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# Transportation Conformity Determination Report Central Indiana

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*Boone, Hamilton, Hancock, Hendricks,  
Johnson, Madison, Marion, Morgan, and Shelby Counties*

*– Indianapolis Metropolitan Planning Organization –  
– Indiana Department of Transportation –*

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## 2024-Q2 | April 15, 2024

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*- Draft -*

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## 1. Overview

As part of its transportation planning process, the Indianapolis Metropolitan Planning Organization (IMPO) completed the transportation conformity process for the Metropolitan Transportation Plans (MTPs) and Transportation Improvement Programs (TIPs) for the 9-county Central Indiana 1997 NAAQS region. This report documents that the following MTPs and TIPs meet the federal transportation conformity requirements in 40 CFR Part 93.

- Indianapolis Metropolitan Planning Organization ([indympo.org](http://indympo.org))
  - [2050 MTP](#) (Specifically Proposed Amendment #5's current list of projects)
  - [2024-2027 IRTIP \(MiTIP\)](#) (Up to and including 2024 Q2 Amendment)
- Madison County Council of Governments ([mccog.net](http://mccog.net))
  - [2045 MTP](#) (Adopted March 3, 2022)
  - [2022-2026 TIP](#) (Current through February 2024)
  - In 2023 (most recently) the Indianapolis MPO (IMPO), Madison County Council of Governments (MCCOG), and the Columbus Area MPO (CAMPO) signed a Memorandum of agreement to establish policies for overlapping or adjacent areas. Per that agreement, "The IMPO and MCCOG will complete separate Transportation Conformity Determination Reports for the 1997 Ozone NAAQS."
- Columbus Area Metropolitan Planning Organization
  - In 2023 (most recently) the Indianapolis MPO (IMPO), Madison County Council of Governments (MCCOG), and the Columbus Area MPO (CAMPO) signed a Memorandum of agreement to establish policies for overlapping or adjacent areas. Per that agreement, "CAMPO and the IMPO agree that any portions of the Columbus UA-Census that are located in Johnson and Shelby Counties will continue to be included in the IMPO MPA for air quality monitoring purposes"

## 2. Background

MPOs work closely with their local public agencies (cities, towns, and counties), as well as the Indiana Department of Transportation (INDOT), local transit operators, fellow MPOs, and other relevant agencies in creating their MTPs. As projects are selected for federal funding they advance to implementation, at which point they are programmed into MPOs' 4-year TIPs for study, design, and construction, provided they attain environmental permits and other necessary clearances.

### 3. Current Air Quality Status

Clean Air Act (CAA) section 176(c) (42 U.S.C. 7506(c)) requires that federally funded or approved highway and transit activities are consistent with (“conform to”) the purpose of the State Implementation Plan (SIP). Conformity to the purpose of the SIP means that transportation activities will not cause or contribute to new air quality violations, worsen existing violations, or delay timely attainment of the relevant NAAQS or any interim milestones. 42 U.S.C. 7506(c)(1). The United States Environmental Protection Agency’s (EPA’s) transportation conformity rules establish the criteria and procedures for determining whether metropolitan transportation plans, transportation improvement programs (TIPs), and federally supported highway and transit projects conform to the SIP. 40 CFR Parts 51.390 and 93.

On February 16, 2018, the United States Court of Appeals for the District of Columbia Circuit in *South Coast Air Quality Mgmt. District v. EPA* (“South Coast II,” 882 F.3d 1138) held that transportation conformity determinations must be made in areas that were either nonattainment or maintenance for the 1997 ozone national ambient air quality standard (NAAQS) and attainment for the 2008 ozone NAAQS when the 1997 ozone NAAQS was revoked. These conformity determinations are required in these areas after February 16, 2019. The 9-county Central Indiana conformity area<sup>1</sup> was nonattainment at the time of the 1997 ozone NAAQS revocation on April 6, 2015 and was also designated attainment for the 2008 ozone NAAQS on May 21, 2012 and as attainment for the 2015 ozone NAAQS. Therefore, per the South Coast II decision, this conformity determination is being made for the 1997 ozone NAAQS on the 9-County Central Indiana conformity area LRTPs/MTPs and TIPs.

This conformity determination was completed consistent with CAA requirements, existing associated regulations at 40 CFR Parts 51.390 and 93, and the South Coast II decision, according to EPA’s Transportation Conformity Guidance for the South Coast II Court Decision issued on November 29, 2018.

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<sup>1</sup> The 9-County Central Indiana conformity area includes Boone, Hamilton, Madison, Hendricks, Marion, Hancock, Morgan, Johnson, and Shelby counties.

## 4. Transportation Conformity Requirements

On November 29, 2018, EPA issued **Transportation Conformity Guidance for the South Coast II Court Decision**<sup>2</sup> (EPA-420-B-18-050, November 2018) that addresses how transportation conformity determinations can be made in areas that were nonattainment or maintenance for the 1997 ozone NAAQS when the 1997 ozone NAAQS was revoked, but were designated attainment for the 2008 ozone NAAQS in EPA's original designations for this NAAQS (May 21, 2012).

The transportation conformity regulation at 40 CFR 93.109 sets forth the criteria and procedures for determining conformity. The conformity criteria for LRTPs/MTPs and TIPs include: latest planning assumptions (93.110), latest emissions model (93.111), consultation (93.112), transportation control measures (93.113(b) and (c)), and emissions budget and/or interim emissions (93.118 and/or 93.119). For the 1997 ozone NAAQS areas, transportation conformity for LRTPs/MTPs and TIPs for the 1997 ozone NAAQS can be demonstrated without a regional emissions analysis, per 40 CFR 93.109(c). This provision states that the regional emissions analysis requirement applies one year after the effective date of EPA's nonattainment designation for a NAAQS and until the effective date of revocation of such NAAQS for an area. The 1997 ozone NAAQS revocation was effective on April 6, 2015, and the South Coast II court upheld the revocation. As no regional emission analysis is required for this conformity determination, there is no requirement to use the latest emissions model, or budget or interim emissions tests.

Therefore, transportation conformity for the 9-County Central Indiana conformity area can be demonstrated by showing the remaining requirements in Table 1 in 40 CFR 93.109 have been met. These requirements, which are laid out in Section 2.4 of EPA's guidance and addressed below, include:

- Latest planning assumptions (93.110)
- Consultation (93.112)
- Transportation Control Measures (93.113)
- Fiscal constraint (93.108)

## 5. Latest Planning Assumptions

The use of latest planning assumptions in 40 CFR 93.110 of the conformity rule generally apply to regional emissions analysis. In the 1997 ozone NAAQS areas, the use of latest planning assumptions requirement applies to assumptions about transportation control measures (TCMs) in an approved SIP.

The Indiana SIP does not include any TCMs for the 9-county Central Indiana ozone area, see also Section 7.

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<sup>2</sup> Available from <https://www.epa.gov/sites/production/files/2018-11/documents/420b18050.pdf>

## 6. Consultation

The consultation requirements in 40 CFR 93.112 were addressed both for interagency consultation and public consultation. Interagency consultation was conducted consistent with the Indiana Conformity SIP and including the following agencies: FHWA, FTA, IDEM, EPA, INDOT, IndyGo, CIRT, City of Anderson Transit System (CATS), Indianapolis DPW, Indianapolis MPO (IMPO), Madison County Council of Governments (MCCOG), and Columbus Area MPO (CAMPO). In addition, the following environmental agencies were included: IDNR/SHPO, USACE, USFW, Purdue Institute for a Sustainable Future, IU Environmental Resiliency Institute, IUPUI Transportation and Autonomous Systems Institute, Keep Indianapolis Beautiful, White River Alliance, county and municipal public health departments, Indianapolis Cultural Trail / Pacers Bikeshare, Indiana Farm Bureau Policy Team, Health by Design, IUPUI Public Policy Institute, Indianapolis Historic Preservation Commission, and Drive Clean.

On January 16, 2019, as part of a previous LRTP/MTP amendment, an email was sent to ICG members stating that there are no TCMs in the Indiana SIP for the 9-county Central Indiana ozone area.

### **MTP Conformity**

The interagency consultation group (ICG) received an email on March 22, 2024 which included a list of projects under consideration for amendment into the IMPO's MTP and a projected timeline for the amendment process. The ICG were asked to provide questions, comments, or their concurrence by March 28, 2024. The draft consultation document was made available for ICG review and comment concurrent with the public comment period between April 1-15, 2024.

Public consultation was conducted consistent with planning rule requirements in 23 CFR 450. This conformity determination report, as well as the applicable MTP amendment, were made available for public review and comment by the IMPO between April 1-15, 2024, and during a public hearing on April 17, 2024 at the Indianapolis MPO Transportation Policy Committee Meeting. A summary of comments can be found in Appendix A.

### **TIP Conformity**

The interagency consultation group (ICG) received an email on March 22, 2024 which included a list of projects under consideration for amendment into the IMPO's IRTIP and a projected timeline for the amendment process. The ICG were asked to provide questions, comments, or their concurrence by March 28, 2024. The draft consultation document was made available for ICG review and comment concurrent with the MTP public comment period between April 7-16, 2024.

Public consultation was conducted consistent with planning rule requirements in 23 CFR 450. TIP amendments, were made available for public review and comment by the IMPO between April 7-16, 2024, and during a public hearing on April 17, 2024 at the Indianapolis MPO Transportation Policy Committee Meeting. A summary of comments can be found in Appendix A.

## 7. Transportation Control Measures

The Indiana SIP has no Transportation Control Measures (TCMs) for the 9-county Central Indiana ozone area.

## 8. Fiscal Constraint

Transportation conformity requirements in 40 CFR 93.108 state that transportation plans and TIPs must be fiscally constrained consistent with DOT's metropolitan planning regulations at 23 CFR part 450. This amendment meets reasonable fiscal constraint requirements.

This conformity update includes the following projects, some of which will be amended into the IMPO 2050 MTP. The IMPO coordinated with MCCOG and CAMPO as appropriate.

### Non-Exempt amendments to be updated within the 2050 MTP List of Projects:

- ***Added Funds / Time Period Change:*** US 36 ATL – **INDOT** (Hendricks) – MTP # 4005 – DES # 1800203 – US 36 from Shiloh Crossing to Avon Ave from 4 to 6 lanes (3mi) – Added Travel Lanes – \$55,161,936 – Open to Traffic 2031 – Moved from “2020-2029 (E&C)” to “2030-2039”
- ***Added Funds / Time Period Change:*** US 421 Auxiliary Lanes – **INDOT** (Boone) – MTP # 1003 – DES # 2000076 – From 2.91 mi N of the N leg of I-465 to 2.86 mi S of SR 32 (2.8mi) – Auxiliary Lanes, Two-Way Left Turn Lanes – \$27,650,000 – Moved from “Illustrative” to “2020-2029 (E&C)”
- ***New Project:*** US 36 ATL – **INDOT** (Hendricks) – MTP # 4007 – DES # 2300700 – US 36 from Corottoman Court to Shiloh Crossing Drive (1.5mi) – Widen from 5 to 6 lanes – \$27,037,500 – 2020-2029 (E&C)
  - This is not an entirely new project; it is a subpart of projects previously listed in the MTP.
- ***New Project:*** Dan Jones Rd Widening – **Avon** – MTP # 4211 – IMPO # 2401FFE – Widen from 2 to 4 lanes from CR 150 S to Bradford Rd (0.5mi) – Existing Roadway Widening – \$9,293,250 – 2020-2029 (E&C)
  - This is not an entirely new project; it is a subpart of projects previously listed in the MTP.
- ***New Project:*** County Line Rd Widening – **Indianapolis** – MTP # 6161 – IMPO # 2411FFE – Widen from 2 to 5 lanes from Depot to Woodcreek (0.4mi) – Existing Roadway Widening – \$30,260,000 – 2020-2029 (E&C)
  - This is not an entirely new project; it is a subpart of projects previously listed in the MTP.

Other Non-Exempt amendments within Central Indiana 9-county ozone area to be added to the regional Transportation Demand Model:

- **INDOT** – DES # 1800060 – SR 32 Auxiliary Lanes – From 3.69 mi W of SR 75 to 2.83 mi E of SR 75 (6.55 mi) – Three (3) one-mile each passing lanes; a total of three miles of passing lanes
- As per routine procedure, the results of MCCOG’s transportation demand model for Madison County will be / has been added to the IMPO’s model results

The following table summarizes planned expenditures by plan period for the IMPO in the 9-County Central Indiana conformity area. In each period, the projected revenue is above the planned costs, therefore the plan is fiscally constrained.

