With this issue, teMPO begins its fifth year of reporting the details, decisions and directions of the MPO’s regional transportation planning process. This publication’s mission has remained constant since its first issue (Spring, 1997): to encourage informed public input and participation by sharing information on a variety of transportation-relate issues. Always, our intention has been to translate the jargon and procedures of planning so that the average reader could get interested, informed and involved. To better meet this goal in the future, we’re adding a few new features with this issue. On page 2, we begin a new column, called Q & A, in which MPO staff members will directly address planning-related questions posed to them at public meetings, by phone or via voice- or e-mail. Also in this issue, we present the first installment in an on-going series on alternative modes of transportation gain.

Rideshare/Vanpool Programs Ready

This is very much a cooperative project, resulting from a variety of past efforts, growing public demand for greater mobility choices, and long anticipated regional needs,” says Stephanie Belch, MPO Senior Planner, of the new Rideshare and Vanpool Programs being developed by the Indianapolis Public Transportation Corporation (IPTC/IndyGo), the Indiana Department of Transportation, and the MPO. “We need to initiate these programs now to alleviate anticipated congestion caused by major interstate construction projects occurring over the next 10 years,” she explains, “but the need to reduce single occupant vehicle use (SOV) throughout the region has been long recognized and well documented.”

Airport Deployment Strategies Proposed

Our region’s intermodal freight system — the network of trucking routes, rail lines and air shipping services that move goods in, around and through the Indianapolis metropolitan planning area — is key to the present and future health of our local economy,” asserts Sweson Yang, MPO Chief Transportation Planner and the planner-in-charge of the Airport Deployment Study. “The purpose of the Intermodal Freight System Plan is to make sure our region is prepared to meet the challenges, and reap the benefits, of the anticipated growth of American commerce. And the Airport Deployment Study is a crucial part of that plan.”

As previously reported in teMPO (Summer 1997, Summer & Autumn 1998, Autumn 2000), the Intermodal Freight System Plan includes among its goals:
In Q & A, members of your MPO staff answer questions posed to them via voice mail, e-mail, snail-mail or in-person. If you would like to submit a question to Q & A, contact Mike Peoni at 317/327-5133 (mpeoni@indygove.org), fax it to: "Q & A, Attn: Mike Peoni" at 317/327-5103 or attend the monthly meetings of the Citizens Advisory Committee.

**I’ve attended MPO meetings, read teMPO and CAC Minutes, and followed the regional transportation planning process in the media. But I still don’t understand which committee does what, or who I would contact to put in my two cents! What’s the difference between the IRTC, CIRTA, CIRCL, IRTIP and all the other transportation-related groups I’ve read about? Shouldn’t there be a single contact point for all transportation-related issues?**

-A frequent question, most recently posed by a reporter

There is, and it’s the MPO, your Metropolitan Planning Organization. The Indianapolis Department of Metropolitan Development (DMD) is the designated MPO with the responsibility for conducting the transportation planning process for the Indianapolis Metropolitan Planning Area. The Department delegates this regional responsibility as the MPO to the MPO transportation planning staff within the DMD-Planning Division to fulfill the MPO function in cooperation with the Indianapolis Regional Transportation Council’s Citizens, Technical and Policy committees. The City of Indianapolis participates as a member of these IRTC committees.

As we’ve said many times, the MPO bears the primary responsibility for conducting the regional transportation planning process in a continuing, cooperative, comprehensive way. These are the 3-Cs, and we live by them. They, and our responsibility for heading up this planning process, is mandated by federal law. When it comes to transportation planning, we’re your best, first contact (317/327-5151) for all questions and comments. If nothing else, we can point you in the right direction for further action.

Your question deserves a more complete answer, though, because it touches on an issue we deal with constantly. People often confuse our role and responsibilities with those of our planning partners, or even with some of our planning documents, as you have.

For the record IRTIP, which you mention in your question, stands for Indianapolis Regional Transportation Improvement Program. IRTIP is a short-term planning document and represents one of the MPOs core activities. It is NOT an agency, committee, or any other group of people, but results from the planning efforts of the MPO and our planning partners. For a more complete
Transportation Programs in Marion County, update the conNECTIONS study of northeast corridor transportation, and more! So, read on and keep pace with teMPO, now in its fifth year.
It’s been “in the works” for nearly three years; the subject of local television, radio, and newspaper coverage; the inspiration of its own web site, toll-free hotline and public forums and surveys; and, the best hope to-date for solving congestion and lack of mobility in our region’s busiest travel corridor. It is, of course, conNECTions – the study of Northeast Corridor transportation.

tempo first covered conNECTions with a special issue in May/June, 1998. Since that time, transportation alternatives intended to increase mobility and reduce congestion have been considered and, in some cases, rejected out-of-hand because of high cost or unacceptable impacts to the natural or human environment. Other potential options were dismissed only after computer-modeled travel simulations proved them inefficient or ineffective in addressing the region’s current and projected mobility issues. Throughout it all, tempo has encouraged and facilitated public involvement in the study by serving both as 1) an information resource, with detailed alternative descriptions, progress updates and illustrative maps; and 2) sounding board, with public questions, suggestions and criticisms reprinted in full from the various other outreach venues.

So, after all this effort and expense, only one question remains: Where does conNECTions stand now?

“I get asked that everyday,” says Mike Peoni, AICP, MPO Manager/Master Planner. “Many people think nothing’s happening with conNECTions because they’re not hearing about it as frequently as they have in the past,” Peoni explains. “That’s not the case, though. Right now, while our Draft Environmental Impact Statement (DEIS) is being reviewed by federal agencies, we’re conserving our resources. Once they’ve signed off on the document, as they must before we can proceed, we’ll be able to make it public and all the media coverage will start again.”

The schedule of public involvement for conNECTions’ Draft Environmental Impact Statement was included in the Special Edition and Summer 2000 issue of tempo.

Subsequently, it was reported that the DEIS would be made available for public review and comment in January, 2001, following review by the Federal Highway Administration (FWHA), the Federal Transit Administration (FTA) and the U.S. Environmental Protection Agency (EPA) (Autumn 2000 tempo) who received the document in November, 2000.

“That didn’t happen because the review is still underway,” Peoni notes. “That doesn’t mean there’s a problem with anything the DEIS contains, only that the review is taking longer than any of us expected.”

This delay will in no way shorten the public review and comment period. Area residents will still have 45-days during which a Public Hearing on conNECTions’ DEIS will be held. Following this process, all input and recommendations will be forwarded to the study’s Policy Steering Committee for consideration. “The public review and comment period will probably take place sometime this summer,” Peoni estimates.

“We’d all like to expedite this process but, in so doing, we can’t jeopardize its validity. The Policy Steering Committee will address the issue only when we’re all convinced of the soundness of our findings.”

In an effort to keep the public appraised, Peoni reported on conNECTions’ status at the January meeting of the Citizens Advisory Committee. There meeting attendees encouraged the MPO to make the “ground rules” of review and comment known prior to the Public Forum. They also suggested ways in which the issues could be presented to encourage informed public participation, including:

• post study recommendations in high-traffic areas, such as shopping malls and other public

cont on page 6, see conNECTions 2001
Harry Fox, Director
Senior Transportation Programs

Meet Harry Fox, a transportation professional who is in it “for the long haul.” Since 1988, Harry has served as Director of The Senior Transportation Program – a CICOA (Area 8 Agency on Aging)-funded initiative housed out of the Indianapolis Senior Services Center (ISSC). In this role, Harry writes grants, trains volunteers, administrates programs and has even traveled to our nation’s capital to share his professional insights with transportation providers. The reason? “That’s simple,” he says, “Our only reason for doing what we do is to help keep people mobile, independent and involved.”

The Senior Transportation Program started in 1978 at CICOA and has been sponsored since 1988 by the ISSC whose 501 C3 status enabled federal and state funding. Today, the program serves over 2000 clients and makes between 43,000 – 44,000 passenger trips a year! The average client is female (80%), 75 or older, and lives alone. However, clients vary widely by description, situation and need. “Almost half of the people we serve belong to a minority,” Fox points out. “More than half (60%) are at or below 150% of the poverty level. And, a quarter of them are 85 or older! The one thing all of our clients have in common is that they have trouble getting around. That’s where The Senior Transportation Program comes in, offering four different types of service to meet different mobility needs.”

These services include:

**Taxi Discount Service**

Started in 1978, this program offers clients the psychological benefit of knowing they’ll be able to travel my taxi whenever necessary. It is a 24 hour, seven day a week service that uses discount coupons to expand client mobility options. People can apply for the service by mail, or come to a taxis distribution site or The Senior Transportation Program office to get discount coupons ($30 coupon maximum, per month). “It’s all about peace-of-mind,” Fox says. “If people don’t use their coupons, we’ll even refund their contribution. It’s important that they have them on-hand, though, just in case.” Last year, $120,000 worth of taxi discount coupons were redeemed.

**Wheelchair Transportation**

This 24/7 service, started in 1980, is among the program’s most needed and over-taxed. “Unlike other Open Door transportation programs, we offer “through the door” service,” says Fox. That means that our clients are helped in and out of their homes, saving them the discomfort of waiting outside for a ride.” Most other wheelchair transport programs are “to the curb” service. Maybe for this reason, demand far exceeds the program’s ability to provide this service. “We have a waiting list of 40 people right now, and we’re always under-funded in this area,” notes Fox. “We could use another $80,000 right now to help the people who need us.” In 2000, Wheelchair Transportation trips totaled more than 3,300.

**Volunteer Medical Transportation**

Available during normal business hours (8 AM – 5 PM, weekdays), this service is intended specifically for people who have no other way to get to their doctor appointment. Volunteer drivers pick up the client, bring them to the doctor’s office and are then able to go about their own business. Because of a voice pager provided by the program, volunteers can be notified when the client is ready to be returned home. They don’t need to wait around. In 1990, Fox presented the specifics of this program which he introduced to the National Council on Aging in Washington D.C. “It sounds so simple, but making this kind of service more responsive and convenient helps it succeed,” he explains. “It encourages both client comfort and volunteer enthusiasm.” Approximately 5,000 Volunteer Medical trips were made last year.

*cont on page 20, see MPO Profile*
locations

- make the DEIS Executive Summary available on the conNECTions web site (www.indygov.org/connections)
- arrange a televised “public forum” with one of the local TV stations,
- present to neighborhood associations throughout the corridor
- continue to promote the topic to the media
- prepare area residents for informed participation by distributing the most recent conNECTions Special Report (May/June 2000 teMPO) via direct mail or neighborhood associations.

Peoni assured the group that the MPO would implement as many of the suggestions as possible, as well as continue its traditional effort of making the DEIS document available for review at public libraries and government offices throughout the region. In addition, the MPO will promote public awareness and involvement in the review/comment period, and attendance of the public hearing, through display and classified advertising in The Indianapolis Star and The Indianapolis Recorder. “No one is more eager than I am to have conNECTions’ public review period begin,” says Peoni. “The study’s goal has always been to arrive at a locally preferred, fiscally responsible solution. That’s only possible with the active involvement of the public and elected officials.”

On the Right Track

So, with conNECTions DEIS still in federal review, many may wonder why the three Co-chairs of conNECTions’ Policy Steering Committee are now publicly endorsing the idea of a rail line to the airport before rail transit in the Northeast Corridor. As reported in the March 3 Indianapolis Star, Indianapolis Mayor Bart Peterson, State Senator Lukle Kenley (R-Noblesville) and INDOT Commissioner Cristine Klika say they are coming to believe that Indianapolis should begin light rail transit service with a line from Downtown to Indianapolis International Airport, rather than from Noblesville to Downtown as conNECTions’ alternatives RB-1 and RB-4 propose. “No decisions have been made, but I think there is a developing consensus that (an airport line) needs to be an important part of the (rail) discussion,” Mayor Peterson is quoted as saying.

The paper further reports that key local officials believe it (light rail to the airport) is vital to generating the public support and federal dollars needed to build a regional system. Even Senator Kenley, whose district in the northeast corridor where traffic problems first triggered talk of commuter train service, is quoted as saying that light rail won’t get off the drawing board without the airport connection. INDOT Commissioner Klika agrees, but warns that this late change of heart for the Co-chairs could complicate or delay an application for federal approval unless local officials proceed cautiously.

“Certainly, nothing would ever be done without sufficient study and opportunity for public input,” Peoni notes. “Light rail to the airport is a popular idea that we’ve heard suggested many times and have examined in concept. Unfortunately, the leg from downtown to the airport doesn’t lie within the corridor we were federally funded to study, so we haven’t yet been able to evaluate this option. When we are, the public will be a part of it. Until then,” he assures,” the public will have the opportunity to review and comment on the alternatives that have been studied.”

For more information on conNECTions current status, or on the possibility of rail transit to the airport, contact Mike Peoni at 317/327-5133 or mpeoni@indygov.org.
Knozone Prepares for Sixth Year

The 2001 Ozone Awareness Campaign will kick off its season of helping to educate area residents about the regional ozone problem, and ways to help solve it, this May. Ozone—a colorless pollutant formed when the emissions of vehicles, lawnmowers and industry react in the air around us—forms only in the presence of sunlight, especially during hot weather. High concentrations of ozone pollution are more likely to develop as temperatures rise in the late spring and summer, presenting a serious health risk for individuals with respiratory problems. For this reason, the Ozone Awareness Program is active only from May through September.

“This is our sixth year of using the KNOZONE campaign to battle our region’s ozone pollution problem,” says Kevin Mayfield, MPO Planner. “Independent research, conducted late last year, tells us it’s a battle that we’re making progress on through increased public awareness and voluntary cooperation.”

Research conducted in 1998 by the Opinion Laboratory at Indiana University-Purdue University at Indianapolis (IUPUI) documented a significant increase in 1) the public awareness of the ozone problem, 2) the percentage of Marion County residents familiar with Nozone Action Days—days in which special voluntary measures are recommended to reduce the formation of ozone pollution throughout the region (see adjacent box), 3) the percentage of the public who took at least one voluntary step to reduce ozone pollution, and 4) the number of respondents who recognized that individual sources, such as automobiles and small engines, are a major contributor of ozone pollution.

Significant survey findings include:

- Citizens are gradually beginning to understand that they share responsibility for ozone problems. Previously, they were slightly more likely to blame industry.
- Awareness of Nozone Action Days increased 8% over last year.
- Responsiveness to Nozone Action Days increased 2% for Marion County but decreased 15% among commuters who drive more than 50 miles a week in Marion County.
- Postponing lawn mowing and gas purchase/usage were the most frequently changed behaviors.
- TV promotion ranks the highest in recall, followed by radio, painted buses and newspaper.

“For the first time, the Indianapolis Department of Public Works (DPW) will conduct the campaign, with support from the MPO, to better reflect the program’s implementing nature,” Mayfield said, noting that the DPW is an implementing agency while the MPO is a planning agency. “However, we expect to see program components that proved effective in the past to be updated and used again.” Such components could include:

- an interactive school kit, which is very popular with school systems in surrounding Metro area counties. In the past, it was created by an independent research firm to conduct a telephone survey among the general public. The objectives of the survey were to 1) track awareness of Knozone advertising, 2) track behavioral changes among area residents, and 3) evaluate the program’s effect on area commuters.

NOZONE Action Day Activities

As in past years, the NOZONE symbol will appear on TV and in the newspaper this spring and summer to indicate a NOZONE Action Day—days in which special voluntary measures are recommended to reduce the formation of ozone pollution. Those wishing to help reduce the possibility of ozone pollution can do so by . . .

- filling gas tanks after 6 pm
- mowing lawns after 6 pm
- choosing in-store service rather than drive-thru lanes
- carpooling and/or combining errands to reduce car trips
- keeping cars tuned
- making short trips by bike or on-foot
- riding the bus, and enjoying Nozone Action Day discounted fares
- using water-based, rather than oil-based, paints and solvents
- avoiding the use of aerosols

For bus route information, call IndyGo at 635-3344. For information on carpooling, call the Indianapolis Ride share Program at 327-RIDE.

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One very public effort is *conNECTions* — the study of Northeast Corridor Transportation. This Major Investment Study (MIS) and Draft Environmental Impact Statement (DEIS), which began in 1998, is developing locally preferred alternatives to the traffic congestion and lack-of-mobility that currently plague our region’s busiest travel corridor, which stretches from Noblesville to downtown Indianapolis. The eight alternatives still under consideration include highway, bus and rail/bus transit options. The public, through a variety of outreach initiatives including meetings, news coverage, web sites, toll-free numbers and surveys, have indicated that they believe improving transit options and personal mobility is critical to both their individual futures and to that of the region. Through the outreach initiatives of this study, many people have recognized that we can no longer continue to build ourselves out of congestion.

Another initiative, completed in 1999, is The Regional Mass Transit Service (RMTS) Plan (Winter 1998 *teMPO*) which spells out a variety of transit solutions for the nine-county region. One of those proposed solutions is a Vanpool Program for Central Indiana. The Central Indiana Regional Transit Alliance (CIRTA), in conjunction with the Indianapolis MPO, is currently working on a document that describes in detail how a Vanpool Program could work in the region.

In addition IPTC/IndyGo, the public transit provider in Indianapolis/Marion County, finalized its 5-Year Implementation Plan last year (Winter 1999 and Autumn 2000 *teMPO*). IndyGo’s plan emphasizes the need to address regional mobility, not just by providing conventional public transit service, but also by offering a variety of options, including rideshare matching services, and car and van pools. Significant recommended improvements in the first year of IndyGo’s plan include 1) enhancing transit routes, 2) implementing an Automatic Vehicle Location (AVL) System, 3) expanding image development programs, and 4) enhancing its bus shelter program. But like the RMTS Plan, many of these activities do not have a dedicated funding source.

It is also important to note that Indianapolis Mayor Bart Peterson is an avid supporter of improving public transportation in Marion County. His “Peterson Plan”, first posted on the internet during the 1999 mayoral campaign, includes among its recommended transportation initiatives, establishing vanpool programs, improving public transportation routes, and working with the business community to create employee incentives for public transportation use.

In addition to these traditional and/or governmental transportation organizations, a couple of different groups have formed in the region to address the limited mobility options available to area residents. One such group that has been actively involved in identifying solutions is the Central Indiana Regional Citizens League (CIRCL), which made quality-of-life issues in Central Indiana, as impacted by current and future traffic congestion and vehicle-base pollution, the subject of its Central Indiana Transportation and Land Use Vision Plan. This plan, under the direction of CIRCL’s 60-member steering committee and input from more than 20 months of citizens forums, investigated cost-effective, environmentally-sound land use and transportation strategies for possible incorporation into local and region-wide planning. For more information on the Vision Plan, or to request your own free, interactive CD-ROM, call CIRCL, toll-free, at 877-55-CIRCL.

“The reasons that justified these past recommendations still exist,” points out Elizabeth Johnson, Intergovernmental Relations Manager of CIRCL.
Irons In The Fire

Special Neighborhood Study

This study, intended to evaluate ways of improving the livability of existing neighborhoods by considering the costs and benefits of retrofitting them with sidewalks, bicycle paths and transit facilities, has progressed to the assessment phase. Since January, oversight committees have been selected and have met twice to assess existing characteristics of the Glendale neighborhood as a first step to developing a list of preferred improvement projects. “Although Glendale was chosen for the study, we’re focussing on improvement recommendations that could be utilized in all established neighborhoods,” says Stephanie Belch, MPO Senior Planner and planner-in-charge of the study which is scheduled for completion by year’s end. For more information, contact her at 317/327-5136 or sbelch@indygov.org or watch for an in-depth article on this study in the next issue of teMPO, due May 25th.

Census Impacts

About a year ago, every household received a Census form on or before March 31st. Five-sixths of all households received the short form, consisting of seven basic questions. The remaining one-sixth of households, selected at random, received the 53-question long form, which dealt with a greater variety of requested information, including transportation-related topics. Responses were due back by April 17th, 2000. Those who didn’t respond, received an in-person visit from a Census Enumerator – all in the interest of getting an accurate count.

“Accuracy is crucial to the many planning efforts that depend on Census data,” says Andy Swenson, Principal Planner - Information Resources and Policy Analysis with the City of Indianapolis who served as primary liaison to the U.S. Bureau of the Census. “And Census 2000 has been our most accurate count ever.”

One such planning effort concerns redistricting. On March 9, 2001, the Census Bureau released redistricting data for Indiana. This set of data, which provides total population and voting age population (18 and up) by race and Hispanic ethnicity, offers some surprising initial findings.

In 1999, the Census Bureau had estimated Marion County’s population at 810,000. The Census 2000 population count for Marion County was 860,454, an increase of 7.94 percent over Census 1990 figures. In addition, the Hispanic population has risen to an unexpected degree, from 8,450 in 1990 to 33,290 in 2000. That’s an increase of 294%, meaning that there were 4 times as many Marion County residents who identified themselves as Hispanic in 2000 as there were in 1990! The chart below shows total population trends in Marion County by township.

<table>
<thead>
<tr>
<th>TOWNSHIP</th>
<th>POP 1990</th>
<th>POP 2001</th>
<th>Change</th>
<th>% Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>CENTER</td>
<td>182,140</td>
<td>167,055</td>
<td>-15,085</td>
<td>-8.28</td>
</tr>
<tr>
<td>DECATUR</td>
<td>21,092</td>
<td>24,726</td>
<td>3,634</td>
<td>17.23</td>
</tr>
<tr>
<td>FRANKLIN</td>
<td>21,458</td>
<td>32,080</td>
<td>10,622</td>
<td>49.50</td>
</tr>
<tr>
<td>LAWRENCE</td>
<td>94,548</td>
<td>111,961</td>
<td>17,413</td>
<td>18.42</td>
</tr>
<tr>
<td>PERRY</td>
<td>85,060</td>
<td>92,838</td>
<td>7,778</td>
<td>9.14</td>
</tr>
<tr>
<td>PIKE</td>
<td>45,204</td>
<td>71,465</td>
<td>26,261</td>
<td>58.09</td>
</tr>
<tr>
<td>WARREN</td>
<td>87,989</td>
<td>93,941</td>
<td>5,952</td>
<td>6.76</td>
</tr>
<tr>
<td>WASHINGTON</td>
<td>133,969</td>
<td>132,927</td>
<td>-1,042</td>
<td>-0.78</td>
</tr>
<tr>
<td>WAYNE</td>
<td>125,699</td>
<td>133,461</td>
<td>7,762</td>
<td>6.18</td>
</tr>
</tbody>
</table>

797,159 860,454 63,295 7.94

“We rely on basic Census population data to address current, and anticipate future, needs,” says Sweson Yang, AICP, MPO Chief Transportation Planner. “We use this data to secure federal appropriations, allocate transportation investments, develop accurate travel forecasts, and calibrate transportation simulation models, like the one used in conNECTIONS.”

Additional housing data will be released in May, 2001 and will be reported in future issues of teMPO. The release of travel-specific data is anticipated in mid-2002. For more information on Census 2000, or its impacts on our regional transportation process, contact Andy Swenson at 317/327-5132 (aswenson@indygov.org) or Sweson Yang at 317/327-5137 (syang@indygov.org).
Rideshare/Vanpool
(from page 8)
IndyGo. “And now, there’s even more evidence that we need to
develop transportation strategies to counteract new causes of
congestion including dramatic population growth and
INDOT’s scheduled construction along I-465, I-70 and I-65
(Editor’s Note: The region’s interstate highways account for
only 3% of our transportation system’s roadway surface, but
carry approximately 40% of area traffic. Any reduction in their
service capacity dramatically impacts the area’s traffic flow.).

Program Reasons, and Congestion, Mount

In addition to the decade of congestion-inducing
construction projects planned along some
of the area’s busiest interstates, current air
quality is an issue.
According to Clear Air Act 9 (see related
story, page 7),
Indianapolis/Marion County is designated
as a “maintenance area” for the ozone
pollution. It is anticipated by area plan-
ers that Madison, Hamilton, Hancock,
Johnson and Morgan Counties will soon share this designation. Reducing single
occupant vehicle (SOV) trips would help reduce the region’s
long-term congestion problem, as well as minimize the short-
term congestion increases anticipated during interstate con-
struction. In addition, Rideshare and Vanpool Programs would
also address present and future concerns regarding air quality.

Though compelling, the “negatives” of pollution and
construction interruptions aren’t the best reasons to consider
sharing the ride. That honor belongs to a “positive”: growth.

The Indianapolis region is experiencing impressive pop-
ulation growth, which in turn has increased the number of
vehicle miles traveled by commuters. Specifically, four coun-
ties surrounding Marion County have experienced high rates
of population growth since the 1990 Census; this includes
Hamilton County, which has been the fastest growing county
in the 5-state region (Indiana, Illinois, Michigan, Ohio and
Kentucky), and the 27th fastest in the nation. The following
table shows the growth rates of 4 counties in the Indianapolis
region as of July 1, 1999 (Source: Indiana Business Research
Center).

<table>
<thead>
<tr>
<th>County</th>
<th>Population Growth</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hamilton</td>
<td>58%</td>
</tr>
<tr>
<td>Hendricks</td>
<td>30.5%</td>
</tr>
<tr>
<td>Johnson</td>
<td>27.9%</td>
</tr>
<tr>
<td>Hancock</td>
<td>22%</td>
</tr>
</tbody>
</table>

Another important measure to consider is the number of
work trips that originate outside of Marion County. The fol-
lowing table shows the percentage of the workforce from each
of the nine counties that make up the Indianapolis
Metropolitan Planning Area (MPA) that works outside its coun-
ties of residence. The Percent of Workforce working in
Marion County (2nd column) is
taken from the Regional Mass
Transit Service Plan (source:
1990 Census and Parsons
Brinckerhoff). Similar to that
demographic is the percent-
age of the workforce that
works outside its county of
residence (not necessarily Marion County) and is shown in the
3rd column.

<table>
<thead>
<tr>
<th>County</th>
<th>Percent of Workforce working in</th>
<th>Percent of Workforce working outside</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Marion County</td>
<td>County of Residence</td>
</tr>
<tr>
<td>Boone</td>
<td>39%</td>
<td>54%</td>
</tr>
<tr>
<td>Hamilton</td>
<td>46%</td>
<td>55%</td>
</tr>
<tr>
<td>Madison</td>
<td>10%</td>
<td>23%</td>
</tr>
<tr>
<td>Hancock</td>
<td>53%</td>
<td>63%</td>
</tr>
<tr>
<td>Shelby</td>
<td>27%</td>
<td>39%</td>
</tr>
<tr>
<td>Johnson</td>
<td>50%</td>
<td>56%</td>
</tr>
<tr>
<td>Morgan</td>
<td>45%</td>
<td>58%</td>
</tr>
<tr>
<td>Hendricks</td>
<td>57%</td>
<td>64%</td>
</tr>
<tr>
<td>Marion</td>
<td>73%</td>
<td>8%</td>
</tr>
</tbody>
</table>

(Source: 1990 Census)

“These numbers show that opportunities exist to target
commuters and employers outside of Marion County to jump
start effective Ridesharing and Vanpooling Programs,” Belch says.

Program Specifics

Simply stated, the purpose of the program is to promote
mobility options, reduce congestion, and reduce mobile source
emissions in the Central Indiana region. IPTC/IndyGo, INDOT and the MPO, along with its various transportation planning partners, are working together to achieve what many plans, studies, and public comments have indicated in the last few years; That travel demand strategies must be developed to address our transportation problems.

