

teMPO

SPRING 2002

VOLUME SIX

ISSUE ONE

KEEPING PACE WITH OUR TRANSPORTATION NEEDS

THE SPRING "GREEN" ISSUE

As winter ends and buds appear, it seems "green" thoughts are on everyone's mind. No wonder the state's largest, single day environmental event is held each year in April. No wonder, too, this issue of *teMPO* concentrates on MPO transportation-related initiatives that consider not only regional system efficiency, but our environment and quality-of-life. Topics include the community benefits of a healthy greenway system, reducing air pollution through traffic signal interconnection, the goals of the new Multi-Modal Task Force, the

cont on page 3, see Spring Green

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WORK PROGRAM 2002

On February 20, 2002, the Metropolitan Development Commission adopted the MPO's 2002 Unified Planning Work Program (UPWP). This document is prepared annually and submitted to the Indiana Department of Transportation (INDOT), the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA) and the United States Environmental Protection Agency for approval. It outlines the planning activities to be undertaken by the MPO for the calendar year and allocates resources of time and money to best achieve the goals of the Indianapolis Regional Transportation Program which include:

- Identifying future transportation needs by analyzing existing conditions and trends and making projections of future changes.
- Providing a factual basis for comprehensive public policies to meet the transportation needs of the region.
- Preparing plans in which streets, public transit, highways, airports and other means of moving people

cont on page 16, see Work Program 2002



MULTI-MODAL TASK FORCE

Complementary 'green' goals, a willingness to think outside the box and organizational commitments to the good of the community that assure a cooperative, coordinated effort. That's what MPO Principal Planner Mike Dearing thinks brought together the disparate members of the newly formed Multi-Modal Task Force. "Everyone expects the MPO to help lead an effort that increases mobility options and reduces the region's reliance on single occupant vehicle usage. This increases the safety and efficiency of our regional transportation system and that's our primary job," he notes. "It's a major leap forward, though, to see us and on-going collaborators like



cont on page 14, see Multi-Modal Task Force

ACRO-NYMBLE

Here's a list of the acronyms used in this issue. Refer to it to keep your understanding letter-perfect.

AICP – American Institute of Certified Planners

ATMS – Advanced Traffic Management System

CAAA – Clean Air Act Amendments

CAC – Citizens Advisory Committee

CILC – Center for Interactive Learning and Collaboration

CIRCL – Central Indiana Regional Community League

CMAQ – Congestion Mitigation & Air Quality

conNECTIONS – Study of NorthEast Corridor Transportation

DEIS – Draft Environmental Impact Statement

DMD – Department of Metropolitan Development

DOT – Department of Transportation

DPW – Department of Public Works

EDII – Earth Day Indiana, Incorporated

EIS – Environmental Impact Statement

ERMD – Environmental Resources Management Division

FEIS – Final Environmental Impact Statement

FHWA – Federal Highway Administration

FTA – Federal Transit Administration

IBC – Indiana Bicycle Coalition

IIA – Indianapolis International Airport

INDOT – Indiana Department of Transportation

IPTC/IndyGo – Indianapolis Public Transportation Corporation

IRTC – Indianapolis Regional Transportation Council

IRTIP – Indianapolis Regional Transportation Improvement Program

ITS – Intelligent Transportation System

MDC – Metropolitan Development Commission

MIS – Major Investment Study

MPO – Metropolitan Planning Organization

PSC – Policy Steering Committee

STP – Surface Transportation Program

TEA-21 – Transportation Equity Act for the 21st Century

TCSP – Transportation and Community, and System Preservation

TMS – Traffic Monitoring System

USDOT – United States Department of Transportation

UPWP – Unified Planning Work Program

VMT – Vehicle Miles Traveled

QUESTIONS ANSWERS

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, the MPO turns to a frequent planning partner to address questions about the region's growing trails and greenways network.

I seem to be hearing a lot more about the City's greenways system lately, especially as it relates to transportation planning. It may be politically incorrect to ask, but why? I know the federal government is pushing alternative transportation, but is this really a valid use for my tax dollars? I'm sure the trails and greenways are popular, but what if you're not a jogger, walker or cyclist? What real benefits, transportation or otherwise, do greenways offer the general community?

-paraphrased from questions asked at various public meetings and via the MPO's web site

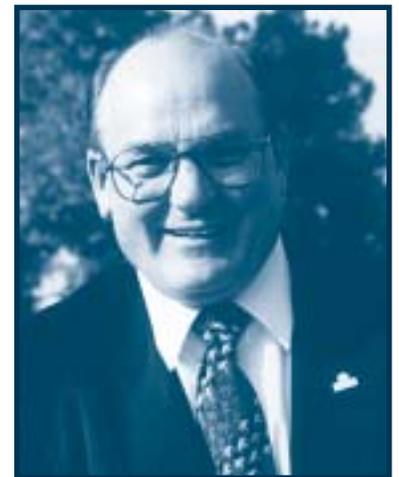
I'm happy to have the opportunity to answer a question I care so much about. Our trails and greenways system offers Marion County qualifiable and quantifiable economic, recreational, transportation, aesthetic and quality-of-life benefits, which I'm happy to enumerate. As the Administrator of Indy Greenways, however, I think a little history of what the system is and how it got started may be in order first.

Past

After its 1912-1913 floods, Indianapolis designated most major streams, creeks and rivers as "flood plains" or "flood ways" on county land use maps. Up through the 1960's, the City tried to curb development in these areas and attempted to maintain the 1920 and 1930 levee systems through the Marion County Flood Control Board. Then under UNIGOV, the Board disbanded. Responsibility for flood and levee structures shifted to the now recombined Indianapolis Department of Public Works.

In 1989, the Indianapolis Chamber of Commerce started work on the GIFT (Getting Indianapolis Fit for Tomorrow) Report. The report's first segment examined the ratio of population to park land. It discovered that 1)

Indianapolis has a 20% parkland deficit when compared to other cities of similar size and characteristics, and that 2) parkland is a critical quality-of-life indicator. Since greenways promote the development of parks and their usage by increasing park accessibility and preserving linear open spaces, Indianapolis' greenways system became a crucial component in improving this deficit. For this reason, the City-



RAY R. IRVIN
ADMINISTRATOR,
INDY GREENWAYS

cont on page 10, see Q & A

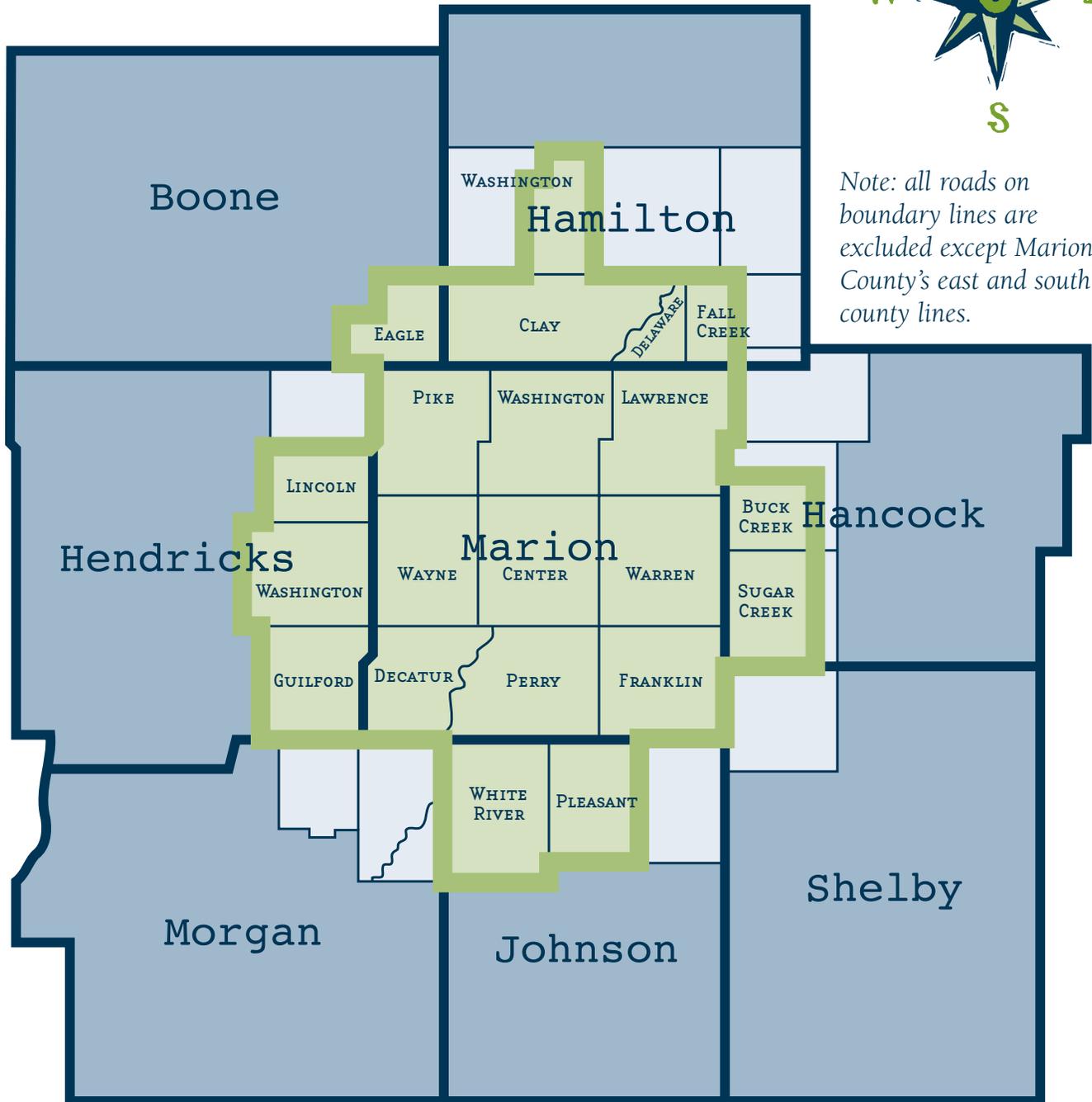
INDIANAPOLIS METROPOLITAN PLANNING AREA



Metropolitan Planning Area (PM)
(Projected Urbanization By The Year 2020)



MPO 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.

SPRING GREEN

(from page 1)

MPO's Environmental Justice efforts, and this year's Earth Day Festival. And, don't forget to review the environmen-

tally conscious projects included in the MPO's new 2002 Unified Planning Work Program, as well as the Program's 'green' accomplishments for 2001. They're all here, along with a public

participation calendar of 2002 meetings, a description of new MPO website enhancements and more 'hot' *Irons In The Fire* in this issue of *teMPO*. Read on!

EARTH DAY INDIANA

It's the largest one-day environmental event in the state and the first, free outdoor festival of the year in the Indianapolis area. It's dedicated to environmental education and awareness, yet includes music, food, special events and arts & crafts activities. Local, State and federal agencies, corporations, non-profit organizations and environmental product manufacturers/retailers pay to be exhibitors at it, yet attendees are drawn to its fun, family-oriented atmosphere. "It" is Earth Day Indiana and this year your MPO and its transportation planning partners took part on Saturday, April 27, 2002.

Hosted by a not-for-profit, tax-exempt, grassroots organization called Earth Day Indiana, Inc (EDII), the event is held each year on the last Saturday of April, culminating 'Earth Month.' "Earth Day is observed nationally on April 22, but we prefer to have our festival cap-off a month-long environmental awareness effort, rather than be a stand-alone event" explains Deb Ellman, EDII Executive Director. "On Monday, April 8, Indianapolis Mayor Bart Peterson held an Earth Month kick-off news conference where he unveiled the 2002 festival poster, and the festival's opening ceremonies included state and local leaders who proclaimed it the start of Earth Week throughout Marion County."

The event, which was sponsored by environmental groups, private corporations, government agencies and the media, was held between 11 AM and 5 PM at the American Legion Mall and Veterans' Memorial Plaza in downtown Indianapolis (N. Meridian Street and North Street). Its purpose was to serve as a forum for the exchange of environmental information, as reflected in this year's theme "Energy Independence: ConSERVE America! As in past years, more than 15,000 visitors attended with an estimated two-thirds coming from the nine-county Indianapolis metropolitan area. In addition, environmental information reached more than a million Central Indiana residents through the festival's promotion efforts and media coverage.

"That's a big reason we invested in the event's newspaper insert," explains

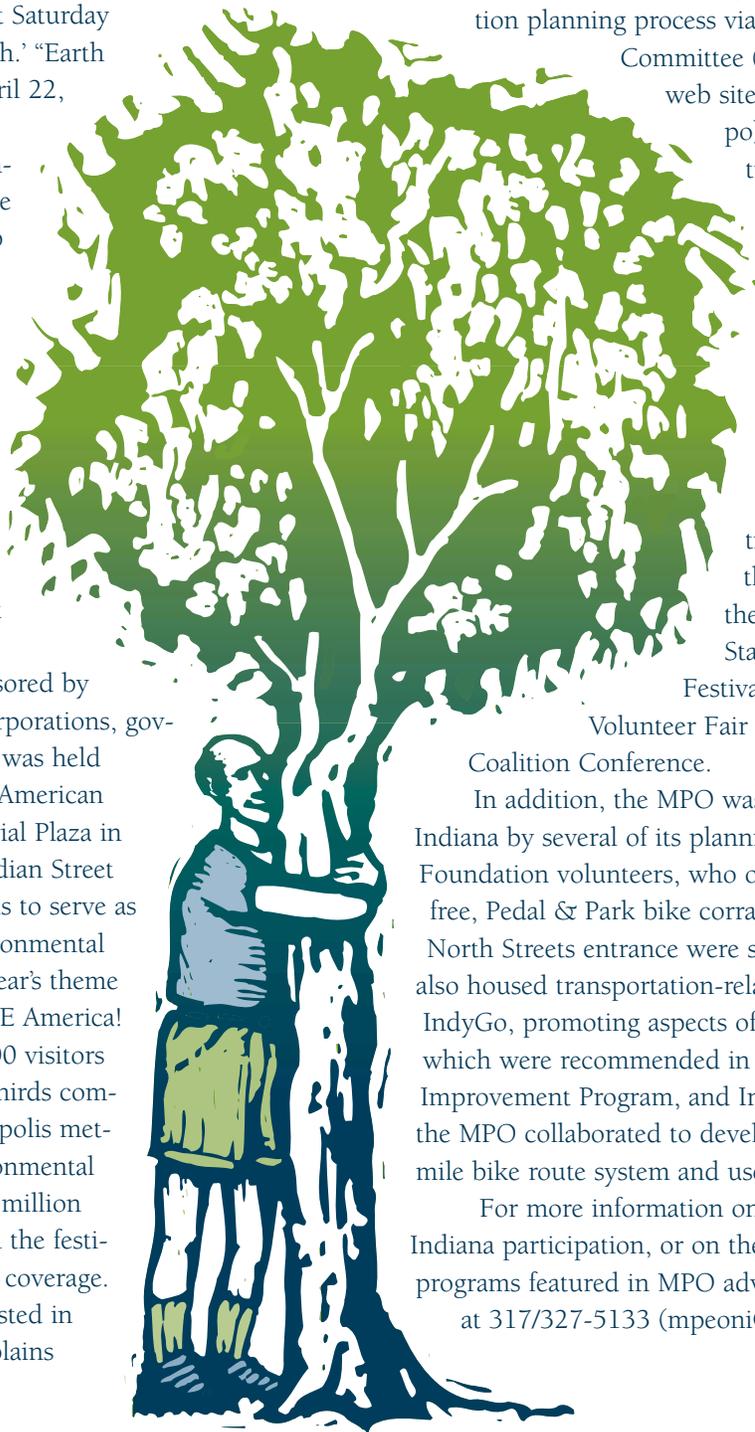
Mike Peoni, AICP, MPO Manager/Master Planner. "As always, the MPO is currently involved in a number of projects and programs that feature strong "green" components. We wanted an efficient, cost-effective way to get this story out, to encourage public participation in our on-going transportation planning process and to endorse environmental awareness and conservation throughout the region. "The MPO's four-color, full-page ad (seen here in one color on page 5) describes seven planning initiatives intended to increase mobility options, reduce traffic congestion (and resulting pollution) and protect our local environment and quality-of-life. They include the Pedal & Park Program, development of the Regional Pedestrian System Plan and IndyGo's Bike & Bus Program. In addition, readers are invited to participate in the transportation planning process via Citizens Advisory

Committee (CAC) meetings, the MPO web site (www.indygov.org/indympo), reading free MPO publications, or calling Mike Peoni directly.

The ad was distributed to *The Indianapolis Star's* 520,000 readers in the Earth Day Indiana newspaper tabloid on Thursday, April 25, two days before the event. The publication will also be distributed at public events throughout the remainder of the year, including the Indiana State Fair, Sesame Street Festival, Indy Jazz Fest, IUPUI Volunteer Fair and the IN Recycling Coalition Conference.

In addition, the MPO was represented at Earth Day Indiana by several of its planning partners. Greenways Foundation volunteers, who operated the MPO-sponsored free, Pedal & Park bike corral at the Pennsylvania & North Streets entrance were sheltered in MPO tents which also housed transportation-related literature. Nearby were IndyGo, promoting aspects of enhanced transit service which were recommended in its MPO sponsored 5-Year Improvement Program, and Indy Greenways with whom the MPO collaborated to develop Marion County's 327-mile bike route system and user map.

For more information on the MPO's Earth Day Indiana participation, or on the transportation planning programs featured in MPO advertising, contact Mike Peoni at 317/327-5133 (mpeoni@indygov.org).





Our work is getting around.

As the region's primary transportation planner, that's what we're all about – working on new and better ways of getting around the Greater Indianapolis Area.

Our #1 job is to insure the efficient operation of the region's transportation system, now and in the future. To do that, we work with planning partners on enhancement and expansion projects that promote the safe and economical movement of goods, services and people, while also protecting our environment and quality-of-life. One such project is our new Multi-Modal Task Force – a public and private partnership dedicated to increasing mobility options while also promoting conservation and health agendas. Here are a few others:



Pedal & Park, a volunteer initiative from The Greenways Foundation sponsored by your MPD, offers free, secure bike parking at greenway-adjacent events throughout the spring and summer. Look for the MPO tent and Bike Corral symbol

- at the following free-whoosing events:
- Earth Day, April 27
 - Broad Ripple Art Fair, May 11-12
 - Bike-to-Work Day, May 17
 - Indiana State Fair, August 7-18
 - Panrod, September 7



Roadway Enhancement/Expansion is often recommended from studies conducted by the MPO. Our goal is to keep traffic flowing which increases system safety and efficiency while reducing travel time and air pollution caused by stop/start driving.

The **Regional Pedestrian System Plan**, an on-going collaboration between your MPD and other stakeholders including the public, is addressing the need to improve pedestrian amenities, such as sidewalks, throughout the MPO planning area.



Could commuter rail service provide a clean, convenient travel alternative? The MPO is currently studying the feasibility of a rail link between downtown and the airport as part of a **Regional Rail Transit System**.



In cooperation with Indy Greenways, the MPO developed the 227-mile **Marion County Bike Route System**. More than 11,000 copies of the Route Map were distributed free to cyclists in its first three months. To receive yours, visit any Marion County Public Library or call 317.327.5139.



Your MPD works with IndyGo to enhance public transportation, funding its 5-Year Improvement Plan and supporting initiatives like the **Bike & Bus Program** which equipped 95% of the bus fleet with bike racks. We also partner with the transit provider on projects like the **Glendale Neighborhood Study** which seeks to make established neighborhoods more bicycle-, pedestrian- and transit-friendly.

How about getting around to working with us? You can participate in the Regional Transportation Planning Process by visiting www.indygov.org/indympo, calling 317.327.5133, attending quarterly Citizens Advisory Committee meetings, or reading free MPO publications like **tempo** and **CAC Minutes**.



Featuring eight MPO initiatives, plus four ways to stay informed on the transportation planning process, this ad was distributed to 520,000 *Indianapolis Star* readers as part of an Earth Day Indiana insert.

MPO IN DC

In an effort to improve the “livability initiatives” programs that the federal government is involved in (mainly the Transportation and Community, and System Preservation (TCSP) Programs), the Federal Highway Administration (FHWA) sponsored a one-day Livability Forum in Washington D.C. on February 12, 2002. Because of national interest in the Special Neighborhood Study of the Glendale Area, the Indianapolis MPO was invited to participate.

The day was filled with panel presentations and discussions showcasing projects underway throughout the United States. Stephanie Belch, MPO Senior Planner and the planner-in-charge of the Glendale Study took part in the *Transportation and Livability Initiatives in Metropolitan Areas* Panel Discussion, along with representatives from the Metropolitan Washington D.C. Council of Governments; the Tri-County Metropolitan Transportation District of Portland, Oregon; and, the Thomas Jefferson Planning District Commission of Charlottesville, Virginia. Alex Taft, of the Association of MPOs moderated the panel. For her part, Stephanie gave an overview of the Glendale Special Neighborhood Study and presented some of the unique design guidelines the study has developed.

“It’s an honor to have our MPO’s work recognized in this way, and suggests that much of what we’re doing here isn’t following national trends so much as creating them,” Belch says. Recently, MPO distance learning projects, conducted in Indianapolis Public Schools with the Center for Interactive Learning and Collaboration (CILC), received a ‘Best Practices’ designation from the United States Department of Transportation (USDOT). Projects are being included in a best practices publication for distribution to MPOs and other planning agencies nationwide.

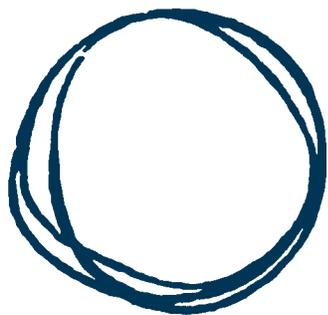
After a full day of panels and discussions with different levels of government, as well as a research panel comprised of many Ph.Ds and transportation experts from universities across the country, forum participants developed recommendations to improve livability programs in the United States. The entire day was recorded on audio to create a transcript. This transcript, in addition to helping federal planners, will be shared with all participants.

If you’d like details on the information presented in Washington D. C., contact Stephanie Belch at 317/327-5136 (sbelch@indygov.org) or review the complete Special Neighborhood Study of the Glendale Area Final Report on the web at www.indygov.org/indympo.



PLANNING PARTNERS

With this issue, teMPO introduces a semi-regular feature dedicated to the 35 to 40 ‘planning partners’ with whom the MPO works to ensure a cooperative, comprehensive and coordinated regional transportation planning process. With each installment, readers are invited to learn a little about the one or more governmental departments, not-for-profit agencies or citizens groups profiled in their own words. Here, then, is how the Central Indiana Regional Community League (formerly, the Central Indiana Regional Citizens League) introduces itself.



C I R C L

The recent name change of the Central Indiana Regional Community League (CIRCL) is only one indication of a shifting focus of the former ‘Citizens League.’

“Elected officials and community leaders usually have a pretty keen sense of the collective pulse of their constituents,” says Lou Zickler, CIRCL Board President. Realizing that community leaders can serve as both barometer and sounding board for their respective communities, the CIRCL Board decided to take a more republic-style approach to its work activities. Now, the organization focuses on gathering broad-based input from these representatives of Central Indiana communities on a variety of long-term, future-focused planning

issues, rather than on the more grassroots, “one person, one voice” approach used in the past. “In this way, we hope to secure a perspective that is more representative of the majority who elected their leaders and, for this reason, is more comprehensive,” Zickler explains.

With its change in name and participant base, CIRCL has also shifted its work activities to address regional problems and to develop visionary, forward thinking leadership. These activities include the completion of the Regional Planning Guide (in collaboration with the MPO) which is a toolkit for guiding and implementing quality community growth. Another CIRCL activity is the facilitation of the Central Indiana Strategy Initiative — a regional project linking economic development and lifestyle planning. Through these and other projects, CIRCL intends to achieve its goal of becoming Central Indiana’s champion of cross-community issues affecting community growth and resident lifestyle.

For more information on the Central Indiana Regional Community League, contact CIRCL Executive Director Jennifer Tryon at 317 920-3461 or jennifer@in.net.

WEB SITE ENHANCEMENTS

If you haven't visited the MPO website in a while, you're in for a big surprise. The site has been under construction over the last few months and it's now bigger and better than ever! Not only does it look different, it acts different!

"One of the first improvements we made was to re-design the site into frames," explains Bob Glenn, Senior Planner with the Indianapolis Department of Metropolitan Development, who did the initial work. "This allows for faster loading times because the browser doesn't have to download the headers, footers and other incidentals for each page. As a result, the site is now much faster and easier to navigate."

And that's important because there's a lot more to see.

MPO publications are available for the first time online. "We've wanted to do this for years," says Mike Peoni, MPO Manager/Master Planner, "but now, with new MPO Planner Catherine Kostyn on staff, it's a reality. Starting with this issue, *teMPO* will be posted on our site on the same day it's sent out to our mailing list. We've also already posted the February issue of *CAC Minutes*, along with all eight issues from last year." Both publications are presented in pdf format which is accessible with a free Acrobat Reader software download

also offered on the site.

Catherine Kostyn, the MPO Planner responsible for maintaining the web site, promises to keep the information fresh and the improvements coming. "We plan on posting *CAC Minutes* within two weeks of each Citizens Advisory Committee meeting," she says. "Plan adoptions, changes and amendments will be posted as soon as possible. All documents currently on the site have already been updated to their most recent versions."

In addition, computer-assisted

Thoroughfare Plan for Marion County. An updated version will replace it within a few months.

- adding more educational data on both the MPO and its various plans and programs that will be of interest to the average citizen. This might include organizational charts of the MPO and its planning partners and/or demographic profiles of Indianapolis and its "peer" cities.
- keeping an up-to-the minute list of upcoming public participation

and formal review opportunities for the regional transportation planning process (see related feature, page 22).

"All of this is being done to get people more involved and keep them better informed," explains Peoni. "We also want people to tell us the best way to do that. Right now, there is an e-mail sign-up posted on our web site for just that purpose," he notes. "Although we'll continue to print and mail



design (CAD) files are available for downloading and jpeg map images make viewing by private citizens easy. "Since there is no proprietary issues with these maps, the data is free to use by anyone," Kostyn explains. "More maps will be converted and posted within a few weeks."

Other enhancements include:

- posting the current version of The

publications like *teMPO* and *CAC Minutes*, we'll be happy to deliver them via e-mail if you prefer. Just let us know."

For more information on MPO web site enhancements, or to suggest improvements of your own, contact Catherine Kostyn at 317/327-5142 (ckostyn@indy.gov.org).

QUESTIONS & ANSWERS

(from page 2)

County Council created the Indianapolis Greenways Task Force in 1990.

By working with the Department of Metropolitan Development to update the comprehensive land use plan for all nine townships, this Task Force changed all floodplains (FP) and floodways (FW) to the new designations of linear parks (LP) and urban conservation (UC). Then, it identified and defined the Greenways as being “any dedicated linear space including waterways, old railroad corridors, and utility corridors that represented green infrastructure.”

The City-County Council established a 16-member commission, appointed by the Mayor, to oversee the development of a Greenways Master Plan and an interconnected trail system sensitive to the 340 species of birds, 755 species of plants and 60 species of trees indigenous to these lands.

Present & Future Benefits

Today, the Indianapolis Greenways System consists of over 5,000 acres of dedicated Greenways on over 200 miles of linear space, along with 65 miles of dedicated trails. In addition, almost 50 more miles of greenways are currently being planned or built and another 75 miles will undergo construction in the near future. This trail system is now well on its way to connecting hundreds of Indianapolis neighborhoods (and hundreds of thousands of residents) to more than 125 major Marion County destinations including 55 parks, plus schools, museums, the zoo, libraries, three colleges and two universities. Not a bad use for land consid-

ered unsuitable for development and one that offers thousands daily aesthetic, lifestyle and mobility (transportation system) benefits.

As the greenways system developed, so did new economic, environmental and commercial opportunities. For instance, in 1989 a lift station on the City’s north side failed, dumping millions of gallons of raw sewage into Williams Creek and the White River. This prompted the Environmental Protection Agency (EPA) to demand the construction of an interceptor sewer system to serve the entire north central part of the City. The resulting 48-inch sewer main was co-located under the Monon Trail in record time and at a fraction of the cost of digging up streets — the only alternative for locating the sewer main. Benefits there included transportation system efficiency and infrastructure economy.