<b>IMPO MTP</b>				
<b>Time Period</b>	<b>2020-2029</b>	<b>2030-2039</b>	<b>2040-2049</b>	<b>TOTAL</b>
State Revenues	\$7.9 B	\$9.9 B	\$12.1 B	<b>\$29.9 B</b>
State Spending	\$3.3 B	\$0.2 B	\$0.0 B	<b>\$3.5 B</b>
Fiscally Constrained	✓	✓	✓	✓
Total Local Revenues	\$3.5 B	\$4.2 B	\$5.1 B	<b>\$12.8 B</b>
Local Spending	\$1.1 B	\$0.8 B	\$0.9 B	<b>\$2.7 B</b>
Fiscally Constrained	✓	✓	✓	✓
IndyGo Revenues	\$1.8 B	\$1.6 B	\$2.0 B	<b>\$5.4 B</b>
IndyGo Spending	\$0.7 B	\$0.0 B	\$0.0 B	<b>\$0.7 B</b>
Fiscally Constrained	✓	✓	✓	✓

*Spending totals updated as part of 2050 MTP Amendment #5.  
Source: Indianapolis MPO. All figures are rounded and in billions.*

## 9. Conclusion

This conformity determination process demonstrates that these planning documents meet the Clean Air Act and Transportation Conformity rule requirements for the 1997 ozone NAAQS.

The 9-County Central Indiana conformity area MTPs and TIPs demonstrate fiscal constraint per the requirements in 40 CFR 93.108.



## Appendix A: Conformity Documentation Public Comments

Public consultation was conducted consistent with planning rule requirements in 23 CFR 450. This conformity determination report, as well as the applicable MTP amendments, were made available for public review and comment by the IMPO between April 1-15, 2024. TIP amendments, were made available for public review and comment by the IMPO between April 7-16, 2024. All amendments were considered during a public hearing on April 17, 2024 at the Indianapolis MPO Transportation Policy Committee Meeting.

The Indianapolis MPO:

- issued an official public notice to the Indianapolis Star and Indianapolis Recorder
- advertised the public comment opportunity via social media accounts
- included the public comment opportunity in the bi-weekly teMPO e-newsletter
- sent a flier to public library branches within the region for posting

### Comments / questions received during the public comment periods:

- MTP / Conformity Report Comment Period April 1-15, 2024
  - To be updated.
- TIP Project Funding List Comment Period March 8-18, 2024
  - Attached
- TIP Amendment Comment Period April 7-16, 2024
  - To be updated.

### Comments / questions received during the public hearing:

- To be updated.

Recommended Projects Funding Review & Comment Opportunity 3/8/24 – 3/18/24

Comment Post: <https://www.indympo.org/news/recommended-projects-funding-review-comment-opportunity>

Local Agency	Relevant Projects	Name	Comment	Response
Indianapolis	Nickel Plate bridge	Jonathon Mullens mullensj1977@gmail.com	I am reaching out to you as a concerned citizen of the neighborhood where said Nickel Plate bridge going over Keystone would be built. As a resident who drives keystone avenue on a regular basis, I feel a bridge would be the safest option for a pedestrian or cyclist to cross keystone as many folks tend to drive over the posted speed limit. It would be death for anyone hit by a vehicle trying to cross keystone. Please heavily consider this project to move forward to keep our citizens safe from harm or worse, death.	Thank you for comment. I will document this and provide it to our transportation committees before they consider adopting projects in April. Agendas for those meetings will be posted on our <a href="#">calendar page</a> and if you would like regular updates please sign up for <a href="#">our newsletter</a> , If you have any questions in the meantime please let me know.
Indianapolis IndyGo	Nickel Plate bridge  IndyGo bus purchase  IndyGo Signal Priority	Emily Brungard brungarde0304@gmail.com	Hello,  I'm emailing to share my support for a few of the recommended IMPO projects.  I urge the committee to support the road diet and mixed use trail project on Madison Avenue to make the area safer for walkers and cyclists. Additionally, I hope the committee will support the IndyGo bus funding and traffic signal prioritization.  I hope that the lane widening project at County Line Road is NOT moving forward. Indianapolis does not need any rider roads.  Thank you for your consideration,	Thank you for comment. I will document this and provide it to our transportation committees before they consider adopting projects in April. Agendas for those meetings will be posted on our <a href="#">calendar page</a> and if you would like regular updates please sign up for <a href="#">our newsletter</a> , If you have any questions in the meantime please let me know.
Indianapolis	NickelPlate bridge	Anderson York anderson.w.york@gmail.com	Hello,  I am contacting as a leader of the Keystone-Monon Neighborhood, Bellaire Neighborhoods, or what other name we go by this week.  The Nickel Plate is one of the biggest investments to my community this city has done since the Fairgrounds landing here in 1892. There's one major problem with it. The 8 lane highway the city calls Keystone Ave separating my community from safely accessing the 95% of the trail north of my community. Without a bridge that trail will essentially end at Keystone or become the pedestrian and cyclist dead man zone.  If this bridge is not built, the city will be landlocking a community that is largely African American out of access of this trail and kill any investment that the businesses of 46th street have put into the area anticipating this trail that was set to be finished 4 years ago. We are set for a boom in revitalization once that trail is finished, please help us achieve that success we've been building, by funding this project.  I can make myself available for any individual or organization that would walk with me in my community to see just how important that bridge.	Thank you for comment. I will document this and provide it to our transportation committees before they consider adopting projects in April. Agendas for those meetings will be posted on our <a href="#">calendar page</a> and if you would like regular updates please sign up for <a href="#">our newsletter</a> , If you have any questions in the meantime please let me know.  <i>I've signed up for your newsletter. Are agendas posted before meetings? And if so, what is the earliest they are available?</i>  Sounds good! We publish the full agenda 1 week in advance. We have two transportation committees. The Transportation Technical Committee is advisory and meets 4/3 so the agenda packet will be available 3/27. The Transportation Policy Committee is the decision maker and actually adopts any resolutions. They will meet 4/17 so the agenda will be posted 3/10. I will include your comment in the agenda packet (with your name removed) and give an overview of comments received during the presentation. I'm also forwarding all comments to Indianapolis as we get them. If you have any more questions just let me know!
Indianapolis	Nickel Plate bridge	Christian Mendoza christianmendoza@zcalix@gmail.com	Indianapolis Metropolitan Projects Organization Representative,  I am submitting this as a comment for the "Recommended Projects List and Summary" namely, in association to the currently-developing Nickel Plate Trail.  As a long-time resident, pedestrian, and head of household, I urge you to--please--consider a pedestrian overpass bridge over Keystone Avenue and it's intersection with the Nickel Plate Rail. As an avid urban enthusiast, I bike and walk not for fun or just exercise but transportation. I bike to and from work, from the 49th and Keystone neighborhood (across from the 91 IPS School), across Keystone to 62nd and Binford. Everyday. 13 miles in total, which takes about 40 minutes. Taking the nickel plate diminishes my commute about half as I didn't have to get out of my way to go to the monon trail in order to be safe. I know this because I've dinner it, whilst putting myself in danger trying to cross keystone Ave. Even if there are extra funds that are required in order to be able to complete a pedestrian overpass bridge project over the Keystone stroad--it is better for the community to really behind fundraising, than to await for a serious accident to destroy a member of our community.	Thank you for comment. I will document this and provide it to our transportation committees before they consider adopting projects in April. Agendas for those meetings will be posted on our <a href="#">calendar page</a> and if you would like regular updates please sign up for <a href="#">our newsletter</a> , If you have any questions in the meantime please let me know.

			As the owner of multiple properties in the SoBro neighborhoods--where not only I live, but where I have rental properties and extended family members, I urge you to consider this as a priority for safety. You are doing a great job with the entire project, and truly making a positive change to our community.  Sincerely,	
Indianapolis	Nickel Plate bridge	Denise Lyons dlyons323@gmail.com	Thank you for giving us the opportunity to be involved in community project decisions. I am adding my voice to the people requesting that a bridge be added at 49th and Keystone as part of the Indianapolis - Nickel Plate Trail Pedestrian Bridge over Keystone - TA/STBG project.  Regards,	Thank you for comment. I will document this and provide it to our transportation committees before they consider adopting projects in April. Agendas for those meetings will be posted on our <a href="#">calendar page</a> and if you would like regular updates please sign up for <a href="#">our newsletter</a> . If you have any questions in the meantime please let me know.
Indianapolis	Nickel Plate bridge	Jessie Hedrich jessie.hedrich@gmail.com	Hello, I am encouraging a project to complete a bridge over keystone for the nickel plate trail. This is an 8 lane street and will be impossibly dangerous for anyone to cross. I live in the area with 3 small kids and love to use the Monon. We plan on frequenting the Nickel plate. Thank you,	Thank you for comment. I will document this and provide it to our transportation committees before they consider adopting projects in April. Agendas for those meetings will be posted on our <a href="#">calendar page</a> and if you would like regular updates please sign up for <a href="#">our newsletter</a> . If you have any questions in the meantime please let me know.
Indianapolis	Nickel Plate bridge	Mel Denaro mdenaro57@gmail.com	Please ensure a bridge over Keystone is built as part of the Nickel Plate Trail. Not including a bridge for the trail at that intersection is only asking for the trail to be a failure at connecting the surrounding areas to downtown and vice versa, defeating the purpose of building the trail. This is a dangerous area of Keystone for cars to cross even at the lights, it is nearly impossible to cross safely on foot or bicycle.  Thank you for your consideration,	Thank you for comment. I will document this and provide it to our transportation committees before they consider adopting projects in April. Agendas for those meetings will be posted on our <a href="#">calendar page</a> and if you would like regular updates please sign up for <a href="#">our newsletter</a> . If you have any questions in the meantime please let me know.
Indianapolis	Nickel Plate bridge	Amanda Grube amandagrube78@hotmail.com	It would be a wonderful addition to the city that the Nickel Plate Trail had a bridge over the Keystone Ave area near 53rd/52nd street so the trail could be continuous instead of diverting into the neighboring area.  The Monon trail received a bridge over 38th Street, so it would be a feasible place to put another bridge over Keystone Ave.  Thank you for your consideration.	Thank you for comment. I will document this and provide it to our transportation committees before they consider adopting projects in April. Agendas for those meetings will be posted on our <a href="#">calendar page</a> and if you would like regular updates please sign up for <a href="#">our newsletter</a> . If you have any questions in the meantime please let me know.
Indianapolis	Nickel Plate bridge	Michael Packer packer.m@gmail.com	Greetings,  I am writing to express my support for the construction of a bridge for the Nickel Plate Trail, to allow access over Keystone avenue near 49th street. It would be a true public safety hazard to require trail users to cross Keystone by way of a pedestrian crossing.  In the past, I have used the Monon trail to cross busy streets, such as 38th street at the State Fairgrounds and 126th street in Carmel. Even with crossing signals, making those crossings was a roll of the dice. Both crossings now make use of a bridge and user safety is greatly improved and vehicle traffic is not impeded.  Please make use of available funds to create this needed bridge sooner rather than later.  Thank you,	Thank you for comment. I will document this and provide it to our transportation committees before they consider adopting projects in April. Agendas for those meetings will be posted on our <a href="#">calendar page</a> and if you would like regular updates please sign up for <a href="#">our newsletter</a> . If you have any questions in the meantime please let me know.
Indianapolis	Nickel Plate bridge	Bethany Allison bethany.akerhielm@gmail.com	I would like to share my support for a bridge to be built for the Nickel Plate trail where it is set to cross Keystone Ave. Due to people traveling well above the speed limit, and often weaving between lanes, I think this is the safest way for residents to enjoy the trail.  Thank you for your consideration,	Thank you for comment. I will document this and provide it to our transportation committees before they consider adopting projects in April. Agendas for those meetings will be posted on our <a href="#">calendar page</a> and if you would like regular updates please sign up for <a href="#">our newsletter</a> . If you have any questions in the meantime please let me know.
Indianapolis	Monon 86th Street Bridge	Tess Woods tess@bikeindianapolis.org	I am writing to request funding for a bridge to be constructed over 86th St. & the Monon. As one of the busiest intersections along the entire greenway, with 35K motor vehicles daily and over 1 million trail users yearly, this bridge is essential to saving lives.  With 2 fatalities in 2021 and continued incidents of vehicle/cyclist collisions, it is imperative that this change is made for the safety of all. A citizen-led traffic study found after analyzing a 5 hour video that there were: <ul style="list-style-type: none"> <li>• 40 crosswalk encroachments (Vehicles blocking crosswalk)</li> <li>• 86 right turn on red/1 left turn on red</li> <li>• 11 red light run</li> <li>• 21 people using the crosswalk simultaneously</li> <li>• 2 gridlocks at the intersection, and,</li> </ul>	Thank you for this comment. We will document this and provide it to our transportation committees before they consider adopting projects in April. Agendas for those meetings will be posted on our <a href="#">calendar page</a> and if you would like regular updates please sign up for <a href="#">our newsletter</a> . If you have any questions in the meantime please let us know.

