't be the sole factor for eliminating or carrying forward a solution or alternative, but they'll be considered alongside other factors such as transportation performance, benefits, impacts, and costs.

6. NEXT STEPS & ACTION ITEMS

Comments from the resource agencies and cultural resource stakeholders are requested by August 24th.

- 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.
- Please indicate if there are resources of specific concern or importance along the study corridor.
- Please provide any comments on the Draft Purpose and Need Report.
- Please indicate if any permits or approvals may be required by your agency once a project (or projects) are identified.
- Please provide any questions or concerns regarding the study if not listed above.

The next steps in the study process are to identify and evaluate potential solutions.

- a) Universe of Alternatives - Summer/Fall 2023: At the beginning of this process, which will begin this summer, there will be lots of potential improvement alternatives that INDOT could consider. 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.

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 will be eliminated from further consideration.

The draft results of the Universe of Alternatives screening will be released for public review and comment this summer. 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.

With each step in the screening process, we will narrow the list of alternatives being considered and, at the same time, increase the level of detail associated with each alternative. This additional detail will help us more closely evaluate benefits, positive and negative impacts, and costs.

- b) Preliminary Alternatives - Winter 2023/2024: Alternatives that make it to the second screening step will be called “Preliminary Alternatives.” We anticipate publishing the results of the Preliminary Alternatives screening this winter, including on the study website. Hard copies will be available at community locations and announce the availability through the media, email, and social media channels.
- c) Reasonable Alternatives - Late spring/early summer 2024: Alternatives that make it to the third screening step will be called “Reasonable Alternatives.” We anticipate the results of that

screening to 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 to walk through that material and gather input.

7. GROUP DISCUSSION/QUESTIONS AND ANSWERS (Received throughout the meeting)

Jason Randolph (IDEM) asked in what format INDOT would like comments to be provided. Kia Gillette (HNTB) indicated that comments could be provided in different formats – whatever is easiest for commenting party. Email comments are acceptable.

Megan Malott (Fulton County Soil and Water) asked about the expected level of impacts, for example Prairie Edge Park, which is heavily used by residents. Dan Prevost indicated that the study team has not started to look at specific improvements, so impacts aren't known at this time. He asked that agencies review the environmental constraints report and let the team know if there are any important resources that were left out.

Megan Malott (Fulton County Soil and Water) asked about the Geneva Center. Dan Prevost indicated the Geneva Center was included in the report, but added that if there is something specific about the property, such as the type of use that the team should know about, that would be good to share.

The meeting adjourned at 2:00 p.m.

US 31 NORTH RESOURCE AGENCY & CULTURAL RESOURCE STAKEHOLDER MEETING #1



August 10, 2023

INTRODUCTIONS, PURPOSE, & OVERVIEW



INTRODUCTIONS

FHWA

- Kari Carmany-George
- Patrick Carpenter

INDOT PROJECT MANAGERS

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

US 31 NORTH TEAM

- Dan Prevost – Parsons
- Berry Craig – Parsons
- Alex Lee – Parsons

PEL ADVISOR

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

MEETING PURPOSE



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



2. **Provide information and answer questions** regarding: public involvement, Draft Purpose & Need, and Draft Environmental Constraints Report for ProPEL US 31 North



3. **Communicate** future steps for ProPEL US 31 North

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)

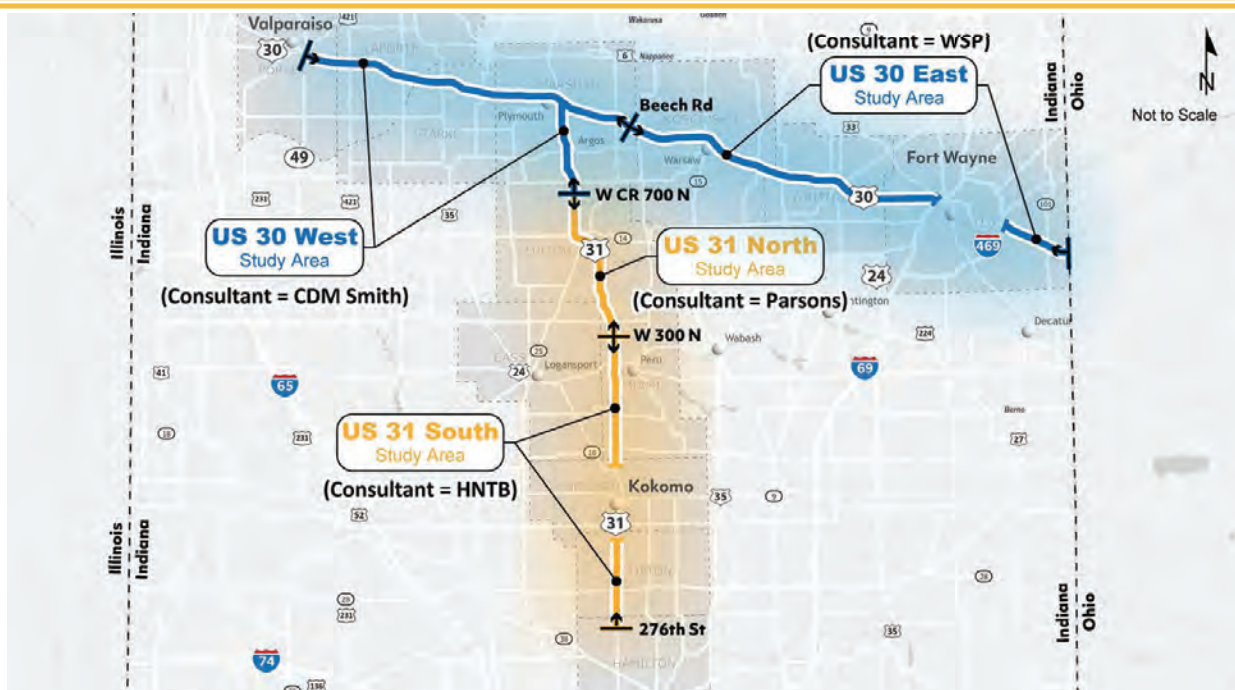
- Study owner
- Manages the planning process
- Tasked with implementing study recommendations

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

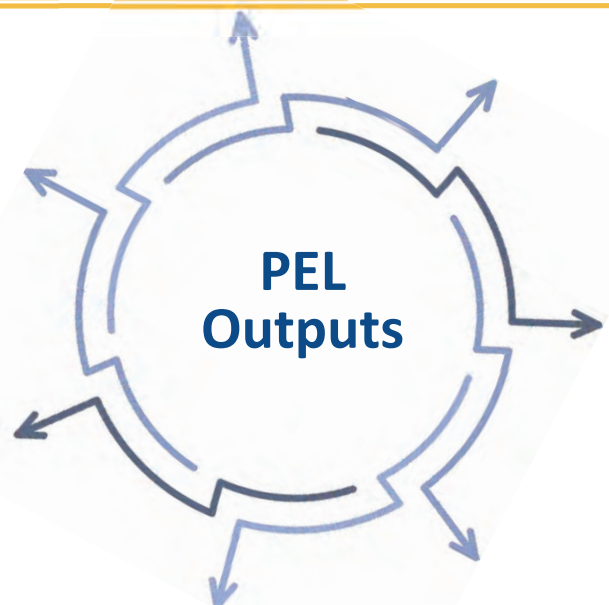


ProPEL US 30 & US 31 STUDIES PROCESS



ANTICIPATED STUDY OUTCOMES

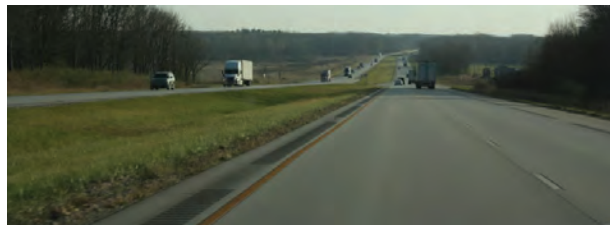
- Purpose and need
- Reasonable alternatives
- Preliminary assessment of impacts, potential permits, mitigation
- Engaged and educated public and resource agencies
- Identification of a set of reasonable alternatives



US 31 NORTH STUDY AREA



ProPEL US 31 North Study Area

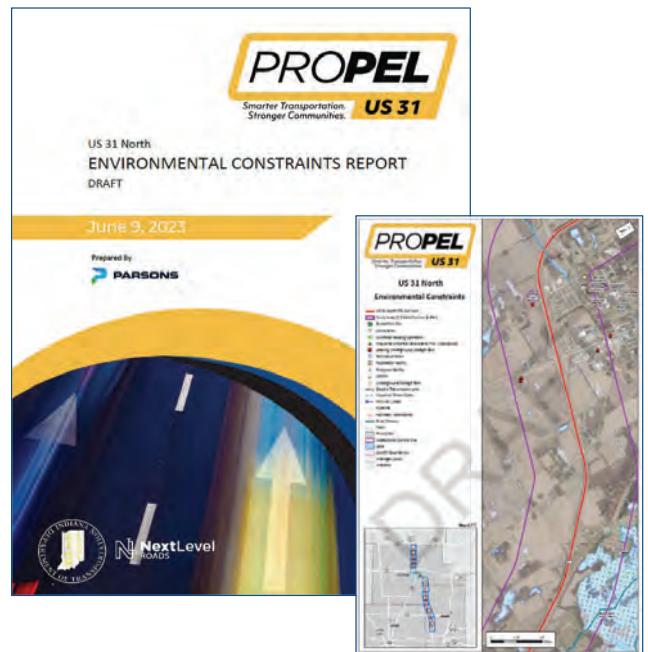


SUMMARY OF ENVIRONMENTAL CONSTRAINTS







Environmental Constraints Report

- Data Sources
 - Publicly available databases
 - Previous plans and studies
 - Aerial photography
 - Windshield survey
 - Stakeholder coordination and public involvement process (ongoing)
- Study Area
 - ½ mile buffer on each side of US 31
 - Total of about 17,500 acres







Summary of Environmental Features

TRANSPORTATION

-  More than 40 Public Roadway Intersections and/or Crossings
-  10 Private Driveways
-  0 Railroad Crossings
-  0 Fixed-Route Transit Services

COMMUNITY RESOURCES

-  1 School
-  7 Recreational Facilities
-  7 Places of Worship
-  49 Census Tract Block Groups for Underserved Communities







8 HAZMAT Sites






17 Potential Section 4(f) Sites / 0 LWCF 6(f) Sites

NATURAL RESOURCES

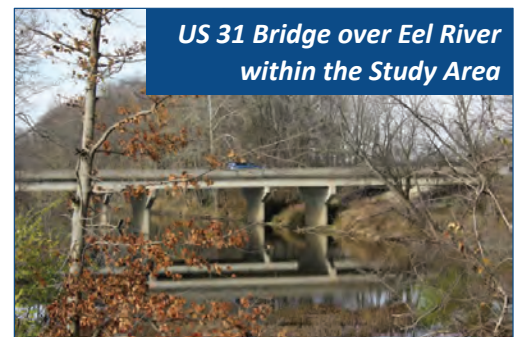
-  13 Crossings of Perennial Streams
-  880 Acres Wetlands
-  520 Acres Floodplain
-  13,660 acres Farmland
-  8 Federally Listed Species

CULTURAL RESOURCES

-  13 Potential Above-Ground Cultural Resources
-  2 Potential Archaeological Sites
-  5 Cemeteries

Streams & Open Waterbodies

- 81 stream segments / 176,000 linear feet
- 13 perennial stream crossings of US 31
 - Bridge structures over the Eel River and Tippecanoe River
 - Other smaller culverted crossings of mostly unnamed waters
- Numerous small lakes and ponds in natural and agricultural areas adjacent to US 31



*US 31 Bridge over Eel River
within the Study Area*



*Lake at Prairie Edge Nature Park
(US 31 in Background)*

Wetlands

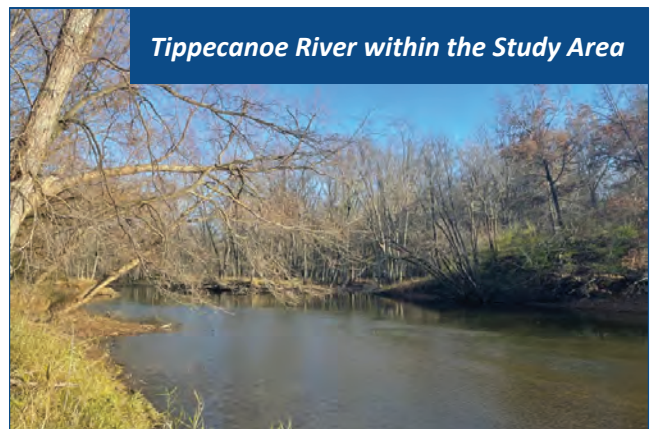
- 880 acres of wetlands (5% of study area acreage)
- Generally located in proximity to associated surface waters such as lakes, streams, and ponds on agricultural and natural
- Manitou Wetlands Complex adjacent to study area



Judy Burton Nature Preserve, part of the Manitou Wetlands Complex

Floodplains

- 520 acres of floodplains (3% of study area acreage)
- Associated with areas of the Eel River, Lake Manitou/ Wetland Complex, and the Tippecanoe River.



