

Marion, WA STIP Meeting Sign In

<u>Name</u>	<u>email</u>	<u>zip code</u>
HARGE PATEL	HPATEL@ABOR.MARICOPA.COM	46602
Bloom Titus Morris	tmorris@westlamb.com	47394
Craig Bodey		46952

Indianapolis STIP Meeting Sign-in

<u>Name</u>	<u>email</u>	<u>zip code</u>
Katherine Smutzer	Ksmutzer@indot.in.gov	46268
Alec & Tracy Shaner	tashaner@yahoo.com	46037
Cole Jackson		46204
Anna Grumling	IMPO	46220
Annie Dixon	IMPO	46208
Melinda Hall	MHall4711@aol.com	46220

PLEASE SIGN IN - Merrillville

STIP Open house May 24, 2023

EMMA CLIFTON

TOM VANDERBOUDE

CHARLES BRADSHAW

JOSE DIRZ

HODGE PATEL

RON OLTHOFF

JULIE OLTHOFF

Evansville,
May 31st

Diane Wire

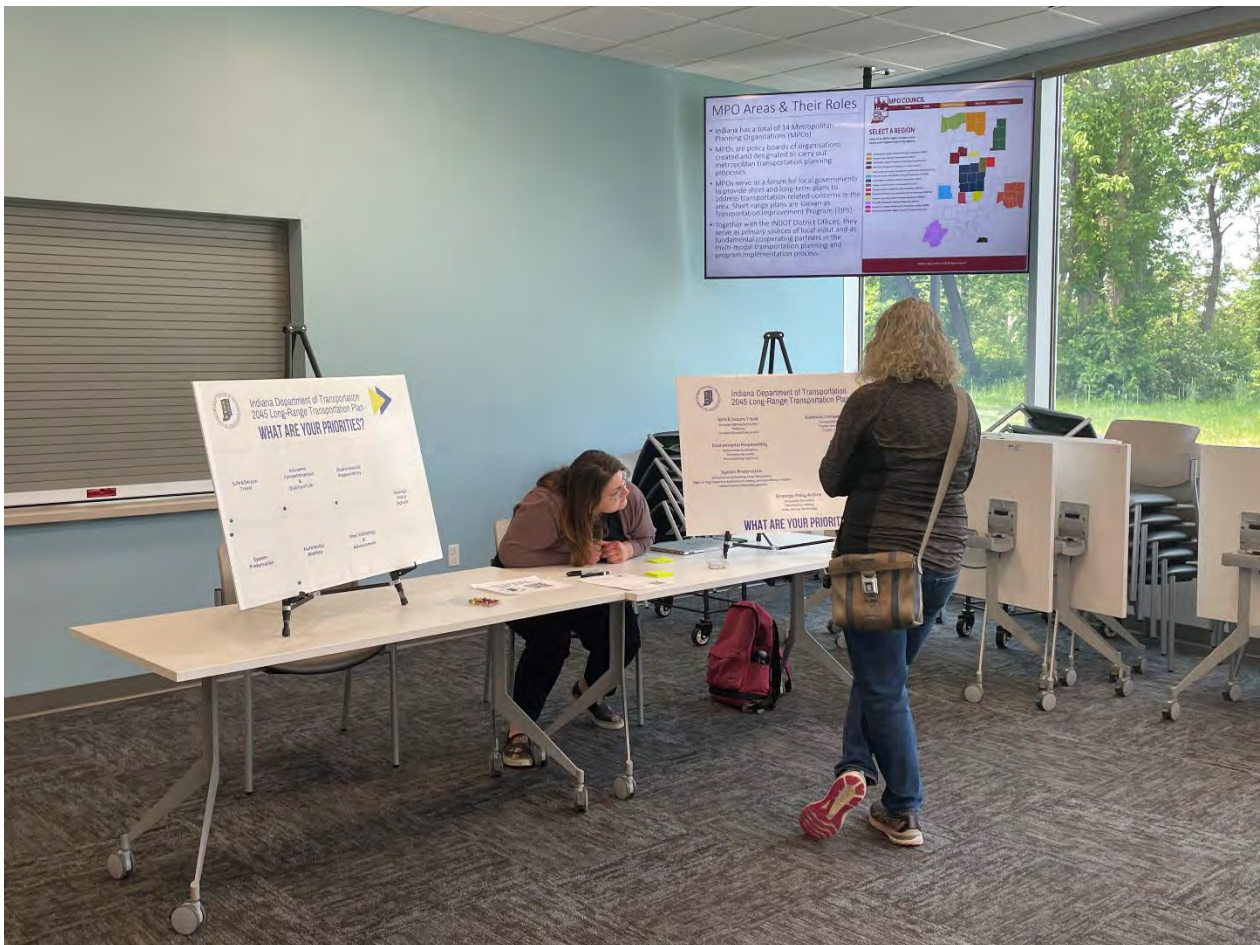
MARK FEHRENBACH

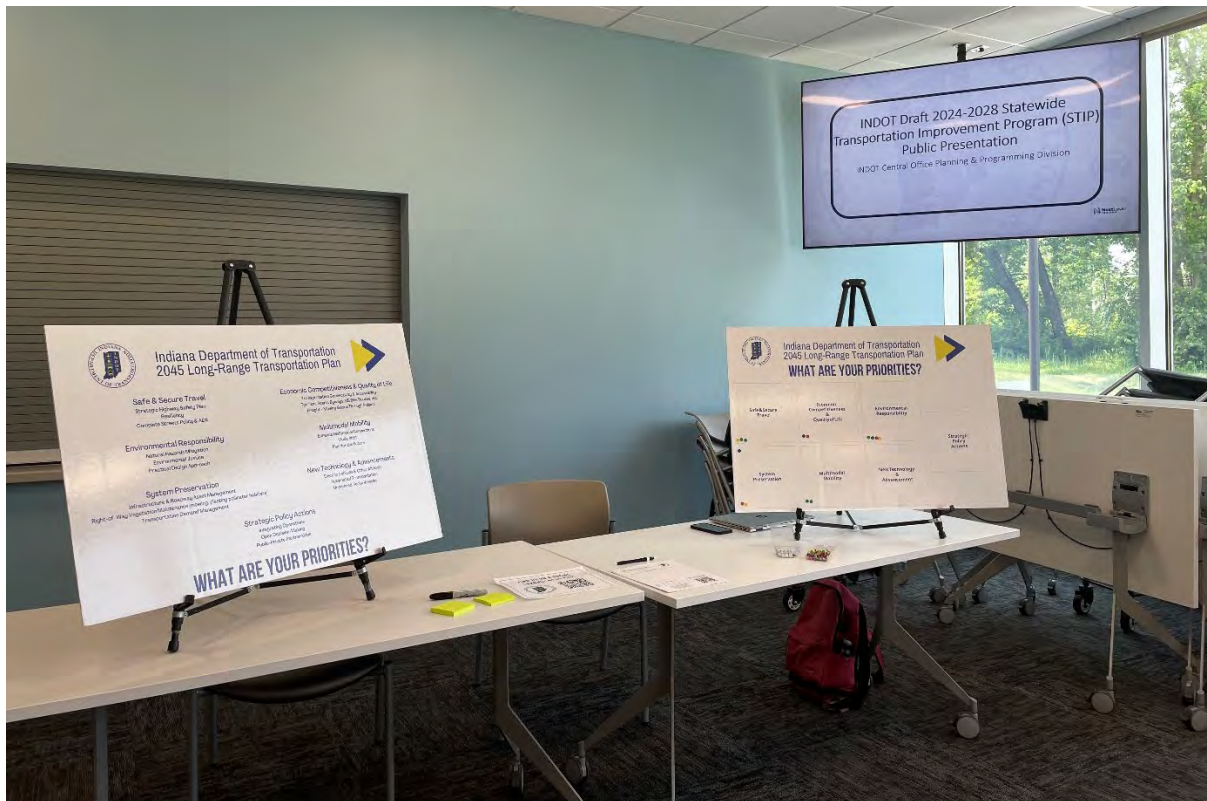
Dam Drach

DAVID BRODERHANSEN

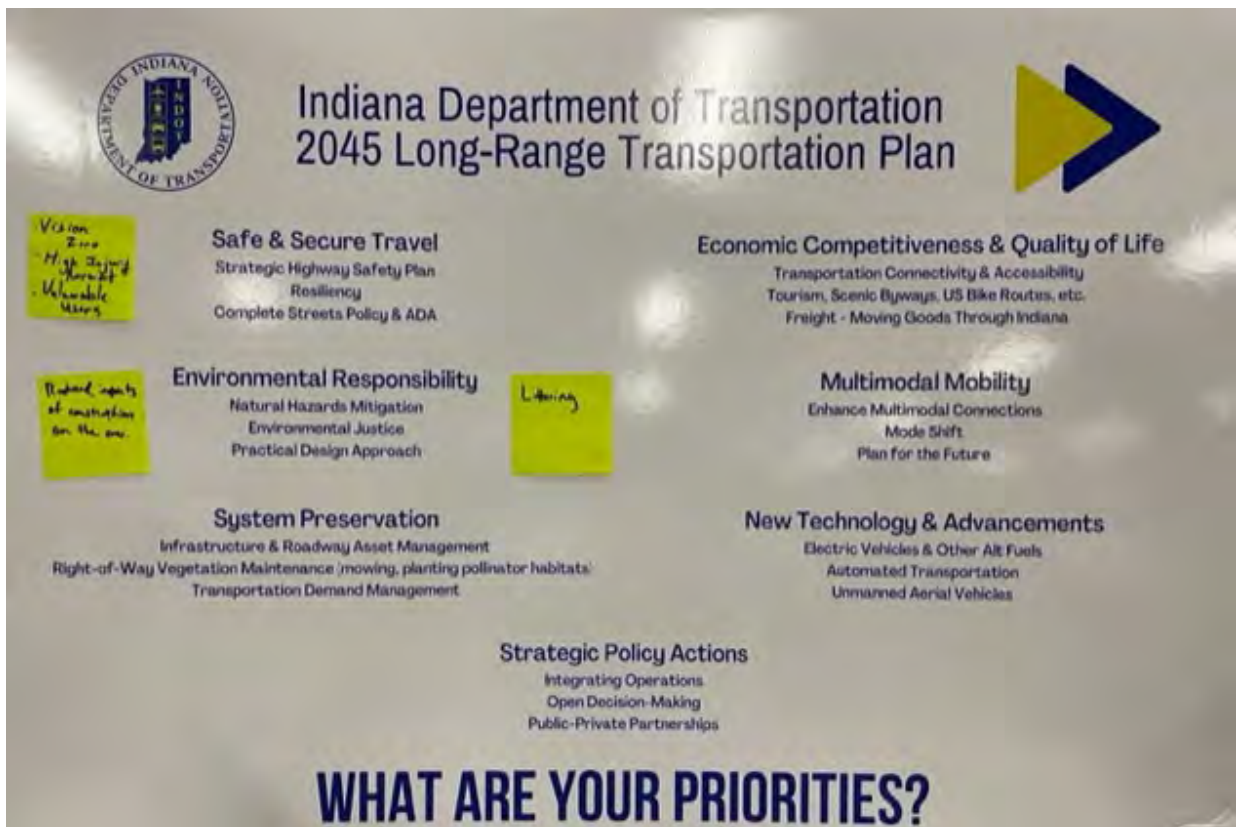


Photos from STIP Public Meetings, May, 2023. Stations at the meeting included boards to indicate transportation priorities, hard copies of the STIP and MPO TIPS, large poster size maps of each district displaying STIP projects, a place to write comments on poster board or on a sheet of paper (comment form), and a slideshow with information about the STIP and INDOT Planning ran in the background.









INDIANA DEPARTMENT OF TRANSPORTATION
Statewide Transportation Improvement Program



INDOT STIP Website: www.in.gov/indot/STIP

Tell us what you think!

(Projects to be studied? Where do you experience delays when you travel? What are we doing well?)

Tell us more about you!

Name: _____

Email: _____