			<ul style="list-style-type: none"> <li>• one near collision with two cars.</li> </ul> <p>These points indicate a clear and present dangers to trail users. This intersection continues to be a crash-prone crossing for pedestrians and cyclists. We cannot afford any more losses due to inadequate safety measures at this intersection. A bridge at this location is essential and I urgently request this be funded in 2027.</p>	
Indianapolis	Monon 86 <sup>th</sup> Street Bridge	Carlos Lemus carlosalemus@gmail.com	<p>To Whom It May Concern</p> <p>I am writing to express my deep concern over the persistently dangerous conditions at the intersection of 86th Street and the Monon Trailway, one of the busiest intersections along the entire greenway system, with an alarming daily traffic of 35,000 motor vehicles and over a million trail users annually.</p> <p>Tragically, this intersection witnessed two fatalities in 2021, and just recently, on March 2, 2024, two bicyclists were struck by drivers. These incidents are not only heartbreaking but also a clear indication that the current safety measures are grossly inadequate.</p> <p>Our community conducted a citizen-led traffic study analyzing 5 hours of non-overlapping video footage, which unveiled several alarming statistics:</p> <ul style="list-style-type: none"> <li>• 40 instances of Crosswalk Encroachment (vehicles blocking the crosswalk)</li> <li>• 86 instances of Right Turn on Red and 1 Left Turn on Red</li> <li>• 11 instances of Red Light Running</li> <li>• 21 instances of multiple people using the crosswalk simultaneously</li> <li>• 2 instances of gridlock in the intersection</li> <li>• 6 other incidents, including one near-collision of two cars</li> </ul> <p>These findings underscore the urgent need for a non-at-grade crossing solution, such as a bridge or tunnel, at this intersection to prevent further injuries or loss of life.</p> <p>The 86th Street and Monon Trailway intersection has proven to be a hazard for pedestrians and bicyclists alike, leading to numerous near-misses, crashes, injuries, and even deaths. The fatal bicycle crashes in 2021 were not isolated incidents but rather a symptom of a larger, systemic problem that demands immediate action. We cannot afford any more losses due to inadequate safety measures at this critical junction.</p> <p>Given the gravity of the situation and the clear evidence of the risks present at this intersection, I implore the Indianapolis Metropolitan Planning Organization to prioritize the construction of a bridge at this location. This project is long overdue, and I respectfully request that it be recommended for funding in 2027 to ensure the safety of our community members.</p> <p>Thank you for your attention to this matter. I look forward to your prompt action to make our streets safer for everyone.</p> <p>Sincerely,</p>	Thank you for this comment. We will document this and provide it to our transportation committees before they consider adopting projects in April. Agendas for those meetings will be posted on our <a href="#">calendar page</a> and if you would like regular updates please sign up for <a href="#">our newsletter</a> . If you have any questions in the meantime please let us know.
Beech Grove Indianapolis	46th Street & Mitthoeffer Road Roundabout  Nickel Plate bridge  Monon 86 <sup>th</sup> Street Bridge	Josiah Keller josiahkeller@gmail.com	<ol style="list-style-type: none"> <li>1. I am delighted to see a recommendation for funding for a 46th Street &amp; Mitthoeffer Road Roundabout, as I have personally seen the aftermath of several crashes there, feel at risk of a collision every time I drive through, and see on the IMPO Crash Dashboard that there have been 14 incapacitating crashes at that small intersection since 2016.</li> <li>2. Happy to see a bridge over Keystone for the Nickel Plate Trail. This will be huge for safety, and be able to be built not too long after the trail is completed.</li> <li>3. Very disappointed about the lack of funding for a grade-separated crossing at 86th Street &amp; the Monon Trail. Multiple people have been killed crossing that road, and several more people walking/running and riding bikes have been hit by cars. Just this month two people on bikes were hit by a truck. Please recommend it for funding in 2027! Every year it is delayed is a year more people get injured or killed. This would be a far better use of money than widening roads in a region that already lacks the funding to maintain existing roads.</li> </ol>	Thank you for this comment. We will document this and provide it to our transportation committees before they consider adopting projects in April. Agendas for those meetings will be posted on our <a href="#">calendar page</a> and if you would like regular updates please sign up for <a href="#">our newsletter</a> . If you have any questions in the meantime please let us know.
Hamilton County	116th and Olio roundabout	Kevin and Dawn Bell ddieterbell@gmail.com	<p>We are writing with strong opposition to a roundabout at 116th and Olio. Some intersections are too busy for a roundabout to be practical.</p> <p>A perfect example is the one by Culvers on Olio. It is very impractical. Traffic backs up going north regularly, sometimes cars sit for several minutes waiting for a chance to enter .</p> <p>What is wrong with traffic lights?</p> <p>If you are concerned about safety perhaps Fishers PD should begin enforcing traffic laws. It is commonplace here to run red lights, especially when turning left.</p> <p>Again, strongly opposed to this proposed roundabout .</p>	Thank you for this comment. We will document this and provide it to our transportation committees before they consider adopting projects in April. Agendas for those meetings will be posted on our <a href="#">calendar page</a> and if you would like regular updates please sign up for <a href="#">our newsletter</a> . If you have any questions in the meantime please let us know.
Indianapolis	Monon86 <sup>th</sup> Street Bridge	Alexander Geragotelis alexander.gera	Hello,	Thank you for this comment. We will document this and provide it to our transportation committees before they consider adopting projects in April. Agendas for those



		gotelis@gmail.com	<p>I am writing in regards to the Indianapolis Metropolitan Planning Organization's recent announcement of recommended projects for 2027. When looking over this list, I noticed an omission, the intersection of the Monon Rail Trail and 86th Street. I bike a lot throughout Central Indiana, having biked the whole length of almost every trail in the IMPO area, including multiple trips along the entire length of the Monon Trail. On these trips from 10th Street to 236th Street, I have found the most dangerous crossing along the Monon to be the crossing on 86th Street.</p> <p>When crossing 86th Street on the Monon, there are several flaws I have observed with the current at-grade crossing. Currently, there are few visual indicators that the crossing is even the proper place to cross the street; you find yourself biking along the trail and all of a sudden have to go along the sidewalk over to an intersection and cross the street on a faded crosswalk after waiting several minutes for a walk sign. Despite the "No Turn on Red" signs, there are often cars turning right on red, even when you have the walk sign and are in the crosswalk. Cars are often speeding down 86th Street, and even waiting on the narrow sidewalk can feel dangerous when cars are going 40+ mph mere feet from you. The portion of the trail from Broad Ripple to 86th Street feels completely disconnected from the portion of the trail that runs from 86th Street to Carmel, because the crossing at 86th Street feels so hazardous and haphazardly constructed. Overall, while the Monon Trail is a great conduit for car free travel, the current crossing at 86th Street feels nothing like the rest of the trail, and leaves me wishing I was more protected while I crossed.</p> <p>I think it would be wonderful if the IMPO recommended the construction of a bridge or tunnel to allow trail users to cross 86th Street without directly crossing paths with vehicular traffic. The current system feels dangerous, and I know that bicyclists are regularly hit and even killed crossing the trail here. The crossing feels similar to the crossing at 38th Street did before the bridge was built over 38th Street. The construction of the 38th Street Bridge was a wonderful addition to the city, making the trail significantly safer, helping traffic to flow along 38th Street, and better connecting the neighborhoods north and south of 38th Street. These positive changes can easily be replicated by building a bridge or a tunnel to allow trail users to cross 86th Street safely.</p> <p>I ask the Indianapolis Metropolitan Planning Organization to recommend a bridge/tunnel at 86th Street for funding in 2027, to make the city safer and honor the lives of the pedestrians and bicyclists who have been killed and injured at the current at grade crossing. I am aware that there are many dangerous crossings and intersections in Central Indiana. But given the Monon Trail's position as the most used multi-use path in Central Indiana, and the multiple members of our community who have been killed at this intersection, I ask that the IMPO recommend funding to improve this crossing.</p> <p>P.S. If you are interested in learning more about one of our community members who was killed at the current Monon and 86th intersection, here are some articles</p> <p><a href="https://www.wthr.com/article/news/local/bicycle-garage-indy-frank-radaker-bicyclist-killed-indianapolis-monon-trail/531-60699a37-a65d-41f1-b8f8-63f631389ec3">https://www.wthr.com/article/news/local/bicycle-garage-indy-frank-radaker-bicyclist-killed-indianapolis-monon-trail/531-60699a37-a65d-41f1-b8f8-63f631389ec3</a>  <a href="https://www.strongtowns.org/press-blog/2022/12/29/indianapolis-intersection-crash-studio">https://www.strongtowns.org/press-blog/2022/12/29/indianapolis-intersection-crash-studio</a></p>	<p>meetings will be posted on our <a href="#">calendar page</a> and if you would like regular updates please sign up for <a href="#">our newsletter</a>. If you have any questions in the meantime please let us know.</p>
Indianapolis	Monon 86 <sup>th</sup> Street Bridge	Krista Gremos kgremosindy@gmail.com	<p>To whom it may concern:</p> <p>I wish to comment on the proposed bridge at the busy Monon and 86th Street crossing. I have used this crossing multiple times and it is a nerve racking experience every time. The trail enters the crossing at an odd angle making it difficult to navigate. Monon &amp; 86th is one of the busiest intersections along the entire greenway system with 35K motor vehicles/day and more than 1 million trail users a year. Cars perpetually encroach on the crossing or make illegal right hand turns. There have been 2 deaths at this intersection and numerous near misses. A bridge at this location is long overdue. Please recommend it for funding in 2027.</p>	<p>Thank you for this comment. We will document this and provide it to our transportation committees before they consider adopting projects in April. Agendas for those meetings will be posted on our <a href="#">calendar page</a> and if you would like regular updates please sign up for <a href="#">our newsletter</a>. If you have any questions in the meantime please let us know.</p>
Indianapolis Avon	Monon 86 <sup>th</sup> Street Bridge  County Line Road Widening  Dan Jones Widening	Will Hazen whazen36@gmail.com	<p>To whom it may concern,</p> <p>I am writing to you regarding the 60.6 million dollars in funding for the Indianapolis Metropolitan area. I am disappointed to see approximately \$11 million dollars go to widening roadways in Avon and Indianapolis while long requested improvements to 86th and the Monon go unfunded. Roadway widening will only increase vehicle speeds, cement car dependency, and worsen the safety crisis for pedestrians and cyclists in the Indianapolis Metro. Additionally, the widening will only alleviate congestion in the short term while increasing the infrastructure deficit for local governments.</p> <p>I strongly urge the MPO to reconsider funding these widening projects and strongly consider funding safety improvements at 86th and the Monon trail instead.</p> <p>Respectfully submitted,</p>	<p>Thank you for this comment. We will document this and provide it to our transportation committees before they consider adopting projects in April. Agendas for those meetings will be posted on our <a href="#">calendar page</a> and if you would like regular updates please sign up for <a href="#">our newsletter</a>. If you have any questions in the meantime please let us know.</p>
Indianapolis Avon	Monon 86 <sup>th</sup> Street Bridge	Luke Tenbarga l10barga@gmail.com	<p>To whom it may concern,</p>	<p>Thank you for this comment. We will document this and provide it to our transportation committees before they consider adopting projects in April. Agendas for those</p>

