

# WELCOME!

# PROPEL

*Smarter Transportation.  
Stronger Communities.*

## US 31

## PUBLIC INFORMATION MEETING:

### Purpose & Need

### US 31 South

June 14, 2023



# WELCOME!

# PROPEL

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**US 31**

## PUBLIC INFORMATION MEETING:

### Purpose & Need

**US 31 South**

June 15, 2023



# STUDY OVERVIEW

Identify potential future transportation investments

Develop, analyze, and screen potential solutions in a way that promotes efficiency

Define transportation needs, as well as environmental and social constraints

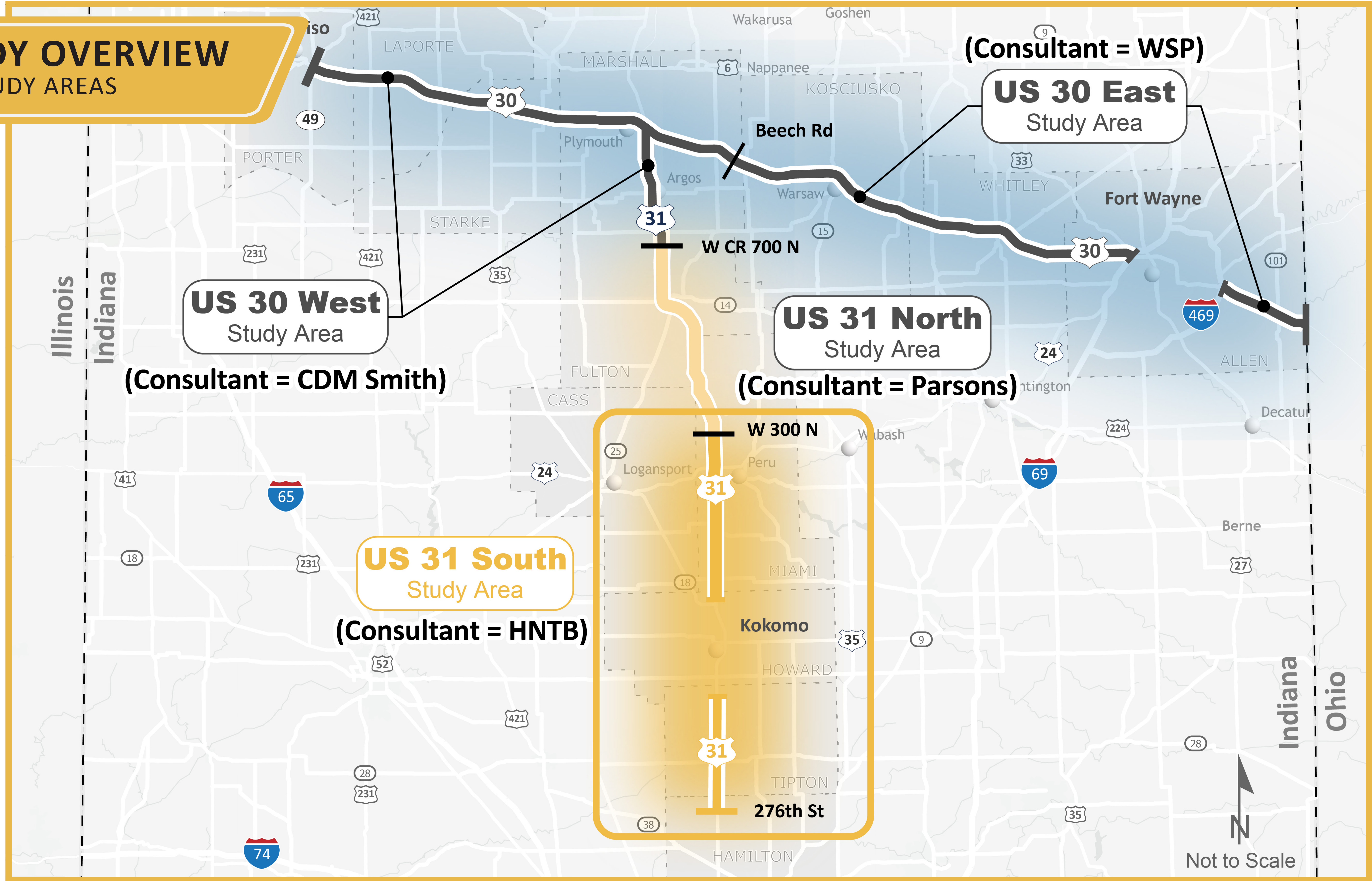
## HOW IS MY FEEDBACK BEING USED?

- Understand local needs
- Identify opportunities and concerns
- Assess potential options, constraints, and tradeoffs
- Inform study recommendations



# US 30 & 31

## STUDY OVERVIEW ALL STUDY AREAS



# STUDY SCHEDULE

**1**   
SUMMER 2022

## PEL STUDIES START

- Begin data gathering
- Develop public involvement plan

**2**   
FALL 2022

## VISION & SCOPING

- Review corridor history
- Identify baseline conditions

**3**   
SPRING/SUMMER 2023

## PURPOSE & NEED

- Identify transportation needs
- Develop purpose of improvements



**4**   
LATE 2023/  
EARLY 2024

## ALTERNATIVES ANALYSIS

- Identify potential improvement alternatives
- Evaluate and screen alternatives
- Identify environmental and community impacts

**5**   
FALL 2024

## PEL STUDIES COMPLETE

- Document the study process and its recommendations

GATHER PUBLIC FEEDBACK & AGENCY COORDINATION



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# WHAT WE HEARD



# US 31 SOUTH

## WHAT WE HEARD



**14**

COMMUNITY  
OFFICE HOURS  
(OCCUR 2X/MONTH)