Tippecanoe River within the Study Area

Farmlands

- Farmland Protection Policy Act (FPPA) of 1981
 - 13,500 acres of FPPA-designated farmland soils (Over 75% of study area acreage)
- Hoosier Homesteads
 - Centennial Farms (100 years): 52 in Fulton County and 87 in Miami County
 - Sesquicentennial Farms (150 years): 1 in Fulton County and 9 in Miami County

*Agricultural Use in the Study Area
(US 31 in Background)*



Mennell Grain Elevator



Protected Species

- 8 Federally-listed species
- No critical habitat
- 11 migratory birds
- No reports in the inspection data for major INDOT highway structures and waterway crossings data indicated presence of bat species

Species Common Name	Federal Status
Clams	
Round hickorynut	Proposed Threatened
Sheepnose	Endangered
Clubshell	Endangered
Rabbitsfoot	Threatened
Rayed bean	Endangered
Mammals	
Indiana bat	Endangered
Northern long-eared bat	Endangered
Insects	
Monarch butterfly	Candidate

Cultural Resources & Cemeteries

ABOVE-GROUND

- The Leedy Barn, listed in the National Register of Historic Places
- 13 “Outstanding” or “Notable” properties per the Indiana Historic Sites and Structures Inventory:
 - Fulton County: Four properties (three “Outstanding” and one “Notable”)
 - Miami County: Nine properties (two “Outstanding” and seven “Notable”)

ARCHAEOLOGY

- Two “eligible” or “potentially eligible” sites (one in Miami / one in Fulton)

CEMETERIES

- Five sites (four in Miami / one in Fulton)

*The Leedy Barn in the Study Area
(Listed on the National Register)*



Section 4(f) & Section 6(f)

- 4 parks & recreational facilities in study area:

- Nickel Plate Trail (portion of trail owned by City of Rochester)
- Manitou Wetlands Complex
- Prairie Edge Nature Park
- Richland Restoration Nature Park (previously Fulton County Landfill)

- 13 historic properties

- No sites purchased with Land and Water Conservation Funds

The Nickel Plate Trail in the Study Area



Underserved Communities

- **Communities with environmental justice (EJ) concerns:** Minority population and persons in poverty (low-income) (35% of study area meet INDOT's threshold)
- **Disadvantaged Communities (DAC):** Communities present with the study area based on federal tools identified by the USDOT (4 Census Tracts with DAC)
- **Other underserved communities** including: persons with limited English proficiency (LEP); persons with disabilities; households with limited vehicle access; households with limited internet access; as well as known Amish and/or Mennonite communities; manufactured home communities; and federally subsidized communities based on the HUD resource locator tool (Throughout the study area)

Horse-drawn Vehicle within the Study Area



Your input is requested



Review and provide information on important resources along the study corridor

- Resources of specific concern or importance that are not noted
- Permits or approvals that may be required by your agency in future phases



PUBLIC INVOLVEMENT



Public Outreach

- **4** | Public Information Meetings (In-person and virtual)
- **2** | Stakeholder Advisory Committee (SAC) Meetings
- **19** | Community Office Hours
 - Public library
 - Volunteer Fire Departments
 - Amish/Mennonite Grocery
 - Farmer’s Market
- **10+** | Community Outreach Events
 - Fulton County 4H Fair
 - Miami County 4H Fair
 - Fulton County Farmer’s Market
 - Fulton County Historical Society Events
- **10+** | Community Presentations
 - Fulton and Miami County Economic Development Councils
 - Communities with EJ Concerns



Communities with EJ Concerns

- Intentional, targeted outreach is underway to communities with Environmental Justice concerns in the study area.
- Community Office Hours and in-person presentations, along with handouts and study materials shared with:
 - Matthew’s Market Food Pantry
 - Amish Representatives
 - Community Resource Center
 - Fulton Co. Community Center
 - Fulton Co. Council on Aging
 - Local Hispanic Churches
 - County Meadows Manufactured Community
- Postcards delivered to all homes in study area via Every Door Direct Mail.



Community Feedback







- 250+ public comments received
- Handful of recurring themes including:
 - Corridor mobility and access
 - Safety
 - Regional and statewide mobility
 - Economic development
- Comments primarily focused on needs and solutions along corridor



SUMMARY OF DRAFT PURPOSE & NEED



Study Needs

-  **Safety Concerns Along US 31** – Portions of US 31 along the study corridor have elevated crash frequency and/or severity
-  **Safety Concerns at Intersections with US 31** – Intersections with elevated indices for crash frequency and/or severity, notably crossing and turning movements including fatalities and incidents with non-motorized vehicles
-  **Access Control Issues** – Type and spacing of private driveways for businesses, residences and/or farms
-  **Ability to Access US 31** – Challenges associated with direct and easy access routes to and from US 31 impact safety, mobility and the local economy
-  **Cross-Highway Connectivity** – East-west mobility for emergency services, schools and non-motorized vehicles and in support of agricultural operations
-  **Regional and Statewide Mobility** – Safe, high-quality mobility for long-distance passenger and freight trips through and beyond the study corridor.

Study Purposes

NEEDS

PURPOSES



Safety Concerns Along US 31 – Portions of US 31 along the study corridor have elevated crash frequency and/or severity



Safety Concerns at Intersections with US 31 – Intersections with elevated indices for crash frequency and/or severity, notably crossing and turning movements including fatalities and incidents with non-motorized vehicles



Access Control Issues – Type and spacing of private driveways for businesses, residences and/or farms



Ability to Access US 31 – Challenges associated with direct and easy access routes to and from US 31 impact safety, mobility and the local economy



Cross-Highway Connectivity – East-west mobility for emergency services, schools and non-motorized vehicles and in support of agricultural operations



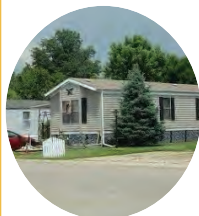
Regional and Statewide Mobility – Safe, high-quality mobility for long-distance passenger and freight trips through and beyond the study corridor.

Improve roadway safety in the study corridor for all users

Meet the mobility needs of residents, businesses, and service providers in the study area

Enhance the efficiency and reliability of US 31 as a regional and statewide corridor

Study Goals



Equity in Transportation

Provide equitable solutions that take into account the needs of underserved communities



Economic Development

Provide adequate transportation infrastructure to support local economies and economic development goals



Multimodal Access & Connections

Accommodate non-motorized vehicles, transit, and active modes of travel in and crossing the study corridor



Corridor Character

Maintain the rural fit and function of the corridor



Sense of Place & Visual Character

Enhance US 31 as a gateway to local communities and enhance community identity



Emerging Technologies

Support emerging technologies and related infrastructure



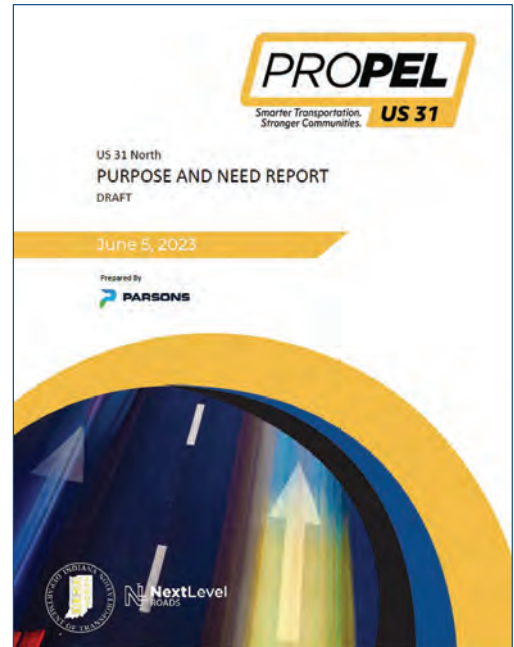
Fiscal & Environmental Practicality

Identify fiscally responsible improvements; avoid/minimize impacts to the human and natural environment

Your Input is Requested



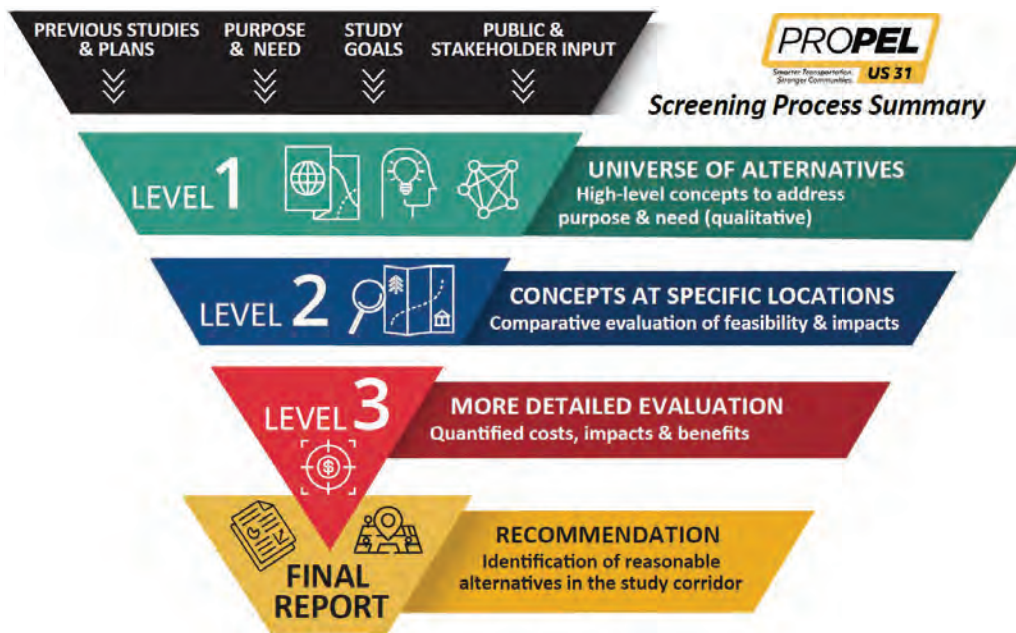
Review and provide any comments on the Draft Purpose & Need



NEXT STEPS / ACTION ITEMS



ProPEL Screening Process Summary



NEXT STEPS / ACTION ITEMS

At this time, what are we requesting from resource agencies/cultural resource stakeholders?

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

***If possible, please respond by August 24, 2023**

NEXT STEPS / ACTION ITEMS

Documents for Agency/Stakeholder Review



1. PEL Study Invitation Letter/Draft Purpose & Need Report/Draft Environmental Constraints Report

- Resource agency/cultural resource stakeholder meeting

2. Alternatives Screening Memos

- 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)
- Resource agency/cultural resource stakeholder meeting

3. PEL Study & Recommendations Report

- Draft for review and comment

THANK YOU

Visit the website at propelUS31.com



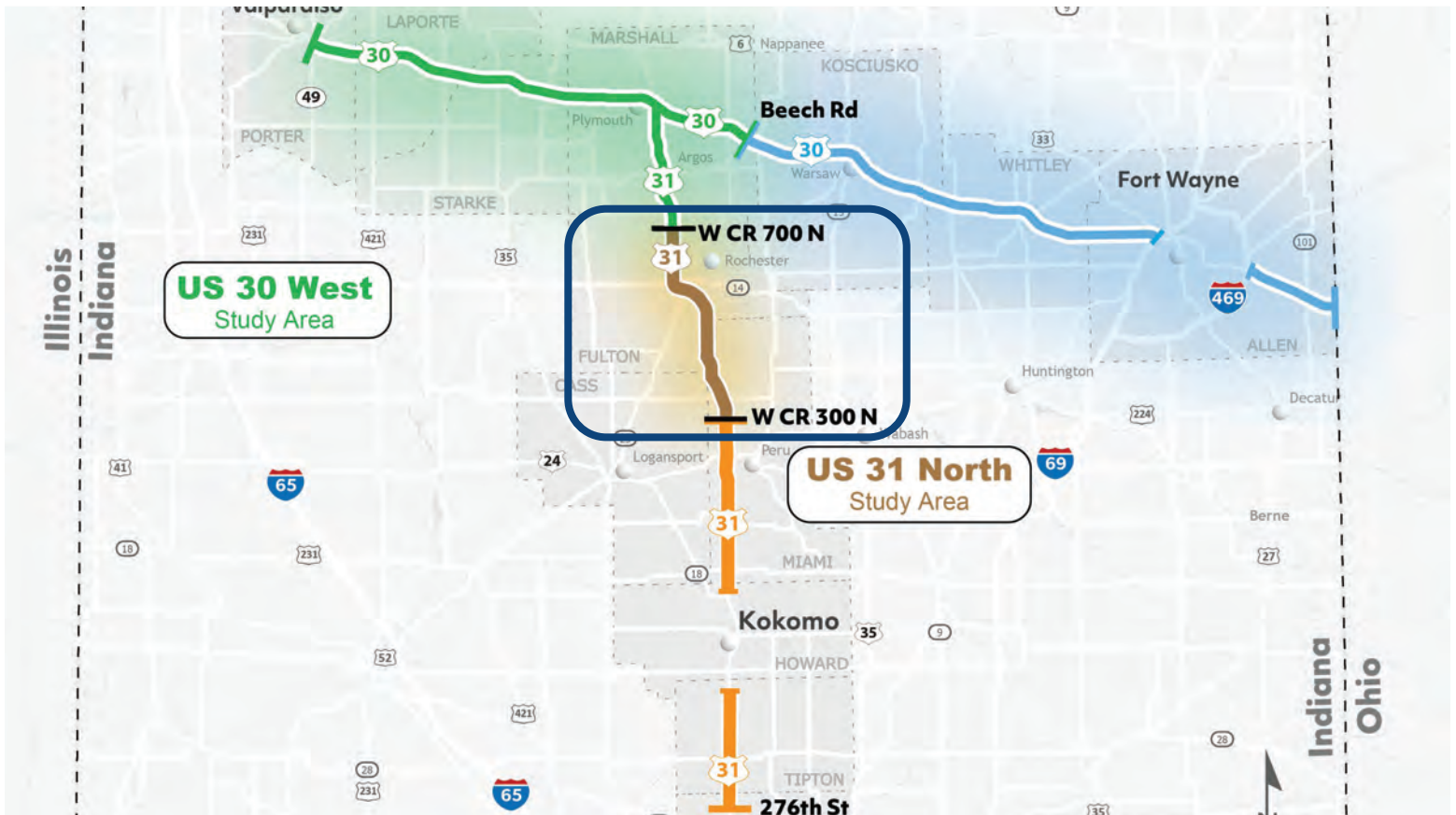
US 31 North RESOURCE AGENCY, STAKEHOLDER & PUBLIC INVOLVEMENT SUMMARY #2

Appendix I. Public Meeting Presentations

PROPEL

Smarter Transportation.
Stronger Communities.

US 31





PROPEL

*Smarter Transportation.
Stronger Communities.*

US 31



WHY?

We asked for your input.



14

office hours



261

participants



170

comments

What We Heard



55%

mobility/
access



21%

safety



7%

regional/
statewide
mobility



7%

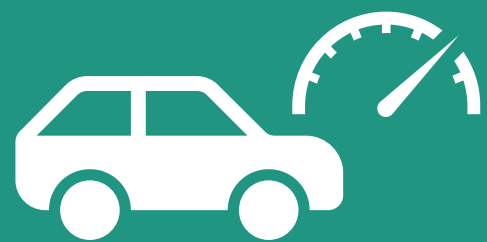
economic
development



Then we gathered data.