	<p>County Line Road Widening</p> <p>Dan Jones Widening</p>		<p>I hope this letter finds you well. I am writing to express my concerns regarding the ongoing road widening projects in our city and to advocate for the allocation of funding towards the development of the Monon and 86th crossing.</p> <p>As a resident of Indianapolis, I understand the importance of maintaining and improving our transportation infrastructure to accommodate the needs of our growing population. However, I am concerned about the environmental and community impacts of the current road widening projects. Road widening projects often result in the destruction of green spaces, increased traffic congestion during construction, and long-term negative effects on air quality and noise levels in surrounding neighborhoods. Additionally, these projects can disrupt local businesses and communities, causing inconvenience and economic hardship to residents.</p> <p>While road widening projects may aim to improve traffic flow, they often neglect the safety and well-being of pedestrians and cyclists. As such, I urge the Indianapolis MPO to reconsider its priorities and allocate funding towards initiatives that prioritize pedestrian safety and promote active transportation. One such initiative that deserves immediate attention is the development of the Monon and 86th crossing. This crucial project not only enhances connectivity for pedestrians and cyclists but also improves safety by providing designated crossing points away from vehicular traffic.</p> <p>Investing in pedestrian infrastructure like the Monon and 86th crossing is not only a matter of convenience but a matter of life and death. It is our responsibility as a community to ensure that our streets are safe and accessible for all residents, regardless of their mode of transportation.</p> <p>I implore the Indianapolis MPO to heed the urgent call for action and prioritize funding towards projects that enhance pedestrian safety and promote active transportation. Together, we can work towards creating a city where every resident can move about freely and safely.</p> <p>Respectfully,</p>	<p>meetings will be posted on our <a href="#">calendar page</a> and if you would like regular updates please sign up for <a href="#">our newsletter</a>. If you have any questions in the meantime please let us know.</p>
<p>Indianapolis Avon</p>	<p>Monon 86<sup>th</sup> Street Bridge</p> <p>County Line Road Widening</p> <p>Dan Jones Widening</p>	<p>Landon Davison landon.davison@gmail.com</p>	<p>I am a constituent living in the woodruff place neighborhood on the near east side. I write today to express my disappointment at 11 million of the 60.6 million available funds being earmarked for widening roads. Indy already has the widest urban roads I have ever seen, and widening roads should not be a priority for these funds. Wider roads will lead to local infrastructure deficits and exacerbate the pedestrian and cyclist safety crisis we are experiencing. Please use these funds on bike trail improvements such as the monon and the exciting 10th st Greenway proposed by the folks from Community Heights. Their tactical urbanism project shows how wider roads contribute to speeding and crashes and do not keep our communities safe. Please do not spend this money on widening roads.</p>	<p>Thank you for this comment. We will document this and provide it to our transportation committees before they consider adopting projects in April. Agendas for those meetings will be posted on our <a href="#">calendar page</a> and if you would like regular updates please sign up for <a href="#">our newsletter</a>. If you have any questions in the meantime please let us know.</p>
<p>Indianapolis Avon</p>	<p>Monon 86<sup>th</sup> Street Bridge</p> <p>County Line Road Widening</p> <p>Dan Jones Widening</p>	<p>Nathan Height nheight001@gmail.com</p>	<p>I am reaching out as a concerned citizen regarding the lack of funding for safety improvements at 86th and The Monon. Incident after incident at this location has shown that there is a substantial need for increased pedestrian and cyclist infrastructure for this intersection. Lives will be lost if these improvements are not made.</p> <p>I request that you consider funding this infrastructure over other project such as widening roads in Indianapolis suburbs (which will only be a temporary solution to their traffic concerns).</p>	<p>Thank you for this comment. We will document this and provide it to our transportation committees before they consider adopting projects in April. Agendas for those meetings will be posted on our <a href="#">calendar page</a> and if you would like regular updates please sign up for <a href="#">our newsletter</a>. If you have any questions in the meantime please let us know.</p>

Indianapolis Avon	County Line Road Widening  Dan Jones Widening	Brian Gulden brian.gulden@gmail.com	Hello, I am writing to express my opposition as an Indianapolis resident to the expansions of the roads in Avon and at County Line Road. Indianapolis currently cannot maintain the over 8000 lane miles of road currently in existence and has billions in backlog. Expanding roads without a corresponding reduction in lane miles is fiscally irresponsible and the expansion in these spaces are only encouraging sprawl outside the borders of Marion County. This will compound the problems with road maintenance and funding.  Additionally, road expansions such as these will encourage drivers to speed and create unsafe conditions for motorists and pedestrians alike. The road designs proposed are unlikely to be designed for safe speeds and not encourage traffic calming.	Thank you for this comment. We will document this and provide it to our transportation committees before they consider adopting projects in April. Agendas for those meetings will be posted on our <a href="#">calendar page</a> and if you would like regular updates please sign up for <a href="#">our newsletter</a> . If you have any questions in the meantime please let us know.
Indianapolis Avon	Monon Bridge  County Line Road Widening  Dan Jones Widening	Clint Unger clint.unger@gmail.com	I am writing to you regarding the \$60.6 million in funding for the Indianapolis Metropolitan area. I am deeply disappointed to see \$11 million go to widening roadways in Avon and Indianapolis while long requested improvements to 86th and the Monon go unfunded. Roadway widening will only increase vehicle speeds, cement car dependency, and worsen the safety crisis for pedestrians and cyclists in the Indianapolis Metro. Additionally, the widening will only alleviate congestion in the short term while increasing the infrastructure deficit for local governments.  I strongly urge the MPO to reconsider funding these widening projects and strongly consider funding safety improvements at 86th and the Monon trail instead.	Thank you for this comment. We will document this and provide it to our transportation committees before they consider adopting projects in April. Agendas for those meetings will be posted on our <a href="#">calendar page</a> and if you would like regular updates please sign up for <a href="#">our newsletter</a> . If you have any questions in the meantime please let us know.
Indianapolis	Monon 86 <sup>th</sup> Street Bridge	Vern Farnum vfarnum@ymail.com	The dangerous intersection of the Monon with 86th Street is the reason I will not ride the Monon, and why I will not take my grandchildren on the Monon. It is dangerous and deadly intersection. I was nearly hit 4 times by inattentive drivers at this intersection. It is quite sad that safety is less important than cost. I hope you all will reconsider and make Indy a safer place to bicycle.	Thank you for this comment. We will document this and provide it to our transportation committees before they consider adopting projects in April. Agendas for those meetings will be posted on our <a href="#">calendar page</a> and if you would like regular updates please sign up for <a href="#">our newsletter</a> . If you have any questions in the meantime please let us know.

Indianapolis	Monon 86 <sup>th</sup> Street Bridge	Therese Staublin bicyclebabe@yahoo.com	<p>Please give priority to funding for a bicycle/pedestrian bridge at 86th and Monon Trail. This intersection is highly used and is very dangerous for cyclists and pedestrians. The trail design in this area was not ideal when it was initially designed. It requires sharp turns on a bicycle in a narrow space. These are difficult to negotiate even for an experienced cyclist without the added danger of oncoming trail traffic and cars turning onto a busy street. Today that car traffic is heavier with more businesses and Monon Trail traffic is heavier as well.</p> <p>We do not need more lives lost to justify this project.</p> <p>In 2017, Indianapolis was named most improved bicycle friendly city. We could go for this award again. Cycling and walking are better for Indy because they are better for commuting, for health, for air quality, and for relieving car congestion on our roads.</p>	<p>Thank you for this comment. We will document this and provide it to our transportation committees before they consider adopting projects in April. Agendas for those meetings will be posted on our <a href="#">calendar page</a> and if you would like regular updates please sign up for <a href="#">our newsletter</a>. If you have any questions in the meantime please let us know.</p>
Indianapolis	Monon 86 <sup>th</sup> Street Bridge	Nancy Garcia nancy@dollensofc.com	<p>My input is to put a bridge over 86th. St. In Nora at the Monon. Very Urgent issue!!</p>	<p>Thank you for this comment. We will document this and provide it to our transportation committees before they consider adopting projects in April. Agendas for those meetings will be posted on our <a href="#">calendar page</a> and if you would like regular updates please sign up for <a href="#">our newsletter</a>. If you have any questions in the meantime please let us know.</p>
Indianapolis	Monon 86 <sup>th</sup> Street Bridge	Catherine Lockhart catherinegrace07@gmail.com	<p>A bridge at this 86 and the Monon is long overdue. There have been numerous traffic incidents over the years, and even in the last five years of living here. There are students who use this crosswalk to get to/from school, young families use it to get out of the house. Most people will stop at 86 and turn around because they are cautious of the crossing. With the increase traffic from new developments (Crew Carwash, Total Wine and Nora Plaza), there will be more vehicular traffic, making it more dangerous to cross. Please recommend it for funding in 2027.</p> <p>Please reach out with any questions.</p> <p>Thank you, From a concern neighbor and citizen who had made Nora their home</p>	<p>Thank you for this comment. We will document this and provide it to our transportation committees before they consider adopting projects in April. Agendas for those meetings will be posted on our <a href="#">calendar page</a> and if you would like regular updates please sign up for <a href="#">our newsletter</a>. If you have any questions in the meantime please let us know.</p>



Indianapolis	Monon 86 <sup>th</sup> Street Bridge	William Wagnon william@truewill.us	<p>Dear Indy MPO,</p> <p>I was a founding member of Nora Alliance and its first board president. For two years after that, I convened the Nora Center Workgroup of the Nora Alliance, taking lead on the development proposals that came to us. I have studied the crossing closely.</p> <p>I advocate for an enhanced and safer street-level crossing, and do not want to see either a bridge or a tunnel here. Here is why:</p> <ul style="list-style-type: none"> <li>* we need something now and should not have to wait for the long funding, design and engineering and construction cycle to improve this crossing.</li> <li>* a wider cross walk section with enhanced markings, signage and lights can be effective to make the crossing safer. Right now a lot of crossing traffic must pass through a poorly marked 4' wide sidewalk crossing; it definitely needs to be improved but I think this can be effectively done at street-level. BSU' CAP Center Master of Urban Design students did concept work to develop this idea in 2019.</li> <li>* I would like the north and south sides of the crossing to also be enhanced access points to the shops and amenities in Nora Center. A bridge or tunnel will have a launch and landing that stretches from (probably) the YMCA to the north end of Nora Plaza. It will be a detriment to encouraging shops and restaurant visitors, and walkers and cyclists will have to follow a longer route and backtrack to get off the trail and into the commercial center. We want people to visit and enjoy Nora Center, not flyover it.</li> <li>* the structure (bridge or tunnel) will discourage trail-facing entrances and access points to the shops and commercial centers that could enhance Nora's public outdoor spaces. No business or developer will invest in trail-facing entrances if these entrances only open onto a concrete bridge structure.</li> <li>* a well-designed crossing can also have traffic calming impacts on 86th street, thereby improving pedestrian and cyclist safety. With 160: school buses coming and going multiple times a day, and all the cars going to Crew Car Wash passing along 86th St, traffic calming here is a much need aspect of improvement. It will not be sufficient just to get walkers and bikers away so the cars can speed by oblivious to other modes of transportation.</li> </ul> <p>I'd be happy to join a constructive conversation on the topic.</p>	<p>Thank you for this comment. We will document this and provide it to our transportation committees before they consider adopting projects in April. Agendas for those meetings will be posted on our <a href="#">calendar page</a> and if you would like regular updates please sign up for <a href="#">our newsletter</a>. If you have any questions in the meantime please let us know.</p>
Indianapolis	Monon 86 <sup>th</sup> Street Bridge	Dolly Craft <a href="mailto:dollybike317@gmail.com">dollybike317@gmail.com</a>	<p>While I cannot accurately judge the proposed listing of recommended projects for 2027, I am more than surprised, I am angry, that a bridge or tunnel at 86th Street and the Monon is not included in recommended projects. This is one of the busiest intersections along the entire greenway system. We know of 2 fatalities in 2021 and regular injuries to pedestrians and cyclists at this intersection. According to traffic studies over 35,000 vehicles pass by each day and more than 1 million trail users.</p> <p>While I recognize that the cost of this bridge/tunnel is high, if funding is further delayed, how many more lives will be lost?? Please reconsider the number of lives impacted by doing nothing at this intersection!!!</p>	<p>Thank you for this comment. We will document this and provide it to our transportation committees before they consider adopting projects in April. Agendas for those meetings will be posted on our <a href="#">calendar page</a> and if you would like regular updates please sign up for <a href="#">our newsletter</a>. If you have any questions in the meantime please let us know.</p>
Indianapolis	Monon 86 <sup>th</sup> Street Bridge	Jennifer Boehm <a href="mailto:jrboehm22@gmail.com">jrboehm22@gmail.com</a>	<p>I'm writing to express my support for the proposal to build a tunnel or bridge at 86th and the Monon. This intersection has proven to be dangerous and will only be increasingly so. There are two apartment complexes opening at 96th and Westfield that will increase the number of people on the Monon by hundreds. Plus, another new development is being proposed on the west side of Nora Plaza which, again, will increase pedestrian and bike riders at that intersection. This is such an important project for the Nora community and the safety of our residents.</p>	<p>Thank you for this comment. We will document this and provide it to our transportation committees before they consider adopting projects in April. Agendas for those meetings will be posted on our <a href="#">calendar page</a> and if you would like regular updates please sign up for <a href="#">our newsletter</a>. If you have any questions in the meantime please let us know.</p>

