

# **PUBLIC INFORMATION MEETING**

## **Indiana Department of Transportation (INDOT)**

**State Road 37 Improvement Project  
(Des. No. 2400029)**

Greenfield Avenue to SR 32/38

**December 11<sup>th</sup> at 6:30 PM  
Noblesville High School**

# Buckle Up Phone Down

## INDOT 2024 Safety Goal

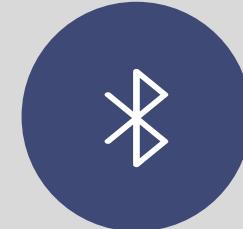
The agency is committed to reducing fatalities and incapacitating injuries on Indiana Roadways by **25% in 10 years** and **reducing work zone incidents by 5%**.



Join the movement!

**BUCKLE UP**  
**PHONE DOWN**

## BUPD Tips



Use Phone Mounts & Bluetooth



Buckle Up!



The Text Can Wait



Do Not Disturb

# Introductions

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# Project Team



**Jennifer Beck**  
INDOT, Project Manager



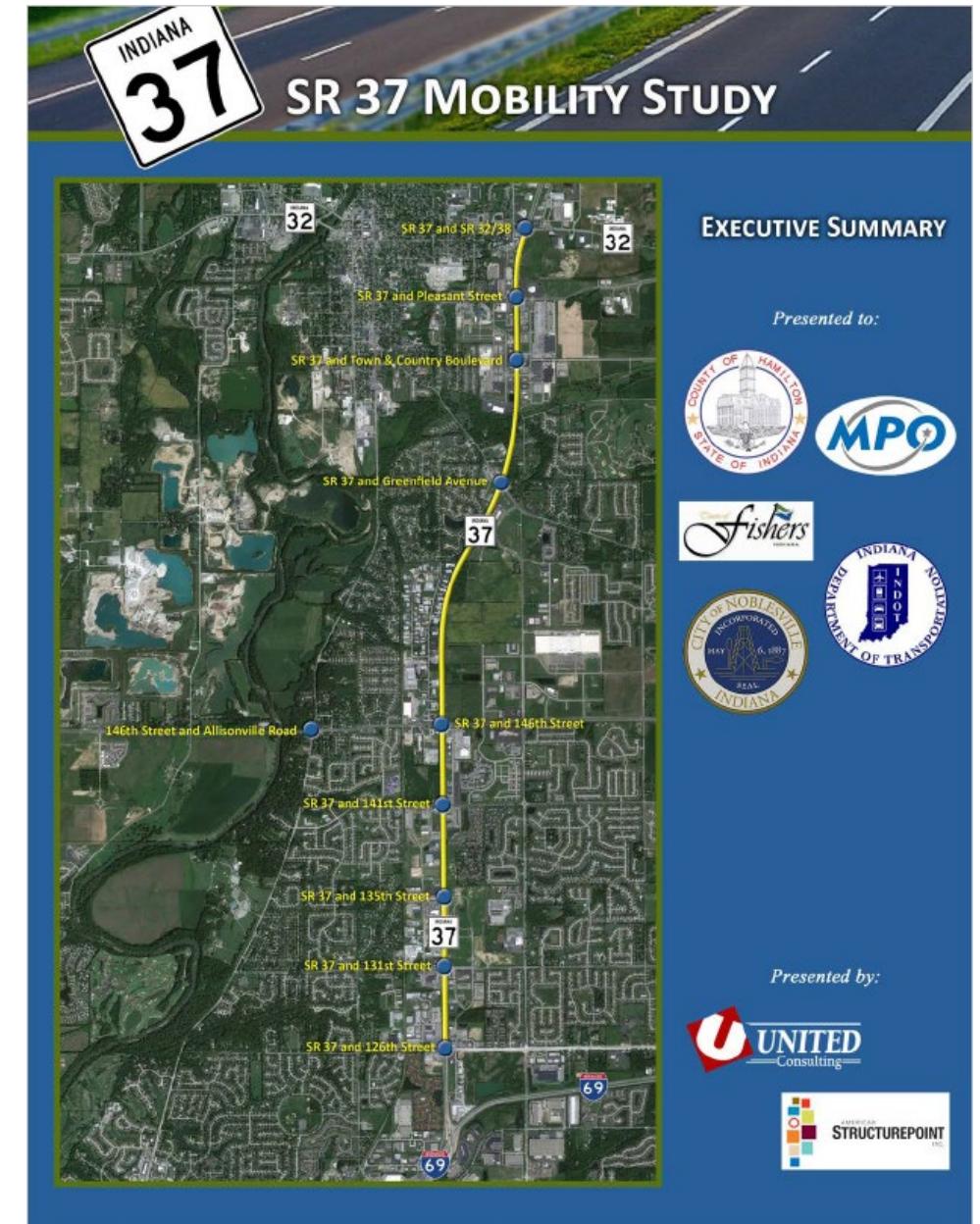
**Alison Krupski**  
City of Noblesville, City Engineer