This effort, funded through the Congestion Mitigation/Air Quality program, consists of establishing Rideshare and Vanpool Programs that will be managed by IPTC/IndyGo. Program components will include 1) new computer ride-matching software, 2) a guaranteed ride home program (often seen as a barrier to successful rideshare programs), 3) a vanpool program, and 4) a marketing campaign. Capital funding (purchase of 15-passenger vans) for a Vanpool Program will complement the Rideshare Program. Vanpools can be formed from the enhanced Rideshare Program, from special marketing to employers and/or transportation corridors (such as I-69 to downtown Indianapolis), and from existing programs like the recently established Indiana Government Center Employee’s Carpooling Program.

These programs are intended to build the “infrastructure” for a longer term Travel Demand Management strategy,” Johnson explains. “With a strong marketing campaign and rideshare database in place, other facilities such as park and ride lots and express transit routes can be added to what this program creates.” It should also be noted that INDOT has formed an Oversight Committee, Chaired by INDOT’s Chief of Environment, Planning and Engineering Division Janice Osadczuk, to meet regularly during the upcoming major interstate construction projects. This Committee will include INDOT, IndyGo, and MPO personnel and will attempt to anticipate and mitigate the traffic congestion caused by lane closures on specific construction corridors.

The programs, as described, have been approved for funding for three years to determine if they are effective in alleviating congestion, reducing ozone pollutants and improving mobility. Proposed first year costs are as follows:

<table>
<thead>
<tr>
<th>Cost Item</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rideshare Data Base Development</td>
<td>$40,000</td>
</tr>
<tr>
<td>Vehicle (van) purchase/lease</td>
<td>$150,000</td>
</tr>
<tr>
<td>Development/Implementation of Guaranteed Ride Home Program</td>
<td>$50,000</td>
</tr>
<tr>
<td>Promotional activities/materials</td>
<td>$200,000</td>
</tr>
<tr>
<td>Web site creation/maintenance</td>
<td>$15,000</td>
</tr>
<tr>
<td>Contract for annual evaluation of program performance</td>
<td>$50,000</td>
</tr>
<tr>
<td>Project Management</td>
<td>$75,000</td>
</tr>
<tr>
<td>Overhead/Administrative Costs</td>
<td>$45,000</td>
</tr>
<tr>
<td><strong>Total Estimated First Year Costs</strong></td>
<td><strong>$625,000</strong></td>
</tr>
</tbody>
</table>

- The Guaranteed Ride Home Program will be put into place to assure that participants in the Transportation Demand Management Program will have a ride home in emergency situations.
- The contract for an annual evaluation of the program (as described above) will be awarded to an independent organization that will perform an objective evaluation of the program based on criteria that will be developed by a local oversight committee.

Second year costs include all first year costs, plus:

<table>
<thead>
<tr>
<th>Cost Item</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Annual Operating Expense</td>
<td>$645,000</td>
</tr>
<tr>
<td>(assumes 3% increase over first year)</td>
<td></td>
</tr>
<tr>
<td>Additional Vehicle (van) purchase/lease</td>
<td>$150,000</td>
</tr>
<tr>
<td>Advanced Promotions</td>
<td>$400,000</td>
</tr>
<tr>
<td>(TV commercials)</td>
<td></td>
</tr>
<tr>
<td>Develop/Implement ITS applications</td>
<td>$55,000</td>
</tr>
<tr>
<td><strong>Total Estimated Second Year Costs</strong></td>
<td><strong>$981,000</strong></td>
</tr>
</tbody>
</table>

*Total reflects adjustment in INDOT’s share of funding from $2.3 million to $1.75 million. (Line items do not total $981,000)
• ITS applications refer to a statewide initiative that is currently underway to develop an architecture for the widespread deployment of transportation monitoring and enhancement technology. There are a number of potential applications for the Transportation Demand Management Program that can be developed and implemented to enhance the programs’ overall effectiveness.

• Advanced Promotions (TV Commercials) will build on Year 1’s accomplishments by reaching a much wider audience through television. A marketing tool that could be used is the construction along the I-465 and I-70 corridor scheduled to begin this spring: by Year 2, the region will have felt the affect of the construction on their commutes and other trips, and may be more willing to look at alternatives to their SOV. This would help INDOT from a public relations perspective as well as signal to our planning partners (especially the federal government) that the state DOT is looking at alternatives to traditional highway travel.

Third year costs include all second year costs, plus:

| Annual Operating Expense (assumes 3% increase over second year) | $1,288,000 |
| Additional Staff | $90,000 |
| Additional Vehicle (van) purchase/lease | $197,000 |
| Additional Advanced Promotions | $300,000 |
| **Total Estimated Third Year Costs** | **$1,456,500*** |

*Total reflects adjustment in INDOT’s share of funding from $2.3 million to $1.75 million. (Line items do not total $1,456,500)

“...When you consider how many regional needs Rideshare and Vanpool Programs address, and how many independent sources have recommended their development, I don’t think the legitimacy of this investment can be questioned,” Johnson says. “They address long term air quality and mobility issues for our region and give us maximum ‘bang for our buck.’” Belch agrees. “This has made a lot of sense to a lot of people for a long time,” she notes. “When INDOT’s repaving projects begin, people will wonder why we didn’t institute this program years ago.”

For more information on the Rideshare and Vanpool program, contact Stephanie Belch at 317/327-5136 (sbelch@indygov.org) or Elizabeth Johnson of IPTC/IndyGo at 317/614-9216 (ejohnson@indygo.net).
description of the IRTIP, see the Winter 2000 teMPO.

The other acronyms you list are some of the planning partners with whom we work. Most of these, including INDOT, DCAM, DPW, are implementing agencies and are, in this way, distinguishable from the MPO. Others include the City of Carmel, the Hamilton County Highway Department and IPTC/IndyGo. Again, we’re a planning agency, representing the transportation interests of the entire region. Most of our planning partners are implementing agencies, representing the interests of their own jurisdiction. Working with them, we plan regional transportation system improvements. As implementing agencies, they implement improvements that are supported by the Indianapolis Regional Transportation Plan and programmed for use of federal funds in the Indianapolis Regional Transportation Improvement Program (IRTIP).

Another distinction that can be made among committees is their role in the transportation planning process. For example, the Indianapolis Regional Transportation Council (IRTC) is a NOT an implementing agency, but is very active in the planning process. In fact, the IRTC, consisting of a Policy (elected officials) and Technical committee (engineers & planners) are really the decision-makers of the process, not the MPO. Our job is to provide them with enough appropriate information upon which to base their decisions, including our recommendation and public input from the Citizens Advisory Committee (CAC) meetings.

The IRTC considers all input and decides whether or not to endorse the MPO’s recommendation. It then passes its decision on to the Metropolitan Development Commission (MDC) for final approval. To date, the MDC has never contradicted the IRTC.

Other groups you mention may not have official planning, decision-making or implementing status within the transportation planning process, but can still be valued among the MPO’s planning partners. These include not-for-profit organizations, such as the Central Indiana Regional Citizens League (CIRCL) with whom the MPO has collaborated on several initiatives including last year’s Regional Transportation Public Forum and the Regional Planning Guide currently in the works; and the Central Indiana Regional Transit Alliance (CIRTA) which conducted the recent Mass Transit Service Study and upon which the MPO sits.

I know it can be confusing, but use the decision-making chart shown here to help keep it all straight. And, remember, your first, best contact for transportation-planning related issues is the MPO.
Airport Deployment
(from page 1)

- to recommend improvements to
  the freight transportation system that
  will make Indianapolis businesses more
  competitive in global markets;
- to suggest a priority list of pro-
  jects for inclusion or rescheduling in the
  Indianapolis Transportation
  Improvement Program (IRTIP) and
  Regional Transportation Plan; and,
- to identify steps to establish an
effective intermodal freight planning
process.

To achieve these goals, in 1998
the plan recommended focusing on the
unique concentration of resources in the
vicinity of the Indianapolis International
Airport and the CSX Avon Yard to fur-
ther define the area’s implementation
strategies. The Airport Deployment
Study is a follow-up to the original plan
study and helps to better define oppor-
tunities for increasing the region’s
freight handling capabilities and increas-
ing capacities around the airport.

“Though the airport vicinity is
only part of our freight handling system,
it is unique among intermodal trans-
portation development areas,” Yang
explains. “The area employs more than
10,000 and is one of the Indianapolis
MPA’s largest employment centers.”

Between 1990 and 1997, more
than 5,000 jobs were created and more
than $1.4 billion was invested in new
business in the airport vicinity. Over the
next 20 years, it is estimated that nearly
$2 billion in public and private invest-
ments will be made at the airport and
its surrounding vicinity, generating
approximately 16,000 more jobs.

In addition,
The Airport Deployment Study team used the following key freight and logistical trend information to development its list of preferred strategies:

**From national to global markets**

Increasing domestic, NAFTA and global trade, the out-sourcing of shipping services for comparative economic advantage and the emergence of global trade blocs and city-state trade areas all suggest that there will be an increased need for shipping services in the region’s future. These trends suggest an increase in freight traffic and congestion along trade corridors and at ports, airports and border crossings. Also, there are likely to be changes in the location of high volume lanes and economies of scale for freight carriers, as well as greater demand for global trade infra- and infrastructure. So, Indianapolis is well positioned to grow as a major interior “pass through” city.

**From a manufacturing to a service economy**

Manufacturing employment is declining, while production is on the rise. Employment growth is seen in service, information and high-tech industries, including e-commerce and e-business. These trends suggest there will be more small shipments of light, high-value freight moving longer distances in the future. There will be greater demand for shipping reliability and speed and for package and air freight services. Carrier consolidation may also be required to drive down the cost of operating high-value transport services.

**From “push” to “pull” logistics systems**

Here there is a customer-driven shift toward specialized products and services, manufacture-to-order goods and time-definite delivery. This means that, in the future, manufacturers will operate with lower inventory levels and less slack production capacity, creating greater dependence on transport services. Also, there will need to be closer integration and coordination of shippers’ and carriers’ operations and greater demand for reliable, flexible, responsive and economical door-to-door freight services.

**From modal fragmentation to cross-modal coordination**

The trend here is toward increasing cross-modal coordination for door-to-door service. For the freight shipping industry, this means better and more complex freight services will rely on the rapid development and adoption of emerging technologies to trace shipments and manage vehicles. Also, there will probably be an increase in carrier concentration and consolidation among high-service, low-cost transport providers and value-added logistics and information managers.

**From system development to system optimization**

Trends indicate an increase “spot capacity” from new infrastructure projects, limited capacity increases from larger trucks, trains and planes and significant increases in operational capacity from information technology (IT)-enabled freight transportation systems. These trends suggest the importance of investing in operations research techniques for shippers in the future as well as the high expectations the industry has for IT in scheduling, routing, dispatching, highway and traffic management, shipment tracing and stowage and terminal management.
Airport Deployment
(from page 14)

Proposed Strategies
The following strategies have been proposed by the Airport Deployment Study team:

The Airport Deployment Study team used a 5-prong framework to help guide strategy development under the headings of 1) Economic Development, 2) Logistics Patterns and Modal Options, 3) Operations, 4) Infrastructure, and 5) Policy & Organization. This framework yielded the following proposed strategies:

Economic Development
• Focus Workforce Training And Recruitment Efforts
  - cooperative programs with universities and technical colleges
  - coordination with state and local workforce development and training programs.
• Expand Employee Transportation-To-Work Options
  - worker shuttles
  - transit and bus service (coordinate with regional study)
• Develop Coordinated Plan For Land Use
  - develop through on-going agency/industry cooperation
  - coordinate with Central Indiana "visioning" effort
• Target Economic Development Efforts
  - Nurture, grow and attract businesses that gain competitive advantage in this district
  - coordinate with Indianapolis Regional Economic Development Partnership

Logistics Patterns and Modal Options
• Expand Rail/Truck Intermodal Options (near-term)
  - focus on eastbound traffic to maintain/grow intermodal
  - market direct marketing for Avon Yard district to attract intermodal rail clients
  - use policy/financial incentives to encourage shippers to use rail, and encourage CSX to focus more on its Indianapolis market
  - practice on-going freight rail advocacy (maintain potential rights-of-way, encourage competition)
  - conduct terminal study for Avon Yard to explore specific markets and services, and likely effects of current trends on future needs
• Expand Rail/Truck Intermodal Options (long-term)
  - promote increased competition as North American rail system evolves in future mergers
  - increase number of class 1 carriers serving the Indianapolis market
  - support grants of trackage rights to competing carriers
  - explore need for expanded regional intermodal capacity to meet post-merger volumes
• Explore Rail/Air Intermodal Options
  - potential for small package movements by Amtrak
  - Midwest high speed rail corridor could enable competitive rail service and further expand delivery options
• Achieve a better balance of freight flows—aggregate freight movements into larger shipments, especially for rail as do the shippers councils in the Columbus, Ohio
  - attract private e-logistics firm or other automated clearinghouse system provider, such as www.getloaded.com or the Planned Maine Department of Transportation site.

cont on page 17, see Airport Deployment
AIRPORT DEPLOYMENT
(from page 16)

• Improve Processing Of International Freight
  - prepare for potential I-69 corridor extension to Mexico
  - expand U.S. customs and related support services
  - expand foreign trade zone designation
  - provide information to facilitate international shipments, as Tradepoint of Columbus, Ohio does
  - explore potential for shifting trade processing functions from international border crossings to Indianapolis, as is done at the Kansas City International Trade Processing Center

Operations (near-term)
• assign law enforcement personnel to manage traffic at airport entrance
• use INDOT portable message signs for dynamic traffic control

Operations (long-term)
• coordinate with on-going regional Intelligent Transportation Systems (ITS) deployment efforts (such as INDOT)
  - Regional Advanced Traffic Management System (ATMS)
  - Regional Advanced Traveler Information System (ATIS)
• investigate additional airport area specific ITS systems
  - airport area corridor management systems
  - airport area Incident Management (IM) plan/program
  - Highway Rail Intersection (HRI) monitoring
• integrate airport-area ITS operations with regional system
  - incorporate airport-area considerations and systems into regional Traffic Management Center (TMC), or
  - establish separate TMC for airport, with communication links to regional TMC

Operations – Freight Specific (near-term)
• upgrade fixed signage along established truck routes

Operations – Freight Specific (long-term)
• upgrade public sector system, including roadside inspection, enforcement, virtual weigh stations, electronic permitting and clearance system as part of statewide CVO plan
• upgrade private sector systems, including trucking

cont on page 18, see Airport Deployment
- establish interagency commission to develop and advocate freight improvement plans, market freight transportation services, and attract business/manufacturing interests
- identify zonal funding strategies; prepare for TEA-21 reauthorization
  - IRTIP/federal-aid highway funding, including STP, CMAQ, NHS Intermodal Connectors
  - special federal funding sources, including TEA-21 borders and corridors program and U.S. Department of Treasury grants (customs facilities)
- bonding
- tax increment financing
- public/private partnerships

“These strategies are intended to achieve stated study goals and to sustain/expand the area’s current shipping performance,” says John Kaliski of Cambridge Systematics, the consultants helping to conduct the study. In 1997, the airport vicinity shipped $97 billion in inbound and outbound goods — an increase of $14 billion in just four years! In addition, air freight shipments were found to be more likely to contain high-value goods. “Though trucking is still the region’s dominant freight shipping mode, other modes offer unique business advantages,” says Kaliski. “For example, parcel/mail handles a high percentage of value goods, while rail and air offer long-distance shipping advantages, such as economy and speed.”

Yang agrees. “Every type of freight handling should play a part in our region’s future economic health,” he says. “Our role in tomorrow’s global economy, and the employment and quality-of-life that comes with it, depends on our ability to handle freight efficiently, economically and through a variety of modes. That’s why it’s everyone’s business how we plan to prepare for this role.”

For more information on the Airport Deployment Study, contact Sweson Yang at 317/327-5137 (syang@indygov.org) or John Kaliski at 617/354-0167 (jgk@camsys.com). Or, to express your opinion of the proposed strategies, use the Strategy Assessment form found on page 19.

**Knozone (from page 7)**

1999, more than 20,000 were distributed to third graders in IPS, township school districts, and surrounding counties topping 1998’s distribution total of 12,500.

- an interactive web site featuring opportunities to register for “Nozone Action Day” notification and to post your own questions at www.knozone.com
- a toll-free information line at 1-888-JDA-KNOW
- on-going radio and television ads, sponsored by Cinergy Corporation
- educational brochures and newspaper advertising underwritten by Cinergy as well as other local corporate citizens interested in ensuring the continued growth of ozone pollution awareness.

Again, nearly 200 members of the Indianapolis Chamber of Commerce will join the DPW in participating in the KNOZONE program and spreading awareness of ozone pollution. “Defining the problem and empowering people to help solve it is what the KNOZONE Campaign is all about,” explains Mayfield. For more information on the Ozone Awareness Program, contact Kevin Mayfield at 327-3135 (kmayfield@indygov.org) or Rick Martin of the DPW at 317/327-2269 or (rmartin@indygov.org).
## Strategy Assessment

Please rate each strategy based on how important you feel it is to regional growth, and how effective you believe it would be in the Indianapolis area.

<table>
<thead>
<tr>
<th>Strategy</th>
<th>Importance</th>
<th>Effectiveness</th>
</tr>
</thead>
</table>

### Economic Development

- Focus workforce training and recruitment efforts
- Expand employee transportation to work options
- Develop coordinated plan for land use
- Target economic development efforts

### Logistics Patterns and Modal Options

- Expand eastbound rail/truck intermodal traffic
- Conduct intermodal rail terminal study
- Promote increased rail competition
- Explore potential for small package movement by Amtrak
- Aggregate freight movement into larger shipments (especially rail)
- Attract automated load information clearinghouse provider
- Expand U.S. Customs and other international freight support services
- Expand Foreign Trade Zone designation
- Develop international trade information clearinghouse
- Explore potential for shifting trade processing functions from international border crossings

### Operations

- Assign law enforcement personnel to manage traffic at airport entrance
- Use portable message signs for dynamic traffic control
- Coordinate with ongoing regional ITS deployment efforts
- Investigate additional Airport area specific ITS systems (corridor management, incident management, highway/rail intersection monitoring)
- Integrate Airport area ITS operations with regional traffic management center
- Upgrade fixed signage along established truck routes
- Streamline roadside truck inspection and enforcement processes
- Enable electronic truck permitting and clearance
- Deploy automated gate systems at Airport/Avon Yard

### Organization/Policy

- Establish public/private freight stakeholders committee
- Establish interagency airport area freight commission

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Please return a copy to: Sweson Yang, Metropolitan Planning Organization, 1841 City-County Building, 200 East Washington Street, Indianapolis, IN 46204-3310 or fax: 317/327-5103.
Shopping Shuttle Service

Started in 1993, this popular program now serves 18 different living complexes with once-a-week, round trip service to grocery stores and shopping malls. “Most people take the ability to run these types of errands for granted,” Fox says. “But our clients really value being able to take care of themselves in this way.” Plans are in the works to expand Shopping Shuttle Service into the Fountain Square area through Good Shepherd, Sacred Heart and St. Patrick’s Catholic Churches, and Fox hopes to soon involve some Lawrence Township senior centers and apartment communities.

When asked what his biggest challenge is in administering these service, Fox responds with one word: volunteers. “They are the life blood of our service,” he says. “and we do everything we can to encourage their continuing commitment.” As proof, Fox points out that seven of his 30 current volunteers will receive their 10-year service award in 2001 or 2002 – a long time for many who start their volunteer service after they retire. “I want people to know that our drivers can pick their own days and times, that we reimburse for mileage, and that we provide secondary auto insurance for them up to $1,000,000,” Fox explains. “We appreciate their help, and we show it.”

All Senior Transportation Program services are operated as entitlement programs. To qualify for service, clients need only be 60 years of age or older and live within Marion County. For more service information, or to apply as a client or volunteer, contact Harry Fox at 317/263-6281 or starsirus1@aol.com, or visit The Senior Transportation Program web site at www.seniortransportation.org.
Summer Sizzles

Like August in Indiana, the topic of regional transportation planning has never been hotter, or more varied, than in this issue of teMPO. Check it out!

Here, you'll find the scoop on the new Marion County Bike Route Map, IndyGo's new alternative transportation initiatives, the proposed Regional Transportation Authority, new amendments to the Indianapolis Regional Transportation Improvement Program, INDOT's interstate construction schedule, a free publication from the Division of Planning that puts names, numbers, available information and documents at your fingertips, and a program that encourages greenway trail use while offering area cyclists convenience and security at some of the season's hottest events.

It's all here, plus new Census data, a conNECTions update, details from the final Special Neighborhood Study workshop, and a whole lot more! Want to know more? No sweat. Chill out with teMPO!

BIKE ROUTE MAP READY

"It's been a very long time in coming, but we think people will find the end result worth the wait," says Mike Dearing, MPO Principal Planner and planner-in-charge of the Indianapolis Regional Bicycle & Pedestrian System Plan since 1996. “Our new Bike Route Map reflects the best thinking of our Phase Five planning partners, including Indy Greenways, a XX-member study review committee, representatives of the Central Indiana Bicycling Association (CIBA), the Indiana Bicycle Coalition (IBC) and the general public.”

As previously reported in teMPO (Autumn, 2000), Phase Five of the Indianapolis Regional Bicycle & Pedestrian System Plan has been in the works since mid-1999. Its purpose was to 1) develop a network of routes that fills in between existing greenways and the axis system cont on page 8, see Bike Route Map Ready

IndyGo Initiatives

As reported in the Winter 2000 issue of teMPO, (2000 Work Program Re-Cap), the Indianapolis Public Transportation Corporation (IPTC/IndyGo) completed the development of its 5-year Implementation Plan in 2000.

The document, prepared with funding from the Metropolitan Planning Organization, is a formal enhancement/expansion plan to systematically program future IndyGo operational improvements. Its purpose is to identify specific strategies for achieving the corporation’s overall goal of increasing the region’s transit ridership (and decreasing the region’s reliance on single occupant vehicles) by 1) better meeting the changing travel needs of existing and potential cus-cont on page 14, see IndyGo Initiatives
In Q & A, members of your MPO staff answer questions posed to them via voice mail, e-mail, regular post or in-person. In this issue, Mike Peoni answers questions about the proposed Regional Transportation Authority (RTA).

I’ve heard a lot recently about a Regional Transportation Authority (RTA) being formed? Some people are strongly for it; others are just as strongly against it. I don’t know enough to feel either way. What is an RTA? What would it do? Whose idea is it? Wasn’t the formation of an RTA proposed, and defeated, in the late ‘90’s? Why are we hearing about it again? Is the MPO for or against it, and why? Finally, would it have taxing authority like some people say?

The RTA is a big issue and an important one for the future of our regional transportation system. I’m glad to have the chance to answer these questions directly and to give you the perspective of transportation planners and engineers who are responsible for meeting the area’s current, and anticipating the area’s future, travel needs.

Transportation planning throughout our region is overseen by the MPO in cooperation with the Indianapolis Regional Transportation Council (IRTC). The IRTC is composed of Policy, Technical and Citizens Committees. The IRTC-Policy Committee is made up of elected officials from throughout the MPO study area, which includes all of Marion County and portions of surrounding counties expected to be urbanized by the Year 2025.

Late last year, the IRTC-Policy Committee asked the MPO to re-examine the desirability of establishing an RTA as a means of promoting transit throughout the region. There was an attempt to establish an RTA in 1997. That attempt did not succeed when the Indianapolis City-County Council failed to pass an ordinance to establish an RTA. The IRTC raised the issue again in 2000 because 1) transportation is a regional issue; 2) as our communities continue to grow both in population and employment, traffic congestion will worsen; 3) limited right-of-way makes it difficult, if not impossible, for us to continue to expand our highways and "build

Mike Peoni, AICP
MPO Manager/Master Planner

cont on page 21, see Q & A
IRTIP Amendments

As previously reported in *teMPO*, the Indianapolis Regional Transportation Improvement Program (IRTIP) documents federally-funded transportation improvement projects proposed for our region using available dollars within a three-year time frame. As such, it is constantly amended to reflect the newly recognized needs and shifting priorities of the MPO’s planning partners.

“The MPO’s job is to consider the interests of all of our planning partners and make sure that the IRTIP serves the best interest of our regional transportation system as a whole,” says Mike Dearing, MPO Principal Planner, and planner-in-charge of the IRTIP. Before projects can be considered for inclusion in the IRTIP, they must first appear in the Regional Transportation Plan.

An important aspect of getting those projects approved for implementation is providing the opportunity for the public to review and comment on them. In May 2000, the MPO started running display advertising in the City/State section of *The Indianapolis Star* in conjunction with its traditional classified notices to promote awareness and review of IRTIP amendments. The ad announcing the amendments discussed here ran in the August 24 and 27 issues of *The Indianapolis Star* and the August 31 issue of *The Indianapolis Recorder*.

In addition, Dearing regularly appears at the MPO’s monthly Citizens Advisory Committee (CAC) meeting to present information on newly proposed amendments. He did so at the August 28 CAC meeting to discuss the following amendments requested by the Indiana Department of Transportation (INDOT) and Johnson County:

Requested by INDOT

Add two Transportation Enhancement (TE) funded projects to program year 2002 in the 2002-2004 IRTIP:

- The Construction (CN) phase for the Old Northside Gateways Project on Central Avenue from 12th Street to 15th Street in Indianapolis. The cost of the CN phase is $200,000 ($160,000 federal, $40,000 local match).
- The CN phase for the Fall Creek Trail from the Monon Trail to Keystone Avenue (Phase 1) in Indianapolis. The CN cost is $1,645,000 ($1,309,000 federal, $336,000 local match).

Also, add to program year 2001 of the 2001-2003 IRTIP cont on page 22, see IRTIP Amendments
**Interstate Construction**

The Spring, 2001 issue of *teMPO* included the cover story “Ride-Share/Vanpool Programs Ready” which detailed, in part, the many reasons ride-share programs are now being actively proposed as part of the regional transportation planning process. Among these reasons are 1) the public support for improved transit options and personal mobility voiced during the *conNECTions* study of Northeast Corridor transportation and reflected in the Central Indiana Regional Citizen League’s (CIRCL) Transportation and Land Use Vision Plan, 2) the emphasis placed on addressing the need for regional mobility in ITPC/IndyGo’s 5-year Implementation Plan through a variety of services including ride-share matching and car/van pools, 3) Mayor Bart Peterson’s avid support for improving public transportation systems throughout the region as first described during the 1999 mayoral campaign in the “Peterson Plan”, and 4) the recommendations of the Regional Mass Transit Service Plan, completed in 1999, which details transit solutions for the nine-county region, including van pool programs.

“We need to initiate these programs now to alleviate anticipated congestion caused by major interstate construction projects occurring over the next 10 years,” MPO Senior Planner Stephanie Belch was quoted as saying. Elizabeth Johnson, Intergovernmental Relations Manager for IndyGo, agreed. “The reasons that justified these past recommendations still exist,” she said. And now, there’s even more evidence that we need to develop transportation strategies to counteract new causes of congestion including dramatic population growth and INDOT’s scheduled construction along I-465, I-70 and I-65.” An Editor’s Note in the same article explained that our region’s interstate highways account for only 3% of our transportation system’s roadway surface, but carry approximately 40% of area traffic. Any reduction in their service capacity will dramatically impact the area’s traffic flow.

