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Public Comments

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Date, Submitted by, Comment	Response
<p>September 14, 2023, Matt Schrock, Goshen City Council (District 3), Online: I have spoke my concerns about bus routes at the past few public input meetings in Goshen, what i heard at these meetings is all the great coverage for the South side of town, including Historic Southside, Reith Park, Greencroft, all the way to Winchester Trails, including existing routes covering more of the south side, that is great coverage in these areas. These same areas don't have much low to mid income residents, that don't drive, which is what i see riding the bus more times than not in Goshen. You mentioned the Arbor Ridge Apartments, and the Chamberlain Neighborhood new coverage, which covers very little area where ridership might be good due to the income levels. The area close to the work release center, twin pines trailer park, the area south of the recently rebuilt West Wilden Ave, all the industrial mfg areas along Logan St and Steury Ave. I think the new coverage areas in Goshen's North side are a move in the right direction, with hopefully more coverage coming in the future. Thanks for reading.</p>	<p>Thank you for your comment. Recommendations for the Interurban Trolley Service stemmed from extensive public stakeholder engagement during the Connect Transit Plan, which was adopted in Spring 2023. As new routes are implemented in Goshen, a public comment period will be held for the schedule and routes as outlined in the Public Engagement Plan.</p>
<p>September 17, 2023, Adam Knott, Online: How will you work on extending the South Shore line to Goshen or Elkhart? If not that then have a connector line that runs from Goshen to South Bend airport on the rails. I know it will take a lot of time, money, and work but when will we get this meaningful connection to strengthen our communities?</p>	<p>We appreciate your comment. The South Shore Line definitely serves as a unique and important asset to our region. Current South Shore service priorities include double tracking from Michigan City to Gary and the realignment of the approach into the terminal station at South Bend International Airport. Planning efforts more recently have focused on improving fixed route transit service between communities, through the Connect Transit Plan which was adopted in Spring 2023. The plan goals included identifying efficiencies in the system, reassessing community priorities, designing a bus network to match priorities, and developing a long-term plan for transit improvement and possible expansion</p>
<p>October 3, 2023, Adam Knott, Social Media: I have a question that might not have an easy answer. Is there any long term plan or just any desire to try to expand south shore service to Goshen or to create our own service from Goshen to South Bend International Airport? I don't mean in the next few years as I understand that this would be expensive and take a lot of time to plan. I'm asking if there is a plan for the next decade or two?</p>	<p>Thank you for your comment. They have been provided to the City of South Bend.</p>
<p>September 18, 2023, Unknown, Online: I've reviewed the plan and had a chance to discuss with some friends and colleagues. It's extremely disappointing to see a miss in our urban cores, especially along the river... more specifically in South Bend. You included many projects that are already completed, but neglect some of the gaps in traversing the riverfront. Lincoln Way East is a great example. This could connect two cities and has a major educational institution in between (IUSB). The bones exist for this route between sample and Ironwood. We need leadership to get this done. Another gap is on the west side of the St. Joseph river between Crowe @ Jefferson and at least LaSalle to the north. This could ideally even continue to Leeper Park. Please look further for these opportunities.</p>	<p>Thank you for your comment. They have been provided to the City of South Bend.</p>

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<p>September 18, 2023, Alison Mynsberge, Online: 2035 is too long to wait for Bendix to not destroy my vehicle while endangering cyclists and pedestrians near the airport.</p>	<p>Bendix from Lathrop St to Voorde Dr is currently under design and scheduled to let for construction in 2027. The project listing was updated to reflected a sooner open to traffic date for this section.</p>
<p>September 22, 2023, John Daly, Online: The developments going in East of town here in New Carlisle will be impactive enough on local lifestyles without adding an endless stream of truck traffic into and through New C. Any transportation plan put into place needs to provide an alternative other than engulfing downtown with endless noise fumes and congestion.</p>	<p>We appreciate your comment. The Town of New Carlisle is currently undergoing a Comprehensive Plan update in order to identify needs and wants for future development and growth within New Carlisle. Additionally, St. Joseph County is conducting further transportation analysis for future development. Your comment has been provided to New Carlisle and St. Joseph County staff.</p>