Address: _____

To Comment Online or learn more about the Planning Process:



To return comments by mail:
Indiana Dept. of Transportation
ATTN: Michael McNeil
100 N. Senate Ave., Room N758-TE
Indianapolis, IN 46204

Links to Virtual Town Hall Posted on YouTube.

<https://www.youtube.com/watch?v=TGcNLWCJ3cE&pp=ygUFaW5kb3Q%3D>

<https://www.youtube.com/watch?v=U2UKX9XKzvY&pp=ygUFaW5kb3Q%3D>



[STIP 2024-2028 Session 1 June 1, 2023](#)

Join us for the Statewide Transportation Improvement Program meeting!

www.youtube.com



[STIP 2024-2028 Session 2 June 1, 2023](#)

Join us for the 2023 Statewide Transportation Improvement Program meeting!

www.youtube.com



Viewing Data for Virtual STIP Meetings

June 1, 2023 – 1 p.m.

Facebook

- Reach: 2,200
- Peak Viewership: 25
- Engagements: 43
- Average Time Watched: 1 minute, 25 seconds (*low due to the amount of viewers --- more viewers, the lower this number will go usually*)

Twitter

- Reach: 618
- Engagements: 14
- Views: 119

YouTube

- Views: 100
- Peak Viewership: 36
- Average Time Watched: 32 minutes

June, 1, 2023 – 5 p.m.

Facebook

- Reach: 1,900
- Peak Viewership: 22
- Engagements: 9
- Average Time Watched: 15 seconds

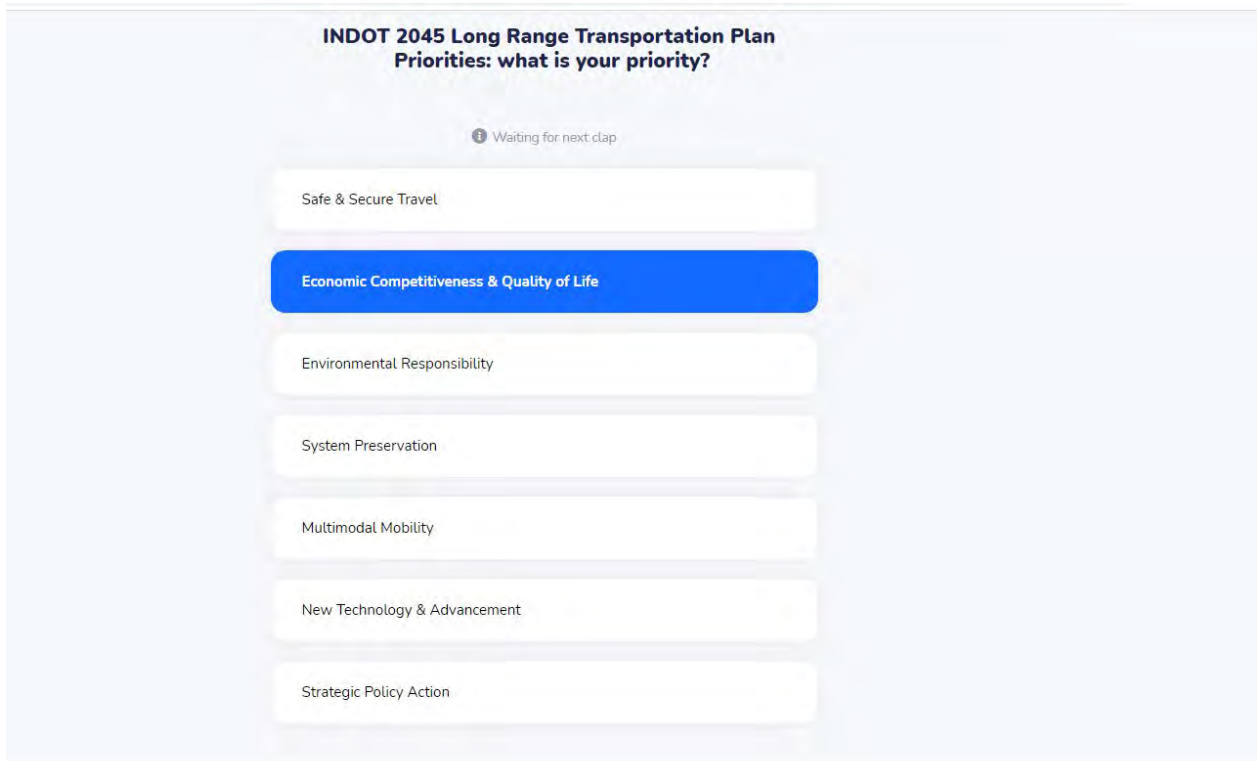
Twitter

- Reach: 772
- Engagements: 13
- Viewers: 151

YouTube

- Views: 36
- Peak Viewership: 6
- Average Time Watched: 11 minutes

First Question Screen Seen By User:



Results Screen Following Answer Submittal



Results to Question, "What transportation projects are most important to you?"

