ALTERNATIVES

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

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

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

NORTH SPLIT

OUR INDOT REQUEST

Request study of the following alternatives:

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

2. Through-Traffic in a Tunnel/ replace downtown interstate sections with On-Grade Multimodal Boulevard
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ALT. PROPOSAL

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

I-69 and I-74 transition their downtown traffic to Binford & Southeastern. Let’s do that for the inner interstate loop and reclaim excess R/W for new mixed-use development and a multimodal boulevard.
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ALT. PROPOSAL 1: Through-Traffic on I-465 Outer Loop

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

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


- Relinquish excess on-grade R/W to the city to create a multimodal boulevard & related development
- Gain approximately 10 acres of prime real estate for new mixed-use development for leveraged funding of affordable housing and high quality enhancements
- Restore the original grid’s walkability and cross-town connectivity, its neighborhood connections to downtown, and balance thru and destination traffic
- Incentivize thru-traffic to use the outer loop with smart logistics/truck-only lanes and equitable tolling

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

Grand Boulevard as a landscaped multimodal cross-town connector

North Drive: traffic-calmed local access, neighborhood buffer and Monon-White River greenway
ALT. PROPOSAL 2: Grand Boulevard as a lid over a depressed freeway segment

- Develop regional/local transit hub(s) to capture and distribute disruptive commuter surges
- Balance downtown destination logistics traffic while diverting thru-traffic demand to outer loop
• Reduce delays on the interstate that currently impact travel with major economic and environmental costs.
• Reduce noise and air quality issues associated with the elevated interstate.
• Eliminate ramps that disrupt surface transportation patterns, add delay to main-line travel and induce accident causing weaving movements.
• Improve crosstown multimodal mobility and balance traffic distribution by capping the depressed interstate with a new on-grade boulevard.
• Integrate interstate co-located transit encouraging mode shift from automobile to transit.
• Proximity to major public transit corridors creates a tremendous opportunity for transit oriented development.
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EXISTING SYSTEM
*This illustration is an interpretation of INDOT's plan. Source: “Project Intent Report”, Revision July 18, 2016 INDOT
Reallocate the approximate 10-acres of right-of-way now occupied by the elevated interstate to create 2.5 million square feet of transit-oriented mixed-use development and significant additional tax revenue.
Create a linear park and greenway between the White River and the Near Eastside to better connect downtown with its adjoining neighborhoods.
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DEVELOPMENT OPPORTUNITY
• Implement social justice principles by creating employment-proximate affordable housing as a component of the mixed-use development, providing lower transportation costs and improved quality of life.

• Identify revenue neutral project funding through creative and innovative application of multiple economic development strategies.
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EXISTING BETWEEN PENN & COLLEGE
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INDOT PROPOSAL BETWEEN PENN & COLLEGE

12TH ST.  245'  PARKING

+/- 250’ INDOT R.O.W.

*This illustration is an interpretation of INDOT’s plan. Source: “Project Intent Report”, Revision July 18, 2016 INDOT
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ALT. PROPOSAL BETWEEN PENN & COLLEGE

12TH ST.  66’  84’ GRAND BLVD.  56’  11TH ST.  PARKING

+/- 250’ INDOT R.O.W.