Since its publication, a number of *teMPO* readers have contacted the MPO seeking more information on the INDOT construction schedule alluded to in the article. Here, then, is the timetable for reconstruction/expansion projects along the regional interstate system as provided by Brad Steckler of INDOT, back in the spring of this year. The years indicated for all projects are tentative, Steckler notes.

**THE FOLLOWING ARE LONG-RANGE, “PLANNED” WORKS, THAT ARE NOT YET “PROGRAMMED”:**

<table>
<thead>
<tr>
<th>Where</th>
<th>When</th>
</tr>
</thead>
<tbody>
<tr>
<td>I-465 from Fall Creek (just north of East 56th Street) to US 421 (Michigan Road)</td>
<td>2010-2012</td>
</tr>
<tr>
<td>I-465 from just south of I-70 (East Side) to SR 67 (Southwest Side)</td>
<td>2018-2023</td>
</tr>
<tr>
<td>I-70 from Airport Expressway (West Side) to I-65 (Downtown)</td>
<td>2025</td>
</tr>
<tr>
<td>I-70 from South Split with I-65 to North Split With I-65 (all Downtown)</td>
<td>2014</td>
</tr>
<tr>
<td>I-70 from North Split with I-70 (Downtown) To I-465 (East Side)</td>
<td>2014</td>
</tr>
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*cont on page 6, see Interstate Construction*
It’s kind of a tour book,” says Bob Wilch, Principal Planner of the Division of Planning Owner’s Manual for which he is primarily responsible. In it, we try to provide the most up-to-date and useful information we can concerning every aspect of the preparation of the City/County’s Comprehensive Plan and the administration of zoning ordinances. That’s why we update it annually, he notes. “With the publication of our new Fourth Edition, people should have no problem easily accessing the information, services, documents and contacts they need.”

The Division of Planning is one of six divisions of the Department of Metropolitan Development (DMD). The DMD is responsible for the orderly development of Marion County. In 2000, the Current Planning portion of the Administrative Services Division was combined with the Division of Planning. The Division of Planning’s primary responsibilities are both the preparation of the Comprehensive Plan for Indianapolis/Marion County and the maintenance and administration of Indianapolis/Marion County Zoning Ordinances.

The Comprehensive Plan incorporates a wide variety of components, including recommendations on transportation, parks, land use, zoning, economic development, and public facilities. Similarly, there are many components to the City’s zoning ordinances such as primary land use districts, secondary zoning districts, and administrative/enforcement sections. These components are administered through the Metropolitan Development Commission and the Board of Zoning Appeals.

The Division of Planning analyzes community conditions, makes projections, and recommends plans for private and public projects. Division staff develops plans for the improvement of streets, changes in land use, protection of natural resources, and the expenditure of public money. Residents, business owners, city departments and others are involved in these efforts as planning partners.

The “Owners Manual” was originally developed as an aid to City employees and agencies dealing with the City and continues to serve this purpose. However, it now also facilitates public participation in the planning process and anyone who finds it useful may receive a copy. Its overall purpose is to provide all interested parties with information on 1) the services and products the Division can provide, and 2) how to obtain them.

The Owners Manual is organized into six major sections. They are, in order of appearance, :

**Introduction**

This section contains the Owner’s Manual Table of Contents, a list of document charts and maps the Manual contains, an organizational chart for the Department of Metropolitan Development, brief instructional text on using the manual, and a map showing selected planning jurisdictions.

**History of Community Development in Indianapolis**

This section presents a timeline of important community development events in Indianapolis, such as when the Common Council of Indianapolis passed the City’s original Zoning Ordinance (1922), when the Butler-Tarkington Neighborhood Association, arguably the city’s first, was established (1956), when the City’s first Official Thoroughfare Plan was adopted (1958), and when Mayor Bart Peterson and Congresswoman Julia Carson broke ground for Fall Creek Place - the result of a $4 million Home Ownership Zone grant from HUD.

**Functions of the Division**

This section includes a brief description of the services provided by the ten sections of the Division of Planning, a list of past projects, and descriptions of procedures used to request services or obtain information from the section.

**Division Documents**

This section lists the maps, documents and computer information offered by the Division of Planning. Available documents include Maps (base, census, district, planning and land use, regional center and transportation), Plans (adopted land use, park, park-related and park master), and Reports (census, housing, transportation and others). Also included

*cont on page 24, see Owner’s Manual*
### Interstate Construction
(from page 4)

<table>
<thead>
<tr>
<th>Where</th>
<th>When</th>
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<tr>
<td>I-70 from just east of I-465 (East Side to SR 9)</td>
<td>2014</td>
</tr>
<tr>
<td>I-65 from I-70 North Split (Downtown) to 38th Street (Northeast Side)</td>
<td>2020</td>
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<tr>
<td>I-65 from Raymond Street to I-70 South Split (Downtown)</td>
<td>2012</td>
</tr>
<tr>
<td>I-65 from I-465 (South Side) to Raymond Street</td>
<td>2019</td>
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<tr>
<td>I-65 from Greenwood to Southport Road</td>
<td>2014</td>
</tr>
<tr>
<td>I-65 from Southport Road to I-465 (South Side)</td>
<td>2010</td>
</tr>
<tr>
<td>I-69 from I-465 (Northeast Side) to SR 238</td>
<td>2009</td>
</tr>
<tr>
<td>I-69 from SR 238 to SR 9</td>
<td>2012</td>
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</tbody>
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### The following are short-range, “programmed” projects, in various stages of active development:

<table>
<thead>
<tr>
<th>Where</th>
<th>When</th>
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<tbody>
<tr>
<td>I-465 at SR 37 (Southwest Side)</td>
<td>2006</td>
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<tr>
<td>Interchange Modification</td>
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<tr>
<td>I-465 from I-65 to Southeastern Avenue (Southeast Side): Let (for construction)</td>
<td>1999</td>
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<tr>
<td>I-465 from Southeastern Avenue to US 52/Brookville Road (Southeast Side): Let</td>
<td>2000</td>
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<tr>
<td>I-465 from US 52 to just south of I-70 (East Side): Let</td>
<td>1998</td>
</tr>
<tr>
<td>I-465 from just south of I-70 to SR 67/ Pendleton Pike (East Side): Let Phase 1</td>
<td>2001</td>
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<tr>
<td>Let Phase 2</td>
<td>2005</td>
</tr>
<tr>
<td>I-465 from SR 67 to just north of 56th Street (East Side): Let Phase 1</td>
<td>2000</td>
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<tr>
<td>Let Phase 2</td>
<td>2002</td>
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<tr>
<td>I-465 from just north of 86th Street to 79th Street (Northwest Side)</td>
<td>2003</td>
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<tr>
<td>I-465 from 79th Street to just north of I-65 (Northwest Side)</td>
<td>2004</td>
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<tr>
<td>I-465 from just north of I-65 to just south of I-65 (Northwest Side)</td>
<td>2008</td>
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<tr>
<td>I-465 from just south of I-65 to just south of SR 67 (West Side)</td>
<td>2004-2008</td>
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<tr>
<td>I-70 from SR 267 to I-465 (West Side)</td>
<td>2004</td>
</tr>
<tr>
<td>I-65 from 38th Street to I-465 (Northwest Side): Let</td>
<td>2000</td>
</tr>
</tbody>
</table>

For more information on INDOT’s regional interstate reconstruction/expansion project schedule, contact Brad Steckler at BSTECKLER@indot.state.in.us. For more information on Ride-Share and Vanpool programs, contact Stephanie Belch at 317/327-5136 (sbelch@indygov.org) or Elizabeth Johnson of IPTC/IndyGo at 317/635-3344.
Pedal & Park Partners

“It’s a program that fits well within our regional transportation plan,” says Mike Peoni, MPO Manager/Master Planner. “When The Greenways Foundation contacted us about our possible participation, we were happy to encourage their initiative and support their efforts in a meaningful way. After all, Pedal & Park supports a lot of our mutual goals.”

For the first time ever, the Pedal & Park program offered area cycling enthusiasts “free-wheeling fun” at events located along the Indy Greenways Trail System throughout Summer, 2001. The program, started several years ago by The Greenways Foundation, offered cyclists FREE, secured bicycle parking at major events, thanks to a subsidy from the MPO. “That was new this year,” says Tom Olsen, President of The Greenways Foundation, “and it’s made quite a difference both to the users and to the volunteers who helped run the program.”

The Pedal & Park Program offered free, monitored bike parking at the Broad Ripple Art Fair (May 12 & 13), the Day At The Depot (June 2), the Indiana State Fair (August 8–19) and Penrod Arts Fair (September 8). At each event, the MPO paid a $1 parking fee for each bike checked at the fenced and supervised ‘bike corral’ which was continuously monitored by volunteers from partner organizations, including The Greenways Foundation, Indy Parks Greenways, The Central Indiana Bicycling Association (CIBA) and the Indiana Bicycle Coalition (IBC) who shared in the program proceeds.

“We’re proud to be associated with the program,” Peoni said. “Our sponsorship allowed us to encourage alternative modes of travel while helping our greenways and bicycle planning partners.” As part of its program sponsorship, the MPO underwrote all parking fees to a maximum of $2,500, plus provided tents for volunteers use, bike-related literature for distribution, and communications/public relations support prior to all Pedal & Park events. As a result, the program was featured in The Indianapolis Star and on WISH-TV, Fox-59 and WIBC Radio.

“The $2,500 fee maximum may not sound like much to some people, but it gave us something to shoot for,” said Olsen who pointed out that the sum represented more than triple the fees collected last year. “Our volunteer partners appreciate both the revenue and program awareness the MPO sponsorship brought us.” Approximately $1,500 has been paid out in parking fees this year through scheduled events, the largest being the State Fair. “Despite the extreme August heat, people bicycled to the Fair, particularly on the weekends, when we were accommodating about 100 people a day,” Olsen noted.

The MPO has invited Pedal & Park volunteer organizations to add other greenways-adjacent events to extend the season and maximize their financial benefit from the sponsorship. “We want the program to do well and as many regional cyclists as possible to take advantage of the free parking service,” Peoni said.

The purpose of the Pedal & Park Program is to encourage use of non-motorized transportation alternatives, promote use of the Indy Greenways, disperse relevant recreational literature and raise funds for the partnering not-for-profit organizations. It also facilitates efforts to minimize traffic congestion and parking hassles at popular events, like the State Fair and Penrod, and supports Knozone awareness on Nozone Action Days.

For more information on Pedal & Park Program, including future volunteer opportunities, call 317/297-1283 or 317/710-0739, or visit the Indy Greenways web site at www.indygreenways.org.
mapped out for Marion County during previous phases, and 2) develop a new, comprehensive bike route map to replace the one produced in 1987. Also included in the project is the design of route signage and other system facilities for use throughout Marion County. The investigation of pedestrian route issues, originally to be included in Phase Five, was postponed on the recommendation of the management team, which felt they could not be properly addressed within the scope, schedule and budget of this phase. Pedestrian route issues are tentatively scheduled to be addressed by the MPO in its 2002 Annual Unified Work Program.

“Our new map reflects our attempt to identify bicycle routes that encourage real-life bicycle usage, such as commuting to work, recreational travel and running errands, while also tying into the existing trails of Indy Greenways,” Dearing says. To do this, planners and the public identified important destinations that needed route access as “Primary Nodes.” The proposed bike routes connecting these nodes are the result of computer-modeling, five public input meetings, and a school project which encouraged local students to work with the same information planners were using.

“We worked with the Center for Interactive Learning and Collaboration (formerly, the Corporation for Educational Communication) to assess the current demand and future potential of non-motorized transportation among our region’s young people,” notes Dearing. “We were delighted with the response and just recently received word that our school tie-in would be used as a national model for educational outreach by U.S. Department of Transportation.”

Other Phase Five planning partners contributing to the route development process, and to the map itself, include the Indiana Bicycle Coalition (IBC), Central Indiana Bicycle Association (CIBA), the Indiana Department of Transportation (INDOT), elected officials from neighboring communities and the engineering firm of HNTB, primary project consultants.

**More than a Map**

“The new map is more than just a directional tool.” Dearing says, “It’s a way of encouraging people to start thinking about cycling as a means of getting around Marion County.”

Ray Irvin of Indy Parks Greenways agrees. “We made sure to include things like proposed greenways trails to show our long range commitment to the bike route system,” he says. “By the time we reprint this map, we’ll have to change some of those proposed trails to existing because they will have been built. Updating the map, like developing the system, is a process, not an event.”

That fact is one reason the map took months to develop. “We knew we needed to create the map in a way that could be easily updated every few years, to reflect further development on the route system,” Dearing explains. “Our communications consultant recommended creating the map in Adobe Illustrator because it supports both print and web production and is easily altered. Standard map-making software, such as Map Info, isn’t. It can only be imported into print and web media as a closed file (such as a jpeg) cust on page 9, see Bike Route Map Ready
which prevents alteration. We were unable to find any current map sources for Marion County that could be translated to Illustrator, so we had to create our own layers from scratch.”

The up side? “We were able to incorporate the most-up-to-the-minute information,” says Irvin. “We even updated greenways maps that were just produced earlier this year.”

The result reflects a ‘less is more’ philosophy that lends itself to ‘at-a-glance recognition. “We knew we wanted a very graphic, user-friendly look to the new map,” explains Joe Whitman of Whitman Communications, Inc, the firm contracted to create the map, as well as the Bike Route logo. “So, early on, we had to decide on the type of information to include, and omit. Marion County is roughly a 20-mile square — a much larger area than other bike route maps cover. That, in part, determined the level of detail we could show.”

Dearing explains. “The old map attempted to show every street in the county. As a result, a lot of people had trouble following it. Too many fine, black and white lines,” he notes. “The new bike route map isn’t intended as a comprehensive county street map. We show enough streets to orient the user, but not so many as to confuse or obscure the other information we’re presenting. New map layers are color-coded for easy identification and include primary and secondary bike routes, both existing and proposed greenways trails, parks and golf courses, waterways, streets and interstates, and rail corridors. “The information shown is of interest to casual bike riders and cycling enthusiasts alike,” Dearing says, “and includes signed routes, frequent recreational destinations, and present and future trails.” (For a better idea of how the new Marion County Bike Route Map looks, turn to pages 12 - 15 in this issue).

In addition to the graphics shown within the county boundary, the new map includes a variety of related information. “Mike and I attended the Pro Bike/Pro Walk Conference in Philadelphia last September,” Whitman notes. “There, we were able to review bike route maps from around the country to see what types of information they included.” From this survey, and the input of planning partners, the study team was able to determine which information would be most appreciated by the map’s eventual users.

Included in this information are Riding Tips stressing safety; a listing of bike-related organizations with phone numbers and web addresses; directions for riding On-Path, On-Street and On-Guard; directions for using the map; the State Bike Code and parts of the City Bike Code; important street signs with which to be familiar; and, a greeting from Indianapolis Mayor Bart Peterson who is an enthusiastic supporter of cycling for both recreation and transportation. “We are also happy to feature cycling photography from members of CIBA and the IBC,” Whitman says.

The map, as a product of Phase Five of the Indianapolis Regional Bicycle System Plan, is scheduled for print production in late summer, 2001. It will be available to the public in October at the City-County Building, public libraries, park facilities, area bike shops and several other locations. In addition, it will be featured on the Indy Parks Greenways web site a www.indygov.org/parks/greenways.

For more information on the Marion County Bike Route Map, contact Mike Dearing at 317/327-5139 or mdearing@indygov.org.
The actual map is 26.5"H x 39"W and 4-color. It folds down to approximately 9"H x 4.5" W. When unfolded, each side shows slightly more than half of Marion County, repeating the roughly three-mile mid-section that contains the downtown circle for easy orientation. The bottom half of Marion County appears by flipping the map horizontally, on its shorter axis, for easy handling in transit.

More information about Bicycling in Marion County is available from these organizations.

In his greeting, Mayor Peterson says Marion County has 327 miles of bike routes!

This is the cover of the map, with photography taken near the boardwalk along Waterway Boulevard and Fall Creek. It appears here at the bottom of the sheet, because of how the map folds. Note the BIKE ROUTE sign design. It is similar to that of signage that will appear on all Primary Bike Routes.

These illustrated tips give the basics of safe bicycle operation. Some were reprinted with permission from Metro Regional Services of Portland Oregon.
The legend describes Primary and Secondary Bike Routes and Greenways Trails and illustrates all eight map layers by color and line-type. In addition, it offers a directional compass and mile scale.

This reminder invites cyclists to get more information about the bike racks found on 95% of all IndyGo buses by calling 317/635-3344 or visiting www.indygo.net/bikerack. It also encourages users to get up-to-the-minute bike route information by visiting www.indygreenways.org.

Cycling photography was contributed by members of the Central Indiana Bicycling Association and the Indiana Bicycle Coalition, as well as the map’s creators.
The actual map is 26.5”H x 39”W and 4-color. It folds down to approximately 9”H x 4.5”W. When unfolded, each side shows slightly more than half of Marion County, repeating the roughly three-mile mid-section that contains the downtown circle for easy orientation. The bottom half of Marion County appears by flipping the map horizontally, on its shorter axis, for easy handling in transit.

This feature gives operating tips for cycling in three different scenarios: on a trail, on a city street, and within motorized traffic where inattentive drivers may pose a threat.

This copy block identifies the Metropolitan Planning Organization and Indy Parks Greenways as publishers of the map. It also suggests safety tips for use of both the map and the route network and identifies criteria used for identifying primary routes. Those wishing to download sections of the map are directed to www.indygreenways.org.

This section gives highlights of both the State Bike Code and new City Bike Code Amendments. For a complete review of SECTION 1, Chapter 431, ARTICLE VI, of the “Revised Code of the Consolidated City and County,” visit www.indygov.org/council/municode.
Cycling photography was contributed by members of the Central Indiana Bicycling Association and the Indiana Bicycle Coalition, as well as the map’s creators.

The legend describes Primary and Secondary Bike Routes and Greenways Trails and illustrates all eight map layers by color and line-type. In addition, it offers a directional compass and mile scale.

These nine road signs are among the most critical for cyclists to recognize at-a-glance.

This reminder invites cyclists to get more information about the bike racks found on most IndyGo buses by calling 317/635-3344 or visiting www.indygo.net/bikerack. It also encourages users to get up-to-the-minute bike route information by visiting www.indygreenways.org.
IndyGo Initiatives
(from page 1)

tomers, 2) expanding IndyGo’s service area to encompass the entire region, and 3) incorporating new technologies and initiatives to improve operational efficiency/economy and customer perceptions.

“Most of the initiatives proposed in our plan contribute to our goal of expanding, diversifying and improving service to meet the unique travel needs of the region’s population,” says Roland Mross, IPTC/IndyGo Director of Marketing and Service Development. “That’s why we introduced 40,000 hours of flexible, “on-demand” service to complement our fixed route operation in 2000, before our Implementation Plan was even completed,” he points out. “It’s also why we introduced economical, efficient paratransit services like the 86th Street Route, Dial-a-Ride and Flexride.”

The initiatives proposed by the plan, however, encompass a wide range of transportation-related issues, including customer conveniences, seasonal services and the possibility of becoming a regional transit provider. (For more information on regional transit efforts, see Q & A, page 2 of this issue.) Each is scheduled to begin during one of the next five years. To review the initiatives scheduled for this year, see the box at left.

“But this is just the beginning,” says Elizabeth Johnson, IndyGo Intergovernmental Relations Manager. As further evidence of IndyGo’s proactive posture, she notes the Special Neighborhood Study of the Glendale area on which IndyGo has served as MPO’s planning partner in considering a variety of alternative transportation options. “The goal is improving mobility,” she says, “and it’s natural for the public transit provider to be a part of any program that does that, even if it doesn’t involve buses.” (For further information on the Special Neighborhood Study, see Irons In The Fire, page 17, or teMPO’s Special Edition, June 2001.)

Recently, other IndyGo initiatives aimed at addressing the region’s need for transportation alternatives have gained wide spread attention in the local media. Whether proposed in the 5-Year Implementation Plan, or pre-dating it, these initiatives send out a clear message that regional transportation planners are looking at complementary, non-traditional efforts to offer integrated travel options to transportation system users.

Examples include:

Bike-To-Bus

This program is jointly sponsored by IndyGo, the Bicycle Action Project and the Governor’s Council on Physical Fitness and Sports. IndyGo has invested $600 - $900 per bus to equip 95% of its fleet (about 110 buses) with bike racks. Each rack holds two bikes and features quick release, convenient loading and unloading. (For more information on these racks, see teMPO, Summer 1999.) The racks accommodate all types of juvenile and adult-sized bikes and never contact the bike frame, thereby reducing the potential for damage. “The bike racks proved to be a hit when they were tested on Route 10, back in the summer of 1999,” notes Mike Dearing, MPO Principal Planner and planner-in-charge of bicycle and pedestrian programs. “Other transit systems in major metropolitan areas are also incorporating them, including those in Portland, Pittsburgh, Chicago and Seattle.

The program kicked off on Friday, August 3, with local cycling enthusiasts ranging in age from 27 to 70, riding to the State House to catch an IndyGo bus. The event was covered by local television stations and The Indianapolis Star under the heading, “Transportation Alternative.” Since that time, a growing number of cyclists have started to use the IndyGo bike racks on a daily basis. “Having bicycle racks on buses allows more people to have access to IndyGo’s fixed-route service,” says Dearing. “Someone may not live within
a comfortable walking distance to a bus stop, but bicycling there may be an acceptable alternative. And the same can be true at the other end of the trip,” he explains. “More people than ever are making a commitment to their own fitness and mobility, and to cleaning up the region’s air.”

**Access-To-Jobs/Flexride**

On September 12, 1999 IndyGo initiated a new transit program to transport passengers between the city’s Enterprise Community and employers in and around the Indianapolis International Airport (IIA) and the Park 100 area. “We’re very proud to be offering this much needed service for the benefit of passengers and area businesses alike,” said Shannon Joseph, IndyGo Marketing Manager, at the time. Prior to Access-to-Jobs, many Airport Zone employers, including hotels, warehouse facilities and manufacturers had trouble finding suitable applicants because of lack of transportation. “We don’t know how big a constituency we can ultimately serve, but it’s great to know we’re making a difference in people’s lives from day one,” Shannon said.

Originally intended to serve welfare recipients as well as low income and under-employed persons, the program’s target area for drawing constituents was the city’s Enterprise Community, roughly aligned with Center Township. The Route 9 Airport Zone Service Route, which started September 12, 1999, operated from 5:30 AM to 11 PM seven days a week, arriving at 30-minute intervals during peak travel times, 60-minute intervals off-peak. Additional late night service, available on-call, was scheduled to start later that year.

Now in its third year of a five year federal appropriation (subject to annual review), the Access-to-Jobs Program provides an estimated 7,400 rides with an expanded service area defined by 46th Street to the north, Mitthoeffer/I-70/I-465 to the east, Troy Avenue to the south and Tibbs Avenue to the west. “Because of the program’s success,

**Ride-Share Program**

“It’s a whole lot cheaper to take a car off the road than it is to put down the pavement needed for that car,” said Mike Peoni in an August 13 article in *The Indianapolis Star*. Headlined “City To Launch Ride-Sharing Effort”, the story reported details on a new IndyGo program to encourage ridesharing and vanpooling in the Indianapolis metropolitan area. Under a $3 million, three-year contract, URS Corporation of San Francisco will develop and promote the program, as it has in South Florida and Atlanta. Currently, 25,000 Atlanta commuters participate in the ride-sharing program. Can it work here? “It can, if we target the right companies,” says Thomas Cerny of URS. “Firms with 100 or more employees who work similar hours, such as manufacturers, are key to the program’s success. We promote the benefits of ride-sharing to these companies, including higher employee retention and a savings in parking,” he explains. Employees are encouraged to participate with guarantees of free rides home, in case of emergencies such as a sick child or unexpectedly being asked to work late. In addition, participants enjoy savings in vehicle operation, repair and maintenance.

*Cont on page 16, see IndyGo Initiatives*
(from page 15)

maintenance, in addition to the promise of eventually shorter travel times (because of reduced congestion).

“Census 2000 data suggests there will be huge initial resistance for people to get out of their cars,” acknowledges Elizabeth Johnson, Intergovernmental Relations Manager. (See Irons In the Fire, this issue). “But that doesn’t mean we shouldn’t start planning for the future now,” she says. “And this city’s future has to embrace a variety of alternative transportation options.”

Peoni concurs. “Buying up the rights-of-way for highway expansion has become too expensive. We are literally running out of room,” he says. “I think area residents are willing to try alternatives to the single occupant vehicle like carpooling or light rail. Until now, they just haven’t had many opportunities.”

IndyGo plans to start working with URS on its Rideshare Program as early as this fall. In several years, the program could accommodate as many as 10,000 participants and offer a variety of mobility options, including ride-matching and vanpool services organized by company or geographic area.

“Initiatives like these, and all of the strategies proposed in our 5-Year Plan relate directly to improving customer service, operational efficiency, and the way IndyGo is perceived by potential customers and regional decision-makers,” says Mary Lynn Ricks, IndyGo Public Affairs Director. “That’s because they were developed by listening to our customers and attendees at neighborhood meetings around the city. We will continue to encourage public input in IndyGo’s implementation process,” she says. “Our customers are really the best improvement planners we have.”

For more information on IndyGo’s alternative transportation initiatives or 5-Year Plan, call Roland Mross at 317/635-2100.

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**IndyGo’s 5-Year Implementation Plan (2001-2005) Proposed These Improvements For Its First Year:**

**Enhance Routes** - Review recommendations from the Indianapolis Transit System Review of October, 1999. IndyGo now has 36 fixed bus routes. Three of those routes carry 28% of IndyGo’s riders. Six routes carry 50%! As part of route enhancement, IndyGo will attempt to identify/implement lower cost options for serving riders along poorly performing routes, expand AM/PM Commuter Express Service, expand Access-to-Jobs service using a new $1 million grant and $1 million local match, assess/improve daily operations, and enhance Open-Door Service for seniors and the disabled to improve responsiveness.

**Implement Advanced Technology** - Acquire/deploy Automatic Vehicle Location (AVL) system hardware and software to aid IndyGo’s dispatch and communications, and train AVL management/operation personnel.

**Expand Public Relations Program** - Increase participation in neighborhood meetings, expand marketing services to increase public awareness, and increase public relations staff.

**Establish A Downtown Circulator System** - Establish a permanent circulator that will connect major downtown destinations; serve downtown residents, commuters and visitors; and improve bus operations/congestion.

**Establish A Downtown Transit Center** - Construct a downtown transit center that will enable IndyGo to streamline its existing fixed route service, and enhance the level of passenger service and amenities.

**Position IndyGo To Provide Regional Transit Service** - Expand regional transit services through programs like Commuter Assistance.

**Enhance Bus Shelter Program** - Establish a bus shelter design to be consistently used that will provide opportunities to post useful information and maximize advertising revenues.

**Increase Seasonal Route Services** - Enhance transit service offered for Colts, Pacers and Race events.
Irons In The Fire

Klika Departs INDOT

Indiana Department of Transportation Commissioner, Cris Klika, surprised many when she resigned her post on Tuesday, August 14, to stay at home with her young daughter, Piper. “I’ll miss my many friends and colleagues,” Klika said, “but this is the right choice, right now, for my family.”