**Major Intersections
with Graded A-C**



**Avg. Travel
Speed 65 mph**

Traffic flow

of crashes in 5 years

730

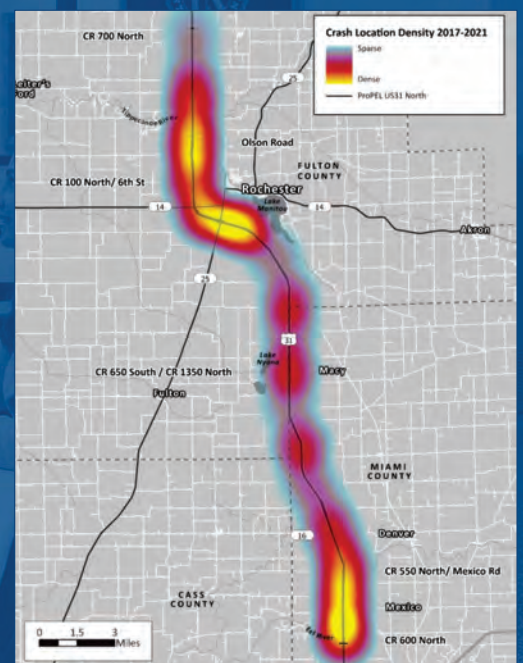
Safety

Crashes Along the Corridor

Highest concentration adjacent to Rochester and north of Eel River

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

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



Access points

10

**Commercial,
Residential and
Farm Access**

9

**Median
Crossings**

1

**Right-in/
Right-out**

Ability to Access US 31

84%

**Local trips that
begin/end in
corridor**

2/3

**Turn onto
US 31**

1/3

**Cross the
highway**

**Traffic at
Intersections**

Priority Crossings in the Corridor



20

school bus crossings



19

emergency access points



8

agricultural access points



2

horse-drawn vehicles



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



Mobility along US 31

WHY → PURPOSE AND NEED

Improve roadway safety in the study corridor for all users;

Meet the mobility needs of residents, businesses, and service providers in the study area; and

Enhance the efficiency and reliability of US 31 as a regional and statewide corridor.



Study Goals



Equity in
Transportation



Economic
Development



Multimodal Access
& Connections



Corridor
Character



Sense of Place;
Visual Character

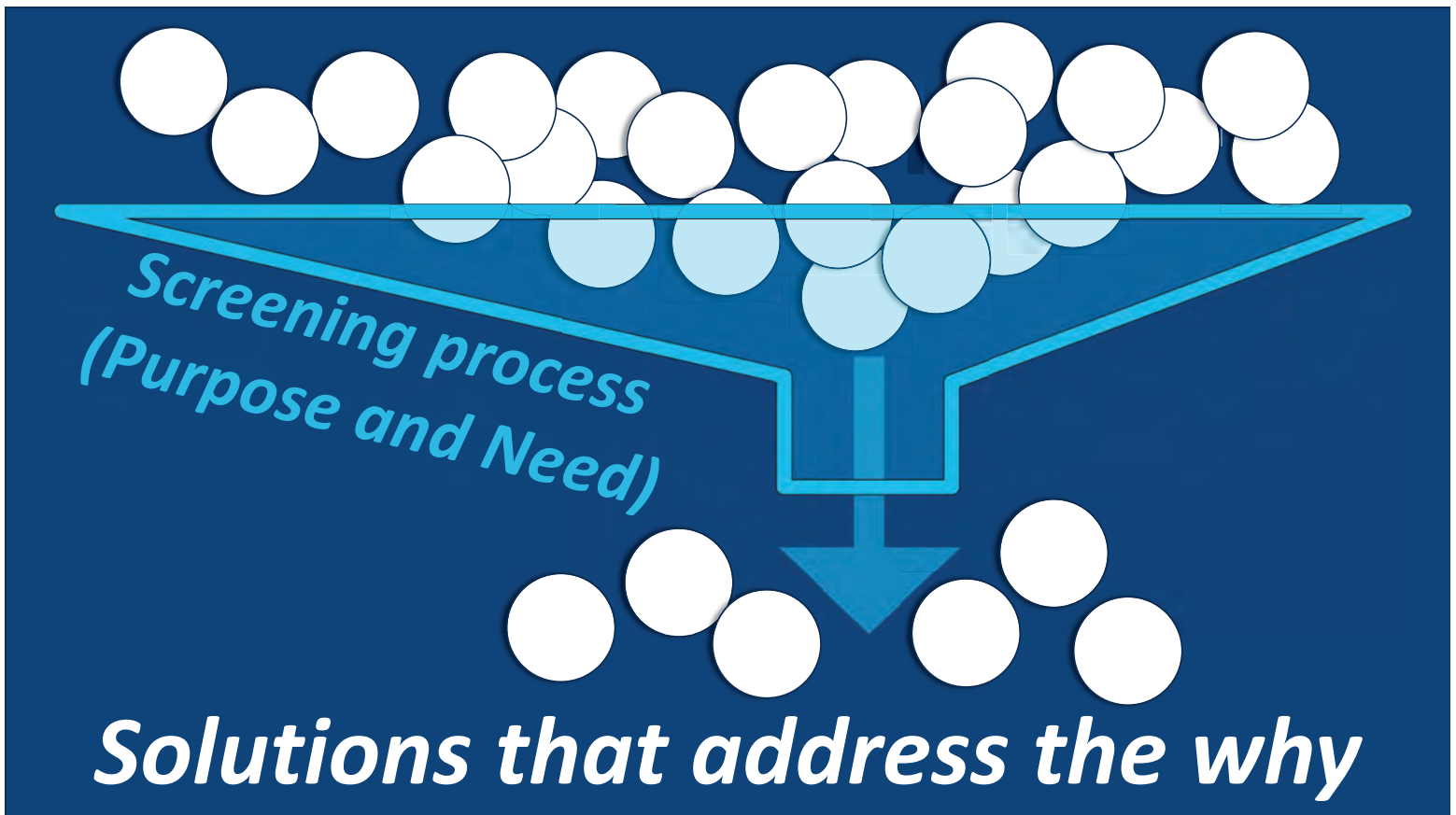


Emerging
Technologies



Fiscal and Environmental
Practicality

WHAT'S NEXT?





Benefits

Costs

Impacts

Identifying solutions

**WE NEED
YOUR INPUT
AGAIN**

Keep In Touch

Online at
propelus31.com

Facebook: Propel U.S. 31

Twitter: @PropelUS31

Instagram: @PropelUS30_31



THANK YOU

US 31 North RESOURCE AGENCY, STAKEHOLDER & PUBLIC INVOLVEMENT SUMMARY #2

Appendix J. Public Meeting Boards

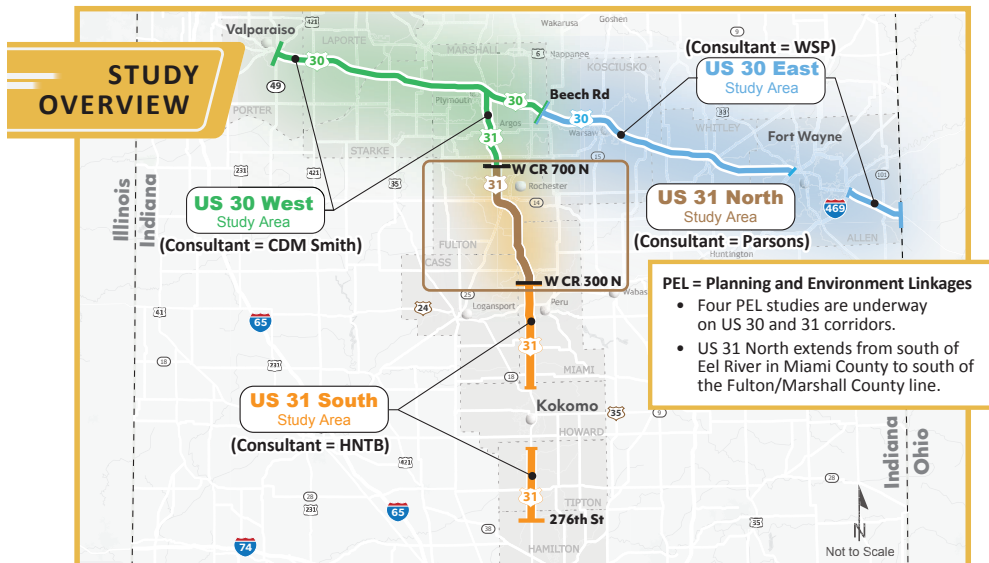


WELCOME

PUBLIC INFORMATION MEETING

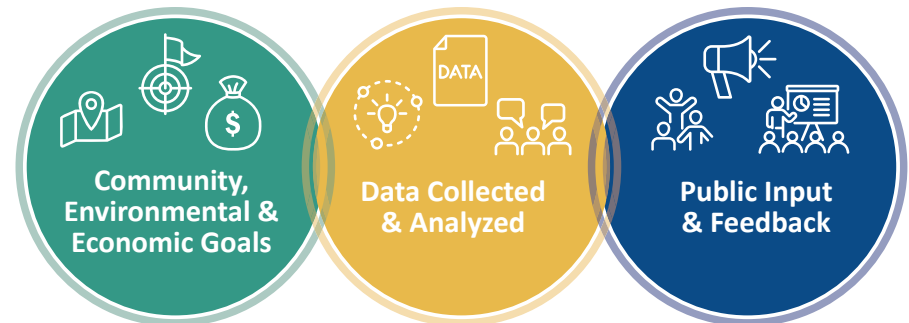


STUDY OVERVIEW



THE PEL PROCESS

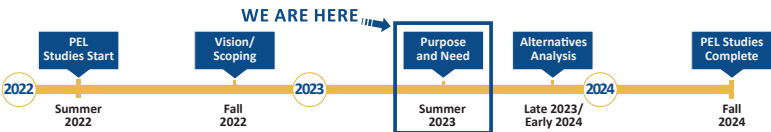
Identifying Smart Transportation Solutions for Strong Communities
Decision making is informed by:



Benefits of PEL

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

PROPEL US 31 NORTH STUDY



How will the study use my feedback?

- ✓ To understand community needs
- ✓ To identify areas for improvement
- ✓ To identify opportunities
- ✓ To inform study recommendations and future possible projects

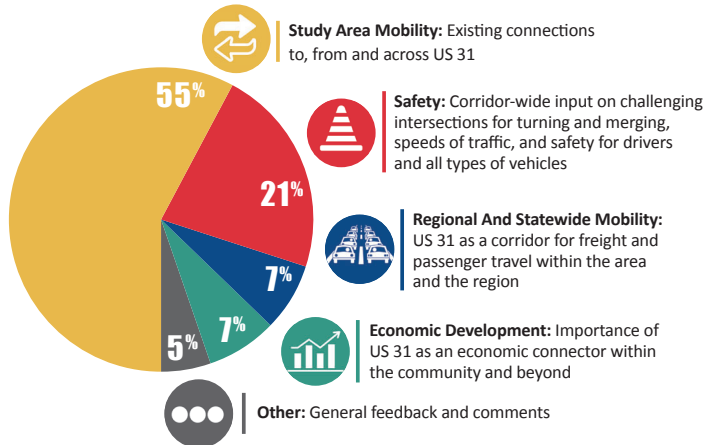


WHAT WE HEARD

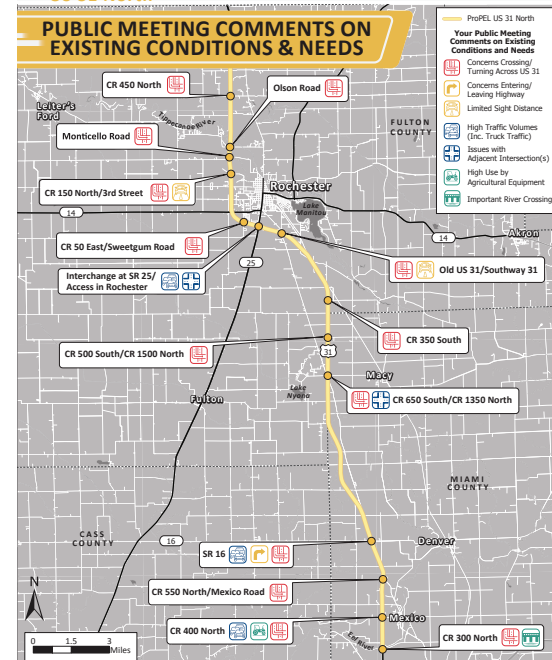
WHAT WE HEARD

261
Community Participants

170
Total Comments Received



PUBLIC MEETING COMMENTS ON EXISTING CONDITIONS & NEEDS



US 31 North



PURPOSE AND NEED

US 31 North

PURPOSE & NEED

It's the WHY.

- Tells why the study is being conducted
- States the intended or desired outcomes
- Is the foundation of the PEL decision-making process
- Provides the general vision of the study
- Expresses the transportation issues and problems

Study Purpose

- ✓ Improve roadway safety in the study corridor for all users;
- ✓ Meet the mobility needs of residents, businesses and service providers in the study area; and
- ✓ Enhance the efficiency and reliability of US 31 as a regional and statewide corridor.

Want to learn more?
Find additional study reports
and materials at
propelus31.com.

Scan with your phone
camera to learn more
about the study.



NEEDS

PURPOSES



Safety Along US 31 | Portions of US 31 along the study corridor have elevated crash frequency and/or severity



Safety at Intersections with US 31 | Intersections with elevated indices for crash frequency and/or severity, notably crossing and turning movements including fatalities and incidents with non-motorized vehicles



Access Control Issues | Type and spacing of private driveways for businesses, residences, and/or farms



Ability to Access US 31 | Challenges associated with direct and easy access routes to and from US 31 impact safety, mobility, and the local economy



Cross-Highway Connectivity | East-west mobility for emergency services, schools and non-motorized vehicles and in support of agricultural operations



Regional and Statewide Mobility | Safe, high-quality mobility for long-distance passenger and freight trips through and beyond the study corridor

Improve roadway safety in the study corridor for all users

Meet the mobility needs of residents, businesses, and service providers in the study area

Enhance the efficiency and reliability of US 31 as a regional & statewide corridor



US 31 North

PLACE YOUR STICKERS HERE

Tell us!

Use a sticky note to share your feedback on the Purpose and Need.