**Eric Farny**  
American Structurepoint,  
Design Team Project Manager

# Project Background

- SR 37 Mobility Study in 2011
- Funding Agreement for 126<sup>th</sup> to 146<sup>th</sup> established in 2016
- Environmental Assessment for 126<sup>th</sup> to SR 32/38 on 4/25/2018
- INDOT & Noblesville SR 37 Partnership established 2024



# Why are We Here Today?

- Discuss Purpose and Need
- Share available data
- Solicit feedback from the public regarding corridor needs
- Business needs survey

State Road 37 Improvement Project Response Form

\* Required

1. First name \*

Enter your answer

2. Last name \*

Enter your answer

3. Email \*

Enter your answer

4. Subject \*

Enter your answer

5. Message \*

Enter your answer

SR 37 Business Survey



# Purpose and Need

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# Purpose and Need



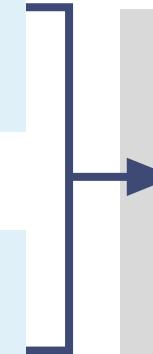
**Congestion**



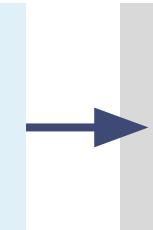
**Safety**



**Pedestrian Access**



**Two Defined Need Elements  
from Original Project**



**Additional Need Element  
Defined for Current Section**



# Congestion

## NEED ELEMENT #1

At least one leg at each signalized intersection operates at a Level of Service (LOS) E or worse by 2036.

## PURPOSE GOAL #1

Eliminate/reduce existing and forecasted congestion at signalized intersections by showing an overall LOS of C or better during peak periods, or LOS D or better on each intersection leg.