Klika had been with INDOT for 13 years, the last two as Commissioner. As such, she oversaw the state’s 11,000 miles of highway and worked with planning partners like the MPO to program alternative modes of travel into transportation systems. “We’ll definitely miss Cris and the focus she brought to the job,” says Mike Peoni, MPO Manager/Master Planner.

In the Autumn 1999 issue of teMPO, Klika cited an internal focus for her tenure as Commissioner with personal goals being 1) keeping INDOT’s best people despite the allure of private sector salaries, and 2) improving the INDOT planning process. The former she hoped to achieve by offering extreme job satisfaction and the ability to serve the public and influence policy; the latter she characterized as “performance based budgeting” required to insure that INDOT continued to get “maximum bang for every buck.” Prior to Klika’s appointment, INDOT’s annual construction budget had doubled from $350 to $700 million (out of a total agency budget of $1.1 billion). “I want to relate our budget investments back to the performance of our transportation system,” she said at the time, “because that’s what the public cares about and comments on.”

Klika often used a circular model to demonstrate how she saw INDOT’s working relationship with the public. “INDOT puts its efforts into improving our transportation system, which serves the public, who gives us feed back on how we’re doing, so we can make more improvements,” she’d say. During Klika’s term as Commissioner, INDOT was involved with building trails, pedestrian and bike route systems (see related story, page one), traffic-calming techniques and other quality-of-life issues. “All of these efforts are in response to the diverse perspectives and interests of the public we serve,” Klika says.

Cris Klika’s last day as INDOT Commissioner was September 7. J. Bryan Nicol, a former INDOT Deputy Commissioner under Klika and most recently Deputy Chief-of-Staff for Governor O’Bannon has been appointed to succeed her. teMPO will profile Mr. Nicol in a future issue.

Census Data

As reported in the Spring 2001 issue of teMPO, further Census 2000 data was released in June and July of this year. Andy Swenson, Principal Planner - Information Resources and Policy Analysis with the City of Indianapolis, who served as primary liaison to the U.S. Bureau of the Census, has made this information available and accessible to area residents and decision-makers alike at a variety of venues, including the June Citizens Advisory Committee meeting. There, Swenson reported the following on population growth in our Metropolitan Statistical Area (MSA) since 1990:

- The Indianapolis MSA population grew by 16.44% since 1990.
- Of the nine counties in the MSA, Hamilton County grew the fastest, both in real numbers (73,804) and percentage increase (67.7%).

cont on page 18, see Irons In The Fire
Marion County grew by only 7.9% for the same period. However, because of its larger starting population, that increase translates into 63,285 new residents—about the same as adding two Greenwoods over the last 10 years!

Hendricks Co. was the second fastest growing by percentage (37.5%) and real number increase (28,376); Johnson Co. was third (30.8%, 27,110).

Marion County’s population diversity increased dramatically over the last ten years.

Marion County’s Hispanic population grew about 300% since 1990; African Americans increased about 20%.

White and minority residents are moving to the same areas, in about the same proportions.

The county’s fastest growing residential areas are not currently well served by public transportation.

Areas well-served by transit maintained their population base over the last 10 years. These areas generally have a higher population density than other Marion County neighborhoods.

Overall, Marion County’s average population density has remained constant.

“Community characteristics information, such as which neighborhoods grew the fastest, and age/race/ethnicity of the MSAs nearly 200,000 newest residents, is used in grant-writing, as a basis for marketing studies, and for forecasting purposes,” Swenson says. “This information is also crucial to the MPO for transportation planning, but the special transportation data set, gathered from the Census’ long form questionnaire, will not be processed and released until late 2003.”

Still, some transportation-specific census findings have been reported in the local press that have a direct bearing on the efforts of transportation planners to incorporate alternative travel modes into our regional system (See IndyGo Initiatives, page 1, this issue). The August 13 issue of The Indianapolis Star reported the following from the Census 2000 Supplementary Survey:

- Indiana ranks 8th among states with the highest percentage of workers traveling to work by personal car, truck or van. More than nine out of every ten Hoosiers do so.
- Of those who do, eight out of every ten commute to work alone. This earned Indiana 10th place in the “solitary drive” category.
- Nearly three out of four Indiana commuters can get to work in less than 30 minutes. This ranks Indiana in 20th place nationally in commute times, right behind Rhode Island—a state so small that it can be traversed in about an hour.
- For Hoosiers who currently rely on public transit systems, the news is not as good. Just over a third of them can get to work in thirty minutes.

“That’s why we’re increasing and enhancing our alternative mobility options,” says Mike Peoni, AICP, MPO Manage/Master Planner, “and why IndyGo is implementing its 5-Year Plan (see related story, page one). “We don’t want area residents seeking mobility options to have to sacrifice time or convenience.”

For more information on Census 2000, or its impacts on our regional transportation process, contact Andy Swenson at 317/327-5132 (aswenson@indygov.org).

Special Neighborhood Study Follow-Up

The Special Neighborhood Study of the Glendale Area, subject of tempo’s June, 2001 Special Edition, concludes this month with the release of its final report which will provide facility recommendations and design guidelines for the study area, as well as other established neighborhoods throughout the Indianapolis region. The purpose of this prototype study was to consider strategies for improving neighborhood access to pedestrian, bicycle and transit facilities. Study findings will also contribute to the MPO’s regional pedestrian and bicycle plans.

“The Special Neighborhood Study of the Glendale Area reflects the MPO’s general mission to plan/coordinate improvements to the

cont on page 19, see Irons In The Fire
regional transportation system, including the accommodation of alternative travel modes,” explains Mike Peoni, AICP, MPO Manager/Master Planner. “The study also addresses more specific MPO goals, such as improving air quality through reduced automotive emissions and addressing mobility as a quality-of-life issue.”

The one-mile square area around Glendale Mall was selected for study because of its sizeable population, busy thoroughfares, multiple bus routes, variety of retail and entertainment destinations, proximity to greenway corridors, and absence of existing walking, bicycling and transit facilities. This area is bound by Olney and Primrose Streets on the east and west and 65th and 56th Streets on the north and south. During the course of the study, a variety of mobility-enhancing options were considered.

As part of the evaluation process the MPO, its planning partner IndyGo and Storrow Kinsella Associates, a landplanning and design firm, invited all who live or work in the mile-square study area to attend three Neighborhood Workshops held in the Glendale Mall Community Room where they could participate in the planning process and communicate directly with team members. The first Workshop, held on May 10, included presentations on how walk-able access to local destinations, such as stores, parks and schools, and to IndyGo bus routes for longer commutes, can improve quality-of-life. Using large maps and aerial photographs, team members described the study’s timeline and objectives for attendees. Slide presentations also showed what other communities have done to improve mobility. In addition, those present were surveyed for their suggestions for improving sidewalks, calming traffic and introducing bike and transit facilities.

Since the publication of teMPO’s June Special Edition, the study’s remaining workshops have been conducted. Seventy-six attendees at the Second Neighborhood Workshop, held July 12, worked with the MPO and its planning and design team to develop a variety of complementary concepts for making the Glendale area more pedestrian- and bicycle-friendly, and better served by public transit. In addition, members of the public volunteered comments, suggestions, critiques and concerns for consideration.

“That meeting was part of our ‘visioning phase’ where actual walking, biking, busing and traffic-calming possibilities were considered,” says Stephanie Belch, the MPO Senior Planner in charge of the study. “During our third and final workshop, we reviewed the ‘Big Idea’ (a walk-able, bicycle-friendly, less automobile-defined neighborhood with north-south and east-west regional access by bicycles and transit), plus specific recommendations and implementation ideas.”

At the third and final Neighborhood Workshop, held on Wednesday, August 22, from 4 - 8 PM, the framework of recommended solutions and implementation strategies that resulted from the preceding two sessions, as well as study team analysis, was reviewed. Attendance approached 200 persons.

“The framework vision plan we presented is a composite of seven systems that work together for bicycle, pedestrian, public transit mobility and accessibility for the Glendale-area neighborhoods,” explains Meg Storrow, project consultant. These seven systems include the Glendale Block, Public Transit, Parkway, Green Streets, Off-Street Paths, Traffic-Calming and Sidewalks. (see visual, page 20).

cont on page 20, see Irons In The Fire
Irons In The Fire  
(from page 19)  

At time of publication, the results from the Third Neighborhood Workshop, and a summary from the Study’s Final Report were not yet available. Look for this information in future issues of teMPO, or contact Stephanie Belch, MPO Senior Planner at 317/327-5136 (sbelch@indygov.org).

ConNECTions On-Cue  

As promised, the Draft Environmental Impact Statement for the Study of Northeast Corridor Transportation will be available for public review and comment within the next 30 days, now that the federal review and revision phase has been completed. Area residents will have a minimum of 60-days in which to review and comment on the document’s findings concerning the impact eight proposed transportation options will have on our regional and human environment. These options include highway expansion, and bus and rail-bus transit systems.

Copies of the entire document will be available for review at government offices, public libraries throughout Marion County and in the municipal offices of neighboring communities in Hamilton, Hancock, Johnson, Hendricks and Boone Counties located within the MPO study area (Call Mike Peoni at 317/327-5133 for exact locations.) In addition, an Executive Summary of the Draft Environmental Impact Statement will be available on both the MPO and conNECTions web sites (www.indygov.org/indympo, www.indygov.org/con-nections).

The MPO will make the availability of this information known, and promote participation in the review process, through display and classified advertising in the local press, media advisories to local television and radio stations and newspapers, direct mail sent to neighborhood associations, and its monthly Citizens Advisory Committee meetings which are broadcast on WCTY, the government access channel (Channel 16, COMCAST & Time Warner).
ourselves out of congestion”; and, 4) there is still region-wide support for the establishment of an RTA and/or the development of a Regional Mass Transit Service Plan.

As a result of the Policy Committee’s request, a 13-member RTA sub-committee was formed to work with MPO Staff, which included representatives from Southport, Lawrence, Cumberland, Plainfield, Westfield, Carmel, Greenwood, IndyGo and the City of Indianapolis. This group met nine times over seven months and concluded that the establishment of an RTA would provide our region with its best opportunity to have a good road system and a good transit system—a combination that would help promote better air quality, a stronger economy and better quality-of-life.

Recommendation

On June 13, 2001, the RTA Sub-committee recommended to the Policy Committee the establishment of an RTA as allowed by Indiana Law (Indiana Code 36-9-3). That enabling legislation called for the Indiana Department of Transportation (INDOT) to designate the RTA’s planning district, which it did as “all of Marion, Hamilton, Madison, Hendricks, Shelby, Johnson, Morgan, Hancock and Boone Counties and all municipalities within. In so doing, INDOT only defined the boundaries in which an RTA could be formed. It is still the choice of each municipality whether or not to join the RTA.

The MPO supports the establishment of an RTA as proposed because it could function as a champion of transit as part of the solution to regional congestion. It would provide a forum for the region to work together and would have increased lobbying power and the ability to leverage state and federal funding opportunities. As a group of communities dedicated to working together to identify and develop transit opportunities, an RTA gives transit its best chance of making a valuable contribution to our regional transportation system.

As proposed, an RTA does not:

• replace or duplicate the MPO planning function

The MPO has a different study area and is federally mandated to plan for all aspects of our regional transportation system. The RTA focuses on transit only.

• eliminate the need for roadway improvements

The Indianapolis regional Transportation Plan has prioritized $3.2 billion dollars of roadway expansion projects over the next 23 years. Of this amount, $2.7 billion will be spent on improving the interstate system and other state facilities.

• have taxing authority

Additional legislation would be required to give the RTA this authority.

• have the power of eminent domain

That power is not granted to the RTA in Indiana Code 36-9-3, the enabling legislation.

Current Status

The Policy Committee agreed with the recommendation and instructed the sub-committee to work with legislative bodies within their respective communities to facilitate the formation of an RTA. The sub-committee’s intention has been to have Indianapolis/Marion County take the lead in establishing an RTA by ordinance. Other counties and municipalities could then join the RTA via resolution.

The RTA proposal (Proposal No.330, 2001) was introduced to the Indianapolis/Marion County City-County Council on June 25, 2001, and was referred to the Rules and Public Policy Committee. It was discussed by the Committee at its August 7, 2001, meeting. Some members of the Committee expressed serious concerns with the proposal, most of which pertained to the issue of taxing authority. There was much debate about the language of the enabling legislation and whether or not it, in fact, grants taxing authority. In the opinion of the RTA Sub-Committee and the City’s legal counsel, the RTA does not have taxing authority. Further, an amendment to the proposal was introduced and intended to underscore this fact.

At press time, this issue remains before the Rules and Public Policy Committee, and the MPO will continue to work with the Committee to address any of its questions and concerns. For more information on the Regional Transportation Authority, contact Mike Peoni at 317/327-5133 (mpeoni@indygov.org).
and to program year 2002 of the 2002-2004 IRTIP:

- The preparation of the Final Environmental Document for the conNECTions study of the Northeast Corridor with work to commence in 2001 or 2002 with a total cost of $933,834 ($747,067 federal, $186,767 state match).

- Protective Buying for an Interchange Modification project at I-70 and Mt. Comfort Road with acquisition to commence in 2001 or 2002 with a total cost of $1,275,000 ($1,020,000 in federal funds and a $255,000 state match).

**Requested by Johnson County**

Include the following Group I Urban STP funded project to program year 2002 in the 2002-2004 IRTIP. Note that the project was previously approved for funding, but has experienced delays.

- The Land Acquisition (LA) phase and the Construction (CN) phase for the Intersection Improvement project on Smith Valley Road at Peterman Road/Berry Road. The cost of the LA phase is $509,850 ($407,880 federal, $101,970 local match). The cost of the CN phase is $600,000 ($480,000 federal, $160,000 local match).

“As the IRTIP amendment process goes, this slate of proposed amendments is comparatively small,” notes Dearing.

Upon the approval of the Technical Committee of the Indianapolis Regional Transportation Council (IRTC), they will be presented for approval to the IRTC-Policy Committee on September 12, and the Indianapolis Metropolitan Development Commission on September 19. For more information on these amendments, or to express your comments, contact Mike Dearing at 317/327-5139 (mdearing@indygov.org).
Once upon a time, the Citizens Advisory Committee (CAC) met on a quarterly basis to advise the MPO and, by extension, the Indianapolis Regional Transportation Council (IRTC) on a variety of transportation-related subjects. By attending only four regularly scheduled meetings a year, plus the occasional, special meeting called to address unanticipated issues, CAC members and all interested parties could keep abreast of the regional transportation planning process and make their opinions known.

That all changed in the Fall of 1998 with the start of the conNECTions study of Northeast Corridor Transportation (see related story, page 20). It was decided at that time that the CAC should meet on a monthly basis to provide timely input into what was (and still is) considered one of the most important and far-reaching transportation studies to impact regional mobility. Since that time, CAC meetings have been held on the fourth Tuesday of the month, eleven times a year (never in December). Now, with the imminent release of conNECTions’ Draft Environmental Impact Statement, the MPO is wondering whether or not people want to return to the relative leisure of a quarterly meeting schedule.

“We’re really looking for people’s input on this,” says Mike Peoni, AICP, MPO Manager/Master Planner. “CAC meetings are one of our best ways to educate the public, and to gather their input,” he explains, “but sometimes there just aren’t enough ‘hot’ topics to flesh out a monthly agenda. On the other hand, monthly meetings have given us the opportunity to respond to public requests for information and to report on a wider array of issues that impact our regional transportation system,” he acknowledges.

Currently, only four CAC meetings are penciled in for 2002 (see 2002 Meeting Schedule at right). “We can always call additional meetings if the need arises,” Peoni says. “Or, if people really want them, we’re happy to continue planning a full year of monthly meetings, as we have been.”

So, what do you think? If you’re one of the 50 – 100 people who regularly attend the monthly CAC meetings, or one of the thousands who watch them on WCTY-TV (Channel 16, Comcast and Time Warner) or read about them in CAC Minutes, let us hear from you. Use the attached response card below or contact Mike Peoni directly at 317/327-5133 (mpeoni@indygov.org).

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**CAC SURVEY**

Please fill out this survey and fax it to 317/327-5103 or mail to: Mike Peoni, Metropolitan Planning Organization, 1841 City-County Building, 200 East Washington Street, 46204-3310.

1. I want Citizens Advisory Committee meetings □ on a monthly basis □ on a quarterly basis, or as needed
2. If there are fewer CAC meetings, I think the information presented at them will be:
   □ more germane to the transportation planning process.
   □ more limited to just a few transportation planning initiatives.
3. I currently participate with the Citizens Advisory Committee by (please check all that apply)
   □ attending monthly meetings.
   □ watching meetings on WCTY-TV (Ch. 16, Comcast and Time Warner).
   □ reading about the meetings in CAC Minutes.
   (Optional)

**Name** ____________________________________________________________

**Address** ________________________________________________________________________________________________

**City________________________ State _____ Zip ____________________________

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**2002 IRTC and CAC Meetings & IRTIP Schedule**

<table>
<thead>
<tr>
<th>Indianapolis Regional Transportation Council (IRTC)</th>
<th>Citizens Advisory Committee (CAC)</th>
<th>Indianapolis Regional Transportation Improvement Program (IRTIP) Schedule</th>
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<tr>
<td><strong>Technical Committee</strong></td>
<td><strong>Policy Committee</strong></td>
<td><strong>February 1</strong></td>
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<tr>
<td>February 28 at 9:00 a.m.</td>
<td>March 13 at 9:00 a.m.</td>
<td>Submit new projects for 2003-2005 IRTIP</td>
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<tr>
<td>June 6 at 9:00 a.m.</td>
<td>June 12 at 9:00 a.m.</td>
<td>February 26 at 6:30 p.m. CONFIRMED</td>
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<tr>
<td>August 29 at 9:00 a.m.</td>
<td>September 11 at 9:00 a.m.</td>
<td>March 26 CONFIRMED</td>
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<td>October 31 at 9:00 a.m.</td>
<td>November 13 at 9:00 a.m.</td>
<td>April 23</td>
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<tr>
<td>November 13 at 9:00 a.m.</td>
<td>August 27 at 6:30 p.m. CONFIRMED</td>
<td>May 21 at 6:30 p.m. CONFIRMED</td>
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<td>October 22 at 6:30 p.m. CONFIRMED</td>
<td>September 24</td>
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<td>August 9 3rd quarter amendment deadline</td>
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<td>September 18 3rd quarter amendment deadline</td>
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<td>November 30 3rd quarter amendment deadline</td>
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Please note that all meeting locations, dates and times are subject to change.
in the back of the Owners Manual is an order form to make the ordering by mail of any desired documents more convenient.

**Information Requests**

This section lists the Division’s most frequently asked questions. This list, compiled by staff members over the years, features the names and telephone numbers of the person best qualified to answer each question. Examples include “How do I obtain census information for Marion County and elsewhere in Indiana?” (Andy Swenson, 327-5132), “Who should I contact to report a zoning violation in my neighborhood? (Mayor’s Action Center, 327-4622), and “What is the future of the rail line in my neighborhood?” (Steve Cunningham, 327-5403).

**Glossary of Planning and Community Development-Related Terms and Acronyms**

This section, like teMPO’s own Acronymble, provides definitions for many of the terms planners use. In this case, however, the listing goes on for 35 pages!

There is no cost associated with receiving your own Division of Planning Owner’s Manual. To request one, call 327-5151 or request in-person or by mail at Department of Metropolitan Development, Division of Planning, 1841 City-County Building, 200 East Washington Street, Indianapolis, IN 46204. Most of the information contained in the Owner’s Manual is also available on-line at the Division of Planning web site (www.indygov.org/dmdplan). For more information on the Owner’s Manual, or to report errors or suggest changes, contact Bob Wilch at 317/327-5115 (bwilch@indygov.org).

**Your MPO Staff**

. . . includes these people who would be happy to address your comments or questions on any aspect of the transportation planning process:

- Stephanie Belch • Senior Planner 317/327-5136
- Steve Cunningham • Senior Planner 317/327-5403
- Mike Dearing • Principal Planner 317/327-5139
- Kevin Mayfield • Planner 317/327-5135
- Michael Peoni, AICP • Manager/Master Planner 317/327-5133
- Sweson Yang, AICP • Chief Transportation Planner 317/327-5137

For more information on our regional transportation planning process, visit the MPO web site at www.indygov.org/indympo.
Fall Follow-up Feast

In honor of Autumn, this issue of teMPO celebrates the fruits of the past year’s labor – a bumper crop of regional transportation planning initiatives, as varied as they are rooted in the needs of our transportation system users. Some, planted years ago, are now being followed-up with official public review and comment periods (NECT Options & Impacts). Others are still harvesting input to share with study decision-makers and the elected officials who serve on the Indianapolis Regional Transportation Council with whom your MPO shares its recommendations (IRTIP Amendments, Neighborhood Study Extended). Still others offer further information on subjects of past interest now included as ingredients in the region’s transportation recipe (Sound Walls, IndyWorks). As always, you’ll find these subjects, and more, in teMPO!

NECT Options & Impacts

As previously reported in teMPO (Summer, 2001), the Draft Environmental Impact Statement (DEIS) for the conNECTions Study of Northeast Corridor Transportation has been completed and made available for public review and comment. On September 28, a notice of the document’s availability was published in the Federal Register by the U. S. Environmental Protection Agency (EPA). More than 275 copies of the full document were distributed to agencies and organizations interested in the project, including the Indiana Department of Environmental Management, the Federal Highway and Transit Administrations, and the Spinnaker Cove and Eastwood Neighborhood Associations.

This report offered findings on the impacts that eight proposed transportation options are likely to have on the region’s human and natural environments. These options, intended to reduce traffic congestion and increase mobility throughout the

Midwest Regional Rail System

If you think passenger rail service is a thing of the past, think again.

According to a nine state, multi-agency high speed rail initiative, and the majority of Hoosiers expressing comments at seven Indiana-based public meetings held throughout the summer, rail is not only here to stay; it’s the wave of the future.

The Midwest Regional Rail Initiative is a cooperative, multi-agency effort to develop a nine-state, 3,000 mile regional passenger system. The states involved, including Illinois, Indiana, Iowa, Michigan, Minnesota, Missouri, Nebraska, Ohio and Wisconsin, would be partnered with a high speed rail provider yet to be determined whose long-distance trains would
I n Q & A, members of your MPO staff answer questions posed to them via voice mail, e-mail, regular mail or in-person. In this issue, Mike Peoni addresses the nature of the MPO’s planning responsibilities, the importance placed on public input, and how that input impacts the transportation planning process.

The MPO always makes a big deal about encouraging public participation in its planning studies, but I’m wondering how real a contribution I can make. I know transportation budgets are set years in advance, so how can my ideas and suggestions get funded?

— asked in a private one-to-one conversation at a public meeting.

The focus of the MPO’s work is typically directed toward major transportation improvement projects that involve the use of federal funds for implementation.

The MPO is the primary transportation planning agency in the greater Indianapolis Metropolitan Area. That’s what we do; we plan. We don’t implement construction projects ever. Rather, we work with transportation decision-makers and implementing agencies to coordinate the process for the entire region: gathering information and technical findings, providing analysis, offering a system-wide perspective on project needs, priorities and impacts. The MPO conducts studies to analyze transportation system needs in an objective and comprehensive manner in order to help elected officials set priorities so that the federal dollars available to this area are spent where they are most needed. Projects are implemented by state and local jurisdictions such as the Indiana Department of Transportation and the Indianapolis Department of Public Works.

As the region’s primary planning agency, one of the MPO’s core responsibilities is the development of the Indianapolis Regional Transportation Plan. With the help of transportation planners, engineers, elected officials and the public, this Plan ensures that facilities and services required to support the mobility needs of our community and its future growth are anticipated and available. As our longest-range planning tool, this document identifies transportation projects needed over the next 20+ years. Keep in mind, however, that our 20 years start today.

However, because the long-range planning nature of this document, it has always been a challenge to get the public interested, invested or involved in its development. Short-term, implementation decisions are easier to relate to. They just seem more real to most people. Most may not realize that no

Mike Peoni, AICP
MPO Manager/Master Planner

cont on page 12, see Q & A
INDIANAPOLIS METROPOLITAN PLANNING AREA

Glendale Neighborhood Study Area

conNECTions Study Area

Metropolitan Planning Area (Projected Urbanization By The Year 2020)

MP0 Modeling Area (Studied Because Of Its Proximity To, And Influence On, MPA Traffic)

Note: all roads on boundary lines are excluded except Marion County’s east and south county lines.
2002-2004 IRTIP Amendments

At the October 23rd meeting of the Citizens Advisory Committee (CAC), MPO Principle Planner Mike Dearing presented newly proposed amendments to the 2002-2004 The Indianapolis Regional Transportation Improvement Program (IRTIP). As previously reported in teMPO, the IRTIP documents federally-funded transportation improvement projects proposed for our region using available dollars within a three-year time frame. As such, it is constantly amended to reflect the newly recognized needs and shifting priorities of the MPO’s planning partners.

An important aspect of getting those projects approved for implementation is providing the opportunity for the public to review and comment on them. In May, 2000, the MPO started running display advertising in the City/State section of The Indianapolis Star in conjunction with its traditional classified notices to promote awareness and review of IRTIP amendments (see coMPOnents, page 10). The ads and classified notices announcing the following amendments ran in the October 22 and 23 issues of The Indianapolis Star and the October 26 issue of The Indianapolis Recorder.

Requested the Indiana Department of Transportation (INDOT)
Add the following projects to program year 2002 in the 2002-2004 IRTIP:

- The Construction (CN) phase for the Intelligent Transportation System (ITS) Communications System on I-74 from 0.15 mile east of I-465 to London Road. The project will be done as part of the I-74 rehabilitation project. The cost of the CN phase is $325,000 ($293,000 federal, $32,000 State match).
- The Preliminary Engineering (PE) phase for a Streetscaping project on US 40 (Washington Street) from German Church Road to Buck Creek in Cumberland. The project will be done as part of the added travel lanes project. The PE cost is $50,000 ($40,000 federal, $10,000 local match).

- Preventative Bridge Maintenance at various locations including I-65 northbound and southbound structures over Dr. Martin Luther King Jr. Street, I-65 northbound and southbound over Clifton Street, I-65 northbound and southbound over W. 71st Street & Bushes Run, the ramp to northbound I-65 over Bushes Run, and the southbound I-65 ramp to 71st Street over Bushes Run. The PE cost is $50,000 ($40,000 federal, $10,000 State match). The CN cost is $450,000 ($360,000 federal, $90,000 State match).
- Purchase of two additional vans in program year 2002 for the “Hoosier Helper” van program on I-465. The total cost is $80,000 with $64,000 being federal Congestion Mitigation & Air Quality (CMAQ) funds (State apportionment) and $16,000 being State match.