SAFETY

Needs

- Safety along US 31
- Safety at intersections with US 31
- Access control issues

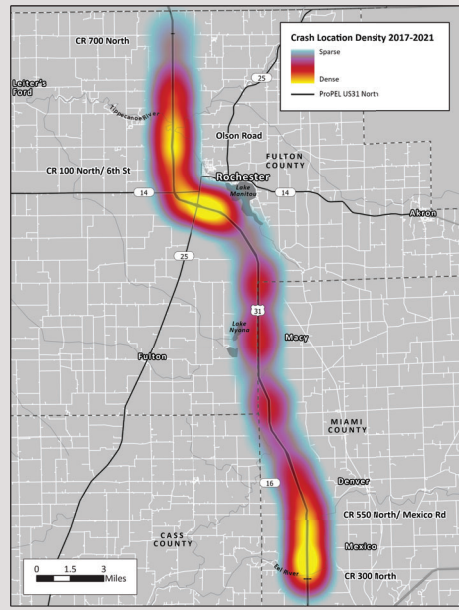
What We Found

- Highest concentration of crashes adjacent to Rochester and north of Eel River
- Highest frequency and severity along 9 miles of the corridor and at 15 intersections
- Major crash types: right-angle, rear-end and running off the road

Potential Factors

- Speed differential between through traffic and stopped movements
- Limited space in the median for stopping, turning and slower users
- Proximity of and control at adjacent intersections with parallel local roads
- Lack of acceleration and deceleration lanes at some intersections
- Limited sight distance for vehicles crossing/turning across US 31

CRASH DENSITY IN THE CORRIDOR



STUDY AREA MOBILITY

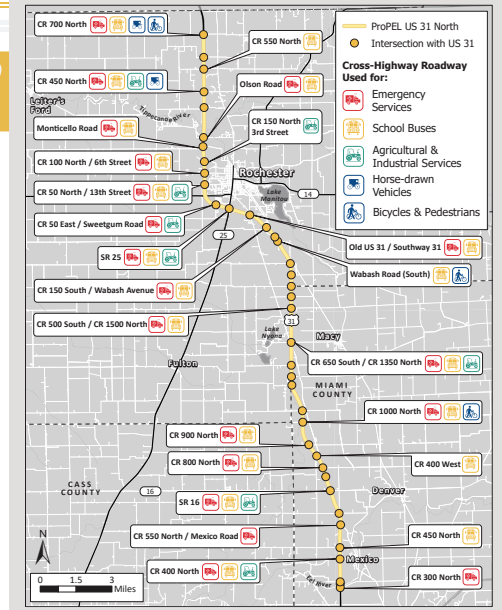
Needs

- Ability to access US 31
- Cross-highway connectivity

What We Know

- Access to and across US 31 is important to communities along corridor
- Vast majority are local trips, 84% begin and/or end in the study corridor
- About 1/3 of cross-street traffic at intersections crosses the highway; remainder turns onto US 31
- Most emergency services are located on the east side of US 31
- All three school districts span US 31 with students living on both sides of the roadway
- US 31 provides one of the few crossings of the Eel River for large and heavy vehicles
- Agricultural and industrial services, including three grain elevators in Rochester, Macy and Mexico

PRIORITY CROSSINGS IN THE CORRIDOR

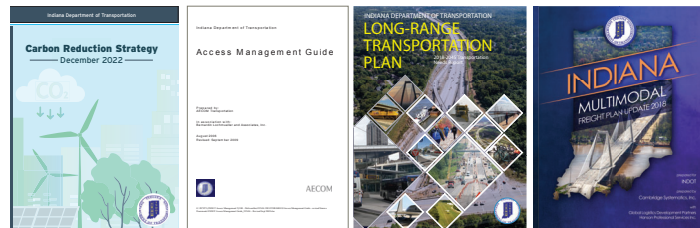


REGIONAL & STATEWIDE MOBILITY

NEED: Safe passenger and freight trips through and beyond the study corridor

US 31 plays an important role in moving people and goods within Indiana and beyond. Several plans indicate the need for high quality, free-flow movement for statewide corridors like US 31.

Plans include:



CARBON REDUCTION



ACCESS MANAGEMENT



LONG-RANGE PLAN

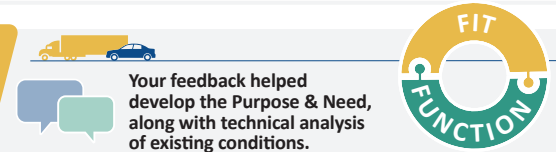


INDIANA MULTIMODAL

At a Glance

- ✓ Daily truck travel percentages in the study area range from 24% to 32%.
- ✓ Almost half of truck trips pass through the full study area.
- ✓ US 31 is free flowing in the study area with no signalized intersections.
- ✓ The speed limit for the study area is 60 mph.

CORRIDOR FIT & FUNCTION



FIT

What is the context of the community?
Think feel and aesthetics.

FUNCTION

How should it *operate technically* based on existing data and needs?

VISION

STUDY GOALS

EXISTING CONDITIONS & TECHNICAL ANALYSIS

PURPOSE & NEED

We want your feedback on the US 31 North draft Purpose and Need.



VISION AND GOALS

CORRIDOR VISION

The US 31 North 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**



STUDY GOALS

Inform the development and screening of potential alternatives

Rank your top 3 priorities using the provided stickers.



Equity in Transportation:
Provide equitable solutions that take into account the needs of underserved communities.



Economic Development:
Provide adequate transportation infrastructure to support local economies and economic development goals.



Multimodal Access & Connections:
Accommodate non-motorized vehicles, transit, and active modes of travel in and crossing the study corridor.



Corridor Character:
Maintain the rural fit and function of the corridor.



Sense of Place & Visual Character:
Enhance US 31 as a gateway to local communities and enhance community identity.



Emerging Technologies:
Support emerging technologies and related infrastructure.



Fiscal and Environmental Practicality:
Identify fiscally responsible improvements; avoid/minimize impacts to the human and natural environment.



SHARE YOUR FEEDBACK

SOLUTIONS & STRATEGIES

Help identify potential solutions in the study corridor.
Here are some options to get you started.

Take a sticky note and place suggestions on the map where you'd like to see improvements.

Safety at Intersections with US 31

- Unsignalized Improvements to Reduce Conflicts
- Median Safety Improvements
- Additional Turn Lanes/Acceleration Lanes
- Improve Immediately Adjacent Intersections

Safety along US 31

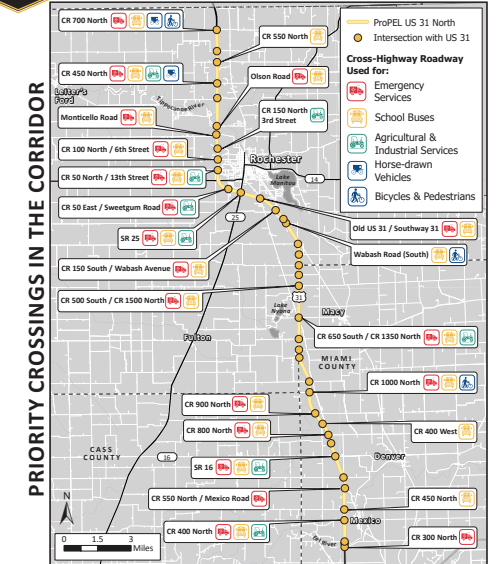
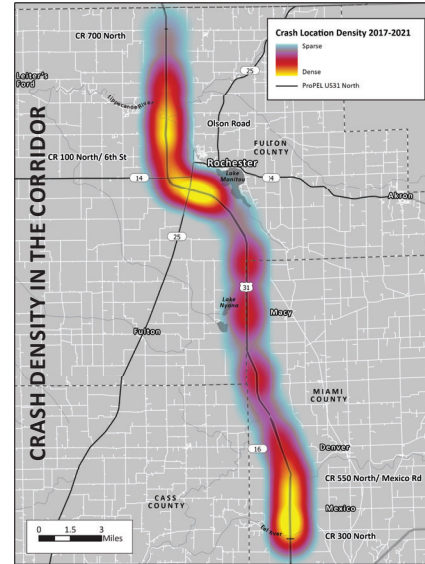
- Improve Lighting
- Improve Roadway Drainage
- Improve Sight Distance
- Weather Warning System

Access & Mobility

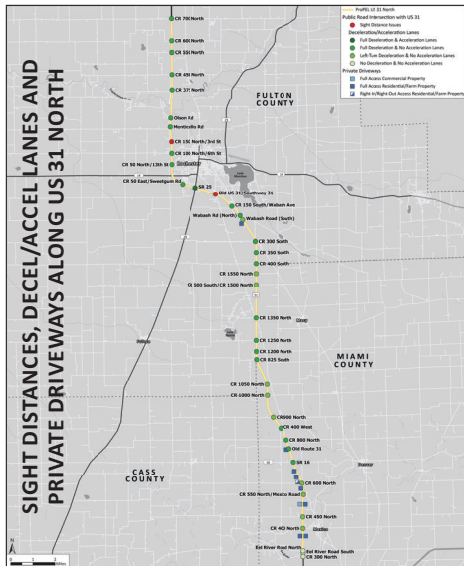
- Conversion to Overpass/Underpass (*no ramp connection*)
- Conversion to Interchange
- Access Management – Close/Restrict Access at Intersections or Driveways
- Gateway Treatments
- Bike/Pedestrian Improvements
- Multimodal Considerations (*including Horse-Drawn Vehicles*)
- Traveler Information Systems



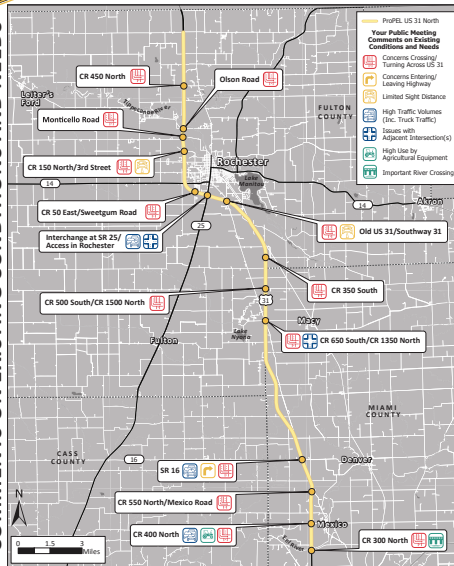
Use these figures as a reference as you identify potential solutions.
Take a sticky note and place suggestions on the map where you'd like to see improvements.



Use these figures as a reference as you identify potential solutions.
Take a sticky note and place suggestions on the map where you'd like to see improvements.



COMMENTS ON EXISTING CONDITIONS AND NEEDS



STAY INFORMED

Follow Our Progress

www.propelus31.com

Propel U.S. 31

Sign up for email updates at www.propelus31.com.

@PropelUS31

@PropelUS30_31

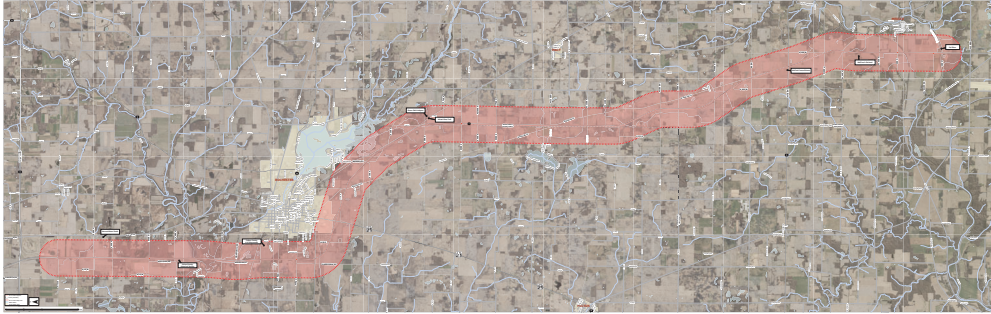
Share Your Feedback

- Visit our website, propelus31.com.
- Click **US 31 North** study section button.
- Follow prompts and share your feedback.



Scan with your phone camera to learn more about the study.





US 31 North RESOURCE AGENCY, STAKEHOLDER & PUBLIC INVOLVEMENT SUMMARY #2

Appendix K. Photos of Boards and Maps

US 31 North

PLACE STICKY NOTES HERE

Tell us!

Use a sticky note to share your feedback on the Purpose and Need.

1st Responders for
North Lake (4006)
come from Mack.
We need prompt
Response !!

Rockwell area
Walton area
Remain open
some way

Old 31 -
What's going
to happen?
Consider Sarge
road for access.

US 31 North -
Increased traffic
difficult to
cross safely.
(Stream work / heavy
work / traffic)

400 N
HARD to get
ACROSS. GRAB
TRUCK-FARM EQUIP
Especially VACATION
Time. Quite a few
accidents. 75 mph +
Speaks

The line at Wayne
Lake which is in
County. Our First
Responders are
from Mack which is
across of 31.
This is a concern
from all of us.

Are you planning
for water for sewer
through out the
entire project to
be available on
both sides of the
road?

From Sheriff's office
to the Southern part
of the county -
How will emergency
personnel get
there??

We need more than
1 interchange added
in the county.
Overpasses @ 700 N
+ 450 (especially)
are needed.

MAKE ANY + ALL
OVER PASS
3 LANES wide
MILE
FARM EQUIP
ONLY Cross Bridge

450 N Need
Soil access
480 N Road
Roads to other
450 military
strategic

Home + Buggy
Crossing
needed on
700



NextLevel
ROADS

PROPEL

Smarter Transportation.
Stronger Communities.

US 31

US 31 North

STUDY GOALS

Inform the development and screening of potential alternatives

Rank your top 3 priorities using the provided stickers.



Equity in Transportation:
 Provide equitable solutions that take into account the needs of underserved communities.

1 1 1



Economic Development:
 Provide adequate transportation infrastructure to support local economies and economic development goals.

2 1 3 2 3



Multimodal Access & Connections:
 Accommodate non-motorized vehicles, transit, and active modes of travel in and crossing the study corridor.

2 3



Corridor Character:
 Maintain the rural fit and function of the corridor.

2



Sense of Place & Visual Character:
 Enhance US 31 as a gateway to local communities and enhance community identity.

1



Emerging Technologies:
 Support emerging technologies and related infrastructure.

2



Fiscal and Environmental Practicality:
 Identify fiscally responsible improvements; avoid/minimize impacts to the human and natural environment.

