



BUILD INDIANA COUNCIL

Infrastructure Media Summary

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Hackney: It's time to rethink Downtown Indy interstates

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If we're honest, we'll admit that the I-65/I-70 split was poorly designed and certainly not built with urban planning in mind. We can talk ad nauseam about Indianapolis' positioning as a booming Midwest city - rivaling Chicago, Detroit and Columbus - ripe for redevelopment and technology opportunities. But let's not talk about it. Let's be about it. That starts, in part, with a realistic look at how well Indy already functions. A big piece of that puzzle includes our highway system. For example, it's an opportune time to talk about how to redo the I-65 and I-70 split on the edge of Downtown. The Indiana Department of Transportation has a \$250 million preliminary plan to widen lanes and bridges, reconfigure ramps and build concrete walls bordering the interstate.

But a coalition of architects, urban planners and landscape architects, dubbed Rethink 65/70, has asked the state to set aside those plans to look for opportunities to create urban redevelopment. The I-65/I-70 split was poorly designed and certainly wasn't built with urban planning in mind. Just about every time I drive it, I feel like I'm taking my life in my hands. And I watch warily as other drivers try to navigate the tricky merge lanes. But it goes deeper than dangerous driving. Representatives from the coalition met with IndyStar's Editorial Board on Tuesday to talk about the broader implications of rehabilitating the area where I-65 and I-70 meet. The stretch of highway has reached the end of its life, according to INDOT. But instead of simply repairing and replacing the split, coalition members see this as a once-in-a-lifetime opportunity to plan for the future of Downtown and nearby neighborhoods.

<https://www.indystar.com/story/opinion/columnists/suzette-hackney/2018/03/22/hackney-its-time-rethink-downtown-indy-interstates/445221002/>

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