The list of utilities now co-located on the greenways system includes fiber optic cable, cable TV, sewers, water, gas lines, phone lines and live steam for the solid waste recycling burn plant.

In maintaining and expanding this system, Indy Greenways has re-established the historic 1836 Canal Towpath and several bridges for pedestrian crossings, and has widened several sidewalks to support the trail system.

Bridges have also been built over streams and rivers and under other bridges to facilitate user safety and maintain traffic flow.

These benefits are also being sought outside of Marion County. As The Greenways Foundation, Inc. assesses interest in developing a regional trails and greenways plan (see Regional Trails and Greenways Network, *teMPO*, Winter

*cont on page 28,
see Questions & Answers*



E. J. EFFORTS

One of the primary thrusts of this year's Work Program (see related story, page 1) is to fully integrate Environmental Justice, or E.J., throughout the MPO planning process. To achieve this goal, your MPO will continue to make special efforts to involve all citizens in its transportation planning process. In 2002, this will entail expanding the Community Inclusion Project started last year by the MPO.

Environmental Justice refers to a concept described in Presidential Order 12898 which was signed by then-President Bill Clinton on February 11, 1994. The order directed each federal agency to develop a strategy for "identifying and addressing disproportionately high and adverse human health and environmental effects of programs, policies and activities on minority and low income populations." Funds were allocated to federal agencies and state governments to assist communities in developing strategies to alleviate local environmental problems.

"Fairly representing the interests and concerns of all our regional transportation system users has always been a goal of the MPO" says Mike Peoni, AICP, MPO Manager/Master Planner. "The energy we bring to our E. J. efforts reflects the value we place on actively engaging the total community in the planning process, and ensuring everyone is given the opportunity to participate and that the resulting plans and projects offer an equitable distribution of costs and benefits," he explains.

That plan focuses on neighborhoods and

"We love this program! As a way of getting the neighborhoods heard, it's very needed and it's working well for us. We're glad to be at the table."

**Linda Minter, Coordinator
Martindale-Brightwood Neighborhood**

provides a forum for residents to raise issues face-to-face with people who can address them. Included in the plan was the hiring of an E.J. Consultant to assist with contacting groups within the targeted areas, mainly through neighborhood associations and other not-for-profit organizations, surveying these groups to assess needs and perceptions, and facilitating an on-going exchange of ideas among all involved parties through a series of luncheons. Whenever possible, the MPO encourages one of the participating neighborhoods to host the luncheon to help foster a sense of ownership in the project.

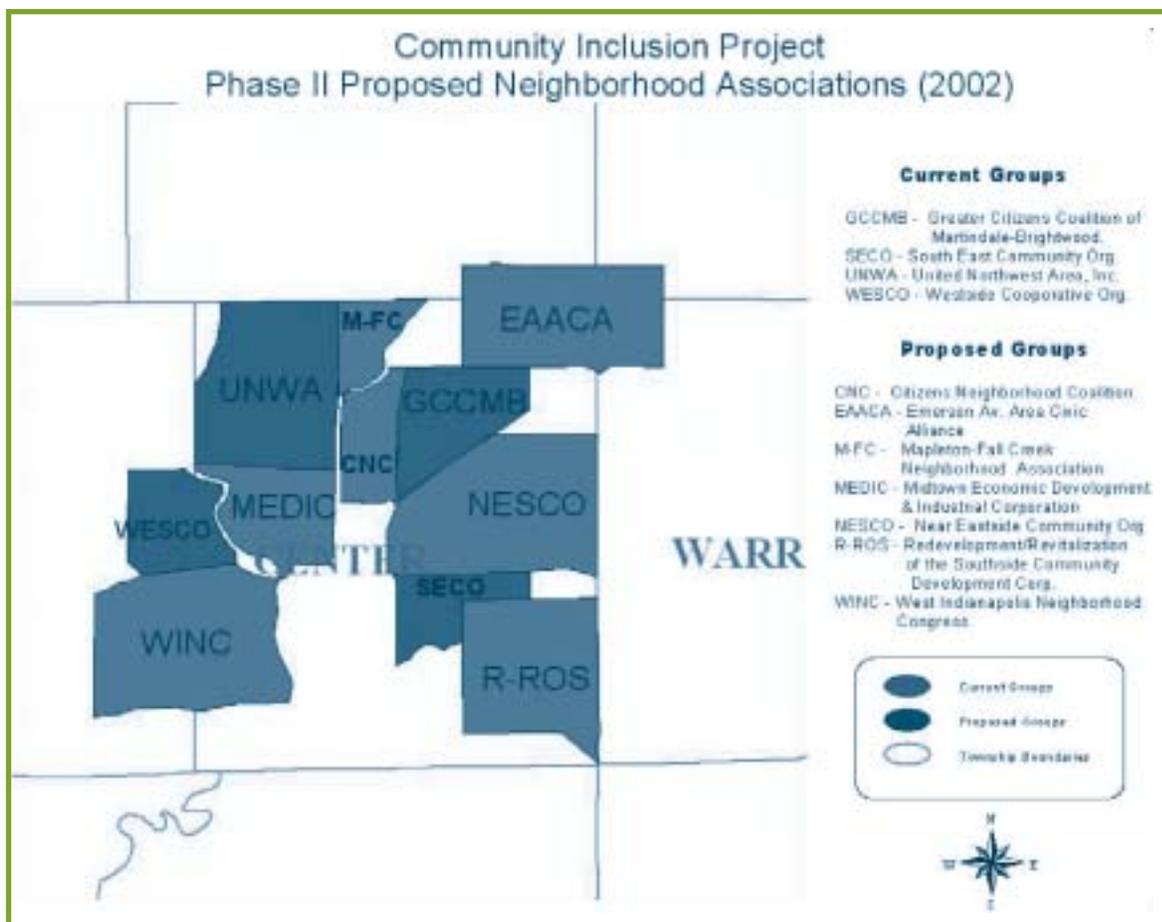
"Our lunches began in July of 2001 with four neighborhood associa-

tions," Stephanie Belch, the MPO Senior Planner responsible for coordinating the luncheons, explains. "Our E.J. Consultant, Debbie Wilson, set up the meetings."

The neighborhood groups who participated in the program in 2001 include the Greater Citizens Coalition of Martindale-Brightwood, the South East Community Organization, the United North West Area, Inc. and the Westside Cooperative Organization.

This year, nearly twice as many groups will be offered the opportunity to participate, including the Citizens

cont on page 12, see E.J. Efforts



E.J. EFFORTS

(from page 11)

Neighborhood Coalition, the Emerson Avenue Area Civic Alliance, the Mapleton-Fall Creek Neighborhood Association, the Midtown Economic Development & Industrial Corporation, the Near Eastside Community Organization, the Redevelopment/Revitalization of the

“The Community Inclusion Project has proven effective as another way of coordinating contact between city agencies and neighborhood groups to identify problems and develop solutions in an informal setting.”

**Patrick Carroll,
Administrator
DPW Maintenance
Services**

Southside Community Development Corporation, and the West Indianapolis Neighborhood Congress (see map, previous page). After each has had an introductory meeting and orientation on the process, they will be phased into the luncheons.

E.J. luncheons are held on a bi-monthly basis, approximately six times a year. MPO staff, administrators for the

townships in which the participating groups are located, and organization representatives attend. Luncheon groups usually totaled 15 people in 2001, when only Center and Wayne Township neighborhoods were involved. This year, that total will grow as participating groups are added and the Community Inclusion Project is expanded into Warren Township.

Depending on the issues raised by the neighborhood representatives, others are invited to the lunches. For example, the initial 2001 neighborhood survey revealed a universal need for discussions with Department of Public Works (DPW) and IndyGo. As a result, most luncheons involved people sitting down with representatives of DPW and IndyGo to eat and discuss their concerns and suggestions. Common DPW subjects included truck routes, trash removal and drainage problems. IndyGo topics included bus shelters, stop locations and service improvements.

“We see ourselves as facilitators in this process because many of the con-



“This is a fantastic idea. I think we stray sometimes from the MPO’s original intent, but the process manages to identify issues that are very important for the participating neighborhoods, whether or not they relate to transportation. Maybe that’s what they had in-mind all along.”

**Betty Smith-Beecher, Administrator
Center Township West/SE**

“This is the best thing the City has ever implemented, and it’s simply about communication. It just makes sense to talk to the people you need to get something done. This year, I hope Code Compliance, Zoning and Permits people will be invited to the lunches.”

**Rachel Cooper,
President
South East Community
Organization**

cerns raised, such as sidewalk repair, bus stops and trash pick-up, aren’t in our purview,” Peoni explains. “The success of our efforts is due largely to the cooperation and participation we have received from IndyGo, the DPW and the Township Administrators within the City of Indianapolis.” In addition to introducing neighborhood coordinators to the right folks, project successes include having a bus stop moved in the United North West Area (UNWA) and having truck traffic issues investigated by DPW at the neighborhood level and by the MPO on the regional level.

“We’re pleased with our progress so far, and with all that we’re learning,” says Peoni. “For us, environmental justice is all about improving the transportation planning process by further expanding our community involvement efforts.”

For more information on the MPO’s past and/or proposed E. J. efforts, contact Mike Peoni (317/327-5133, mpeoni@indygov.org) or MPO Senior Planner Stephanie Belch (317/327-5136,

2001 PLANNING HIGHLIGHTS

The MPO's 2002 Unified Planning Work Program (see related story, page 1) contains a brief summary of the major transportation planning accomplishments for the past year (2001). This list offers a snapshot of 1) the MPO's diverse planning interests as they relate to our regional transportation system, 2) the variety of planning partners with whom the MPO cooperatively works, and 3) on-going efforts to anticipate the region's developing transportation needs. Included among the re-cap of major planning accomplishments for 2001:

MAINTENANCE OF THE MPO PLANNING PROCESS

1. Quarterly Status Reports
2. 2002 Unified Planning Work Program
3. Request for Consultant Qualifications Pertaining to Anticipated 2002 UPWP Consultant Activities
4. Attendance/Participation at the Monthly MPO Council Meetings
5. Attendance at the Statewide MPO Conference

COORDINATION/COMMUNITY INVOLVEMENT

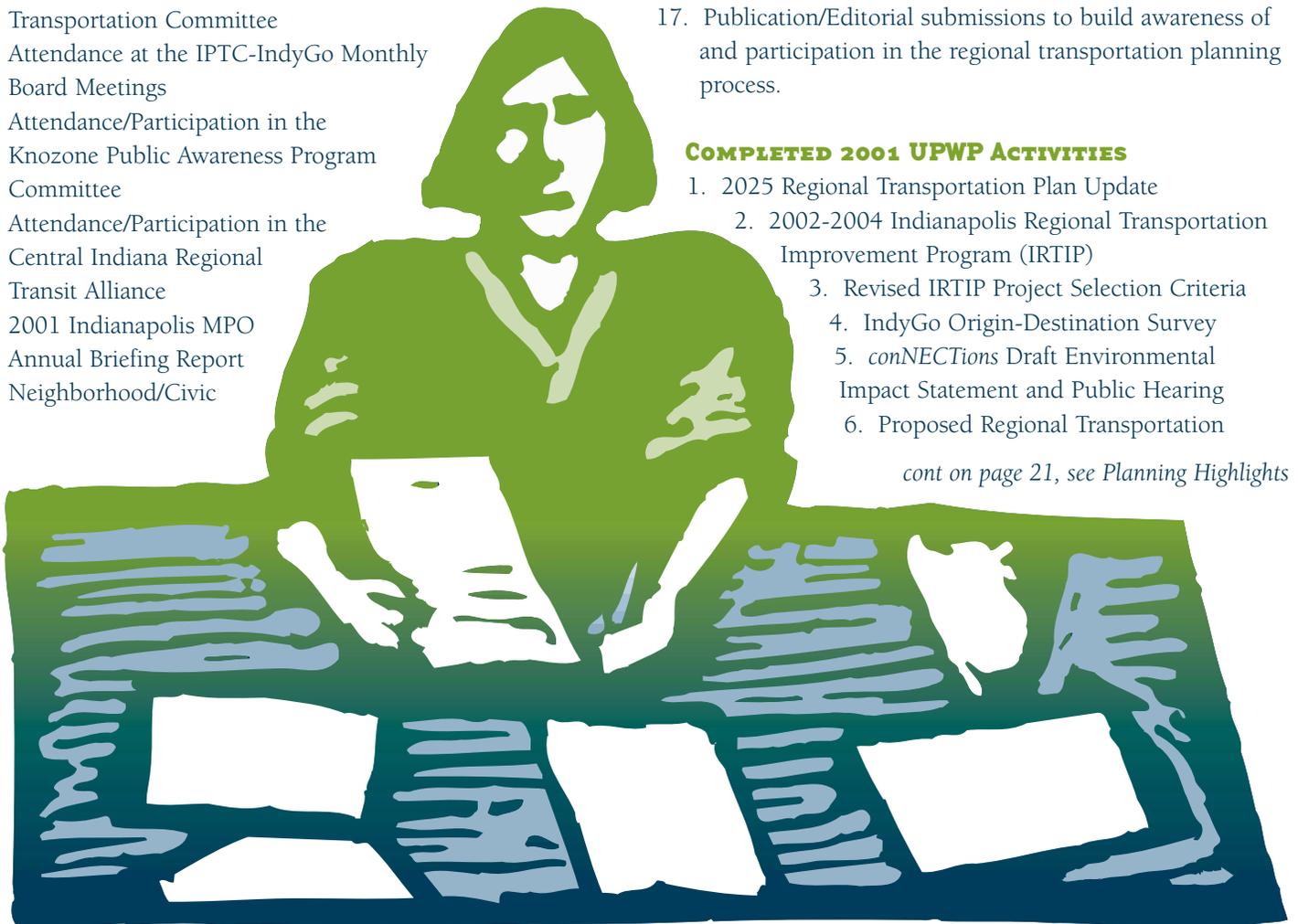
1. Quarterly Indianapolis Regional Transportation Council (IRTC) Technical and Policy Committee Meetings
2. Quarterly Meetings of the Section 5310 Specialized Transportation Committee
3. Attendance at the IPTC-IndyGo Monthly Board Meetings
4. Attendance/Participation in the Knozone Public Awareness Program Committee
5. Attendance/Participation in the Central Indiana Regional Transit Alliance
6. 2001 Indianapolis MPO Annual Briefing Report
7. Neighborhood/Civic

- Organization Presentations
8. Monthly Citizens Advisory Committee (CAC) Meetings
9. School Involvement Projects in collaboration with the Center for Interactive Learning and Collaboration (CILC). Major activities in 2001 included the first annual Student Summer Institute – a day-long workshop on community land-use and design, and multi-modal transportation systems. CILC also worked on the update of the Marion County Comprehensive Plan (Indianapolis Insight) with their program “Youth for Smart Land Use.”
10. Support and Promotion of the Pedal & Park Program in collaboration with The Greenways Foundation
11. Support of the Statewide Annual Bicycle Conference in collaboration with the Indiana Bicycle Coalition (IBC)
12. Environmental Justice Community Inclusion Project
13. Six Issues of *teMPO*, newsletter of the regional transportation planning process
14. Eight issues of *CAC Minutes*, reporting on Citizens Advisory Committee meetings
15. Stepped-up Ad Campaign advertising community involvement and public review and comment opportunities
16. Stepped-up Media Advisory/Public Relations Program to encourage coverage and increased public awareness of/participation in transportation planning initiatives
17. Publication/Editorial submissions to build awareness of and participation in the regional transportation planning process.

COMPLETED 2001 UPWP ACTIVITIES

1. 2025 Regional Transportation Plan Update
2. 2002-2004 Indianapolis Regional Transportation Improvement Program (IRTIP)
3. Revised IRTIP Project Selection Criteria
4. IndyGo Origin-Destination Survey
5. *conNECTIONS* Draft Environmental Impact Statement and Public Hearing
6. Proposed Regional Transportation

cont on page 21, see Planning Highlights



MULTI-MODAL TASK FORCE

(from page 1)

IndyGo and Indy Greenways partnered with private utility and residential development companies.”

The Multi-Modal Task Force is a public and private partnership dedicated to increasing mobility options while also promoting conservation and health agendas. It has been meeting on a biweekly basis since the fall of 2001 and its current members include Citizens Gas, the Indianapolis Chamber of Commerce, the Indianapolis Department of Public Works, IndyGo, Indy Greenways, Indianapolis Public Schools, C. P. Morgan, and the Metropolitan Planning Organization. Potential members representing the insurance industry and health-related fields are currently being sought.

“That’s the beauty of this initiative,” Dearing explains, who along with Senior Planner Stephanie Belch and Planner Kevin Mayfield represents the MPO on the Task Force. “The benefits of providing alternative modes are undeniable, but there are also environmental advantages and personal health benefits for a city population that ranks among the nation’s most obese.”

Mary Lynn Ricks, IndyGo Public Affairs Director agrees. “If we could fill up our buses with that part of our population who works regular hours within easy walking distance of an IndyGo stop, our

entire region would see an improvement in air quality – an important consideration for a place federally designated as a maintenance area for the ozone pollutant,” she says. “The average IndyGo bus can hold 40+ people. If every bus took forty cars off the street, traffic congestion would diminish along with the pollution associated with stop/start driving.” In addition, Ricks points out that frequent transit riders also enjoy economic benefits as the costs of vehicle maintenance, repair and insurance decline.

“There are other economic benefits, too,” says Ray Irvin, Administrator of Indy Greenways. “A community that uses its trails and greenways network for both transportation and recreational purposes enjoys increased commerce (see related story, page 2). There’s money in foot traffic,” Irvin says. “When people leave their cars behind, they interact more with local businesses and each other.”

But making all of this possible takes coordination and cooperation. “The City is interested in helping it happen,” says Rick Martin of the Department of Public Works. “We’re all involved with the Task Force to see what sort of pedestrian, cyclist and transit amenities should become infrastructure priorities.

What are other Task Force members doing? Whatever they can

to support the interrelated mobility, conservation and health agendas that complement their own businesses. “We advise our customers to practice conservation,” says David

Zwiesler, Industrial Sales Consultant for Indiana Gas, “so we think it’s important that we do the same.” Citizens Gas is currently investigating alternative fuels for its fleet of corporate vehicles. Compressed natural gas, electricity or a combination of the two are possible solutions. “Wise use of our finite natural resources benefits everyone,” he says. “Plus, there will be a reduction in warm weather ozone production, in compliance with the City’s ozone awareness campaign practices,” notes Martin. (See related story, page 21).

Such synergy of goals and practices is rare, particularly among public and private sector organizations, but

Dearing sees it as the wave of the future. “Multi-modal planning isn’t a new idea,” he says.

“Neither is good corporate citizenship. Both ideas have been practiced and supported for years. What’s new, though, is the idea of partnering with distinctly different groups and corporate cultures to achieve shared goals and to benefit the community as a whole.”

For more information on the Mutli-Modal Task Force, contact either Mike Dearing (317/327-5139, mdearing@indygov.org) or Stephanie Belch (317/327-5136, sbelch@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:

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Chief Transportation Planner	

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

IRONS IN THE FIRE

MPO Adds Staff

Early this year, your MPO added two new staff members to help meet the organization's rapidly growing list of responsibilities, projects and programs. Meet the "new kids on the block" whose employment brings the MPO staff count to eight!



Philip Roth, AICP, is a native of Washington, D.C. who holds a B.A. in Anthropology from Grinnell College (Iowa). In 1992, he earned his Master's in Regional Planning (MRP) from the University of North Carolina-Chapel Hill.

Prior to joining the MPO, Philip was Planning Department Manager for the Indianapolis office of HNTB Corporation, where he worked on a range of projects such as the Indianapolis Northeast Corridor Study and the Indianapolis Economic Analysis. His previous public sector experience includes service as Economic Development/Housing Planner for the New Albany (IN) Redevelopment Commission, where he was responsible for the community development program.

As MPO Senior Planner, Philip's responsibilities will include updating and implementing the Congestion Management System (CMS); coordinating with the Department of Metropolitan Development on land use modeling efforts; policy analysis and studies, including maintenance of the MPO's economic and demographic projections; leading the MPO's corridor planning efforts; and, coordinating with the Central Indiana Regional Community League (CIRCL) in the development of their Planning Guide. He and his wife, Megan Query-Roth, reside in the Broad Ripple area and are expecting their first child in May.



Catherine Kostyn is a native of Knoxville, Tennessee who earned her B.S. in Geography from the University of Tennessee – Martin Campus in 2000. She is currently working on her Master's in Geography from Indiana State University in Terre Haute.

Prior to earning her degree, Catherine honed her interest in geography and transportation at several service jobs including Taxi and Limousine

Driver and Dispatcher for the AAA Auto Club-South. As an MPO Planner, her responsibilities include conducting an evaluation of the MPO's community outreach program, managing the MPO web site, expanding/improving the MPO's electronic presentation maps, and providing technical support for other MPO staff members.

Catherine lives on the near north side and makes it a point to ride public transportation to work on a regular basis.

Greenways Charette

As previously reported in *teMPO* (Winter, 2001) The Greenways Foundation is leading an effort to assess interest in, and the feasibility of, developing a regional trails and greenways network. Toward this end, The Foundation held a charette with the active support of your MPO to which planners, engineers, elected officials and representatives of not-for-profit organizations throughout the nine-county area were invited. The meeting was held on Thursday, April 18 at the Library Services Building. Being a charette, it served basically as a meeting of the minds held for people with a common interest — in this case, that of developing a regional trails and greenways system.

"There is definitely interest in developing a coordinated system among those who would be most responsible for



implementing it," notes Tom Olsen, Greenways Foundation President. "That's crucial information and it's the reason we purposely limited attendance to those who could tell us that up front. Future charettes will be aimed at assessing interest among the general public who will be invited to participate."

For more information on the regional greenways system initiative, contact Tom Olsen at 317/297-1283 (tfo7470@home.com) or MPO Principal Planner Mike Dearing at 317/327-5139 (mdearing@indygov.org).

cont on page 21, see Irons In The Fire

WORK PROGRAM 2002

(from page 1)

and goods are properly related to plans and programs for the physical, social, economic, environmental and energy needs of the region.

- Maintaining a continuing, cooperative and comprehensive planning process that will enable plans to be kept current in response to changing conditions while meeting the requirements of the Transportation Equity Act for the 21st Century (TEA-21), 1990 Clean Air Act Amendments (CAAA), Title VI and Environmental Justice.
- Achieving all program goals in the context of actively involving all social and economic groups of the community in the transportation planning process.

“The 2002 UPWP involves some core activities that we deal with on a regular basis, such as updating the 20-year Indianapolis Regional Transportation Plan and the 3-year Indianapolis Regional Transportation Improvement Program (IRTIP),” says Mike Peoni, MPO Manager/Master Planner. These updates are reflected in documents that are shared with our planning partners, including the public which reviews and comments on their contents either in person or via the MPO website,” he notes.

Sweson Yang, AICP, MPO Chief Transportation Planner who is primarily responsible for coordinating the development of the UPWP, explains. “The Work Program reflects the shared priorities of the MPO and its various planning partners, which include agencies that will eventually be responsible for project implementation.”

The major thrust of this year’s Unified Planning Work Program is to keep the

Transportation Plan and the IRTIP current, to gear up for a major plan update using 2000 Census information, to integrate environmental justice into the overall MPO process, and to make the transportation system more multi-modal.

To better reflect the mission of Regional Transportation Planning Program, the UPWP incorporates the funding and project priorities of five transportation-related sub-elements. The five elements that contribute to this comprehensive perspective are:

Transportation Monitoring and Management Systems

This function focuses on the effective management of new and existing transportation facilities through the use of travel demand reduction and operational management strategies. The primary objective of this sub-element will be the continuing implementation of the Transportation Monitoring System (TMS), Intermodal Freight System Plan and Congestion Management System strategies.

Major Corridor Studies and Multi-Modal Planning Activities

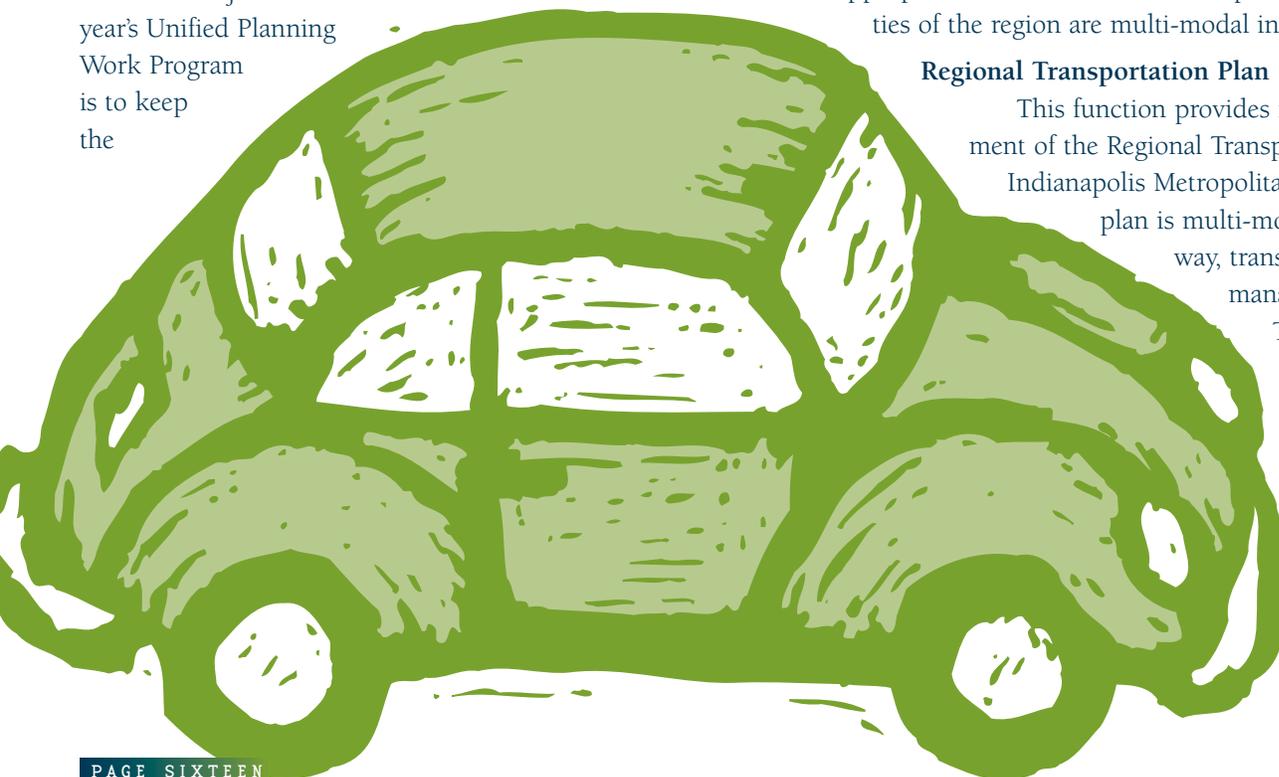
This sub-element incorporates the activities necessary to complete Major Corridor Studies and Environmental Impact Statements (EIS). It also includes a variety of multi-modal planning activities in response to major emphasis areas of the Transportation Equity Act for the 21st Century (TEA-21) including transit, bicycle, pedestrian and air quality issues. The MPO coordinates and cooperates with the Indiana Department of Transportation (INDOT), the Indianapolis Public Transportation Corporation/IndyGo, the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA) and other agencies and jurisdictions as appropriate to ensure that the transportation planning activities of the region are multi-modal in focus.

Regional Transportation Plan

This function provides for the on-going refinement of the Regional Transportation Plan for the Indianapolis Metropolitan Planning Area. The plan is multi-modal and includes roadway, transit, bike and congestion management components.

The plan is cost feasible and can only recommend improvements within projected revenues. In addition, recommended improvements can not have an adverse impact on air quality and,

cont on page 17, see Work Program 2002



WORK PROGRAM 2002

(from page 16)

therefore, the plan is subject to air quality conformity requirements. The plan is amended as necessary in response to changing conditions. Before a project can be programmed in the Indianapolis Regional Transportation Improvement Program, it must first be supported by the Regional Transportation Plan. In 2002, planning activities will include gearing up for a major plan update as 2000 Census information becomes more fully available. It is anticipated that the current Metropolitan Planning Area boundary will be expanding as a result of the new 2000 Census urbanized area boundary for the Indianapolis Urbanized Area.