3 1 3 1 3 2

US 31 North RESOURCE AGENCY, STAKEHOLDER & PUBLIC INVOLVEMENT SUMMARY #2

Appendix L. Public Comment Summary Tables

Number	Comment
1	Hello there! I talked with you all during the Miami County US 31 meeting. My family owns Pipe Creek Mercantile and Trading House Cafe that is right across the street from where the meeting was held. I have a letter to share with you all from our business and I was wondering what the best way to email or mail that was? Thank you so much!
2	What alternatives are there for a north interchange for Rochester that incorporate Meridian Road for commercial access? We need alternative designs that meet our zoning so HIGHWAY COMMERCIAL investments into our property can be made for EV and alternative fuels infrastructure. We need commitments to designs that benefit our economy and do not cut us off entirely to be able to make investment in alternative fuels infrastructure which DE and DOT are making investments
3	He has a concern about flooding in his farm property. Already has an INDOT 4U case CS0390514. Stated that INDOT LaPorte Plymouth sub district has come up but no follow up. Sent to INDOT 4U on July 12, 2023. Will get back to commenter
4	Olson Road is the main access for mutual aid to Rochester (if that closes; CR 450 would be the next ideal location for an overpass). SR 14 is too far south for Aubbeenaubee Fire to respond (east for mutual aid).
5	Concern about access from Olson Road to US 31. Own a farm of over 3,000 acres, many trucks and farm equipment uses both Olson and US 31.
6	We have over 12,000 acres that we farm. Want to see an interchange at SR 14 over US 31; have over 6,000 trucks a year with 3,000 of those coming from the fall harvest, October.
7	Keep CR 1350, crossed US 31; needed to access areas to the westside.
8	Keep Walbash open to US 31.
9	Keep access on 500 South in Macy to US 31.
10	Please keep Olson Road open to access to US31
11	His concern is lack of lighting at the interchange of US 31 and SR 25 in Rochester. Ramps are poorly lit.
12	Green Oaks Antiques on CR E 300 South, likes the access but is uncomfortable about crossing US 31. Concern about speed.
13	CR 1500 in Miami County, he wants this access to stay open. Would like to see an overpass.
14	3rd Street (CR 150 N) at US 31, there used to be a railroad under US 31, filled in a few years ago; would like to see it open back up as a road accessing east and west of US 31. Tunnel under US 31; just to the north of CR 150 N.
15	I don't want the intersection for Olsen Road in Rochester to be closed off. This access is vital to RapidView employees and their customers.
16	Please consider leaving access to W Olson Rd, as there are many people who travel this route to and from work.
17	Green Oak Antiques is one of my most favorite places to visit!! So MANY neat things and such a variety! We LOVE our Farmhouse table set from there!! We NEED easy access to get to this hidden gem!!!
18	Keep easy access to Green Oak Antiques and the Nickel Plate Trail. The ability to get on and off of 31 on this stretch of road is also vital to the farmers in the area that cross 31 to reach their fields.
19	I live right off business 31 about 1/4 mile from US31. Please keep easy access to our schools and businesses in this area. We have so many businesses that we loved to go to so please make it easy access to these businesses. Also please keep our access easy to 31 and US 31. And J-turns. Are a joke!!!! How much safer are they. I've seen many people killed and injured at the 31 and business 31 light having lived in my home for 40 years. I would love to see this intersection safer but making the speed being higher any won't help. That light is so easy to see. People need to slow down and make the speed limit lower so maybe they will slow down. I have sat at that light on my way to work and watched many cars but mostly semis blow through that light. It's crazy it's all because people don't pay attention. Because the light is visible. I've started go a different direction so that I don't have to use that light. Please be wise and stop to think about the people of this area. And be truthful about what is being done.
20	We live on old31S between 300 and 400 S. We need fast access to Rochester via South way and to the South for 650 access to 31. We often go to Peru and Kokomo and we often haul a horse trailer so good roads and quick access are a must. We cross the highway to church at Macy and to Green oak antiques.all this without going miles out of the way.
21	The access as Nyona Lake (650 N) needs to be able to be accessed from the North and South. We have many seasonal people who come from both the North and the South. Also, our medical runs come from Macy, directly across from our road. Our road is a main access point to get from Macy to 25 from the East. In order to keep our businesses thriving or even growing, we need to be able for people to access Nyona Lake directly from 31.
22	Please send me a list of those attending the Stakeholders Advisory meeting held 1/16/22, their qualifications for representation, how they were appointed and the minutes of that meeting.
23	Green Oak has been in our community for close to 50 years. It is a staple, a landmark and also a destination for so many! We are a small rural community and need every business like this to remain. We understand "progress" is needed but please take into consideration history and what built America. we need small town USA and family owned businesses to remain to continue to be the type of country we can be proud to call home. Please don't kill our culture with concrete and blacktop.
24	School bus crossings with US 31 North in Miami County are inconsistently reported between three reports: the Environmental Constraints Report (p.16), Existing Transportation Conditions Report (p. 13, Summary) and the Purposes & Needs Report (p. 17& Attachment A, Summary). As you know, correct input data is essential for precise decisions spending millions of taxpayer dollars and affecting the lives of those in the US 31 corridor for decades. Thank you for your attention to these important corrections. I would appreciate a response to this concern, not a generic response with outdated meeting announcements.
25	The Indiana Highway Department/INDOT will have appropriated our farmland three times according to filed contracts: 19February1926, 3January1934, and 29Novemer1962. 2024 ProPELUS31 North roadwork is imminent. By 1966 US 31 was expanded from a 2-lane to a 4-lane highway, and rerouted through our historic farmland. The National Historic Preservation Act was passed October 15, 1966, clearly too late to apply to the 1960's US31 roadwork. The Preservation Act does, however, apply to the ProPELUS31-North work on our property in 2024. I believe the Above-Ground Cultural Resources Identification Memorandum, Pages 1&2 of the Parcel Age Ranges in Miami County incorrectly reports several parcels of our farm. These are currently being authenticated and when received will be sent to ProPELUS31 North. Peter Fisher, my great, great, great-grandfather bought 121.75 acres still owned by descendants on 15March1837. How should I convey documentation to ProPELUS31? Will the comments section of the Above-Ground Memorandum on ProPELUS 31 North accept scanned attachments? If not, please send a contact e-mail or postal address.



26

The Existing Transportation Conditions Full Report and the Draft Purpose and Need Report have been reviewed for consistency and accuracy as relates to our farm crossing needs on US 31 at CR450N (Miami), CR550N/Mexico Road, CR600N(Miami) and SR16. . The Existing Transportation Conditions Full Report while overall comprehensive has notable errors and omissions on the stretch of road that concerns our farm. (Sorry to have missed your deadline for input. I learned of ProPELUS31 when in Indiana late April having not been there for several years due to Covid). In the Existing Transportation Conditions Full Report, these inconsistencies/concerns are noted: Section 3.1.1 Access Point Inventory: CR550 N/Mexico Road is listed as one intersection (which is correct). It is confusing to the reader that CR550N, CR600N, and CR450N are not clearly noted as being in Fulton County or Miami County as there are County Roads with the same numbers in both counties (See Sections 3.3.1, 3.3.2, 3.1.3 and 5.2, Tables 14 & 15, pp. 24 & 25). In section 3.3.2 CR550N/Mexico Road and SR 16 (p. 11, 12) are identified as "frequently utilized by emergency service". Due to the small rural population and the value of all life, frequency of use by EMS cannot be a criteria for EMS access across US31. Section 3.3.3 Agricultural & Industrial Services crossings (p.12) does not list CR550N/Mexico Road, CR450N (Miami County), and CR600N (Miami County). All 3 roads are used by farm operators for agricultural crossings of US 31 (as verified with farm operator). NINE Agricultural & Industrial Services crossings are listed in 3.3.3. WithTHREE ADDED Agricultural & Industrial Services crossings, that would TOTAL TWELVE, a statistically significant difference. Are there other Agricultural & Industrial Service crossings uncounted in the corridor? (At the 6/7/23 public meeting, Parson's Presenter, Dan Prevost, Environmental Lead, stated and showed on a graphic EIGHT "agricultural access points" in the corridor). Section 3.3.5, Summary (p. 13): --CR600N (Miami County) is omitted completely from Table 5 and is a crossing access to agricultural equipment/operators (verified by farm operator). --CR550N/Mexico Road and CR450N (Miami County) are both verified by the farm operator as currently used for access to agricultural/industrial and are not identified as such in this Summary. Section 7.2.8, page 47: County roads lack Miami/Fulton County designations. Section 7.2.9, page 47: Additional alternatives were omitted. The bridges over Eel River east of Mexico and south of Denver are not mentioned in this study and are relevant to this US 31 study. These bridges are links with north/south roads directly into Peru and Denver and indirectly to the elevator in Macy. Are the weight and width limits of these bridges and roads acceptable for farm machinery/grain trucks? The east/west Mexico bridge plus the bridge on the south edge of Denver could serve as routes to haul grain to the Macy Elevator without impeding faster traffic on US 31. (Note: There are two Mexico bridges over Eel River; the bridge on the east side of Mexico runs east/west, the bridge on the south edge of Mexico runs north/south; the old Denniston bridge west of Mexico--not suitable for farm machinery/trucks was unnecessarily discussed at length). DRAFT PURPOSES AND NEED REPORT Concerns Noted:Section 2.4 Ability to Access US 31: (p. 15&16): Miami Co. Comprehensive Report, 2015 (p. 65 map) shows 9 exits including driveways onto US 31 between SR 16 and CR400N (Miami County). The farm/business driveways need to be accommodated with exits, maybe on a frontage road. p. 15: Eel River Bridges (in addition to the US 31 Eel River bridge) focuses on the "unsuitable" Denniston bridge and omits three other Eel River bridge crossings-- bridge south of Mexico, bridge east of Mexico, and the Denver Bridge. The latter two could be alternative routes to the Macy elevator. (The bridge south of Mexico was the only alternative bridge mentioned in the Existing Transportation Conditions Full Report, and is inconsistent with the Draft Purpose&Report). p. 16: The Miami County Comprehensive Plan map (p. 102) shows a recommended overpass at CR550N/Mexico Road, not noted in this report. p. 17: This map carries through the errors in Existing Transportation Conditions Full Report and was used as an overhead by Mr. Prevost in the 6/7/23 public meeting. --omits CR600N (Miami County) which is used as an Agricultural crossing. --CR550North/Mexico Road is not listed as an Agricultural & Industrial Services crossing, use verified by farm operators. --CR450N (Miami County) also is not listed as an Agricultural & Industrial Services crossing, use verified by farm operators. Attachment A. Summary of Intersections with US 31: This report is not consistent with Existing...Full Report, Summary of Cross Street Considerations (p. 13). The errors noted above have been transmitted to the Draft Purpose Need Report. --CR600N (Miami County) is listed in Draft; it is an agricultural access and is not noted as such; This road was omitted in ExistingReport. --CR550N/Mexico Road: Neither the Draft Purpose and Need Report or Existing Transportation Conditions Full Report list this crossing as used for agricultural access. It has been verified that at least 6 farm operators use this crossing frequently. --CR450N (Miami County) is listed as an agricultural access. (ExistingTransportation Conditions Full Report, p. 13, lists it only as a School Route).

RECOMMENDATIONS: Finding these errors and omissions in the Existing Transportation Conditions Full Report on the small stretch of US 31 affecting our farm begs the question of the accuracy of the agricultural access data from CR450N to CR300N (the south end of the US 31N corridor), and north from SR16 to the Marshall County line. As you know, this data must be spot-on for decision making spending millions of taxpayer dollars, for decades of safe use of fast through/slow local traffic on US31 and to meet the goal of implementing Executive Order 13985 which includes the Underserved Communities of "persons who live in rural areas" (ProPEL US31 North Draft Purpose and Need Report, p. 27). Unnoticed input data errors are critical and can be costly. "Garbage in, garbage out" is not acceptable for anyone. Correction of previous research on agricultural access followed by a revised Existing Transportation Conditions Full Report re-issue is required. It goes without saying that the revised report impacts the Draft Purpose and Need Report, future reports and final decisions. I am sorry I did not see these mistakes earlier to report within ProPEL's timeline. Respectfully Submitted.