**400**

COMMUNITY  
PARTICIPANTS



**3**

PUBLIC  
MEETINGS



**63%**

ACCESS TO,  
FROM & ACROSS  
US 31



**11%**

SAFETY  
COMMENTS



**10%**

TRAVEL ALONG  
US 31



**4%**

ECONOMIC  
DEVELOPMENT



**300**

COMMENTS  
RECEIVED



**4%**

ENVIRONMENTAL  
CONCERNS



**2%**

BIKE &  
PEDESTRIAN



**4%**

OTHER  
COMMENTS



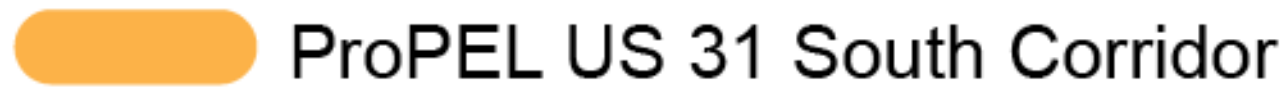
**2%**

REDEVELOPMENT  
COMMENTS










# US 31 South






## PUBLIC COMMENTS


--- County Line  
 ProPEL US 31 South Corridor

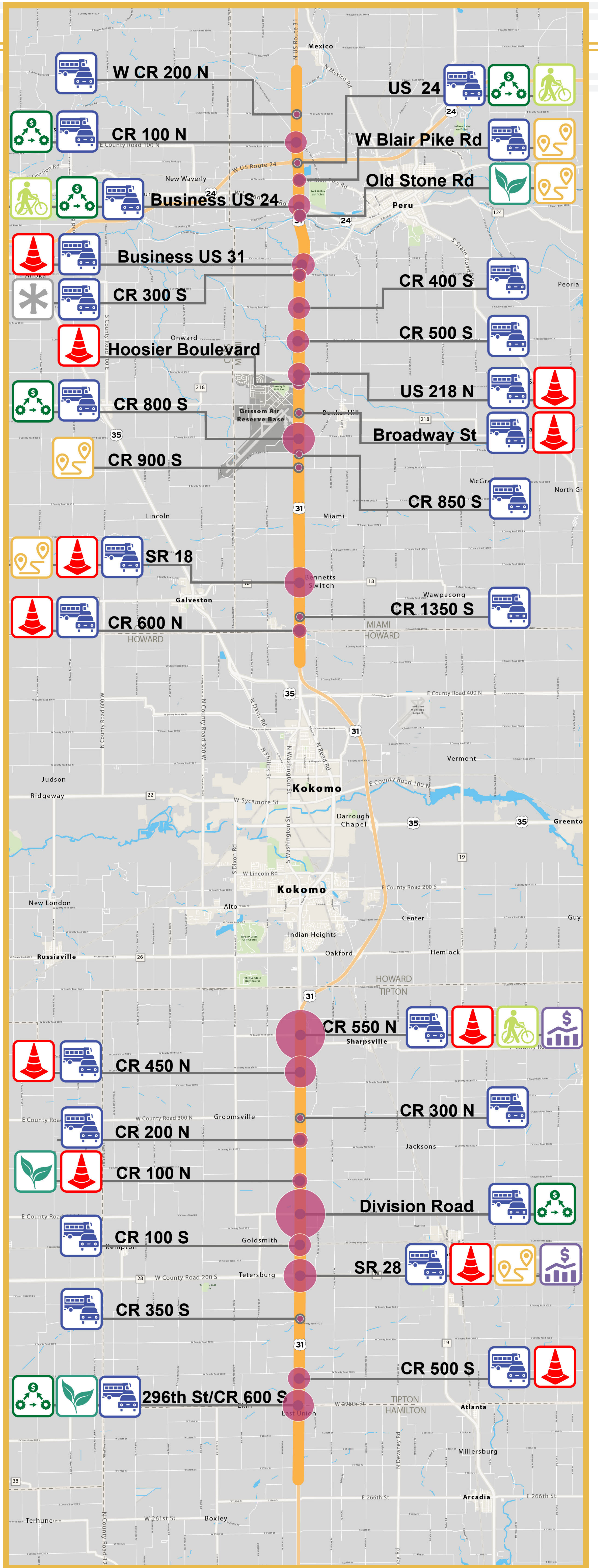
**Comment Category**

-  Local Mobility
-  Safety
-  Environment
-  Redevelopment
-  Bike and Pedestrian
-  Regional Mobility
-  Economic Development

**Number of Intersection-Related Comments**

-  0 - 1
-  2 - 3
-  4 - 6
-  7 - 12
-  13 - 22

 NORTH

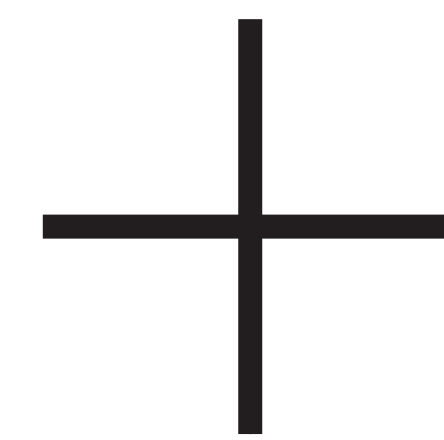


CORRIDOR VISION

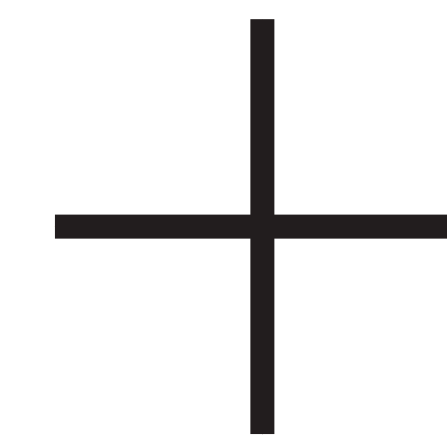
The US 31 corridor will serve local, regional, and national travelers by balancing mobility and access considerations in a way that:



Enhances safety  
for all users



Provides equitable  
transportation solutions



Complements  
community goals &  
objectives

## STUDY GOALS

**TELL US!**  
Review the study goals and place a token in the slot for your **top two priorities** and any comments on a sticky note.



### Equity In Transportation

Provide equitable access and mobility for traditionally underserved communities.



### Economic Development

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



### Multimodal Access & Connections

Accommodate non-vehicular modes of travel in and crossing the study corridor.



### Emerging Technologies

Support emerging technologies and related infrastructure, including alternative fuel, autonomous, or connected vehicles.