Transportation Planning Support and Special Studies

This sub-element provides overall management and policy direction, fiscal analysis, and accounting and personnel services for your MPO's Transportation Planning Program. It also provides staff-training, professional development workshops and administrative meetings. In addition, this sub-element provides the forum for elected officials to discuss and decide on the transportation planning and programming issues which have area-wide impacts and provides implementing agencies with an opportunity to coordinate projects. This function also provides a source for public information and citizen involvement in the planning process.

This function also includes ad hoc studies and policy refinement analyses in response to changing conditions that are difficult to anticipate in advance.

Transportation Improvement Program

This sub-element provides for the quarterly and annual programming activities of the Indianapolis Regional Transportation Improvement Program (IRTIP). The IRTIP is a program of regional transportation projects proposed for implementation over the next three years. A project's inclusion in the IRTIP is a prerequisite of eligibility for certain federal funding sources.

This sub-element also includes the quarterly monitoring of Federal Surface Transportation Program (STP) projects and the ongoing analysis of fiscal resources available for transportation improvements.

“By considering each of these five areas, and working closely

with our planning partners throughout the year, we make sure that the UPWP reflects the planning needs of the Indianapolis region,” Yang says.

The more than 20 projects identified in this year's UPWP all fall under one of the above functional sub-elements. Following is a description of each of the recommended projects:

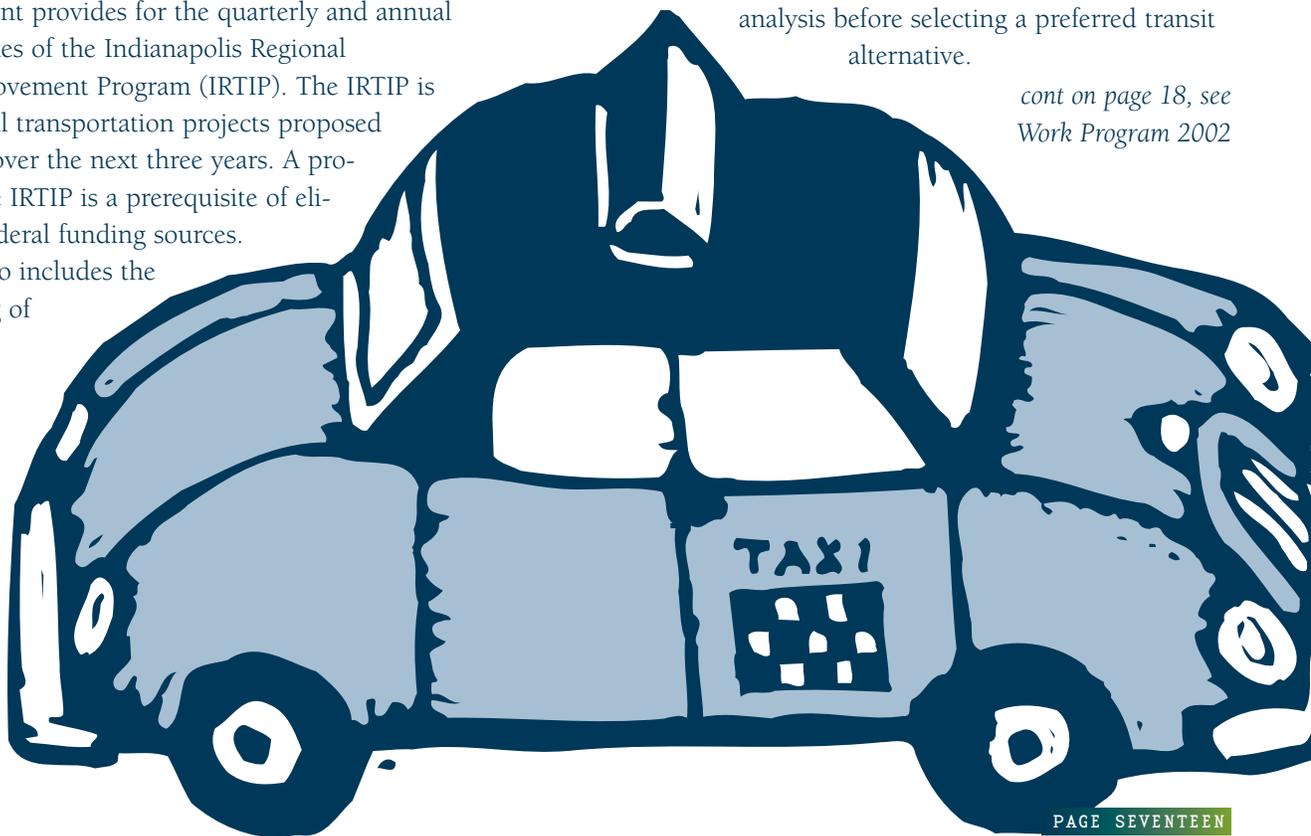
1. Update and Enhancement of the Transportation Monitoring System (TMS) – Complete system enhancements initiated in 2001 and initiate and complete Phase 2 enhancements. The enhancements are intended to make the TMS more responsive to user needs and to better integrate other MPO data files with the TMS.

2. Intermodal Freight System Plan Airport Deployment Study – This study is exploring the intermodal connections and Intelligent Transportation System (ITS) potentials of the airport area. It was completed in draft form during 2001. During 2002, the report will be finalized and strategies to further plan recommendations will be identified and pursued.

3. Update of the CMS - Update of the Congestion Management System to incorporate the 2025 Regional Transportation Plan.

4. conNECTIONS: MIS/DEIS for the Northeast Corridor – The Draft Environmental Impact Statement was completed in 2001 and a public hearing was held. The MPO organized and facilitated a Policy Steering Committee (PSC) meeting in January, 2002. The purpose of this meeting was the selection of preferred alternatives. The Policy Steering Committee recommended advancing the preferred highway alternative and requested additional transit information and analysis before selecting a preferred transit alternative.

*cont on page 18, see
Work Program 2002*



WORK PROGRAM 2002

(from page 17)

4a. conNECTions: Preferred Highway Alternative – A preferred highway alternative was selected at the conNECTions' PSC meeting in January, 2002. The MPO will participate in the Final Environmental Impact Statement (FEIS) for the selected highway alternative. The Indiana Department of Transportation will lead the FEIS process.

4b. conNECTions: Airport Rail Transit Link Study – As mentioned above, the conNECTions' PSC has requested additional rail transit information before choosing a preferred rail transit alternative. This study will analyze the feasibility of a rail transit link from Downtown Indianapolis to Indianapolis International Airport (IIA) in the context of a regional rail transit system.

5. Indianapolis Public Transportation Corporation (IPTC)/IndyGo Activities – The MPO continues its good working relationship with the city's public transportation provider.

5a. Continuing projects from 2001 include assistance in completing the on-board **Origin-Destination** and with follow-up activities pertaining to the **5-Year Implementation Plan**.

5b. Facilities Maintenance Plan – The purpose of this study is to conduct a general assessment of the IndyGo main-

tenance facility and all major subsystems, i.e., electrical, structural, ventilation, environmental, physical accessibility, and emergency.

6. Regional Greenways Plan – The need to coordinate the regional efforts underway in a unified plan has been identified. The MPO will work in collaboration with The Greenways Foundation in furthering this effort through a Regional Greenways Charette and documentation in report and/or map form.

7. Special Neighborhood Study of the Glendale Area – A draft of the Special Glendale Area Study, analyzing the effectiveness of improving the livability of an existing neighborhood by retrofitting it with sidewalks, bicycle and transit facilities, was completed in 2001. During 2002, the draft will be made available for public review and will be finalized. Upon completion of the report next steps will be identified including a self-evaluation of the study process and the desirability to undertake similar studies in the future.

8. Regional Pedestrian System Plan – This is a collaboration with IndyGo and other regional stakeholders in addressing the need for improved pedestrian amenities within the region. A multi-phased process is envisioned. Phase One, initiated in 2001, focused on defining the problem and developing a recommended course of action. Phase One and Phase
cont on page 19, see Work Program 2002

WORK PROGRAM 2002

(from page 18)

Two will be completed in 2002.

9. Neighborhood Mobility Survey – In collaboration with neighborhood representatives, the MPO will conduct a survey of the Allisonville Road area to determine the need for improving pedestrian and bicycle mobility access and connectivity.

10. 2025 Indianapolis Regional Transportation Plan – The Regional Plan will be amended as needed in response to new information and/or changing conditions.

11. Plan Update/Plan Refinement Activities – Plan update activities include steps toward a major update of the Regional Transportation Plan as 2000 Census information becomes available. Examples include re-examining urban area boundaries and associated functional classification system.

MPO staff and the city's Environmental Resources Management Division (ERMD) will work with the Indiana Department of Environmental Management (IDEM) in providing Vehicle Miles Traveled (VMT) data on a link-by-link basis

in order for IDEM to update/revise the Non-attainment Maintenance Plan and the State Implementation Plan (SIP) as required by the Clean Air Act. Staff will also be working



with IDEM to make a timely transition to Mobile 6. All conformity findings after January 29, 2004 must use Mobile 6.

All plan components, including the Regional Mass Transit Service Plan, the Regional Bicycle and Pedestrian System Plans and Major Roadway Expansion Projects identified in Table 6 of the Regional Plan Overview Report Plan will be monitored and amended as needed to keep the plan current with changing conditions.

12. Ongoing Maintenance of the Travel Simulation Model/Input Data – Monitoring and refining the travel simulation model and the data needed to run the model is an ongoing activity to ensure the MPO is using state-of-the-art planning tools.

13. Central Indiana Suburban Mobility Study – The MPO staff will actively participate in this INDOT study. The study is seeking long term transportation and land use solutions in coping with the fast growing suburban communities in the Central Indiana region. Among other stated objectives, this study will examine the pros and cons associated with an outer beltway with respect to relieving congestion on the free-way system and future growth impacts.

14. 9-County Travel Simulation Model – A 9-county model was developed and installed during 2001 in anticipation that the 9-County Metropolitan Statistical Area may be designated non-attainment for the ozone pollutant. It was developed in collaboration with INDOT and the Anderson MPO via a Memorandum of Understanding. 2002 activities will include finalizing documentation and training in the use of the model.

15. Regional Planning Guide – This collaboration with the Central Indiana Regional Community League (CIRCL) was initiated and 20% completed in 2001 to assist CIRCL in developing a planning guide that will serve as a planning options resource book for creating pedestrian- and transit-friendly communities. The 2002 UPWP includes additional money for printing, marketing and training associated with Regional Planning.

16. Community Involvement – Continue and expand efforts to actively involve the community in the transportation planning process.

16a. Community Outreach – Via the Citizens Advisory Committee, the *teMPO* newsletters, media outreach and effective presentation materials.

16b. Environmental Justice – Continue special efforts to involve minorities and low income popula-

cont on page 20, see Work Program 2002

WORK PROGRAM 2002

(from page 19)

tions in the transportation planning process through the MPO's Community Inclusion Project.

16c. School Involvement Program – Continue educational activities in collaboration with the Center for Interactive Learning and Collaboration. 2002 activities will include the second annual Student Institute, involving youth in the Glendale Study, and continued work with Indianapolis Insight (update of Marion County Comprehensive Plan).

16d. Enhancement of MPO Website – On-going enhancement of the MPO website to make it a more user-friendly and effective communications tool.

16e. Evaluation of the Community Involvement Process – This evaluation is to ensure the effectiveness of the MPO's Community Involvement Process and to identify opportunities for continued improvement.

17. Special Studies - These studies are in response to planning needs not specifically anticipated during the preparation of the work program. Including technical studies, data collection, surveys and Geographic Information System ongoing activities.

18. 2003-2005 Indianapolis Regional Transportation Improvement Program – This project will document the federally funded regional transportation projects and programs proposed to be undertaken over the three year period from October of 2003 through September of 2005.

"It's a very full job list and one we're eager to continue working on" says Peoni. "We consider each of these activities important enough to commit this year's available time and funding – two commodities that are always in short supply. We hope our planning partners, especially the public, share our enthusiasm and will continue participating in the regional transportation planning process.

For more detailed information on any 2002 UPWP activity, or on the process and criteria used to determine project priority, contact Sweson Yang at 317/327-5137 (syang@indy.gov.org) or Mike Peoni at 317/327-5133 (mpeoni@indygov.org).

teMPO

is published quarterly by your Metropolitan Planning Organization, part of the Department of Metropolitan Development. If you know of anyone who would like to receive teMPO, or if you have any questions concerning its publication, please call:

Mike Peoni (317/327-5133, mpeoni@indygov.org)

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teMPO was written and prepared for publication by Whitman Communications, Inc.

THE WORK PROGRAM PERSPECTIVE

To be truly comprehensive, the MPO's transportation planning process must incorporate land use, environmental and socio-economic information. It uses this data to monitor conditions, predict the travel behavior of area residents, and accommodate increasing travel demand in ways that minimize social, economic and environmental harm.

Monitoring these conditions within the context of a coordinated Unified Planning Work Program ensures that the assumptions upon which the Regional Transportation Plan is based are consistent with other adopted plans. Interrelated activities cooperatively carried out by MPO-counterparts in other sections of the Planning Division of the Department of Metropolitan Development and the Indianapolis Department of Public Works (DPW) include:

Air Quality Analysis

In November, 1994, the U. S. Environmental Protection Agency reclassified Indianapolis/Marion County as a maintenance area for the ozone pollutant. A portion of the Indianapolis Central Business District (downtown) remains a non-classified, non-attainment area of CO. For this reason, approval of the region's Transportation Plan is contingent upon conformity with the air quality regulations required of the area by the 1990 Clean Air Act Amendments (CAAA). Your MPO is responsible for air quality conformity analysis and documentation for Marion County. Other transportation-related air quality activities are conducted by the city's Environmental Resources Management Division (ERMD).

Land Use Planning

The Comprehensive and Sub-Area Plans of the jurisdictions within the Indianapolis Metropolitan Planning Area are used as a basis for the future year population and employment projections which, in turn, are used in developing the Indianapolis Regional Transportation Plan.

Economic Analysis/Data Development

Income, employment and population data are important input values in developing the Indianapolis Regional Transportation Plan and in maintaining the MPO's travel simulation model. The Research and Policy Analysis section of the Division of Planning, Department of Metropolitan Development, provides assistance to the MPO in processing and analyzing census information and other data sources.

Permit Data

Housing starts and losses data is used by the MPO to gauge changes in population and number of households and to project future conditions.

Traffic Count Data

Traffic count data is maintained on all state and interstate routes and on most the thoroughfares throughout the Indianapolis Region. This information is used by the MPO in calibrating its current day travel simulation model. In essence, if the current day model is able to duplicate existing ground counts, it is believed that it can reasonable project future traffic.

IRONS IN THE FIRE

(from page 15)

Public Input Encouraged

A key element of the MPO's regional transportation planning process continues to be the solicitation and accommodation of input from its many planning partners, especially the general public. For this reason, your MPO invites public review of, and comment on, its core activities through a variety of ways, including its web site (www.indygov.org/indympo), quarterly CAC Meetings, public relations and media advisories, publications such as *teMPO* and CAC Minutes, and display/classified advertising.

In February and March of this year, the MPO ran advertising in *The Indianapolis Star* and *The Indianapolis Recorder* (see ad, page 23) inviting public input on proposed amendments to both the Indianapolis Regional Transportation Plan and the 2002-2004 Indianapolis Regional Transportation Improvement Program (IRTIP). These amendments were also covered as agenda topics at the February Citizens Advisory Committee meeting and reported on in *CAC Minutes*. A subsequent ad, run in the April 5th *Star* and *Recorder*, encouraged public attendance at the April 17th meeting of the Metropolitan Development Commission (MDC) which decides whether or not to adopt Plan and Program amendments.

Through its public involvement program and various outreach initiatives, the MPO will continue to inform you of participation opportunities as early and as frequently as possible.

Ozone Campaign Kicks Off 7th Year

The 2002 Ozone Awareness Campaign will kick off its seventh season of helping to educate area residents about ways to mitigate the regional ozone problem this May. Ozone, a colorless pollutant forms when the emissions from vehicles, lawnmowers and industry react in the presence of sunlight, especially in hot weather. "High concentrations of ozone pollution are more likely to develop as temperatures rise in late spring and summer, presenting a serious health risk for individuals with respiratory problems," says Rick Martin of the Department of Public Works. "For this reason, the Ozone Awareness Program is only active from May through September."

Though strategies were still being planned at the time of publication, Martin envisions a change in campaign tone and practices, including an expansion of area school involvement. While continuing to support the original program goal of educating the public, the 2002 campaign will also incorporate health-related themes and a strong call-to-action. For more information on the 2002 Ozone Awareness Program, contact Rick Martin at 317/327-2269 (rmartin@indygov.org) or MPO Planner Kevin Mayfield at 317/327-5135 (kmayfiel@indygov.org).



PLANNING HIGHLIGHTS

(from page 13)

Authority in collaboration with the Central Indiana Regional Transit Alliance and the Indianapolis Regional Transportation Council

7. TCSP Consolidated Grant Application in collaboration with various Planning Partners
8. Bicycle Route Plan and User Map for Marion County
9. Street Facilities Inventory Update
10. Continuation of the Traffic Impact Study Process for Marion County
11. Coordination of the Transportation Enhancement Applications for the Indianapolis Metropolitan Planning Area
12. Coordination of the Section 5310 Applications for Marion County

2001 UPWP ACTIVITIES IN-PROGRESS

1. 9-County Travel Simulation Model (TMS) (in collaboration with the Indiana Department of Transportation and the Anderson MPO - 90% complete)
2. Intermodal Freight System Plan Airport Deployment Study (85% complete)

3. Special Neighborhood Study of the Glendale Area (90% complete)
4. Regional Planning Guide (in collaboration with the Central Indiana Regional Community League - 20% complete)
5. TMS Update (50% complete)
6. Transit Center Site Feasibility Study (20% complete)
7. Market Street at I-65/I-70 Ramp Study (20% complete)
8. Regional Pedestrian System Plan (10% complete)
9. Amendment to the Official Thoroughfare Plan for Marion County (60% complete)
10. Enhancements to the MPO Website (50% complete)

2001 UPWP ACTIVITIES NOT INITIATED

1. Corridor Planning Study
2. Plan Refinement Studies
3. Evaluation of the Public Participation Program
4. Urban Area Boundaries and Functional Classification System Update

For more information on the status of 2001 Overall Work Program projects, contact Mike Peoni at 327-5133 or mpeoni@indygov.org.

2002 IRTC, CAC MEETING & IRTIP SCHEDULE

Indianapolis Regional Transportation Council (IRTC)
TECHNICAL
COMMITTEE

February 28
at 9:00 a.m.
at IndyGo offices
1501 W. Washington

June 6
at 9:00 a.m.
at Speedway Public Library
5633 W. 25th St.

August 29
at 9:00 a.m.
Location to be determined.

October 31
at 9:00 a.m.
Location to be determined.

POLICY
COMMITTEE

March 13
at 9:00 a.m.
Ste 2501, City County Bldg
in Indianapolis

June 12
at 9:00 a.m.
Ste 2501, City County Bldg
in Indianapolis

September 11
at 9:00 a.m.
Ste. 2501, City County Bldg
In Indianapolis

November 13
at 9:00 a.m.
Ste 2501, City County Bldg
in Indianapolis

CITIZENS
ADVISORY
COMMITTEE (CAC)

February 26
at 6:30 p.m.

May 21
at 6:30 p.m.

August 27
at 6:30 p.m.

October 22
at 6:30 p.m.

Indianapolis Regional
Transportation Improvement
Program (IRTIP) Schedule

February 1
Submit new projects
for 2003-2005 IRTIP

February 8
1st quarter IRTIP
amendment deadline

March 20
MDC approval of
IRTIP amendments

May 17
2nd quarter IRTIP
amendment deadline

June 19
MDC approval
of 2003-2005 IRTIP &
2002-2004 amendments

June 28
Deadline to send 2003-2005
IRTIP to INDOT

August 9
3rd quarter IRTIP
amendment deadline

September 18
MDC approval of
IRTIP amendments

October 11
4th quarter IRTIP
amendment deadline

October 31
MPO call for submittal
of new local projects for
the 2004-2006 IRTIP - due
date is January 31, 2003

November 20
MDC approval of
IRTIP amendments

PLEASE NOTE THAT ALL MEETING LOCATIONS, DATES AND TIMES ARE SUBJECT TO CHANGE

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 ads shown here ran in February. The first encouraged attendance at the first Citizens Advisory Committee meeting of the new year by promoting various agenda items. The second, which appeared twice, invited public input on newly proposed amendments to the 2025 Indianapolis Regional Transportation Plan and 2002-2004 Indianapolis Regional Transportation Improvement Program. On the same days the latter appeared, classified notices offered detailed information on the various proposed amendments to which the ad refers.

E-MAIL OPTION

This year, the MPO is considering expanding its public outreach program to include a variety of ‘remote technologies’, including establishing a bi-weekly e-mail bulletin on regional transportation planning activities and offering the option of receiving MPO publications and upcoming meeting notifications via e-mail.

If you’re interested in staying informed via e-mail, let the MPO know by calling Catherine Kostyn at 317/327-5142 (ckostyn@indygov.org) or using the e-mail sign up form on the MPO web site (www.indygov.org/indympo).

I M P O R T A N T

The Indianapolis Metropolitan Planning Organization, your MPO, invites public input on proposed amendments to the Indianapolis Regional Transportation Plan and the 2002-2004 Indianapolis Regional Transportation Improvement Program (IRTIP).

The Plan provides planning support for federally funded transportation improvements proposed for our region over the next 25 years. The proposed plan amendment adds or modifies several projects. The IRTIP documents federally-funded transportation improvement projects programmed for our region using available dollars within a specific three-year period.

See our classified ads in today's paper to learn more about these newly proposed amendments.

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



I M P O R T A N T

Your Metropolitan Planning Organization (MPO) invites you to a Citizens Advisory Committee meeting on Tuesday, February 26 at 6:30 PM.

Agenda items include amendments to the Regional Transportation Plan and Improvement Program, Final Draft Report for the Glendale Neighborhood Study, *conNECTIONS*' next steps, and highlights of the 2002 Planning Work Program.

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.org/indympo.



I M P O R T A N T

Your Metropolitan Planning Organization (MPO) wants you to know that a proposed amendment to the Regional Transportation Plan is going before a Public Hearing of the Metropolitan Development Commission on April 17th. Amendment plans and exhibits can be examined in Rooms 241 and 1841 of the City-County Building, 200 E. Washington, downtown Indianapolis.

For more information, see our classified ad in today's paper.

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



NEWLAND NOTED

In June 20, 2001, The American Recreation Coalition (ARC) presented Joyce Newland, Community Planner for the Indiana Division of the Federal Highway Administration (FHWA), with their Legends Award. “We’re a little late in adding our congratulations,” says MPO Manager/Master Planner Mike Peoni, AICP. “Joyce is shy about tooting her own horn so we just recently found out about the award,” he explains. “Still, it is so deserved, and Joyce is one of our most frequent planning partners. We wanted to help give credit where its due.”

In recognizing Ms. Newland at last year’s Legends ceremony, ARC President Derrick Crandall described her as “an enthusiastic champion of transportation initiatives that support outdoor recreation,” including recreational trails, scenic byways, transportation enhancement activities, historic covered bridges and congestion mitigation and air quality.

“As Joyce fulfills her many responsibilities, she works to ensure that transportation programs enhance community values, respect environmental resources and help preserve historic treasures,” Mr. Crandall said. He cited, as an example, a project Ms. Newland had undertaken to protect community val-

ues related to the designation of a National Scenic Byway in the state. “Joyce has also been active in promoting recreational opportunities along the overall transportation network,” he added. “Specifically, she encourages the interaction of planners and engineers with those who have an interest in developing recreational opportunities and promotes concepts like context-sensitive design that can help both groups achieve mutual goals. Overall, her expertise, enthusiasm and values translate into a solid program for the public.”

ARC’s Legends Awards recognize outstanding federal employees for their efforts to enhance the nation’s outdoor recreation opportunities and resources. Awards are given to civil servants from the National Park Service, U.S. Fish and Wildlife Service, Bureau of Land Management, Bureau of Reclamation, USDA Forest Service, U.S. Army Corps of Engineers, and Federal Highway Administration. The awards are presented annually during Great Outdoors Week, a week of special events designed to increase awareness and understanding of the social and economic importance of outdoor recreation.

For more information on the Legends Award, or on the FHWA programs described here, contact Joyce Newland at 317/226-5353 or joyce.newland@fhwa.dot.gov.



A TRIBUTE TO DOUG TROLSON

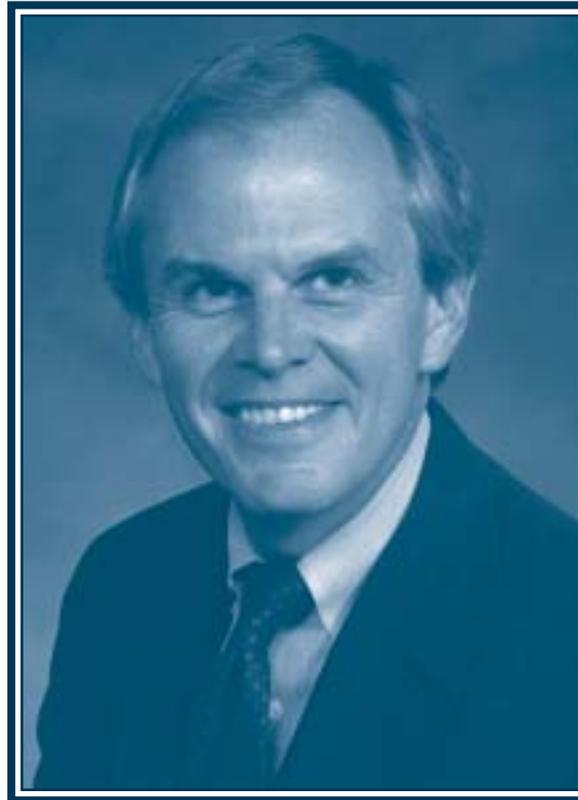
The City of Indianapolis and the regional transportation planning process lost a good friend, informed participant and dedicated leader on February 2nd when Doug Trolson died unexpectedly at his home. Doug was a well respected attorney, a civic-minded resident of the city's Northeast Corridor, a lover of jazz and the arts, a devoted husband, and father of two sons, Bradley and Jay. But *teMPO* readers may be more familiar with him from the various roles he played in neighborhood association and city-county planning projects.

For instance, Doug and his wife of 31 years, Camille, helped found the Greater Allisonville Community Council (GACC) in 1996. Camille has served as GACC President for the last five years; Doug acted as chair of the Roads Committee and served as legal advisor to the Board of Directors. Doug was also an active member of the Steering Committee of Indianapolis Insight, the Update Project of the Indianapolis-Marion County Comprehensive Plan, serving as Citizen Chairperson of the Transportation and Infrastructure Issue Committee. "In that role, Doug was dedicated to fairness, clarity of thought and a better future for Indianapolis and its neighborhoods," says Keith Holdsworth, Principal Planner with the Department of Metropolitan Development. "He was a model of civic leadership."

Trolson frequently attended meetings of the Citizens Advisory Committee (CAC) where, for the last three years, improving mobility options throughout the Northeast Corridor, the region's busiest, was a frequent topic. "When discussing the potential rail, bus and highway alternatives of the *conNECTIONS* Study, Doug was a strong advocate for

his neighborhood," says Mike Peoni, MPO Manager/Master Planner, "but he was also able to see the long term, region-wide benefits of diversifying our transportation system. He saw the big picture. And, even when he disagreed with a point, he was always courteous and rational, expressing himself thoughtfully and, often, with unexpected humor." Peoni says. "I respected him and I'll miss him."

So will a lot of people who knew Doug on a personal level.



Neighbor and family friend, Lori Olivier, spoke informally at a February 6th memorial service held in his honor at the Indianapolis Art Center which drew an estimated 300 people. As a member of the GACC Board of Directors, she has worked closely with the Trolsons on a variety of association initiatives, but her reflections center more on the soft-spoken man who lived across the street and whose wit often expressed a gentle truth. Here are a few of her remembrances:

Many meals were shared at our home or the Trolsons' — living across the

street from friends meant we could phone at the last minute and have dinner on a whim. In fact, the Sunday before Doug died was spent around their dinner table sharing stories, jokes, and music.