27	<p>Thank you for inviting the public's creativity into ProPELUS31 North's conversation in the 6/7/23 Public Meeting (viewed on line). Creative Alternatives for US 31North taken from observed roadways in Minnesota: In Minneapolis, several interstates (US 94, US35W and US35E) run through the city presenting the same problems as in the US 31N corridor with both fast through traffic and slower local traffic needs to be accommodated. (Page 10, Existing Transportation Conditions Report and p. 15 Draft Purpose/Need: 16% of the traffic traverses through the corridor without stopping; 84% is local traffic (37% beginning and ending in the corridor and 48% using the corridor to either enter or exit US31 within this 27-mile rural span). This significant roadway use differential on the US 31 N corridor makes fundamental that local traffic needs are given at least equal weight to through traffic considerations in the planning process. US 31 is vital to people who live in the corridor traveling within, or only entering or exiting the corridor. Minneapolis uses left lanes dedicated to fast/commuter traffic and right lanes for slower local traffic with right turn lanes off the freeway connecting with many overpasses to accommodate both local and through traffic needs. Could this/similar model be used in this rural corridor to accommodate differing traffic needs? It appears the overpass at 700N (near Rochester for agricultural/Amish transportation) has proven a safe intersection (p. 21, Existing Transportation Conditions Report). In Stillwater, MN, Hwy. 36 (with businesses on both north and south sides) connects the Twin Cities with Wisconsin across the St. Croix River Bridge and accommodates commuters and local traffic. Overpasses were placed on both ends of the town corridor. Along most of both sides of this highway (which is not limited access) are two-lane frontage roads. I estimate the volume of traffic on Hwy. 36 to be greater than on US 31 from CR 400N to SR16 and that a frontage road along one side would meet local needs in the US 31 corridor. Local lesser known factors that could be useful for inclusion in broader engineering concerns: The Miami County Comprehensive Plan of 6/9/2015, Part 3 (p. 102), Transportation recommends an overpass at CR550N/Mexico Road. On the same map, Interchange 16 is noted as a critical need for public safety (without engineering suggestions). This may be another place to consider an overpass for safety. East/west and north/south mobility through Miami County are both priorities. P. 99 recommends Old U.S. 31 (now Mexico Road) become a frontage road for US 31. Frontage road possibilities already exist in part on the east side of US 31 from SR 16 to CR600N with N300W running parallel to US 31 to CR600N and on the west side of US 31 from the former Musselman homestead (now owned by Stroud/Hattery) north of CR550N going south. When Musselman Farms sold the homestead, it did so with a strip of land running parallel along the west side of US 31 to accommodate the future access of grain trucks to the drying bins in the former Musselman farmstead foreseeing that turning across US 31 would become unsafe. (Current speeds are 65 mph/road is built for 70 mph, Section 4.3.1, p. 16). This land could become part of a frontage road solution on the west side of US 31 along with the two unusable acres of Musselman land that run along US 31 located just south of CR550N. If a frontage road (with overpasses) was added along the west side of US31 from CR400N to SR16, it could accommodate approximately 9 homes, farmsteads, businesses and churches and give safe limited/freeway access to US31 in that highway section. These ideas are offered in conjunction with comments previously submitted on 5/31/23.</p>
28	<p>Access to US 31 is integral to the operation of our two businesses located on Olson Road west of US31 in Rochester. We receive multiple freight deliveries daily via semi trailer truck. Additionally, we have multiple package deliveries daily via UPS, FedEx, Amazon, and other vendor deliveries. Access is also important to maintain quick response time of any potential safety/emergency service responders should we encounter such an event needing those services. We have dozens of employees and customers utilizing US31 to travel to our location daily as well. Limiting access to US31 would negatively impact our businesses.</p>
29	<p>I'm concerned with maintaining access to US31 and 400N west of US31 from the town of Mexico. I believe we would need an interchange with on/off ramps to provide access for emergency vehicles from the Mexico Fire Department, farm machinery to & from Mennel Milling, & access to the Mexico New Life Church on the southwest corner of the intersection. Thanks for your consideration, Resident</p>
30	<p>In a review of ProPELUS31's draft "Purpose and Need Report" of 6/5/23, the following omissions on the map on page 17 were found:</p> <ul style="list-style-type: none"> · CR 550 North/Mexico Road and CR 450 North are cross-highway roadways used for Agricultural and Industrial Services. · CR600 North (not listed) is also a cross-highway roadway used for Agricultural and Industrial Services. <p>Attachment A: "Summary of Intersections with US 31"</p> <ul style="list-style-type: none"> · CR550 and CR600 are not noted as being used for agriculture crossings; · CR450 is noted for agriculture crossings (which is correct but differs from the information on page 17). <p>I verified these findings with our farm operator who wrote: "I'm not sure where they got their information, but I use 450N & 550N almost daily as an ag crossing along with several other operators. 600N isn't used as much, but should be listed as an ag crossing as well."</p> <p>You may want to check the work of your researchers. I would be surprised if these roads aren't also currently used for Emergency Services and for School Buses as homes and families are present on those roads to the Cass County line. Accurate input data is essential for appropriate decisions using your process of "objective, needs-based approach for new projects."</p> <p>Farm operators are depending on decisions based on correct facts for safe and necessary crossings of US 31. I will appreciate your direct acknowledgement that these factual changes have been made as they are vital to our farm operations.</p>
31	<p>In a review of ProPELUS31's draft "Purpose and Need Report" of 6/5/23, the following omissions on the map on page 17 were found: CR 550 North/Mexico Road and CR 450 North are cross-highway roadways used for Agricultural and Industrial Services. CR600 North (not listed) is also a cross-highway roadway used for Agricultural and Industrial Services. Attachment A: "Summary of Intersections with US 31" CR550 and CR600 are not noted as being used for agriculture crossings; CR450 is noted for agriculture crossings (which is correct but differs from the information on page 17). I verified these findings with our farm operator who wrote: "I'm not sure where they got their information, but I use 450N & 550N almost daily as an ag crossing along with several other operators. 600N isn't used as much, but should be listed as an ag crossing as well." You may want to check the work of your researchers. I would be surprised if these roads aren't also currently used for Emergency Services and for School Buses as homes and families are present on those roads to the Cass County line. Accurate input data is essential for appropriate decisions using your process of "objective, needs-based approach for new projects." Farm operators are depending on decisions based on correct facts for safe and necessary crossings of US 31.</p>

32	Like anyone looking to operate a business location and accessibility is key. Our business was purchased on exactly that. This location was purchased by our company in 1981 because of the accessibility to and from US 31 and because daily we have trucks that travel north on US 31 just into Michigan to our sister company. Throughout the year we have around two thousand large trucks coming to and from our business with US 31 being traveled by most of them. If access would be lost at 400 N to and from Mexico, I believe it would impact our businesses success. Any loss of success here at our location will cause the same for our sister location in Michigan because we are the main supplier for them. What customers we would continue to keep would be traveling the small streets of Mexico. I would not want the community to deal with the increase in large trucks driving through it. The past couple of years we have been looking at expanding our facility. We should now put that on hold to see what affects we may deal with to see if we still have a reason for a future expansion. I also can see the importance of keeping access at 400 N open for emergency personnel. I hope all avenues will be investigated before access to and from 400 N is taken away.
33	I attended the meeting at Rochester yesterday, June 8. Very informative. Personnel there answered questions individually, seemed knowledgeable of the subject at hand. Large turn-out for Rochester. However - keep in mind that the Empire State Building was built in one year, the Hoover Dam in five years, and the Panama Canal in 10 years. It should not take 3 or 4 or 5 years to improve a 4-lane road.
34	Once 31 goes limited access, besides SR 25 interchange will be one artery to town. Right now 6th St is used quite often by fire and EMS as the quickest route to 31 or any points west. With the new limited access, that means an overpass at that jct. The other option would be buying more land where SR 14 crosses over 31 and installing entry and exit ramps as they should have done originally. Will the old 31 jct be closed when the corridor is built? I'm guessing it will.
35	I'm concerned about Macy Road and Nyona Lake on US 31. I own farm ground on both sides of the roadway. Grandchildren will inherit the farm, and solutions are needed. It's challenging for farm equipment to cross. Fire Department covers Nyona Lake. Fulton Fire Department no longer exists. First responders are covering a larger area and need to be able to cross 31. Time is of the essence.
36	one concern is are insurance going up because of the fire dept. is to far and there are no fire hid rents ether.
37	we live at 14578n macy millark road macy, in 46951. the ambulance runs to and from my house to woodlawn hospital will be greatly slowed down. it takes time to get ambulances to my door now it will really be hendered by just all county road travel. my family owns a trucking company been in business for 100 years and these j turns make turning the semis in the j channels the trailers don't bend or turn that way. i understand progress but definitely hope it doesn't slow down
38	There seems to be very valid reasons for many access points to remain around the Rochester area. I almost feel like longer acceleration/deceleration lanes would be the least cost and most effective change and then concentrate on the Monticello Road area for a major interchange and corridor connecting US31 and US 25 which will greatly help the downtown area by limiting large truck access. The city could then pick up the maintenance north of 18th street to 9th street and then east to 25
39	Don't forget the landfill is at this intersection. 700N
40	Grain farmers and horse and buggy traffic needs to cross
41	CR 450 - The hill makes it difficult to get out on US 31. Visibility is a concern for cars trying to access 480
42	450N Heavy crossing traffic - including amish buggies and bicycles. Traffic from North coming over hill at high speeds cause heavy crash/near crashes. Access to Leiters Ford with safety for school buses and emergency vehicles.
43	CR 450 is a good access point for emergency vehicles and access between lighters ford 450
44	450 traffic is very heavy and traffic backs up waiting to get on 31
45	Most truck traffic is north side of town, should reroute north of town, instead of continuing through town.
46	Please keep the west side of the county accessible for emergency vehicles 450
47	375 north doesn't really show on any of the charts. Don't forget the fulton county museum or how it will be accessed. Meridian road not a good option in current state.
48	Business needs access from W Olsen Road.
49	Olsen Road has bad flooding on both sides of 31
50	Sight distance issue at former railroad overpass
51	Suggest a north bypass of Rochester for SR 14 and SR 25 to mitigate running traffic through downtown
52	Need 25 to 31 connection. Move trucks outside of Rochester. Moving industry out to north of town.
53	Access to Monticello is critical for truck movement/future industry
54	Trucks from W50N turn north from west side and block the intersection then queue along us 31 NB
55	Would like a noise barrier near curve on US 31 to the north
56	Sheriff Access to southwest of county sweetgum needs exchange
57	Old US 31 and US 31 would like a frontage road to SR 25 if access at Old US 31 is closed.
58	This is a very dangerous intersection - US 31 and Old US 31
59	Safety issues at old US 31 and US 31. Sight distance/curve
60	Wabash avenue is extremely important for everyone. make sure
61	E 250 S - shutting off access will force everyone to drive around the lake - +20 mins
62	If 300S access is cut off, the farm cannot be accessed (partially) Speeds of traffic on 31 are way too crazy to bring equipment across, Culvert for additional farm access
63	Access to Green Oaks is critical. It's well know throughout the state, brings lots of people. Closing access would negatively impact business.
64	Limited access needs to happen for safety. At north end of 450N is the right place for overpass/interchange and around monticello.
65	W 1350 N to E650S must have access for first responders and fire
66	1500N - 8 miles through with no stop sign
67	Nyona Lake and South Mud lake have 400+ homes. First responders from Macy crossing 31. 17+ times this year so far

68	There cannot be only one way in/out of Nyona
69	school buses from 3 counties come into the community at the restaurant
70	It takes forever to get the emergency now. If road ever closed would be really bad. Continuity of access for emergency services across 650 S/1350N Nyona Lake Comm.
71	Businesses in Nyona would be seriously hurt by loss of access. mikes pizza burns pole barns snack n baits others, small businesses
72	New US 31 split my farm. New access across is very important at 1200N and 1050 N. Need to be able to cross with equipment. If widening, would prefer to the west. East of 31 is the best farmland, the heart of my farm.
73	Getting a semi or farm equipment across on any weekday evening is next to impossible. Speeds are way too fast.
74	If limiting access at 1000N/1050N area -culdesac 1050n where houses are -1000n can be farmers access
75	To whom it may concern, RapidView LLC would like to make the study team aware of our business, and make sure that it understands that the implementation of limited access on US 31 North would negatively impact our business. Map link to our location, west of US 31 on Olson Road https://goo.gl/maps/uT1SjdBWFXfPDvYj9 With its international headquarters located at 1828 W. Olson Road, Rochester, RapdiView LLC is one of the largest employers in Fulton County with an annual payroll exceeding \$3 million. RapidView LLC provides support and equipment to government agencies and contractors working in the infrastructure section. This facility has been in operation since 1994. RapidView LLC recently completed a \$3 million expansion of its offices and is preparing for the next expansion of its facility. RapidView LLC is the largest package shipper in the entire region for UPS. RapidView LLC receives approximately two tons of international freight each week by truck. RapidView LLC utilizes LTL shipping, with approximately 4 truck shipments or deliveries every day. RapidView LLC employees travel to work each day, many utilizing US 31. RapidView LLC is visited by customers from around the country every day for repair, training and meetings. RapidView LLC's access to US 31 is integral to its success. As a rural business, limited access to US 31, or increased response times from the first department, may make our business uninsurable. You be aware that there are other businesses on Olson Road including our sister company, R&R Visual, FWS Seating and Ceres Solutions of Leiters Ford. We sincerely hope that the PEL team will make sure that our concerns are communicated prior to any project planning. If you have any questions, or would like more information, please contact me at the number below. Sincerely, Resident
76	I'm all for removing the stoplights along US 31 considering how many wrecks occur with people running the lights, but I very much against the development of every intersection along US 31 that will have an exit. Especially up along the 31 North portion, there is a lot of farmland that will be lost if these intersections get developed. Not to mention the thousands of people who live in the quiet rural areas around these intersections who will have their way of living totally disrupted. I bought my house in the country so that I wouldn't be near a developed area and I fear that my perfect little country home is going to be ruined by a giant truck stop or fast food restaurants nearby and the farmers will lose the land that they currently use to provide food to families all over. Get rid of the stop lights, put in overpasses, that all sounds good. But I'm praying our rural way of living isn't ruined by "development" of the intersections. I pray we don't have housing editions pop up around us. And I hope that not too many people get their homes bought and destroyed for this project.
77	When's the last time the government got involved in something and it came out ok or didn't cost those of us who pay taxes more money.
78	There's so safe way to turn off the south bound lane of 31 to the east on west Blair Pike road. If you are turning east you have to turn from the left lane to get onto Blair Pike.
79	What exactly are you planning to do on 31? It was never mentioned.
80	I would like to host a community office hours date at our business location either later this summer or in the fall. We have two well established/thriving businesses - RapidView LLC and R&R Visual, Inc. We are located at 1828 W Olson Rd, Rochester.
81	RE: US 31 North crossings of W450N, W550N/Mexico Road and State Highway 16, and plans for N300W access to Hwy. 16 affecting Raymond E. Musselman Farms, Inc. operations on farmland on both the east and west sides of US 31. Agricultural Transportation Needs and Concerns: 1.This Spring while farming on the west side of US 31, a tractor quit operating and needed to be moved to the shop on the east side of the road for repair. Another tractor was needed to utilize the second tractor's hydraulics and guide it across the four lanes of US 31 at W550N. The farm operator wisely scheduled this move early Sunday morning when traffic was presumed to be light. It wasn't. It took slowing traffic down with a pickup truck driving in the middle of the Southbound lanes with lights flashing to create enough of a gap in traffic to get the attached tractors across the road safely. 2.When farmers take several pieces of equipment behind a tractor, it necessitates all four lanes must be crossed at once as the median cannot accommodate the length of the equipment coupled. In recent years, the volume of traffic on US 31 is so dense and fast that it has become a very lengthy process to do this. This causes more congestion as vehicles stack up behind the equipment and in the turn lanes waiting for them to cross. 3.Farm operators and their grain trucks rely on the stop light at 100N (truck stop) to make gaps in the traffic that allow for tractors and equipment to cross US 31. Without that stop light, there will be few gaps in traffic for safe crossings. 4.Farm machinery is too large and too slow to safely cross US 31 on J-Turns. They cannot achieve an entry speed necessary to avoid collisions from fast moving cars/trucks. 5.True or False: J-Turns are no longer being considered from W100N to Hwy. 16 as traffic there is high volume and high speed. 6.Mexico and Macy have grain terminals used by farmers harvesting crops on the opposite side of US 31. Related Community Concerns: Do we just stick to our own concerns/omit this? Add to #6 above? 1.Eel River is a natural barrier limiting the crossings for local residents needing to go south. The county road bridges do not accommodate larger vehicles forcing those to use US 31 bridges to get from one side to the other. 2.The Mexico Community is impacted. There are Mexico business owners who live west of US 31 as well as churches west of US 31 identified with the Mexico community. Possible Alternatives/Questions: 1.Is an overpass across US 31 at W550N/Mexico Road being considered for the safety of farm operators/equipment and freeway/local traffic? An overpass was built in Fulton County across US 31 to accommodate slow moving local traffic. 2.N300W could be used as a "frontage road" from Hwy. 16 to N600W for local traffic and our farm machinery. 3.What are the plans for N300W which intersects with Hwy. 16 just east of US 31? Will this road be accessible onto Hwy. 16 from the south? 4.Should the US 31/Hwy. 16 intersection be considered for both a J-Turn and an overpass given agriculture transportation needs?
82	I hope the state considers the impact of cutting off a community when closing road access . Rochester is a different set up of a community because of Lake Manitou. The south access we have is Wabash Road, there must be a access for the people in northern Indiana that use this to get to the east/ north part of state, let alone the access it has on local community . I hope to attend the next meeting but have a commitment that night. Thank you
83	Lander Eicholzer contacted our Fulton Liberty Lions Club quite some time ago indicating an interest in setting up an Info booth at our August 5 Festival in Fulton. I have an application I can send.
84	Commenter stopped by to get an update on the project. He is a reporter for the The Shopping Guide News.
85	Commenter lives off Wabash Ave. near US 31. He would like to see access to/from US 31 to Wabash Ave. eliminated. People often speed, up to 60 mph, in the 30 mph zone. And there have been several new houses built recently, and children play