We want to hear from you! | Wooclap.com Code: QAKTMX 


Go to **wooclap.com** and use the code **QAKTMX**

What transportation projects are most important to you? (i.e., new roads, bicycle infrastructure, roundabouts, sidewalks, etc.)



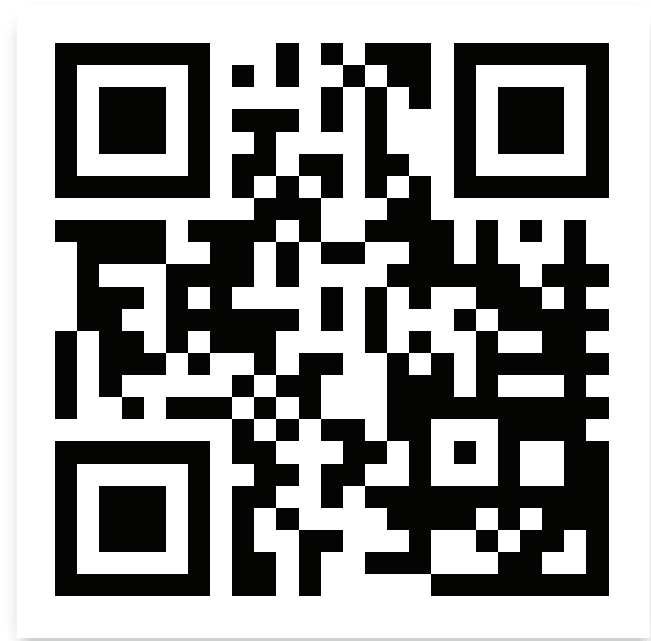
Word cloud terms: TRANSPORTATION, ROADWAY IMPROVEMENTS, URBANIZING, REAL, BIKE, INTERCITY, RAIL, STREETLIGHTS, MULTIMODAL, TRANSIT, SIDEWALKS, STREET, LANES, MASS PASSENGER, ACTIVE TRANSPORTATION, FEATURES, LIGHTS, REMOVING, UNNECESSARY, REGIONAL MISUSES, INCLUDING, ESTATE.



7   

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

INDOT is updating its statewide program and wants your input.
Scan QR code to learn more and tell us what you think.



Social Media Sharing Report

INDOT Central Office

	Platform
5/15 STIP In Person/Comment Period	Facebook, Twitter
5/16 STIP In Person	Facebook, Twitter
5/18 STIP In Person	Facebook, Twitter
5/27 STIP Virtual	Facebook, Twitter
5/30 STIP Virtual	Facebook, Twitter
3/31 STIP Virtual	Facebook, Twitter
6/1 STIP Virtual	Facebook, Twitter
6/1 STIP Virtual	Facebook, Twitter

Seymour District (Communications role currently vacant)

5/30 STIP Virtual	Facebook
6/1 STIP Virtual	Facebook

LaPorte District

5/17 Comment Period, Virtual & In Person	Facebook, Twitter
5/22 Comment Period, Virtual & In Person	Facebook, Twitter

Greenfield District

5/15 STIP In Person/Comment Period	Facebook, Twitter
5/17 STIP In Person/Comment Period	Facebook, Twitter
5/18 STIP In Person/Comment Period	Facebook, Twitter

Fort Wayne District

5/12 STIP meeting	Facebook, Twitter
5/15 STIP meeting reminder	Facebook, Twitter
5/17 STIP meeting reminder	Facebook, Twitter
6/8 STIP comments/virtual meeting	Facebook, Twitter

Vincennes District

5/30 STIP Meeting/Virtual Link	Facebook, Twitter
5/31 STIP Meeting Update	

Indianapolis MPO

5/5 STIP Meetings & Comment Period	teMPO
5/19 STIP Virtual	teMPO
5/23 STIP Virtual	FB, IG, LINK, Twitter
5/31 STIP Virtual	FB, Link, Twitter

KIPDA

2 posts for STIP Meetings & Comment Period	FB, Twitter, IG
--	-----------------

MACOG

5/8 STIP Public Comment/STIP	Facebook
5/9 STIP Public Comment/STIP	MACOGazette
5/18 STIP Public Comment/STIP	Facebook
5/23 STIP Public Comment/STIP	Facebook
5/31 STIP Public Comment/STIP	Facebook

Did not share:

OKI	MPO
Thrive West Central	RPO
KIRPC	RPO






Subject: INDOT Seeking Public Comment on the Statewide Transportation Improvement Program (STIP) Transportation Conformity Determination Report for projects in Jackson and Greene Counties

Sent: 06/13/2023 02:27 PM EDT

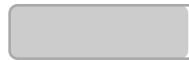
Sent By: cseely@indot.in.gov

Sent To: Subscribers of DOT - Public Meetings & Hearings

14,617
Recipients 

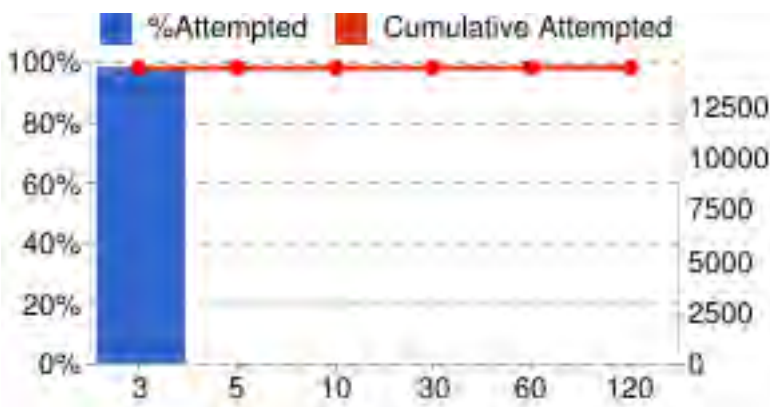
-  Email
-  SMS
-  Facebook
-  Twitter
-  RSS

96%
Delivered



0% Pending
4% Bounced
26% Open Rate
1% Click Rate

Email Delivery Stats



Minutes	Cumulative Attempted
3	98%
5	98%
10	98%
30	98%
60	98%
120	98%

Delivery Metrics - Details

14,617 Total Sent
14,061 (96%) Delivered
0 (0%) Pending
556 (4%) Bounced
0 (0%) Unsubscribed

Bulletin Analytics

5,163 Total Opens
3651 (26%) Unique Opens
188 Total Clicks
159 (1%) Unique Clicks
7 # of Links

Delivery and performance

These figures represent all data since the bulletin was first sent to present time.






	Progress	% Delivered	Recipients	# Delivered	Opened Unique	Bounced/Failed	Unsubscribes
Email Bulletin	Delivered	95.9%	13,594	13,038	3237 / 24.8%	556	0
Digest	n/a	n/a	1,023	1023	414 / 40.5%	0	0
SMS Message	Delivered	0.0%	0	0	n/a	0	n/a

Link URL	Unique Clicks	Total Clicks
https://www.in.gov/indot/resources/state-transportation-impr...	49	72
http://www.in.gov/silveralert/?utm_medium=email&utm_sour...	26	27
https://public.govdelivery.com/accounts/INDOT/subscriber/ed...	23	24
https://content.govdelivery.com/accounts/INDOT/bulletins/35...	22	23
https://subscriberhelp.govdelivery.com/	14	15
https://subscriberhelp.granicus.com/?utm_medium=email&u...	13	14
http://www.in.gov/indot/?utm_medium=email&utm_source=...	12	13

Subject: STIP Virtual Town Hall - Today at 1!
 Sent: 06/01/2023 12:47 PM EDT
 Sent By: jclark2@indot.in.gov
 Sent To: Subscribers of DOT - Public Meetings & Hearings