Indianapolis	Monon 86 <sup>th</sup> Street Bridge	Bailey Kuhn <a href="mailto:bjk1095@aol.com">bjk1095@aol.com</a>	<p>To Whom It May Concern:</p> <p>I hope this email finds you well. I am writing to draw your attention to a matter of critical importance regarding the safety of pedestrians and cyclists at the intersection of Monon and 86th Streets.</p> <p>As one of the busiest intersections along the entire greenway system, Monon &amp; 86th witnesses approximately 35,000 motor vehicles per day and serves over 1 million trail users annually. Despite its high traffic volume, the intersection lacks adequate safety measures, leading to tragic consequences. In 2021 alone, we mourned the loss of two lives due to fatal accidents, and just ten days ago, two bicyclists were struck at this intersection.</p> <p>A recent citizen-led traffic study has further highlighted the alarming safety issues at this intersection. The study revealed numerous instances of crosswalk encroachment, red light running, and other hazardous behaviors, underscoring the urgent need for intervention. With 40 instances of crosswalk encroachment, 11 red light violations, and various other incidents observed in just five hours of video analysis, it is evident that the current infrastructure is woefully inadequate to protect vulnerable road users.</p> <p>The Monon &amp; 86th intersection has become synonymous with near-misses, crashes, injuries, and tragic fatalities. The fatal bicycle crashes in 2021 were not isolated incidents but rather symptomatic of a larger systemic problem that demands immediate attention. We cannot afford to wait for more lives to be lost before taking decisive action.</p> <p>Therefore, I implore you to prioritize the implementation of a non-at-grade crossing, such as a bridge or tunnel, at this intersection without delay. Such infrastructure upgrades are long overdue and are essential to ensuring the safety and well-being of all trail users and motorists. I urge you to recommend funding for the construction of a bridge at this location in the upcoming budget allocations for 2027.</p> <p>The safety and lives of our community members are at stake, and we cannot afford to delay action any longer. Your leadership and support in addressing this pressing issue are crucial. Together, let us work towards creating safer streets and protecting the lives of all who use our roadways.</p> <p>Thank you for your attention to this matter.</p>	<p>Thank you for this comment. We will document this and provide it to our transportation committees before they consider adopting projects in April. Agendas for those meetings will be posted on our <a href="#">calendar page</a> and if you would like regular updates please sign up for <a href="#">our newsletter</a>. If you have any questions in the meantime please let us know.</p>
Indianapolis	Monon 86 <sup>th</sup> Street Bridge	Marah Buzzard <a href="mailto:marah.buzzard@bmo.com">marah.buzzard@bmo.com</a>	<p>Good evening,</p> <p>As the manager of the BMO Bank in Nora, I have a constant view of this intersection throughout the week. It is a hazardous area as numerous people run the red-light, turn right on red more than not, and overall, traffic is busier in this area more than it has been in the last ten years from my understanding with placement of the Aldi, Total Wine, and soon to be Crew Carwash. I've seen multiple areas of the Monon, and the foot/bike traffic on the Trail in Nora is by far the heaviest.</p> <p>My employees have witnessed one of the fatalities prior to me come to this branch, and we have all been advocates of there being an improvement made to the trail to bring more awareness and more safety to its patrons.</p> <p>If a bridge or tunnel is not considered for the 86th/Monon intersection, then Indy is not doing its part to provide safety to its many residents. I could only imagine that if more accidents occur, the less people will use the historic trail we all so love. I would hate to see another piece of history wither away.</p> <p>A bridge at this location is long overdue and I recommend the funding of this project for 2027.</p> <p>Thank you,</p>	<p>Thank you for this comment. We will document this and provide it to our transportation committees before they consider adopting projects in April. Agendas for those meetings will be posted on our <a href="#">calendar page</a> and if you would like regular updates please sign up for <a href="#">our newsletter</a>. If you have any questions in the meantime please let us know.</p>
Indianapolis	Monon 86 <sup>th</sup> Street Bridge	Heidi Kline <a href="mailto:heidiklinedc@gmail.com">heidiklinedc@gmail.com</a>	<p>This intersection is continuing to get busier and monon users continue to be at serious risk. Please consider doing something about this intersection. A bridge or a tunnel separating motorized vehicles and monon users will save the most lives and decrease the most injuries.</p> <p>Thank you for your time. Mom to a 12-year-old who will use this cross several times a week to get to the Nora library and the new Northview elementary school.</p>	<p>Thank you for this comment. We will document this and provide it to our transportation committees before they consider adopting projects in April. Agendas for those meetings will be posted on our <a href="#">calendar page</a> and if you would like regular updates please sign up for <a href="#">our newsletter</a>. If you have any questions in the meantime please let us know.</p>

Indianapolis	Monon 86 <sup>th</sup> Street Bridge	Thomas Kenney <a href="mailto:tabkenney1@gmail.com">tabkenney1@gmail.com</a>	<p>To the Indianapolis Metropolitan Planning Organization,</p> <p>The intersection at Monon &amp; 86th stands as a critical juncture within the greenway system, witnessing a staggering influx of both motor vehicles and trail users. Tragically, it has also become a hotspot for accidents, with two fatalities and recent incidents of cyclists being struck this month alone. Urgent action is imperative to prevent further harm.</p> <p>A citizen-led traffic study underscores the pressing need for intervention, revealing alarming statistics of crosswalk encroachments, red light violations, and other safety breaches. This intersection's history of near-misses, injuries, and fatalities underscores the urgency of the situation.</p> <p>A non-at-grade crossing, such as a bridge, is essential to safeguard pedestrians and cyclists. The proposal for funding a bridge at this location in 2027 is long overdue and merits your full recommendation. We cannot afford to delay any longer, as every day without proper safety measures puts more lives at risk.</p>	<p>Thank you for this comment. We will document this and provide it to our transportation committees before they consider adopting projects in April. Agendas for those meetings will be posted on our <a href="#">calendar page</a> and if you would like regular updates please sign up for <a href="#">our newsletter</a>. If you have any questions in the meantime please let us know.</p>
Indianapolis	Monon 86 <sup>th</sup> Street Bridge	Vern Farnum <a href="mailto:vfarnum@ymail.com">vfarnum@ymail.com</a>	<p>To whom it may concern,</p> <p>As an avid biker, the Monon is a place I spend a lot of my time. The intersection at 86th is and has been the most alarming place to cross, especially when I have my children with me. The sheer amount of traffic alone is enough to make me want to turn around. Something has to be done to prevent more fatalities and near-misses. Please consider this proposition, it is long overdue.</p> <p>Sincerely,</p>	<p>Thank you for this comment. We will document this and provide it to our transportation committees before they consider adopting projects in April. Agendas for those meetings will be posted on our <a href="#">calendar page</a> and if you would like regular updates please sign up for <a href="#">our newsletter</a>. If you have any questions in the meantime please let us know.</p>
Indianapolis	Monon 86 <sup>th</sup> Street Bridge	Antone Sgro <a href="mailto:asgro@ratiodeign.com">asgro@ratiodeign.com</a>	<p>Greetings,</p> <p>I found online that a bridge at Monon &amp; 86<sup>th</sup> was not recommended for funding. As a resident of Indianapolis and a regular user of the Monon, this is disappointing.</p> <p>Monon &amp; 86th is one of the busiest intersections along the entire greenway system with 35K motor vehicles/day and more than 1 million trail users a year. A non-at-grade crossing (bridge or tunnel) is needed as soon as possible so more people don't get hit/injured/killed. Most other on-street crossings along the Monon are two-lane roads. This intersection requires pedestrians and bicycles to cross 5 lanes!! That's significant.</p> <p>Please reconsider funding the bridge to ensure safe pedestrian and bicycle usage of our vast network of sustainable infrastructure. Not prioritizing safe, sustainable infrastructure speaks volumes to the citizens of this city.</p> <p>Thank you for your consideration.</p>	<p>Thank you for this comment. We will document this and provide it to our transportation committees before they consider adopting projects in April. Agendas for those meetings will be posted on our <a href="#">calendar page</a> and if you would like regular updates please sign up for <a href="#">our newsletter</a>. If you have any questions in the meantime please let us know.</p>
Indianapolis	Monon 86 <sup>th</sup> Street Bridge	Anne Schneider <a href="mailto:amschneider7@gmail.com">amschneider7@gmail.com</a>	<p>Hello,</p> <p>My name is Anne Schneider and I live in the Windcombe neighborhood at 81<sup>st</sup> and College. Our property backs up directly to the Monon, and its proximity to the Monon was one of the main reasons why we purchased a home in the area. We walk our dog on the Monon, use the trail to walk to Nora Plaza, and do much of our routine shopping along 86<sup>th</sup> Street. Our neighborhood has several high school and middle school-age students who walk to school using the trail.</p> <p>It is glaringly obvious that the intersection of the Monon and 86<sup>th</sup> is one of the worst in the area, and arguably one of the worst on the Indianapolis side of the trail. There is little to no indication that the trail crosses the road, (the zebra striping is worn at best,) or that drivers need to be cautious of trail users. We have had to grieve the loss of two users in 2021 alone.</p> <p>I have personally observed several red-light runners and people who ignore the no-turn-on-red. If basic traffic laws are not enforced in the area, physical interventions must be implemented to protect the students and neighbors who utilize the trail.</p> <p>I strongly recommend that IMPO consider funding a tunnel or bridge, however understand that funding for such a project is a costly and time-consuming process. In the meantime, I recommend smaller interventions such as re-painting the pedestrian striping and providing solar-powered LED flashing pedestrian crossing signs. These are minimal cost and have been successful as attention-grabbers at other Monon intersections.</p> <p>Thank you,</p>	<p>Thank you for this comment. We will document this and provide it to our transportation committees before they consider adopting projects in April. Agendas for those meetings will be posted on our <a href="#">calendar page</a> and if you would like regular updates please sign up for <a href="#">our newsletter</a>. If you have any questions in the meantime please let us know.</p>

Indianapolis	Monon 86 <sup>th</sup> Street Bridge	Gayle Spencer <a href="mailto:gaylenspencer@gmail.com">gaylenspencer@gmail.com</a>	I believe the bridge would be the best over 86th street	Thank you for this comment. We will document this and provide it to our transportation committees before they consider adopting projects in April. Agendas for those meetings will be posted on our <a href="#">calendar page</a> and if you would like regular updates please sign up for <a href="#">our newsletter</a> . If you have any questions in the meantime please let us know.
Indianapolis	Monon 86 <sup>th</sup> Street Bridge	Bret Wolfe <a href="mailto:Bret.Wolfe@bmo.com">Bret.Wolfe@bmo.com</a>	Good morning, I wanted to reach out and comment as to how necessary a bridge or tunnel for the Monon Trail is at 86 <sup>th</sup> street. Since 38 <sup>th</sup> street has gotten a bridge this is now the busiest street the Monon crosses in Indianapolis. I also recommend this as a witness to one of the fatalities that occurred there in 2021. Cars regularly violate the "no right on red" sign next to the crosswalk and it is a constant threat to the pedestrians crossing 86 <sup>th</sup> . The bridge over 38 <sup>th</sup> street has made riding the Monon a significantly better experience and another bridge over 86 <sup>th</sup> would truly make the Monon an urban bike trail that would be the envy of the entire Midwest. Please recommend funding a bridge or tunnel for the Monon trail to cross 86 <sup>th</sup> street. Thank you for your consideration.	Thank you for this comment. We will document this and provide it to our transportation committees before they consider adopting projects in April. Agendas for those meetings will be posted on our <a href="#">calendar page</a> and if you would like regular updates please sign up for <a href="#">our newsletter</a> . If you have any questions in the meantime please let us know.
Indianapolis	Monon 86 <sup>th</sup> Street Bridge	Chris Welsh <a href="mailto:leonard-blanche@comcast.net">leonard-blanche@comcast.net</a>	Please build this bridge to save lives. All the new construction of apartments and retail make this a very busy and dangerous intersection. Chris Welsh Nora Resident and user of the Monon Trail	Thank you for this comment. We will document this and provide it to our transportation committees before they consider adopting projects in April. Agendas for those meetings will be posted on our <a href="#">calendar page</a> and if you would like regular updates please sign up for <a href="#">our newsletter</a> . If you have any questions in the meantime please let us know.
Indianapolis	Monon 86 <sup>th</sup> Street Bridge	Peg Langford <a href="mailto:pegslangford@gmail.com">pegslangford@gmail.com</a>	Greetings :)  As an area resident that frequently crosses this intersection, we would appreciate any intervention that would improve the safety.  Thank you very much!	Thank you for this comment. We will document this and provide it to our transportation committees before they consider adopting projects in April. Agendas for those meetings will be posted on our <a href="#">calendar page</a> and if you would like regular updates please sign up for <a href="#">our newsletter</a> . If you have any questions in the meantime please let us know.
Indianapolis	Monon 86 <sup>th</sup> Street Bridge	Tammy Ruel <a href="mailto:tammyruel@gmail.com">tammyruel@gmail.com</a>	Dear IndyMPO,  Please continue to consider funding the Monon Trail and 86th St crossing bridge to address major safety concerns in that area. The 86th street and Monon railway intersection continues to be a crash-prone crossing for pedestrians and bicyclists. I fear it will only continue to get worse with more traffic as the new stores open in the Nora plaza and the addition of Mikes carwash opening in Nora soon as well driving even more traffic to the area. 1. Monon and 86th is one of the busiest intersections along the greenway system with over 35k motor vehicles/day and more than 1 million trail users a year. 2. It is a major crosswalk for neighborhood students to get to and from school each day. Many students walk or bike to North Central High School and Northview Middle School. Before and after school I have personally seen many close calls at this intersection with cars failing to obey the lights and signs - putting our kids in danger! 3. There have been 2 fatalities at this intersection in 2021 and 2 bicyclists were hit just 10 days ago (March 2, 2024). I have also seen numerous close calls and have almost been hit myself by vehicles not paying attention or disregarding signage.  This specific intersection has led to deaths, many near misses, crashes etc. and really needs some immediate attention. A bridge at this location is long overdue. Please recommend it for funding in 2027. Sincerely,	Thank you for this comment. We will document this and provide it to our transportation committees before they consider adopting projects in April. Agendas for those meetings will be posted on our <a href="#">calendar page</a> and if you would like regular updates please sign up for <a href="#">our newsletter</a> . If you have any questions in the meantime please let us know.