Requested by the Indianapolis Department of Parks and Recreation
Include the following project using Group I Urban Surface Transportation Program (STP) Funds in program year 2002 of the 2002-2004 IRTIP:
- Add the Pre-scoping Study for the Pennsy Bicycle/Pedestrian Trail to Fiscal Year (FY) 2002. This study was programmed in FY 2001, but has experienced a delay in initiation. The cost of the study is $25,000 with $20,000 being federal funds; $5,000 local match.

cont on page 6, see IRTIP Amendments
The Special Neighborhood Study of the Glendale Area which was the subject of a teMPO Special Edition (June, 2001) and again featured in the Summer, 2001 issue (Irons In The Fire) has been extended beyond its scheduled September completion date to accommodate continuing interest and input. The purpose of the study is to identify effective strategies for increasing mobility options within established neighborhoods. The study contract with consultants Storrow Kinsella Associates, a landplanning and design firm, was extended to the end of February 2002, with a draft report due by the end of December and presented to the Study Review Committee for approval the following month. Public comments will be included and addressed in the final report.

The Metropolitan Planning Organization (MPO) made the announcement via Media Advisory to 30+ news sources on Thursday, October 11, resulting in radio, television and print coverage. The Indianapolis Star ran a follow-up story on Wednesday, October 17, which stressed the MPO’s information outreach program and encouraged Glendale area residents to schedule group presentations on study findings. The study extension was also discussed at the October 23rd Citizens Advisory Committee meeting. Additional presentations have been given to the Fairfield-Sylvan Neighborhood Association (October 17th), and several schools, churches and interested parties at Northminster Presbyterian Church (November 20th).

The one-mile square area around Glendale Mall was selected for study because of its sizeable population, busy thoroughfares, multiple bus routes, many popular destinations, proximity to greenway corridors, and absence of existing walking, bicycling and transit facilities. This area is bound by Olney and Primrose Streets on the east and west and 65th and 56th Streets on the north and south. When completed, the study will serve as a planning prototype with the procedures used to conduct it, as well as its eventual facility recommendations and design guidelines, being employed elsewhere in the region. Study findings will also contribute to the MPOs regional pedestrian and bicycle plans.

The Special Neighborhood Study has relied on informed public participation to develop a variety of complementary concepts for making the Glendale area more pedestrian, bicycle, and transit friendly. With its planning partner IndyGo, and project consultant Storrow Kinsella Associates, the MPO hosted three Neighborhood Workshops over the spring and summer where hundreds of Glendale Area residents voiced their suggestions and concerns about walking, biking, busing and traffic-calming strategies. At the most recent of these, held on August 22 in the Community Room of Glendale Mall, attendees reviewed specific recommendations for the Glendale Block, Public Transit, Quiet Streets, Kessler Boulevard, Off-Street Paths, Traffic-Calming, Sidewalks, Bike Ways and Landscape and Urban Forest Extension.

“It’s a lot of information to digest,” says Stephanie Belch, MPO Senior Planner-in-charge. “We extended the study in order to give all interested parties the opportunity to review the draft recommendations in detail and express their opinions.” The MPO continued its outreach program to churches and schools that may be affected by some of the study’s eventual recommendations, as well as to anyone within the Study Area who requested a presentation. “We tried to schedule a special presentation for any group that asked for one,” Belch notes. Also during the study’s extension, transportation engineers conducted additional traffic impact analyses on recommendations concerning Kessler Boulevard and several of the quiet street options.

The draft report, which incorporates the study’s recommendations, findings and public comments, will be presented to the Study Review Committee in early January. It will then be made available for 30 days of public review and comment before going to the Technical and Policy Committees of the Indianapolis Regional Transportation Council (ITRC). Ultimately, the study’s recommendations will be taken to the Metropolitan Development Commission (MDC) for approval.

Once approved by the MDC, the report will be made available to the appropriate implementing agencies, including the Department of Public Works (DPW), IndyGo and Indy Greenways. Actual implementation of recommendations will be the responsibility of the implementing agencies and will be subject to available funding and community acceptance criteria. The MPO will monitor implementation status to evaluate the usefulness of the study and the viability of its recommendations.

For more information on the Special Study of the Glendale Area, contact Stephanie Belch at 317/327-5136 (sbelch@indygov.org).
For Indianapolis Parks Greenways
Include the following project using Transportation Enhancement (TE) Funds in program year 2002 of the 2002-2004 IRTIP:
• Add the Construction phase for the Monon Rail Trail project (phases 4 and 5) from Fall Creek to 10th Street. The cost of the project is $1,250,000 with $1,000,000 being federal TE funds and $250,000 being local match.

For the City of Indianapolis
Include the following projects using $2,000,000 of Transportation Enhancement (TE) Funds as part of the Section 6, Paragraph E2 of the Road Transfer Agreement between INDOT and the City of Indianapolis. The agreement reimbursed the City for assuming the responsibility for the maintenance of the former the State Jurisdiction roadways inside of I-465 with the exception of the Interstates. Note that the total cost of these two projects will be $2,500,000.
• Add to 2002 the Construction (CN) phase for the preparation and installation of bicycle route signs on the primary bicycle routes identified on the Marion County Bicycle Route Map. The cost of project is $500,000 ($400,000 federal, $100,000 local match);
• The remaining $1,600,000 of federal TE funds will be used for the Preliminary Engineering (PE) phase, the Land Acquisition (LA) phase and the CN phase for the development of the abandoned Penn Central rail corridor for an off-road bicycle/pedestrian trail on the east side of Indianapolis. The PE and LA phases are being programmed in FY 2002. The approximate total cost of the PE phase is $250,000 ($200,000 federal, $50,000 local match) and the approximate total cost of the land acquisition phase is also $250,000 ($200,000 federal, $50,000 local match). The CN phase is being programmed in 2003 with a total cost of $1,500,000 ($1,200,000 federal, $300,000 local match).

Dearing invited public comment on these amendments during the CAC meeting and after, via phone (317/327-5139), e-mail (mdearing@indygov.org) or mail (Mike Dearing, Principal Transportation Planner, Indianapolis Metropolitan Planning Organization, 200 East Washington Street, City County Building, Suite 1841, Indianapolis, IN 46204). Upon completion of the comment period, these amendments and all gathered input were presented to the Technical Committee of the Indianapolis Regional Transportation Council on November 1, 2001 and the IRTC Policy Committee on November 14, 2001 for approval. For more information on the IRTIP amendment process, or on possible implementation of the amendments described here, contact Mike Dearing using the contact information above.
Sound Wall Pros & Cons

With the release of the conNECTions’ Draft Environmental Impact Statement (DEIS) for public review and comment (see related story, page 1), there will be renewed discussion of the study’s eight potential transportation strategies and their environmental impacts. Four of these (H1A, H3, H5 and H6) involve highway expansion which have raised public concerns regarding traffic noise.

In the natural environment, increased highway noise can affect the habitat conditions of resident wildlife, possibly causing changes in migration, hibernation and mating habits. In the human environment, increased highway noise can account for the levels of aggravation and stress reported by area residents whose subdivisions, once well buffered from minimal sound intrusion, now suffer the affects of minimized right-of-way and maximized around-the-clock traffic noise.

The residents of Avalon Hills in the Northeast Corridor have long registered their complaints over rising noise levels, 24/7 traffic and the effects both have on their quality-of-life. Even before conNECTions started to address the problems of congestion and lack-of-mobility in the region’s busiest travel corridor, these people were asking for relief through sound barriers or noise walls. When conNECTions narrowed its list of potential transportation strategies to eight, half of which involved increasing highway traffic-handling capacity, the requests for sound walls intensified.

“We certainly understand the problems and appreciate the conditions that have people concerned,” says Mike Peoni, MPO Manager/Master Planner. “The issue of sound walls is often raised at our monthly Citizens Advisory Committee meetings by long-time residents who have felt the effects of increasing highway noise first hand. But it’s important for people to understand that sound walls can only do so much and that their use can often create as many problems as they solve.”

A Sound Solution?

Transportation planners share the goal of protecting area residents from the negative effects of traffic noise. However, they recognize walls of any kind can be barriers to the good as well as the bad, as likely to hold things in as well as keep things out. For example, walls that cut noise may also block sunlight and obstruct views. Sound walls that run east to west create a permanently shaded north side with the potential for chronic snow and ice build-up. Reflected heat and glare may also be problems. And, noise barriers that block wind can also create turbulence and stagnant air.

Another issue raised by the use of sound walls is driver stress. Unless sound walls are placed very far apart, they can ricochet sound, and create a monotonous tunnel effect which measurably increases driver stress. This is why potential sound wall installations need to be evaluated carefully using, and why the Indiana Department of Transportation bases its decisions on state and federal guidelines (see side bar, Want To Know More?, page eight). Of greater general concern is the well documented performance limitations of sound walls. Some people who request them have unrealistic ideas about what they can accomplish. Highway traffic, measured from 100 feet away, registers about 75 decibels on average. Because decibels are a logarithmic measurement, adding 10 decibels doubles a sound level. Sound walls are considered effective when they reduce noise by 10 decibels.

Another troubling aspect of noise barriers’ relative effectiveness is that they are proven to protect only a small area within their ‘noise shadow.’ Tests done in Colorado Springs have shown that sound walls significantly reduce noise “only at locations within about 20 yards from the wall” – basically, the right-of-way. Also, reflecting noise from a wall’s shadow side may increase noise levels in the opposite direction. And, as noted earlier, parallel walls ricochet sound, reducing their effectiveness from 10 decibels to a barely discernible 4-decibels.

DID YOU KNOW?
The first noise walls in America were built in 1968 along California interstates.

According to the Federal Highway Administration, more than 1,300 linear miles of noise wall have been built along new freeways since 1968. The cost: nearly $2 billion in mostly federal dollars.

DID YOU KNOW?
Minnesota has the country’s most extensive noise wall program and receives about 600 calls requesting retrofits each year!

It will take an estimated 17 years for Minnesota to fund its top 48 highest priority noise wall projects.

“’There are alternatives to the traditional sound wall,’ Peoni notes, “but none offer a perfect solution. For instance earth mounds or berms are a little more effective in reducing sound, and more natural, but they require a much wider right-of-way, thereby increasing the required acquisition and impact on neighboring residential areas.

cont on page 8, see Sound Wall
Sound Wall
(from page 7)
Planted greenwalls are another natural option that help mitigate air pollution like berms,” says Peoni, “but a 100-foot band of dense trees and shrubs reduces the noise level by five decibels or less.”

The most effective sound barriers, and those that require the least amount of space are solid walls about a foot thick. Such barriers have the two-fold benefit of blocking or deflecting sound waves while also obstructing the view of the road. Studies have shown that visually removing the sound source reduces the perception of noise and its accompanying stress levels. But what about when the sight of the wall itself causes stress?

In its most recent figures, the FHWA estimates that America has a total sound wall surface area of 80 million square feet. Due in part to an aggressive concrete lobby, the vast majority of that area is blank concrete, even though many materials would serve as well. Brick, stone, metal, wood, plastic and laminated glass have all been used successfully, since thin dense, walls (concrete) and thicker, lighter ones (alternative materials) deflect sound equally.

Other options include composite materials, such as aluminum on wood, rubber-coated lead, porous concrete or plastic backed by crumb rubber, which absorb rather than deflect sound. Cost of construction material is always a consideration, but not necessarily a limitation. Even when concrete is chosen, aesthetically pleasing installations are possible. Precast concrete panels, the common choice because of their economy and versatility, can be textured, colored while cast, stained in place, or molded to appear like surrounding materials, such as structural brick. In one outstanding Arizona example, transportation planners worked with artists and architects to cast southwestern imagery into sound wall panels along the seven-mile Pima Expressway. Reusable rubber form-liners were layered, resulting in an ever-changing variety of textures and symbols. The result: sound walls that are not only effective, but beautiful, reflecting the indigenous character of their locale and serving as a source of pride for the travelers who pass them on a daily basis.

Successful installation examples and material innovations notwithstanding, sound walls are not the best way to control traffic noise. The best way would be to control it at its source — through auto engine and muffler improvements — rather than trying to wall off the listener. Failing that, rubberized pavement slowing down traffic to reduce its decibel levels or increasing reliance on public transit where noise reduction is easier and more cost-effective.

“We might suggest that INDOT consider evaluating sound walls in a certain location, but that’s as far as we can take it,” says Peoni, of his planning agency. “It’s still up to the implementing agency to study the effectiveness and economy offered by these tools.”

For general information on sound walls, browse the web at www.fhwa.dot.gov/environment/noise, www.dot.state.mn.us/govrel/position-
**Irons In The Fire**

**Pedal & Park Preview**

We’re definitely interested in again sponsoring the Pedal & Park Program in 2002,” says Mike Peoni, MPO Manager/Master Planner. “Pedal & Park supports a lot of our established goals and our sponsorship of the program allows us to encourage alternative modes of travel and use of our growing greenways network.”

Peoni made his intention to continue the relationship known to Tom Olsen, President of The Greenways Foundation, during a meeting at the City-County Building, on Wednesday, October 17. The Greenways Foundation founded the program in 1998 to offer parking for a fee in volunteer-run Bicycle Corrals at the Indiana State Fair, where it was called “Moo-non To The Fair.” Bike Corral parking was extended to other greenway-adjacent summer events in 2000. In 2001, the not-for-profit organization approached the MPO about the possibility of sponsorship. Related expenditures were also reviewed during the meeting.

As part of its program sponsorship, the MPO underwrote all parking fees for the year to a maximum of $2,500. Actual funds paid out totaled just over $1,100, with proceeds being dispersed to volunteer bicycle organizations in proportion to their program efforts. At $1 per parked bike, 2001 Pedal & Park events earned the following tallies for their participating partners: Broad Ripple Art Fair - $200, Day At The Depot - $100, The Indiana State Fair - $709, and Penrod - $97. “We wish it could have been more,” says Olsen, “but the MPO has indicated its willingness to fund additional Pedal & Park events next year. They’ve even raised the sponsorship maximum to $4,000 to give us something to shoot for.” The guaranteed daily minimum was also raised to $60.

In addition to 2001 parking fees paid, the MPO purchased tents for use as volunteer and literature shelters; developed and produced bike-related literature; and lent media and public relations support which resulted in multiple articles in The Indianapolis Star, WIBC drive-time features and remote broadcasts by WISH-TV, Channel 8. In addition, Pedal & Park events were included in a variety of local broadcast community calendars. “This was really a building year for us,” Olsen says, “and I don’t think we can overestimate the benefits of increased awareness.

In addition to its continuing Pedal & Park sponsorship, the MPO supported a variety of other cycling initiatives this year, including sponsorship of the Indiana Bicycle Coalition’s Statewide Bicycle Conference, and funding the development and production of the new Marion County Bike Route Map (see story below).

For more information on Pedal & Park Program, including future volunteer opportunities, call 317/297-1283 or 317/710-0739, or visit the Indy Greenways web site at www.indygreenways.org.

**Mayor Unveils New Bike Map**

On Thursday, October 4, Indianapolis Mayor Bart Peterson, in conjunction with the Metropolitan Planning Organization, introduced the new Marion County Bike Route Map at a 1:30 Press Conference held in White River Park. The event was covered by various print and broadcast news sources, including The Indianapolis Star which ran a story that noted the map was the first update of the county’s bike routes system in 15 years. That 327-mile network is now depicted on the map which shows interconnected primary and secondary street routes and existing and proposed greenway trails. Safety tips, state and city/county biking codes and contact numbers/addresses of biking-related organizations are also featured.

“Since that press conference, we’ve distributed about 10,000 maps,” says Mike Dearing, the MPO Principle Planner in charge of the bike route plan development and map project. “Clearly, this is something that people have been very eager to get and use.” Transportation planners intend the expanded route network, and the map, to aid cyclists looking for alternative to driving. “We’ve made every effort to identify bicycle routes that encourage real-life bicycle usage, such as commuting to work, recreational travel and running errands, while also tying into the existing trails of Indy Greenways,” Dearing explains. Maps are now available at no cost from local bicycling organizations, supermarkets, bike stores, libraries, parks and City/County government offices. In addition, Indy Greenways and the MPO plan to post the map in down-loadable form on their web sites (www.indygreenways.com, www.indygov.org/indympo). For more information about the Marion County Bike Route Map, contact Mike Dearing at 317/327-5139 or mdearing@indygov.org.
One of the most important components of the MPO's transportation planning process is public input – the voiced suggestions, concerns and reactions of the people who actually use the regional transportation system. Without it, MPO planners and their consultants are less likely to recommend strategies that will be embraced by the community.

To encourage public awareness and informed participation in the regional transportation planning process, the MPO includes display advertising among its various outreach efforts, as well as media advisories, news and community affairs stories, web access, direct mail and in-person presentations. The ads listed below are examples that appeared in local publications over the last three months. To stay informed on MPO activities and further opportunities for your involvement in the regional transportation planning process, look for ads featuring this format in the City and State section of *The Indianapolis Star* and Section A of *The Indianapolis Recorder*.

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**IM P O R T A N T**

The Indianapolis Metropolitan Planning Organization (MPO) invites you to the August Citizens Advisory Committee meeting on Tuesday, August 28, at 6:30 PM.

This month’s agenda includes amendments to the Indianapolis Regional Transportation Improvement Program (IRTIP) and an update on the Glendale Special Neighborhood Study. Join us in Room 107 of the City-County Building, 200 East Washington, downtown Indianapolis.

For more information on transportation planning, call 327-5151 or visit www.indygov/indympo.

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**IM P O R T A N T**

The Metropolitan Planning Organization (MPO) invites your input on proposed amendments to the 2001-2003 and 2002-2004 Indianapolis Regional Transportation Improvement Program (IRTIP), which documents federally-funded transportation improvements for our region.

These amendments, requested by the Indiana Department of Transportation and Johnson County, include trail construction, intersection improvements and final environmental document preparation for conNECTions. See our classified ad in today’s paper for more information.

For more information on transportation planning, call 327-5151 or visit www.indygov/indympo.

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**IM P O R T A N T**

The Metropolitan Planning Organization (MPO) invites your input on proposed amendments to the 2002-2004 Indianapolis Regional Transportation Improvement Program (IRTIP), which documents federally-funded projects in our region.

These amendments involve trail construction, bike route signage, roadway and bridge maintenance, and new Hoosier Helper vehicles.

For more information, see our classified ad in today’s paper or attend the Citizens Advisory Committee meeting on Tuesday, October 23.

For more information on transportation planning, call 327-5151 or visit www.indygov/indympo.

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**IM P O R T A N T**

The Metropolitan Planning Organization (MPO) invites your input on the Draft Environmental Impact Statement (DEIS) for conNECTions — the study of Northeast Corridor Transportation.

Environmental impact information on the congestion-reducing, mobility-increasing strategies under consideration is available, toll-free, at 1-877-NEC-LINK, on the web at www.indygov.org/connections, or by reviewing the complete DEIS at government offices and public libraries throughout the Northeast Corridor.

For more information on transportation planning, call 327-5151 or visit www.indygov/indympo.
The Metropolitan Planning Organization (MPO) invites your input on the Draft Environmental Impact Statement (DEIS) for conNECTions — the study of Northeast Corridor Transportation. This document reports on the likely environmental impacts of eight transportation options being considered for our region’s busiest travel corridor, including highway expansion, expanded bus service, and bus/rail transit systems. Review this document at government offices and public libraries throughout the Northeast Corridor or, in Executive Summary form, at www.indygov.org/indympo.

For more information on transportation planning, call 327-5151 or visit www.indygov.org/indympo.
Questions & Answers
(from page 2)

transportation project can be implemented with federal funds without first appearing in the Regional Plan. For this reason, the Plan’s development represents the first, best opportunity for the public to influence what gets done to and for our regional transportation system. This is why the MPO established the Citizens Advisory Committee in 1994; to gather input on projects at the planning stage.

A second core activity for the MPO is the preparation of the Indianapolis Regional Transportation Improvement Program (IRTIP). In preparing the IRTIP, the MPO uses a project selection criteria to help reconcile the projects submitted for consideration by the implementing agencies with available federal dollars within a three year time frame. The IRTIP documents federally-funded projects programmed for our region using available dollars within a three-year time frame. Before projects can be considered for inclusion in the IRTIP, they must first appear in the Regional Transportation Plan. The easiest way to think about the relationship between the Plan and the IRTIP is to remember that the Plan identifies transportation system needs, while the IRTIP identifies funding to implement projects that satisfy identified needs when implementing agencies are ready to move ahead and federal funding is available. The Plan places potential projects into the pipeline for future funding consideration, while the IRTIP commits to them now. The IRTIP is both a planning and programming tool. Again, any project implemented with federal funds must first appear in both the Plan and the IRTIP.

Because of the short-term, implementing nature of the IRTIP, its projects often attract more public attention and build greater awareness than Plan projects. The MPO encourages this input by advertising the IRTIP’s frequent proposed amendments and by presenting them to the CAC for review and comment on a regular basis. (Opportunities for the public to review and comment on updates of the Regional Transportation Plan are also advertised.)

These are just a few of the ways that the MPO seeks out, and listens, to what the public has to say. Our recommendations are always based, in part, on public input. We listen by taking community comments regarding plan recommendations into consideration along with our technical findings and evaluative analysis. We listen by passing your comments on to the appropriate implementing agencies. And, we listen by investigating issues raised during the studies we conduct as part of our Unified Planning Work Program. Recent examples include the Bicycle Route Plan/User Map (2000 Program) and the Pedestrian System Plan, Special Neighborhood Study and the Central Indiana Regional Community League’s Regional Planning Guide (2001 Program).

In short, gathering, considering and passing along your comments and ideas is a big part of what we do. So, public input counts and we make every effort to listen. If you want to be heard, keep talking to us. The phone numbers and e-mail addresses of every MPO staff member are included in each issue of teMPO.

How can you affect budgets that are set at least a year in advance? By making yourself heard to us, to your elected officials, to implementing agencies with jurisdiction over your concerns, as early and as often as possible. That’s the best way to participate in the regional transportation planning process and the only way to effectively influence project recommendations and future implementation funding. Once a need or opportunity is identified, it can become a part of the Indianapolis Regional Transportation Plan and, eventually, be funded through the Indianapolis Regional Transportation Improvement Program. So, keep talking. We’re listening and the IRTIP (see story, page 4) and public-inspired studies (pages 5, 6, 9, 10 and 13) are proof.

Your MPO Staff

. . . includes these people who would be happy to address your comments or questions on any aspect of the transportation planning process:

Stephanie Belch • Senior Planner 317/327-5136
Steve Cunningham • Senior Planner 317/327-5403
Mike Dearing • Principal Planner 317/327-5139
Kevin Mayfield • Planner 317/327-5135
Michael Peoni, AICP • Manager/Master Planner 317/327-5133
Sweson Yang, AICP • Chief Transportation Planner 317/327-5137

For more information on our regional transportation planning process, visit the MPO web site at www.indygov.org/indympo.
IndyWorks Wonders

The Summer 2001 issue of tcMPO featured a cover story on new IndyGo initiatives drawing attention and winning kudos from local media sources and the public alike. Included among these are the Access-To-Jobs/Flexride and Ride-Share Programs offering new, untraditional transit options beyond big bus, fixed-route service, and the new bike racks now found on nearly all of the transit provider’s 230 buses. Another new regional transit initiative that’s gaining attention from employers and employees alike region-wide is IndyWorks – the commuter benefits package.

IndyWorks is a joint offering from IndyGo, the region’s transit provider, and WageWorks of San Mateo, California, whose team members helped write the new federal commuter benefits tax law and offer services to employers like GE, Disney, Bank of America and the State of Illinois.

DID YOU KNOW?

The average IndyWorks participant can save up to $350 in taxes annually.

“IndyWorks addresses a real need in the area,” says Shannon Joseph, IndyGo Marketing Director. “It helps companies get their employees to work, and increases workforce reliability, for absolutely no cost.” In addition worker retention, due to increased compensation, increases. Other program benefits include tax savings for employer and employee alike, and environmental improvements. “When employees are stressed, business suffers. It’s that simple,” Joseph explains. “That’s why we created IndyWorks. Now, employees can ride the bus for less, help save the environment, and stop paying high parking fees. In short, traffic congestion is your enemy,” he notes. “IndyWorks is your friend.”

IndyWorks saves participating employers and their employees both time and money by providing transportation-related discounts on everything from bus rides to parking fees. Employees can enroll through a link on their company’s web site or, toll-free, over the phone.

There is no required annual commitment. Employees can enroll in real time, anytime, and choose from a variety of commuter choices, vanpool services and parking fee discounts. Once selected and confirmed, the actual transit pass is delivered directly to the employee. No distribution, voucher or claim form hassles.

Employees can even save if their transit or parking options are not available for home delivery through IndyWorks. They simply specify their monthly commute expenditures at the time of enrollment, then submit documentation of monthly expense directly to IndyWorks. And IndyWorks is just as convenient for employers. This full service commuter benefits plan handles the payroll adjustment details without forms, vouchers or administrative burden to participating companies. Employers simply decide which benefits to offer and identify eligible employees. Then, through WageWorks, IndyWorks provides a monthly payroll adjustment file that summarizes each employee’s participation in

IndyWorks Inquiries

Here are commonly asked questions about the IndyWorks Commuter Benefits Program:

Q: What kinds of transit and parking are available from IndyWorks?

A: Thanks to the partnership of IndyGo and WageWorks, IndyWorks commuter options include passes for riding buses, trains, subways, ferries, streetcars and other forms of mass transportation, as well as commuter vanpools. IndyWorks also covers paid parking at or near an employee’s place of work or at a transit station park-and-ride lot.

Q: Does IndyWorks use commuter checks or vouchers?

A: No. With IndyWorks, participating employees receive home delivery of the same pass they would buy at the IndyGo Transit Store. Participating companies avoid the extra cost of obtaining and distributing vouchers, while employees avoid the bother of traveling to a special location to exchange vouchers for transit passes.

Q: Is any additional paperwork needed?

A: When an employee selects a pass, no receipts or other substantiation is required. If a desired transit is not available, the employee reports the expense by submitting receipts directly to IndyWorks using program envelopes. There are no additional forms to fill out.

Q: Can employees make changes to their benefits on-line?

A: Yes. Employees can purchase transit on a one-time-only basis, or subscribe to receive a pass on a regular basis. Participating employees are not limited to a single annual enrollment.

DID YOU KNOW?

Almost nine out of ten American workers believe commuter assistance benefits would be a useful employer benefit, according to the 2001 Zylo Report.

cont on page 20, see IndyWorks
Regional Rail System
(from page 1)
providing service on some proposed routes. When completed, the Midwest Regional Rail System (MRRS) would offer business and leisure travelers shorter travel times, additional train frequencies, modern and comfortable amenities, and downtown-to-downtown connections between urban centers and smaller communities. In Indiana, the system would include 545 miles of rail line, plus feeder bus service, to serve the state's 6.4 million residents.

At the Tuesday, August 21 meeting in Indianapolis, the fifth in the series, both spirits and attendance were high. About 175 participants attended the highly publicized meeting in the Indianapolis Public Library Branch at Glendale Mall and seemed to voice the consensus opinion that Central Indiana is ready for rail. “We’d already heard from a lot of people in the Indianapolis area, even before the meeting,” says Tom Beck, a rail planner with the Indiana Department of Transportation (INDOT). “For the most part, comments have been very supportive of the idea of building a new, high-speed rail system throughout the Midwest.” Other meetings were held in Gary, South Bend, Clarksville, Fort Wayne, Lawrenceburg and Lafayette.

But how fast is ‘high speed’? What would the system cost? And, how many would use it?