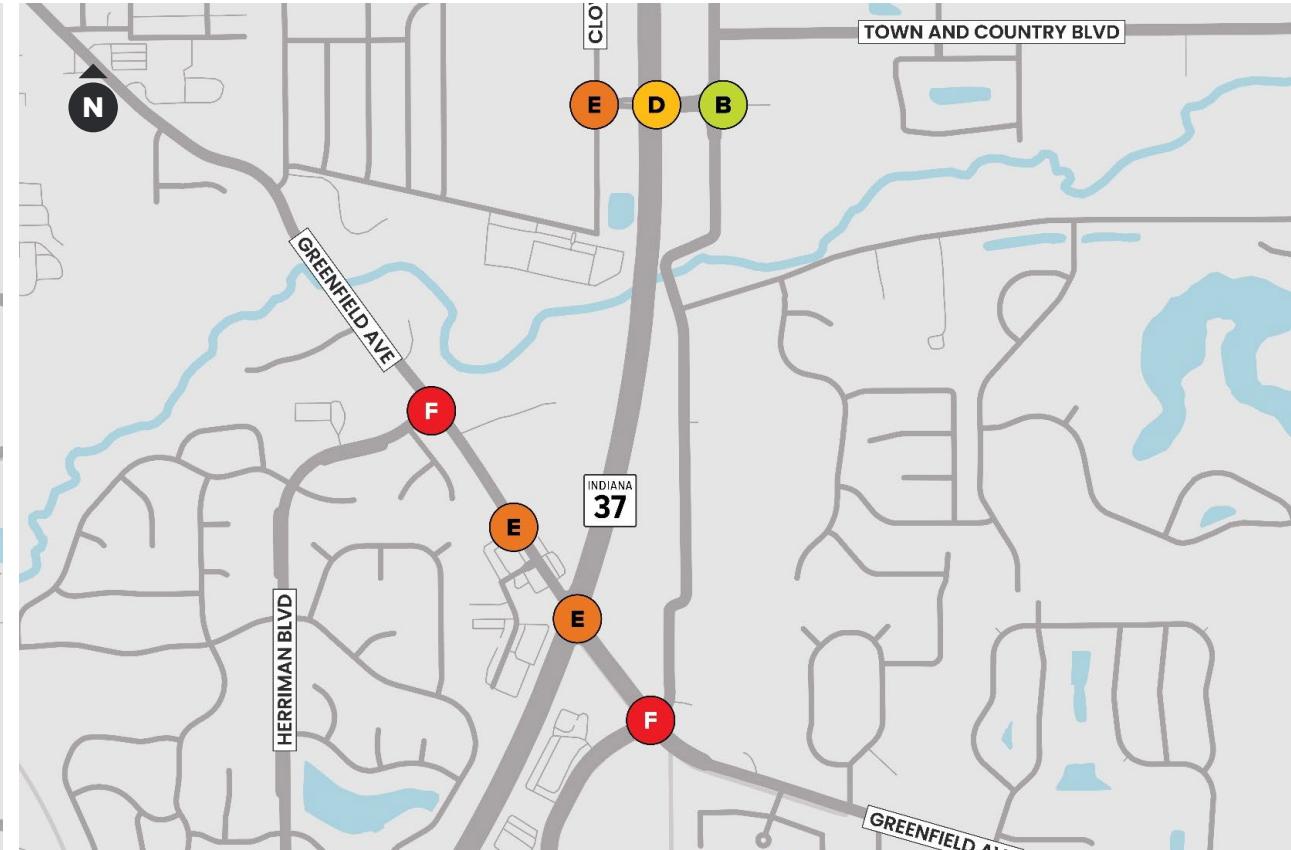