Indianapolis	Monon 86 <sup>th</sup> Street Bridge	Susan Hartling <a href="mailto:shartling1@gmail.com">shartling1@gmail.com</a>	<p>1. Monon &amp; 86th is one of the busiest intersections along the entire greenway system with 35K motor vehicles/day and more than 1 million trail users a year.</p> <p>2. There have been 2 fatalities at this intersection in 2021 and 2 bicyclists were hit just 10 days ago (March 2, 2024) at this intersection.</p> <p>3. A non-at-grade crossing (bridge or tunnel) is needed as soon as possible so more people don't get hit/injured/killed.</p> <p>4. A citizen-led traffic study found the following when analyzing 5 hours of non-overlapping video:</p> <ul style="list-style-type: none"> <li>• 40 Crosswalk Encroachment (vehicles blocking crosswalk)</li> <li>• 86 Right Turn on Red / 1 Left Turn on Red</li> <li>• 11 Red Light Running</li> <li>• 21 Multiple people using crosswalk simultaneously</li> <li>• 2 gridlock in intersection</li> <li>• 6 Other incidents including one near-collision of two cars</li> </ul> <p>5. The 86th Street and Monon Trailway intersection continues to be a crash-prone crossing for pedestrians and bicyclists. This specific intersection has led to many near-misses, crashes, injuries and even deaths. The fatal bicycle crashes in 2021 were not isolated cases but a symptom of a larger problem that needs immediate attention. We cannot afford any more losses due to inadequate safety measures at this intersection.</p> <p>6. A bridge at this location is long overdue. Please recommend it for funding in 2027.</p> <p>I personally avoid crossing this intersection on the Monon as it is increasingly too dangerous. Cars disobey the traffic signals. So now I choose to stay south of 86th on the Monon Trail. And when I drive through this area I cringe for the pedestrians and the bicyclists trying to cross the intersection. It seems there is more than enough evidence to fund a solution for this dangerous intersection, particularly if we want to be a walkable city.</p>	<p>Thank you for this comment. We will document this and provide it to our transportation committees before they consider adopting projects in April. Agendas for those meetings will be posted on our <a href="#">calendar page</a> and if you would like regular updates please sign up for <a href="#">our newsletter</a>. If you have any questions in the meantime please let us know.</p>
Indianapolis	Monon 86 <sup>th</sup> Street Bridge	B. Langford <a href="mailto:bruce.langford.12@gmail.com">bruce.langford.12@gmail.com</a>	<p>Hello!</p> <p>As an area resident that crosses this intersection frequently, I would recommend more attention be given to the safety. Any improvement would be appreciated.</p> <p>Thank you</p>	<p>Thank you for this comment. We will document this and provide it to our transportation committees before they consider adopting projects in April. Agendas for those meetings will be posted on our <a href="#">calendar page</a> and if you would like regular updates please sign up for <a href="#">our newsletter</a>. If you have any questions in the meantime please let us know.</p>
Indianapolis	Monon 86 <sup>th</sup> Street Bridge	Melissa McCarty <a href="mailto:mjdegroff@yahoo.com">mjdegroff@yahoo.com</a>	<p>The intersection of East 86th Street and the Monon Trail is a very busy intersection, both for motor vehicles (average of 35K/day) and for trail users (more than 1 million/year, averaging nearly 3,000/day). The combination of motor vehicles and pedestrians/bicyclists has proven to be extremely dangerous for trail users.</p> <p>There were 2 fatalities at this intersection in 2021, including one very experienced daily bicycling commuter. The problem was not isolated to 2021, either: 2 bicyclists were hit at this intersection earlier this month.</p> <p>A recent citizen-led traffic study found the following after reviewing 5 hours of video of this intersection:</p> <p>40 crosswalk encroachment (vehicles blocking crosswalk);              86 right turn on red violation;              1 Left Turn on red violation;              11 vehicles going through a red light; and              6 other incidents, including one near collision of two cars</p> <p>A non-at-grade crossing (bridge or tunnel) at this intersection would protect trail users and reduce the dangerous interaction of motor vehicles and trail users. .              Please recommend a bridge or tunnel for funding at this location, in 2027 or sooner to prevent future collisions, injuries and deaths.</p>	<p>Thank you for this comment. We will document this and provide it to our transportation committees before they consider adopting projects in April. Agendas for those meetings will be posted on our <a href="#">calendar page</a> and if you would like regular updates please sign up for <a href="#">our newsletter</a>. If you have any questions in the meantime please let us know.</p>



Indianapolis	Monon 86 <sup>th</sup> Street Bridge	Matt Kirchhoff <a href="mailto:matt.kirchhoff@live.com">matt.kirchhoff@live.com</a>	<p>Recommendation and request for funding for improvements to the Monon crossing at West 86<sup>th</sup> Street:</p> <ol style="list-style-type: none"> <li>4. The intersection of Monon &amp; 86th stands as a critical juncture within the greenway system, accommodating a daily flux of 35,000 motor vehicles and hosting over a million trail enthusiasts annually.</li> <li>5. This crossroad has witnessed two tragic fatalities in the year 2021, and as recently as March 2, 2024, two cyclists have suffered collisions here.</li> <li>6. The urgent establishment of a non-at-grade crossing (be it a bridge or tunnel) is imperative to prevent further incidents of collision and casualties.</li> <li>7. A diligent traffic analysis conducted by local citizens over a span of five hours of continuous video footage revealed: <ul style="list-style-type: none"> <li>• <b>40 instances</b> of Crosswalk Encroachment (vehicles obstructing the crosswalk)</li> <li>• <b>86 occurrences</b> of Right Turn on Red alongside <b>1 Left Turn on Red</b></li> <li>• <b>11 instances</b> of Red Light Violations</li> <li>• <b>21 occasions</b> where the crosswalk was utilized by multiple individuals simultaneously</li> <li>• <b>2 instances</b> of complete gridlock within the intersection</li> <li>• <b>6 other incidents</b>, including a narrowly-avoided vehicular collision</li> </ul> </li> <li>8. Persistently plagued by accidents, the 86th Street and Monon Trailway intersection has become notorious for endangering pedestrians and cyclists. The fatal accidents involving bicycles in 2021 are indicative of a broader issue that demands swift resolution. The community can no longer bear the toll of preventable tragedies stemming from insufficient safety infrastructure at this locale.</li> <li>9. The construction of a bridge to ensure the safety of this intersection is a measure that has been deferred for too long. It is my earnest plea that this project be prioritized and allocated funding in the year 2027.</li> </ol>	<p>Thank you for this comment. We will document this and provide it to our transportation committees before they consider adopting projects in April. Agendas for those meetings will be posted on our <a href="#">calendar page</a> and if you would like regular updates please sign up for <a href="#">our newsletter</a>. If you have any questions in the meantime please let us know.</p>
Indianapolis	Monon86 <sup>th</sup> Street Bridge	Lee Hull Moses <a href="mailto:leehullmoses@gmail.com">leehullmoses@gmail.com</a>	<p>Hello there -- I'm writing to express support for a bridge or tunnel at the 86th Street crossing of the Monon trail. That is such a heavily trafficked crossing, both on the trail and on the street, and it is incredibly dangerous as is. The recent deaths and injuries are proof that something must change.</p> <p>I use the Monon several times a week, as does my husband and our two children. We cross at that intersection often and have seen firsthand how dangerous it can be.</p> <p>The Monon is such a treasure of this city and we really need to do everything we can to protect it and make it safe for all of us.</p> <p>Thank you for your consideration.</p>	<p>Thank you for this comment. We will document this and provide it to our transportation committees before they consider adopting projects in April. Agendas for those meetings will be posted on our <a href="#">calendar page</a> and if you would like regular updates please sign up for <a href="#">our newsletter</a>. If you have any questions in the meantime please let us know.</p>
Indianapolis	Monon 86 <sup>th</sup> Street Bridge	Scott Langford <a href="mailto:scott@trinitytiming.com">scott@trinitytiming.com</a>	<p>Hello MPO,</p> <p>As a citizen in the Nora community. I am thrilled to hear that a future bridge/tunnel project is considered at 86th and Monon. I believe this is an item number for your system. IMPO1702247</p> <p>In reviewing the project list it appears a bridge is slated ahead of 86th street and Monon OR Keystone &amp; Nickel Plate (if I am reading it correctly). I believe both projects are worthy opportunities but strongly feel that the long established Monon trail intersection should be reconsidered as first. We have had fatalities in recent years and there is significant pedestrian traffic here. Each day not only active Monon commuters, runners, and walkers use the trail but lots of North Central High School students (each morning and afternoon). With the continued growth in the area with car traffic and pedestrian traffic - a safer solution would be greatly appreciated.</p> <p>Please consider my comments for future planning. We appreciate your continued work to make Indiana a treasure!</p> <p>Sincerely,</p>	<p>Thank you for this comment. We will document this and provide it to our transportation committees before they consider adopting projects in April. Agendas for those meetings will be posted on our <a href="#">calendar page</a> and if you would like regular updates please sign up for <a href="#">our newsletter</a>. If you have any questions in the meantime please let us know.</p>
Indianapolis	Monon 86 <sup>th</sup> Street Bridge	Janet I. Harris <a href="mailto:hmdatindy@msn.com">hmdatindy@msn.com</a>	<p>Please consider a bridge or tunnel for the Monon crossing at 86<sup>th</sup> Street. An elegant bridge design could be an amenity for the Nora commercial district. The bikes and pedestrians need to be separated.</p>	<p>Thank you for this comment. We will document this and provide it to our transportation committees before they consider adopting projects in April. Agendas for those meetings will be posted on our <a href="#">calendar page</a> and if you would like regular updates please sign up for <a href="#">our newsletter</a>. If you have any questions in the meantime please let us know.</p>

IndyGo	N/A	<p>Scott Callan</p> <p><a href="mailto:imscottcallan@gmail.com">imscottcallan@gmail.com</a></p>	<p>In the likelihood that I will not be able to attend this meeting directly, but I'm hoping to remotely, I am posting this comment for consideration. For the past several months now I have been struggling to resolve issues relating to IndyGo Accesses taxi vouchers.</p> <p>I stopped driving two years ago due to my macular degeneration, and I have attempted to use public transportation to get to work. However, due to me working late hours, I have been dependent on other sources such as Lyft and Uber, which can be expensive on a daily basis. I got accepted to participate in IndyGo access. I purchased taxi vouchers a year ago, 10 of them, and have yet to use one. The problem is that the taxi services available have not come through. Hoosier Taxi Will not run that late, and ZTRIP's the primary vendor, has failed to pick me up even once when I have requested rides in advance. I have a very nice person named Deborah at IndyGo attempting to help me resolve this matter. We did a three-way call with ZTRIP, which was unsuccessful at reaching someone who could answer our questions about the problem. Since then, Three weeks have passed, and Debra has attempted to reach ZTRIP's for information as to why they seem unable to pick me up when I request a ride. The answer is still forthcoming.</p> <p>I am attempting one last time to communicate this issue to you, and to the management of this transportation service. It doesn't seem like rocket science to get an answer to this problem and have it resolved. There is clearly a bureaucratic brick wall that I cannot pass through, and I don't know how to.</p> <p>I currently have experienced a loss of income due to downsizing my job, which makes these expenditures more difficult for me to manage. Therefore, I am insisting on getting to the bottom of this matter once and for all. I will do what is necessary to get attention drawn to this, be that going to social media, or other means. But I will no longer be ignored and marginalized by this situation. If I seem blunt, that's because this has gone on for an inordinate amount of time, with no clear answer in sight. I have talked to numerous people at IndyGo, going over the situation with them numerous times, I'm getting nowhere. Clearly I must change my strategy.</p> <p>I will be paying attention to IndyGo's response,</p>	<p>Thank you for this comment. We will document this and provide it to our transportation committees before they consider adopting projects in April. Agendas for those meetings will be posted on our <a href="#">calendar page</a> and if you would like regular updates please sign up for <a href="#">our newsletter</a>. If you have any questions in the meantime please let us know.</p>
Indianapolis	Monon 86 <sup>th</sup> Street Bridge	<p>Tammy Jousset</p> <p><a href="mailto:tammyjousset@gmail.com">tammyjousset@gmail.com</a></p>	<p>Hi</p> <p>I would like to share that I am a long term nora/Indianapolis resident and user of the Monon. The 86th Street crossing has always worried me. There are the known deaths, and reported accidents. However there are the unreported incidents and close calls.</p> <p>I fell off my bike once as I was preparing to stop on the narrow side walk in front of the bank on the north side. Split my hand open and required stitches. Almost passed out on my way back home to our car.</p> <p>I have seen Sunday morning yellow flashing lights where the trail users need to dodge high speed traffic to do a crossing. Some of these users had carriers / hitched carts attached for their children to ride along.</p> <p>I would encourage the city to be bicycle friendly and put in the most cost effective safe crossing. This will allow that our drivers don't have to be on alert for a High volume of pedestrian traffic on a highly commercial street. Imagine someone who isn't familiar with this part of town navigating the unknown area, seeking that speciality store, and they found that this crossing had missed their attention that was required for it to be safe for those crossing it. As we all are human and accidents do happen.</p> <p>Especially when you take in account the number of pedestrians hit by cars have had an upwards trend. Which means we need to be more proactive than the past.</p> <p><a href="https://www.iihs.org/topics/fatality-statistics/detail/pedestrians">https://www.iihs.org/topics/fatality-statistics/detail/pedestrians</a></p> <p>Thank you for preventing the next accident that could of and should of have been prevented.</p> <p>Please consider what funding could potentially be obtained by our largest employers, such as the Lilly Endowment.</p> <p>Kindest regards,</p>	<p>Thank you for this comment. We will document this and provide it to our transportation committees before they consider adopting projects in April. Agendas for those meetings will be posted on our <a href="#">calendar page</a> and if you would like regular updates please sign up for <a href="#">our newsletter</a>. If you have any questions in the meantime please let us know.</p>