14,596

 Recipients

-  Email
-  SMS
-  Facebook
-  Twitter
-  RSS

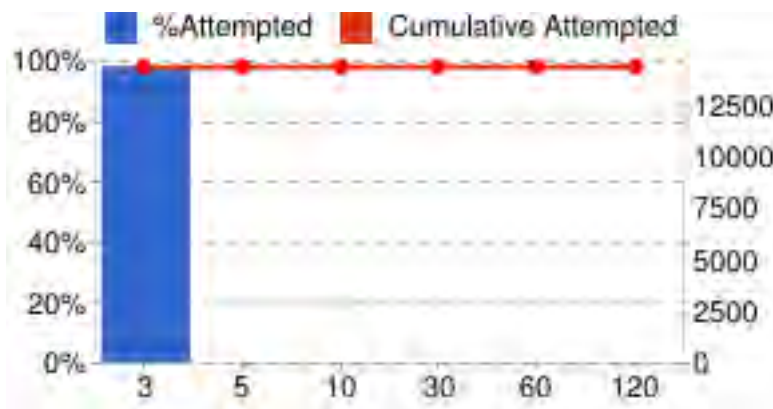
96%

Delivered



- 0% Pending
- 4% Bounced
- 26% Open Rate
- 2% Click Rate

Email Delivery Stats



Minutes	Cumulative Attempted
3	98%
5	98%
10	98%
30	98%
60	98%
120	98%

Delivery Metrics - Details

14,596 Total Sent
14,046 (96%) Delivered
0 (0%) Pending
550 (4%) Bounced
0 (0%) Unsubscribed

Bulletin Analytics

5,597 Total Opens
3642 (26%) Unique Opens
292 Total Clicks
235 (2%) Unique Clicks
11 # of Links

Delivery and performance

These figures represent all data since the bulletin was first sent to present time.

	Progress	% Delivered	Recipients	# Delivered	Opened Unique	Bounced/Failed	Unsubscribes
Email Bulletin	Delivered	95.9%	13,579	13,029	3245 / 24.9%	550	0
Digest	n/a	n/a	1,017	1017	397 / 39.0%	0	0
SMS Message	Delivered	0.0%	0	0	n/a	0	n/a

Link URL	Unique Clicks	Total Clicks
https://www.facebook.com/indianadepartmentoftransportatio...	46	55
https://www.youtube.com/user/indianadot?utm_medium=em...	35	53
https://www.in.gov/indot/resources/state-transportation-impr...	36	51
https://www.in.gov/indot/resources/state-transportation-impr...	33	42
http://www.in.gov/silveralert/?utm_medium=email&utm_sour...	23	23
https://twitter.com/INDOT?utm_medium=email&utm_source...	17	21
https://public.govdelivery.com/accounts/INDOT/subscriber/ed...	12	14
https://content.govdelivery.com/accounts/INDOT/bulletins/35...	10	10
https://subscriberhelp.govdelivery.com/	10	10
http://www.in.gov/indot/?utm_medium=email&utm_source=...	7	7
https://subscriberhelp.granicus.com/?utm_medium=email&u...	6	6

Capture the YouTube Comments from the 1st session.

Session 1 video – 102 views and 1 like

Session 2 video – 55 views and 4 likes

1:00 PM STIP VIRTUAL TOWN HALL:

Live viewer comments show up on YouTube. This is an example.

Tom Gray
01:08 PM
Roundabouts

Kyle Nolot
01:18 PM
What can we do to get inot to stop putting in roundabouts

Penny Schoettmer
01:22 PM
Hate roundabouts

Hal Daniels
01:23 PM
Roundabouts are a good solution for 4-way stops that don't fit the criteria for a traffic signal. They work especially well with intersections that have imbalanced loads of traffic on each approach.

Penny Schoettmer
01:23 PM
I wish they would remove everyone who promotes roundabouts

Hal Daniels
01:25 PM
What a strange wish.

Penny Schoettmer
01:27 PM
People who promote roundabouts must not be like the hard working people who have to travel to work And back . That don't have time to play games.

Penny Schoettmer
01:29 PM
Don't understand then survey the poor people who have to get through these and find out how frustrating they are

Penny Schoettmer
01:31 PM

Keep looking for better solution s

Indiana Department of Transportation

01:31 PM

Hi Tim, there is a discussion on roundabouts on the Facebook Stream

Hal Daniels

01:33 PM

Need to be more study about when to reduce a major 4-lane highway to 2-lanes with a center turn lanes and bike lanes on each side. US40 between Greenfield and Cumberland is a major collector especially when I-70 has problems. It should have remained a 4-lane highway.

Darrell Voelker

01:33 PM

I too struggle with them but it is because I seldom have to deal with them. I think they are the best way to keep traffic moving and we need to learn to adapt.

Darrell Voelker

01:34 PM

I meant roundabouts!

Hal Daniels

01:35 PM

Also, there is a major bike route 1 mile south called the Cumberland trail.

Penny Schoettmer

01:35 PM

The reason they don't work is because people don't work together well enough to know when to yield and to stop

Hal Daniels

01:35 PM

Did you do a before and after study about the accident analysis.

Kyle Nolot

01:38 PM

Can we get our old welcome signs back??

Karen Somheil Schneiders

01:41 PM

I would love to see more semi-truck parking investments along West I-70. The number of trucks parked on the ramp shoulders every night is staggering at Exit 23

Penny Schoettmer

01:43 PM

It's not about adapting it's about road rage. About people who don't try to work together.
Human nature is so competitive on the road people are hostile

Kyle Nolot

02:03 PM

Why do we chip and seal State highways? Can we just seal them or maybe change the process of chip and seal so the roadway isn't so rough?

Terri Graves

02:30 PM

When is something going to be done about the traffic condition by Casey's in Salem? Those signs along the road telling you what your speed is & to slow down like the one on W Market & by the schools, there needs to be one on Hwy 56/Mulberry St in the mess of the construction. There is traffic coming thru five directions in this intersection & not one single sign. People fly thru here with no regard to others or the residents living in the dust bowl. Someone is going to get hurt. No stop sign...

Comments Session 1 from YouTube:

Karen Arnold

Karen Arnold

Tim Lange

On which platform are you seeing the roundabout chat?

INDOT

Hi Tim, there is a discussion on roundabouts on the Facebook Stream

M Lollar

I'm not opposed to roundabouts. The issue we are having in Greenwood is people not yielding - just a steady stream of cars on what used to be the main thoroughfare. Is there a way to add yield signs

Goshen Asset Management

Good Afternoon. Is it safe to assume the project listing in the STIP is in addition to standard operating budgets?

Jack Feldman

Hello! Have you any plans to address TERRIBLE weaving situations anywhere other than clearpath? I know it's not a state project, but I-465 and North Keystone Pkwy in Carmel is the worst I've ever seen

Jack Feldman

Also, where do you plan on implementing Partial VS Full APL signs, and where do you plan on implementing them?

5:00PM STIP VIRTUAL TOWN HALL:

YouTube

Live viewer comments show up on StreamYard. This is an example.

Lydia Miller

05:56 PM

We used to **believe** that roundabouts were safer, but we know better now.

<https://www.usu.edu/today/story/roundabouts-not-as-safe-for-cyclists-new-research-says>

Lydia Miller

05:57 PM

<http://www.702.co.za/articles/344703/roundabouts-are-not-safe-for-pedestrians-study>

Lydia Miller

06:42 PM

Kudos on your highways. You have a lot of construction but you can always tell the moment you get to Indiana. The roads suddenly become smooth, the wi-fi reconnects and there are troopers and helper vans everywhere.



Health by Design
615 N. Alabama St., Ste. 119
Indianapolis, IN 46204

June 22, 2023

Michael McNeil
STIP Director
Indiana Department of Transportation
100 North Senate Ave, IGCN N758-Transportation Planning
Indianapolis, IN 46204

RE: 2024-2028 Statewide Transportation Improvement Program

Dear Mr. McNeil,

Thank you for the opportunity to provide feedback on the 2024-2028 Statewide Transportation Improvement Program. I am writing on behalf of Health by Design (HbD) and the countless Hoosiers represented by our coalition and partners. As you know, HbD works at the intersection of the built environment and public health. We have provided input and comments regarding INDOT plans and policy documents for the past 13+ years and appreciate the opportunity to do so.