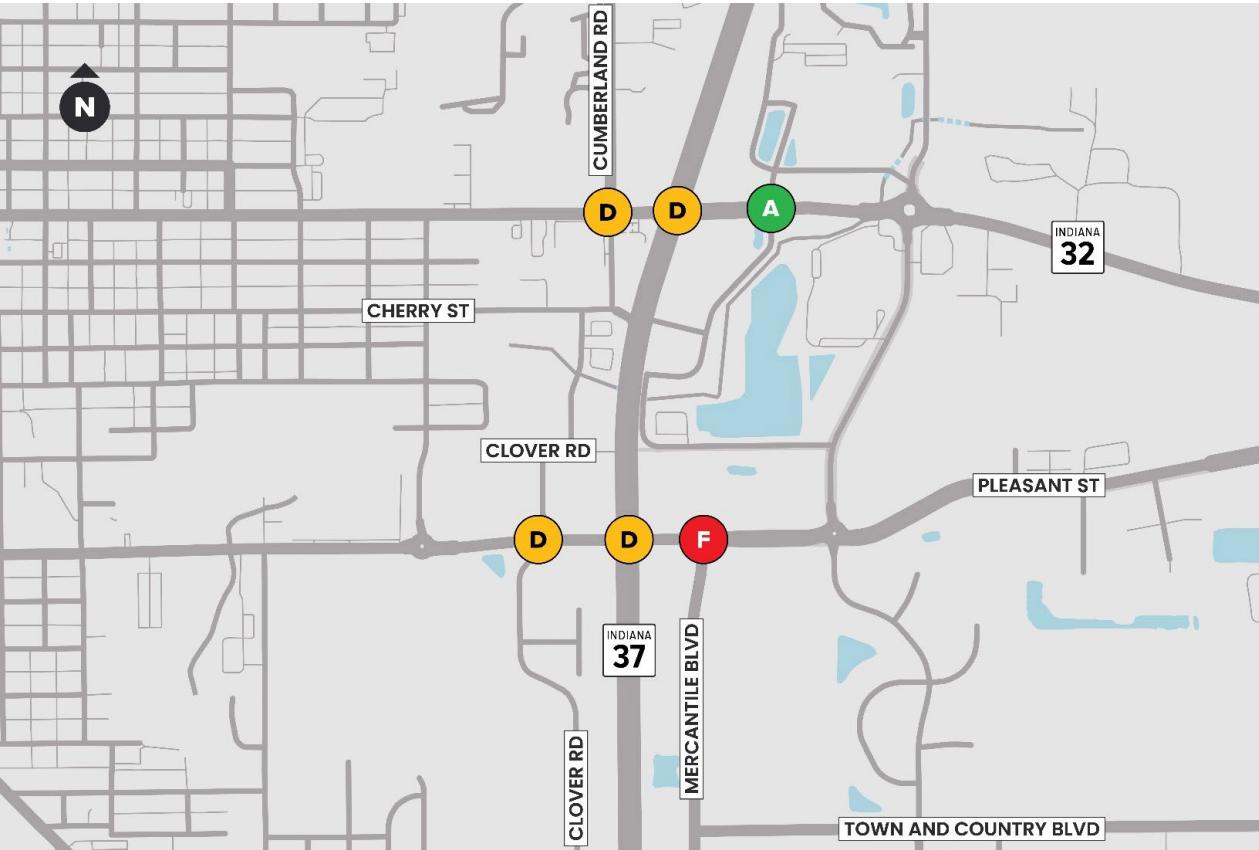
### Note:

LOS assigns grades A through F, with A being best and F being the worst. **LOS A** represents **free flow traffic**, **LOS C** represents **stable flow**, and **LOS F** represents a **breakdown in flow or gridlock**.

# Congestion - 2024



# Congestion (2045 No-Build Alternate)





# Safety

## NEED ELEMENT #2

Signalized intersections within this section of SR 37 have *higher than average* crash rates for comparable intersections.

## PURPOSE GOAL #2

Reduce crashes at intersections. This would be achieved by reducing the overall occurrence of crashes (as measured by crashes/100 million vehicle miles traveled (VMT)).

### Note:

More recent safety analysis shows SR 37's intersection with Pleasant Street and SR 32/SR 38 have an index of crash frequency ( $I_{CF}$ ) values over 2.0.

Traffic hazard analysis tool, RoadHAT, considers an  $I_{CF}$  of greater than 1.0 to be unacceptable.

# Safety – Crashes (2016-2019)

Location	Fatal/ Incapacitating Injury	Non- Incapacitating Injury	Property Damage Only	Total
SR 32/38 and SR 37	14	19	95	<b>128</b>
Pleasant St and SR 37	8	20	79	<b>107</b>
Town and Country Blvd and SR 37	1	7	41	<b>49</b>
Greenfield Ave and SR 37	4	18	84	<b>106</b>

# Safety - Crashes (2016-2019)

Location	Left Turn	Rear End	Side Swipe	Other	Total
SR 32/38 and SR 37	13	74	17	24	<b>128</b>
Pleasant St and SR 37	3	81	10	13	<b>107</b>
Town and Country Blvd and SR 37	1	43	3	2	<b>49</b>
Greenfield Ave and SR 37	3	75	10	18	<b>106</b>