In meetings, Doug would often sit quietly, taking it all in, and then at the end he would sum up what had been said. Or, days later, he'd e-mail a complete plan-of-action based on the discussion. Often, I'd have a hard time taking a stand on an issue and would lament that I could see so many different sides. Doug never berated my indecision. Instead, he'd say, "Lori, it's a mighty thin pancake that doesn't have two sides." He always made me feel better about myself. He was a gentleman."

Doug has left a legacy that will continue to flourish at the MPO. He and neighbor, Robert Lehnen, Professor of Public Affairs at Indiana University, met with the MPO staff in 2001 to explore the possibility of conducting a scientific survey of GACC residents to gauge their interest in making their neighborhood more bicycle- and pedestrian-friendly. This project now appears in the MPO's 2002 Unified Planning Work Program and, with the assistance of people like GACC Board Member Lori Olivier, will move forward.

In Doug Trolson's *Indianapolis Star* obituary of February 5th, memorial contributions were directed to the Hoosier Environmental Council Legal Defense Fund (520 E. 12th St., Suite 14, Indianapolis, IN 46202) or The Greenways Foundation "Donate a Bench" Fund (900 E. 64th St., Indianapolis, IN 46220). "It was a way of promoting causes that Doug cared deeply about," explains Camille. "I am deeply gratified and comforted by the response and generosity of friends, family, clients and colleagues. Several thousand dollars have been contributed for three memorial benches and development on the Indy Greenways. That's a wonderful way to honor my best friend."

LAWRENCE NAMED DPW DIRECTOR, IRTC TECH CHAIR

On December 21, 2001, Mayor Bart Peterson named Barbara Lawrence as the new Director of the Department of Public Works (DPW). Lawrence had been serving as Deputy Director of the Indianapolis Local Public Improvement Bond Bank at the time of the announcement. In her new post, she succeeds Greta Hawvermale who joined the Indianapolis Airport Authority as Assistant Project Director of the Indianapolis International Airport's new midfield terminal project.

"Barbara Lawrence has tremendous experience managing multi-million dollar projects and assisting public works projects throughout the state, which will benefit our community well," Mayor Peterson said, in making the announcement. "She also shares my commitment to maintaining a high level of service from DPW and making the department a resource for neighborhood improvement."

Before joining city government, Lawrence was a Government Services Specialist with the Indianapolis law firm of Ice Miller. She previously held numerous leadership positions in state government under Indiana Governors Evan Bayh and Frank O'Bannon,

including Director of Administrative Services for the Indiana Department of Workforce Development, where she oversaw agency finances and procurement.

As Director of DPW, Lawrence will serve as Chair of the Indianapolis Regional Transportation Council's Technical Committee. "I am honored and excited to become part of such a broad-based, regional group," she says. "I look forward to working cooperatively with the Committee, the MPO, and all of our transportation planning partners to address the many infrastructure issues that face the DPW and the region."

In overseeing a department she describes as "incredibly deep and diverse," Lawrence will include among her responsibilities the management of crucial projects such as combined sewer overflow remediation and implementation of the Stormwater Utility, providing high-quality essential services to the City's residents, and establishing new initiatives that anticipate future needs.

"There are a number of key areas that I anticipate becoming the focus of the DPW," Lawrence explains. "These include continuing and expanding efforts to improve the City's waterways and transportation infrastructure, resolving regulatory issues, and enhancing the accessibility and responsiveness of the Department."

For more information on future DPW initiatives, or to welcome the new DPW Director, contact Barbara Lawrence at 317/327-7837 or balawren@indygov.org.



CYCLISTS PARK FREE AGAIN THIS YEAR

The Metropolitan Planning Organization (MPO) has renewed and expanded its sponsorship of the Pedal & Park Program which provides free, secured bicycle parking at special events along the greenways system throughout the spring, summer and fall. Organized by The Greenways Foundation, the Pedal & Park Program is a joint venture with The Central Indiana Bicycling Association (CIBA), Indy Parks Greenways and the Indiana Bicycle Coalition whose members continuously monitor the 'bike corrals'. The MPO will again pay a \$1 parking fee for each bike checked at the fenced and supervised corrals. Parking fee proceeds will be shared among participating volunteer organizations. In addition, the MPO will provide volunteer and literature display

shelters and communications/public relations support as part of its sponsorship.

"We believe in this program and will do everything we can to encourage its success," said Mike Peoni, MPO Manager/Master Planner. "Last year, hundreds of area cyclists enjoyed the convenience and peace-of-mind offered by this Greenways Foundation initiative. This year, we're sure even more people will pedal & park." To accommodate even greater usage, the MPO increased its underwriting commitment when renewing its sponsorship. "Greenways Foundation President Tom Olsen wanted to add new events and we wanted to accommodate that," Peoni explained. "Due, in part, to programs like Pedal & Park, cycling is catching on in Marion County as an efficient, enjoyable and healthy alternative to car travel."

The 2002 Pedal & Park Program will offer area cyclists FREE, monitored

parking at Earth Day Indiana (April 27), the Broad Ripple Art Fair (May 11-12), Bike-To-Work Day (May 17), the Indiana State Fair (August 7 - 18), Penrod (September 7) and Explore IUPUI (October 12). "We're able to start earlier and stay active longer this year, thanks to the MPO's expanded sponsorship and the past popularity of the program," Olsen noted. "We'll announce schedule additions as they are confirmed."

The purpose of the Pedal & Park Program is to encourage use of non-motorized transportation alternatives, promote activity on Indy Greenways, dispense relevant recreational literature, and raise funds for the partnering not-for-profit organizations. To volunteer as a corral supervisor, call 317/255-0559. For more information on The Pedal & Park Program, including available days and times, call 317/297-1283 or 317/710-0739 or visit www.indygreenways.org/pedalpark.

IBC AWARDS MPO

On March 16, 2002, the Indiana Bicycle Coalition (IBC) presented its Mission Partner Award to The Indianapolis Metropolitan Planning Organization (MPO), the region's primary transportation planner. The presentation was made at an IBC Board Luncheon held at the Columbia Club, downtown Indianapolis, by Chair Mark Higgins to MPO Manager/Master Planner Mike Peoni, AICP, in recognition of the group's efforts to make Indiana a better place for bicycling. Such efforts include the MPO's sponsorship of The Greenways Foundation's Pedal & Park Program, which offers free, secured bicycle parking at greenways-adjacent events throughout the spring and summer including the Broad Ripple Art Fair, the Indiana State Fair and Penrod. Over the last two years, the MPO also worked with various planning partners to develop the Marion County Bike Route System and User Map.

"We're honored to be among IBC's award recipients this year," Peoni

said. "Increasing the travel options offered by our regional transportation system is a major focus for the MPO. As our roadways near capacity, we're actively developing and promoting alternatives that help reduce traffic congestion while increasing mobility choices for area residents and visitors," he explained. "Cycling for transportation, and recreation, offers a healthy alternative to single occupant vehicle use that's good for the rider and for the region's air quality."

Other IBC Awards recipients this year included the Indiana Department of Transportation and Michael O'Loughlin, INDOT Bicycle Program Manager; Indy Greenways and Administrator Ray Irvin; and, Rory Robinson and the Rivers Trails Conservation Assistance Program of the National Park Service.

The Indiana Bicycle Coalition, Inc., a 501-c-3 not-for profit organization, is the state-wide voice of the Indiana bicycling community. The Coalition serves all those involved with cycling by providing information, education, organization, promotion and advocacy. For more information about the Indiana Bicycle Coalition, visit www.bicycleindiana.org or call 317/466-9701 (800-BIKE-110 outside the Indianapolis metro area).



QUESTIONS & ANSWERS

(from page 10)

2001), Indy Greenways is working with the MPO and other planning partners to develop the Monon Trail north of 96th Street, connecting Hamilton County to downtown Indianapolis via a 17-mile rail corridor. Marion County's 7.5 miles of Monon Trail already attracts more than a million users annually (source: Indiana University). Another 5.25 miles of contiguous Hamilton County trail opened last year. The last three miles of the Monon Trail project will be completed in 2002, and will serve an estimated million-plus cyclists and health-conscious commuters.

The greenways system also serves the city's rapidly growing population of transit users, who account for 11,000,000 rider trips per year. As Indianapolis' population has expanded over the past decade to embrace an increasing percentage of minorities, public transportation has become a key element in the City's transportation system. These new residents, who are often transit-dependent, help meet the high demand for service industry workers. For this reason, any shortcoming in public transportation service could quickly affect the local economy, particularly if threatened



fuel shortages increase transit-reliance among service industry workers.

To help address this problem, Indy Greenways has worked with IndyGo and the MPO to acquire grants for installing bike racks on 95% of the bus fleet. The ultimate goal for all concerned is to fully integrate the greenways trail system and IndyGo's route plan with the 327-mile county-wide bike route system that was developed last year. This will not only improve public transportation; it will offer new mobility options and greater connectivity to the transit-reliant.

These are just a few of the broad community benefits Indianapolis and its residents have enjoyed from an effectively planned and maintained greenways system. Indy Greenways, in short, represents a quality-of-life amenity that helps anticipate and meet the City's future recreational, transportation and economic needs in 21st Century infrastructure.

For more information on the community benefits offered by Marion County's trails and greenways system, please contact me, Ray Irvin, directly at 317/327-7431 (rirvin@indygov.org) or visit our web site at www.indygreenways.org.



Metropolitan Planning Organization

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tempo

SUMMER 2002

VOLUME SIX

ISSUE TWO

KEEPING PACE WITH OUR TRANSPORTATION NEEDS

HOT NEWS

Like summer in Indiana, transportation planning news from your Indianapolis Metropolitan Planning Organization (MPO) is sizzling and surprising. Just when you think you know what to expect, something different pops up. Check it out, with the new and varied topics in this issue of *teMPO*.

Here, you'll find an overview and update on the IIA Midfield Terminal Project, details on improvement projects recommended in the new 2003-2005 IRTIP, a progress report on the Comprehensive Land Use Plan Update, and a chance to get involved in expand-

cont on page 3, see Hot News

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2003-2005 IRTIP

It's always in development or being revised. The IRTIP is a constant part of the regional transportation planning process, being worked on monthly if not weekly," says Mike Dearing, MPO Principal Planner, of the Indianapolis Regional Transportation Improvement Program (IRTIP). "We talk about it, and the projects it contains, so much that some may get tired of it and underestimate its importance. But none of the agencies requesting projects or the planners involved with it do," he notes. It's our shopping list, and reflects the immediate purchases or "gets" that we can afford over the next three years. That's exciting."

The IRTIP documents all federally funded transportation improvement projects that are proposed for implementation in the Indianapolis region, including road construction, reconstruction and rehabilitation projects; intersection improvements; bridge reconstruction and rehabilitation; airport improvements; public transit projects; and, state highway projects including interstate maintenance. Prepared annually and updated quarterly through the cooperation of jurisdictional and agency representatives with-

cont on page 18, see 2003-2005 IRTIP

MIDFIELD TERMINAL PROJECT

Though it's still in the planning and early design stages, you've probably been hearing about the Indianapolis International Airport Midfield Terminal project for years. And why not? It's a huge undertaking that represents a quantum leap forward in the region's air travel prestige and capabilities. Budgeted at \$939 million over six years, and scheduled for completion in mid-2007, the new Midfield Terminal will come 'on-line' just as the existing Indianapolis International Airport (IIA) terminal exceeds its traffic-handling capacity.

"The number of air passengers traveling through Indianapolis increased more than 36 percent between 1990 and 2000, from 5.7 million to 7.8 million, and the long-

cont on page 10, see Midfield Terminal Project



ACRO-NYMBLE

Here's a list of the acronyms used in this issue. Refer to it to keep your understanding letter-perfect.

AICP – American Institute of Certified Planners

AIP – Airport Improvement Program

ATMS – Advanced Traffic Management System

CAC – Citizens Advisory Committee

CILC – Center for Interactive Learning and Collaboration

CMAQ – Congestion Mitigation & Air Quality

CMS – Congestion Management System

DEIS – Draft Environmental Impact Statement

DMD – Department of Metropolitan Development

DPW – Department of Public Works

EDA – Economic Development Administration

FHWA – Federal Highway Administration

FTA – Federal Transit Administration

IAA – Indianapolis Airport Authority

IIA – Indianapolis International Airport

INDOT - Indiana Department of Transportation

IPTC/IndyGo – Indianapolis Public Transportation Corporation

IRTC – Indianapolis Regional Transportation Council

IRTIP – Indianapolis Regional Transportation Improvement Program

MDC – Metropolitan Development Commission

MIS – Major Investment Study

MPA – Metropolitan Planning Area

MPO – Metropolitan Planning Organization

PIP – Public Involvement Program

SIP – State Implementation Plan

SPMS – Scheduling and Project Management System

STP – Surface Transportation Program

TE – Transportation Enhancement

TEA-21 – Transportation Equity Act for the 21st Century

TIP – Transportation Improvement Program

TMS – Traffic Monitoring System

UPWP – Unified Planning Work Program

QUESTIONS ANSWERS

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, MPO Senior Planner Steve Cunningham discusses the importance of the recently amended Marion County Thoroughfare Plan and its relationship to other core planning documents..

I know transportation system improvements need to appear in a plan before they can be implemented, but I'm not sure I understand the relationship of the various plans. I thought the transportation planning process was guided by the Regional Transportation Plan and the Indianapolis Regional Transportation Improvement Program (IRTIP), but the May CAC meeting discussed an amendment to the Official Thoroughfare Plan. What is the Thoroughfare Plan, why do we need it if roadways improvements are covered elsewhere, and how does it fit in with the other plans?

-e-mail question following the May CAC meeting

Good questions. Even though we try to share as much information as possible at Citizens Advisory Committee meetings, your confusion is understandable. In fact, that may be the reason for it, since the same CAC meeting also discussed the 2003-2005 IRTIP and the update of the Comprehensive Land Use Plan for Marion County. Let me try to sort it out for you by focusing on the Thoroughfare Plan and its recent amendment.

The Official Thoroughfare Plan for Marion County allows for the orderly development of the area's roadway system by identifying needed roadway improvements, establishing priorities and preserving right-of-way along thoroughfares as part of the development process. Planning support for the priority improvements identified in the Thoroughfare Plan is provided by the Indianapolis Regional Transportation Plan, which was amended in March of 2001 and, more recently, in April, 2002. The purpose of the recent Thoroughfare Plan amendment was to change priority improvements to be consistent with those now in the Regional Plan. These represent 120 proposed interstate and arterial priority improvements. Each of these projects is recommended for implementation during one of four phases, between now and 2025.

The amendment also makes a number of general editorial corrections and refinements to the existing Thoroughfare Plan.



STEVE CUNNINGHAM
MPO SENIOR PLANNER

cont on page 20, see Q & A

INDIANAPOLIS METROPOLITAN PLANNING AREA



METROPOLITAN PLANNING AREA (MPA)

(PROJECTED URBANIZATION BY THE YEAR 2020)

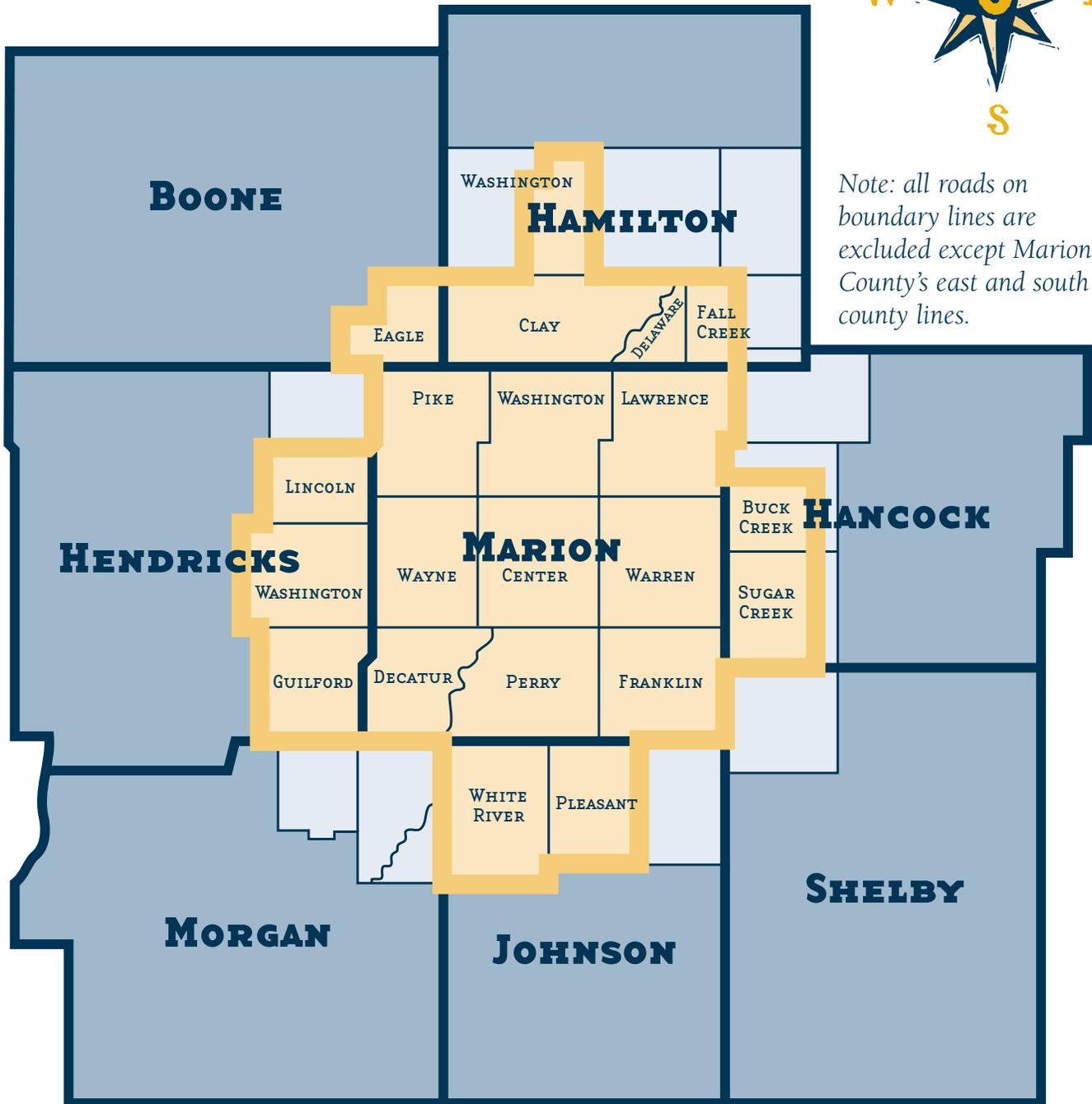


MPO MODELING AREA

(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.



HOT NEWS

(from page 1)

ing the MPO's Public Involvement Program. Plus, you'll get the scoop on the amendment to the Marion County

Thoroughfare Plan, Carmel's contributions to the INDOT US 31 project, this year's Ozone Awareness Campaign, and possible Census 2000 ramifications on our regional planning process.

It's all here, along with planning partners profiles, study updates, and more. So, read it carefully. Because this time, *teMPO* is hot!

HEALTHY OZONE AWARENESS

As reported in the Spring, 2002 *teMPO*, the seventh year of the Ozone Awareness Campaign, which helps educate area residents about the regional ozone pollution problem, and ways to help solve it, kicked off this Spring just as high temperatures started to threaten “Knozone Action Days”. 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 annual Ozone Awareness Program is active only between May and September.

“Our new advertising campaign hits on the health issues a little harder this year,” says John Chavez, Administrator for the Indianapolis Department of Public Works-Environmental Division. In 2001, the Indianapolis Department of Public Works (DPW) became responsible for administering the campaign. The change was made to better reflect the Ozone Awareness program’s *implementing* nature. “The MPO is a *planning* agency,” explains Chavez. “The DPW is an *implementing* agency, so we’re in a stronger position to conduct the program.” With this change came other changes.

“We pushed back the program kick off this year to early June to give us time to evaluate a number of program elements,” says Chavez. “We’ve started to work with a different marketing firm this year (Montgomery Zukerman Davis) which helped us create fresh television and radio spots and new print ads. They hit on the health risks of ozone a little harder than in the past,” he explains. “We’re hoping their fresh approach will help attract attention and increase program awareness and participation.”

Program strategies and components that proved effective in past years are also back this year, revised to match the new campaign approach. These include:

- interactive school kits. Last year, more than 20,000 were distributed to third graders in Indianapolis Public Schools, township school districts, and surrounding counties.
- an interactive web site featuring opportunities to register for “Knozone Action Day” notification and to post your own questions at www.knozone.com
- a real-time air quality information line at 327-4AIR
- on-going radio and television ads.
- educational brochures and newspaper advertising underwritten by local corporate citizens interested in ensuring the continued growth of ozone pollution awareness.

“We’ve been pleased with the interest and financial support the Ozone Awareness Program has

received from corporate sponsors as it certainly extends the reach of our

existing budget and helps us educate the Indianapolis area residents on the dangers of

ozone pollution, and the steps that can be taken to alleviate them,” says Chavez.

“With the help of past corporate citizens like Cinergy, Indianapolis Power & Light and BPAMOCO, the City’s Ozone

Awareness Program

has been able to achieve a

lot already. The tweaks

we’re making this year are

intended to insure even greater public awareness and voluntary

cooperation.”

Research conducted by the Opinion Laboratory at Indiana

University-Purdue University at Indianapolis

(IUPUI) in 1998, two years into the ozone awareness effort, documented a significant increase in 1) the public

awareness of the ozone problem, 2) the percentage of Marion County residents familiar with

cont on page 6, see Ozone Awareness



PLANNING PARTNERS

In the Spring, 2002 issue of *teMPO*, your *MPO* introduced and dedicated this semi-regular feature to the 35 or 40 'planning partners' with whom it works to ensure a cooperative, comprehensive and coordinated regional transportation planning process. With each installment, readers are invited to learn a little about one of the federal, state or municipal agencies, neighborhood associations, civic organizations or not-for-profit groups profiled in their own words. Here, then, is how the Center for Interactive Learning and Collaboration (CILC) presents itself.



The Center for Interactive Learning and Collaboration (CILC) is a not-for-profit corporation committed to enhancing education, rural healthcare and library communities through the use of two-way, interactive, video distance learning. CILC provides grants, services, project management and resources in support of planning, training, hardware, implementation and content development for our Vision Athena video distance learning network. It is all part of our vision to engage intellectual curiosities about the world of places and people outside the immediate community.

CILC was founded in 1994 as the Corporation for Educational Communications (CEC), with the purpose of supplying distance learning grants to fund hardware, program content and provide training that encouraged use of distance learning technology, primarily in schools. Over the years, the CILC broadened its vision and became, through the Vision Athena network, the facilitator of many high-level learning experiences. As a result, Indiana is now recognized as one of America's premier video distance learn-

ing states. CEC was renamed in 2001 to reflect our deepening impact on learning, and the broadening of our focus to embrace library and rural healthcare communities.

Today, a staff of nearly 30 educators and business professionals team up to conduct needs analyses, develop creative implementation plans, and partner with clients to ensure a successful project. Our goal is to help schools, rural healthcare providers and libraries across Indiana and beyond to move toward self-sufficiency in the use of interactive video. Such projects, coordinated with the Metropolitan Planning Organization, have included school outreach programs for the *conNECTIONS* study of Northeast Corridor Transportation (Autumn, 1999 *teMPO*), the Marion County Bike Route Plan (Autumn, 2000 & Summer, 2001 *teMPOs*) and the Multi-Modal Task Force Project.

Key components of CILC's service include:

- Vision Athena – a broadband video network that, over time, has emerged as a complex matrix of people using video distance learning technology and its applications to promote high-quality learning, communication and collaboration. CILC is responsible for supporting and advancing the use of video distance learning within Vision Athena.

- Core Sessions – support services that allow schools, rural healthcare providers and libraries to enhance learning and collaboration through the interactive video technology. A well-defined core process promotes the integration of video distance learning to meet client needs.

- CILC Vista – a distance learning application that creates deeper, longer-term connections between students, schools, public and government entities, and entire communities. Students explore

and research complex community issues alongside community partners via technology. Through the Vista programs, students serve as collaborative school partners who ultimately design, plan, recom-

mend and present solutions to community decisions-makers. CILC provides project management, consulting, training and technology support to schools and community partners participating in Vista programs.

- Rural

Healthcare and Library Initiatives – a group of strategies that explore

ways in which interactive, video technologies can foster meaningful learning opportunities in rural healthcare and library communities with school interactive being a goal. CILC is committed to assessing client needs, identifying opportunities, and implementing video technologies that enable quality learning experiences.

“Because of the Center, more than 300 Indiana elementary, middle and secondary schools enhance traditional learning opportunities with interactive video technologies,” says Ruth Blankenbaker, Executive Director. “We want to help create a generation sensitive to, and accepting of, multiple cultures and differing opinions,” she explains. “We also want young people involved in the challenges that face our communities, so they learn first-hand the art and skill of engendering change. We can accomplish this vision because our interactive telecommunications service connects us face-to-face and mind-to-mind.”

For more information on the Center for Interactive Learning and Collaboration or on the Vista Series, contact CILC Director for Community Connections Monica Cougan at 317/231-6526 mcougan@visionathena.org.



OZONE AWARENESS

(from page 4)

Knozone Action Days — days in which special voluntary measures are recommended to reduce the formation of ozone pollution throughout the region (see box below), 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, cause more ozone pollution than industry.

In 2000, an independent research firm conducted 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.

Significant survey findings include:

- Citizens are beginning to understand that they share responsibility for ozone problems. Previously, they were slightly more likely to blame industry.
- Awareness of Knozone Action Days increased 8% over the previous year.
- 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.

"We'll be tracking awareness levels, and ozone levels, again this year, says Chavez. "We need to keep the momentum going for the good of our air and the people who breath it." Toward this end, nearly 200 members of the Indianapolis Chamber of Commerce will again join the DPW in participating in the KNOZONE program and spreading awareness of ozone pollution.

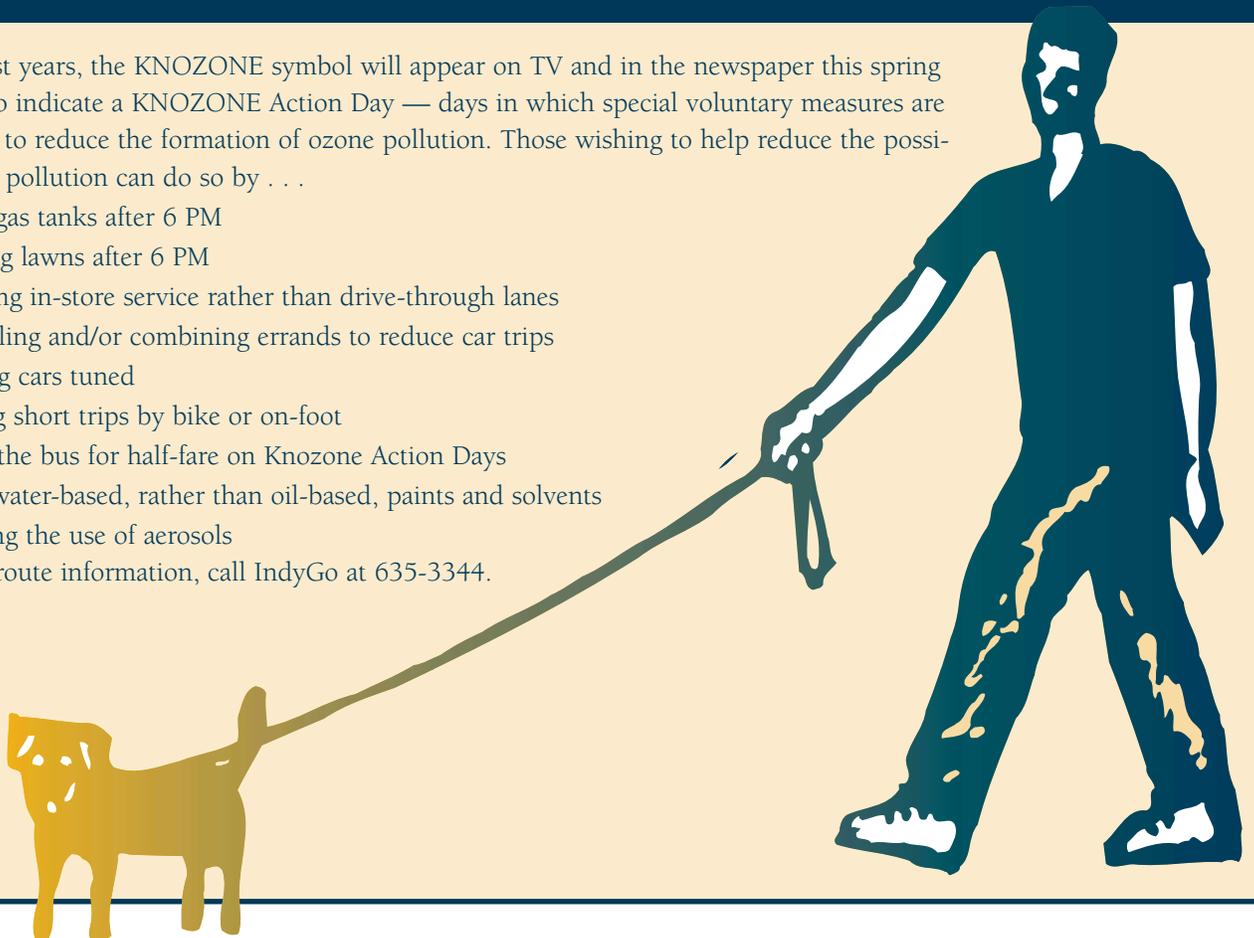
For more information on the 2002 Ozone Awareness Program, contact Rick Martin of the Department of Public Works at 317/327-2234 (rmartin@indygov.org) or MPO Planner Kevin Mayfield at 317/327-3135 (kmayfiel@indygov.org).