We believe active transportation and transportation alternatives are necessary to ensure that people can access daily needs and destinations including school, work, mass transit, food, and health care. Our statewide transportation network must work for everyone and get people where they need to go, preferably with more than one option. Active transportation that works with and for everyone requires a commitment to supporting public participation and engagement to ensure community voices are represented throughout the planning process.

We commend the Indiana Department of Transportation (INDOT) staff and STIP team members for their ongoing commitment and thoughtful preparation of the STIP. This document is imperative to assisting and guiding Indiana communities with prioritizing, funding, and scheduling transportation projects.

Below is a summary of the comments, questions, and concerns raised by HbD staff upon review of the draft plan. We hereby request that INDOT consider the following notes, suggestions, and feedback regarding the STIP:

- The acronym glossary is extremely helpful. Is it possible to have this available as a standalone resource document on the INDOT website?



- It would be helpful if the document were an interactive PDF and the table of contents contained links to take readers directly to each section.
- In general, the Safety Budget is extremely low and inadequate for a transportation improvement plan that cites safety as a key performance measure.
- The STIP document is lengthy at 370 pages. We are glad to see a longer public involvement schedule and multiple open house and virtual town hall events held in May and early June to allow ample time for review. However, a town hall prior to the public involvement timeline beginning would have been helpful in explaining the process and how to further engage, understand, review, and comment on the document.
- Despite FHWA's key area of "reflecting multimodal nature of the Federal surface transportation program" being mentioned as a motivation and one of the purposes of the STIP (p. 1), the term complete streets (as a policy or a concept) is not mentioned or referenced in the STIP.
- Accessibility is only referenced as it relates to accommodations for public participation. Further, accessible is only referenced four times as it relates to minimum standards required to meet ADA standards.
- Due to the technical nature and general intent of the STIP, the following may not be applicable, but we did note a marked lack of language relevant to multimodal, alternative and or non-motorized transportation options. The following words or terms were not mentioned or readily referenced:
 - Alternative transportation
 - Equity
 - Safe Routes (to school or elsewhere)
 - Complete streets
 - Vision zero
 - Safe System
- Thank you for including links to 2023 INDOT Freight Plan, the TAMP, and the 2022-2026 Strategic Highway Safety Plan (SHSP). The 2045 Long Range Transportation Plan is also referenced but a link is not provided. Additionally, more diagrams like the one featured on page 11 would be helpful in clarifying the relationships among and between plans. It is unclear where the SHSP factors into that diagram.
- The STIP is a dynamic and highly technical document. Diagrams or other graphics that illustrate the relationship among and between documents, organizations, funding sources, and the prioritization process (to name a few) would be helpful in assisting laypeople and those with less experience in understanding the document and process, in providing meaningful comments and feedback.



- Page 8 lists ‘Safety’ as the first performance measure, “To achieve a significant reduction in traffic fatalities and serious injuries on all public roads”. Later in the document, Table 6 (p. 14) lists INDOT’s performance measure targets. It includes a 2023 target for the number of non-motorized fatalities and serious injuries as 399.6. How was this target set? In 2020 pedestrians and bicyclists represented 14% of Indiana’s 896 total traffic fatalities (according to the [Indiana Crash Facts 2020 report](#)), which would mean 125 fatalities. Why would INDOT set such a high “safety target” for vulnerable road user deaths? A significant reduction would mean setting the target below 100.
- The CMAQ emission targets (Table 6, p. 15) also appear to increase from 2024 (2 year) to 2026 (4 year). The assumption is that the year 4 target is cumulative, but it is unclear based on the table and information provided. Can an explanation of the targets accompany the table?
- Thank you for including the ‘How to Explore the Projects Listing’ section.
- There are approximately 299 projects listed, including several ADA ramp projects and roundabout projects, with Safety as the listed Performance Measure Impacted. Will these projects (and the others listed) also adhere to INDOT’s Complete Streets Policy and bring projects and facilities into compliance with INDOT and local (where applicable) complete streets standards? How are exceptions to the Complete Streets policy approved?
- ‘Section 164 penalties’ are referenced in the apportionments table, but nowhere in the STIP does it explain what those penalties are or mean.

As always, we value INDOT as a community partner and appreciate the opportunity to review the plan and provide feedback and public comment. We are hopeful that this plan will support and galvanize decision-makers, planners, and engineers across Indiana’s transportation system. HbD remains committed to supporting INDOT’s efforts in whatever ways possible. Please do not hesitate to let us know of any questions for us.

Sincerely,

A handwritten signature in blue ink that reads "Marjorie Hennessy".

Marjorie Hennessy, AICP
Program & Policy Manager, Health by Design

Cc: Taylor Firestine
Rebecca Payne
Kim Irwin

Submitted Comments	INDOT Response
<p>You should be ashamed at how much Taxpayers Tax dollars. You pull these ridiculous stunts, what a Joke Mayor out on the Highway Patching POTHOLE. KNOWN AS. INDIANA POLITICAL SPEED CONTROL. no matter what street I drive on. There are Potholes, patched, POORLY, third world country idiots, that do not know what they are doing, 6 men watching, 1 pretending to know what he is doing, But does not have a clue. Who goes out to inspect the crap that is been spread on the roads. That tar is not fixing the HUGE HOLE, soon as 10 cars drive over it, it is just a POTHOLE AGAIN, Nothing is fixed, the Entire road should be paved. You should be hiring qualified Idiots to try, kike the MAYOR, I Am not buying your Coolaid. You are just Liars. There are not any Indianapolis Roads that 100%of the road has been paved in its entirety. No they do part of it. BUT NOT THE ENTIRE ROAD FROM SIDE TO SIDE. CALLING IT A ROAD. not speed control. When I drive across 96th street. To Fishers or Carmel, why are there streets payed Correctly. Whoever is overseeing the Roads after they have repaired, never payed. Should be FIRED. As for the silky Stunt the Mayor. Did on TV, HE LOOKS LIKE A SILLY FOOL. Why isn't he out driving all the roads in Indianapolis, maybe he could get an education, on what a s*#y job he is doing, he does not impress me. He just seems to be clueless. That means having little intelligence, and he thinks we are believing he is qualified. He isn't, a Fifth Grader could probably do a better job. Why don t you use all the freeloading refugees and trade them to do a Job. Instead of giving them Cash, SSR, FOOD STAMPS, HIMES, CARS, Thousands of MONEY LAUNDERING AGENCIES WHO ASSIST THEM, But do no care about the Indiana Citizens that would Love to receive the MONEY HOLCOLM GIVES THEM, THEY DONT PAY TAXES. ANY EARNED INCOME THEY DO NOT PAY TAXES. BUT INSTEAD OF PAYING, THEY RECEIVE BENEFIT CHECKS PASS-THROU GH ENTITIES. I Am a Authentic Human American Lady, senior citizen on Social Security I paid into, there are No Government Agencies to Assist us. Because you do not care about the Taxpayers. It is easier to Money Launder when NO ONE KEEPS TRACK, THAT IT IS SO CORRUPT AND SHOULD BE PUNISHED,</p>	<p>We have received the form you completed for STIP comments. These are not STIP comments. You are reporting issues you have with City Streets in Marion County. You should report your concerns to the City of Indianapolis, Mayors Action Center at 317-327-4622. Thank you! Should you have any additional questions or concerns, please feel free to contact our INDOT Transportation Services Call Center at 1-855-463-6848 or online at www.INDOT4U.com and reference the case number: CS386415.</p>
<p>Last entry on page 78 has a mistake...the location is south of I-70. https://www.in.gov/indot/files/STIP_Draft_2024-2028-IMPOTIPProject3_22_2023.pdf "SR 39 Bridge Thin Deck Overlay, SR 39, 0.34 mi N of I-70, over Branch McCracken Creek, Hendricks County Dist:N/A" Also, where can I find out what the justification is for adding a roundabout at SR-39 and Keller Hill Road just south of I-70? It would seem that would bottleneck SR-39 traffic to/from I-70, especially during peak commute times. Maybe merge lanes from Keller Hill Road would be better?</p>	<p>Thank you for contacting the Indiana Department of Transportation. The inform presented in the STIP was correct. This was verified by INDOT District office to make sure this was correct. Should you have any additional questions or concerns, please feel free to contact our INDOT Transportation Services Call Center at 1-855-463-6848 or online at www.INDOT4U.com and reference the case number: CS0387253.</p>
<p>Hwy improvements. The ushey 50 and 31 intersection needs a 2 lane roundabout as to make a continously flow of traffic .this would help flow also save lives</p>	<p>Thank you for contacting the INDOT. Should you have any additional questions or concerns, please feel free to contact our INDOT Transportation Services Call Center at 1-855-463-6848 or online at www.INDOT4U.com and reference the case number: CS0391876</p>