# Pedestrian Access

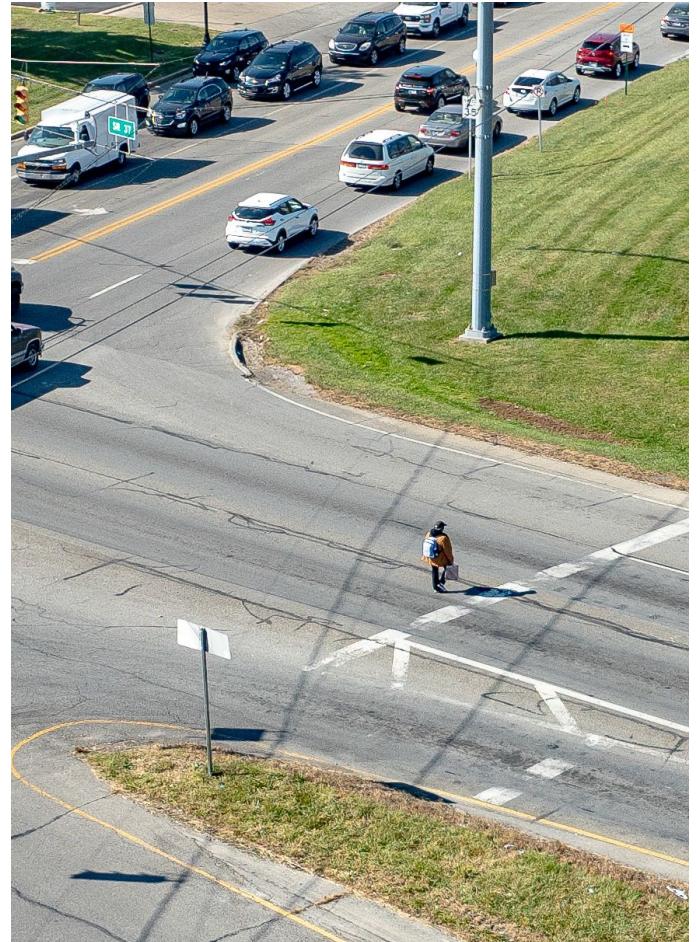
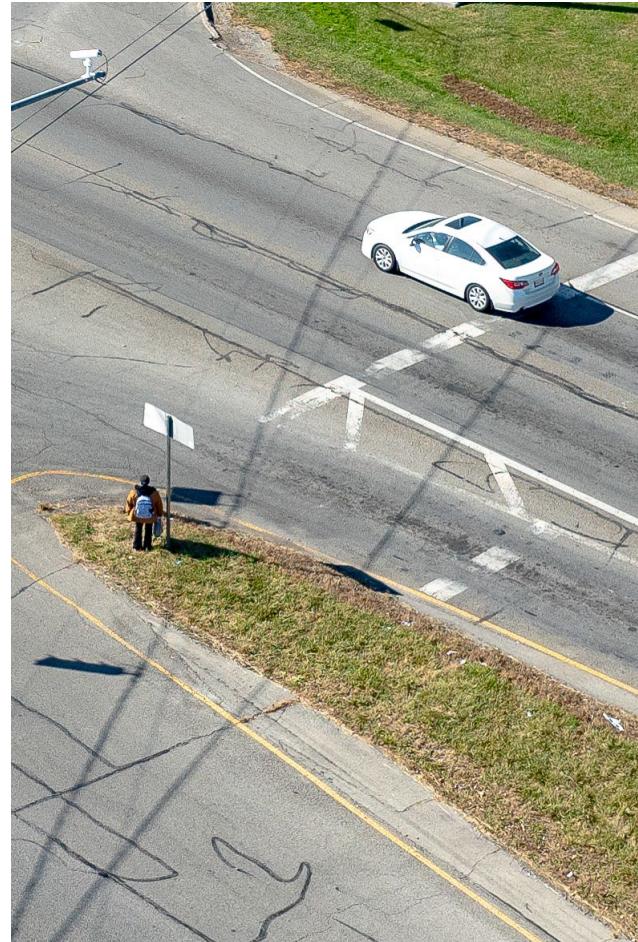
## NEED ELEMENT #3

The intersecting roads within this section of SR 37 lack non-motorized transportation facilities which creates safety concerns for pedestrians attempting to cross SR 37.