86	I had not expected a response to my week-end inquiry on Saturday. The response appears to be generated and did not answer my question. As you know, a collaborative process involves transparency and two-way communication, at least. I would like to receive a more detailed timeline for the study to be completed by Fall, 2024. I am interested in what steps will be taken, what to expect when and who in INDOT is responsible for taking the next steps. Specifically, I am interested in the proposed timeline/plans for the crossings our farm uses at 450N, W550N/Mexico Road and 600N to our farmland on both sides of US 31. Staff response and current working timelines will be appreciated.
87	I appreciate your kind response to my questions and feedback. Does the study team have a more detailed time-line for the study to be completed by Fall, 2024? I am interested in what steps will be taken, what to expect when, and who in INDOT is responsible for taking the next steps. Thank you for the information or link.
88	Does not accept J-turns. Wants more than band aid fixes. Wants interchanges that make sense. We don't care how long, when it becomes affordable, we will do it. Northern Miami County and Southern Fulton County is where Resident is located and this is the most rural stretch of US 31 Macy elevator. the feed, grain and warehousing people say it is the largest feed supplier owned by a single individual in Indiana Resident knows the owner. She has lots of semi-trucks that access facility. 1350 is a concern. it goes across US 31 to Naoma Lake. 1350 North. 1500 Jim's hog business is located at this location which goes across Miami county. People from northern areas use this road. CR 1000 primary entrance to schools. All stop lights gone but along with eliminating lights we have to get creative. We have success at Carmel Westfield bypass along kokomo Marshall and St Jo. Next area: Grissom AFB. McCanekwa industrial park. SR 218 main gate to airbase. Engineers need to sharpen pencil and see what they can do to work out congestion and confusion. School buses turning on an off US 31, CR 800 to schools. Stoplight at Truckstop 24. Emergency access. Jim Tidd serves on US 31 Coalition with Resident
89	The Raymond E. Musselman Farms, Inc. is located on both sides of US 31 requiring the farm operator to cross with machinery on the Mexico Road, 450N, 550N, and 600N. When US 31 was made 4 lane in 1966, it was re-routed through our farm. I am especially interested in your plans at the intersection of W550N, US31 and the Mexico Road as we were left with 2 acres of waste land south of W550 N and west of US 31. To clear up this problem with the State of Indiana, I offered Mr. W. Thomas Geibel, Director of Real Estate INDOT the land last year. He declined saying it would need to be maintained. It has never been maintained or used since 1966 as two acres is too small to farm. I WOULD BE INTERESTED IN INDIANA PURCHASING THIS TWO ACRES OF LAND (AS IT SHOULD HAVE IN 1966) FOR A SAFE NECESSARY INTERSECTION FOR OUR FARM OPERATION. This intersection would best suit our farming interests as it is the middle of the three intersections we currently use to move farm machinery across US 31 and is directly across from our machine shed on the east side of US 31. The land operator lives on the west side of US 31, our farmland is on both the east and west sides of US 31, and we have machinery stored in buildings on both the east and west sides of US 31. I am both the trustee of the Raymond E. Musselman Trust Agreement and the farm manager of Raymond E. Musselman Farms, Inc. I live in Minnesota and am unable to attend your public meetings.
90	When will the next virtual meeting for the US 31 North study be held? I am an out-of-state Trustee and Farm Manager and would like to attend.
91	How will the Sheriff's Department access US 31 from their new headquarters on Sweet Gum Road?
92	Please make entry and exit ramps. These lights and intersections are far to dangerous and people are dying almost daily!
93	This must be a full freeway throughout, built and signed like an interstate. I gladly pay one of the highest fuel taxes in the nation yet looking at all surrounding states, they have miles of non-interstate freeways and Indiana is just getting started. Specifically, do not compromise safety by allowing the Division Road Rd signal to remain. Terrible long range planning on the part of Tipton County and INDOT.
94	See my comments on 31 south. This must be a total freeway. Do it slowly if you must, but do it right.
95	Recently we had occasion to go across 431/Keystone Ave at Carmel. We couldn't help but notice the overpasses and their design. They are much more attractive than what one normally sees. I ask myself why all overpasses are not designed to be more attractive. I would like to see interesting designs used in the upcoming overpasses on U.S. 31 north. Also, I liked the idea of the name of the street/roadway that the overpass was located on. This gives the traveler an idea what roadway they are driving under. A design overpass would give some class to the area.
96	US Highway 31 from 31 Freeway ramping system at highway 30 to freeway 31 ramping system just north of Kokomo must be upgraded to full freeway standards! NOT freeFLOW!! No J-intersections!! The US 31 Highway corridor serves several million people from South Bend to Indianapolis. US 31 Highway should be petitioned to convert to Interstate 67 by our INDOT.
97	This "project" has been in the works for several years and it has held businesses and individual homeowners in a state flux. One cannot in good conscience sell their property or business not knowing if this project is going to affect them in any way. The persons pushing this project should be considerate of these folks to get the plan done and immediately notify those people that will be impacted so that they can begin to make plans for their futures. We have a neighbor that needs to do some expensive repairs to his property but does not want to invest the monies if he is going to be losing his property.
98	Are all county roads evaluated for change- do nothing, cul de sac or bridge? how is that decided? Specifically ... 1000 N & US 31 N Miami County; & 2 roads north of that ECounty Rd 825 S Fulton County?
99	Resident lives off of CR 1050 N. She is concerned that if the state decides to put an interchange or overpass there, it will take her property, as well as her neighbors'.
100	Not at Wednesday's meeting. Hear choices were: do nothing, cul da sac, bridge at 1050 N intersection. That is the order I am submitting.
101	What factors decide where a bridge goes?
102	Aubeenaubbee and another volunteer fire station. Resident is the Rochester Township trustee. There is some fire protection west of US 31 and west of Rochester. She is concerned about fire protection for people in her township. He currently contracts with the City of Rochester for fire protection and she needs several years to budget for money to contract with one of the volunteer fire departments, or organize a new one for her township. She needs at least four years of notice to plan for budgeting people to abide by Indiana law.
103	She lives on 1050 N. and her sister lives on the corner. She has heard that there will be overpass there. She would prefer to lose access to US 31 completely than have an overpass or interchange there. She and her sister want a cul-de-sac there. But really she's rather have nothing done.

104	<p>Resident said that the 2013 study showed 7 combinations of interchanges and overpasses. Most counties are 20 miles square. If northern Marshall County has seven and you assume there will be similar. Fulton County should have more than 7-8 access points.</p> <p>He would put something at Conservation Club Road (historical society), CR 700 N, 200 N/Monticello Road, 3rd St. CR 100, SR 14, Old US 31. (He owns property north of the Rochester Church of God off Old US 31.) Green Oaks Antiques needs continued access, at least via a frontage road.</p> <p>He is against J-turns because it's hard to turn trailers and large farm equipment in them.</p>
105	<p>Resident and his wife are very concerned about the speeds on US 31. They suggested adding flashing beacons on speed limit signs or in advance of major intersections. He realized that most crashes are driver error and you can't, "Legislate intelligence."</p>
106	<p>Resident is a member of the Macy/Mexico/Denver Volunteer Fire Departments. He is concerned about residents living on the west side of US 31 getting fire protection if access is limited and the stations on the east side can't reach them. He stated that there are many times that several stations must respond to a fire because they need more water. So there would be several trucks traveling from various directions across US 31.</p> <p>He is also concerned about farmers who own land on both sides of US 31. Given the cost of heavy farm equipment, he stated there's no way farmers can purchase duplicate machinery, so they will need continued access across US 31.</p>
107	<p>I would like to know what their plans are for the intersection of 1050 North and US31 in Miami County, Indiana. Do they plan on making changes to the intersection??</p>

US 31 North RESOURCE AGENCY, STAKEHOLDER & PUBLIC INVOLVEMENT SUMMARY #2

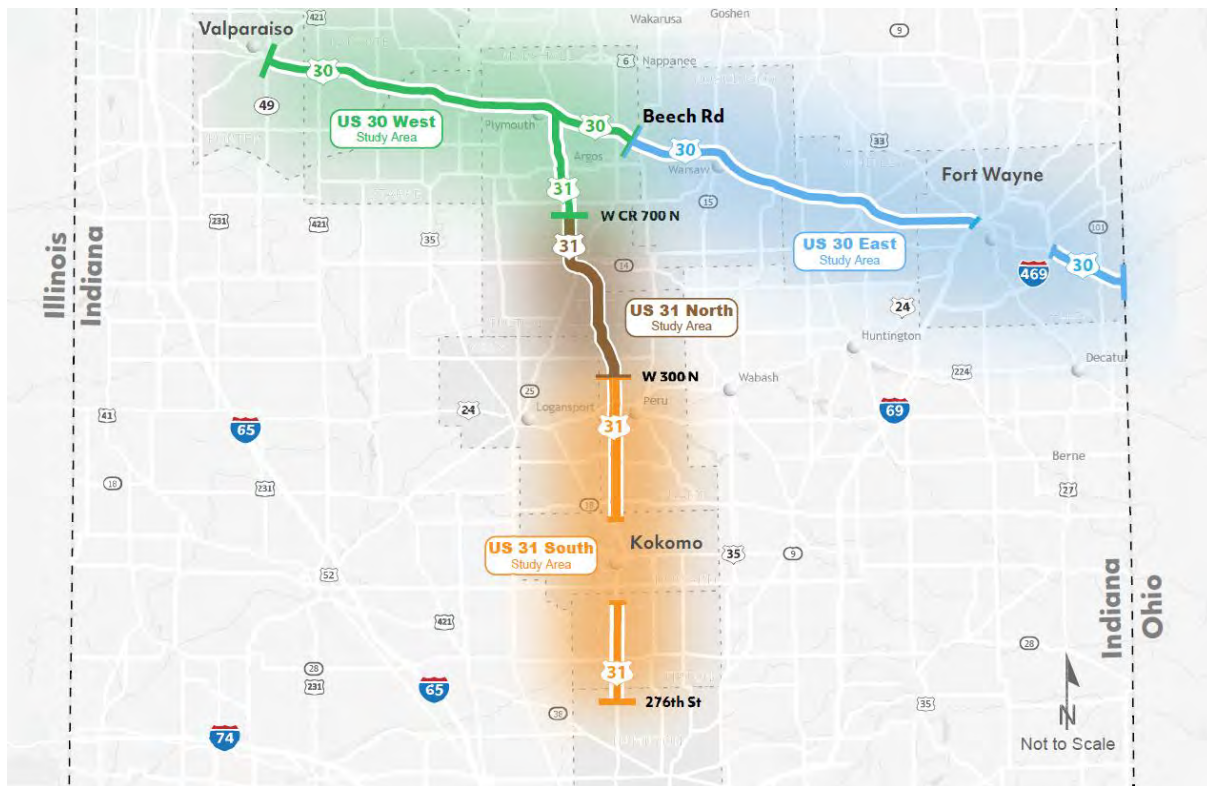
Appendix M. Additional Stakeholder Outreach

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

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

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

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



1. Please tell us your home zip code.

2. Which corridor do you travel?
 - US 30 corridor
 - US 31 corridor
 - I travel both US 30 and US 31 corridors

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

4. How often do you use the US 30 and/or US 31 corridors?
(Select all that apply)
 - Daily
 - Weekly
 - Weekends
 - Monthly
 - Less often

5. What time of day do you typically travel the US 30 and/or US 31 corridors?
(Select all that apply)
 - All the time because I live nearby
 - Early morning (before 6 a.m.)
 - Morning commute (6 - 9 a.m.)
 - Midday (10 a.m. - 3 p.m.)
 - Afternoon commute (4 - 7 p.m.)
 - Evening (7 - 10 p.m.)
 - Late night (After 10 p.m.)

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

7. What kind of future potential improvements do you suggest for the US 30 and/or US 31 corridors?

8. Enter your email address below if you would like to receive updates about the study.

(You will be given an option to opt-out at anytime should you choose.)

Thank you for your time and feedback!

ProPEL US 30/31 TRUCKING ASSOCIATION SURVEY



October 2023

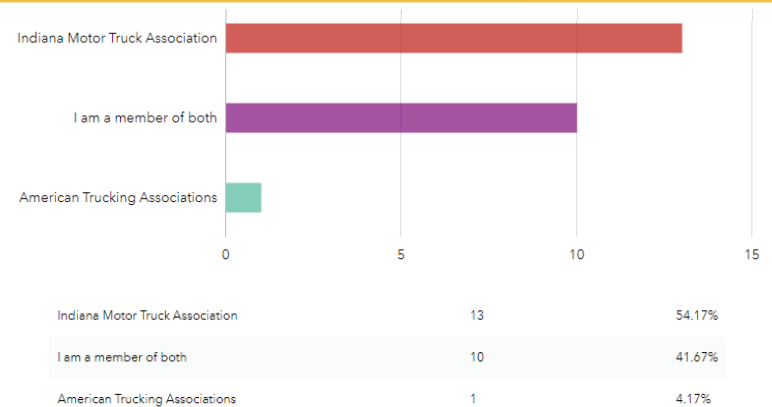
Survey Results Summary

- The ProPEL US 30/31 Advisor drafted a survey for the Indiana Motor Trucking Association leadership to distribute to their membership related to usage of the US 30 and 31 corridors in northern Indiana.
- The survey link was delivered to 75 targeted companies via email on Thursday, August 24, 2023.
- 32% response rate as of October 10, 2023. Respondents offered thoughtful feedback related to the studies and study areas.
- The majority (67%) of respondents requested to be added to the PIMA stakeholder email database to receive regular study updates. Respondents were added to PIMA by the Advisor team based on location of their business.