“Trains would travel up to 110 miles per hour (mph) along most routes, cutting some current travel times by rail in half,” Beck explains. “For example, traveling Chicago-to-Cincinnati (through Indianapolis) would take just over four hours on the new system, instead of the usual eight hours and 48 minutes.” Chicago would serve as the system’s hub. It would use tracks that fan out to a web of cities, linking Indianapolis to Chicago, Louisville and Cincinnati. “Total system cost is estimated at $4.1 billion,” he notes. “In Indianapolis, the total cost would be about $750 million, with Indiana’s share amounting to somewhere between $80 and $120 million.”

Backers of the plan say that by 2010, an estimated 9.6 million passengers would use the Midwest System. As envisioned under this proposal to expand service, high-speed trains would make up to six stops a day in Indianapolis. Midwest Rail forecasts for 2010 indicate that more than 2.3 million annual trips would be made on the three primary routes serving Indiana (Chicago-to-Cincinnati; Chicago-to-Cleveland and Chicago-to-Louisville), with additional passengers on the Chicago-Michigan service.

“It’s a plan that we’re very enthusiastic about,” says Steve Cunningham, MPO Senior Planner and planner-in-charge of rail related issues. “A core goal of the MPO is to expand mobility choices for people in our planning area. This proposal does that while taking into account the aspects of travel most people consider key – cost, convenience and comfort. For example, a two hour trip to Chicago might cost about $40,” he says. “You might be able to drive there cheaper, but not faster or more comfortably.” In addition, more frequent service would allow single day round-trips to many major cities that aren’t currently possible. Under the pro-

DID YOU KNOW?
The proposed Midwest Regional Rail System (MRRS) would link nine states including Illinois, Indiana, Iowa, Michigan, Minnesota, Missouri, Nebraska, Ohio and Wisconsin.
Regional Rail System
(from page 14)

posed plan, for instance, the Chicago-to-Cincinnati run (through Indianapolis) would have a total of 6 trains in each direction; currently, it has one. “With this system, high quality rail transportation becomes an option for people who cannot or choose not to drive,” Cunningham asserts.

As proposed, the Midwest Regional Rail System would feature ADA-compliant stations with weather-protected platforms; intermodal links including airport, bus, taxi and limousine connections; and, restaurants, specialty shopping, business support services and entertainment facilities in larger stations. On-board amenities might include fax and telephone communications, power and modem hook-ups at each seat, open seating, airline-style business class seating, and audio/visual monitors for news, entertainment and informational programming.

To some, the best proposed feature of the system is its self-sufficiency. “Most forms of transit rely on some sort of government subsidy to meet operating costs,” Beck points out. “Since they’re meeting the needs of the segment of the population who are transit-dependent, this is viewed as a valid investment of tax dollars. However, the proposed high-speed rail system is envisioned to be self-supporting,” he says. “After capital costs are spent to construct the high speed network and to purchase vehicles, revenues are forecast to meet or exceed estimated operating costs.”

For more information on the Midwest Regional Rail System, contact Tom Beck of INDOT at 317/232-1478 (tbeck@indot.state.in.us) or Steve Cunningham of your MPO at 317/327-5403 (scunning@indygov.org).

Common Regional Rail Questions

Will trains travel at 110 mph?
According to federal safety regulations, 110 mph is the maximum speed passenger trains are allowed to travel on rail segments that have at-grade crossings. To travel above 110 mph, the corridor would need to be completely grade separated (a very expensive and unlikely proposition). Trains will not travel at this maximum speed over the entire length of the corridors. Most likely they will reach 110 mph for only short distances along the corridor. Conditions such as track curvature or travel though urban areas might be reasons why trains would travel at lower-than-maximum speeds.

How will the location of station stops be decided?
Because of the importance of reducing overall trip time, there will be a need to keep the number of station stops to a minimum. Population and ridership levels will be key factors in selecting stop locations. It is estimated that only communities with more than 30,000 residents will be able to generate enough ridership to justify a high-speed train stop. Depending on demand, smaller communities might be designated as limited stops where a reduced high-speed schedule would operate. It is likely that residents of smaller communities would have access to high-speed stops via continued conventional train service and/or connector bus service.

What will fares be?
In preparing a business strategy to determine the viability of a Midwest system, a ticket pricing strategy was proposed that would allow projected revenues to meet and possibly exceed projected costs. Tickets prices were planned to be very competitive with the existing lowest discount airfare rates between cities. For example, a round trip ticket between Indianapolis and Chicago would probably be in the $75 - $90 range. Pricing would be done according to a formula that would maximize ridership and revenues. Along with competitive pricing, a primary selling point would be improved on-board amenities, such as extra leg room, improved food and beverage service, and the additional flexibility to use electronic equipment, conduct on-board business meetings or to just relax and enjoy the ground level view. Also, rail service offers the benefit of downtown-to-downtown service — a key consideration for many business and discretionary travelers.
**NECT Options & Impacts**  
(from page 1)

region's busiest travel corridor, include highway expansion, new and expanded bus service, and rail/bus transit systems.

Copies of the full report were available for review at:
- Indianapolis MPO Office, Suite 1841 of the City-County Building located at 200 East Washington Street in Indianapolis. Phone: 317/327-5151.
- INDOT Hearings Examiner, Room N901, Indiana Government Center North, 100 North Senate Avenue, Indianapolis. Phone: 317/232-6601.
- Hamilton County Auditor, 33 North 9th Street, L21, Noblesville. Phone: 317/776-8400.
- Development Engineer's Office, Indiana Department of Transportation district office, 32 South Broadway, Greenfield. Phone: 317/462-7031
- Any public library within the Northeast Corridor study area, which stretches from downtown Indianapolis northeast to Noblesville.

An Executive Summary of DEIS findings was also available for review on two MPO web sites: www.indygov.org/connECtions and www.indygov.org/indympo. In addition, a hard copy of the Executive Summary could be requested by contacting Mike Peoni at 317/327-5133 or mpeoni@indygov.org. Information on the study’s options and their environmental impacts could also be accessed by calling the conNECTions Hot Line, toll-free, at 1-877-NEC-LINK (1-877-632-5465).

Area residents will had until 5 PM, Thursday, November 29, 2001 to review and comment on the document’s findings. Comments were to be submitted in writing to John Myers of Parsons Brinckerhoff, 47 South Pennsylvania Street, Suite 600, Indianapolis, IN 46204 or faxed to his attention at 317/972-1708.

To encourage public participation in this review process, the Metropolitan Planning Organization (MPO) made the availability of the Draft Environmental Impact Statement known through display and classified advertising, media advisories, direct mail and its monthly Citizens Advisory Committee meetings, which are broadcast on WCTY, the government access channel (Channel 16, Comcast and Time Warner).

In addition, the Indiana Department of Transportation (INDOT) conducted Public Hearings on Thursday, November 15th in the small auditorium at Broad Ripple High School. The first session took place from 3:30 to 6:00 PM; the second from 7:00 to 9:30 PM. Both included an Open House display and discussion area hosted by the MPO; informational presentations from the MPO, transportation engineers from Parsons Brinckerhoff and INDOT; and more than an hour of public comment time. Attendance at the Public Hearings was also promoted through display and classified advertising, media advisories and live presentations.

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The purpose of the conNECTions Study, which started in mid-1998, is to identify locally preferred, financially feasible strategies for mitigating the effects of traffic delays and lack of mobility that frustrate rush hour travelers in the Northeast Corridor. Throughout the course of the study, the public has been encouraged to work with the team members from the MPO and Parsons Brinckerhoff to develop a list of travel options for consideration. A series of evaluative steps, including computer-modeling and cost-benefit analysis, was used to cut the original list of 14 options down to eight. Following a federal review and revision phase, the DEIS findings on the eight options summarized here were made available for public review and comment.

**Highway Option 1A** is a ‘no-build’ option, meaning that it reflects improvements already in the 2025 Indianapolis Regional Transportation Plan, excluding any I-69/State Road 37 corridor projects. This option is for comparison purposes and helps planners answer the question, “What happens if we do nothing?”

**Highway Option 3** is a basic highway expansion option that would increase I-465’s traffic-handling capacity by enlarging it to 8 “through” lanes in the Northeast corridor. In addition, I-69, US 31 and State Road 37 would also be expanded.

**Highway Option 5** is an intermediate 465 expansion option that would increase the number of “through” lanes to 10. I-69, US 31, State Road 37 and, possibly, I-70 would also receive additional travel lanes.

cont on page 17, see NECT Options & Impacts
Highway Option 6 would widen 465 to 12 “through” lanes, as well as add lanes to I-69, US 37, possibly I-70, and State Road 37 which would be improved as a limited access freeway. Of all highway options under consideration, this one comes closest to meeting our future transportation needs, but also has the greatest environmental impacts.

“H” Environmental Impacts
Generally speaking, the highway expansion options have the greatest direct impact on future land uses, requiring between 105 and 220 acres of new right-of-way. This acquisition will affect existing office, vacant land, retail, agricultural and industrial land use. H6 would require almost 100 acres more than H3 or H5, including 38 acres of residential land. H3 and H5 would affect less than five residential acres.

There would be proximity and relocation impacts along the corridor for all highway expansion options, ranging from 8 to 11 residential displacements for H3 and H5 to 95 residential displacements for H6. All would also involve noise and visual impacts to the degree that vegetation is removed.

The highway expansion options would create the greatest impact to area wetlands along existing corridors of all alternative being considered. Expansion along existing right-of-way, as in

cont on page 18, see NECT Options & Impacts
H3 and H5, would minimize impacts to about 20 acres. H6 would affect 46 acres. Highway expansion alternatives cross several creek corridors which are potential habitat areas for the Indiana Bat and increase impervious areas which can affect water quality of streams receiving stormwater run-off. Flood plains are also affected. Alternative H6 would have the greatest impact under all scenarios.

The highway expansion options raise few Environmental Justice concerns which guard against disproportionately high and adverse effects being placed on low income and minority populations. The widening of I-70 in alternatives H5 & 6 would impact a maximum of seven low-income and minority area residences around Center Township. Alternatives H3, H5 and H6 would also require strip acquisitions along parklands for the expansion of I-465.

**Bus Option 1** offers improved and expanded express and local service within Marion County.

**Bus Option 2** builds on the benefits of Bus Option 1 by expanding express service into Hamilton County.

**“B” Environmental Impacts**

Environmentally speaking, bus-related options would require little land acquisition since most service is provided on existing streets. Therefore, land use impacts would be minimal. Option B1 is likely to create 264 new jobs; B2, 338. These alternatives would not affect existing neighborhood boundaries or pose major residential displacement impacts. All transit-based alternatives would improve access and mobility for low-income and minority populations that are transit-dependent.

Options B1 and B2 would not affect the existing visual setting or pose major negative impacts to wetlands, endangered species, floodplains, farmlands, parklands or historic or archeological resources. They impact water quality least of all alternatives under consideration by minimally increasing impervious areas for the construction of park and ride lots.

**Rail/Bus Option 1** proposes commuter rail service between Noblesville and downtown Indianapolis using the Hoosier Heritage Port Authority (HHPA) rail corridor – the same corridor used by the State Fair train. Buses would carry commuter rail passengers to and from park & ride facilities and rail stations. *Commuter* rail service provides higher travel speeds over long distances with few stops.

**Rail/Bus Option 4** offers the same commuter rail service as Rail/Bus Option 1, plus light rail service between 465 and down-
town Indianapolis. Light rail service, offering slower travel speeds and more frequent stops, would branch off of the rail corridor at 38th Street and travel Capitol Avenue and Illinois Street to Union Station along the road surface.

R/B Environmental Impacts

The introduction of rail stations and park-and-ride lots into the northern portion of the study area, as required by alternatives RB1 and RB4, could introduce development pressures to these largely rural areas. The largest direct land use impact under RB4 would be the re-development of abandoned railyards north of 25th Street along the Hoosier Heritage Port Authority Rail Corridor.

Option RB1 is likely to create 500 new jobs; RB4, an estimated 1,000 operations-related jobs – more than triple the current IndyGo employment. These options would have minimal impact on neighborhood boundaries since they use existing rail right-of-way or arterial streets. Proximity impacts would include increased noise and vibration where current rail traffic is minimal. Displacement impacts in low-income and minority neighborhoods would consist of one residence and up to five businesses for the construction of two rail transit centers. In addition, the light rail service proposed in RB4 would require the removal of some on-street parking from Illinois Street and Capitol Avenue.

Visual impacts associated with light rail service are limited to the use of catenary poles and safety infrastructure. Both rail options may require fencing and landscaping along the mainline to minimize the sense of intrusion felt by neighboring homeowners due to the increased activity.

Because of its higher ridership projection, RB4 promises maximum benefit to regional air quality by removing up to 5,000 vehicles from area roadways. Both rail options involve moderate noise and vibration impacts, due largely to increased activity in little used rail corridors.

Options RB1 and RB4 would impact wetlands, endangered species habitats, water quality and floodplains to the extent that they involve the construction of park-and-ride lots and rail stations, increasing impervious areas and affecting stormwater run-off. Likely impacts to farmlands, parklands and archeological resources are minimal. Impacts to historic resources, mainly in Noblesville, include seven properties with RB1 and 31 properties with RB 4.

Following the conclusion of conNECTions’ DEIS Public Review period, probably in January, the MPO will share gathered input with the elected officials who serve on conNECTions’ Policy Steering Committee and act as the study’s decision-makers. It is likely that this group will decide to proceed with some combination of the highway expansion and bus transit alternatives, while requesting further study of the proposed rail options. For more information on the conNECTions’ Draft Environmental Impact Statement, or on the Study of Northeast Corridor Transportation, contact Mike Peoni, MPO Manager/Master Planner, at 317/327-5133.
the plan. WageWorks performs all of the calculations to ensure compliance with IRS rules and to maximize tax savings for both the participating company and employee.

How much can be saved?

The average participating employee will save about $350 per year, because they will not owe personal income tax, Social Security or Medicare tax on wages or employer contributions used to purchase transit through IndyWorks. It adds up to a savings of about 40% of every pre-tax dollar spent.

Similarly, employers would not owe payroll taxes on wages or contributions going toward IndyWorks benefits. On average, they would save $70 per year per participating employee.

All participating companies also have the option of contributing to an employee’s commuter benefits just like a 401(K) plan, either on a matching, lump sum or percentage basis. For example, many contribute the first $60/mo. of each employee’s transit costs. Although no contribution is required, it’s a tax smart way to retain employees by increasing their compensation. Employer contributions (within specified dollar limits) are completely deductible and not subject to income or payroll taxes. Plus, with IndyWorks, they’re convenient. The plan automatically incorporates employer contributions into the plan and payroll adjustment calculations.

“It’s never been easier for local employers to offer their people commuter benefits,’ says Joseph. Participating companies can control IndyWorks through their existing web browser. There is no new software to buy, no required employee training, no information technology project to install. Authorized personnel can add or subtract employees, monitor plan utilization and get financial/activity reports anytime. “Any way IndyWorks can help companies achieve program awareness and utilization goals by advertising the program to employees via e-mail, direct mail and collateral literature,” Joseph notes.

For more information about the IndyWorks Commuter Benefits Plan, contact Shannon Joseph at 317/614-9314.
Winter Wrap-Up

This combined Special Edition and Winter Issue reports further developments on a number of topics previously covered in TEMPO, while also peeking ahead to developing stories that will be more fully developed in 2002. Highway improvements, transit, airport activities, Intelligent Transportation Systems, parking places, snow removal programs, proposed regional bike and pedestrian facilities, and more, are all covered here — reflecting the diverse modal strategies that now characterize transportation planning in Central Indiana. Also included here are the favorite transportation-related web sites of your MPO staff in Q & A, status reports on a variety of study and planning initiatives in Irons In The Fire and cont on page 3, see Winter Wrap-Up

Long Range Transportation Plan

Indiana has something of which few other U.S. states can boast — a project-specific statewide Long Range Transportation Plan, thanks to the efforts the Indiana Department of Transportation (INDOT) and its various planning partners throughout the state. “It’s been three years in the making,” says Steve Smith, Manager of INDOT’s Long Range Transportation Section and the person responsible for leading the plan development. “As far as I know, only Indiana and Oregon now have a plan that identifies cost-feasible highway projects for the next quarter-century. Most other states only have a policy statement in place or identify projects only for the next 6 - 10 years, at most. But the benefits of planning 25 years ahead are undeniable.”

MPO Manager/Master Planner Mike Peoni couldn’t agree more. “Before now, when preparing our long-range Regional Transportation Plan, we didn’t know upfront how much money INDOT was willing to spend in our area because they didn’t have a project-specific long cont on page 16, see Long Range Transportation Plan

ITS Evolution

When I think about what we’ll eventually have, I feel like our ITS is in its infancy,” says Mark Newland, ITS Program Director for the Indiana Department of Transportation (INDOT). “But when I consider how many ways advanced technology is already helping to manage our traffic flow, and how rapidly new technologies are being incorporated into our system, I can’t believe how far we’ve come.”

ITS stands for Intelligent Transportation Systems — a variety of evolving technologies now being employed along Indiana’s highways to help ease congestion and increase traveler safety. INDOT uses these technologies, under the system name TrafficWise to detect congestion as it occurs and to determine its cause. The system then speeds information to travelers, dispatchers and emergency response professionals, cont on page 14, see ITS Evolution
In Q & A, members of your MPO staff answer questions posed to them via voice mail, e-mail, regular mail or in-person. In this issue, Mike Dearing, MPO Principal Planner and the planner-in-charge of overseeing the MPO’s web site (www.indygov.org/indympo) discusses the best places to browse for current transportation planning information.

I first got involved with the MPO and transportation planning a few years ago when I attended a neighborhood presentation on the Northeast Corridor Study. To my surprise, I not only found the information to be understandable, I actually thought it was interesting. Soon after, I started regularly attending the Citizens Advisory Committee (CAC) meetings or, at least, watching them on TV (Channel 16, WCTY - Government Access Channel). I also read CAC Minutes, even when I’ve attended the meeting, and haven’t missed a copy of teMPO in three years. I even keep them in a binder for reference.

But, now, I’d like to know more. Can you recommend sources of transportation information other than the MPO that I can access? No offense meant. I’ve always found the MPO to be forthcoming and totally on the up-and-up, but I’d like to broaden my sources and perspectives.

— e-mail request following the October CAC meeting

No offense taken. We wish more people shared your interest in the trends, facts, figures and issues that we work with every day.

Since your e-mail tells me you’re computer-literate, I’d suggest the internet as the best place to gather the types of information you’re looking for. It is an invaluable tool, literally the world’s biggest, most up-to-date library and most of the city, county, state and federal documents that concern transportation planning are available on-line. Even as professional transportation planners, we browse the net on a regular basis and our favorite sites are accessible by anyone with an interest in moving people and goods in, through and around our region.

Here are just a few MPO staff favorites:

www.ai.org/dot/index or www.in.gov/dot (Indiana Department of Transportation)

www.cfte.org/index (Center for Transportation Excellence, a non-partisan policy research center - benefits of public transit and light rail)

Mike Dearing
MPO Principal Planner

cont on page 10, see Q & A
**Winter Wrap-Up**
(from page 1)

an MPO Profile, only our second this year, featuring another non-professional transportation advocate—one of hundreds of private citizens whose insights and advocacy benefit both the regional transportation system and the MPO’s planning process. It’s a hot line-up that’s cool to read. So enjoy, and Happy New Year from your MPO!

Note: all roads on boundary lines are excluded except Marion County’s east and south county lines.
To effectively help meet user needs, we needed to understand the challenges they confront when performing their jobs,” says Jeff Siegel, AICP, HNTB’s primary project consultant. “Through five months of meetings, workshops and visioning and technical documents, we learned from their insights, concerns and frustrations.”

In developing tools to meet user needs, MPO staff members identified twelve important potential system applications. These applications were then evaluated using GIS priority assessment and application feasibility measurement which reflects an objective evaluation of application development efforts with consideration to level of effort and importance to the organization. This process yielded a simplified cost vs. benefit analysis which the MPO staff re-evaluated to provide more insight to implementation decisions.

“My project’s goal is to develop the TMS into a more user-friendly and easily updated system that aids the MPO and members of the Indianapolis Regional Transportation Council (IRTC) in doing their work.

Creating an Enhanced User System

At a preliminary project scoping meeting, MPO staff and select members of the IRTC identified system usability, data maintenance/management, and accessibility as priority issues on which the enhancement project should focus. They also answered questions about MPO business practices to help prioritize further TMS development.

“In 1996-97, the Indianapolis MPO developed a regional Transportation Monitoring System (TMS) to provide a tool for conducting the Indianapolis regional transportation planning process and to comply with the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991. The goal of the system was to provide a comprehensive compilation of available transportation, traffic, and related data while satisfying the intent of the regulations outlined in ISTE A.

The TMS was developed as a geographic database that supports and updates the region’s transportation data collection and storage systems. The TMS was also designed to make the database available to users to search, display, and analyze regional transportation information. The overall database has the power to reference current and historical transportation information by roadway segment, intersection, and transit routes.

“The TMS is one of the basic tools of transportation planning,” says Kevin Mayfield, MPO Planner and primary department coordinator of the TMS Update. “We use it practically everyday and so do our planning partners. That’s why it makes sense to keep it updated and to improve it as much as possible, giving us the right tool for the job.”

In the fall of 2001, the Indianapolis MPO selected HNTB’s Technology Group to assist in the development of a TMS Enhanced User System, an update and enhancement of the current system customized to the specific needs of TMS users. The project’s goal is to develop the TMS into a more user-friendly and easily updated system that aids the MPO and members of the Indianapolis Regional Transportation Council (IRTC) in doing their work.

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Think of us as bikers without borders,” says Tom Olsen, President of The Greenways Foundation, an advocacy group that promotes the development and use of trails and greenways for both recreational and transportation use and is now initiating discussions on a coordinated regional greenways system. “Indy Greenways has done an outstanding job of planning and implementing a network of accessible trails and greenways throughout Marion County that helps joggers, cyclists and pedestrians get to where they need to go... and to enjoy getting there. The Greenways Foundation would like to take a leadership role in coordinating a regional effort to extend these same benefits throughout our nine county area,” he says. “We’re only in the very early talking stages now, but I’ve been pleased with the enthusiastic response we’ve already received.”

On Thursday, December 6, Olsen met with Mike Peoni and Mike Dearing of the Metropolitan Planning Organization to discuss the MPO’s potential interest in supporting the initiative. “As the region’s primary transportation planner, we seek out opportunities to increase mobility options while enhancing quality-of-life throughout the area,” says Mike Peoni. “Multi-modal strategies help accomplish both of these goals. That’s why we’re again sponsoring The Greenways Foundation’s Pedal & Park Program in 2002 and why we’re very interested in actively supporting their efforts to hold a charette on the subject of a coordinated trails and greenways system in early spring.”

A charette is basically a “meeting of the minds” held among people who have a common interest – in this case, that of developing a regional greenways system. “We’ve settled on a date for the charette of Thursday, April 18th,” Olsen notes. He also explains that the charette could involve Rory Robinson of the National Park Service who has expressed a willingness to work on the project, plus an invited list of participants that would include planners and engineers from the nine-county area, as well as elected officials and representatives of not-for-profit organizations such as the Hoosier Rails-To-Trails Council and Rail Corridor Development, Inc. Invitations will be in the mail by the first week of February.

“Subsequent charettes should be open to interested members of the public,” Olsen notes, “but we think it makes sense to use the first one to get the perspectives of people who would be responsible for implementing an eventual greenways/trails system throughout the various jurisdictions.” These jurisdictions include Hamilton, Madison, Marion, Hancock, Shelby, Johnson, Morgan, Hendricks and Boone Counties and municipalities contained therein. “It would be an opportunity to network, to share our issues and concerns, and to help this idea reach critical mass.”

Mike Dearing, the MPO Principal Planner responsible for cycling- and pedestrian-related matters, agrees. “When we were identifying new Marion County bike routes, and designing our Users Map, we benefited from the input of a diverse group of qualified participants, including planners, engineers, elected officials, even school children. We plan on handling the development of Marion County’s pedestrian route plan exactly the same way right this year. The more sharing of ideas there is, the more our product improves... and the more enthusiastic our constituency becomes.”

How quickly will a regional trail and greenways system develop? “At this point, it’s too early to tell,” says Peoni. “We’re just beginning to assess the level of interest among our planning partners in neighboring counties. However, some have already shown an eagerness to share in trail and greenways benefits, such as Carmel in Hamilton County with their extension of the Monon Trail.”

“We also have implementation models from other areas to help guide our efforts,” Olsen points out. “Southeastern Michigan around Ann Arbor and Detroit, the St. Louis-area and Cleveland, Ohio have all been where we are now. We can learn from their past efforts how best to get a trails and greenways system to spread seamlessly through our region.”

For more information on the regional greenways system initiative, contact Tom Olsen at 317/297-1283 (tlo7470@home.com) or Mike Dearing at 317/327-5139 (mdearing@indygov.org).
TMS Update
(from page 4)

4. Street Facility Inventory
5. Transit Analysis
6. Regional Bicycle and Pedestrian System Plan
7. Travel Demand Modeling/Air Quality Conformity Analysis
8. Data Sharing/Coordination
9. Neighborhood/Study Area Analysis
10. Traffic Impact/Screen Analysis
11. Downtown Parking
12. HPMS Reporting

“The Long Range Transportation Plan was easily ranked first in priority because it would allow users to access the projects programmed for the Long Range Transportation Plan (LRTP), which is primary among the MPO’s core responsibilities,” says Mike Peoni, MPO Manager/Master Planner. “This tool will permit access to planned projects and allow for their up-to-date mapping.”

The Quick Map application ranked second because it would allow users to access all available data from the TMS database. While there may not be a dedicated process to do specific analysis, there would be a tool built in for easy data access and reporting of routine items. The tool will allow for easy mapping of routinely used traffic, census, and TAZ data items, summarized by selected geographic boundaries.

Improvement Programming ranked third because it, too, is a core MPO responsibility. This application will allow for the reporting, tracking and maintenance of the MPO’s critical programming activities.

The system prototype was beta tested at the MPO in December, 2001. The final system, which is scheduled to be installed the first week of February, 2002, features seven geographic information layers, four planning nodes and seven spatial databases (see database design schematic).

For more information on the TMS update and Enhanced User System, contact Kevin Mayfield at 317/327-5135 (kmayfield@indygov.org) or Jeff Siegel at 317/636-4682 (JSIEGEL@hntb.com).

TMS Database Design Schematic

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<th>Geographic layers</th>
<th>Nodes</th>
<th>Spatial databases</th>
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<tr>
<td>TMS Network</td>
<td>Regional transportation model</td>
<td>Peak hour intersection counts</td>
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<tr>
<td>Regional bicycle and pedestrian system plan</td>
<td>Congestion management system</td>
<td>Accident data</td>
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<td>INDOT planning network</td>
<td>State transportation improvement program</td>
<td>Pavement management system</td>
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<td>Census boundaries and demographics</td>
<td>INDOT planning roadway inventory</td>
<td>Marion County capital improvement program</td>
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<td>METRO transit system</td>
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<td>Regional historic traffic volumes</td>
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<td>Selected land use features</td>
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<td>Regional transportation improvement program</td>
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**Downtown Parking**

Whether you’re heading downtown for a special event, or do so on a regular basis to work, shop or socialize, the best place to find plenty of parking at a bargain price may be the internet. The City of Indianapolis, your MPO and Indianapolis Downtown, Inc., now maintain sites that feature parking information.