KNOZONE ACTION DAY TIPS

As in past years, the KNOZONE symbol will appear on TV and in the newspaper this spring and summer to indicate a KNOZONE 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-through lanes
- carpooling and/or combining errands to reduce car trips
- keeping cars tuned
- making short trips by bike or on-foot
- riding the bus for half-fare on Knozone Action Days
- using water-based, rather than oil-based, paints and solvents
- avoiding the use of aerosols

For bus route information, call IndyGo at 635-3344.



INDIANAPOLIS INSIGHTS STARTS MAPPING

“We ended Phase One of *Indianapolis Insight* last winter and moved on to Phase Two this spring” says Keith Holdsworth, Principal Planner of the Comprehensive Planning Section, Planning Division of the Department of Metropolitan Development. *Indianapolis Insight* is the update of the Marion County Comprehensive Land Use Plan which started in September, 2000. The Comprehensive Plan helps guide City decisions on land use and capital expenditures. The purpose of this update is to identify shared community values and to develop plan goals, objectives and implementation policies that reflect those values, eventually resulting in specific land use recommendations.

On February 20, 2002, the Metropolitan Development Commission adopted *Indianapolis Insight's* Community Values Component as the first phase of the update. This document sets forth a framework for development of the update's second phase of land use planning and includes planning principals, value statements and recommendations for new and revised policies, procedures, programs and ordinances as they relate to land use. It also provides a variety of supporting information, including chapters on city and county history, environmental conditions, population and housing trends, and a glossary of planning terms.

“The Community Values Component was developed through two series of Town Hall meetings, held at four locations around the city over a three-week period,” Holdsworth explains. The first series, held in September and October of 2000, provided insight into the issues and values citizens bring to the development of the city and county. The second series of Town Hall Meetings was held in October of 2001. This series was held as an open house where the draft Community Values Component was presented for open discussion. Between the two series, eight Issue Committees met to discuss issues and develop goals in a particular topic area. Each committee was comprised of 30 to 40 experts, representatives of city and county agencies, and area

residents. The Issue Committees each met eight to nine times beginning in late January, 2001. The Values Component was largely developed from the deliberations of these Committees.

“Seven hundred volunteers contributed more than 3,600 hours to the planning process in Phase One,” Holdsworth says. “Clearly, the participants care deeply about our community and its future development.”

In anticipation of its land use plan mapping phase, Indianapolis Insight has introduced a new set of land use categories. Land use categories are one of the fundamental

building blocks of

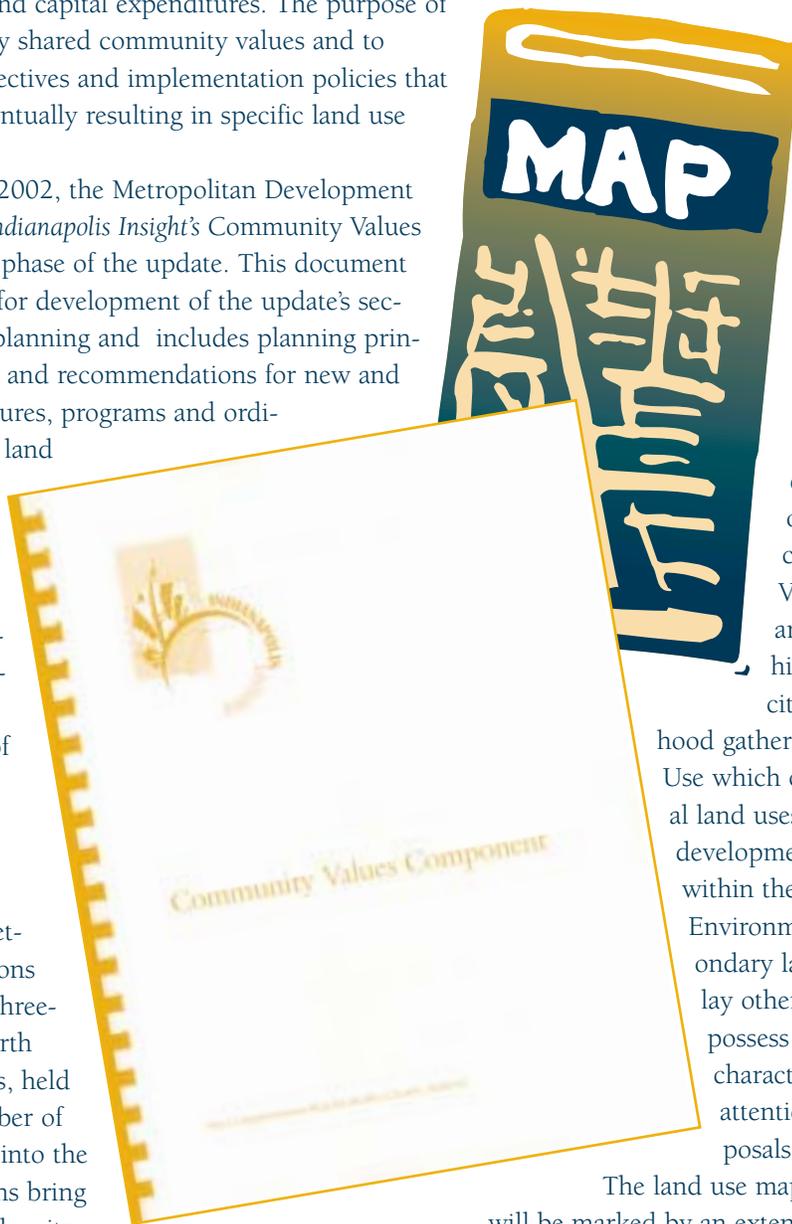
Comprehensive Land Use maps.

Each parcel of land in the County will be eventually labeled with one of these categories as its land use recommendation. New categories were added to better depict historic land uses and to accommodate new development trends. New categories include Urban Mixed Use which consists of existing areas of densely developed, pedestrian oriented, primarily commercial development within the historic central city and first generation suburbs; Village Mixed Use which refers to areas intended to strengthen existing, historically rural, small towns and cities within Indianapolis as neighborhood gathering places; Airport Related Mixed Use which consists of commercial and industrial land uses that are complementary to airport development; Floodway which refers to areas within the flow of a 100-year flood; and, Environmentally Sensitive which is a secondary land use classification that will overlay other categories and refers to land that possess special environmental or natural characteristics that will require careful attention with regard to development proposals.

The land use mapping phase of Indianapolis Insight will be marked by an extensive schedule of public meetings. Approximately nine meetings will be held in all planning areas, which are loosely based on townships. Areas with neighborhood or corridor plans will not be re-planned.

The order of the township planning meetings was established by the *Indianapolis Insight* Steering Committee. At the suggestion of the Comprehensive Planning staff, the Steering

cont on page 12, see Land Mapping



MPO PROFILE

Meet Randy Walter, a Programming Specialist with the Indiana Department of Transportation (INDOT) who has made helping people not only his avocation, but his full-time job.

“Working for 28 years with a large state agency like INDOT, particularly in programming, it would be easy to concentrate on figures and dates, and forget about the people involved,” Walter says. “But how a job gets done is an important part of the process and I think the ‘human touch’ makes the process work better.”

Randy has a degree in Urban and Regional Planning from Ball State, plus credits toward a Masters from the College of Architecture and Planning at Ball State, but knowing his academic background doesn't really tell you what he does. “I serve as INDOT's liaison, or primary contact person, for four of Indiana's metropolitan planning organizations, including the Indianapolis MPO,” he says. The others are Fort Wayne, Terre Haute and Lafayette. “Part of my job is to help coordinate their new locally approved transportation improvement program (TIP) projects within our Scheduling and Project Management System (SPMS). I help generate schedules and DES numbers; these are unique numbers that identify each project. Without these, projects couldn't get into the funding pipeline or move ahead.”

“That's only a small part of what he does,” says Mike Dearing who works

closely with Randy when developing the Indianapolis Regional Transportation Improvement Program (IRTIP). “As Manager of INDOT's Program Management Groups for Interstate, Resurfacing and Expansion Projects, Randy also forwards information to the MPO about new INDOT projects to be implemented in our region,” Dearing notes. “Once our IRTIP is approved by the Indianapolis Regional Transportation Council (IRTC) and the Metropolitan



Programming Specialist/ People Person

Development Commission (MDC), Randy follows up on our new projects, often asking me for information that is needed to add the projects to the SPMS, such as traffic count data or bridge information. Over the years, his coordination skills, and his people skills, have been a real advantage.”

MPO Manager/Master Planner
Mike Peoni couldn't agree more.

“Randy's been a real friend to our department in all of our dealings, always pleasant and always professional,” he says. “Given the pace of his work schedule, and the volume of projects he coordi-

nates, I think that's amazing.” By conservative estimates, Walter and his three Programming Specialist co-workers at INDOT each coordinate about 700 transportation projects, not including the Local Public Agency projects in the counties, small cities (5,000 to 50,000 population) and towns that also cross their desks.

“I think that's the thing I'm proudest of, keeping all the plates spinning at once while never losing sight of the ‘people aspect’ of the planning process,” Walter says. “Between INDOT projects and those of the various MPOs with whom I work, it can get pretty hectic sometimes. But that's when the human touch is most critical.”

Randy has a lot of be proud of off-duty, as well. Though he lives in northwest Indianapolis, near his Zionsville-based extended family, Walter remains active with Center Township neighborhoods as part of his service philosophy. For instance, he devotes time to the Chatham Arch Neighborhood, including helping with the area's annual Neighborhood Clean-Up. “I like the idea of preservation and renewal,” he says, “and I want to help the people who take that seriously.”

Randy is also President of his church congregation at Our Redeemer Lutheran Church in the Mapleton-Fall Creek Neighborhood, where he volunteers for the Kids Café, an after school program associated with Gleaners Food Bank. “The program is not huge,” Walter says. “Just a safe place to go and get both tutoring and a decent meal for children who need them. That can be pretty important, though.”

So can a professional *and* personal goal of doing a little good each day. Whether he's helping transportation planners move their agendas ahead, or picking up trash in one of our historic neighborhoods, Randy sticks to his program like the specialist he is. “It's all about people,” he says. “I just try to never forget that.”

teMPO

is published quarterly by your Metropolitan Planning Organization, part of the Department of Metropolitan Development. If you know of anyone who would like to receive teMPO, or if you have any questions concerning its publication, please call:

Mike Peoni (317/327-5133, mpeoni@indygov.org)

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teMPO was written and prepared for publication by Whitman Communications, Inc.

CENSUS 2000 URBANIZED AREA

On May 1, The Bureau of the Census published an official Notice in the Federal Register that provided a new list of urbanized areas (UZAs) based on the findings of Census 2000. These UZAs were determined using new criteria proposed by the Census Bureau back in March, 2001. The primary justification for changing the criteria was to reduce subjectivity, allowing population density-based the mapping to be done by computers using nationally available data. This new plan for determining an urbanized area, as well as population growth identified by the 2000 Census, had a dramatic affect on the updated Indianapolis urbanized area.

The 2000 Indianapolis UZA is much larger than the 1990 version in both total area and population, now extending north to Noblesville, west to Danville, south to Franklin, and east nearly to Greenfield. Because the Census Bureau's definition of "urbanized area" involves population only, the Indianapolis UZA not only expanded overall, but contracted in several areas within Marion County (see map, this page).

This is because the Bureau defines an urbanized area as "a densely settled territory that contains 50,000 or more people". For this reason, an urbanized area may exclude significant non-residential land uses that could be considered urban, such as industrial parks, office districts and recreational areas.

"The 1990 UZA definition described one or more places and adjacent densely settled surrounding territories, or urban fringe, with a combined population of at least 50,000," explains Sweson Yang, AICP, MPO Chief Transportation Planner. "The new definition allows for no "grandfathering" of previously recognized UZA territory and is more restric-

tive in its handling of uninhabited areas. So, we end up with some 'drop outs' right in town."

The population of the updated Indianapolis urbanized area is 1,218,919, an increase of more than 33% over the 1990 figure of 914,824. In land area, the 2000 UZA grew almost 14% or 77 square miles, from 476 square miles in 1990 to 553 square miles in 2000.

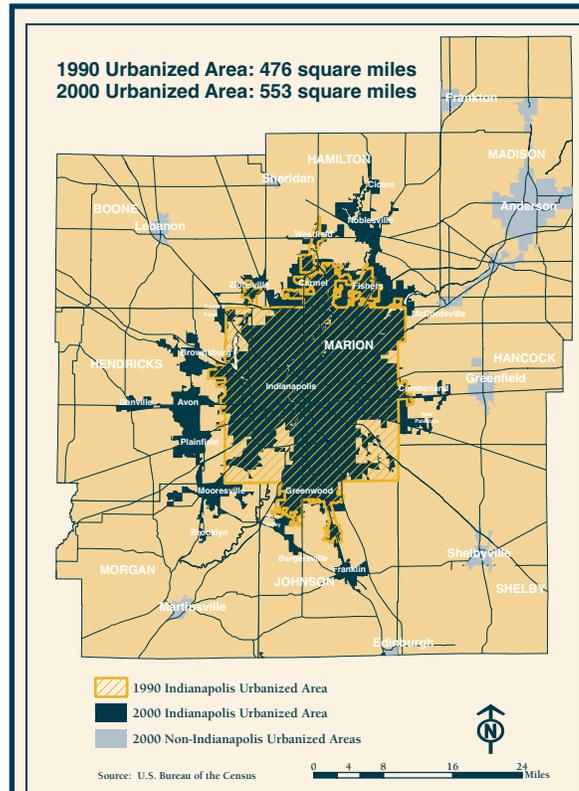
What does this mean for the regional transportation process? Maybe a lot.

The Indianapolis urbanized area is an key determinant of MPO activity, influencing both the amount of federal transportation funding received, and where those dollars can be spent. So, dramatic changes in the UZA could have similar impacts on the MPO's metropolitan planning area (MPA).

According to the U.S. Bureau of Census, metropolitan planning area boundaries "shall, as a minimum, cover Urbanized Areas and the contiguous geographic areas likely to become urbanized within the twenty year forecast period covered by the transportation plan. . . The boundary may encompass the entire metropolitan statistical area or consolidated metropolitan statistical area, as defined by the Bureau of the Census."

"Before our planning area is expanded to reflect the updated UZA, there needs to be consensus on MPA geographic units, such as townships, census block groups and traffic analysis zones," notes Yang. "There also needs to be a detailed county-by-county review, a technical evaluation including 20-year forecasts, comprehensive evaluation and comments, IRTC and MDC approval, and approval from INDOT and appropriate federal agencies," he says. "So, our planning activity may eventually encompass the newly updated UZA, but it's not going to happen tomorrow."

For more information on the updated Indianapolis Urbanized Area, contact Sweson Yang at 317/327-5137 (syang@indygov.org) or MPO Senior Planner Philip Roth, AICP, at 317/327-5149 (proth@indygov.org).



CENSUS 2000 UZA STATS

Rank by Population

1. New York/Newark, NY/NJ/CT (17,799,861)
2. Los Angeles/Long Beach/Santa Ana, CA (11,789,487)
33. Indianapolis, IN (1,218,919)

Rank by Land Area

1. New York/Newark, NY/NJ/CT (3,353 square miles)
2. Chicago, IL/IN (2,123 square miles)
- 23 Indianapolis, IN (553 square miles)

Rank by Density

1. Los Angeles/Long Beach/Santa Ana, CA (7,068 people/square mile)
2. San Francisco/Oakland, CA (6,999 people/square mile)
51. Indianapolis, IN (2,204 people/square mile)

MIDFIELD TERMINAL PROJECT

(from page 1)

term trend will continue,” notes Project Director John Kish, the former Executive Director of the White River State Park and Commissioner of the Indiana Department of Administration under Governor Evan Bayh who was hired by

DID YOU KNOW?

The Midfield Terminal project is budgeted at \$939 million over six years.

the Indianapolis Airport Authority (IAA) to oversee the Midfield Terminal project. “The current terminal building is old and tired. Just as our new terminal begins operation, the old one will have reached capacity and service will have begun to deteriorate,” he says, “That’s just one of the reasons we’ll stay on-schedule. As a travel hub, we really can’t afford delays.”

Though often called the “Midfield Terminal” project, the effort will actually involve the construction of a new Indianapolis International Airport terminal, including a new control tower and parking lot. Because existing runways can accommodate projected travel capacity increases, no new ones are planned at this time (see side bar, page 11). The \$939 million construction cost will be financed through a combination of airline rates and charges, federal grants and passenger facility charges. To date, the financial bite has been relatively small; just \$2 million in 2001 for planning, and \$52 million budgeted this year for site work, and control tower design. The bulk of the budget, \$622 million, will be spent in 2005 and 2006.

And what will almost a billion dollars buy?

- More space. The new terminal site is nearly a mile wide, more than two miles long, and offers plenty of room to grow. It will include international arrivals at the main terminal, a significant feature for Indianapolis’s image.
- Better access. A dedicated interchange on I-70 will offer convenience, safety and a major increase in parking capacity.
- More gates. With 40 gates, 8 more than the present terminal, the new terminal will permit direct access to more flights.
- Greater efficiency. Because of reduced taxi time, there will be less noise, pollution and fuel consumption.

DID YOU KNOW?

Indianapolis International Airport covers 12 square miles (7,700 acres) and employs 13,000 men and women.

- Modern systems. The project calls for the latest information technology, fuel distribution and baggage handling methods. The baggage area will have more space for service counters for transportation, accommodations and concessions.

- A new gateway experience. The new Midfield Terminal provides the opportunity to describe who we are through architecture and design. It will represent Indianapolis to travelers worldwide.

“The new midfield terminal is one of the most important economic development initiatives for our community in the new century,” says Indianapolis Mayor Bart Peterson. “It will offer added convenience for our business and leisure travelers and give our region’s industries, particularly our life sciences companies, better access to the rest of the world.”

As the man most responsible for keeping this massive construction project on-schedule and within budget, it is Kish’s job to anticipate potential problems before they impede progress. “At almost a billion dollars over six years, we’re concerned about the impact this project could have on the local labor and materials market,” Kish says. “After all, this project equals the combined size of the top 25 construction projects

DID YOU KNOW?

The Midfield Terminal project includes the construction of a new terminal, a new tower and new parking – but no runways.

going on in Central Indiana (as of July, 2000).”

In addition, there may be competition for materials. The project is estimated to require 720,000 squares yards of concrete, not to mention tons of glass and steel. At the same time, the Indiana Department of Transportation will be reconstructing portions of I-70 and other regional interstates, straining material supplies. “It’s been a concern,” Kish concedes, “but we’ve anticipated the situation and I’m satisfied that we’ll be able to secure the concrete we need at reasonable prices.”

That’s looking quite a ways down the road, or runway, for a terminal that isn’t even scheduled to begin construction until 2004 or 2005, but the project has benefited from visionary management from the beginning. BSA Design, Inc. and Blackburn Architects provided the airport with preliminary technical assistance and helped to develop a project definition. Those parameters include a 1.2 million-square foot, probably U-shaped terminal with about 40 gates. To the southwest, a new air-traffic control tower will rise above an enormous parking lot connected to I-70 via a new interchange. “It’s just a rough concept right now,” Kish says. “Our lead architect will help us bring the vision into focus.”

MIDFIELD TERMINAL PROJECT

(from page 10)

In May of this year, Hellmuth, Obata + Kassabaum, Inc. (HOK) of St. Louis was hired as Master Designer for the Midfield Terminal project and will be principally responsible for providing a comprehensive design solution for the entire development. In so doing, the firm known for its work on Victory Field and the Indiana Convention Center, will focus primarily on developing a unique and compelling gateway experience for the Indianapolis air traveler, integrating not

DID YOU KNOW?

The \$939 million construction cost will be financed through a combination of airline rates and charges, federal grants and passenger facility charges.

only the best practices of air terminal design but also arts and cultural expression.

“The one thing we know is that we want something people will remember,” Kish says. “With their proven creative track record and aviation expertise, we’re confident HOK’s participation will result in a landmark gateway to Indianapolis and Central Indiana for generations.”

Currently, HOK is also working on several high-profile airport expansion projects, including a new south terminal at Orlando International Airport. Since the World Trade Center attacks on September 11, 2001, the firm has also become a leader in airport terminal security and is now working to upgrade security at four U.S. airports. The firm also is also involved with reconstructing the Pentagon.

Before the terminal design phase concludes, other elements of the project will be under construction. In late 2002/early 2003, the Federal Aviation Administration (FAA) is scheduled to begin construction of a new air-traffic control tower in what is now an empty field. Since the new terminal

DID YOU KNOW?

The new IIA Control Tower will be built by the Federal Aviation Administration (FAA).

will eventually be positioned between the two main parallel runways, drastically reducing taxi time, this new tower will enable air-traffic controllers to see the end of the runways which they otherwise would be unable to do. With construction scheduled to conclude a year later, this tower will give the airport project its first, and most recognizable, symbol of progress.



RUNWAY RUNDOWN

- No new runways are planned as part of the Midfield Terminal Project. Currently, Indianapolis International Airport has three runways with long range plans for a fourth, south of I-70, if future capacity demands warrant it.
- Of the three current runways, the two parallel runways run southwest to northeast and are 5,200 feet apart. The southern most runway, opened in 1990, is 10,000 feet long. The northern most runway, open in 1996, is 11,200 feet long. The wide spacing of these parallel runways permits simultaneous operations in all weather conditions.
- There is also a 7,600 foot long *crosswind* runway that runs southeast to northwest. It was opened in 1961.
- The fact that none of the IIA runways intersect provides maximum operational flexibility and reliability.

About the same time, the Indianapolis Airport Authority will begin moving ahead with site infrastructure, including a significant amount of grading. Construction of the new I-70 interchange will also commence in 2003, at the same time INDOT will be building another interchange at Six Points Road.

DID YOU KNOW?

It is estimated that the Midfield Terminal project will require 720,000 square yards of concrete, not to mention hundreds of tons of steel and glass.

“The terminal design phase is scheduled to conclude in 2003, but construction won’t start for another year or two,” Kish says, citing the size of the site and the amount of pre-construction grading it needs. “Above ground construction on the terminal will probably be visible sometime in 2005,” he says. “And, if everything goes as planned, the new terminal will be open for business in mid-2007. That’s our ETA and we’re sticking to it.”

For more information on the Midfield Terminal project, visit the IIA web site at www.indianapolisairport.com.

LAND MAPPING

(from page 7)

Committee decided that an objective set of selection criteria based on need and urgency would be the most appropriate method of deciding the sequence of townships.

The criteria that were chosen to represent that sense of urgency include:

- **Demand for vacant land in excess of supply.** This criteria looks at how much of the future demand cannot be met. A recent study commissioned by the Division of Planning has projected the demand for developable land over the next 25 years. The assumption is that a township with a large amount of demand in comparison to supply will develop more quickly and thus has a greater urgency.

- **Number of building permits issued in the last three years.**

This gets at the amount of development happening right now. The assumption is that a township with a lot of current development has a greater urgency than a township with less current development. By choosing three years instead of one year, the effect of a single-year aberration is lessened.

- **10-year trend in number of housing units permitted.** This criteria provides a sense of the amount of development in the recent past. The assumption here is that a township with a long term trend of decline in the number of housing units permitted each year would have a lesser urgency than a township with a long term trend of an increasing number of yearly building permits.

After developing this criteria, Steering Committee members individually gave weight to each point to determine its relative importance. DMD staff then averaged the individual weightings to determine an overall criterion weight. Demand for vacant land in excess supply was given the greatest weight and, as such, is considered by committee members as the most important criteria. The 10-year trend in housing permits was given the least weight by Committee members. DMD staff took these weighted scores and generated the sequence of townships in which to hold land mapping meetings.

Based on the selection criteria developed by the Steering Committee, and because staff expects to work on two planning areas at a time, land use mapping meetings will be held

in the following order: Wayne and Pike, Perry and Lawrence, Washington and Warren, and Decatur and Franklin Townships

PLANNED AGENDA

The opening meetings in the land use planning process will focus on learning about the land use planning process, stable areas, areas in transition and environmentally sensitive areas.

The first meeting in each township planning area will be an overview of the planning process. Planning handbooks will be made available to help participants keep everything in mind. After the overview, meeting participants can expect to get right down to work making land use recommendations.

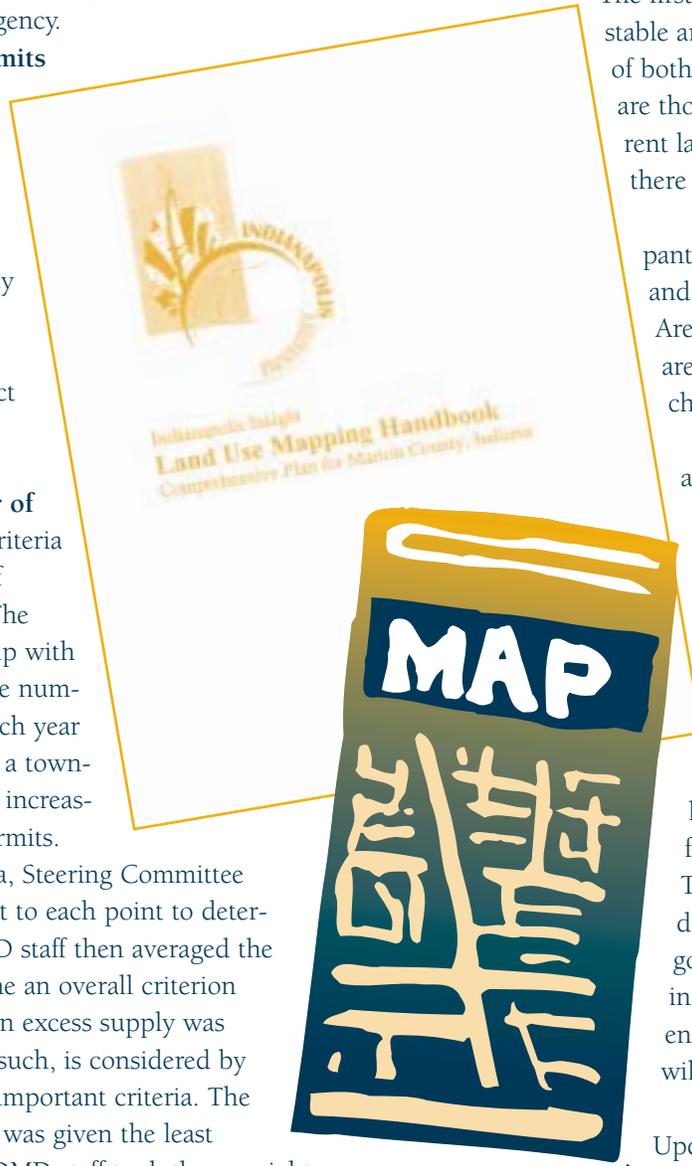
The first areas to be addressed will be the stable areas that make up a large portion of both planning areas. The stable areas are those developed areas where the current land uses are appropriate and where there is little to no pressure of change.