<p>Indiana is one of the worst bicycling states in the US. INDOT's US and State routes rarely, if ever, have bike lanes (probably less than 0.5 percent do). Shared use paths are worthless for more accomplished cyclists who want to ride efficiently and not dodge pedestrians, or be forced to stop/yield constantly at every side road intersection. INDOT places rumble strips on paved shoulders to prevent usage by bicyclists (just look at US 33 southeast of Decatur as an example).</p>	<p>Thank you for submitting your STIP comment to INDOT. It has been passed along to our project planning committee for further consideration. If you have other questions or concerns, please contact our INDOT Transportation Services Call Center at 1-855-463-6848 or online at www.INDOT4U.com. If you have further comments or questions related to your STIP comment, reference case number CS0392448.</p>
<p>I am very disappointed on how the state has or is going to close 2 bridges in carroll county at the same time, it is going to cause more hardship on our country roads with both 421 bridge and 75 bridge being closed especially on semi's. Hopefully in the future more thought will be put into the decision.</p>	<p>Thank you for submitting your STIP comment to INDOT. Your concerns have been heard and will be considered by the project planning committee. Should you have any additional questions or concerns, please feel free to contact our INDOT Transportation Services Call Center at 1-855-463-6848 or online at www.INDOT4U.com and reference the case number: CS0392581 .</p>
<p>For the District STIP maps it maybe a good idea to place the project numbers on the map. Below the map the project numbers could be listed with a brief description of each project number. Even if the print is small reps cold help view the maps.</p>	<p>Thank you for submitting your STIP comment at an INDOT public meeting. Your suggestion will be passed on to the project planning committee for further consideration. We appreciate your time. Have a great day and be safe as you travel! Should you have any additional questions or concerns, please feel free to contact our INDOT Transportation Services Call Center at 1-855-463-6848 or online at www.INDOT4U.com and reference the case number: CS0392582 .</p>
<p>Hi, Would you be interested in handling a good deal of over invoiced funds worth more than \$59 million dollars? Please respond for more information.</p>	<p>The question Thank you for contacting the INDOT. Should you have any additional questions or concerns, please feel free to contact our INDOT Transportation Services Call Center at 1-855-463-6848 or online at www.INDOT4U.com and reference the case number: CS0389299 .</p>
<p>Please consider improving IN46 from Columbus I65 interchange to Bloomington I69 interchange, A bypass around Bloomington and Nashville and additional passing lanes between Bloomington, Nashville and Columbus would be helpful especially during tourist season and inclement weather. Currently it takes us over 70 minutes to get from Columbus I65 to Bloomington I69 interchange due to traffic congestion along the way. Thanks for your consideration.</p>	<p>Thank you for submitting your STIP comment to INDOT. Your comment has been forward to the Seymour District for further future consideration. Should you have any additional questions or concerns, please feel free to contact our INDOT Transportation Services Call Center at 1-855-463-6848 or online at www.INDOT4U.com and reference the case number: CS0392433.</p>
<p>Hello,This is Lori Mcdonald from The Tribune in Seymour and we would like to share the press release we received from INDOT with our readers, but we'd need to write out the links in the printed version of our paper. For these three links.... Might you have a Tiny URL to shorten those, possibly?</p>	<p>Thank you for reaching out to INDOT with your questions about lane additions. The web address is www.in.gov/indot/stip. Should you have any additional questions or concerns, please feel free to contact our INDOT Transportation Services Call Center at 1-855-463-6848 or online at www.INDOT4U.com and reference the case number: CS0390665 .</p>
<p>Rochester in Fulton County needs a north access to limited use and alternative fuels US31 with an interchange. We also need to make Meridian Road into a frontage road for commercial access. Prior planning for 31corridor shows interchange at Monticello Road going to US25, that would divert truck traffic from going through town. We own 43 acres at the US 31 and Monticello Road (NW) and desperately need to see engineering that will accomplish all purposes and involves our property....where we are wanting to develop alternative fuels hub (EV charging first). Please have a designer contact me.</p>	<p>Thank you for submitting your question on our STIP response form. I checked with our district officials regarding your question.</p> <p>This area is currently involved in a Planning and Environmental Linkages (PEL) study, which is taking a holistic approach in evaluating the corridor and potential options to improve safety and mobility throughout. More information is available on the study website: https://propelus31.com/us-31-north/</p> <p>There will be continued public involvement throughout the study process, including regular "Office Hours" where the public can engage with the project team about concerns through the corridor, which will help inform the study and any potential projects that come out of that study.</p> <p>I hope this information is helpful to you. Have a great weekend and be safe as you travel!</p> <p>Reference the case number: CS0390658.</p>

<p>I would like to have INDOT send me updated information to my email, that is registered about major highway repairs in our area.</p>	<p>Thank you for submitting your STIP comment. INDOT's Customer Service team has subscribed you to receive construction update emails for the Northwest district, which includes South Bend. Have a great day and be safe as you travel! Should you have any additional questions or concerns, please feel free to contact our INDOT Transportation Services Call Center at 1-855-463-6848 or online at www.INDOT4U.com and reference the case number: CS0391890 .</p>
<p>Would like to see more 6 lane projects on I-65 and I-70. I am also wondering where the 6 lane project west of Indy on I-70 went to. Every inch of 6 lane helps on these busy Interstates.</p>	<p>We received the suggestions you sent in via our STIP Comment Form. Governor Holcomb's plan and desire for the state's roads continues to be to improve both safety and functionality. In light of that, there are several plans in place to add travel lanes to our busiest interstates and roads. We currently have I-465 Northwest Improvements project in development. You can learn more about the project here: https://www.in.gov/indot/projects/home/i-465-northwest-improvements-project/. These projects must go through many phases before construction begins and this one is still in the environmental study phase.</p> <p>I'm also sharing the link to our Next Level Roads map. This map shows current and future projects. You can drill in to the location and road you are interested in to see what might currently be happening or what might be planned for the next couple of years. https://entapps.indot.in.gov/dotmaps/nlri/</p> <p>I hope all of this information is helpful to you. Please feel free to reach out to INDOT's Customer Service team if you have any additional questions. Have a great day and be safe as you travel! Reference the case number: CS0390644.</p>
<p>Went through INDOT STIP & IMPO, 2 items: 1. Where is discussion of construction of Ronald Reagan Pkwy. 1.5 mile phase north of Co Rd 600 N is happening now. And the section to Co Rd 1000 N is fully planned, yet there is no mention of it. 2. IMPO document is blank from pg 33 to 132. Is this supposed to be like this or are pages missing?</p> <p>Went through INDOT STIP & IMPO, 2 items: 1. Is there truly zero plan for Ronald Reagan Pkwy extension in Boone Co? Hendricks Co has it planned to Co Rd 1000 N, will Boone/Whitestown truly not build the last 1.25 or so miles to complete connection of I-65 to I-74? 2. Are there no plans on current horizon to widen I-74 to 3 lanes for the 6 or so miles from Brownsburg or Pittsboro to 465?</p> <p>Went through INDOT STIP & APCTC, 2 items 1. So there's 0 plans in next 5 yrs to even research expanding I-65 for any of the 22 miles from rest stop north of St Rd 47 to St Rd 38? 2. What about adding a couple miles of passing /aux lanes to US 231 north of I-74 in either Montgomery or Tippecanoe county? Is it no longer funded? Did I miss while scanning? I know I've seen it in past year's STIPs. STIP submission discussion of expanding I-65 to 3 lanes]: There's a couple large challenging bridges to build (Laramie Creek likely toughest), but was hoping for at least a few more miles north of where 65 expansion is wrapping up north of the St Rd 47 project and/or south of St Rd 38, where the 3 lanes asininely ends immediately after uphill interchange that merges ramp into I-65 SB. [continuing STIP submission discussion of expanding I-65 to 3 lanes]:</p>	<p>Thank you for submitting your comments on the fiscal years 2024 to 2028 State Transportation Improvement Program. We appreciate your interest in our project planning. I hope to answer each of your questions in this email. Please let me know if anything is missed.</p> <ul style="list-style-type: none"> • The construction of Ronald Reagan Parkway starting at County Road (C.R.) 600 N. and ending at the State Road (S.R.) 267 and I-65 Interchange is listed in the INDOT STIP 2022 – 2026 Updated Project Listing. Here is a link to that document: https://www.in.gov/indot/files/STIP_2022-2026-UpdatedProjectList.pdf . The Ronald Reagan Parkway Road construction project can be found on page 195. • The C.R. 1000 N. proposed project can be found in the INDOT STIP 2024 – 2028 rural projects draft on page 87. Here is a link to that document: https://www.in.gov/indot/files/STIP_2024-2028-draft.pdf. • Extending Ronald Reagan Parkway into Boone County would be something that Boone County planning officials would have to decide and implement. Ronald Reagan Parkway is not owned by the state. The current projects planned for it are due to the state-owned roads that it will intersect. Please contact Boone County to make your suggestion to extend it further. Their Highway Department Director can be reached at 765-482-4550 or nparr@co.boone.in.us.