<p>Indianapolis</p>	<p>86<sup>th</sup> and Monon Bridge</p>	<p>Thor Wood <a href="mailto:thor@snapshyt.com">thor@snapshyt.com</a></p>	<p>Hello. The intersection crossing of the Monon Trail at 86th Street is one of the most dangerous pedestrian and bicyclist crossings in the city of Indianapolis and it is urgent that the city address this intersection! We are asking for action to remedy the impact of future crashes, injuries and death by recommending this intersection for funding. Please consider including this in your recommendations.</p> <p>Additionally I fully support the current list of recommended projects by the IMPO, EXCEPT for any project that includes widening of roadways in Avon or Indianapolis. This money should be spent on worthy public good, projects such as the Monon Trail at 86th Stree which has long sought support and funding.</p> <p>The goal of the city, the city council, and all regional parties with a seat at the table needs to be one of action and expeditiousness with regards to pedestrian and bicyclist safety—the last 24 months of data shows that Indy is 2nd Most Dangerous City for Bicyclists. Further more, data tracked by reputable sources, including, 'Indy Pedestrian/Bicyclist Safety Crisis' which tasks itself with documenting the pedestrian and bicyclist safety crisis in Indianapolis, shows that since January 2021 over 1,280 incidents were reported involving pedestrians and/or bicylists being struck by automobiles (100 dead). This is indeed a crisis that should take all attention and efforts to address. We can do this TOGETHER if we all take it upon ourselves to make it priority #1 for our vibrant GROWING city.</p> <p>THANK YOU</p>	<p>Thank you for this comment. We will document this and provide it to our transportation committees before they consider adopting projects in April. Agendas for those meetings will be posted on our <a href="#">calendar page</a> and if you would like regular updates please sign up for <a href="#">our newsletter</a>. If you have any questions in the meantime please let us know.</p>
<p>Indianapolis</p>	<p>86<sup>th</sup> and Monon Bridge</p>	<p>Connie Szabo Schmucker <a href="mailto:cschmucker@bgindy.com">cschmucker@bgindy.com</a></p>	<p>The IndyMPO recently publicized a listing of recommended projects for 2027 and although the City of Indianapolis applied for funding for a bridge at Monon &amp; 86th St., <b><u>it was not recommended for funding.</u></b></p> <p>The intersection of Monon and 86th has needed a bridge since the Monon was first built. The longer a non-at-grade crossing is delayed, the more likely more people will get killed or injured at this intersection.</p> <p>Bicycle Garage Indy has been focused on getting improvements made at this intersection since our beloved employee Frank Radaker was killed while crossing 86th Street in October 2021. We are currently pursuing a Tactical Urbanism project at Monon and 86th St. with Nora Alliance and other community partners to make temporary safety improvements until a more permanent solution can be built.</p> <p>It is unbelievable that improvements to this intersection aren't rated the highest in the TA listing. No other project in this list has had fatalities (1 in 2021), and serious injuries (2 bicyclists hit on March 2, 2024). It is not a question of "if", only a matter of "when" another tragedy happens.</p> <p>We recommend that additional STBG or HSIP funds be used to address the safety of pedestrians and bicyclists at Monon &amp; 86th crossing. The revised score for Monon/86th Crossing is 83, significantly higher than most of the recommended projects in STBG and HSIP. Safety of all transportation system users should be top priority. Everyone using the Monon Trail should be able to say they feel comfortable crossing 86th St.</p> <p>A citizen-led traffic study found the following when analyzing 5 hours of non-overlapping video (July 2022):</p> <ul style="list-style-type: none"> <li>40 Crosswalk Encroachment (vehicles blocking crosswalk)</li> <li>86 Right Turn on Red / 1 Left Turn on Red</li> <li>11 Red Light Running (2 per hour average)</li> <li>21 Multiple people using crosswalk simultaneously</li> <li>2 gridlock in intersection</li> <li>6 Other incidents including one near-collision of two cars</li> </ul> <p>The Monon/86th St intersection continues to be a crash-prone crossing for pedestrians and bicyclists. This specific intersection has led to many near-misses, crashes, injuries and deaths and is spotlighted in IndyMPO's Hot Spot Public Survey Map for Safe Streets for All Safety Action Plan. The fatal bicycle crash in 2021 was not an isolated case but a symptom of a larger problem that needs immediate attention. We cannot afford any more losses due to inadequate safety measures at this intersection.</p> <p>A bridge at this location is long overdue. Please recommend this project for funding in 2027.</p> <p>Thank you.</p>	<p>Thank you for this comment. We will document this and provide it to our transportation committees before they consider adopting projects in April. Agendas for those meetings will be posted on our <a href="#">calendar page</a> and if you would like regular updates please sign up for <a href="#">our newsletter</a>. If you have any questions in the meantime please let us know.</p>



Indianapolis	86 <sup>th</sup> and Monon Bridge	David Craig <a href="mailto:davcraig@iupu.i.edu">davcraig@iupu.i.edu</a>	<p>To Whom It May Concern:</p> <p>I am writing to provide public comment about the need for a safer street crossing where East 86<sup>th</sup> St. crosses the Monon Trail near North Central High School. The high school and the local stores add to the busy traffic along this northside corridor. As a cyclist, I frequently cross at the crosswalk heading north and south. I ALWAYS wait for the walk sign before trying to cross. Frequently, drivers exiting the Total Wine/Aldi parking lot turn their right cars through the walk sign without ever looking to their left, where pedestrians and cyclists are waiting to cross. Sometimes, drivers run the red lights.</p> <p>There needs to be a much safer crossing for the large numbers of pedestrians and cyclists who use this crosswalk. An elevated bridge or an underground tunnel would both help ease congestion and avoid the danger presented by this crossing.</p> <p>Thanks, David Craig</p>	<p>Thank you for this comment. We will document this and provide it to our transportation committees before they consider adopting projects in April. Agendas for those meetings will be posted on our <a href="#">calendar page</a> and if you would like regular updates please sign up for <a href="#">our newsletter</a>. If you have any questions in the meantime please let us know.</p>
Indianapolis	86 <sup>th</sup> and Monon Bridge	Cathy & David Gilmore <a href="mailto:cgilmore444@gmail.com">cgilmore444@gmail.com</a>	<p>We believe a bridge over 86th street /monon would benefit the community in so many ways !</p> <p>A safe zone for pedestrians, bicyclists and car traffic is desperately needed.</p> <p>We are grateful for the city looking to seriously make such an important commitment to the neighborhood.</p>	<p>Thank you for this comment. We will document this and provide it to our transportation committees before they consider adopting projects in April. Agendas for those meetings will be posted on our <a href="#">calendar page</a> and if you would like regular updates please sign up for <a href="#">our newsletter</a>. If you have any questions in the meantime please let us know.</p>
Indianapolis	86 <sup>th</sup> and Monon Bridge	Patricia Jacoby <a href="mailto:patjacoby@icloud.com">patjacoby@icloud.com</a>	<p>Hi. I have read recently of the potential project for a bridge over 86th street and the monon</p> <p>Let me just say this is a very dangerous intersection. People who are driving are not heeding even at the light to pedestrians and walkers. A bridge would be a very welcome improvement to this intersection. Thanks for hearing me out.</p>	<p>Thank you for this comment. We will document this and provide it to our transportation committees before they consider adopting projects in April. Agendas for those meetings will be posted on our <a href="#">calendar page</a> and if you would like regular updates please sign up for <a href="#">our newsletter</a>. If you have any questions in the meantime please let us know.</p>
Indianapolis	86 <sup>th</sup> and Monon Bridge	Tonya Gibson <a href="mailto:tquin@comcast.net">tquin@comcast.net</a>	<p>Hello,</p> <p>I am a resident of Nora and am strongly in favor of a bridge being added to the Monon Trail crossing at the 86<sup>th</sup> Street Monon crossing. This is such a busy pedestrian and bicycle crossing and with all the business located nearby there is also typically a lot of motor vehicle traffic at all hours of the day. With the new Crew Carwash at Westfield Blvd. opening soon I foresee that the traffic on 86<sup>th</sup> Street will get even more backed-up which is typically what I have witnessed at other Crew Carwash locations around town. Having the bridge available for pedestrian and bicycle use would both improve the traffic flow and get Monon Trail users safely across 86<sup>th</sup> Street. I ask that you please consider this project for funding so that we keep Nora safe and convenient for residents, visitors, pedestrians, cyclists and drivers.</p>	<p>Thank you for this comment. We will document this and provide it to our transportation committees before they consider adopting projects in April. Agendas for those meetings will be posted on our <a href="#">calendar page</a> and if you would like regular updates please sign up for <a href="#">our newsletter</a>. If you have any questions in the meantime please let us know.</p>
Indianapolis	86 <sup>th</sup> and Monon Bridge	Ross Reinhardt <a href="mailto:rreinhardt9@gmail.com">rreinhardt9@gmail.com</a>	<p>Hello,</p> <p>I'm writing to provide feedback on the MPO Recommended Project Funding.</p> <p>First, I'm disappointed to see funding going toward road widening projects. It's been clearly established that widening roads increases speeds because it increases the "design speed" (speed at which drivers feel comfortable driving). Adding lanes will just induce further demand and lead to more traffic congestion in the future while saddling us with more expensive roadway to maintain. Multiple lanes also make it harder for pedestrians and cyclists to safely cross a roadway. We need to be looking for ways to prevent roadway deaths by reducing speeds and encouraging other means of travel, which is why I would be disappointed to see us spend money in a direction that gets us further from this goal.</p> <p>Second, I'm specifically disappointed to see that a bridge/tunnel on the monon across 86th street was not selected for investment. Our trails are only going to be as safe and accessible as their most dangerous parts, and while the monon provides an excellent safe and comfortable route for people, the crossing at 86th is very dangerous. This prevents people from taking this route that might have otherwise felt comfortable on the monon, and it has led to several deaths and other incidents.</p>	<p>Thank you for this comment. We will document this and provide it to our transportation committees before they consider adopting projects in April. Agendas for those meetings will be posted on our <a href="#">calendar page</a> and if you would like regular updates please sign up for <a href="#">our newsletter</a>. If you have any questions in the meantime please let us know.</p>