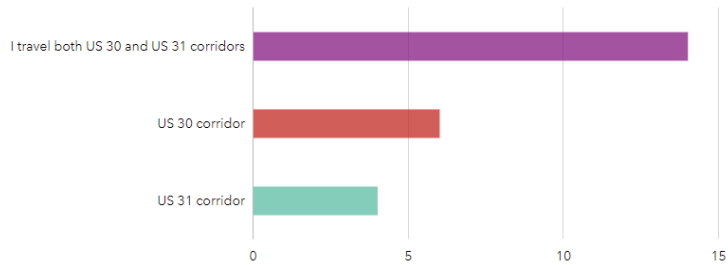
Please tell us your home zip code.



To which association do you belong?

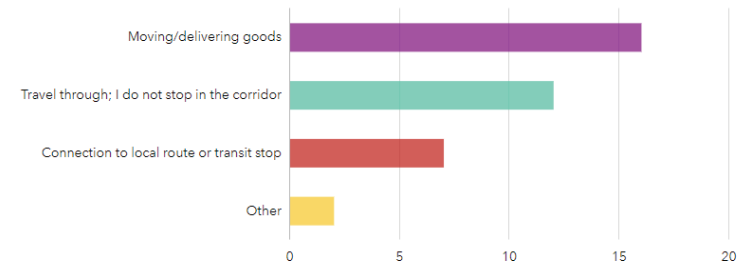


Which corridor do you travel?



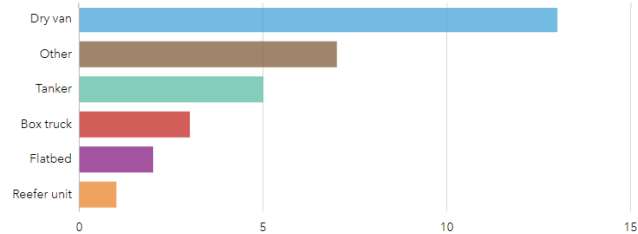
I travel both US 30 and US 31 corridors	14	58.33%
US 30 corridor	6	25%
US 31 corridor	4	16.67%

For which type of travel do you most often use the US 30 and/or US 31 corridor(s)? Select all that apply.



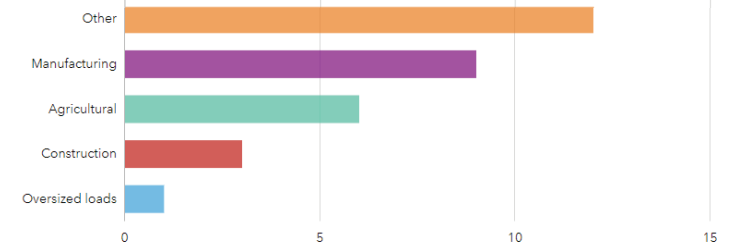
Moving/delivering goods	16	66.67%
Travel through; I do not stop in the corridor	12	50%
Connection to local route or transit stop	7	29.17%
Other	2	8.33%

Which of the following best describes the type of trucking configuration you use? Select all that apply.



Dry van	13	54.17%
Other	7	29.17%
Tanker	5	20.83%
Box truck	3	12.5%
Flatbed	2	8.33%
Reefer unit	1	4.17%

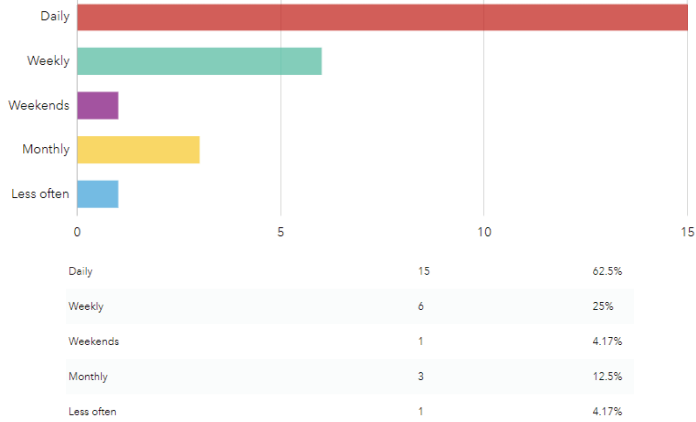
Which of the following best describes the type of freight you carry? Select all that apply.



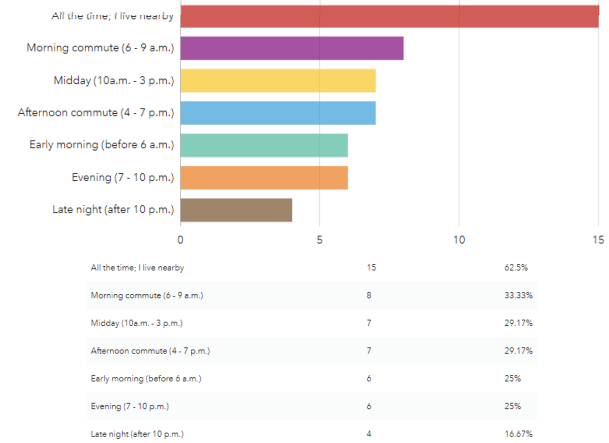
Other	12	50%
Manufacturing	9	37.5%
Agricultural	6	25%
Construction	3	12.5%
Oversized loads	1	4.17%

Others:
Household goods
US Mail
RVs, boats, cars
Prepared foods
Fuels
Animal fats

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



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



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

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

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

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

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

- Primarily in the cities/towns, populations centers.

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

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

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

- Limited access. More warning of approaching signals. Longer time for signals on the yellow light.
- Flashing yellow signals in turn lanes that cross oncoming traffic, controlled u-turn lanes like the one recently installed at Coesse School east of Columbia City. Fewer access points to US 30 and eliminate multiple traffic lights.
- Drop lots for future doubles transportation on the outside of Indianapolis. I am pushing for future lobbying for twin 48's running off the toll road/turnpike to run north/south corridors for greater supply chain improvement and greener commercial highway commerce. These would break apart in lots outside of Indianapolis and Louisville to be peddled to the city limits. This would be an ideal corridor for this between South Bend and Indianapolis. Even to have one in the Plymouth area as we would love to run 30 east and west having lots between Valpo and Ft. Wayne. A bypass around Warsaw and Columbia City area would be worth considering as it was for Kokomo. It would lessen GHG and improve highway transit for commercial vehicles while lessening congestion for civilian drivers in the local area.
- Complete limited access roadways and no stoplights on US 31. Reduce or reroute US 30 around municipalities such as Warsaw to eliminate multi-light traffic jams.
- Bypass Warsaw and Columbia City. Work to make US 30 the same as US 31 improvements. Reduce the number of stoplights.
- Bypass through population centers and/or bridges to allow for the avoidance of traffic lights.

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

- Four-lane freeway access on US 31 just as our past Gov. Daniels had intended it to be back in 2006 when he made the deal on I-80 to fund this improvement!

US 31 North RESOURCE AGENCY, STAKEHOLDER & PUBLIC INVOLVEMENT SUMMARY #2

Appendix N. Elected Official Outreach



US 31 North PEL, Miami and Fulton County Elected Officials Update

Meeting: US 31 North and US 31 South Study update: Miami County Commissioners

Time and Date: August 18, 2023, 9:00 a.m. EST

Location: Miami County Courthouse, Peru, Indiana

Attendees:

Name	Organization
Alan Hunt (Chair)	Miami County Commissioner
Benda West	Miami County Commissioner
Fred Musselman	Miami County Commissioner
Mary Brown	Miami County Auditor
Tim Hunter	Miami County Sheriff

Name	Organization
Jonathan Wallace	INDOT MP
Kevin Sears	INDOT Gov Affairs
Alex Lee	Parsons
Dan Miller	HNTB
Cassidy Hunter	HNTB

Cassidy Hunter briefed the commissioners on the PEL update as it relates to the overall study and US 31 South specific. Discussed engagement to date, process of universe of alternatives to reasonable range of alternatives; at the end of the study, project development and INDOT operates on a five year project development cycle. Alex briefed US 31 North specifics; input from EMS/Fire for Mexico, Denver, and Macy VFD; coordination with Mennel Granary and outreach/presence at McClure’s Orchard on September 30 and October 14th.

Q: Are you going to remove J-turns from the alternatives?

Dan Miller: Still on the table.

Commission Hunt stated that J-turns is not the answer.

Commissioner Musselman said the J-turn that was installed on US 24, no one wanted. Zero interest; but INDOT still installed. Ignored the public comments and elected officials, that is frustrating.

Q: (Commissioner Hunt) Is INDOT purchasing homes along the corridor.

Dan Miller: This program is strictly volunteer.

Sheriff Hunter: J-turns will not work on US 31; traffic is too heavy. Can’t see it on US 31.

Meeting: US 31 North and US 30 West Study update: Fulton County Commissioners Meeting

Time and Date: September 18, 2023, 6:00 p.m. EST

Location: 125 E 9th St. Rochester, Indiana 46975

Attendees:

Name	Organization
Brian Lewis (President)	Fulton County Commissioner
Rick Ranstead (VP)	Fulton County Commissioner
David Sommers	Fulton County Commissioner
Travis Heishman	Fulton County Sheriff

Name	Organization
Alex Lee	Parsons
Brett Lackey	CDM Smith

Alex briefed the commissioners on the PEL update as it relates to the overall study and US 31 North specific. Alex discussed specifics; input from EMS/Fire for Rochester, Aubbeenaubee, Mexico, Denver, and Macy Fire; coordination with Fulton Historic Society and Green Oaks Antique and with multiple farms in the study corridor. The project team had outreach/presence at Fulton County 4H Fair and Fulton Farmers Market, will continue the study community hour hours.

Q: (Commissioner Ranstead) Want to see the plan sheets for CR 700 overpass and SR 110 interchange.

Brett and I said we will look into this (LaPorte District) where this project stands.

Q: (Commissioner Sommers) From CR 700 to the Miami County line; is there any maps of the proposed improvements?

Alex: The study has no recommendations at this point. Everything is currently on the table.

Meeting: US 31 North and US 31 South PEL Study update to Miami County Council Meeting

Time and Date: September 19, 2023, 7:00 p.m. EST

Location: Miami County Courthouse, Peru, Indiana

Attendees:

Name	Organization
Sandy Chittum (President)	Miami County Council
Brad Fruth	Miami County Council
Dick Wiles	Miami County Council
John Allen	Miami County Council
Bryan Nutt	Miami County Council
John Donaldson	Miami County Council
Mary Brown	Miami County Auditor

Name	Organization
Jonathan Wallace	INDOT MP
Alex Lee	Parsons
Dan Miller	HNTB
Cassidy Hunter	HNTB
Tim Hunter	Miami County Sheriff

Cassidy Hunter briefed the councilors on the PEL update as it relates to the overall study and US 31 South specific. Discussed engagement to date, process of universe of alternatives to reasonable range of alternatives; at the end of the study, project development and INDOT operates on a five year project development cycle. Alex briefed US 31 North specifics; input from EMS/Fire, coordination with Mennel Granary in Mexico and public outreach at McClure’s Orchard on September 30th and October 14th.

Q: (Councilor Wiles) About the severity of crashes and the location of the most dangerous?
 Dan Miller: Pulled up the graphic that identified US 31 at SR 218 North that has an ICC of 3.01. Discussion of Division Road; the US 31 South team has two Division Road intersections, think some confusion because the Division Road that was asked is south of US 24 (Division/West Blair Pike Road).

Q: (Councilor Nutt) The traffic that is going north and south on US 31; what is the origin and destination along that route.
 Dan Miller: He would have to look it up; asked me (US 31 North) that our numbers of origin/destination was particularly high for local (over 80%).

Note: Jonathan said to us after the meeting that we need to emphasize the Design Year (2045).

Meeting: US 31 North PEL Study update: Rochester City Council Meeting

Time and Date: September 26, 2023, 6:00 p.m. EST

Location: 320 Main St. Rochester, Indiana 46975

Attendees:

Name	Organization
Brian Fitzwater	Rochester City Council
Todd Wilson	Rochester City Council
Brian Goodman	Rochester City Council
Bob Cannedy	Rochester City Council
John Garrett	Rochester City Council
Shoda Beehler	Rochester City Clerk-Treasurer

Name	Organization
Jonathan Wallace	INDOT MP
Alex Lee	Parsons
Andrew Perkins	Rochester Attorney
Andrew Shotts	Rochester Police Chief
Tom Butler	Rochester Fire Chief

Alex briefed the City Councilors on the PEL update as it relates to the overall study and US 31 North specific. Alex discussed specifics; input from Stakeholder advisors, Rochester Schools, EMS/Fire for Rochester, Aubbeenaubee, Mexico, Denver, and Macy Fire; coordination with Amish/Mennonite communities and with multiple farms in the study corridor. The project team had outreach/presence at Fulton County 4H Fair, Fulton Farm Bureau members and Fulton Farmers Market, will continue the study community hour hours, twice a month.

Q: (Councilor Wilson) Safety; are there intersections that have more incidents than others?

Alex: The study is analyzing both safety and traffic volumes in the corridor. Looking at accidents in terms of types, location, and volumes.

Q: (Clerk-Treasurer Beehler) Question about the safety at US 31/Old US 31?

Alex: The study has no recommendations at this point. Everything is currently on the table.

Q: (Councilor Garrett) Asked about the existing overpass and interchange and the planned one at CR 700; are those the only ones being considered at this point?

Alex: The study has no recommendations at this point. Everything is currently on the table.

US 31 North RESOURCE AGENCY, STAKEHOLDER & PUBLIC INVOLVEMENT SUMMARY #2

Appendix O. Tribal Coordination and Outreach

Dear Tribal Nation Partners,

Attached is the INDOT ProPEL US 31 North - Archaeological Cultural Resources Identification Memorandum if you wish to review and provide comments.

The following documents are also available on the ProPEL US 31 North website for review and reference: <https://propelus31.com/doc-library/> [propelus31.com]

- ProPEL US 31 North – Draft Purpose & Need Report
- ProPEL US 31 North – Existing Transportation Conditions Report
- ProPEL US 31 North – Draft Environmental Constraints Report

Tribal Contacts please respond to INDOT’s Acting Tribal Liaison, Matt Coon at mcoon@indot.in.gov (317-697-9752) with any responses pertaining to this study including to provide INDOT/Indiana FHWA additional information about Tribal resources/concerns and questions/comments regarding cultural resources. The FHWA point of contact is Kari Carmany-George at K.CarmanyGeorge@dot.gov (317-226-5629).

Thank you in advance for your input,

Matt Coon

Manager, Cultural Resources Office

Interim Archaeology Team Lead

Acting Tribal Liaison

Indiana Department of Transportation

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