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<p>September 22, 2023, Daniel Carter, Email: SAFER & QUIETER RRXS in the LYDICK AREA</p> <p>I am interested in creating Safer and Quieter Rail-Road Crossings (RRXs) in the Lydick area. I have lived in the Lydick area for 41 years and have noticed in the last 15 years there has been an increase in the number of trains going through this area. The RRXs of concern are (from east to west) Pine Rd, Country Club Rd, Quince Rd, Pear Rd, Sage Rd, Tulip Rd and Smilax Rd. With the increase in businesses and industries west of South Bend, this will bring an increase in traffic going across these RRXs. I have suggested to County Commissioner Carl Baxmeyer and County Councilman Joe Thomas the need for safer and quieter RRXs in the Lydick area. I have explained how there are 3 sets of tracks and a mix of high-speed trains with slow speed trains... I have explained to them how there are 80-90 freight trains along with Amtrak trains and 18 South Shore trains per day going through the Lydick area and that the freight trains may be moving very slow and/or even coming to a stop while the South Shore train is coming through at high-speed (79 MPH max) and that drivers at these RRXs see a slow approaching freight train... and that some drivers will be tempted to go around the gates to "beat-the-train" (which I witnessed at Country Club Rd RRX). This driver may not realize that there may be another train coming from the other direction, especially if it's a South Shore train and then... CRASH! You have an accident, causing property damage, injury and/or even death. You could also have the chance of a derailment and causing a hazardous spill. To prevent this from happening, I have suggested upgrading these RRXs with quadrant gates, that is 2 sets of gates and lights on each side of the road before crossing the tracks. This would eliminate any chance of a driver crossing the tracks as a train approaches the RRX. Once the quad-gates are installed, these RRX's would qualify for a "quiet-zone" and the trains would no longer need to blow it's horn as a warning device as it approaches the crossing. This would make for a quieter and more pleasant place to live in the Lydick area. With a quiet zone this area could draw-in more residents, sub-divisions and more businesses. The quality of life would improve, the property values would increase, and the Little League Players wouldn't have to hold their ears when the trains go past Warren Park. The clients at the Reins of Life would not become distraught when the train horns blow. I have been pursuing a quiet zone in Lydick since 2004 with no luck. I would hope I make the right contacts to make this happen. I have recently got a petition with over 100 signatures that want this quiet zone in the Lydick area. This action would be a win-win situation for the community. The quiet zones in South Bend and Mishawaka seem to work, I believe they would work in the Lydick area.</p> <p>It's been in the news that the South Shore Train station is going to be moved, at a cost of \$75-80 million. I believe there should be some money set aside from that project to upgrade these RRXs to safer quad-gates. It's also been in the news that Warren Twp. is getting a new fire station (at a cost of around \$5million). It's being built to support the new battery plant and other new businesses in the area. I feel the RRXs need to be upgraded to optimize safeness for the new employees driving to and from the new plants AND for visitors to the area attending the soccer fields and Warren Park.</p> <p>I sincerely believe this issue should be a high priority in the Lydick area. If you have any questions or concerns, please contact me. Thank you for your time.</p>	<p>We appreciate your comment and feedback related to the Transportation Plan. One of the core goals for the Michiana on the Move: 2050 Transportation Plan is to ensure the safe movement of people and goods. MACOG continually strives to support our communities in pursuit of safety improvements. With over 400 miles of rail lines and over 400 highway-rail grade crossings, MACOG continues to work with communities to prioritize rail-vehicle safety at the regional level. The establishment of a quiet zone is a locally made decision, and MACOG will support and provide technical assistance to communities who choose to pursue that effort. Your comment has been provided to St. Joseph County staff, who encourage you to continue working with County representatives.</p>