At the second meeting, participants will look at areas of transition and environmentally sensitive areas. Areas of transition are developed areas that are under some pressure to change or redevelop.

Environmentally sensitive areas are those places, such as steeply sloped sites, high-quality woodlands, wetlands and well-fields that possess special environmental characteristics that require careful attention with regard to development proposals.

Future meetings will look at less established areas where the future land uses are less clear-cut. The process will conclude with a designation of critical areas. Ongoing and continuous participation in the land mapping process is encouraged because each meeting will build upon previous meetings.

For more information on the Update of the Marion County Comprehensive Plan, including a schedule of land use mapping meetings, visit indygov.org/indianapolisinsight. For a copy of the Community Values Component of the Indianapolis Insight Plan or the Land Use Mapping Handbook, contact the Comprehensive Planning Section of the Division of Planning at 317/327-5111.



INVOLVEMENT INPUT SOUGHT

“We actively seek public input in the transportation planning process, because we see area residents as partners, and their insights as valuable planning tools,” explains Mike Peoni, MPO Manager/Master Planner. In 1994, while MPO Principal Planner, Peoni was the person primarily responsible for the formation and facilitation of the Citizens Advisory Committee (CAC). “Quarterly CAC meetings were our first attempt at informing and involving the public in transportation planning activities on a regular basis,” he says, “and significant comments we receive on IRTIP, Regional Transportation Plan and Thoroughfare Plan amendments, Unified Planning Work Program (UPWP) projects and other MPO programs and activities are still reported the Indianapolis Regional Transportation Committee (IRTC).” The IRTC is a decision-making body of the transportation planning process with whom the MPO cooperatively works.

“But that was really just the beginning,” says Peoni. “Since that time, we’ve developed a multi-faceted Public Involvement Program (PIP) that addresses hundreds of thousands through some of its communications strategies and has won the endorsement of both citizens groups and state and federal authorities. But we’re still always looking for new and better ways to inform and involve the public.”

As proof, Peoni points to a media advisory that was issued on the MPO’s behalf on May 14th entitled *Transportation Planners Seek Input On Public Involvement Program*. There, the media were encouraged to cover the May CAC meeting where the public would be invited to share their ideas and suggestions for enhancing the effectiveness and expanding the reach of the MPO’s Public Involvement Program. The event was also advertised in *The Indianapolis Star* and *The Indianapolis Recorder* the week of May 13 and promoted on the WTHR (Channel 13) Noon Show where Peoni was a special guest.

“How we asked for input illustrates the strengths and synergy of our program,” Peoni explains. “We have all of these communications strategies that stand alone *and* work together, including advertising and public relations. At the CAC meeting Joe Whitman, our communications advisor, presented an overview of program elements and invited attendees and tele-

vision viewers to suggest improvements.” Government access station WCTY broadcasts CAC meeting live and tapes them for re-broadcast throughout the following month on Channel 16 (Comcast and Time Warner). “And that request is on-going, appearing in our publications and on our web site,” noted Peoni. “People can call or e-mail any of the MPO staff to make or suggest new or better ways to help us achieve our goal.”

PIP BACKGROUND

The Indianapolis Metropolitan Planning Organization has long been an active supporter and innovator in the area of public involvement as it relates to its transportation planning process. Indications of the importance placed on public input include the quarterly Citizens Advisory Committee meetings that solicit and facilitate public comment on on-going transportation planning initiatives and its current involvement program which began as a

single communications strategy in 1998 with

the publication of *teMPO*, the official newsletter of the regional transportation planning. This program now includes more than two dozen, different communications strategies which work in tandem to support the MPO’s message and create their own promotional synergy to attract and maintain public interest.

The primary goal of this program to solicit and facilitate *informed* public participation in the regional transportation planning process, and its benefits include increased awareness

of both the MPO and its featured planning initiatives, greater community interaction in all aspects of the planning process, greater appreciation for the transportation problems facing the region, better consensus-building for study recommendations, a greater exchange of ideas among various population segments, and more comfort in dealing with the MPO and its planning partners.

These are benefits, even among segments of the population who may never choose to actively participate in the planning. For these reasons, all of the current PIP elements listed below attempt to both inform and involve the public by providing further opportunities for process participation, either at public meetings, via remote technologies, or through direct MPO staff contact.

cont on page 14, see Involvement Input Sought



INVOLVEMENT INPUT SOUGHT

(from page 13)

PUBLICATIONS

The MPO currently publishes two publications on a regular basis: *CAC Minutes* which reports on issues discussed before the Citizens Advisory Committee and *teMPO*. Both publications are distributed free at public meetings, via the MPO mailing list, and as downloads on the newly enhanced MPO web site (www.indygov.org/indympo). *teMPO* is now also distributed through 23 Marion County library locations and via test mailings. Both publications feature direct information (phone numbers, e-mail addresses) for MPO staff and involved consultants to accommodate readers wishing to learn more, ask a question or leave a comment. In addition, both promote the new MPO Hotline, which provides weekly, recorded updates of public participation opportunities, and the MPO web site which offers background information, supporting documentation and survey opportunities.

PUBLIC/MEDIA RELATIONS

Between 20-40 Media Advisories are currently issued each year to 40+ print and broadcast sources on behalf of the MPO. Subjects include MPO awards and sponsorships, solicitation of public input on specific planning documents, ongoing study developments, and upcoming public hearings and workshops.

In addition, cooperative relationships with Editors, Commuter Reporters and Public Affairs Directors have been established on the MPO's behalf to ensure favorable coverage, whenever possible. Since "the media" usually prefer to cover "events" rather than "processes", these on-going relationships are especially important to long-term activities, such as on-going studies.

Resulting coverage has included regular appearances on community calendars, live remote broadcasts (Ch. 13, 8 and 59), multiple news features (Ch. 13, 6, 8 & 59), drive-time radio features (WIBC & MetroNetwork Stations), and multiple articles on the front page and *City & State* sections of *The Indianapolis Star*.

CITIZENS ADVISORY COMMITTEE MEETINGS

Interest and attendance/viewership of these meetings, held either monthly or quarterly depending on planning activity levels, is via media advisories, direct mail, community calendars and broadcast sources. These meetings are often covered by local television and radio stations and *The Indianapolis Star*.

VIDEO CONFERENCED MEETINGS

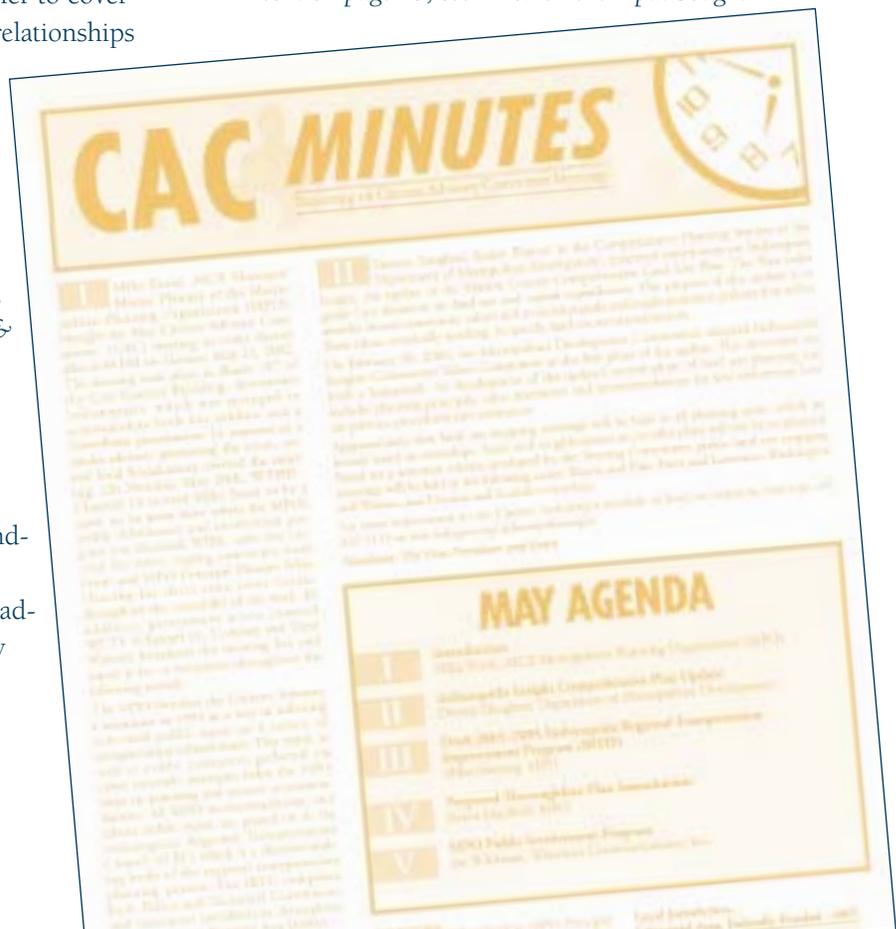
Some CAC meetings have been video-conferenced as part of the public outreach effort for the *conNECTIONS* Study of Northeast Corridor Transportation – a regular meeting agenda item at the time. This allowed interested members of the public to meet either in downtown Indianapolis or at other specified locations within the Northeast Corridor, such as North Central High School, Lawrence Central High School, Arlington High School, Hamilton Southeastern High School.

DISPLAY ADVERTISING

The MPO regularly runs small space (2 col. x 2" to 2 col. x 3") *iMPOrtant* ads in the *City & State* section of *The Indianapolis Star* and *The Indianapolis Recorder*, often in tandem with more detailed legal notices. These ads promote public participation opportunities in a variety of MPO planning areas, including public review and comment on IRTIP, Thoroughfare Plan and Regional Transportation Plan amendments; Public Hearings of the Metropolitan Development Commission; Public Workshops; and, CAC meetings.

In addition, the MPO recently ran a full-page, four-color ad in *The Indianapolis Star's* Earth Day insert which was distributed to 520,000 readers and featured details on seven MPO planning programs and direct contact numbers for more information. This insert will continue to be distributed at special events throughout the remainder of the year including summer Jazz Festivals, the Indiana State Fair, and all Pedal & Park venues, including Penrod (September 7) and Explore IUPUI (October 12).

cont on page 15, see Involvement Input Sought



INVOLVEMENT INPUT SOUGHT

(from page 14)

ENVIRONMENTAL JUSTICE (EJ)

As part of its effort to involve *all* segments of the regional population in the transportation planning process, the MPO has undertaken special efforts to involve the traditionally under-represented and disenfranchised, including minority and low income populations. These efforts include regular luncheons with representatives of targeted neighborhoods and city service providers. The Community Inclusion Project is now in its second year.

PUBLIC PRESENTATIONS, MEETINGS & WORKSHOPS

Each year, staff members of the MPO and their consultants make dozens of presentations to neighborhood associations, civic organizations, and church and business groups interested in specific Unified Planning Work Program activities. Past examples include the Greater Allisonville Community Council and the *conNECTIONs* Study, Fairfield/Sylvan Neighborhood Association and the Special Neighborhood Study of the Glendale Area, and the possibility of Sound Walls along I-465 and the Avalon Hills Neighborhood Association. These presentations are absolutely critical to meeting the public “on their own turf” and to showing due concern and respect for areas likely to be impacted by recommended transportation strategies.

PROGRAM SPONSORSHIPS

As part of its goal of diversifying the region’s transportation system and encouraging the use of alternatives to single occupant vehicles, the MPO has sponsored the activities and programs of appropriate planning partners, such as the Indiana Bicycle Coalition and The Greenways Foundation’s Pedal & Park Program. In all cases, media relations promote public awareness and participation in both the featured programs and the MPO’s regional transportation planning process.

EDITORIAL SUBMISSIONS

When appropriate, the MPO provides editorial content to publications like *Hamilton County Business* magazine, *The*

Indianapolis Star and *The South Side Times*.

RADIO SPONSORSHIPS

In the past, the MPO has sponsored radio advertising as a way to reach drive-time listeners via *conNECTIONs*’ Traffic Report Sponsorship on 25 MetroNetwork radio stations.

On May 20, 2002, the MPO also began an on-going WFYI drive-time sponsorship (26 spots per week, 18 weeks) which is increasing awareness of the MPO and building traffic on both the new MPO Hotline number and web site.

SCHOOL OUTREACH PROGRAM

Starting with *conNECTIONs*, the MPO has brought transportation planning issues into area classrooms to engage students in real world problem-solving and consensus-building activities. A distance learning program, which involved video-conferenced presentations, asked area students from eight Northeast Corridor High Schools to recommend effective strategies for mitigating the problems of traffic congestion and lack of mobility using various academic disciplines (e.g. art, mathematics, biology, language arts, etc). Another school outreach programs have involved Marion County Middle School students in a process that identified preferred bicycle routes. Another asked students to serve on an advisory board for IndyGo – the regional public transit provider, in its effort to improve its service and image.

These projects, which were cited for inclusion by the Federal Government in its *Best Practices* transportation planning manual, facilitated the informed public participation of the next generation in aspects of the regional transportation planning process. These students, in return, take study materials and new perspectives home for dinner conversation and parental review.

FIELD RESEARCH

The MPO has found out what the public thinks on various transportation-related subjects a number of ways, including Northeast Corridor and Region-Wide telephone surveys, self-selected surveys via the MPO and *conNECTIONs*’ web sites

cont on page 16, see Involvement Input Sought



INVOLVEMENT INPUT SOUGHT

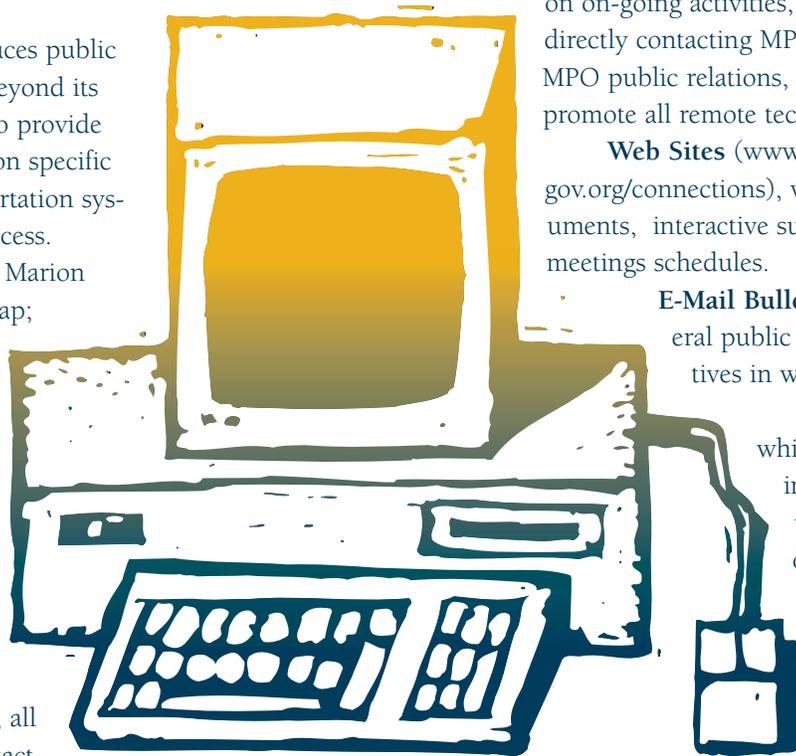
(from page 15)

and the *conNECTIONS*' hotline (1-877-NEC-LINK), focus groups among demographically representative groups, and hosted groups among purposely weighted populations (i.e. to over represent transit users within the general population, for example).

In addition, *teMPO* has run surveys in the past and a new survey is currently requesting the public's primary transportation concerns and preferred methods of interaction on the MPO web site and new Earth Day Ad flyer. These are being distributed via direct mail and at Pedal & Park events throughout the Spring, Summer and Fall of 2002.

PUBLIC EDUCATION MATERIALS

The MPO produces public education materials beyond its regular publications to provide relevant information on specific aspects of the transportation system and planning process. Examples include the Marion County Bike Route Map; direct mail pieces created for the Glendale Special Neighborhood Study, *conNECTIONS* and *teMPO*; program and event posters; brochures, flyers and survey pamphlets; and Executive Summaries, all containing direct contact



information.

All print materials are distributed at public meetings, at selected sites throughout the study area (e.g. Marsh stores), at schools and libraries, as direct mail pieces and *teMPO* inserts, and in direct response to phone and e-mail requests.

REMOTE TECHNOLOGIES

This term refers to any system or technology that allows interested members of the general public to participate in the transportation planning process by accessing process information, receiving timely notifications, commenting on on-going activities, or directly contacting MPO staff or consultants with questions. MPO public relations, advertising and publication strategies promote all remote technologies, including:



Web Sites (www.indygov.org/indympo, www.indygov.org/connections), which feature maps, supporting documents, interactive surveys, study updates and upcoming meetings schedules.

E-Mail Bulletins that notify members of the general public of developments on planning initiatives in which they have expressed interest.

MPO Hotline (317/327-IMPO) which plays a recorded message featuring information on current and upcoming public participation opportunities.

Interactive Voice Response (IVR) System, as used for *conNECTIONS*, which allows callers 1) to hear study background information, progress reports and specifics on alternatives, 2) to fill out an audio survey, 3) to request further MPO literature, and 4) to leave a comment.

"We've come a long way with this program, but we need to keep evolving in response to developing trends to remain effective," Peoni says. "That's the only way we can continue to reach the public as quickly and as often as possible with upcoming participation opportunities."

Those wishing to suggest new strategies for incorporation into the MPO's PIP may do so via the web at indygov.org/indympo or by contacting Mike Peoni (317/327-5133, mpeoni@indygov.org) or Joe Whitman (317/262-2660, whitman@netdirect.net).

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 sbelch@indygov.org
- Steve Cunningham • Senior Planner** ...317/327-5403 scunning@indygov.org
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- Catherine Kostyn • Planner**317/327-5142 ckostyn@indygov.org
- Kevin Mayfield • Planner**317/327-5135 kmayfiel@indygov.org
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Manager/Master Planner
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- Sweson Yang, AICP**317/327-5137 syang@indygov.org
Chief Transportation Planner

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

IRONS IN THE FIRE

RAPID TRANSIT STUDY

Preliminary work has begun on the much-talked about Indianapolis Metropolitan Area Rapid Transit Study which includes among its goals the evaluation of a downtown to the airport rail line. Your MPO issued a "Request for Proposal" or RFP in May to more than 70 transportation planning and/or engineering firms. Responses were due no later than 5 PM, Friday, June 14. Selection of primary consultant(s) on the project is expected by the end of July, with the study to get underway by September of this year.

"Evaluating a rail line from downtown to the airport is only part of what this study is about," says MPO Manager/Master Planner Mike Peoni. "It's constructed in three phases that include developing a concept for a region-wide commuter rail system, as well as a serious look at other transit options."

Included in the study's three phases are:

Phase One: Region-wide Rapid Transit Assessment

A look at whether rapid transit systems, such as commuter rail, are feasible *throughout* the Indianapolis region. This phase would include the development of a regional commuter rail concept plan. This phase will also address issues raised by the public during the *conNECTions* Study of Northeast Corridor Transportation.

Phase Two: Rapid Transit Priority Segments Identification/Analysis

Work with the Concept Plan to identify *high priority* transit segments. Each of these segments including, but not necessarily limited to, the downtown-to-airport route, would be the focus of a rapid transit (rail) feasibility study during this phase.

Phase Three: Alternative Analysis & Draft Environmental Impact Statement (DEIS)

Assess the strengths and weaknesses of rapid transit alternatives within the highest priority segments(s) and develop the Draft Environmental Impact Statement for same.

The Indianapolis Metropolitan Area Rapid Transit Study is expected to take 18-24 months and will include a variety of public participation opportunities. For more information, contact Mike Peoni at 317/327-5133 or mpeoni@indygov.org.

GLENDALE STUDY DRAFTS FINAL REPORT

A draft Final Report of the Special Neighborhood Study of the Glendale Area has been posted since late May on the



MPO web site (www.indygov.org/indympo) to accommodate public review and comment of its findings. The purpose of the study, which began in January, 2001 and incorporated three public workshops as well as special neighborhood association presentations during its extended duration, is to find ways to retrofit amenities into established neighborhoods to make them more bicycle-, pedestrian- and transit-friendly.

"We're calling it a *draft* Final Report because public comment can definitely change its recommendations before they are adopted for implementation," explains MPO Senior Planner Stephanie Belch, the planner-in-charge of the study. "We've mailed out hundreds of postcards encouraging area residents to let us know how they feel and referring them to either our web site or the Glendale Public Library where a copy of the draft Final Report is available for review."

For more information on the Glendale Special Neighborhood Study or its public review and comment period which ends July 19th, or for a copy of the draft Final Report, contact Stephanie Belch at 317/327-5136 or sbelch@indygov.org.

MOO'NON TO THE STATE FAIR

Area residents can ride to the 2002 State Fair and park their bikes *for free* in a secured, continuously monitored corral.

As part of their on-going "Moo'non To The State Fair"



program, fair officials have again made this year's 12-day event a 'Pedal & Park' venue, encouraging attendees to bicycle along the adjacent greenways trail, or other

appropriate routes, to minimize traffic congestion and parking delays.

"It's healthy. It's convenient. And, it's just plain fun," says Tom Olsen, President of The Greenways Foundation and one of the founders of the Pedal & Park program. "Pedaling in along the Monon Trail is a great way to start your day at the Fair."

When area cyclists check their bikes at the Pedal & Park corral, located at Boulevard Station at 38th Street and the Monon Trail, they'll receive a claim ticket. The corral will

cont on page 31, see Irons In The Fire

2003-2005 IRTIP

(from page 1)

in the Metropolitan Planning Area (MPA), the IRTIP covers a three-year time frame and ensures that limited federal funds provide maximum benefit to the region's transportation system. As such, it is an ever-changing document that reflects both the shifting project priorities of the MPO's planning partners and the need to earmark improvement funds for specific projects as they become available.

Since 1994, Dearing has been the MPO planner-in-charge of coordinating the IRTIP's annual update with the more than 40 different groups who have input into the program, including four County Boards of Commissioners, nearly 20 city or town governments, and many state agencies and private sector not-for-profits. "As one year ends, we add a new year of projects," he explains. "That's how the 2003-2005 IRTIP was developed from the 2002-2004 program, with the input of our planning partners." As in past years, those partners have a special interest in the requested projects that directly benefit their own jurisdictions . . . at least initially. "But, eventually, we arrive at a consensus of which projects serve the transportation interests of the entire region," Dearing says.

Because it serves as gatekeeper for more than \$500,000,000 worth of federal transportation funding allocated to the Indianapolis MPA (see map, page 3), the MPO bears responsibility for guiding the IRTIP development process to consensus. "As coordinator of the IRTIP, the MPO's job is to fairly consider the interests of all of our planning partners and to objectively evaluate all requested projects to make sure that those funded in the IRTIP offer the greatest benefit," Dearing says. "We're trying to get the greatest positive impact for our local transportation system from limited federal dollars," he explains. "The key things to keep in mind are that federal funds

can only account for a maximum of eighty percent of a qualified project's cost, and that a project must first appear in the IRTIP to qualify for federal funds."

Before projects can be considered for inclusion in the IRTIP, they must first appear in the long-range Regional Transportation Plan which has a 20-year planning horizon. "Keeping the IRTIP current, and presenting newly proposed amendments for approval to the Technical and Policy Committees of the Indianapolis Regional Transportation Council (IRTC), and to the Metropolitan Development Commission, keeps me pretty busy," Dearing says. "After months of development, the 2003-2005 IRTIP was approved on Wednesday, June 19."

These projects fall into a variety of planning categories including:

- Local Jurisdiction, Urbanized Area, Surface Transportation Program (STP) Funded Projects
- Airport Improvement Program (AIP) Projects
- Public Transit Projects
- Rail/Highway Protection Safety Projects
- Congestion Mitigation & Air Quality (CMAQ) Projects
- Transportation Enhancement (TE) Projects
- Indiana Department of Transportation Projects, and . . .
- Economic Development Administration (EDA) Projects.

All projects proposed for the Draft 2003-2005 IRTIP were first assessed for their relevancy to other major, planning documents and programs, including:

- The Regional Transportation Plan: a comprehensive list of regional, long-range transportation improvements planned for the next 20 years.
- The Congestion Management System (CMS) which monitors and analyzes the magnitude of congestion on our multi-modal transportation system.

cont on page 19, see 2003-2005 IRTIP



2003-2005 IRTIP

(from page 18)

- The State Implementation Plan (SIP) which strives to achieve national recommended levels for ozone, carbon monoxide, and other air pollutants.

- The Functional Classification System: the organized structure of streets and highways, including all freeways, expressways, primary and secondary arterials, and collector streets throughout our urbanized area.

- The Jurisdictional Classification System, which defines who is responsible for each section of street and highway, as well as method and source of funding.

- Fiscal Analysis: the 3-year program must be fiscally constrained. That is, all federal, state and local funding amounts and sources must be listed. The IRTIP must be a fiscally realistic program.

In addition, all proposed projects must be offered to the public for review and comment *before* they can be approved for implementation — a process often detailed in MPO publications, such as *CAC Minutes* which reports on the quarterly meetings of the Citizens Advisory Committee and *teMPO* which ran an IRTIP story as recently as the Autumn, 2001 issue. As part of this process, the MPO runs display advertising in *The Indianapolis Recorder* and the *City & State* section of *The Indianapolis Star* on a variety of subjects, including the IRTIP's public review and comment process. These ads, which promote public awareness and oversight of IRTIP projects, usually appear in tandem with traditional Legal Notices that offer more detailed information including review locales and comment period duration. The draft 2003-2005 IRTIP was available for review at all Marion County libraries, in Suite 1841 of the City-County Building, 200 East Washington, Indianapolis, and on the MPO web site at indy.gov.org/indympo from May 20 to June 19. Ads promoting its review and comment process appeared in the May 20th & 21st *Indianapolis Star* and May 24th *Indianapolis Recorder* (see ad, page 21.) The opportunity to review and comment on the draft IRTIP was also promoted on the new MPO Hotline (317/327-IMPO) from May 20th through June 16.

Also as part of the process of encouraging public awareness and review, Dearing regularly appears at Citizens Advisory Committee (CAC) meetings to present information on draft IRTIP programs and newly proposed amendments. On Tuesday, May 21st, 2002, he presented detailed information on the 2003-2005 IRTIP at the second quarterly CAC meeting of the year with the aid of a PowerPoint presentation and a 21-page hand out. Detailed project discussion followed that was broadcast live via government access channel WCTY (Channel 16, Comcast and Time Warner) and taped for re-broadcast throughout the remainder of the month.

Dearing noted that of the hundreds of proposed projects

that make up the 2003-2005 IRTIP, most have been requested by the Indiana Department of Transportation (INDOT) and concern state, interstate and U. S. highways found in the Metropolitan Planning Area. This is significant, because *where* an improvement is to be made, as well as *what* the improvement is, determines the type of funding that can be earmarked for its implementation.

For example, Dearing noted that no state highways are found inside of I-465. INDOT has relinquished jurisdiction over them to the Indianapolis Department of Public Works. For this reason, programmed improvements on these roadways, such as Binford Boulevard (formerly, S.R. 37), need to be made with Group I Urban Surface Transportation Program (STP) funds. The MPO receives \$20 million in such funding annually to program improvements.

"We rely on the diverse perspectives and insights of *all* of our planning partners to keep the IRTIP on course," explains Dearing. "The public is our *primary* planning partner and CAC meetings are just one of the ways we let them know how we plan to use their tax dollars for regional transportation improvements." Most transportation improvement projects are 80% funded with federal dollars. The remaining 20% is contributed by the appropriate local jurisdiction.

A complete listing of 2003-2005 IRTIP projects is included in this issue of *teMPO*, starting on page 22. For more information, contact Mike Dearing at 317/327-5139 or mdearing@indygov.org

FROM PLAN TO PROGRAM

Many *teMPO* readers, and visitors to the newly enhanced Indianapolis MPO web site (www.indy.gov.org/indympo) have a hard time understanding the difference between the MPO's various transportation plans and programs (see related story, Page 2). Here how you can keep them straight.

Normally, a plan, like the Indianapolis Regional Transportation Plan, identifies system needs and recommends improvements, with estimated costs, to meet those needs. Often, plans serve the initial function of getting worthy projects "into the pipeline." A plan is often long term in nature, looking beyond the immediate availability of funding.