			<p>Rather than funding projects that increase the amount of roadway our currently overburdened system needs to support, I would encourage us to invest in where the monon crosses 86th st.. Not only is it the fiscally responsible thing to do in this situation but it's also a great investment in the health and safety of all our roadway users.</p> <p>Thanks, Ross Reinhardt</p>	
Indianapolis	86 <sup>th</sup> and Monon Bridge	David McCarty <a href="mailto:mccarty53@gmail.com">mccarty53@gmail.com</a>	<p>The intersection of East 86th Street and the Monon Trail is a very busy intersection, both for motor vehicles (average of 35K/day) and for trail users (more than 1 million/year, averaging nearly 3,000/day). The combination of motor vehicles and pedestrians/bicyclists has proven to be extremely dangerous for trail users. There were 2 fatalities at this intersection in 2021, including one very experienced daily bicycling commuter. The problem was not isolated to 2021, either: 2 bicyclists were hit at this intersection earlier this month.</p> <p>A recent citizen-led traffic study found the following after reviewing 5 hours of video of this intersection:</p> <ul style="list-style-type: none"> <li>40 crosswalk encroachment (vehicles blocking crosswalk);</li> <li>86 right turn on red violation;</li> <li>1 Left Turn on red violation;</li> <li>11 vehicles going through a red light; and</li> <li>6 other incidents, including one near collision of two cars</li> </ul> <p>A non-at-grade crossing (bridge or tunnel) at this intersection would protect trail users and reduce the dangerous interaction of motor vehicles and trail users. .</p> <p>Please recommend a bridge or tunnel for funding at this location, in 2027 or sooner to prevent future collisions, injuries and deaths.</p>	<p>Thank you for this comment. We will document this and provide it to our transportation committees before they consider adopting projects in April. Agendas for those meetings will be posted on our <a href="#">calendar page</a> and if you would like regular updates please sign up for <a href="#">our newsletter</a>. If you have any questions in the meantime please let us know.</p>
Indianapolis	86 <sup>th</sup> and Monon Bridge	Eric Thurston <a href="mailto:thurstone2@gmail.com">thurstone2@gmail.com</a>	<p>Dear IndyMPO,</p> <p>I am reaching out to bring attention to a pressing issue concerning the safety of our community, particularly at the intersection of the Monon &amp; 86th, a crucial point along our city's most popular trail.</p> <p>Monon &amp; 86th is not just any intersection; it's a bustling hub where 35,000 motor vehicles traverse daily, intersecting with over 1 million trail users annually. This high volume of activity underscores the urgent need for safety enhancements.</p> <p>Unfortunately, this intersection has witnessed tragic fatalities, with two occurring in 2021 alone, and recent incidents involving cyclists just ten days ago. These events highlight the immediate need for action to prevent further injuries and loss of life.</p> <p>To address the safety challenges effectively, we must implement a non-at-grade crossing, such as a bridge or tunnel, to separate vehicular and pedestrian/cyclist traffic and mitigate the risk of accidents. We must provide access to both the Nora town center and schools as well as the Monon trail north to Carmel and south to Broad Ripple in a manner that protects pedestrians and cyclists.</p> <p>A recent study conducted by concerned citizens shed light on alarming traffic behaviors, including crosswalk encroachments, red light violations, and near-collisions. These findings underscore the urgency of implementing safety measures at this intersection.</p> <p>Despite efforts to address safety concerns, the Monon &amp; 86th intersection remains crash-prone, resulting in numerous near-misses, injuries, and fatalities. The incidents in 2021 were not isolated, emphasizing the need for sustained attention and action.</p> <p>Given the ongoing safety challenges at this intersection, the installation of a bridge or tunnel is not just a recommendation; it's a necessity. One of our city's best resources deserves this minimum level of attention to keep it useful and safe for all members of the community. We've even had city council members run for office with fixing this intersection as a primary part of their platform. Therefore, I urge you to prioritize and recommend funding for this critical project to ensure the safety of all road and trail users.</p> <p>Thank you for your attention to this matter. I look forward to your prompt action and favorable response.</p> <p>Sincerely,</p>	<p>Thank you for this comment. We will document this and provide it to our transportation committees before they consider adopting projects in April. Agendas for those meetings will be posted on our <a href="#">calendar page</a> and if you would like regular updates please sign up for <a href="#">our newsletter</a>. If you have any questions in the meantime please let us know.</p>

Indianapolis	86 <sup>th</sup> and Monon Bridge	Kelly Weaver <a href="mailto:kelly@mindfulldesign.com">kelly@mindfulldesign.com</a>	<p>Please provide funding in 2027 for improvements to the Monon crossing at 86th Street.</p> <ol style="list-style-type: none"> <li>1. Monon &amp; 86th is one of the busiest intersections along the entire greenway system with 35K motor vehicles/day and more than 1 million trail users annually.</li> <li>2. There have been 2 fatalities at this intersection in 2021 and 2 bicyclists were hit just 10 days ago (March 2, 2024) at this intersection.</li> <li>3. A non-at-grade crossing (bridge or tunnel) is needed as soon as possible so more people don't get hit/injured/killed.</li> <li>4. Students from the High School and young families in the surrounding apartments are in danger when attempting to cross at this location.</li> </ol> <p>Thank you, Kelly Weaver</p>	<p>Thank you for this comment. We will document this and provide it to our transportation committees before they consider adopting projects in April. Agendas for those meetings will be posted on our <a href="#">calendar page</a> and if you would like regular updates please sign up for <a href="#">our newsletter</a>. If you have any questions in the meantime please let us know.</p>
Indianapolis	86 <sup>th</sup> and Monon Bridge	Matt Ruel <a href="mailto:ruel.matt@gmail.com">ruel.matt@gmail.com</a>	<p>Indy MPO,</p> <p>I'm writing in regards to the <a href="#">IMPO recommended projects for funding for 2027</a>. Please reconsider putting the Monon Trail bridge or tunnel at 86<sup>th</sup> St. on the recommended project list. This would go a long way towards making this area safer for trail users, bus passengers, and students that pass through this intersection daily. Here are some of my thoughts about why this is needed:</p> <ul style="list-style-type: none"> <li>• We've had a couple of fatalities at that intersection in the past few years, and there will be more.</li> <li>• I ride through this intersection on the way to work every day, and several times per week I experience or witness near misses.</li> <li>• On occasion I drive through this area when school is letting out, and there are dozens of students walking through this area, crossing busy streets both at intersections and wherever they can find a safe place to cross. A bridge would give the kids a safe place to cross on the way to and from school.</li> <li>• In my car I am overwhelmed by the amount that I need to process just to pass through the intersection safely while keeping an eye out for pedestrians and cyclists.</li> </ul> <p>In just 5 hours of monitoring, a citizen-led traffic study had the following findings:</p> <ul style="list-style-type: none"> <li>• 40 Crosswalk Encroachment (vehicles blocking crosswalk)</li> <li>• 86 Right Turn on Red / 1 Left Turn on Red</li> <li>• 11 Red Light Running</li> <li>• 21 Multiple people using crosswalk simultaneously</li> <li>• 2 gridlock in intersection</li> <li>• 6 Other incidents including one near-collision of two cars</li> </ul> <p>This is shocking in just a 5-hour period, yet it's consistent with what I experience at this intersection every day. A bridge or tunnel at this intersection would go a long way towards keeping the members of this community safe. This project is long overdue, and in my opinion much more critical than some of the other things that did make the list. Please consider recommending this for funding in 2027. Thank you!</p>	<p>Thank you for this comment. We will document this and provide it to our transportation committees before they consider adopting projects in April. Agendas for those meetings will be posted on our <a href="#">calendar page</a> and if you would like regular updates please sign up for <a href="#">our newsletter</a>. If you have any questions in the meantime please let us know.</p>
Indianapolis	86 <sup>th</sup> and Monon Bridge	Wayne Uhl <a href="mailto:wuhl756@gmail.com">wuhl756@gmail.com</a>	<p>Hello,</p> <p>Please reconsider the reported recommendation not to request funding for improvements at the dangerous intersection of the Monon Trail and E. 86th Street in Nora. Every cyclist and walker knows how incredibly difficult this intersection is. The lights and "No Turn On Red" signals are ineffective to prevent deaths and accidents. I understand two persons were struck at this intersection recently, and there have been deaths.</p> <p>The best way to prevent deaths and injuries is a bridge like those in Carmel and Westfield. There might be other ways, such as a dedicated light at the crossing instead of directing pedestrians and cyclist to the light just east of the Trail. But the crossing at it exists now is a hot mess and very risky for cars and Trail users.</p> <p>Please recommend funding for a bridge!!</p>	<p>Thank you for this comment. We will document this and provide it to our transportation committees before they consider adopting projects in April. Agendas for those meetings will be posted on our <a href="#">calendar page</a> and if you would like regular updates please sign up for <a href="#">our newsletter</a>. If you have any questions in the meantime please let us know.</p>
Indianapolis	86 <sup>th</sup> and Monon Bridge	Voicemail – Marcie Carleson 317-691-4812	<p>I live in the area and my Name is Marcie Carleson and I live in the Nora area and have nearly been in a bike crossing crash at that intersection with someone running a red light and I am strongly in favor of a bridge for a pedestrian and bike traffic. I think a tunnel would actually be great and work better but would take longer and take more infrastructure movement but I think a bridge could be built more quickly. Time is of the essence and this is long overdue and we really desperately need a bridge at the 86<sup>th</sup> and Monon Crossing. Thank you</p>	<p>Thank you for this comment. We will document this and provide it to our transportation committees before they consider adopting projects in April. Agendas for those meetings will be posted on our <a href="#">calendar page</a> and if you would like regular updates please sign up for <a href="#">our newsletter</a>. If you have any questions in the meantime please let us know.</p>

Indianapolis	86 <sup>th</sup> and Monon Bridge  Nickle Plate Bridge	Thomas Kube <a href="mailto:tkube97@aol.com">tkube97@aol.com</a>	<p>I am glad to see that the Nickel Plate bridge over keystone has been selected for funding. This will make biking the nickel plate much safer.</p> <p>However I believe we should also be funding a bridge/tunnel at 86th and the Monon trail. This crossing is certainly the most dangerous, now that there is a bridge at 38th street. Multiple people have died, drivers run the red light, they turn on red when they aren't supposed to, etc.</p> <p>Grade separation at this crossing is essential to increase the safety and efficiency of non-automobile transportation, which is key to improving quality of life and helping the environment. If funding this bridge/tunnel comes at the cost of a suburban road widening project, then I say all the better.</p> <p>Thank you,</p>	<p>Thank you for this comment. We will document this and provide it to our transportation committees before they consider adopting projects in April. Agendas for those meetings will be posted on our <a href="#">calendar page</a> and if you would like regular updates please sign up for <a href="#">our newsletter</a>, If you have any questions in the meantime please let us know.</p>
Indianapolis	86 <sup>th</sup> and Monon Bridge	Eric Goldsmith <a href="mailto:ericgreycles@gmail.com">ericgreycles@gmail.com</a>	<p>Please reconsider adding a bridge or tunnel over 86th for the monon traffic to safely cross.</p> <p>2 weeks ago 2 bicyclists were hit. A few years ago someone was killed.</p> <p>You know the rest. So many reasons for...</p> <p>Thank you,</p>	<p>Thank you for this comment. We will document this and provide it to our transportation committees before they consider adopting projects in April. Agendas for those meetings will be posted on our <a href="#">calendar page</a> and if you would like regular updates please sign up for <a href="#">our newsletter</a>, If you have any questions in the meantime please let us know.</p>
Indianapolis	86 <sup>th</sup> and Monon Bridge	Jill Saligoe-Simmel, Ph.D <a href="mailto:jsaligoe@gmail.com">jsaligoe@gmail.com</a>	<p>Hello, I am submitting comments regarding the need for pedestrian bridge (or tunnel) funding at the Monon crossing 86th Street.</p> <p>RE: Recommended Projects Funding Review &amp; Comment Opportunity</p> <p>Monon &amp; 86th is one of the busiest intersections along the entire greenway system with 35K motor vehicles/day and more than 1 million trail users a year. There have been 2 fatalities at this intersection in 2021 and 2 bicyclists were hit just 10 days ago (March 2, 2024) at this intersection. A non-at-grade crossing (bridge or tunnel) is needed as soon as possible so more people don't get hit/injured/killed.</p> <p>The 86th Street and Monon Trailway intersection continues to be a crash-prone crossing for pedestrians and bicyclists. This specific intersection has led to many near-misses, crashes, injuries and even deaths. The fatal bicycle crashes in 2021 were not isolated cases but a symptom of a larger problem that needs immediate attention. We cannot afford any more losses due to inadequate safety measures at this intersection.</p> <p>A permanent and safe crossing at this location is long overdue. Please recommend it for funding in 2027.</p>	<p>Thank you for this comment. We will document this and provide it to our transportation committees before they consider adopting projects in April. Agendas for those meetings will be posted on our <a href="#">calendar page</a> and if you would like regular updates please sign up for <a href="#">our newsletter</a>, If you have any questions in the meantime please let us know.</p>
Indianapolis	86 <sup>th</sup> and Monon Bridge	Lindsay Langford <a href="mailto:lglangford@gmail.com">lglangford@gmail.com</a>	<p>Hello MPO,</p> <p>As a citizen in the Nora community, I am thrilled to hear that a future bridge/tunnel project is considered at 86th and Monon. I believe this is an item number for your system. IMPO1702247</p> <p>We have had fatalities in recent years and there is LARE AMOUNTS of pedestrian traffic. Not only are there plenty of runners/walkers on the trail, but lots of North Central High School and Northview Middle School students (each morning and afternoon). With the continued growth in the area (Nora Plaza revamp) with car traffic and pedestrian traffic - a safer solution would be greatly appreciated.</p> <p>Please consider my comments for future planning. We appreciate your continued work!</p> <p>Lindsay Langford (mom of 2 active Monon Loving Boys)</p>	<p>Thank you for this comment. We will document this and provide it to our transportation committees before they consider adopting projects in April. Agendas for those meetings will be posted on our <a href="#">calendar page</a> and if you would like regular updates please sign up for <a href="#">our newsletter</a>, If you have any questions in the meantime please let us know.</p>