### Fiscal & Environmental Practicality

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





**DROP A TOKEN IN FOR YOUR TOP TWO PRIORITIES**



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# WHAT WE DID




# US 31 South


## SAFETY

--- County Line  
 ProPEL US 31 South Corridor

**Intersection with an ICF/ICC\* Greater than 1.0**

 Intersection with Safety Concern

\*Index of Crash Frequency (ICF)  
 Index of Crash Cost (ICC)



**Index of Crash Frequency (ICF):** A measure of the frequency of crashes on a specific segment of road or at an intersection.

**Index of Crash Cost (ICC):** A measure of crash severity on a specific segment of road or at an intersection.

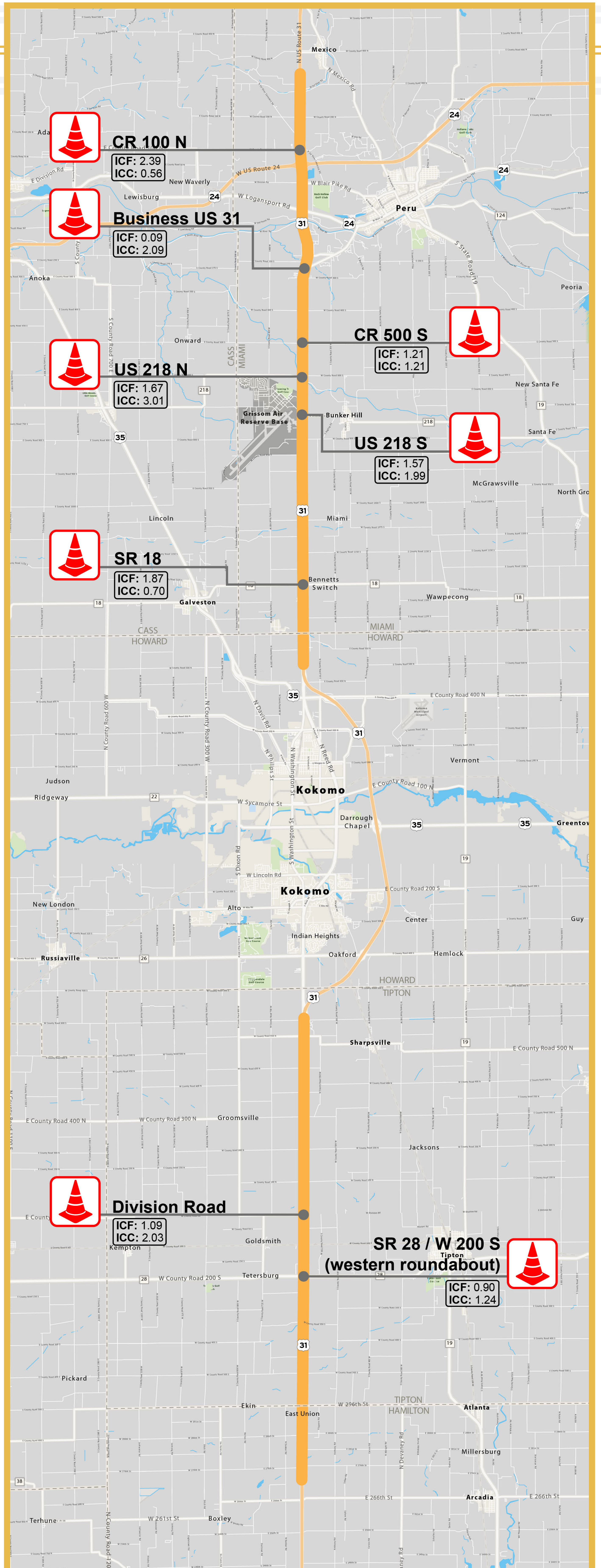
Values greater than zero indicate crash frequency or severity greater than expected, while values less than zero indicate crash frequency or severity less than expected.

### ISSUE:

Concerns due to high volume and severity of crashes

### DESIRED OUTCOME:


Improved safety by reducing the number and severity of crashes






# US 31 South


## TRAFFIC FLOW

--- County Line

 ProPEL US 31 South Corridor

**Level of Service (LOS)**

-  LOS A - B
-  LOS C - D
-  LOS E - F

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### ISSUE:

It is difficult to cross US 31 at some locations

### DESIRED

### OUTCOME:

Reduced delay at intersections



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# US 31 South

## ACCESS POINTS

--- County Line  
ProPEL US 31 South Corridor

**Driveway Conformance with Access Management Guidelines**

● Guidelines Not Met

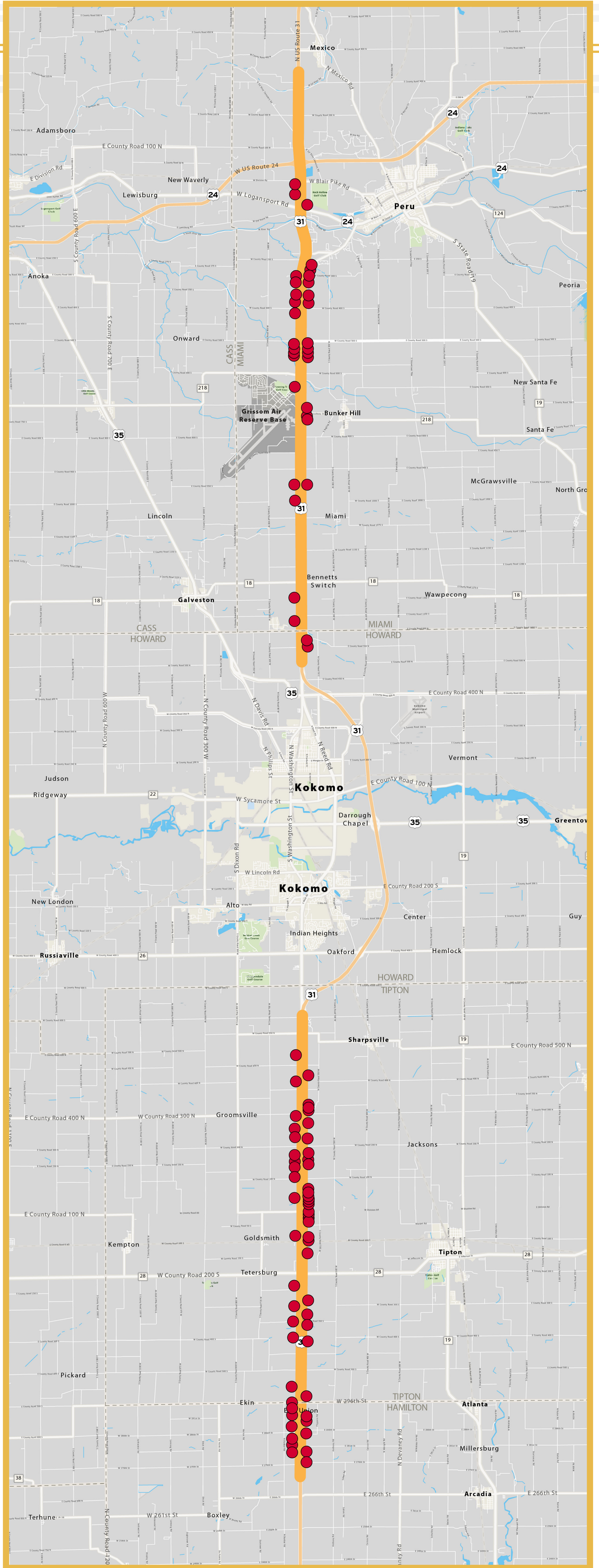
**NORTH**

### ISSUE:

Too many direct access points create potential safety and mobility issues

### DESIRED OUTCOME:

Improved local and regional mobility by ensuring majority of access points meet INDOT guidelines






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# US 31 South

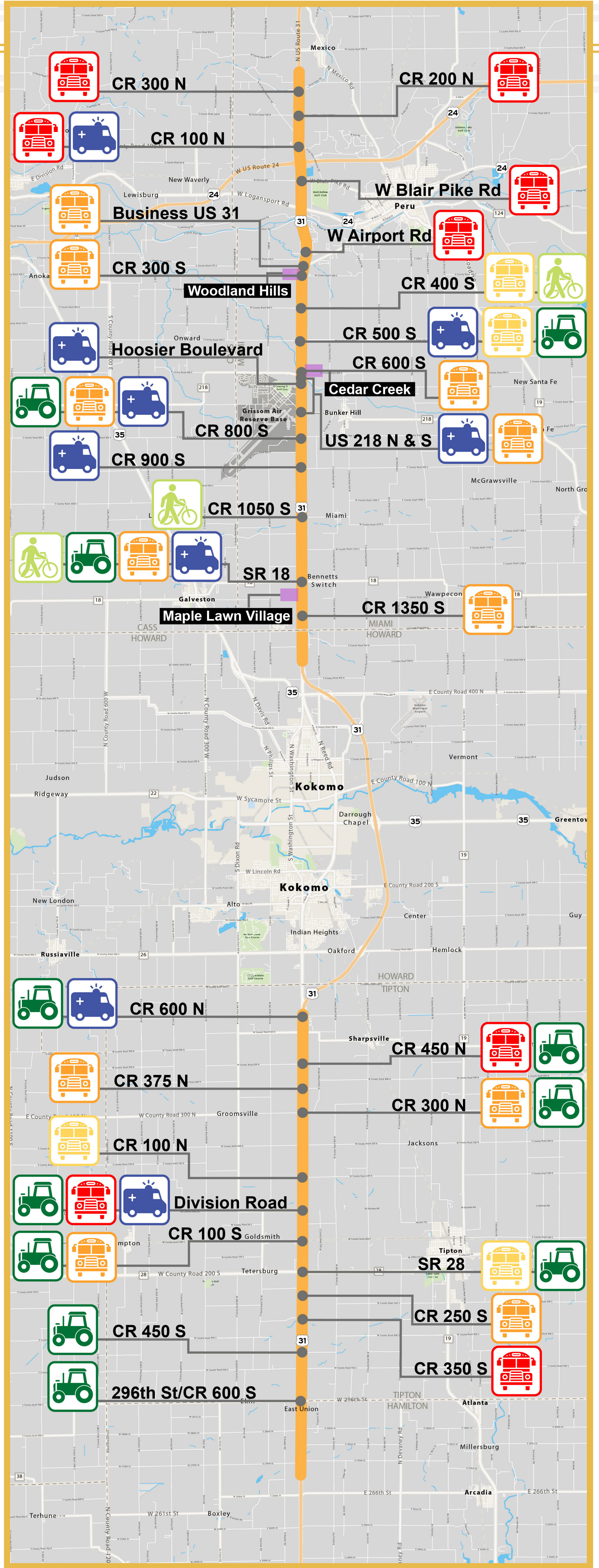
## EAST/WEST MOBILITY

- - - County Line  
 ProPEL US 31 South Corridor  
 Mobile Home Communities  
 Intersection with US 31

**Priority Crossings & Access Points by User Group**

-  Bus Route - Accesses US 31
-  Bus Route - Crosses US 31
-  Bus Route - Access & Crossing
-  Emergency Services
-  Agricultural & Industrial Services
-  Bicycle & Pedestrian