**Everyday**

From the MPO’s homepage at www.indygov.org/indympo, you can access parking information gathered during the Year 2000 update of the Parking Adequacy Study of the Central Business District (CBD), also known as the Regional Center. This is the twelfth annual update of a parking study first conducted in 1987. These updates note and quantify significant changes occurring in downtown parking adequacy.

“The purpose of our annual updates is to track general parking supply and demand trends and to give us a better understanding of parking needs within the Mile Square Area and the larger Regional Center,” says Sweson Yang, AICP, MPO Chief Transportation Planner and planner-in-charge of the Parking Adequacy Study. “Our 2000 update indicates that overall parking seems adequate in the Mile Square with a total surplus of 5,300 spaces.”

Updates are conducted using a computer model that is maintained by the Department of Metropolitan Development – Planning Division to monitor changes in parking supply and demand (see box, this page). Information on new development is added, when available, from the Regional Center Zoning Review process. The model groups 101 downtown city blocks into five districts (see map) and compares parking space supply and demand for each. It also accounts for additional parking available in the fringe area around the Indianapolis Regional Center.

In 1987, the study indicated there was a deficit of 5,200 parking spaces in the Mile Square. Taking into account adjacent fringe area parking, the deficit was 2,000. The following year, construction of several parking garages for the Pan Am Games yielded a net surplus of 6,700 parking spaces in the Regional Center and 2,500 in the smaller Mile Square. These figures serve as baselines for the subsequent annual year-end updates.

Downtown parking has eased since 1987. By the end of 2000, the Mile Square achieved a surplus of 5,300 spaces as a result of two factors. First, the construction of more than 15,600 new parking spaces over the last thirteen years, mostly in the form of multi-level garages, added to the supply. Secondly, office vacancy rates rose from around 7% in 1987 to 14.2% at the end of 2000 (sources: Coldwell Banker, Survey of Office Vacancy in the United States and F.C. Tucker Company, Inc. Real Estate Study). So, even though a significant amount of office space has been introduced to the market since 1987, the demand for parking has not kept pace. The office vacancy rate would have to drop to reduce the current surplus of spaces. The theoretical “break-even point” for the current parking supply in the Mile Square is below a vacancy rate of 0%, exclusive of the surplus of spaces in the State Capitol district. For this reason, there is no deficit of parking spaces with the existing land use demand and the supply of parking spaces in downtown Indianapolis.

According to the 2000 analysis, the State Capitol (SC) District continues to have a surplus of approximately 2,700 spaces.

Based on office employment figures, the Northeast (NE) Quadrant continues to have the highest demand for parking spaces in the Mile Square. This demand was partially satisfied by the

**Supply & Demand**

The Parking Adequacy Study of the Regional Center determines parking Supply and Demand using both practical and theoretical information.

Supply is determined by the number of actual available parking spaces multiplied by the effective supply ratio (approximately 90% - 100% of total depending on facility types) to account for turnover delay.

Demand is determined by multiplying the square footage of each land use by a “demand ratio,” which represents the number of spaces required per 1,000 gross square feet of building, according to the type of land use. The Indianapolis downtown average demand ratio is 1.74 spaces per 1,000 gross square feet of all land use types, excluding vacant spaces. This reflects parking demand on a typical weekday without major events at the RCA Dome/Convention Center or Conseco Fieldhouse.

Parking Adequacy is the comparison of the Supply and Demand numbers, noting the surplus or deficit in the various areas that make up the Regional Center.
construction of a 1,200 and a 700 car parking garage by Bank One, located between New Jersey and East Streets and on Pennsylvania Street near Ohio Street, respectively. However, a parking deficit of 2,100 spaces was recorded in the NE Quadrant at the end of 2000. This demand will be partially satisfied by the new supply of parking spaces being prepared on the old Market Square Arena site and within the Bank One Tower.

The Northwest (NW) Quadrant registered a parking surplus of 2,300 spaces at the end of 2000.

The Southwest (SW) Quadrant, which lost so much parking supply in the early ‘90s to accommodate demolition associated with the construction of Circle Centre Mall, and gained so much parking demand due to the addition of more than 750,000 square feet of retail space, posted a surplus of about 400 spaces in 2000. The opening of Express Park at 80 N. Pennsylvania (Block 056) with 682 spaces and the 390-car garage adjacent to the Emmis Broadcasting at 40 Monument Circle contributed to the surplus. The Faris renovation project at 15 W. South Street (Block SW01) will add 523 more spaces.

The Southeast (SE) Quadrant is experiencing some major changes. The Indianapolis Capital Improvement Board built a 2,632-space parking garage on Virginia Avenue (Blocks 083 and 084) to accommodate the new Conseco Fieldhouse and Anthem office complex. New commercial lots with 215 spaces have been added in Block 097 at 365 S. Meridian. And, Eli Lilly has met all necessary zoning requirements for constructing an employee parking garage of 1,552 spaces. On a normal weekday without a special event, the SE Quadrant has a surplus of 1,900 parking spaces.

**Special Event**

Things can change when special events bring even more people than usual downtown to increase demand for convenient parking. But there’s still plenty to go around if you know where to look! Try Indianapolis Downtown, Inc.’s web site, www.indydt.com/event-parking, which is also accessible from the City’s homepage (www.indygov.org). There you’ll find brand new information (January 17, 2002 posting!) on the best bargains in parking during sold-out Conseco Fieldhouse Events. These include the following:

- **FREE**
  - Meters after 6 PM on weekdays, and all weekend long

cont on page 20, see Downtown Parking
Meet Linda Minter, a neighborhood activist and advocate whose dedication to the people, places and potential of the area in which she has lived and worked for the last fifteen years prompted her participation in the region’s transportation planning process.

“I was originally asked to attend meetings of the MPO’s Citizens Advisory Committee (CAC) to represent the Oakhill Civic Association by its then-President, Litdell Nichols. That was back in early 1998, just about the time the CAC started dedicating a lot of attention to the conNEctions study of Northeast Corridor transportation and to finding ways to reduce congestion and increase mobility. Living within that corridor, we were interested in knowing what impacts, or benefits, the strategies under consideration might mean for the Martindale-Brightwood community.” Since that time, Linda has become a regular attendee and, in 2000, was named to the CAC as a member. “I got hooked,” she says, “I was finding out too much good information not to keep coming back.”

That information serves her well in her current job as Martindale-Brightwood Neighborhood Coordinator, a position she’s held since April 1999. Now, from her office at 2855 N. Keystone Ave in the new Genesis Building, Linda addresses the needs and interests of residents in the area bound by 30th Street on the north, Sherman Drive on the east, I-70 and Massachusetts Avenue on the south and the Monon Trail on the west through a variety of social service programs. “We’re all about improvement, enhancement and growth,” she says, referring to programs that not only aid individuals, but revitalize neighborhoods. As proof of progress, she points out that Martindale-Brightwood is one of only two Indianapolis neighborhoods to receive a grant from the Annie E. Casey Foundation (the other is the Southeast Umbrella Organization - SUMO) which works with residents, civic groups, public and private leaders and faith-based organizations to promote programs, activities and policies that support family-oriented environments.

“Our roster of services is constantly growing and changing, but will always reflect the priorities of the people we serve,” states Minter. “Those priorities include meeting the specific needs of youths and seniors, providing some short-term emergency assistance, and job-training.” Other issues of neighborhood interest or concern include vacant housing, crime trends, area beautification, commercial/retail development and, yes, transportation planning.

“Our interest in working with the MPO didn’t end with the Public Hearings on conNEctions’ Draft Environmental Impact Statement (DEIS) in November,” Minter says. “There are a number of on-going transportation-related issues that directly impact the quality-of-life in my neighborhood. One is the constant noise and vibration caused by truck traffic along residential streets, like Ralston Avenue between the 2300 to 2500 blocks. That’s an area of brand new homes,” she notes. “Those same trucks can hardly maneuver the intersection at 25th and Keystone. When they try, traffic is backed up.”

Other issues of interest to Minter and her neighbors include the Keystone Enterprise Park which is currently planned to have only one major entrance/exit, the area’s poor transit service, and the high traffic volumes on Keystone Avenue – long a source of neighborhood frustration.

“It’s probably just a matter of time before Keystone is widened,” Minter says. “Given its traffic volumes, it probably should be. But, through my participation and that of my neighbors, we can make sure it’s done in a way that minimizes its impact on an area we love, where our children are growing up, and where a lot of us plan to grow old.”

This mother of five with two still at home practices the power of participation. “I listen. I learn. And I let people know what I think. How else are you going to change things for the better?”
Questions & Answers
(from page 2)

www.fhwa.dot.gov (Federal Highway Administration)
www.fta.gov.org (Federal Transit Administration)
www.i69indyevn.org (I-69 to Evansville)
www.indygo.net (IndyGo)
www.indygreenways.org (Indy Greenways)
www.state.in.us/index.html (Access Indiana)

Use this for accessing all state agencies, the
Indiana General Assembly concerning legislative activity, and to access the Indiana Code.

www.in.gov/dot/trafficwise (Intelligent Transportation Systems -ITS)
www.state.in.us/dot/multi-modal/ithp.htm (Multi-modal Division at INDOT - aeronautics, rail, transit, scenic byways, and bicycle/ped)

www.stpp@transact.org (Surface Transportation Policy Project, - a non-profit organization working to ensure a diversified transportation system.)

www.statelib.lib.in.us (Indiana State Library)
ww.epa.gov/oar (US EPA’s Office of Air and Radiation).
http://search.bts.gov/ntl (US DOT’s National Transportation Library search engine)

If any teMPO readers have other transportation-related sites to recommend, please e-mail them to me and we’ll compile a list for a future issue of teMPO. Contact me, Mike Dearing, at 317/327-5139 or mdearing@indygov.org.
Among the highway projects included in the Indiana Department of Transportation’s (INDOT’s) 2000-2025 Long Range Plan (see related story, page 1) is the proposed improvement of State Road (SR) 431 (Keystone Avenue) from 96th Street to US 31 in Clay Township and the City of Carmel. INDOT, with its consultants at Parsons Transportation Group (PTG), conducted an Environmental Assessment (EA) of the 4.7-mile corridor as a first step toward helping to reduce traffic congestion and improve motorist safety.

The EA found that:
- Four of the eight intersections in the 4.7 stretch of highway are currently functioning at deficient levels of service (E or F). Levels of service range from A (free-flowing traffic with no congestion) to F (extremely heavy traffic congestion). Under INDOT standards, D is the minimum acceptable level of service.
- If no improvements are made, five of the eight intersections are projected to function at level of service F by the year 2025.
- Seven of the eight segments of the roadway have crash rates that exceed the statewide average.
- Significant growth in population, employment and residential/commercial development is projected to continue in the City of Carmel and Clay Township and surrounding communities, resulting in increased demands on SR 431.

Based on these findings, INDOT considered a variety of strategies for improving SR 431 (see box, page 18) before arriving at a Preferred Alternative that includes the following elements:
- Widening the roadway from four to six lanes from 98th Street to US 31 by adding one travel lane in each direction within the 44-foot grassy median that separates traffic. The roadway would be widened to eight lanes between 96th and 98th Streets.
- Reconfiguring five of the nine intersections to add turn lanes (96th, 116th, 126th and 131st Streets and Carmel Drive).
- Widening and rehabilitating the twin bridges over Cool Creek to accommodate the added lanes.
- Closing the median at the 99th Street intersection to restrict turning movements to right turns only.
- Installing concrete medians on 96th Street at the SR 431 intersection to eliminate left-turn movements into and out of the adjacent commercial properties.

The Preferred Alternative would significantly reduce traffic congestion with relatively few impacts on the surrounding natural and human environments. With the recommended improvements, all eight intersections would meet or exceed INDOT’s minimum standards for traffic flow. Without the improvements (The No-Action Alternative), five of the eight intersections would function at the lowest level of service (F).

Traffic volumes are projected to increase with or without the recommended improvements. Compared with making no improvements, the Preferred Alternative would have little or no effect cont on page 22, see SR 431 Alternative
Even if we end up getting no snow this winter, we have to be ready... just in case,” says Pat Carroll, Administrator of Maintenance Services for the Indianapolis Department of Public Works (DPW). “When the flakes start falling is no time to figure out who, what, where, when and how much.”

Whether or not we find ourselves adrift in the white stuff some time soon, we have the comfort of knowing that snow removal plans for the 2001-2002 season were already well in place last fall, when the City’s snow phone (327-SNOW) and website (www.indygov.org/dpw/snow) went on-line. That November 1st activation date was the result of a planning process that involved the DPW and Local 725 of the American Federation of State, County and Municipal Employees (AFSCME), as well as other City Departments. “We’re trying to guard against surprises, so it makes sense to get relevant input from all the players,” explains John Burkhardt, Manager of DPW’s Traffic Operations Section, who provided input for this story. “This year, that added up to some significant changes in our thinking.

Included among those changes for the 2001-2002 snow removal plan:

- Further consolidation of routes resulting in average routes of approximately 60–65 miles vs. 75 miles or higher in the past.
- Greater concentration on established high priority routes such as Washington Street, Madison Avenue, Meridian Street, 38th Street, 82nd Street, 86th Street, Keystone Avenue, Binford Boulevard. and Shadeland Avenue.
- Experimentation with agricultural based pre-treated salt products generally in the mile-square downtown area. These environmentally friendly products spread better, activate faster and eliminate liquids.
- Addition of four smaller one-ton trucks equipped with plows for smaller common areas and narrower downtown alleys and residential areas.

The City’s snow fighting operations are directed from the Snow Operations Center at 1725 S. West Street. Operations are coordinated by radio through the DPW Dispatch Center at the Metropolitan Emergency Communications Agency (MECA) and through the use of Snowfighter software, which allows for graphical plotting of the plowed and unplowed snow routes and permits real time input from each of the DPW garages. This software interfaces with the City's Infrastructure Management System (IMS) and provides up-to-date summaries of labor, material and vehicle costs.

**Labor**

DPW has over 350 individuals, from every DPW Operations section, performing as office assistants, semi-skilled laborers, snow drivers, heavy equipment operators, supervisors and managers available for normal and extended (12 hours) snow fighting shifts, if necessary. In addition, DPW has 25 on-call contractors available for plowing residential areas during heavy snowstorm activity. When contractors are called out for residential plowing, the Department of Metropolitan Development (DMD) supplements the DPW staff with field inspectors.

**Material**

The City’s salt barns hold approximately 20,000 tons of salt and are currently at 100% capacity. These salt barns are located at or near the Martin Luther King, 21st and Sherman, and West Street City garages; at 65th and Binford Boulevard (northeast side); on Lafayette Road at Trader’s Point (northwest side); near Tibbs Avenue and Southport Road (south side); at Five Points near I-74 and I-465 (southeast side).

**Vehicles**

DPW has 85 snow trucks equipped with plows and salt spreaders. There are an additional 30 Solid Waste trucks equipped with plows, if the weather becomes progressively worse. White River Environmental Partners (WREP), the private consortium that manages the waste water treatment and collection system, also provide a limited number of vehicles and drivers. In addition, on-call contractors have 117 pickup trucks with plows and more than 250 heavier pieces of equipment for plowing and hauling.

“Our people are highly motivated and trained in the newest snowfighting techniques each year,” explains Steven Quick, AFC-SME Local 725 President. “How we deploy them to maximize the benefit of their efforts is always a joint decision between labor and management and reflects a great, on-going partnership.”

For additional information on the City’s 2001-2001 Snow Plan, call Pat Carroll DPW Administrator, Maintenance Services, at 327-2954 (pcarroll@indygov.org).
As previously reported in *teMPO* (Fall, 2001), the conNECtions study of Northeast Corridor Transportation released its Draft Environmental Impact Statement (DEIS) on September 28 for sixty days of public review and comment. As part of that process, the Indiana Department of Transportation (INDOT) conducted Public Hearings on Thursday, November 15th at Broad Ripple High School. The first session, held from 3:30 to 6:00 PM, drew about 70 attendees and was covered with a live remote broadcast by Channel 13, WTHR. The Government Access Channel, WCTY (Channel 16 on Comcast and Time-Warner) also taped the session for rebroadcast. The second session, held from 7:00 to 9:30 PM, attracted more than 200 attendees and was the subject of drive time features by WIBC Radio the following day. Both sessions were promoted through advertising and articles in *The Indianapolis Star*, *The Noblesville Ledger* and Southeastern Hamilton County Topics.

The purpose of the Public Hearings was to gather comments on various aspects of the DEIS which offered findings on the impacts that eight proposed transportation options are likely to have on the region’s human and natural environments. These options, intended to reduce traffic congestion and increase mobility throughout the region’s busiest travel corridor, include highway expansion, new and expanded bus service, and rail/bus transit systems. Those wishing to express an opinion to the group on the findings of the DEIS were asked to register before the Hearings, but impromptu speakers were accommodated in the casual atmosphere. Those attending also had the opportunity to tape their comments on a recorder stationed outside the auditorium, or to voice them directly to members of the MPO staff who hosted an Open House throughout the day featuring detailed maps and informative displays.

Each of the Public Hearings began with introductory remarks by Rickie G. Clark, Jr., Hearings Officer at INDOT. Brief presentations followed by Mike Peoni of the Indianapolis Metropolitan Planning Organization, who gave an overview of the need for the study; John Myers of Parsons Brinckerhoff, project consultants, who described the transportation options under consideration; and, Caron Kloser of HNTB Corporation, who addressed environmental issues. In both of the Hearings, the majority of the time was spent on public comment, which ranged from the generally critical to the highly supportive, including:

*... the region must look for alternatives to the single occupant car to mitigate our traffic problems. And, we have to do it before our quality-of-life is irreparably damaged.*

*... I don’t sense that there was any thought given to the amount of traffic congestion that would be caused by a rail line that would intersect dozens of streets between Castleton and downtown.*

*... the Draft Environmental Impact Statement makes clear that Avalon Hills has kind of severe highway noise problems. These will become intolerable if I-465 is widened which will move the traffic closer to existing homes. We need a commitment to noise abatement measure.*
such as State Police and trained medical personnel. This rapid flow of information enables roadside assistance to arrive more quickly, clearing congestion-causing incidents faster than ever before. Whether they are flat tires or hazardous material spills.

**Theory**

Not so long ago, talk of INDOT’s Advanced Traffic Management System (ATMS) was more theory than practice,” Newland notes. ATMS refers to specific technologies employed by the umbrella Intelligent Transportation System, which coordinates its various components. “My predecessor at INDOT, Dan Shamo, used to talk about the “3-N trio” of common-sense guidelines that recommended the use of these systems to skeptical transportation planners,” says Newland.

The first “N” was “Know what’s going on.” Though its starts with a “k” instead of an “n”, the point of this guideline is that the quicker potential traffic problems are recognized, the quicker they can be solved. As an example, Mr. Shamo used to cite the following rule of thumb for INDOT planners: If 465 is shut down for 30 minutes, it takes 90 minutes - 3 times as longer - for traffic to get up and running again. Total interruption: 2 hours!

The second “N” that recommends ITS use is “Nip the problem in the bud.” The idea is to rectify a problem as soon as possible to minimize the impact of any resulting delay. Examples here include the Hoosier Helper Program which INDOT has always concentrated exclusively on its highways. “It just makes sense to continue doing that,” says Sweson Yang, MPO Chief Transportation Planner and planner-in-charge of ITS-related issues. “Interstates represent only 3% of all Indiana roadways, yet carry about 40% of our traffic. Higher usage of highways makes maintaining traffic flow even more critical there.”

The third “N” Shamo used to cite is “Notify the public.” When a traffic problem has been identified that can’t be immediately fixed, the next best thing to do is try to minimize the amount of traffic delayed by it. This can be done by informing drivers of upcoming travel conditions which allows them to choose an alternative route. “We’ve come a long way since INDOT employed its first ATMS strategy,” Newland says. “But every technology we’ve installed since still puts that original theory into practice.”

**Practice**

Still chief among the ATMS strategies INDOT relies on are the Hoosier Helpers — good Samaritans who continuously travel a prescribed circuit from 5 AM - 8 PM looking for travelers in distress and who aided more than 10,000 Indiana motorists in 2000 — the last full year for which figures are available. The freeway assistance patrols, are a key component of the TrafficWise System. By providing them with up-to-the-minute traffic information, TrafficWise helps the emergency vans do their job of minimizing the impact of traffic-delaying incidents, such as flat tires or empty gas tanks. In return, the Hoosier Helpers feed field information directly into the TrafficWise Information System, via cell phones and laptop computer links, enabling it to keep traffic moving safely and efficiently by informing drivers of current highway conditions.

Other ways TrafficWise collects and disseminates information include overpass sensors which determine the average speed, volume and lane occupancy of the traffic that passes below; speed sensors embedded in the pavement; Dynamic Message Signs (DMS, also called Variable Message Signs or VMS) which alert drivers to upcoming conditions; closed-circuit cameras (like the 120 Marion County will eventually have in place) that permit visual highway monitoring; advisory radio (AM 530/1610), alphanumeric pagers and, eventually, live video on the web. “All of the collection technologies report traffic slow downs or interruptions to INDOT’s Traffic Management Center (TMC),” Newland notes, “which then uses the various dissemination technologies to inform travelers so they have the option cont on page 15, see ITS Revolution
of choosing an alternate route.”

These technologies have proven so successful that they’ve encouraged rapid growth within the TrafficWise system. “Right now, we have 11 dynamic message signs at work in 9 locations within the Indianapolis MPA,” Newland notes. “Next spring, we’ll start new installations that will bring the total to 23 in 18 locations.” Another sign of success is the new Traffic Management Center/State Police Post at 21st Street and Post Road that will be sent out for bid in February and completed by late 2003. “This will be a fairly unique facility, but we’ve studied a similar installation in Michigan and are really impressed with all of the opportunities for synergy,” he says. “After all, our office is the highway. We have that in common with the State Police and we have complementary information systems.”

511 Traveler Information System

One INDOT ITS innovation is so new that Newland hesitates to talk about it – the 511 Traveler Information System. “We are just barely in the planning stage,” he says. “Once it’s up and running, though, this system will revolutionize travel nationwide.”

The Federal Highway Administration (FHWA) has designated 511 as the travelers equivalent of 911. If you’re in need of assistance, no matter where you’re traveling, you can dial 511 and receive pertinent transportation-related information. “Eventually, we envision our system as offering travel times along specific routes, destination-specific route recommendations, travel highlights, transit schedules, everything a traveler could want, but that’s a long way off,” Newland says.

The first step is applying for $100,000 in seed money which the FHWA is making available to every state for 511 system planning purposes. INDOT’s application will be filed in early 2002 and Newland feels good about the direction it maps out. “We’ve worked cooperatively with the Wisconsin and Illinois DOT’s for some time,” he says, “and it makes sense to do so on 511, as well.”

The proposed Indiana-Illinois-Wisconsin joint venture would pool the planning money for all three states to design and implement a “gateway” system along the Gary/Chicago/Milwaukee travel corridor. The system would be housed in Illinois and would include a central computer into which all three participating states would feed current travel information on an on-going basis. This computer would be the system’s brain which would respond to requests for information. When operational, the system would serve as a template for others employed throughout each state.

“That’s about as much as we know so far,” says Newland. Specific issues, like how effective the system would be in rural areas, or whether or not cellular phone companies might make traveler-assistance calls toll-free, still need to be worked out.

“We’re pretty much out in front of this technology,” Newland notes. Right now only one state, Kentucky, has a 511 system in operation.

“The ITS technology in development, and currently in use, is truly cutting-edge,” Newland says. “When our TrafficWise system is complete, our web site will provide real time information on highway conditions in the Indianapolis region, the Gary area and throughout the state, including current travel times and live video feeds.” In addition, drivers will be able to subscribe to a paging service that warns of upcoming traffic tie-ups. “INDOT currently operates Traffic Management Centers in Indianapolis and Gary,” Newland states. “If needed, either facility could manage the other’s system.”

INDOT is also a partner in a similar system in southern Indiana outside of Louisville.

“I’ve heard the benefits of ITS on the regional traffic flow described as equivalent to that of adding a traffic lane in each direction, but I think its greater,” says Newland. “It offers not only convenience and safety, but peace-of-mind that we’re planning now to maintain our mobility and quality-of-life in the future.”

For more information on TrafficWise and INDOT’s use of ITS technologies, visit the TrafficWise web site at www.in.gov/dot/trafficwise Or, contact Mark Newland at INDOT (317/232-5523) or Sweson Yang at 317/327-5137 (syang@indygov.org).
range plan of their own. Instead, we had to identify all of the needs on the state system within our planning area and INDOT would pick the projects they were willing to fund. Having a State Plan in place will be a great help to us and, I’m sure, to the state’s other eleven MPOs.”

In the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), federal transportation legislation required the preparation of a statewide plan, but did not specify its form or level of detail. Between 1993 –1995, INDOT developed a multi-modal policy plan that addressed highway, bicycle, pedestrian, transit, rail and air issues. It also incorporated water-based transportation information provided by a sister agency. The new Statewide Transportation Plan is a combination of this Policy Plan and a 2001 update of the 1995 Highway System Plan.

The purpose of the Plan is to identify highway improvement project priorities throughout the state from border to border. This was accomplished by assessing infrastructure needs based on population growth, number of household and employment forecasts, as well as current and anticipated travel and development trends. Once the assessment was complete, INDOT and its planning partners developed a list of recommended improvements intended to maintain a good level of service throughout the state’s highway system despite projected traffic increases. INDOT reconciled the list of recommended improvements with fiscal resources anticipated to be available during the implementation period. In this way, the Statewide Transportation Plan, now in its draft form, recommends only cost-feasible improvements.

“Part of the assessment job was classifying our various state roadways into three categories,” says Smith. “The first, Category 1, identifies statewide mobility corridors that carry the highest volume of traffic and connect communities with populations of 25,000 or more. In our current plan, this accounts for approximately 20% of all state roadways. Of course, this percentage will change as populations shift or increase and communities grow.

cont on page 17, see Long Range Transportation Plan
Category 2 or Regional Corridors, which account for another 20% of all state roadways, connect communities with populations of 5,000 – 25,000 and connect to Category 1 roadways. Category 3 roadways provide lower speed travel and serve adjacent land uses, making up the remaining 60% of state roads.

Once we developed improvement project recommendations working with transportation planners and engineers from throughout the state, we offered all of our planning partners, including the general public, the opportunity to review and comment on what we’ve put together,” Smith notes. “That was an extensive process that continues to this day.”

Public Input Process
To build awareness among, and encourage participation and input from, its various professional and public planning partners in the development of its Long Range Transportation Plan, INDOT relied on informative literature, personal presentations, and special events. In August, during the Indiana State Fair, informational brochures concerning the Plan’s development and participation opportunities were handed out to more than 1,500 fair-goers. The same brochure was sent out as direct mail to 1,200 elected officials, special interest groups such as the Hoosier Environmental Council and the Indiana Bicycle Coalition, as well as Indiana’s transportation engineers in all of Indiana’s 92 counties.