A program, such as the Indianapolis Regional Transportation Improvement Program (IRTIP), represents more immediate actions, making a time- and cost-specific commitments. In effect, it says "We're spending these dollars now on these projects." A program is likely to be relatively short term, in nature, usually dealing with currently available funds.

Generally speaking, a project must go through the planning process, and have been included in a plan, before it can be considered for programming.

QUESTIONS & ANSWERS

(from page 2)

WHAT IT IS, WHAT IT DOES, AND WHERE IT FITS IN

The Thoroughfare Plan is a hierarchy of interconnecting roadways made up of Interstates, Expressways, and Primary and Secondary Arterials. Its purpose is to 1) channel traffic off of local streets and onto thoroughfares, which are designed to safely carry higher traffic volumes, and 2) to provide continuity and connectivity across the regional transportation system. For these reasons, all roadways designated as thoroughfares, may eventually carry significant traffic and, therefore, could be widened in the future.

The Thoroughfare Plan identifies not only roadways that are important to the overall transportation network, but also

those that have been proposed for modification. In addition, it identifies 25 proposed roadway segments or “missing links” that, if present, would provide better system continuity and connectivity and improve existing geometric conditions, or operating space requirements. A big part of the importance of the Thoroughfare Plan is that it recognizes the significant benefit of preserving right-of-way to facilitate possible future roadway improvements and to minimize the impact on adjacent properties.

The Thoroughfare Plan is adopted as a segment of the Comprehensive Master Plan for Marion County. As such, it has both a direct and an indirect

relationship with the Comprehensive Land use Plan. For instance, in the City’s zoning ordinances, setback requirements are tied to the land’s proximity to a thoroughfare. These requirements are further defined by the functional classification of thoroughfares. Similarly, the right-of-way standards are based on the functional classification of thoroughfares, plus the Comprehensive Plan’s stages of development where little or no additional right-of-way is required in

the fully developed areas and more right-of-way is required in areas considered partially developed or developing.

The planning support given to projects proposed for implementation in the Thoroughfare Plan by the Indianapolis Regional Transportation Plan is based on population and employment growth forecasts for the entire Indianapolis Urbanized Area. The Comprehensive Land Use Plan is used to develop these forecasts. The Comprehensive Plan is also used as a comparative measure for proposed developments that are subject to the City’s traffic impact study process. This process directly compares the traffic impacts of proposed development against those of the recommendations of the Comprehensive Plan.

As noted elsewhere in this issue, projects contained in the Thoroughfare Plan which receive planning support from the Regional Transportation Plan, are programmed for implementation using federal funds over a three-year period in the Indianapolis Regional Transportation Improvement Program (see related story, page 1).

On June 19th, a Public Hearing concerning the proposed Thoroughfare Plan amendment was held by the Metropolitan Development Commission, which approved the amendment. Prior to the meeting, the MPO encouraged public review and comment through advertising and legal notices in *The Indianapolis Star* and *The Indianapolis Recorder*, the May CAC meeting, and the CAC Minutes, and its Hotline (317/327-IMPO). All plans and exhibits relating to the amendment were available for review in Rooms 241 and 1841 of the City-County Building, 200 E. Washington, from May 20 to June 19. In addition, a complete Thoroughfare Plan amendment, including a detailed project listing, was available for review at indygov.org/indympo.

For more information on the amended Thoroughfare Plan, or its relationship to other Indianapolis MPA planning documents, contact MPO Senior Planner Steve Cunningham at 317/327-5403 (scunning@indygov.org) or MPO Planner Kevin Mayfield at 317/327-5135 (kmayfiel@indygov.org).



COMPONENTS

To encourage awareness of, and informed participation in, its regional transportation planning process, the MPO includes display advertising among the many communications strategies utilized in its Public Involvement Program (PIP) (see related story, page 13). Featuring consistent use of the “iMPOrtant” format to build awareness and heighten recall, these ads appear in the *City & State* section of *The Indianapolis Star*, *The Indianapolis Recorder* and other regional publications.

The ads shown here ran in May and June of this year. From the top, the first promoted attendance at the May Citizens Advisory Committee meeting, the second such quarterly gathering of the year, by highlighting planned agenda items. The second ad, which appeared twice, encouraged review of and comment on the draft 2003-2005 Indianapolis Regional Transportation Improvement Program (see related story, page one). The third ad, which ran in early June, invited readers to a June 19th Public Hearing of the Metropolitan Development Commission (MDC) concerning amendments to the Official Thoroughfare Plan for Marion County. This ad also invited review of amendment exhibits prior to the hearing.

The fourth ad, which ran in late June, encouraged public review and comment on the draft Final Report of the Glendale Neighborhood Study. And, the fifth ad promotes the MPO's new hotline as a great source for transportation planning and participation information. It ran the first week of July.

Some of these ads refer to Legal Notices that appear in the same day's papers and offer more detailed information. Through its various PIP outreach strategies, such as display advertising, the MPO will continue to inform readers of upcoming participation opportunities.

IMPORTANT

The Metropolitan Planning Organization (MPO) invites you to a Citizens Advisory Committee meeting on Tuesday, May 21 at 6:30 PM.

Agenda items include the MPO's Public Involvement Program, the Marion County Comprehensive Land Use Plan update, the draft 2003-2005 IRTIP, and proposed Thoroughfare Plan amendments.

Join us in Room 107 of the City-County Building, 200 East Washington, downtown Indianapolis.

For more information on transportation planning, call 327-5142 or visit www.indygov.org/indympo.



IMPORTANT

The Metropolitan Planning Organization, your (MPO), invites your input on the draft 2003-2005 Indianapolis Regional Transportation Improvement Program (IRTIP).

The IRTIP documents federally funded transportation improvements proposed for our region over a three-year period.

A complete listing of these projects is available for review through June 10 at various metropolitan area locations. For more information, see our classified ad in today's paper.

For more information on transportation planning, call 327-5142 or visit www.indygov.org/indympo.



IMPORTANT

The Metropolitan Planning Organization (MPO) invites you to a June 19th Public Hearing of the Metropolitan Development Commission concerning a proposed amendment to the Official Thoroughfare Plan for Marion County.

Amendment exhibits can now be examined in Rooms 241 and 1841 of the City-County Building, 200 E. Washington, downtown Indianapolis.

For more review process or meeting information, see our legal notice in today's paper.

For more information on transportation planning, call 327-5142 or visit www.indygov.org/indympo.



IMPORTANT

The Metropolitan Planning Organization (MPO) invites your comments on the draft Final Report of the Glendale Neighborhood Study.

The purpose of this study is to find the best ways to retrofit established neighborhoods with amenities that make them more bicycle-, pedestrian- and transit-friendly.

The report can be reviewed until July 19th at the Glendale Public Library or on-line at the address listed below.

For more information on transportation planning, call 327-5136 or visit www.indygov.org/indympo.



IMPORTANT

The Metropolitan Planning Organization, your MPO, wants you as a partner in the regional transportation planning process.

For information on current planning activities, and upcoming participation opportunities, call the MPO Hotline at 317/327-IMPO, ask for a free *teMPO* newsletter at any Marion County library, or visit the MPO web site at the address listed below.

For more information on transportation planning, call 327-5142 or visit www.indygov.org/indympo.



US 31 PARTNERSHIP

As previously reported in *teMPO*, the Indiana Department of Transportation is currently undertaking the improvement of the US 31 travel corridor from 96th Street to 146th Street. The primary purpose of this project is to increase the corridor's traffic handling capacity while maintaining or enhancing the region's current natural and commercial amenities.

As part of this effort, the US 31 Carmel/Clay Task Force with the assistance of Parsons Brinckerhoff Quade & Douglas, Inc., transportation engineers, and Rundell Ernstberger & Associates, an urban design and landscape architecture firm, issued an "Interim Report" on the project's environmental issues, in September of last year. The stated purpose of the document is to "communicate significant issues and opportunities associated with the US 31 Freeway Improvement Project and to express the interest and commitment of Carmel agencies and the City Administration to provide INDOT with assistance and feedback as they plan to work toward a final recommendation."

The US 31 Task Force was formed in 1996 to guide Carmel/Clay planning decisions, to provide effective coordination and to estab-

lish a means for updating agencies and corridor stakeholders. Two years before issuing its Interim Report, the Taskforce cited three primary objectives for coordinating with INDOT as it moves forward with US 31 Corridor location and environmental studies. They are:

To identify and follow-through on companion local planning issues, such as local roadways, land use and zoning.

To serve as a data source and local liaison, offering technical resources and coordination with local stakeholders.

And, to provide early input on issues related to corridor design and community integration, including local priorities, policies and issues.

Recognizing the common interests of state and local planning, Carmel/Clay officials and the US 31 Task Force made cooperation a major objective of their efforts. Task Force activities started early so that they could be considered and incorporated into INDOT planning from the beginning rather than late in the process and only in response to comments. In return, the Task Force asked INDOT to share data and preliminary information as it became available. Included among Carmel/Clay actions are the 1) modification of the Thoroughfare

Plan for local system priorities, 2) refinement of Illinois Street Alignment Plans, 3) restriction of new development at critical locations to protect right-of-way, and 4) construction of major segments of Pennsylvania Street. In addition, INDOT received a standing invitation to all Task Force meetings.

INDOT responded with cooperative technical items including 1) traffic count data to support various local studies and reviews, 2) traffic forecasting data as soon as available to test local plans, and 3) preliminary alternative layouts to guide zoning in response to ongoing development proposals.

"With good design, the US 31 upgrade can serve the second largest office area in the state with ease of commuting while, at the same time, offering an aesthetically pleasing roadway and improved east-west connectivity," says Paul Spranger, US 31 Task Force Chair. The importance of securing such a design, and of the project partnership between the Task Force and INDOT, is reflected by the numbers involved.

According to the most recent data available (1996), the US 31 Corridor comprises 826 acres, of which 313 acres remain developable. Of the corridor land total, 9,157,440 square feet is dedicated to office space and 9,094,200 to non-office space. A potential 5,044,684 square feet of land could be developed into additional office space. The office complexes, corporate headquarters and employment centers within the

cont on page 23, see US 31 Partnership



US 31 PARTNERSHIP

(from page 22)

“Meridian Corporate Corridor” currently employ more than 20,000 and are among the highest quality facilities of their type in the Midwest. “We’re committed to working with INDOT to insure that the US 31 improvements will continue to attract corporations and businesses to the area,” Spranger says.

Among the Potential Opportunities for the US 31 Improvement project cited in the Interim Report:

Enhanced Traffic Flow, offering easy access to Meridian Corridor buildings, and smoother “through” travel for easier commutes.

Aesthetic Treatment Opportunities, incorporating coordinated roadway design features, such as interchanges, over (or under) passes, lighting and signage, commensurate in quality with existing commercial developments.

High Quality Access, continuing the ease of access that currently exists to metropolitan Indianapolis, thanks to the proximity of I-465 with US 31 serving as conduit, and the carefully planned and regulated access to the corridor due to INDOT and Carmel/Clay combined planning efforts.

Improved Quality of Life, resulting from design decisions that integrate the new highway into the local area and benefit land use, pedestrian and vehicular circulation and community character.

Among the Potential Threats for the US 31 improvement project cited in the Interim Report:

Loss of Corridor Vitality/Character, resulting from a design that fails to complement the Meridian Corporate Corridor’s current character, just as incentives to lure away high-value employers increase.

Loss of Community Cohesiveness, due to the bisection of the Carmel/Clay community by the newly upgraded freeway without east-west vehicular and

pedestrian connectivity being maintained.

Business Instability During Construction, due to reduced roadway access to major corporate headquarters, two hospitals and numerous supporting businesses.

Community Disruption During Construction, due to motorists diverting to secondary roadways in residential areas.

Environmental Impacts, including noise, air quality, run-off/drainage and aesthetics/views.

The Task Force identified Potential Opportunities and Threats early in the planning process in order to allow INDOT maximum flexibility in addressing these issues. The Interim Report also offered the following six Key Issues along with Community Expectations of how INDOT might address each.

#1. Thoroughfare Plan

For the improved US 31 freeway upgrade to be least disruptive and most functional to the community, a seamless

integration between the State’s plan, the Carmel/Clay Thoroughfare Plan and the Carmel/Clay Alternative Transportation Plan must occur.

Community Expectations:

- Consider the extensive planning in the Carmel/Clay Thoroughfare Plan given the anticipated growth of Carmel/Clay and Hamilton County.
- Make provisions in US 31 designs to facilitate future local system upgrades in accordance with the approved Carmel/Clay Thoroughfare Plan.
- Carefully consider the important connectivity issues in the Carmel/Clay community with regard to schools, a library and community retail in relation to an interchange at 131st Street.

#2. Community Cohesiveness

Without careful planning of east-west thoroughfares, a controlled-access US 31 would bisect the community and essentially isolate from the rest of the city the western half being considered for annexation.

Community Expectations:

- Incorporate depression or partial depression of major segments of US 31.
- Provide full interchanges at primary arterials/parkways, including 106th, 116th and 131st Streets.
- Provide for all traffic movements at the US 31 interchange with 146th Street, Hamilton County’s primary east-west thoroughfare.
- Provide grade separations for cross movements at 103rd Street, 111th Street, 126th Street and Range Line Road. Provide enhanced grade separation and limited connectivity at 136th Street.
- Provide special access to Old Meridian Street and St. Vincent’s Carmel

cont on page 24, see US 31 Partnership

US 31 PARTNERSHIP

(from page 23)

Hospital, possibly including slip ramps for selected movements.

- Maintain a grade separation for pedestrian crossing on the Monon Trail.

- Provide for the continued coordination of design and construction of Illinois Street to serve local access and connectivity needs on the west side of US 31.

- Provide for effective interchange linkages with Pennsylvania Parkway on the east side of US 31 and Illinois Street on the west side of US 31.

- Provide for design and construction of Range Line Road to serve access and connectivity needs on the south side of 146th Street.

#3. Effective aesthetic integration of US 31 with one of the Indiana's most important corporate corridors and job-generating areas.

Any diminution of the desirability of the Meridian Corporate Corridor as a business address or of the quality-of-life for its management and employees is an unacceptable risk to the economic development of Carmel/Clay.

Community Expectations:

- Corporate Entry Features – In the design, allowance for previously planned Corporate Corridor Entry identification elements on the north and south end of the corridor should be made through planning coordination with the City of Carmel and/or designated consultant during the preliminary and final design phase.

- Interchange Elements – Integrate aesthetic improvements into the ramp and interchange designs, such as planti-

ng areas and ornamental detailing. Establish a process for planning coordination with the City of Carmel and/or designated consultant during the preliminary and final design phase.

- Noise Reduction and Suppression – Partially depress US 31 and provide noise suppression elements near residential and other noise sensitive areas. Examples might include a 4-foot earth berm as a base for a 5-foot brick noise suppression wall to be potentially located immediately west of the proposed Illinois Street, but within the right-of-way of Illinois Street.

- Lighting and Signage –

Incorporate lighting and signage consistent with the high-quality character of the corridor, subject to ordinary requirements of the Indiana Manual on Uniform Traffic Control Devices.

- Landscape Treatment – Incorporate landscape treatments in accordance with the overall quality of the corridor.

#4. Maintenance of Traffic During Construction

Disruption of existing traffic flow is of concern for “through” traffic trying to use US 31, for local traffic trying to cross the corridor, and for commuter traffic trying to access adjacent employment centers.

Community Expectations:

- Implement phased construction, with interchange connectivity completed at 131st Street and 106th Street, prior to the balance of the roadway segment between 131st Street and I-465, to provide for access to local parallel routes through the construction area.

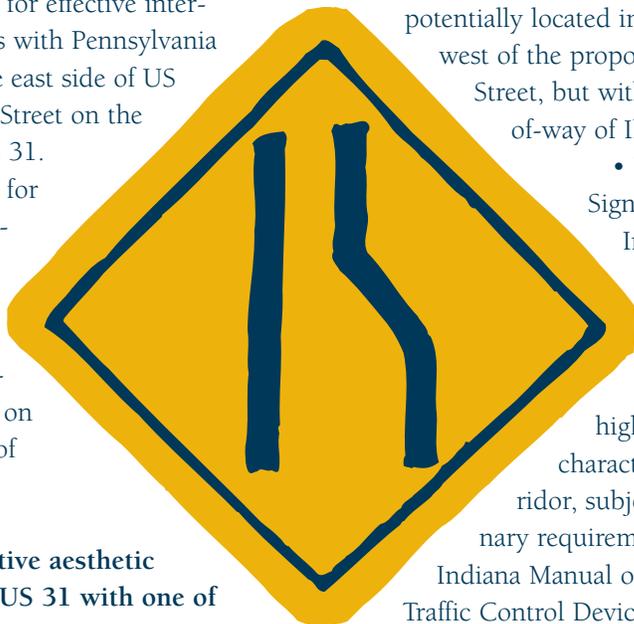
- Maintain access to Range Line Road, as the Corridor's north-south “Main Street”.

- Identify localized traffic impacts and develop an effective plan early in the process for accommodating local travel and property access needs during construction.

- Accommodate construction of Illinois Street in accordance with the adopted Carmel/Clay Thoroughfare Plan.

- Upgrade Keystone Avenue (SR 431) to accommodate additional traffic demand during construction.

cont on page 25, see US 31 Partnership



US 31 PARTNERSHIP

(from page 24)

- Provide a system of regional signs and detours to route truck and through traffic away from the area during the construction period.

#5. Hospital Access During the Construction Period

Access to the new Heart Hospital and St. Vincent's Carmel Hospital, which is currently undergoing a \$30 million expansion to include obstetrics, will be critical for emergency vehicles, patients, and employees during the construction and following completion of the US 31 improvements.

Community Expectations:

- Construct the interchange at 131st Street in advance of construction on the major segments of US 31 to provide access to both hospitals during the balance of the construction period.

- Accommodate construction of Illinois Street to assure connectivity to both the new Heart Hospital and St. Vincent's Carmel Hospital through the 131st Street interchange.

- Provide special access points at Old Meridian (northbound US 31) and 136th Street (southbound US 31).

- Provide for east-west movement on 103rd Street in order to serve adjacent Thomson Multimedia office complex and the new Heart Hospital being constructed between 103rd Street west of US 31.

#6. Alternative Transportation Connectivity

US 31 improvements should work in coordination with on-going community efforts to provide a complete network of pedestrian and bicycle facilities.

Community Expectations:

The alternative transportation pro-

visions in the Carmel/Clay Thoroughfare Plan and Alternative Transportation Plan will be incorporated into the design of US 31 improvements.

"It's clear that the US 31 Task Force recognizes this as a major opportunity for a cooperative effort by the State of Indiana and the City of Carmel to produce a highway solution that raises the bar for inter-agency coordination, creativity, functionality and aesthetics," says Mike Hollibaugh, Director of the Carmel Department of Community Services. To learn more about Task Force efforts on the US 31 Improvement project, contact Kelli Lawrence, Long Range Planner for the City of Carmel at 317/571-2417 or klawrence@ci.carmel.in.us.



PEONI PROMOTED

Known to many as both the voice and face of the regional transportation planning process, Mike Peoni, AICP, is moving on from the MPO to new and expanded responsibilities. With 30 years' experience in neighborhood and transportation planning, he has been named Administrator of the Indianapolis Division of Planning, part of the city's Department of Metropolitan Development. As such, Mike will oversee all planning and zoning for Indianapolis.



Mike Peoni

with the Official Thoroughfare Plan for Marion County. In addition, Peoni has had a long professional and personal involvement with special transportation services for the

elderly and persons with disabilities, seeking federal support through Section 5310, formerly Section 16. Off-hours, Peoni served as Chairman of the Transportation Committee for the Indianapolis Senior Citizens Center, a group on whose Board he now serves as President.

During his tenure with the Metropolitan Planning Organization, Mike has been responsible for a diverse list of transportation planning initiatives. In the late eighties, he led the development of Transportation Impact Study Guidelines still in effect. In the early nineties, he was also primarily responsible for coordinating the revision of the right-of-way standards associated

As both MPO Principal Planner and, since July, 1999, Manager/Master Planner, Peoni's most visible responsibilities have included guiding the conNECTIONS Study of Northeast Corridor Transportation and initiating the MPO's nationally recognized Public Involvement Program. Since 1994, he also has served as primary facilitator of meetings of the Citizens Advisory Committee, a group he helped found to solicit public input on regional transportation planning issues. CAC meetings are regularly broadcast on government access channel WCTY (Ch 16, Comcast & Time Warner). In addition, as MPO Manager/Master Planner, Mike helped direct the efforts of the organization's growing staff of professional transportation planners.

In his new role, Mike will continue to have contact with the MPO, though in more of an administrative capacity. "I know I'll miss daily contact with a lot of our regular planning partners," Peoni says, "but I hope to stay in-touch with them and with a few of the developing transportation projects now in critical stages."

Until a replacement is named, Mike will serve as Acting Manager of the MPO in addition to his new role as Administrator of Planning.

2003-2005 IRTIP PROJECTS

Fiscal Year 2003

Local Jurisdiction, Urbanized Area, Federally Funded Projects

Project phases include Preliminary Engineering (PE), Right-of-Way (RW) and Construction (CN)

Federal funds include Group I Urban Surface Transportation Program (STP), Relinquishment reimbursement (Relinq) and High Priority (HP)

Jurisdiction	Project Location, Work Description / Phase	\$ Total Project Cost	\$ Federal Funds (80% of total cost) STP	Relinq	HP	\$ Local Matching Funds (20%)
Carmel						
02xxxxx	Monon Trail at Carmel Drive, new Bike/Ped Bridge / CN	719,000	400,000	0	0	319,000
Hamilton County						
9980920	106th Street and College Avenue, Intersection Improvement / CN	1,700,000	1,360,000	0	0	340,000
Greenwood						
0090120	Frye Road - Madison Ave. to US 31, Rehabilitation / CN	750,000	360,000	0	0	390,000
01xxxxx	Frye Road over Pleasant Run Creek, Rehabilitation / CN	350,000	0	0	0	350,000
Indianapolis-DPW						
9981050	30th Street at Keystone Avenue, Intersection Improvement / CN	323,966	259,173	0	0	64,793
9981570	30th Street at Lafayette Road, Intersection Improvement / CN	1,100,000	880,000	0	0	220,000
9981170	38th St - I-465 to I-65, Road Rehabilitation / CN	8,400,000	6,720,000	0	0	1,680,000
0090010	38th St - I-65 to Martin Luther King Jr. Street, Rehabilitation / CN	3,092,600	2,473,600	0	0	618,400
0100638	38th St. over White River Bridge Rehabilitation / CN	1,461,000	1,168,800	0	0	292,200
0100640	38th St. over Indianapolis Water Co. Canal Bridge Rehabilitation / CN	447,000	357,600	0	0	89,400
9980230	38th Street - Meridian St. to Fall Creek Pkwy, Rehabilitation / CN	7,900,000	320,000	6,000,000	0	1,580,000
0090030	38th Street - Meridian St. to Fall Creek Pkwy, Enhancements / CN	1,500,000	1,200,000	0	0	300,000
9981260	Arlington Avenue at Southport Road, Intersection Improvement / CN	360,000	288,000	0	0	72,000
0089100	Michigan Road - 42nd Street to Cold Springs Road, Widen from 2 to 5 lanes / CN	1,600,000	1,280,000	0	0	320,000
0089102	Michigan Rd. over White River, widen bridge / CN	2,260,000	1,808,000	0	0	452,000
0089101	Michigan Rd. over Indpls. Water Co. Canal, widen bridge / CN	240,000	192,000	0	0	48,000
9981240	Pike Plaza Road - Lafayette Road to Moller Road, Widen from 2 to 4 lanes / CN	500,000	400,000	0	0	100,000
0081241	Pike Plaza Road over Falcon Creek, Bridge Widening / CN	746,000	596,800	0	0	149,200
9981710	Shelbyville Road over Little Buck Creek, Bridge Rehabilitation / CN	320,000	256,000	0	0	64,000
9981230	Stop 11 Road - Madison Avenue to Sherman Drive, Widen from 2 to 5 lanes / CN	3,893,000	3,114,400	0	0	778,600
Johnson County						
9980930	Smith Valley Road - Peterman/Berry Rd to Morgantown Rd, Road Rehabilitation / LA	1,000,000	800,000	0	0	200,000
9980930	Smith Valley Road - Peterman/Berry Rd to Morgantown Rd, Road Rehabilitation / CN	1,008,000	806,400	0	0	201,600
9881740	Main Street over Pleasant Run Creek, Bridge Rehabilitation / CN	900,000	720,000	0	0	180,000
Lawrence						
9980530	79th Street - Sunnyside Rd to Oaklondon Rd (Phase 1), New Road / CN	960,000	288,000	0	384,000	288,000
9980530	79th Street - Sunnyside Rd to Oaklondon Rd (Phase 2), New Road / CN	896,000	192,000	0	512,000	192,000
9980540	79th Street - Oaklondon Rd to Carroll Rd, Rehabilitation / CN	2,240,000	480,000	0	1,280,000	480,000
Southport						
0090100	Anniston Drive - Walnut St. to McFarland Rd, Rehabilitation / PE	120,000	96,000	0	0	24,000
FY 2003 TOTAL		44,785,966	26,816,773	6,000,000	2,176,000	9,793,193

Note: "High Priority" federal funds are used for the construction phase of the project. Additional "High Priority" funds not shown here will be used for land acquisition and construction inspection.