 NORTH



### ISSUE:

Mobility issues crossing the corridor

### DESIRED

### OUTCOME:

Improved east/west mobility for schools, emergency services, and agriculture



# US 31 SOUTH

## REGIONAL MOBILITY

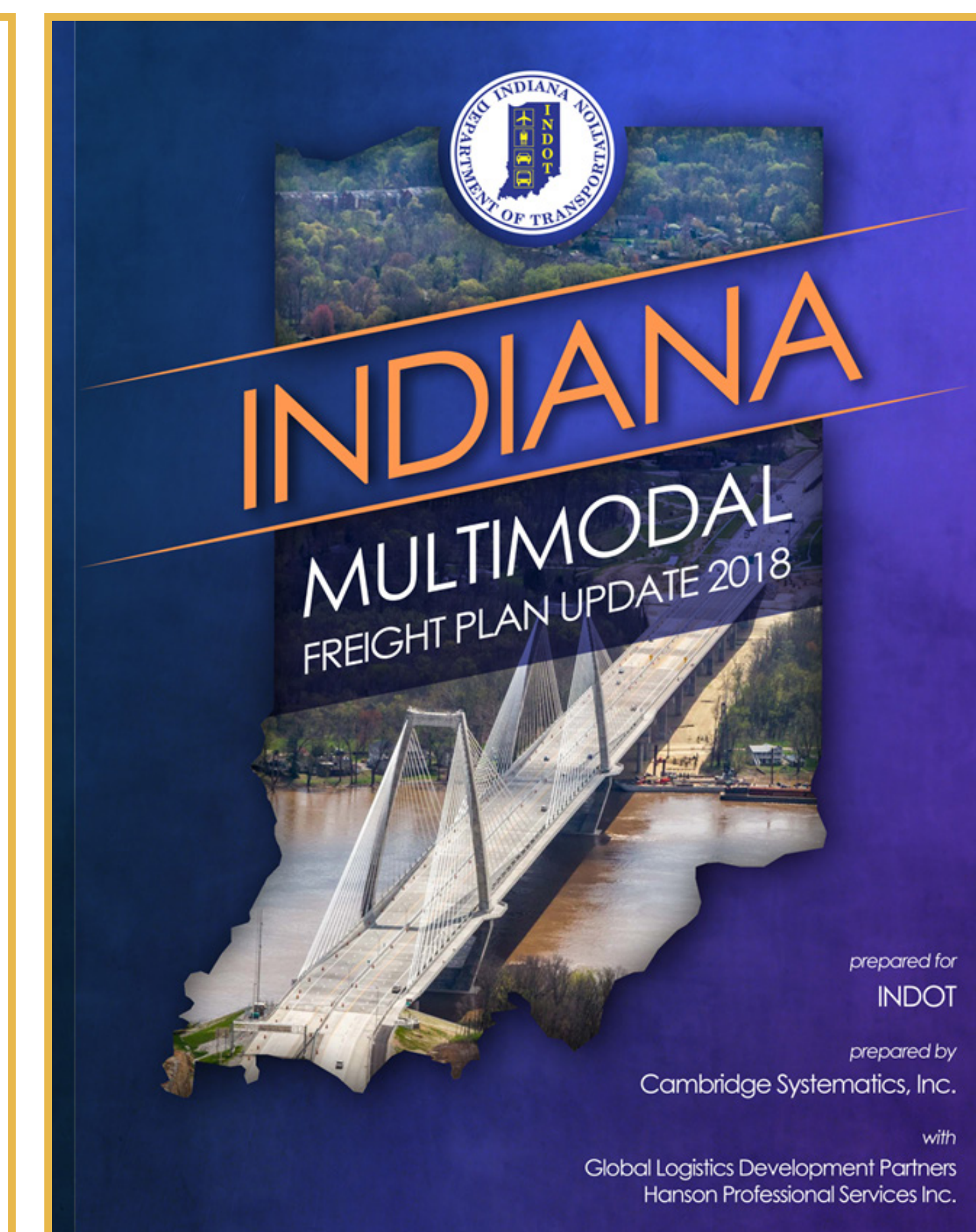
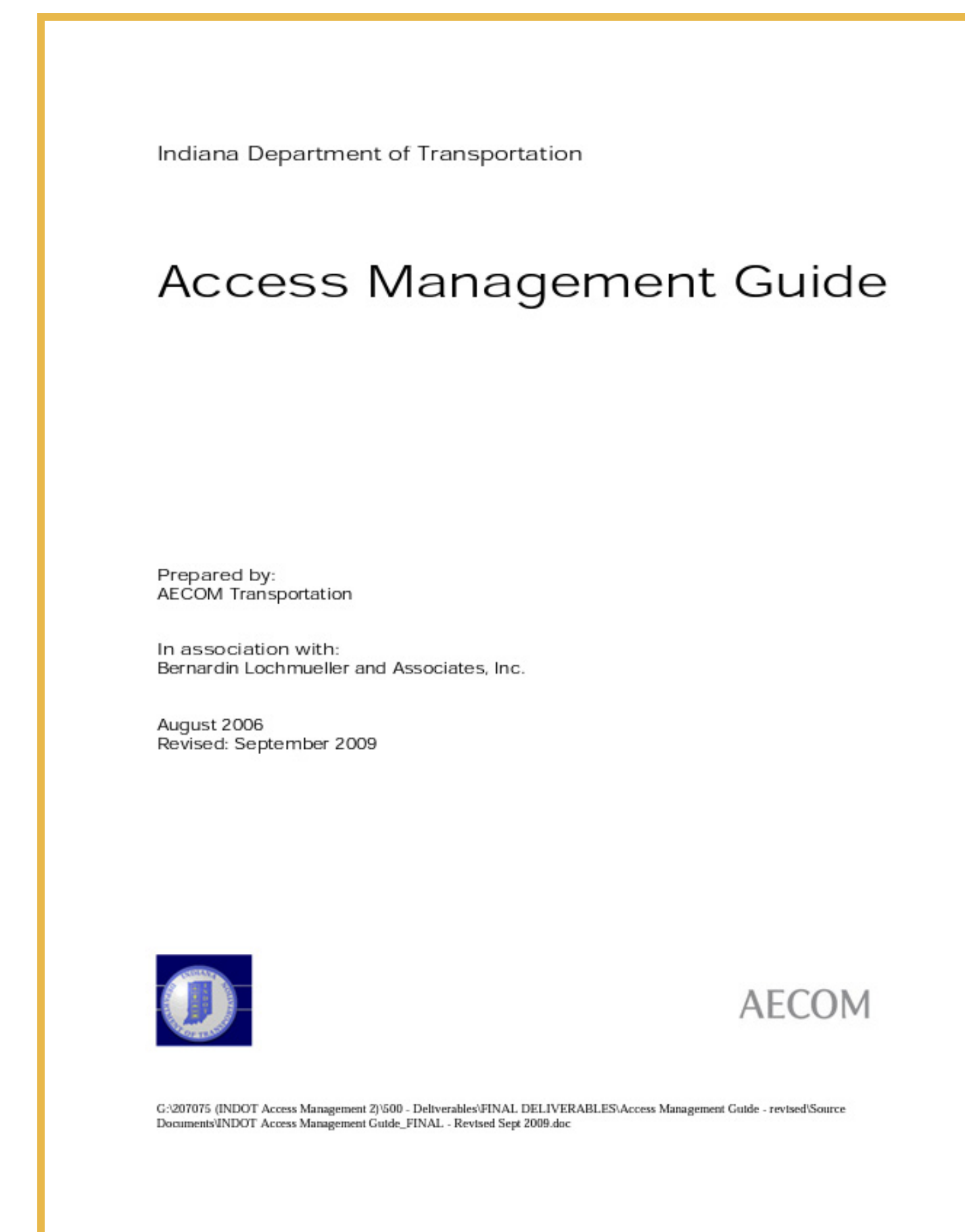