Between September 5 and September 20, INDOT held public meetings in each of its six districts, soliciting comments on proposed improvement projects. (NOTE: sessions planned for September 11 were cancelled due to the terrorist attacks.) Two sessions were held at each location to accommodate the greatest number of attendees and those with specific scheduling needs. The first was held at 2:30 – 4:30; the second from 5:30 – 7:30. A total of 383 participants attended. In addition, INDOT made presentations to all twelve state MPOs to insure the draft plan reflected local priorities as well as a “big picture” perspective.

“INDOT made its presentation of the draft Plan to us on November 1, 2001,” Peoni remembers. “These are people we know real well and work with all the time but, still, we were very impressed with the effort. Among other things, this document helps us insure the comprehensive and coordinated nature of our regional planning process and aids us in satisfying air quality conformity regulations.”

“Working with the MPOs on their air quality analysis was a big impetus in getting a statewide, project-specific plan done,” Smith notes. “They really can’t plan to stay within air quality guidelines with any degree of certainty without knowing the types of roadway projects, such as highway lane expansions or new roadway alignments. INDOT is planning to implement. Clearly, changes we’re making to a regional transportation system impacts that region’s air quality.” For this reason, the Long Range Transportation Plan will be updated every two years. MPOs with air quality maintenance issues, such as Marion County’s, are required to update their own regional plans every three years.

INDOT will accomplish its biannual Plan updates using information from the Program Development Process (PDP) conducted in each of its six districts (Crawfordsville, Fort Wayne, Greenfield, LaPorte, Seymour, Vincennes). Through this process, they will work with transportation planners and programmers to identify shifting improvement priorities and newly recognized needs. “It’s basically the same way we worked together to develop the draft Plan,” Smith says. “We’re going to continue getting input from the people who live, work and travel in their own areas everyday.”

For more information on the contents of the draft Long Range Statewide Transportation Plan or how it was developed, contact Steve Smith of INDOT at 317/232-5646 (ssmith@indot.state.in.us). Or, review the document in detail on the web at www.in.gov/dot/publications/longrange/index.html.
The INDOT 2000-2025 Long Range Plan lays out a strategy for the future of the state highway system, which is intended to provide Hoosiers with the highest level of mobility and safety possible, and to meet the needs of economic development and quality-of-life into the next quarter of a century. The Long Range Plan provides an update of the 1995 Statewide Multimodal Transportation Plan, entitled Transportation in Indiana: Multimodal Plan Development for the 1990's and Beyond. The 1995 multimodal policy provides a foundation for developing more detailed plans for specific travel modes. This highway plan document is intended to extend the planning period for highway improvements from the initial five years of the 1995 Plan to a 25-year planning horizon. This extended planning period provides INDOT and its planning partners, including the state's 12 Metropolitan Planning Organizations and key transportation stakeholders, a long range vision of how the state's jurisdictional highway and Vincennes. In addition, it works in cooperation with 12 federally mandated Metropolitan Planning Organizations and Mike Peoni, MPO Manager/Master Planner at 317/327-5133 (mpeoni@indygov.org).

### INDOT’s Long Range Plan for the MPO Planning Area

<table>
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<td>Added Travel Lanes</td>
<td>2.03</td>
<td>1</td>
<td>$15,255</td>
<td>0.18 mile west of I-465 to 0.22 mile east of Post Rd (Phase</td>
<td>Greenfield</td>
</tr>
<tr>
<td>151</td>
<td>36</td>
<td>Added Travel Lanes</td>
<td>2.1</td>
<td>1</td>
<td>$10,707</td>
<td>0.2 mile east of Oaklandon Rd to 0.18 mile east of CR 750N</td>
<td>Greenfield</td>
</tr>
<tr>
<td>92</td>
<td>40</td>
<td>Added Travel Lanes</td>
<td>2.2</td>
<td>1</td>
<td>$12,653</td>
<td>Raceway Rd to Research Dr</td>
<td>Greenfield</td>
</tr>
<tr>
<td>155</td>
<td>40</td>
<td>Median Construction</td>
<td>1.83</td>
<td>1</td>
<td>$12,152</td>
<td>Grassy Creek to Buck Creek (1.57 mi W to 0.26 mi E of Mario</td>
<td>Greenfield</td>
</tr>
<tr>
<td>158</td>
<td>52</td>
<td>Added Travel Lanes</td>
<td>1.25</td>
<td>1</td>
<td>$11,858</td>
<td>1-465 to Post Rd</td>
<td>Greenfield</td>
</tr>
<tr>
<td>207</td>
<td>65</td>
<td>Added Travel Lanes</td>
<td>5.28</td>
<td>1</td>
<td>$73,496</td>
<td>Kessler Blvd to 0.3 mile north of I-465 (West Leg)</td>
<td>Greenfield</td>
</tr>
<tr>
<td>169</td>
<td>70</td>
<td>Added Travel Lanes</td>
<td>0.64</td>
<td>1</td>
<td>$1,743</td>
<td>EB I-70 from the Pine St on ramp to the 5th lane on EB I-70</td>
<td>Greenfield</td>
</tr>
<tr>
<td>170</td>
<td>70</td>
<td>Interchange Modification</td>
<td>0.5</td>
<td>1</td>
<td>$11,200</td>
<td>At Mt. Comfort Rd, 7.7 miles west of SR 9</td>
<td>Greenfield</td>
</tr>
<tr>
<td>190</td>
<td>70</td>
<td>Added Travel Lanes</td>
<td>2.23</td>
<td>1</td>
<td>$18,780</td>
<td>5.7 km east of SR 267 to 1.1 km west of I-465</td>
<td>Greenfield</td>
</tr>
<tr>
<td>191</td>
<td>70</td>
<td>Added Travel Lanes</td>
<td>1.12</td>
<td>1</td>
<td>$28,170</td>
<td>1.1 km west of I-465 to 0.72 km east of I-465 (West Leg)</td>
<td>Greenfield</td>
</tr>
<tr>
<td>192</td>
<td>70</td>
<td>New Interchange Construction</td>
<td>2</td>
<td>1</td>
<td>$36,223</td>
<td>At Six Points Rd</td>
<td>Greenfield</td>
</tr>
<tr>
<td>226</td>
<td>70</td>
<td>Added Travel Lanes</td>
<td>4</td>
<td>1</td>
<td>$25,830</td>
<td>0.5 mile west of SR 267 to 3.5 mile east of SR 267</td>
<td>Crawfordsville</td>
</tr>
<tr>
<td>31</td>
<td>135</td>
<td>Added Travel Lanes</td>
<td>1.9</td>
<td>1</td>
<td>$7,450</td>
<td>CR 700N (Stories Crossing Rd) to Smith Valley Rd</td>
<td>Seymour</td>
</tr>
<tr>
<td>101</td>
<td>421</td>
<td>Added Travel Lanes</td>
<td>2.01</td>
<td>1</td>
<td>$13,300</td>
<td>0.89 mile north of I-465 to 0.65 mile north of SR 334 (Phase</td>
<td>Crawfordsville</td>
</tr>
<tr>
<td>314</td>
<td>421</td>
<td>Added Travel Lanes</td>
<td>1.05</td>
<td>1</td>
<td>$9,602</td>
<td>0.16 mile south of I-465 to 0.89 mile north of I-465 (Phase</td>
<td>Crawfordsville</td>
</tr>
<tr>
<td>174</td>
<td>465</td>
<td>Interchange Modification</td>
<td>1.5</td>
<td>1</td>
<td>$24,650</td>
<td>At 86th St (West Leg)</td>
<td>Greenfield</td>
</tr>
<tr>
<td>175</td>
<td>465</td>
<td>Interchange Modification</td>
<td>1.5</td>
<td>1</td>
<td>$27,654</td>
<td>At 56th St / Shadeland Ave (East Leg) (Phase II)</td>
<td>Greenfield</td>
</tr>
<tr>
<td>206</td>
<td>465</td>
<td>Interchange Modification</td>
<td>3.5</td>
<td>1</td>
<td>$67,000</td>
<td>At I-70 (East Leg) (Phase I)</td>
<td>Greenfield</td>
</tr>
</tbody>
</table>
## INDOT's Long Range Plan

**Project #** | **Route** | **Project Type** | **Length** | **Phase** | **Cost (000)** | **Description** | **District**
---|---|---|---|---|---|---|---
206 | 465 | Interchange Modification | 3.5 | 1 | $67,000 | At I-70 (East Leg) (Phase I) | Greenfield
208 | 465 | Reconstruction | 1.52 | 1 | $38,000 | 1.08 miles S of I-74 to 0.44 mile N of I-74 (East Leg) | Int
209 | 465 | Reconstruction | 1.56 | 1 | $31,390 | 0.44 mile N of I-74 to 0.3 mile N of US 52 (East Leg) | Int
210 | 3 | New Interchange Construction | 2.5 | 1 | $17,400 | At SR 67 | Greenfield
211 | 3 | New Interchange Construction | 0.87 | 2 | $11,431 | NB US 31 Mainline at 146th St | Greenfield
212 | 2 | Added Travel Lanes | 1.6 | 2 | $8,766 | 0.58 km west of US 31 to US 31 | Greenfield
214 | 2 | Added Travel Lanes | 6.1 | 2 | $13,750 | 0.96 mile east of SR 267 | Greenfield
215 | 40 | Added Travel Lanes | 2.36 | 2 | $23,237 | Franklin Rd to Grassy Creek (1.57 miles west of Marion/Indianapolis) | Greenfield
216 | 3 | Added Travel Lanes | 3.12 | 2 | $19,652 | Marion / Hancock County Line to CR 500W | Greenfield
217 | 2 | Median Construction | 0.7 | 2 | $2,458 | Gern Rd to Sugar Creek (7.6 miles east of I-465 to 8.3 miles | Greenfield
218 | 2 | Added Travel Lanes | 0.97 | 2 | $4,190 | Thompson Rd to I-465 | Greenfield
219 | 2 | Added Travel Lanes | 6.02 | 2 | $190,000 | 1.465 to 6.02 miles north of I-465 | Greenfield
220 | 2 | Added Travel Lanes | 5 | 3 | $30,000 | SR 37 to SR 238 | Greenfield
221 | 465 | Added Travel Lanes | 2.8 | 3 | $33,190 | 0.5 mile north of 86th St (West Leg) to US 421 (North Leg) | Greenfield
222 | 465 | Added Travel Lanes | 7.2 | 3 | $30,000 | At 191st St, 1.59 miles north of SR 32 | Greenfield
223 | 465 | Added Travel Lanes | 9.8 | 3 | $49,000 | I-70 (East Leg) to I-65 (South Leg) | Greenfield
224 | 70 | Added Travel Lanes | 9.8 | 3 | $49,000 | At US 421 | Greenfield
225 | 70 | Added Travel Lanes | 6.02 | 3 | $75,000 | 1.75 mile east of SR 67 (South Leg) | Greenfield
226 | 70 | Added Travel Lanes | 5.7 | 3 | $75,000 | Airport Expressway to I-65 South Split | Greenfield
227 | 70 | Added Travel Lanes | 7.7 | 3 | $33,400 | 1.5 to 3.0 km east of SR 67 (South Leg) | Greenfield
228 | 70 | Added Travel Lanes | 9.8 | 3 | $49,000 | I-70 (East Leg) to I-65 (South Leg) | Greenfield
229 | 70 | Added Travel Lanes | 4.9 | 3 | $31,270 | SR 44 to Whiteland Rd | Greenfield
230 | 70 | Added Travel Lanes | 2.4 | 3 | $5,846 | US 31 to Moontown Rd | Greenfield
231 | 70 | Added Travel Lanes | 2.6 | 3 | $9,700 | 1.63/70 from the South Split to the North Split | Greenfield
232 | 70 | Added Travel Lanes | 4.9 | 3 | $31,270 | SR 44 to Whiteland Rd | Greenfield
233 | 70 | Added Travel Lanes | 5 | 3 | $30,930 | Whitehead Rd to Greenwood Rd | Greenfield
234 | 70 | Added Travel Lanes | 5.1 | 3 | $31,720 | 0.6 mile east of Post Rd to 0.5 mile east of Mt. Comfort Rd | Greenfield
235 | 70 | Added Travel Lanes | 6 | 3 | $106,890 | I-65 North Split to I-465 (East Leg) | Greenfield
236 | 70 | Added Travel Lanes | 2.1 | 3 | $51,310 | 0.5 mile east of Mt. Comfort Rd to 0.8 mile east of SR 9 | Greenfield
237 | 70 | New Interchange Construction | 3 | 3 | $9,000 | At Hendricks County North-South Corridor (CR 1000E) | Greenfield
238 | 70 | Interchange Modification | 0.3 | 3 | $4,071 | At Post Rd | Greenfield
239 | 421 | Added Travel Lanes | 2.7 | 3 | $15,000 | 121st St to 146th St | Greenfield
240 | 465 | Interchange Modification | 1.3 | 3 | $106,675 | At US 31 (North Leg) (US 31 Freeway Upgrade) | Greenfield
241 | 465 | Added Travel Lanes | 3.3 | 3 | $85,090 | US 421 to west of US 31 (North Leg) | Greenfield
242 | 465 | Added Travel Lanes | 7.3 | 3 | $200,000 | East of US 31 (North Leg) to 0.43 km north of Fall Creek Rd | Greenfield
243 | 465 | Added Travel Lanes | 2.8 | 3 | $33,190 | 0.5 mile north of 86th St (West Leg) to US 421 (North Leg) | Greenfield
244 | 31 | New Interchange Construction | 2.17 | 3 | $56,653 | At SR 32 | Greenfield
245 | 31 | New Interchange Construction | 1.01 | 4 | $24,493 | At 191st St, 1.59 miles north of SR 32 | Greenfield
246 | 465 | Added Travel Lanes | 3.1 | 4 | $24,415 | I-465 (South Leg) to Raymond St | Greenfield
247 | 70 | New Interchange Construction | 0.5 | 3 | $12,000 | At German Church Rd | Greenfield
248 | 267 | New Road Construction | 2.1 | 4 | $8,746 | SR 67 to SR 267 south of I-70 | Greenfield
249 | 334 | TSM | 1.07 | 4 | $7,048 | Zionville Rd to US 421 | Greenfield
250 | 65 | Added Travel Lanes | 5.5 | 5 | $75,000 | I-70 North Split to 38th St | Greenfield
251 | 65 | Added Travel Lanes | 5.7 | 5 | $75,000 | Airport Expressway to I-65 South Split | Greenfield
252 | 465 | Added Travel Lanes | 7.7 | 5 | $53,000 | 1.5 to 3.0 km east of SR 67 (South Leg) | Greenfield
253 | 465 | Added Travel Lanes | 9.8 | 5 | $49,000 | I-70 (East Leg) to I-65 (South Leg) | Greenfield

*Note: Costs are in thousands.*
**Downtown Parking**  
(from page 8)

$1  
- Circle Centre Garages at 48 W. Maryland St., 49 W. Washington St., 26 W. Georgia St. and 100 S. Illinois St.  
- Must purchase at least $20 worth of merchandise from Circle Centre  
- Or, leave before event ends or stay at least 1 hour after event end for regular parking rates.  
The regular rate for Circle Centre parking is $10, if the preceding conditions are not met. However, Circle Centre rarely enforces this policy during Conseco Fieldhouse events.

$2  
- Virginia Avenue Garage at 200 S. Virginia Avenue - Top floor only  
- Lilly Lot at southeast corner of Delaware and South Streets

$3  
- Union Station at 301 S. Meridian St.  
- Express Parking Garage at 20 N. Pennsylvania St.

$5  
- Merchants Garage at 31 S. Meridian St.  
- Born’s Lot at 230 S. Meridian St.  
- 239 S. Meridian St.  
- South of Union Station at 365 S. Meridian St.  
- Express Lot #500 at 500 S. Meridian St.  
- Express Lot #405 at 405 S. Pennsylvania St.  
- Penn and South at 449 S. Pennsylvania St.  
- Circle Block at 25 Illinois St.  
- LaRosa Lot at 101 S. Alabama St.  
- Barnes & Thornburg Lot at 15 E. Washington St.

“Whether under average workday or special event conditions, our downtown Parking Adequacy is probably in the best shape it’s been in the fifteen years we’ve been doing the study,” notes Yang. “We can’t guarantee there will be a place open for you right out front, but there’s always going to be one within walking distance.” For more information on downtown parking, contact Sweson Yang at 317/327-5137 (syang@indygov.org) or Byron Brown of Indianapolis Downtown, Inc. at 317/237-2222 (byron@indydt.com).
... It's the trucks. You can build 42 lanes across 465; it's not going to make a bit of difference unless you keep trucks off of them. Cars don't make noise; trucks do.

In addition to the Public Hearings, the public was encouraged to review the full DEIS at the MPO office, all public libraries within the Northeast Corridor study area, the office of the INDOT Development Engineer - Greenfield District, Office of the Hamilton County Auditor, and the INDOT Hearings Examiner’s office, Room N901 of the Indiana Government Center. Resulting comments could be forwarded to John Myers of Parsons Brinkerhoff. An Executive Summary of the DEIS was available for review on both the MPO and conNEtions web sites (www.indygov.org/indympo, www.indygov.org/connections) where comments could also be submitted. In addition, the conNEtions Hot-line (1-877-NEC-LINK) also directed users to call the MPO directly to voice opinions. The comment period ended 5 PM, Thursday, November 29th.

All comments received by that time have since been passed along to the Study's Policy Study Steering Committee which is co-chaired by Indianapolis Mayor Bart Peterson, State Senator Luke Kenley, and INDOT Commissioner J. Bryan Nicol. The committee met on Wednesday, January 16th to consider this input as well as the findings of the DEIS. Its decisions on how to proceed will be reported in future issues of teMPO. For more information, contact Mike Peoni at 317/327-5133 (mpeoni@indygov.org).

Glendale Special Neighborhood Study Status

The public input phase of the Special Neighborhood Study of the Glendale Area officially ended November 28th following a two-month extension past its scheduled September completion to accommodate continuing public comment and to further analyze potential recommendations. The purpose of the study is to identify effective strategies for increasing mobility options within established neighborhoods. Study consultants Storrow Kinsella Associates, a landplanning and design firm, turned over a final report to the MPO in January in which public comments were included and addressed.

This report will go to the project's Study Review Committee in early 2002 and, pending approval, will then be posted on the MPO's web site (www.indygov.org/indympo) as part of the 30-day review and comment period. For more information on the Special Neighborhood Study of the Glendale Area and eventual implementation of its strategies, contact Stephanie Belch, MPO Senior Planner, at 317/327-5136 (sbelch@indygov.org).

INDOT Bike Study

Mike O’Loughlin, INDOT’s State Bicycle Coordinator, reports that the Indiana Trails Study is now available upon request. This document, based on a study conducted by The Epply Institute throughout 2001, reports on several existing trails. Information includes numbers and types of users and reactions from the owners of adjacent properties. Look for a summary of findings to be posted on INDOT’s web site in early 2002 (www.state.in.us/dot/studies). For more information on the Indiana Trails Study, contact Mike O’Loughlin at 317/232-5653 (moloughlin@indot.state.in.us).

cont on page 24, see Irons In The Fire
on the air quality, farmland, ground water, wetlands or historic and archeological resources of the area. Implementing the Preferred Alternative would also result in no residential or commercial displacements.

Environmental impacts associated with the Preferred Alternative include:

**Land Acquisition**: For permanent right-of-way to build the Preferred Alternative, INDOT would need to buy about 0.39 acres of commercial property (nine parcels), about 0.17 acres of residential property (six parcels), and 0.25 acres of church property (three parcels).

For temporary right-of-way during construction, INDOT would need about 0.20 acres of commercial land (six parcels) and about 0.07 acres of residential property (three parcels).

**Noise**: Of the 213 noise-sensitive receivers (residential dwellings and churches) evaluated along SR 431, 129 are currently experiencing noise impacts or noise levels that exceed 66 decibels (dBA). Implementing the Preferred Alternative would result in noise impacts at 172 receivers – 43 more than existing conditions and 15 more than the No-Action Alternative. The increases in predicted noise levels, however, would be small, ranging from 0.8 to 1.7 dBA. (Noise-level increases of less than 3 dBA are normally not perceptible to the human ear.)

Although it was determined that there are three locations along SR 431 where noise barriers would be feasible and cost-effective, all of the receivers at these locations fell under the no impact category or were on the borderline between no impact and minor impact when taking into consideration the severity of impacts for noise abatement measures. Based on these results, the installation of noise barriers at these is not recommended.

**Access**: The closing of the median at the 99th Street intersection would restrict turning movements to right turns only. In addition, the concrete medians on 96th Street at the SR 431 intersection would eliminate left-turn movements into and out of the adjacent commercial properties.

**Visual**: The Preferred Alternative would result in only minor visual impacts, reducing the current 44-foot grassy median by more than half to add travel and turn lanes. Inside shoulders would also be replaced by curbs and gutters.

INDOT invited public reaction to its Environmental Assessment of SR 431, including its Preferred Alternative, during a 45-day Review and Comment period which began November 6 and ended December 21. During this period, the full document was available for review at Carmel-Clay Public Library, Carmel City Hall in the Department of Community Services, and at the offices of The Parsons Transportation Group. The consultants were responsible for gathering public comment via phone, cont on page 23, see SR 431 Alternative

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**SR 431**

As part of INDOT’s SR 431 Environmental Assessment, the following alternatives were considered and dismissed as stand-alone solutions to the problem.

**Transportation System Management**

This alternative involved steps intended to increase the efficiency of the existing roadway without adding through lanes, such as computerized signal timing and coordination which would provide minimal improvements to traffic congestion. With this alternative, five out of the eight intersections would still function at level of service F.

Adding turn lanes at intersections and coordinating signal timing would improve efficiency more than signal coordination alone or a No-Action Alternative, but would still leave five of the eight intersections at unacceptable levels of service (E or F), indicating extremely heavy traffic congestion.

**Travel Demand Management**

The effect of ridesharing, flexible work schedules and telecommuting on traffic volumes or congestion levels in the corridor would be insignificant.

**Mass Transit**

Currently, mass transit is not available in Hamilton County. In addition, studies show that Hamilton County trips are dispersed among numerous points of origin and destination. Such a dispersed ridership would make mass transit operation economically unfeasible.

**Widen to six lanes with new travel lanes on the outside**

This option would bring service improvements similar to those of the Preferred Alternative, but would require acquisition of a substantial amount of land. It would have major impacts on residential areas and environmental resources.

**Upgrade to Urban Freeway Standards**

This option would require 30 to 40 feet of additional right-of-way on each side. In addition, grade-separated interchanges (cross streets elevated to go over SR 431) would require a major amount of additional land. Impacts to residential and commercial properties, as well as environmental resources, would be substantial. As a result, this alternative was dropped from further consideration.
SR 431 Alternative
(from page 22)

fax, regular mail and e-mail. In addition, a formal Public Hearing was held on December 6 from 6 – 9 PM in the cafeteria at Clay Junior High School, 5150 E. 126th Street.

Based on the results of the EA and the outcome of the Public Hearing, INDOT and the Federal Highway Administration (FHWA) will issue a finding that will determine the next steps for the project. If the FHWA determines that the Preferred Alternative has no significant impact on the environment, a Finding of No Significant Impact (FONSI) will be issued and the project can move into final design and construction. However, if FHWA deems the project to present significant impacts, more extensive analysis in the form of an Environmental Impact Statement (EIS) will be required.

For more information on the SR 431 project, contact Brad Steckler or Jim Juricic at INDOT (317/232-5137 or 317/232-5305, respectively) or Steve Cunningham, MPO Senior Planner, at 317/327-5403 (scunning@indygov.org).

Notes & Quotes

Clarifications

Sometimes, after preparing an article for temPO, we find that our source information was inaccurate, that the facts upon which a story was based have changed since going to press, or that we simply got it wrong the first time around. In any of these cases, we’re happy to clarify.

In the Fall issue of temPO, our article on the proposed Midwest Regional Rail System may have confused some readers concerning Indiana’s financial commitment to the project. The estimated cost for the entire nine-state system is $4.1 billion, approximately 80% of which will be federally funded. Indiana’s portion of the system will cost $750 million of which the state will pay between $80 to $120 million. Indiana’s financial commitment does not equal the federally unfunded 20% ($150 million) because he cost of routes leading to primary out-of-state destinations are shared with neighboring states (e.g. the cost of the route from Indy to Cincinnati would be shared with Ohio). These facts were clarified prior to the temPO article being re-printed, with permission and in-full, in a recent issue of The South Side Times.

Hope this clears things up and gets us all back on-track!

In the same issue of temPO, Acro-Nymble identified ITS as standing for “Information Technology Systems.” Although that acronym is commonly used in the business world, ITS usually means “Intelligent Transportation Systems” when it comes to the work of the MPO and its planning partners.

Also in the Fall issue, the map on page 17 representing conNExions’ Alternative H-5 mis-identified SR 37 north of 116th Street as a 6-lane freeway. That decision has not yet been made; that portion of SR 37 could become either a 6-lane freeway or 6-lane expressway.

coMPOnents

To encourage public awareness of, and informed participation in, the regional transportation planning process, the MPO includes display advertising among its various outreach efforts. Featuring consistent use of the “iMPORTant” format to build awareness and recall, these ads appear in the City & State section of The Indianapolis Star, The Indianapolis Recorder and other regional publications. The following ad, which appeared in early-to-mid December, solicited responses from qualified professional transportation planning partners interested in working with the MPO.

“he development process of the 2000-2025 Long-Range Plan balanced the detailed local knowledge and insight of Indiana’s MPOs with INDOT’s statewide perspective on the overall improvement program.”

— J. Bryan Nicol
INDOT Commissioner

The Indianapolis Metropolitan Planning Organization (MPO) is soliciting statements of qualifications for professional planning and/or engineering services.

Included among the activities for which qualified providers are needed are the update/enhancement of the TMS and CMS; multi-modal planning for rail, bicycle and transit; computer modeling; community involvement; environmental justice activities; and, transportation study preparation. For more information, see our notice in today’s classified section.

For more information on transportation planning, call 327-5151 or visit www.indygov.org/indympo.
Bike Route Signs

The City of Indianapolis will fabricate and install signs along all 167 miles of primary bike routes and route intersections throughout Marion County. That amounts to 1,257 signs in all! Installation locations were recommended by the MPO staff. The work should be completed by late Spring, 2002. For more information, contact Mike Dearing, MPO Principal Planner at 317/327-5139 (mdearing@indygov.org)

Best Practices Praise

The Indianapolis MPO is again receiving national attention for an aspect of its transportation planning process. Its distance learning projects, conducted with the Center for Interactive Learning and Collaboration (CICL) over the “Vision Athena” videoconferencing network, has brought real world transportation-related studies into Indiana’s public schools. Examples include students working with the MPO to identify proposed bike route locations and students investigating strategies for mitigating traffic congestion and mobility problems in the region’s fastest growing Northeast Corridor as part of the MPO’s conNEcTions study. It all adds up to greater project awareness, increased public participation and fresh, innovative perspectives. And that adds up to a “Best Practices” designation in Public Involvement from the United States Department of Transportation (USDOT). The case study will be included in a Best Practices publication now being developed by the USDOT for distribution to MPOs and other agencies nationwide.

Metropolitan Planning Organization
1841 City-County Building
200 East Washington Street
Indianapolis, IN 46204-3310