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<p>September 20, 2023, Rick Badman, email: I have been interested in the future for over 60 years since I was a child in North Manchester. I will present some suggestions that may go beyond anything you can imagine.</p> <p>ENERGY INFRASTRUCTURE If we expect to have over a million electric vehicles on the road by 2050, we will need enough electricity for them without depriving public and commercial customers of electricity. For maximum output and the least amount of expenditures I would use my plasma drilling moles to drill down miles to geothermal sources of energy that would generate as much energy as a nuclear plant without causing radioactive waste material. We might double our electrical output before the middle of the century thanks to several geothermal power plants. Besides the fact that geothermal energy would be cheaper and use less land area than solar and wind, it would never run out. If we bury the power lines to prevent outages during storms, there shouldn't be a lack of electricity.</p> <p>THIRD RAIL SYSTEMS Charging stations would be cheaper to construct and take less time to install. But a third rail system for roads and streets would supply continuous electricity for electric vehicles. Trains out on the East Coast where I lived for over 35 years use a third rail system which should be used nationwide. By placing magnetic repulsion plates on the bottom of train cars and locomotives, levitated trains could use existing rails. They would use the third rail system. Passenger trains would use existing rail lines and secondary rails beside existing rails in the countryside to not delay freight train travel. Levitated passenger trains could run between Cleveland and Chicago at upwards to 300 mph. I could get on a train in Warsaw and end up in either Chicago or Cleveland in less than an hour. Being able to travel from downtown to downtown would be very convenient for travelers and better than flying.</p> <p>Plasma drilling moles would be used to bore out the tunnels that will be used to allow electric vehicles to travel faster and safer. Plasma moles use plasma beams instead of solid cutting heads so they can bore out tunnels faster without needing to change heads. We might have over 100 miles of tunnels by 2050 thanks to dozens of my drilling moles. The third rail system could supply the electricity the vehicles need so they can travel at over 100 mph. Levitated cars could use repulsion plates in the tunnels to travel at over 200 mph where it is safe to do so.</p> <p>THE MOVING HIGHWAY SYSTEM To match the speed of levitated trains, a moving highway system will be available both underground and on the surface. So that less land will need to be taken for the system, median strips of land could be used by the moving platforms. A person using the system would drive to an entry area, pay to use it, set his vehicle on a platform, and have aerodynamic nose and tail pieces placed on the vehicle. The moving highway system would allow a car to travel at over 300 mph safely because the platform is the only moving element that would be computer controlled.</p> <p>FIELD DISPLACEMENT ENGINES It might be possible to build field displacement engines that ionize air molecules to produce an electromagnetic energy surface to repel off of and a motive field that would determine the speed and direction of the craft. A hybrid power system that uses my rotary engine and plasma igniters so that water could be used as fuel and flywheels instead of batteries would spin a generator that would generate the fields. Even flying cars could use field displacement engines.</p>	<p>Thank you for your thoughts on innovation for the transportation system.</p>

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October 3, 2023, Steve Watts, online: I live in a neighborhood connected to Ironwood Drive, north of Cleveland Road. There are numerous, significant neighborhoods like mine from Cleveland Road to the State Line & beyond, such as the Reserve. I would like to see a plan for construction of a path all along Ironwood Drive, similar to what's been created along the River & also along Adams Road and Gumwood Road in Granger. If this were completed, bike riding, jogging & walking would be much safer and the quality of life for all these neighborhoods would grow significantly. At this point, I cannot see if such a plan is included in your proposal.

The Transportation Plan does identify a proposed path along Ironwood Drive from Cleveland Rd to State Line Rd. St. Joseph County is evaluating the development of a County-wide Bicycle and Pedestrian Master Plan, as proposed in the draft County Comprehensive Plan, which will allow for further exploration of connections in this neighborhood.

October 7, 2023, Steve Watts, online: I am against the changing of 2nd and 3rd street in Elkhart from one way to two way. If you talk to anyone from South Bend, the number one topic they talk about isn't the shootings, but how screwed up traffic is since the streets were changed. It is no magic potion to attract new business by changing to two way and slowing traffic down. Business has always had the opportunity to build on those streets. The way Elkhart is laid out, you need an express way to get from the north side to the south side. If you change, that will only leave Prairie street as the express route. I think this will have unintended consequences that you don't want. I think more people will AVOID downtown if the streets change. I know that since Mayor Moore changed Main St to angled parking, I (and others) don't even travel down main st anymore. As far as all the new parking you're hoping for, why do you think that the Marion St parking garage has been such a failure since it was built? Because people don't want to park 2 or 3 or 4 blocks away from where they are going and walk there. There is plenty of parking available downtown right now, it just is all owned by private owners who are letting the lots fall into disrepair. They could sell to any interested party at anytime to build new business. That's the problem, no one wants to build there. There are already empty buildings like the Elkhart Truth building and the Chase bank. Slowing traffic down will not guarantee that these buildings will be used. I know that if the streets change I will avoid the downtown area altogether.

Thank you for your comment. They have been provided to the City of Elkhart.