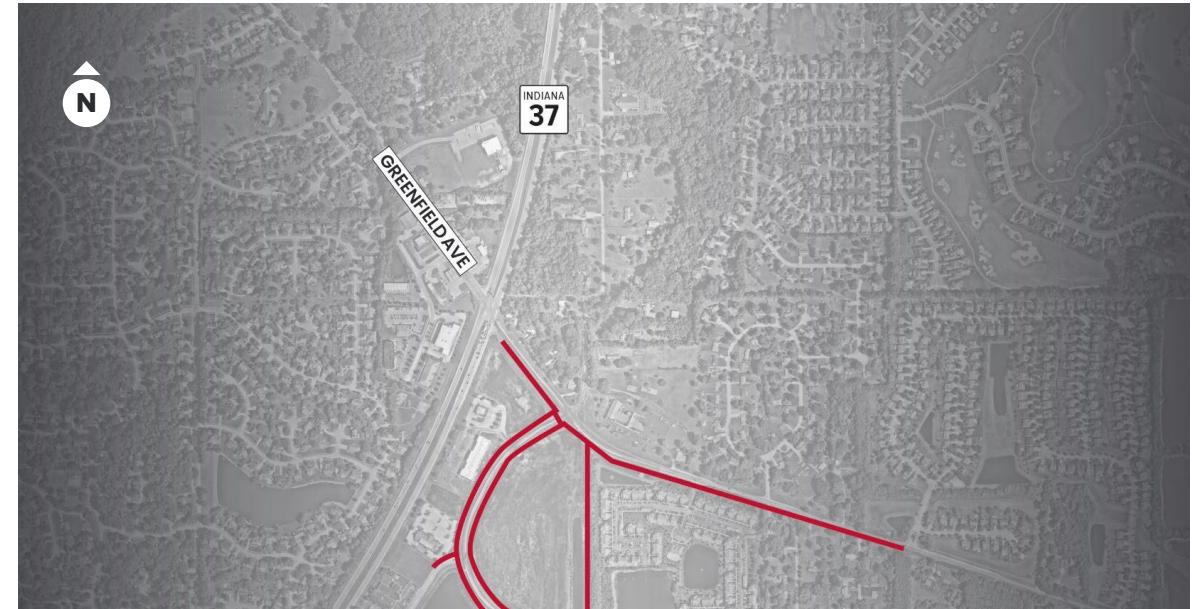
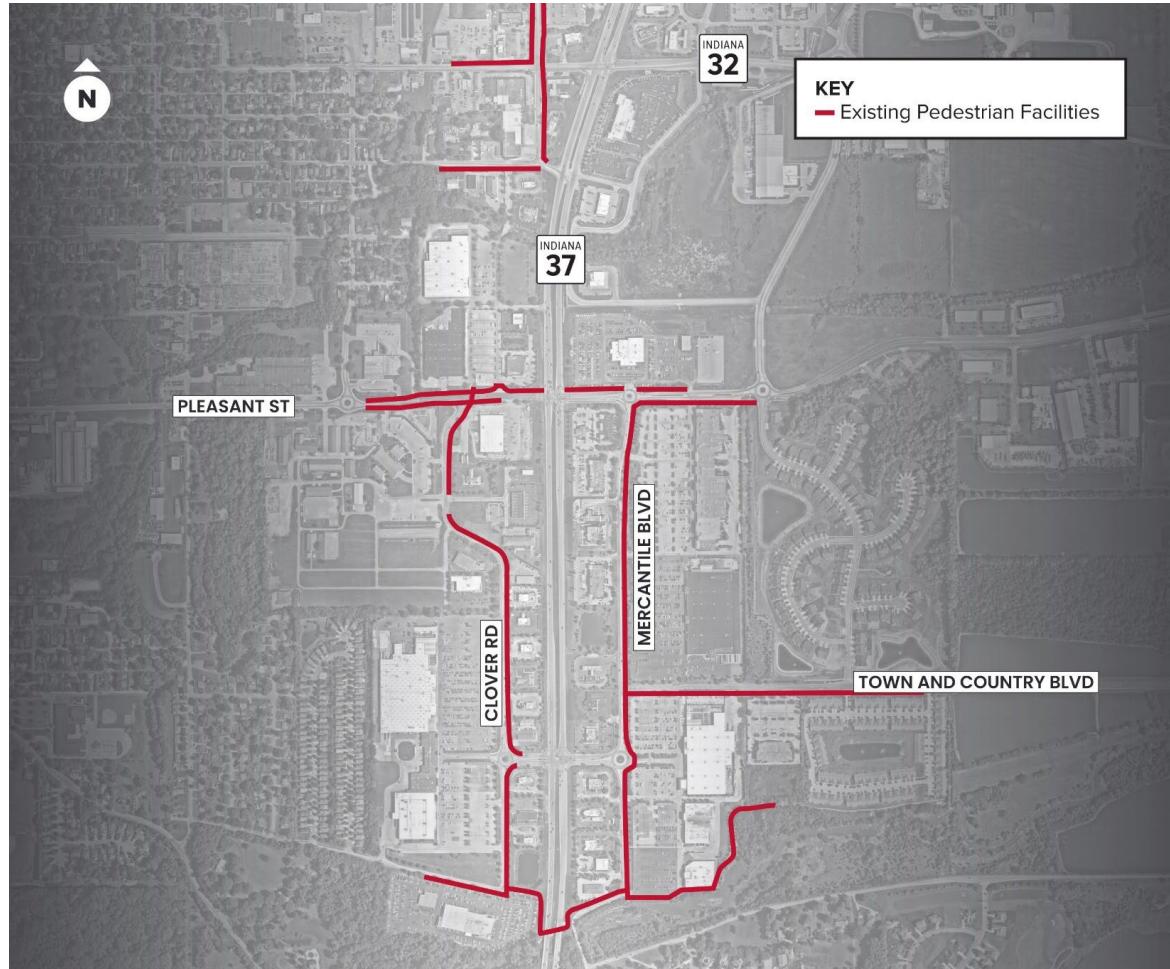
## PURPOSE GOAL #3