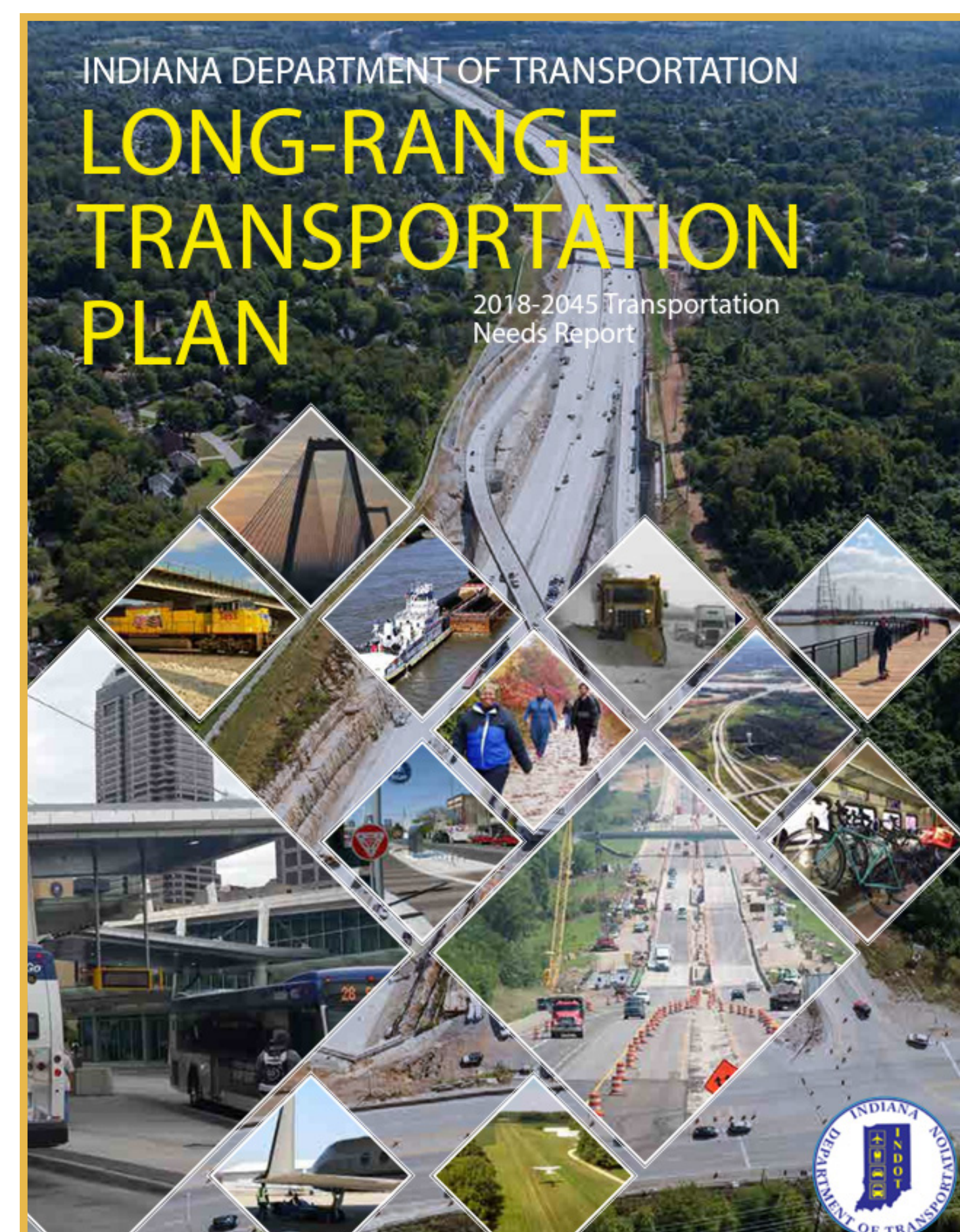
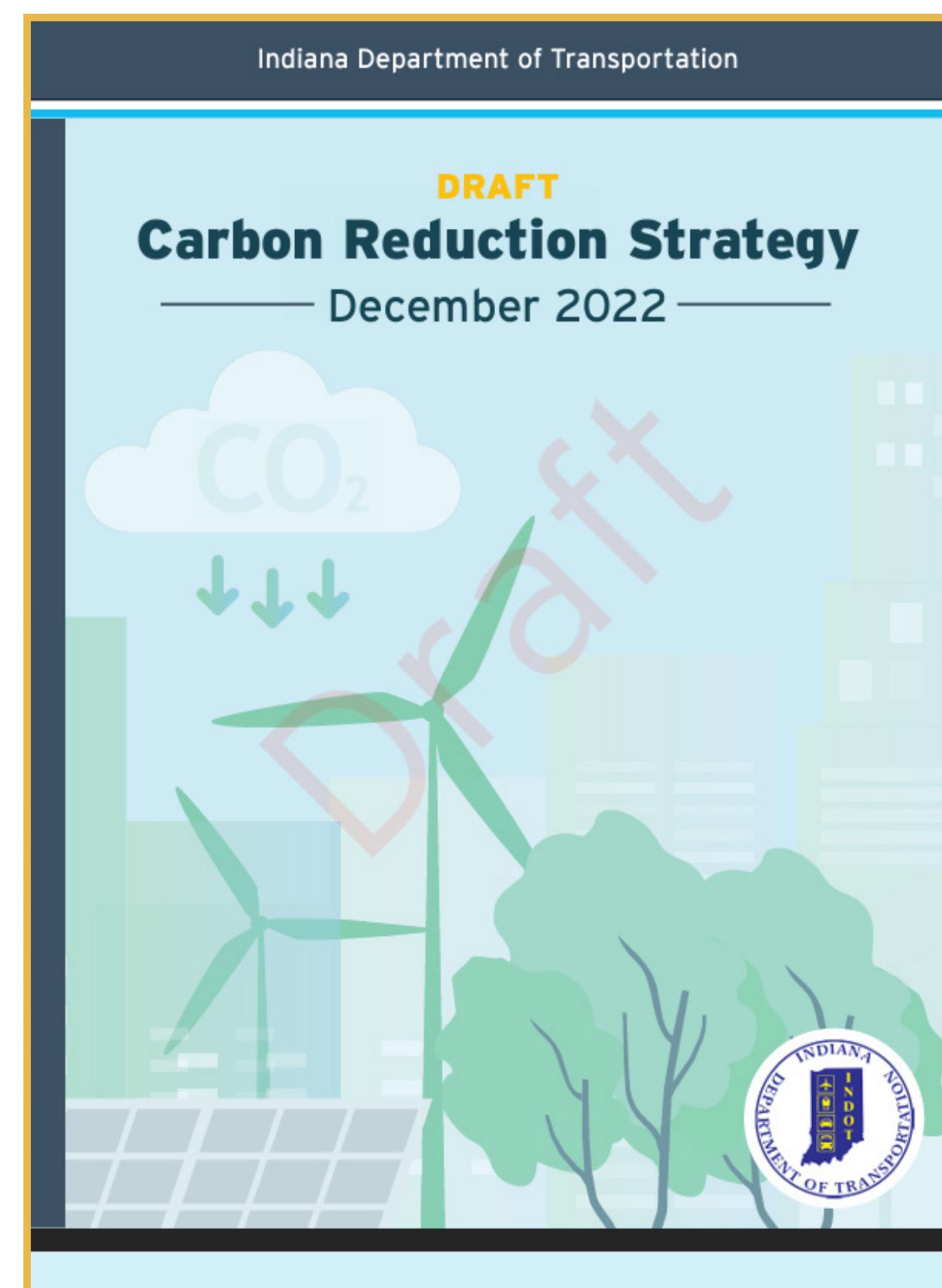
US 31 plays an important role in moving people and goods within Indiana and beyond. Several plans indicate the need for high quality, free-flow access for statewide corridors like US 31. These plans include:

### ISSUE:

Safe, high-quality mobility for long-distance passenger and freight trips

### DESIRED OUTCOME:

Enhanced efficiency and reliability of US 31 as a regional and statewide corridor



# US 31 SOUTH

**TELL US!**  
Place a token to tell us your level of agreement with the Purpose & Need.

## ISSUE (NEED)

Safety concerns due to high number and severity of crashes.

It is difficult to cross US 31 at some locations.

Too many direct access points create potential safety & mobility issues.

Mobility issues crossing the corridor (east-west).

Safe, high-quality mobility for long-distance passenger and freight trips.

## DESIRED OUTCOME (PURPOSE)

Improved safety by reducing the number and severity of crashes.

Improved traffic operations at intersections.

Improved access control through implementation of INDOT's Access Management Guidelines.

Better east-west mobility for schools, emergency services, and agriculture.

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



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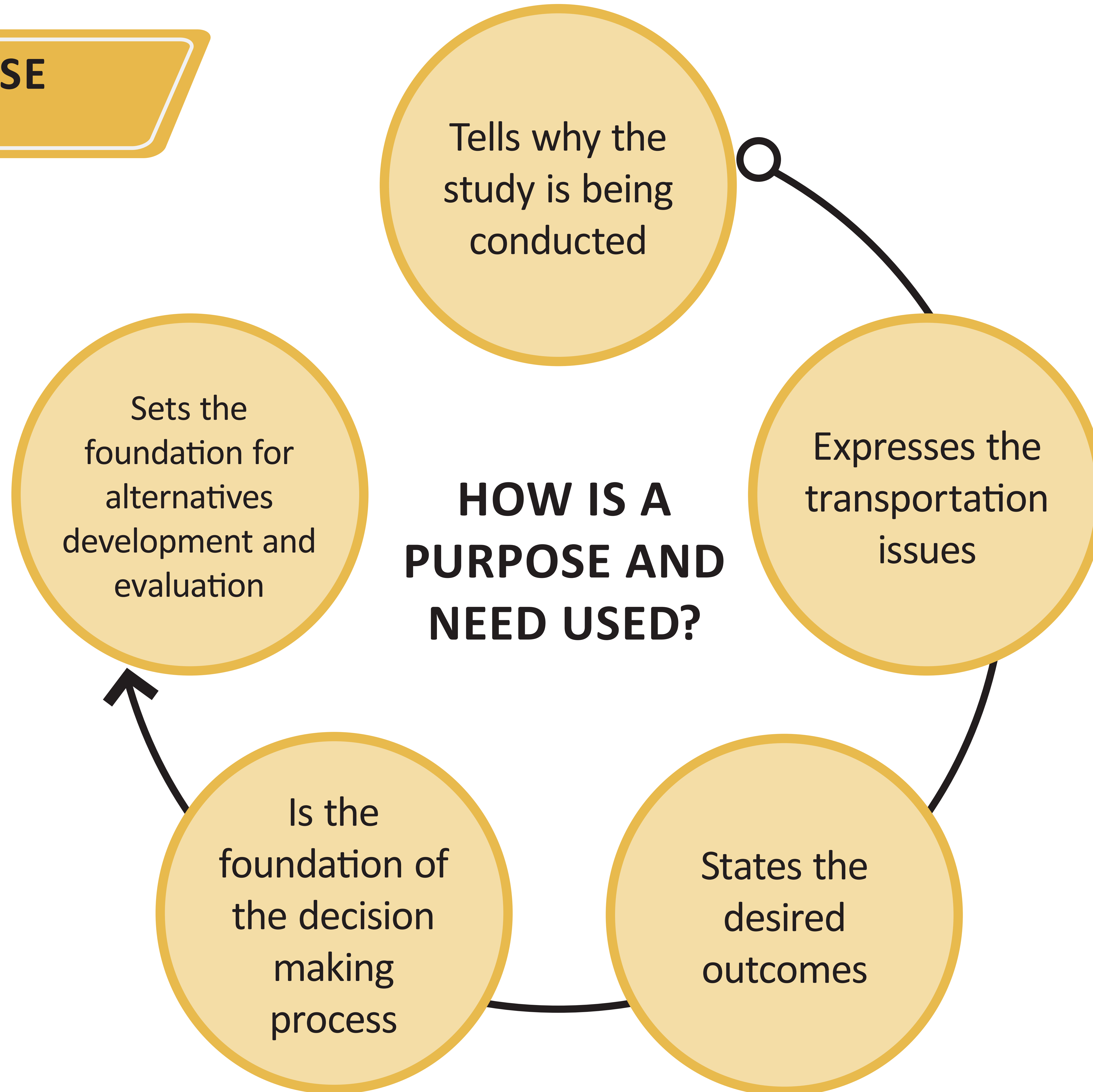
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**PURPOSE  
& NEED**