<p>I realize there's budget to follow, but was this truly the longterm Lafayette-area plan during the previous 65 expansion to 3 lanes? Was no thought given to the huge bevy of Subaru truck traffic heading south? Employment has double to almost 7k associates since the Lafayette project finished, which local officials were aware of.</p> <p>[continuing STIP submission discussion of expanding I-65 to 3 lanes]: Regarding St Rd 38 & I-65 interchange: it's daily danger for SB 65 commuters merging from ramp being cut off by cars passing on left going 75 to 100 mph before they hit gravel as the left lane abruptly ends; because meanwhile, those from ramp are often following semis going like 35 mph while trying to merge with said speeding traffic.</p> <p>[continuing STIP submission discussion of expanding I-65 to 3 lanes]: Plenty of SB I-65 cars do end up in gravel. There will likely be some nasty rear-end wrecks coming. At the least, I-65 should expand to 3 lanes for at least another 2 miles south of St Rd 38 to prevent this. Would like to see all the way to St Rd 28 given all the NHK to SIA traffic in nearer term (though again, I know Laramie Creek will be an expensive portion.) Apologize for splitting up last 7 submissions, but adhering to 400 character limit. For follow up or feedback on any of 7, I can be contacted at garen (dot) carnes@subaru-sia (dot) com [I added two "(dot)"s in script to stymie AI and/or webcrawlers out there in case this is publicly posted]. Thank you for your time, please note I appreciate the INDOT4U reporting hotline and all of INDOT's work on this.</p>	<ul style="list-style-type: none"> •Regarding adding travel lanes to I-65 and I-74, many of our interstates have or are approaching the end of their lifespan. We have added travel lane projects planned and in construction for I-65 from state line to state line and I-70 from state line to state line. These added travel lane projects will improve traffic flow and reduce congestion increasing safety for motorists. It is to be noted here that these projects take time and prioritization throughout the entire state, so the timeline for the areas you have addressed will fit those areas in with the needs throughout the state. Though these areas specifically may be suffering from congestion, that might not be something that added travel lanes would completely alleviate, as congestion is not always caused by by lack of system through lane capacity but rather by turbulence from over-complication, access points in close proximity, or out-of-date designs. As a result, INDOT first seeks to find the most cost-effective solution to each problem, with input from the public, prior to seeking funding for a project. Then, once a proposal is funded, stakeholder engagement occurs during the environmental policy documentation process to aid in determination of the preferred alternative. •Auxiliary lanes on US-231 north of I-74 are still being planned. It is currently planned for 2025. If you would like to view our Next Level Roads map, this shows active and future projects across the state as far out as 2027. You will be able to see this planned project on the map. https://entapps.indot.in.gov/dotmaps/nlri/ •Per your question about the IMPO Document, pages 33 through 132 are blank due to a formatting error. We have reached out to get that issue fixed on our website. <p>I hope all of this information is helpful to you and addresses all of your questions. Please reach out if you have any additional questions. Have a great day and be safe as you travel! Should you have any additional questions or concerns, please feel free to contact our INDOT Transportation Services Call Center at 1-855-463-6848 or online at www.INDOT4U.com and reference the case number: CS0390672 .</p>
<p>In northern Clinton County, INDOT has closed, or will be closing in the near future, the following N>S state highways. St Rd 75, North of St Rd 26. State Road 39, North of State Road 26, and State Road 39, South of state road 26. The Wildcat creek in southern Carroll county has 2 bridges to cross it in Clinton County, and both State roads leading to these bridges are under construction. I don't understand why there is no coordination in the closing of state roads. As it is, there is no easy way to north or south across the Wildcat Creek without going an inordinate distance out of ones travel path, and then the road to cross are County roads.</p> <p>It seems someone should be aware of the inconvenience and disruption of travel when closing state roads that are close together that cross major waterways and would schedule the closing of roads one at a time!!!!!!</p>	<p>Thank you for contacting INDOT and submitting your STIP comment. INDOT attempt work with local officials. INDOT post notice sites and to media. INDOT provides a detour route for all closed roads. Please be safe as you travel! Should you have any additional questions or concerns, please feel free to contact our INDOT Transportation Services Call Center at 1-855-463-6848 or online at www.INDOT4U.com and reference the case number: CS0391884.</p>
<p>Health by Design provided the following STIP comment for her coalition: "The acronym glossary is extremely helpful. Is it possible to have this available as a standalone resource document on the INDOT website?"</p>	<p>Thank you for contacting the Indiana Department of Transportation with your coalition's STIP comments. We would like to respond directly to your group's comment,"The acronym glossary is extremely helpful. Is it possible to have this available as a standalone resource document on the INDOT website?" The glossary is available by following this link: https://www.in.gov/indot/resources/state-transportation-improvement-program-stip/ and then click on INDOT STIP Commonly Used Acronyms. Please refer to her communication for additional information. Reference the case number:CS0393804</p>

<p>Health by Design, provided the following comment for her coalition: " It would be helpful if the document were an interactive PDF and the table of contents contained links to take readers directly to each section."</p>	<p>Thank you for contacting the Indiana Department of Transportation with your STIP comment. It is the goal of the STIP Program staff that the final draft of the document be an interactive PDF as you described. Limitations to this occur only when the document must be in separate PDF files. We appreciate your input on this idea. Reference the case number: CS0393815</p>
<p>Health by Design, provided the following comment for her coalition: "In general, the Safety Budget is extremely low and inadequate for a transportation improvement plan that cites safety as a key performance measure."</p>	<p>Thank you for contacting the Indiana Department of Transportation with your State Transportation Improvement Program (STIP) comment. INDOT Traffic Safety agrees with you that the Safety Budget is extremely low and inadequate for transportation improvements. Your comments have been documented for public record. Reference the case number: CS0393819</p>
<p>Health by Design, provided the following STIP comment for her coalition: "The STIP document is lengthy at 370 pages. We are glad to see a longer public involvement schedule and multiple open house and virtual town hall events held in May and early June to allow ample time for review. However, a town hall prior to the public involvement timeline beginning would have been helpful in explaining the process and how to further engage, understand, review, and comment on the document."</p>	<p>Thank you for contacting the Indiana Department of Transportation with your coalition's STIP comments. We would like to respond directly to your group's comment, "The STIP document is lengthy at 370 pages. We are glad to see a longer public involvement schedule and multiple open house and virtual town hall events held in May and early June to allow ample time for review. However, a town hall prior to the public involvement timeline beginning would have been helpful in explaining the process and how to further engage, understand, review, and comment on the document." While this STIP document is a lengthy one, the previous one was 1,338 pages long. We were able to reduce the length by not including MPO projects this time. We are working on making the review process more user friendly for the next update and will be sure to do a better job of explaining how to review and get engaged by the time that update occurs. Two previous STIP cycles have virtual open houses available to view on IndianaDOT's YouTube site. These videos explain the process of the STIP and how to further review and comment on the document. Please refer to her communication for additional information. Reference the case number: CS0393804</p>
<p>Health by Design, provided the following STIP comment from her coalition: "Despite FHWA's key area of "reflecting multimodal nature of the Federal surface transportation program" being mentioned as a motivation and one of the purposes of the STIP (p. 1), the term complete streets (as a policy or a concept) is not mentioned or referenced in the STIP."</p>	<p>Thank you for contacting the Indiana Department of Transportation with your State Transportation Improvement Program (STIP) comment. Complete street design decisions are based on guidelines, context, design concepts, and best practices for the project specific situation. Your comments have been documented for public record. Reference the case number: CS0393824</p>
<p>Health by Design, provided the following comment from her coalition: "Accessibility is only referenced as it relates to accommodations for public participation. Further, accessible is only referenced four times as it relates to minimum standards required to meet ADA standards."</p>	<p>Thank you for contacting the Indiana Department of Transportation with your State Transportation Improvement Program (STIP) comment. INDOT adhere to the latest the Public Rights-of-Way Accessibility Guidelines (PROWAG), Indiana Design Manual among others to develop the design to meet applicable state and federal regulations. Your comments have been documented for public record. Reference the case number: CS0393825</p>
<p>Health by Design, provided the following STIP comment from her coalition: "Due to the technical nature and general intent of the STIP, the following may not be applicable, but we did note a marked lack of language relevant to multimodal, alternative and or non-motorized transportation options. The following words or terms were not mentioned or readily referenced: • Alternative transportation • Equity • Safe Routes (to school or elsewhere) • Complete streets • Vision zero • Safe System"</p>	<p>Thank you for your comment. There is a discussion around the topic of equity in pages 32-37. The other subjects of multimodal, alternative transportation and initiatives such as Complete Streets, Vision Zero would fit in with the section on performance targets on page 8 and tie in with the STIP references to the LRTP and SHSP goals. In the next STIP, we will focus on elaborating more on these items and will also continue to look in to what options we can utilize within INDOT to better identify projects that would demonstrate support of those categories. Your comments have been documented for public record. Reference the case number: CS0393826</p>

