

US 41 PEDESTRIAN BRIDGE - HEARING COMMENTS AND RESPONES

Question/ Comment #	Name	Comment	Response
1	Talmadge Vick II	Cap/add a roof-top for protection of handicap pedestrians.	<p>Thank you for your comment. During the Public Hearing, residents expressed the desire for a covered structure to both protect users from the elements and out of concern with items being thrown from the bridge. The US 41 pedestrian bridge design is consistent with other INDOT pedestrian bridges within the city of Evansville and across the state. Pedestrian facilities including the sidewalks and Hi-Rail Trail connecting to the pedestrian bridge are not covered and therefore inclusion of a roof to prevent exposure to the elements would only protect pedestrians while they are on the bridge itself. Users would not be protected on sidewalk, the bridge ramps, and would not be protected from the side while on the bridge.</p> <p>Inclusion of a roof to prevent exposure to the elements would increase the construction and maintenance costs. A solid roof structure could require a specialty bridge instead of the proposed prefabricated structure increasing construction costs. Additional permanent lighting would be required to maintain safety and visibility. This lighting would increase both construction and maintenance costs.</p>
2	Talmadge Vick II	Awareness of bid opportunities, construction schedules for M/WBE's, design team/construction survey.	<p>Thank you for your comment. This project will be publicly advertised through INDOT's Contract Letting Website. Construction information, DBE requirements, and other letting information will be available prior to the bid date.</p>
3	Ann Ennis	Hooray! Hooray for safety. Hooray for proactivity. Hooray for aesthetic. Hooray for seeking and incorporating community input. Don't lose the aesthetic "B" and "E". Stamped concrete with faux brick is great.	<p>Thank you for your comment. We appreciate your participation in the project development.</p>
4	Brent Jackson	Do you know how many tiers the ramps will have?	<p>Thank you for your question. The ramp design includes 3 tiers.</p>

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5	Brent Jackson	<p>Do you know how far it is to cross the bridge compared to crossing at grade/street level? I can't tell from any of the drawings or descriptions.</p>	<p>Thank you for your question. Using the ramp system adds about 640 ft. to the total walking distance compared to crossing at grade level.</p>
6	Brent Jackson	<p>On June 29th, 2022, a public presentation was given about the progress of the pedestrian overpass bridge. Several public comments were orally taken at the time of the public engagement. I was the person who gave the first comment but then declined to further comment until I asked a few more questions. Mike Duckworth was one of the commentors and he talked about closing off the top of the bridge. This idea was shared by me in the very opening comments before the design team ever started developing the bridge and its piers. It makes me wonder if anyone even reads or values the public comment when people from the area are telling the INDOT designers the same thing from the beginning to the end. Does public comments matter? You cannot design a bridge like the one on the Lloyd Expressway. That bridge will not work at 41 and Washington. Mike Duckworth is right, you guys are opening yourself up to a lot of ridicule if you build this bridge as presented last month. Mike Duckworth and I have been bridge supporters since its inception, but both of us are on the same page regarding the design. Close the top off. Let me opine some more. This bridge will be watched across the State, across the nation. This school has more foot traffic that crosses a major highway than any other school in Indiana. Quite possibly the nation. The bridge will be used as an example, good or bad, for pedestrian bridges to come. How to build them, or how not to build them. Where they work and where they don't work. This bridge will be looked at as an example for decades to come. It would behoove INDOT to consider the great repercussions that could come from building a bridge with such great mischievous opportunities. Thanks for adding my comments.</p>	<p>Thank you for your comment. All public comments are reviewed by INDOT and the design team and explored for feasibility. For instance, your comments from the first public meeting regarding potential alternatives were evaluated by the project team which is documented in the Categorical Exclusion. See pages 6 and 7 of the document and Appendix F.</p> <p>During the Public Hearing, residents expressed the desire for a covered structure to both protect users from the elements and out of concern with items being thrown from the bridge. The US 41 pedestrian bridge design is consistent with other INDOT pedestrian bridges within the city of Evansville and across the state. The bridge will be a new single-span, pre-fabricated steel truss bridge. The inside of the bridge truss will be 8 feet tall and will be covered with mesh to prevent people from falling or accidentally dropping items over the side of the bridge. The structure does not include a roof. Pedestrian facilities including the sidewalks and Hi-Rail Trail connecting to the pedestrian bridge are not covered and therefore inclusion of a roof to prevent exposure to the elements would only protect pedestrians while they are on the bridge itself. Users would not be protected on sidewalk, the bridge ramps, and would not be protected from the side.</p> <p>A roof may lead to the bridge feeling dark and a confined space, both of which were safety concerns for the tunnel options considered during project scoping.</p> <p>Inclusion of a roof to prevent exposure to the elements would increase the construction and maintenance costs. A solid roof structure could require a specialty bridge instead of the proposed prefabricated structure increasing construction</p>