WHAT IS PURPOSE & NEED?



STRONGLY  
AGREE

AGREE

NEUTRAL

DISAGREE

STRONGLY  
DISAGREE



**PLACE A TOKEN FOR YOUR LEVEL OF AGREEMENT**

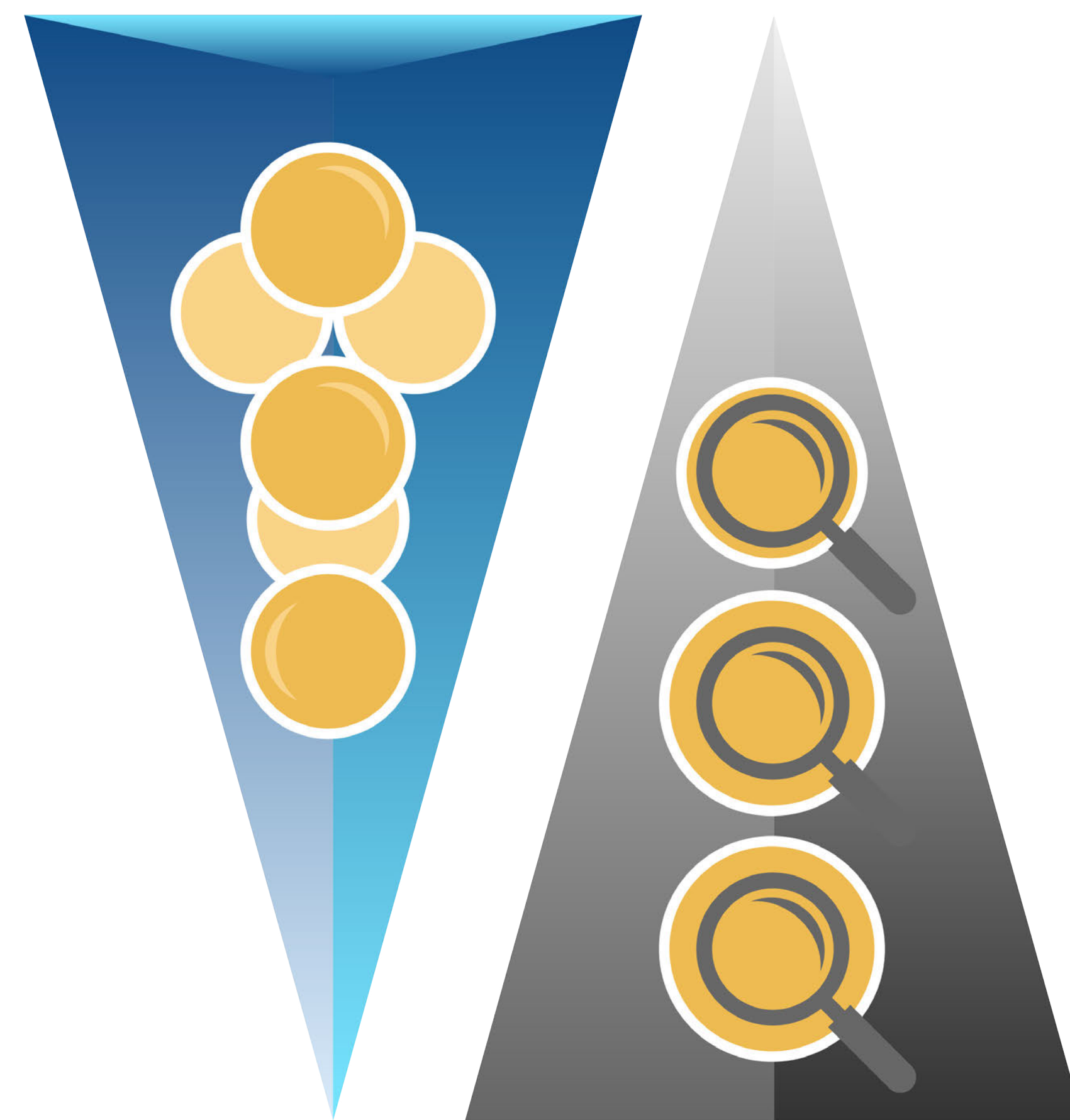
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# NEXT STEP: POTENTIAL SOLUTIONS

NUMBER OF  
ALTERNATIVES



LEVEL OF  
DETAIL

STUDY  
PURPOSE

STUDY  
NEEDS

ALTERNATIVES  
DEVELOPMENT /  
EVALUATION SCREENING

LEVEL 1 SCREENING

STAKEHOLDER  
& PUBLIC INPUT

LEVEL 2 SCREENING

STAKEHOLDER  
& PUBLIC INPUT

LEVEL 3 SCREENING

STAKEHOLDER  
& PUBLIC INPUT

PUBLIC INFORMATION  
MEETING 3



RECOMMENDATIONS



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**COMMENT  
STATION**