<p>Health by Design, provided the following STIP comment from her coalition: "Thank you for including links to 2023 INDOT Freight Plan, the TAMP, and the 2022-2026 Strategic Highway Safety Plan (SHSP). The 2045 Long Range Transportation Plan is also referenced but a link is not provided. Additionally, more diagrams like the one featured on page 11 would be helpful in clarifying the relationships among and between plans. It is unclear where the SHSP factors into that diagram."</p>	<p>Thank you for contacting the Indiana Department of Transportation with your coalition's STIP comments. We would like to respond directly to your group's comment, "Thank you for including links to 2023 INDOT Freight Plan, the TAMP, and the 2022-2026 Strategic Highway Safety Plan (SHSP). The 2045 Long Range Transportation Plan is also referenced but a link is not provided. Additionally, more diagrams like the one featured on page 11 would be helpful in clarifying the relationships among and between plans. It is unclear where the SHSP factors into that diagram." Specifically, we would like to provide you with the link to the 2045 Long Range Transportation Plan. The link is: https://www.in.gov/indot/resources/planning-studies/technical-planning/2045-indot-long-range-transportation-plan/. I hope this is helpful to you. Please refer to her communication for additional information. Reference the case number: CS0393804</p>
<p>Health by Design, provided the following STIP comment from her coalition: "The STIP is a dynamic and highly technical document. Diagrams or other graphics that illustrate the relationship among and between documents, organizations, funding sources, and the prioritization process (to name a few) would be helpful in assisting laypeople and those with less experience in understanding the document and process, in providing meaningful comments and feedback."</p>	<p>Thank you for contacting the Indiana Department of Transportation with your State Transportation Improvement Program (STIP) comment. Your comments have been documented for public record. Reference the case number: CS0393835</p>
<p>Health by Design, provided the following comment from her coalition: "Page 8 lists 'Safety' as the first performance measure, "To achieve a significant reduction in traffic fatalities and serious injuries on all public roads". Later in the document, Table 6 (p. 14) lists INDOT's performance measure targets. It includes a 2023 target for the number of non-motorized fatalities and serious injuries as 399.6. How was this target set? In 2020 pedestrians and bicyclists represented 14% of Indiana's 896 total traffic fatalities (according to the Indiana Crash Facts 2020 report), which would mean 125 fatalities. Why would INDOT set such a high "safety target" for vulnerable road user deaths? A significant reduction would mean setting the target below 100."</p>	<p>The performance measure target for non-motorized road users includes serious injuries and fatalities together as the target. Serious injuries typically comprise the larger portion of the target. The PM1 Safety targets are set annually in conjunction with the MPO council and the result of agreement with the Indiana Criminal Justice Institute, as that agency also reports some of the same safety performance targets to NHTSA. The 2020 targets were set in 2019 and at that time, the target setting procedure constituted a data driven assessment of crash and casualty trends to set achievable targets. Beginning with the 2024 target setting cycle, the procedure has been changed to a goal based procedure. If you have other questions or concerns, please contact our INDOT Transportation Services Call Center at 1-855-463-6848 or online at www.INDOT4U.com. If you have further comments or questions related to your STIP comment, please reference case number CS0393838.</p>
<p>Health by Design, provided the following comment from her coalition: "The CMAQ emission targets (Table 6, p. 15) also appear to increase from 2024 (2 year) to 2026 (4 year). The assumption is that the year 4 target is cumulative, but it is unclear based on the table and information provided. Can an explanation of the targets accompany the table?"</p>	<p>Thank you for contacting the Indiana Department of Transportation with your State Transportation Improvement Program (STIP) comment. Your comments have been documented for public record. That is correct. The CMAQ targets are both cumulative. The 2-year target is the total reductions for 2023 & 2024. The 4-year target is the sum of 2023, 2024, 2025, and 2026. Reference the case number: CS0393841.</p>
<p>Health by Design, provided the following comment from her coalition: "Thank you for including the 'How to Explore the Projects Listing' section."</p>	<p>Thank you for contacting the Indiana Department of Transportation with your State Transportation Improvement Program (STIP) comment. Your comments have been documented for public record. Reference the case number: CS0393843</p>

<p>Health by Design, provided the following comment from her coalition: "There are approximately 299 projects listed, including several ADA ramp projects and roundabout projects, with Safety as the listed Performance Measure Impacted. Will these projects (and the others listed) also adhere to INDOT's Complete Streets Policy and bring projects and facilities into compliance with INDOT and local (where applicable) complete streets standards? How are exceptions to the Complete Streets policy approved?"</p>	<p>Complete street design decisions are based on guidelines, context, design concepts, and best practices for the project specific situation. INDOT Engineers use guidelines from several sources, Americans with Disabilities Act Accessibility Guidelines (ADAAG), the Public Rights-of-Way Accessibility Guidelines (PROWAG), Indiana Design Manual among others to develop the design to meet applicable state and federal regulations.</p> <p>Per the INDOT Complete Street policy the exceptions are documented and reviewed by the Project Manager for review and consideration prior to the final design approval.</p> <p>If you have other questions or concerns, please contact our INDOT Transportation Services Call Center at 1-855-463-6848 or online at www.INDOT4U.com. If you have further comments or questions related to your STIP comment, please reference case number CS0393844.</p>
<p>Health by Design, provided the following comment from her coalition: "'Section 164 penalties' are referenced in the apportionments table, but nowhere in the STIP does it explain what those penalties are or mean."</p>	<p>Thank you for submitting your STIP comment to INDOT. Indiana has not met the federal requirements for Minimum Penalties for Repeat Offenders for Driving While Intoxicated or Driving Under the Influence (23 U.S.C. 164), 2.5% of the sum of our NHPP apportionment and STBG apportionment is withheld from those programs, and we are required to spend that on HSIP safety eligible projects each year. (It essentially becomes HSIP funds.) It is important to note that we do not receive less funding because of this, but rather we are required to spend it in a certain way that is less flexible. This has been inserted into the STIP 2024-2028 document under the Funding Program section. If you have other questions or concerns, please contact our INDOT Transportation Services Call Center at 1-855-463-6848 or online at www.INDOT4U.com. If you have further comments or questions related to your STIP comment, reference case number CS0393845.</p>
<p>End of comment.</p>	



100 North Senate Avenue, IGC N758 Indianapolis, Indiana 46204
www.in.gov/indot/

2024-2028 INDOT State Transportation Improvement Program