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			<p>costs. Additional permanent lighting would be required to maintain safety and visibility. This lighting would increase both construction and maintenance costs.</p> <p>The truss and mesh sides will not prevent the intentional throwing of items over the truss and off the bridge; however, the height of the mesh is intended to prevent accidental droppage of items and to discourage intentional throwing of items off the bridge. Bridges of this type have been service in other locations within the city of Evansville and around the state without incident.</p>
7	Brent Jackson	In your presentation it showed Highway 41 in Washington where the bridge is going to be built. And I noticed that the piano keyed crossway was missing in the demonstration. Are you guys planning on removing those piano stripings from 41?	Thank you for your question. The existing painted crosswalk crossing US 41 will be removed as part of this project.
8	James Mosley	I'm curious if that environmental document you're referring to, is that going to be stored as a repository at the east branch library?	Thank you for your question. The environmental document is available for viewing in person at both the Evansville Vanderburgh Public Library Central and East Branch locations.
9	James Mosley	You indicated the existing median would eventually be removed to encourage folks to use the ramp and the ped bridge. And so I'm thinking to the extent where there may be some individuals, able bodied, young that they may want to just go ahead and cross the street the way they're used to doing it. If that median would still be there in some fashion to help facilitate those who choose to not use the ped bridge because everyone may not necessarily use it.	Thank you for your question. The existing crosswalk features will be removed to encourage use of the pedestrian bridge.
10	James Mosley	What I would suggest I would humbly suggest to the INDOT and also the metropolitan planning organization if they would consider initiating a corridor study for Washington Avenue as a potential complete street project to facilitate multimodal mobility east west Evansville. The study should prioritize pedestrian, bike and public transit access. It should also prioritize the incorporation of green infrastructure, environmental	Thank you for your comment. We appreciate your participation in the project development and will pass this comment along to the Evansville MPO. INDOT is currently exploring how to fully implement Justice 40 as part of their project development process.

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		<p>standpoint, along Washington Avenue to reduce storm water runoff, air pollution, and the heat island impacts. We are in a heat island area. The Brookings Institute reports indicates that the impacts and goes into the impacts behind air pollution on educational outcomes and inequalities. There's several schools along US 41. And so they could definitely benefit from that. The federal agencies would include the Department of Transportation, EPA, and HUD for transit accessible, affordable housing and commercial revitalization in order to implement a government, a whole of government approach, which has been promoted by the new bipartisan infrastructure law. And then what it would do was also approach and promote environmental justice through transportation equity. So the development of a complete street multimodal plan for BIPOCs, the Black, indigenous people of color, pedestrian residents and school students to mitigate the negative impacts of the highly air polluting vehicular traffic on these major thoroughfare US 41 and Lloyd. Also it would incorporate pedestrian and bike friendly buffered pathways, pedestrian bike overpasses, green infrastructure, and possible options such as a bus rapid transfer along US 41. It would complement the Evansville climate action plan that the mayor signed last year, the Evansville Climate Action Plan, also the local NPO metropolitan plan organization transportation goals. Finally, and consistent with the justice 40 initiatives of the bipartisan infrastructure law, it would utilize WNBES minority or culturally competent consultants on the projects to do the community planning, consultants to achieve the J 40 goals intended to ensure meaningful community engagement and involvement in the transformation of US 41 and other important routes here in Evansville. Thank you for allowing my comments.</p>	
11	Michael Duckworth	I would just suggest that in your design that you put a top on the area that goes across 41.	Thank you for your comment. See Response to Comment #1 & #6.

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12	Mitch Lumen	<p>I come in support of the pedestrian bridge and I call into evidence two factors. One of which has not improved since the Washington Avenue westbound no turn on red has been enforced for the last couple of months. First item I would like to call into evidence for the need for the bridge is the frequency of which the median crosswalk indicator has been collided with, with vehicles. It hasn't been a couple of weeks since it's went down again. This is a very dangerous intersection for pedestrians as evidenced by the multiple times over the last several years of that center of signal indicator walk, do not walk has been taken down.</p> <p>As a second bit of evidence I'd like to call into account is anecdotal evidence that I have as a resident of the area of the numerous and frequent violators of the no turn on red indicator for the westbound traffic at Washington and US 41. Just this morning, I conducted a traffic study where I conducted video evidence of vehicles turning right on red and based on the amount of traffic and the time of the day, I estimate that 50% of vehicles approaching US 41 on Washington with the intent of turning right on red will violate that and turn right on red nonetheless.</p> <p>This is a danger for pedestrians who are permitted to walk during this period when right on red is a prohibited action. So I support this based on these two pieces of anecdotal evidence and many others, which others have commented on. And if anything can be done by INDOT and our law enforcement here in Evansville to mitigate this current situation before 2023, I enter that into the record as well. Thank you.</p>	<p>Thank you for your comment. We appreciate your participation in the project development.</p>
13	Talmage Vic	<p>In regards to the handicapped community, our people of challenge who are going to be utilizing this pedestrian bridge, are there going to be some accommodations for them like ADA ramps that will give them the ability to get up and over?</p>	<p>Thank you for your question. The ramps and bridge have been designed to meet all applicable ADA requirements.</p>

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14	Talmage Vic	Is there going to be some sort of top put on the bridge to prevent inclement weather from building up and coming into contact with the handicapped population while they are trying to cross?	Thank you for your comment. See Response to Comment #1.
15	Talmage Vic	Will there be advertisement for the professional service, for the construction of this particular pedestrian bridge and where will it be?	Thank you for your comment. This project will be publicly advertised through INDOT's Contract Letting Website. Construction information, DBE requirements, and other letting information will be available prior to the bid date.