Improve pedestrian accessibility to multimodal facilities that support use navigation to nearby retail centers while reducing exposure to potential conflicts with vehicles.

# Safety - Pedestrian Access



# Safety - Pedestrian Access



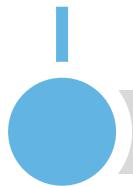
# Next Steps

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# Timeline

**Early 2025**

Begin Meeting with  
Businesses and Public  
Along the Corridor



**Mid 2025**

Second Public  
Meeting

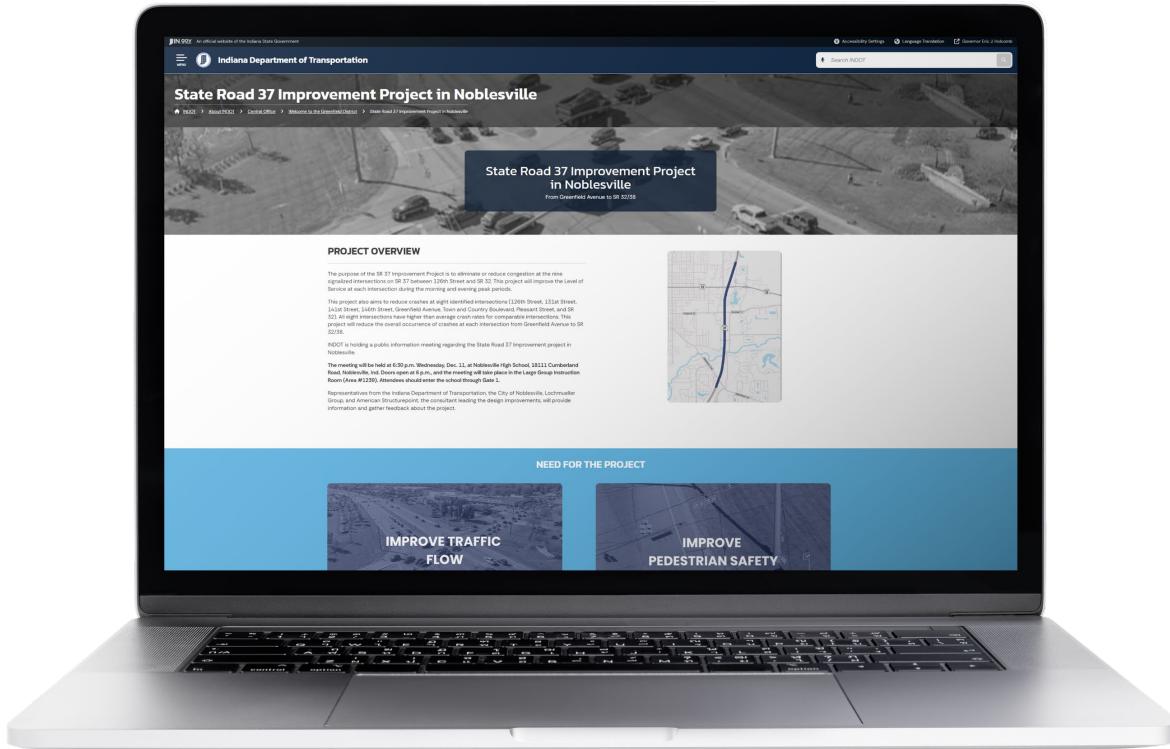


**End 2025**

Initial Design and  
Cost Proposed



# Submitting Public Comments



## Website

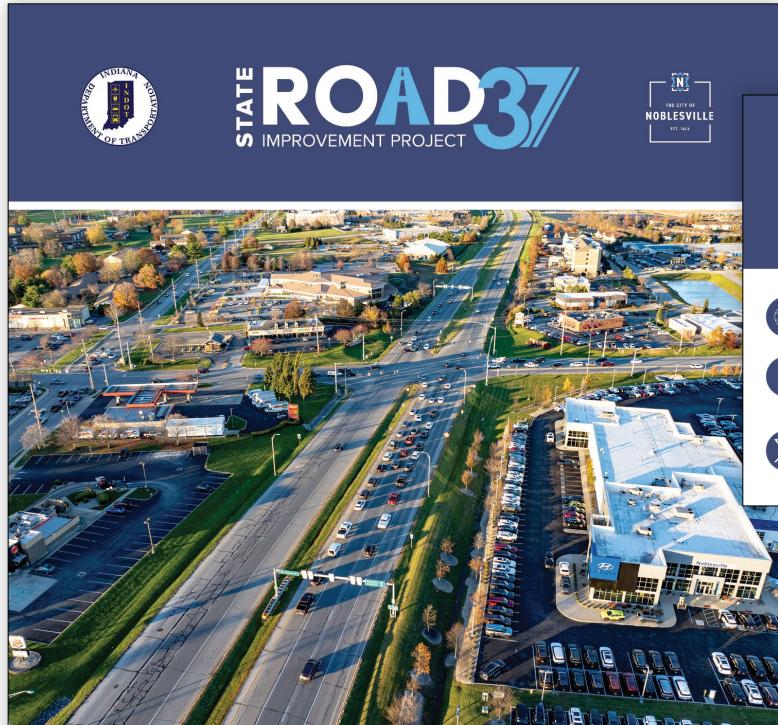
[SR37Improvement.com](http://SR37Improvement.com)

## In-Person at Meeting:

- Public comment form available at sign-in
- Submit completed forms to Project Team member

INDOT respectfully requests comments be submitted by **January 10, 2025** or as soon as possible following this date.

# Stay Connected!



STATE **ROAD37**  
IMPROVEMENT PROJECT



**INDOT Customer Service**  
INDOT4U.com | (855) 463-6846  
***Please reference “State Road  
37 Improvements in  
Noblesville” in your message.***

The goal of the SR 37 Improvement Project is to address traffic congestion and pedestrian and vehicular safety along the SR 37 corridor. The project area includes SR 37 from Greenfield Avenue to SR 32/38.

INDOT is partnering with the City of Noblesville for this project, and collaborating with our local partners is at the forefront of our effort.

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