Fiscal Year 2004

Local Jurisdiction, Urbanized Area, Federally Funded Projects

Jurisdiction	Project Location, Work Description / Phase	\$ Total Project Cost	\$ Federal Funds (80% of total cost) STP	Relinq	HP	\$ Local Matching Funds (20%)
Carmel						
02xxxxx	Keystone Ave at between 116th St & Carmel Dr, new Bike/Ped Bridge / CN	813,000	600,000	0	0	213,000
Hancock County						
0090140	Hancock Co. Road 100 North (Phase 1) - Carroll Rd to Buck Creek Rd, Road Rehabilitation / CN	1,495,000	1,196,000	0	0	299,000
Hendricks County						
02xxxxx	Hendricks Co. Road 1050 East (N-S Corridor) - CR 450S Stafford Rd to US 40, Widen from 2 to 4 lanes / CN	7,500,000	6,000,000	0	0	1,500,000
Indianapolis-DPW						
0100950	16th Street over Fall Creek Bridge Rehabilitation / CN	1,700,000	1,360,000	0	0	340,000
0100952	62nd Street at Georgetown Rd, Improve Intersection; Add Turn Lanes / CN	2,500,000	2,000,000	0	0	500,000
0101086	62nd Street over Little Eagle Creek, Bridge Replacement / CN	300,000	240,000	0	0	60,000
02 xxxxxx	82nd Street over White River, Bridge Rehabilitation / CN	1,000,000	800,000	0	0	200,000
0100951	86th Street over Big Eagle Creek, Bridge Rehabilitation / CN	1,500,000	1,200,000	0	0	300,000
0090050	Ameriplex Parkway - Decatur Blvd to Stanley Road, New Road / CN	4,872,000	3,897,600	0	0	974,400
9981080	Broad Ripple Avenue - College Ave to Keystone Ave, Road Rehabilitation / CN	1,000,000	800,000	0	0	200,000
02 xxxxxx	College Avenue over Williams Creek, Bridge Rehabilitation / CN	750,000	600,000	0	0	150,000
0100946	Emerson Ave. - I-465 to Raymond Street, Road Rehabilitation / CN	4,300,000	3,440,000	0	0	860,000
0100947	Emerson Ave. over Lick Creek Bridge Rehabilitation / CN	250,000	200,000	0	0	50,000
0100948	Emerson Ave. over Beech Creek Bridge Rehabilitation / CN	250,000	200,000	0	0	50,000
0101085	Georgetown Road over Little Eagle Creek Bridge Replacement / CN	400,000	320,000	0	0	80,000
02 xxxxxx	Holt Road over Neeld Ditch and Conrail RR, Bridge Rehabilitation / CN	900,000	720,000	0	0	180,000
9981220	Shadeland Avenue - Pendleton Pike to 42nd Street, Widen from 2 to 4 lanes / CN	2,400,000	1,920,000	0	0	480,000
01 xxxxxx	Shadeland Avenue over Conrail Bridge Widening / CN	825,000	660,000	0	0	165,000
IPTC / IndyGo						
02xxxxx	Purchase two 40 ft. buses to expand service in the NE Corridor	665,000	532,000	0	0	133,000
Southport						
0090100	Anniston Drive - Walnut St. to McFarland Rd, Road Rehabilitation / CN	690,000	552,000	0	0	138,000
FY 2004 TOTAL		34,110,000	27,237,600	0	0	6,872,400

Fiscal Year 2005

Local Jurisdiction, Urbanized Area, Federally Funded Projects

Jurisdiction	Project Location, Work Description / Phase	\$ Total Project Cost	\$ Federal Funds (80% of total cost) STP	Relinq	HP	\$ Local Matching Funds (20%)
Avon						
02 xxxxx	CR 100 South at CR 800 East (Dan Jones Rd) Intersection Improvement & Bridge Rehabilitation / CN	1,738,000	1,390,400	0	0	347,600
Hancock County						
0090140	Hancock Co. Road 100 North (Phase 2) - Buck Creek Rd to CR 700 West, Road Rehabilitation / CN	1,380,000	1,104,000	0	0	276,000
02 xxxxx	Hancock Co. Road 100 North (Phase 2) over Buck Creek Bridge Replacement / CN	690,000	552,000	0	0	138,000
Indianapolis-DPW						
02 xxxxx	East 21st Street - Post Road to Mitthoefer Road, Widen from 2 to 5 lanes / CN	3,300,000	2,640,000	0	0	660,000
02 xxxxx	Georgetown Road - Lafayette Road to 56th Street, Widen from 2 to 4 lanes / CN	6,900,000	5,520,000	0	0	1,380,000
9981090	Hanna Avenue - US 31 to Keystone Avenue, Road Rehabilitation / CN	4,000,000	3,200,000	0	0	800,000
02 xxxxx	West Street - Morris Street to 10th Street, Road Rehabilitation / CN	1,700,000	1,360,000	0	0	340,000
02 xxxxx	Lafayette Road over Eagle Creek, Bridge Rehabilitation / CN	1,800,000	1,440,000	0	0	360,000
02 xxxxx	62nd Street over Guion Creek, Bridge Rehabilitation / CN	450,000	360,000	0	0	90,000
02 xxxxx	Dean Road over Howland Ditch, Bridge Replacement / CN	450,000	360,000	0	0	90,000
02 xxxxx	Linden Street over Pleasant Run, Bridge Rehabilitation / CN	800,000	640,000	0	0	160,000
Johnson County						
02 xxxxx	CR 800 N (Olive Branch Rd) at CR 500 W (Morgantown Rd) Intersection Improvement & Bridge Rehabilitation / CN	4,000,000	3,200,000	0	0	800,000
Zionsville						
02 xxxxx	106th Street - Zionsville Road to 700 feet west of Michigan Road, Road Rehabilitation / CN	4,407,108	3,525,686	0	0	881,422
TOTAL		31,615,108	25,292,086	0	0	6,323,022

Fiscal Year 2003

Federal Funded Indianapolis Projects Using Funds Reimbursed by the Indiana Department of Transportation to the City of Indianapolis as a Result of the Relinquishment of Former State Jurisdiction Roadways

Project phase include Preliminary Engineering (PE), Land Acquisition (LA), Construction Inspection (CN INS) and Construction (CN)

Fiscal Year 2003

State Des. No.	Project Location	Project Phase	\$ TOTAL Cost	\$ Federal Funds Relinquishment	Urban STP	\$ Local Match
9980240	Fall Creek Parkway / Binford Boulevard formerly SR 37) - 38th St. to 75th St.	CN INS & CN	8,250,000	6,300,000	0	1,950,000
9981010	East Street/Madison Avenue - Mills Ave to Southern Ave	CN INS & CN	6,500,000	5,200,000	0	1,300,000
TOTAL			14,750,000	11,500,000	0	3,250,000

Fiscal Year 2003

State Des. No.	Project Location	Project Phase	\$ TOTAL Cost	\$ Federal Funds Relinquishment	Urban STP	\$ Local Match
9980230	38th Street - Meridian Street to Fall Creek Parkway	CN INS & CN	7,900,000	4,200,000	1,900,000	1,800,000
TOTAL			7,900,000	4,200,000	1,900,000	1,800,000

CALENDAR YEAR 2003

Airport Improvement Program (AIP) Projects

Project phase include Planning (PN), Preliminary Engineering (PE), Land Acquisition (LA) and Construction (CN)

Project Number - Project Description	Project Phase	Non-Federal Funding	AIP Funding	Total
NEW MIDFIELD TERMINAL	PE/CN	38,000,000	20,000,000	58,000,000
TECHNICAL SECURITY SYSTEM	PL	386,250	1,158,750	1,545,000
PUBLIC SAFETY CENTER	PL	1,030,000	3,090,000	4,120,000
PUBLIC SAFETY SPECIALTY FLEET	-	334,750	1,004,250	1,339,000
TAXIWAY "B" CN	7,680,000	0	7,680,000	
PART 150 - LAND PHASE III	LA	2,932,204	11,728,816	14,661,020
PART 150 - LAND PHASE II	LA	690,100	2,760,400	3,450,500
FAR PART 150 STUDY UPDATE	PN	61,800	247,200	309,000
NOISE MONITORING SYSTEM	PN	109,180	436,720	545,900
ENVIRONMENTAL MITIGATION	CN	128,750	386,250	515,000
RELOCATE FAA RCAG FACILITY	CN	50,500	151,500	202,000
TRANSMISSION LINE RELOCATION	LA	25,750	77,250	103,000
SOUTH OF I-70 DEVELOPMENT (AND LAND USE) PLAN	PN	53,000	159,000	212,000
DEVELOPMENT SOUTH OF I-70 - LAND ACQUISITION	LA	493,750	1,481,250	1,975,000
LOWERING OF I-70	CN	515,000	1,545,000	2,060,000
RUNWAY 5R-23L CONNECTOR TAXIWAYS	CN	496,975	1,490,925	1,987,900
COMMUTER APRON DEVELOPMENT	CN	772,500	2,317,500	3,090,000
REFURBISH TW "A", "C" & "D"	CN	90,125	270,375	360,500
REFURBISH RUNWAY 5L-23R	CN	51,500	154,500	206,000
RUNWAY 5R-23L REFURBISHMENT	CN	51,500	154,500	206,000
PUBLIC SAFETY SMALL VEHICLE FLEET REPLACEMENT PROGRAM	-	48,925	146,775	195,700
SNOW EQUIPMENT REPLACEMENT PROGRAM	-	283,250	849,750	1,133,000
AIRSIDE DRIVER TRAINING SYSTEM	-	77,250	231,750	309,000
PAPI INSTALLATION	CN	77,250	231,750	309,000
CONSTANT FRICTION MEASUREMENT VEHICLE	-	32,188	96,563	128,750
PAINT CAR AND SPECIALTY PAINT STRIPPER	-	30,900	92,700	123,600
POLICE WEAPONS TRAINING RANGE	CN	283,250	849,750	1,133,000
REPLACEMENT OF WRECKER #557	-	32,188	96,563	128,750
ARFF VEHICLES (AIRCRAFT RESCUE FIRE FIGHTER)	-	115,875	347,625	463,500
INTEGRATED AIRLINE OPERATIONS MGMT SYSTEM	CN	64,375	193,125	257,500
GATE MODIFICATION / ADDITION	CN	33,475	100,425	133,900
RELIEVER AIRPORT SAFETY ENHANCEMENTS	CN	728,725	2,186,175	2,914,900
LAND ACQUISITION (WETLAND AND BAT RESTORATION AREAS)	LA	236,900	710,700	947,600
DEICING CONTROL - PHASE III	CN	1,287,500	3,862,500	5,150,000
CONTAMINATED SITE REMEDIATION	CN	90,125	270,375	360,500
SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT	PN	133,900	401,700	535,600
GARAGE ADDITION TO AIRPORT MAINTENANCE FACILITY (BLG #2)	CN	90,125	270,375	360,500
ADA ENHANCEMENTS	PN	29,613	88,838	118,450
ADVANCE PLANNING AND DESIGN	PN	51,500	154,500	206,000
RELIEVER AIRPORTS	-	-	-	-
SNOW PLOW REPLACEMENT #639 (MQJ)	-	12,400	111,600	124,000
SNOW PLOW REPLACEMENT #642 (MQJ)	-	12,400	111,600	124,000
SNOW BLOWER REPLACEMENT #677 (UMP)	-	28,300	254,700	283,000
T-HANGAR TAXIWAY SITE DEVELOPMENT (EYE)	CN	17,100	153,900	171,000
SNOW PLOW REPLACEMENT #644 (EYE)	-	12,400	111,600	124,000
NEW AIRPORT IN HENDRICKS COUNTY (R2R)	CN	15,500	139,500	155,000
CLOSE SPEEDWAY AIRPORT (Speedway)	CN	27,800	250,200	278,000
TOTAL		57,806,847	60,929,224	118,736,071

CALENDAR YEAR 2004

Airport Improvement Program (AIP) Projects

Project phase include Planning (PN), Preliminary Engineering (PE), Land Acquisition (LA) and Construction (CN)

Project Number - Project Description	Project Phase	Non-Federal Funding	AIP Funding	Total
NEW MIDFIELD TERMINAL	CN	80,000,000	20,000,000	100,000,000
PART 150 - LAND PHASE III	LA	2,765,342	11,061,368	13,826,710
EXTEND TAXIWAY "R"	CN	530,500	1,591,500	2,122,000
LAND FOR AIRPORT DEVELOPMENT	LA	204,250	612,750	817,000
ENVIRONMENTAL MITIGATION	CN	132,500	397,500	530,000
SOUTH OF I-70 DEVELOPMENT (AND LAND USE) PLAN	PN	185,750	557,250	743,000
DEVELOPMENT SOUTH OF I-70 - LAND ACQUISITION	LA	543,750	1,631,250	2,175,000
LOWERING OF I-70	CN	530,500	1,591,500	2,122,000
TAXIWAY "S" AND BRIDGES	CN	740,000	2,220,000	2,960,000
COMMUTER APRON DEVELOPMENT	CN	530,450	1,591,350	2,121,800
TAXIWAY "H" RECONSTRUCTION	CN	230,746	692,237	922,983
TAXIWAY "M" & CONNECTORS, TAXIWAY "N-3" RECONSTRUCTION	CN	326,227	978,680	1,304,907
PUBLIC SAFETY SMALL VEHICLE FLEET REPLACEMENT PROGRAM	-	50,393	151,178	201,571
SNOW EQUIPMENT REPLACEMENT PROGRAM	-	172,396	517,189	689,585
ARFF VEHICLES (AIRCRAFT RESCUE FIRE FIGHTER)	-	132,613	397,838	530,450
INTEGRATED AIRLINE OPERATIONS MGMT SYSTEM	CN	152,504	457,513	610,018
SATELLITE FIREHOUSE / NEW FIREHOUSE	CN	1,060,900	3,182,700	4,243,600
DEICING CONTROL - PHASE III	CN	450,883	1,352,648	1,803,530
CONTAMINATED SITE REMEDIATION	CN	92,829	278,486	371,315
ADVANCE PLANNING AND DESIGN	PN	26,523	79,568	106,090
RELIEVER AIRPORTS				
T-HANGAR TAXIWAY AND SITE WORK (MQJ)	CN	28,600	257,400	286,000
CORPORATE HANGAR TAXIWAY DEVELOPMENT (MQJ)	CN	53,000	477,000	530,000
T-HANGAR TAXIWAYS (UMP)	CN	27,600	248,400	276,000
SNOW BLOWER REPLACEMENT TRUCK #623 (UMP)	-	12,700	114,300	127,000
UPDATED ALP AND REPORT (UMP)	PN	22,300	200,700	223,000
NORTHWEST T-HANGAR TAXIWAYS (EYE)	CN	35,000	315,000	350,000
SNOW REMOVAL EQUIPMENT STORAGE BLDG. (EYE)	CN	18,000	162,000	180,000
PROPERTY ACQUISITION (R2R)	LA	53,000	477,000	530,000
CONSTRUCT SAND SHED (R2R)	CN	11,700	105,300	117,000
AIRPORT REHABILITATION (IN03)	CN	15,900	143,100	159,000
TOTAL		89,136,854	51,842,704	140,979,558

CALENDAR YEAR 2005

Airport Improvement Program (AIP) Projects

Project phase include Planning (PN), Preliminary Engineering (PE), Land Acquisition (LA) and Construction (CN)

Project Number - Project Description	Project Phase	Non-Federal Funding	AIP Funding	Total
NEW MIDFIELD TERMINAL	CN	252,000,000	20,000,000	272,000,000
PART 150 - LAND PHASE III	LA	2,684,393	10,737,573	13,421,966
EXTEND TAXIWAY "R"	CN	1,092,500	3,277,500	4,370,000
LAND FOR AIRPORT DEVELOPMENT	LA	210,250	630,750	841,000
ENVIRONMENTAL MITIGATION	CN	133,750	401,250	535,000
TRANSMISSION LINE RELOCATION	CN	1,392,000	4,176,000	5,568,000
TAXIWAY "S" AND BRIDGES	CN	628,000	1,884,000	2,512,000
RELOCATION OF ASR	CN	410,000	1,230,000	1,640,000
REFURBISH TW "A", "C", & "D"	CN	54,636	163,909	218,545
REFURBISH RUNWAY 5L-23R	CN	54,636	163,909	218,545
RUNWAY 5R-23L REFURBISHMENT	CN	273,182	819,545	1,092,727
NORTHEAST QUADRANT - LAND ACQUISITION	LA	2,458,636	7,375,907	9,834,543
PUBLIC SAFETY SMALL VEHICLE FLEET REPLACEMENT PROGRAM	-	57,368	172,105	229,473
ARFF VEHICLES (AIRCRAFT RESCUE FIRE FIGHTER)	-	40,977	122,932	163,909
INTEGRATED AIRLINE OPERATIONS MGMT SYSTEM	CN	40,977	122,932	163,909
CHEMICAL TANKERS	-	34,148	102,443	136,591
CONTAMINATED SITE REMEDIATION	CN	95,614	286,841	382,454
ADVANCE PLANNING AND DESIGN	PN	27,318	81,955	109,273
RELIEVER AIRPORTS				
REPLACE SNOW BLOWER #680 (MQJ)	-	30,000	270,000	300,000
TAXIWAY RECONSTRUCTION A-2 (UMP)	CN	27,300	245,700	273,000
SNOW BLOWER REPLACEMENT TRUCK #682 (EYE)	CN	30,000	270,000	300,000
PROPERTY ACQUISITION (IN03)	LA	163,900	1,475,100	1,639,000
TOTAL		261,939,586	54,010,350	315,949,936

Calendar Years 2003 through FY 2005

Indianapolis Public Transportation Corporation / IndyGo Projects

	CY 2003	FY 2004	FY 2005
Capital Projects			
Preventive Maintenance	5,625,000	6,743,166	7,080,324
Eligible Paratransit Expenses	1,241,993	1,304,093	1,369,297
Training			
Operator Training/Management Training (includes travel, lodging & meals)	62,100	62,100	62,100
Passenger Shelters	50,000	50,000	50,000
Transit Store Improvements	5,000	5,000	5,000
Admin/Maintenance Facility Rehabilitation	250,000	250,000	250,000
Security Services and Equipment	100,000	100,000	100,000
Contractual Services			
External Audit Services	100,000	100,000	100,000
CMAQ Transit Awareness	850,000	850,000	850,000
CMAQ Ozone Fare Reduction	125,000	125,000	125,000
Fareboxes	92,276	30,000	30,000
Shop Equipment	200,000	200,000	200,000
Associated Capital Maintenance Items (spare engines)	200,000	200,000	200,000
Paratransit Vehicles (replacement)	1,440,000	2,220,000	3,660,000
Support Vehicles	69,458	72,931	76,578
Buses: Replacement Vehicles: 13 40 ft. replacement buses	2,750,000	2,750,000	1,650,000
\$ Total Capital Expenses	13,160,827	15,062,290	15,808,299
\$ Federal Funds (80%)	10,528,662	12,049,832	12,646,639
\$ Local Match (20%)	2,632,165	3,012,458	3,161,660
Special Operating Programs			
Access to Jobs	2,000,000	2,000,000	2,000,000
\$ Total Access to Jobs Expenses	2,000,000	2,000,000	2,000,000
\$ Federal Funds (50%)	1,000,000	1,000,000	1,000,000
\$ Local Match (50%)	1,000,000	1,000,000	1,000,000
\$ Total Special Program Expenses	2,000,000	2,000,000	2,000,000
\$ Total Federal Funds	1,000,000	1,000,000	1,000,000
\$ Total Local Match	1,000,000	1,000,000	1,000,000
Revenue Forecast			
Federal-Section 5307			
Authorization	CY 2003	CY 2004	CY 2005
Carryover	\$9,935,942	\$10,204,611	\$10,480,135
Access to Jobs	\$32,322	\$279,602	\$253,618
CMAQ	\$1,000,000	\$1,000,000	\$1,000,000
STP	\$780,000	\$780,000	\$780,000
Property Tax Revenues	\$0	\$532,000	\$0
Farebox	\$9,800,000	\$10,200,000	\$10,600,000
State PMTF	\$6,500,000	\$6,500,000	\$6,500,000
Total Revenue	\$9,384,152	\$9,384,152	\$9,384,152
Financial Capacity Analysis			
Federal Funds Forecasted	\$37,492,416	\$38,880,365	\$27,890,669
Federal Funds Programmed*	CY 2003	CY 2004	CY 2005
Ending Balance	\$11,808,264	\$12,796,213	\$12,006,517
	\$11,528,662	\$13,049,832	\$13,646,639
	\$279,602	-\$253,618	-\$1,640,123

*Federal Funds programmed exceed the amount forecasted primarily due to the ongoing need to replace fixed route and paratransit vehicles which requires more funding than is anticipated from the federal Section 5307 program.

**FY 2003
Congestion Mitigation & Air Quality (CMAQ) Projects**

Project Description / Phase	Des. No.	\$ TOTAL Cost	\$ FEDERAL Funds	\$ LOCAL Match
1 Signal Interconnect project has currently been approved for 2003: 46th / Sherman / Emerson / Ritter corridors	0100869	900,000	720,000	180,000
STOTAL		900,000	720,000	180,000

NOTE: additional CMAQ projects may be approved at a later date and amended into Table 8 of the IRTIP

**Indiana Department of Transportation
Fiscal Years 2003 through FY 2005**

Project phases include Preliminary Engineering (PE), Right-of-Way (RW) and Construction (CN)

Project ID #	Work Description, Project Location	Phase	Fed. Fund	\$ Federal	\$ State	FY 2003	FY 2004	All Costs are in \$1,000s Total Cost FY 2005
SR 334 IN BOONE COUNTY								
9900500	SR 334, Bridge Replacement Bridge over Irishman Run, 2.98 miles W of US 421	RW	STP	120	30		150	
0000750	SR 334, Landscaping From 0.14 miles E of Ford Road to Elm Street	CN	STP	200	50	250		
0012630	SR 334, Bridge Replacement Bridge over Eagle Creek, 0.81 mile W of US 421	PE RW	STP	80	20	80	20	
US 421 IN BOONE COUNTY								
9900730	US 421, Intersection Improvement At CR 300S, 3.18 miles N of SR 334	RW	STP	32	8	40		
US 31 IN JOHNSON COUNTY								
0014780	US 31, Sight Distance Correction At Euclid Avenue in Greenwood	PE, RW	STP	48	12	30		30
9611730	US 31, Intersection Improvement	CN	STP	858	199		1,057	
961173A	At Whiteland Road in Whiteland (includes signals)							
0200042	US 31, Signals New or modernized	CN	STP	115		115		
0101327	At Christian Blvd & Ardmoor Dr							
SR 44 IN JOHNSON COUNTY								
9701870	SR 44, Bridge Replacement over Hurricane Crk, 0.86 mi E of US 31	CN	STP	408	102		510	
8020410	SR 44, Intersection Improvement	CN	STP	124	21		145	
942041A	At King & Jefferson St (includes signals)							
I-65 IN JOHNSON COUNTY								
0065420	I-65, Resurfacing From Whiteland Rd to Greenwood Rd	CN	IM	738	82	820		
0200008	I-65, Bridge Rehabilitation, 4.87 mi. N of SR 44	CN	IM	374	41	415		
I-65 IN JOHNSON & MARION COUNTIES								
0101475	I-65, Resurfacing	CN	IM	4,410	490	4,900		
0200190	From 7.63 mi. S of I-465 to 1.4 mi. N							
0200191	of I-465 (Keystone Ave)							
SR 135 IN JOHNSON COUNTY								
9803440	SR 135, Added Travel Lanes From CR 700N (Stones Crossing) to CR 850N	PE, RW	STP	1,192	298	340	1,150	
9902950	SR 135, Added Travel Lanes from SR 144 to CR 700N (Stones Crossing Road)	RW	STP	80	20	100		
9611710	SR 135, Intersection Improvement	CN	STP	670	147	817		
971171A	At SR 144 (includes signal)							
SR 144 IN JOHNSON COUNTY								
9406220	SR 144, Bridge Replacement over Youngs Crk., 0.3mi W of SR 44	RW	BR	1,128	282	17		1,393
CITY STREET IN JOHNSON COUNTY								
9983230	CR 750N, Improve Railroad Crossing LIRC Xing at CR 750N (Worthsville Rd) near Greenwood, E of US 31	CN	STP	140			140	
SR 32 IN HAMILTON COUNTY								
9703360	SR 32, Intersection Improvement Jct with Gray Rd (Moontown Rd), 2.43 miles E of US 31	CN	STP	667	167			834
9901430	SR 32, Intersection Improvement 1.0 km E of US 31	PE, CN	STP	284	71	40		315
9901670	SR 32, Added Travel Lanes From 1.6 km W of US 31 to US 31 in Westfield	PE RW	STP	2,640	660	300	3,000	
0100572	SR 32, Road Reconstruction From 5.6 mi W of US 31 to 1.6 mi W of US 31	PE	STP	183	46			229
0013880	SR 32, Small Structure Replacement At 0.25 mi E of SR 37	PE, RW	STP	83	21	4	100	
9800890	SR 32, Intersection Improvement at Cumberland Rd, 2.0 km E of SR 19	RW	STP	160	40		200	
9802570	SR 32, Road Reconstruction From 2.4 mi W of SR 37 to SR 37	RW	STP	40	10		50	
9703370	SR 32, Intersection Improvement at Mill Creek Rd, 3.9 mi E of US 31	CN	STP	280	70	350		
0200261	SR 32, Signals New or modernized At Spring Mill Road	CN	100% State		130	130		
9800880	SR 32, Signals New or modernized At Cumberland Road (22nd St)	CN	STP	52	13			65
9502260	SR 32, Resurfacing from 2.8 miles E of US 31 to 3.6 miles E of US 31	CN	100% State		850		850	
SR 37 IN HAMILTON COUNTY								
9901380	SR 37, Intersection Improvement at 131st St., 1.66 km N of I-69	RW	STP	48	12	60		
8913385	SR 37, Intersection Improvement at 206th St., (includes signals)	CN	STP	982	233	1,215		
981338A								
SR 38 IN HAMILTON COUNTY								
9706540	SR 38, Road Reconstruction, from 0.6 mi SE of US 31 to 0.14 mi W of SR 32	RW	STP	356	89	445		
SR 238 IN HAMILTON COUNTY								
0013920	SR 238, Small Structure Replacement 2.7 miles E of SR 37	PE, RW	STP	64	16	5	75	
0013930	SR 238, Small Structure Replacement 3.85 miles E of SR 37	PE	STP	31	8	4	35	
0013940	SR 238, Small Structure Replacement 2.56 miles E of I-69	PE	STP	4	1	5		
9901340	SR 238, Road Reconstruction, from SR 37 to I-69	PE, RW	STP	160	40		50	150
I-69 IN HAMILTON COUNTY & I-465 IN MARION COUNTY								
0200531	Interstate Resurfacing on the I-69 NB ramp to SR 37 and at the I-465 and SR 431 interchange	CN	IM	270	30	300		
SR 431 IN HAMILTON COUNTY								
9133595	SR 431, Added Travel Lanes From 96th Street to 1.1 mi S of US 31	PE, RW	STP	1216	304	1,100	420	
I-465 IN HAMILTON COUNTY								
0100318	I-465, Bridge Replacement over 96th St., 1.1 mi W of US 31	PE	IM	86	21		107	
US 36 IN HANCOCK COUNTY								
9901660	US 36, Small Structure Replacement from 0.3 mi to 0.5 mi E of SR 234	PE	STP	32	8	30	10	
US 40 IN HANCOCK COUNTY								
8678930	US 40, Intersection Improvement At CR 500W (Gem Rd), 4 mi S of US 36	CN	STP	260	65			325
9301650	US 40, Intersection Improvement	CN	STP	729	160	889		
9601850	At CR 200W, (includes signals)							
US 52 IN HANCOCK COUNTY								
0013690	US 52, Road Rehabilitation From 7.59 miles E of I-465 to 8.29 miles E of I-465	PE, RW	STP	440	110	140	410	
I-70 IN HANCOCK COUNTY								
0006743	I-70, Bridge Rehabilitation over Mt. Comfort Rd, 7.7 mi W of SR 9 (phase 1)	CN	IM	1,600	400	2,000		
9706740	I-70, Interchange Modification at Mt. Comfort Rd, 7.7 mi W of SR 9 (phase 2)	RW	IM	1,040	260	1,300		
0200532	I-70, Interstate Resurfacing at Mt. Comfort Rd	CN	IM	180	20	200		
US 36 IN HENDRICKS COUNTY								
0101115	US 36, Added Travel Lanes from SR 267 to I-465 W leg	PE	STP	336	84			420
0101396	US 36, Intersection Improvements, 0.96 mi E of SR 267	CN	100% State		85	85		
SR 39 IN HENDRICKS COUNTY								
0100254	SR 39, Bridge Replacement	PE	STP	280	70		350	
9230205	SR 39, Road Reconstruction at Mackey Rd from N city limits of Clayton to US 36	PE	STP	144	36	180		
9134845	SR 39, Small Structure Replacements at 1.3, 1.6, 1.9, 2.4 & 4.0 mi S of US 36	CN	STP	430	107		537	
US 40 IN HENDRICKS COUNTY								
9608280	US 40, Bridge Replacement over White Lick Creek, 0.4 mi W of SR 267	RW	NHS	16	4	20		
0200258	US 40, Signals New or Modernized at Cartersburg Road	CN	100% State		60	60		
SR 67 IN HENDRICKS & MARION COUNTIES								
9502271	SR 67, Intersection Improvements	CN	STP	3,903	946			4,849
9502272	At various locations from the Morgan / Hendricks County Line							
9710700	to I-465 (includes signals)							
9710710								
I-70 IN HENDRICKS COUNTY								
0200194	I-70, New Interchange Ramp construction to and from I-70 for future airport mid-field terminal	CN	IM	21,600	2,400		24,000	
US 136 IN HENDRICKS & MARION COUNTIES								

Indiana Department of Transportation
Fiscal Years 2003 through FY 2005

Project phases include Preliminary Engineering (PE), Right-of-Way (RW) and Construction (CN)

Project ID #	Work Description, Project Location	Phase	Fed. Fund	\$ Federal	\$ State	FY 2003	FY 2004	All Costs are in \$1,000s		
								Total Cost FY 2005		
9800730	US 136, Intersection Improvement	CN	STP	1,070	264			1,334		
990073A	At Raceway Rd in Clermont (includes signals)									
SR 267 IN HENDRICKS COUNTY										
0012640	SR 267, Grade Separation, bridge over railroad, 0.3 mi S of US 36	PE, RW	STP	632	158	240		550		
9608930	SR 267, Road Rehabilitation, from 0.1 mi N of I-74 to 0.5 mi N of I-74	PE, RW	STP	856	214	150		920		
9608920	SR 267, Road Rehabilitation From 0.53 miles S of US 136 to 0.52 miles N of US 136	PE, RW	STP	56	14	60		10		
0012890	SR 267, Intersection Improvement At CR 825E, 1.32 miles S of I-70	PE, RW	STP	128	32	50		110		
0012850	SR 267, Intersection Improvement At CR 300S, 1.0 mile N of US 40	PE, RW	STP	160	40	40		160		
0012870	SR 267, Intersection Improvement At CR 100N, 1.01 mile N of US 36	PE	STP	96	24	40		80		
9900800	SR 267, Small Structure Replacement 1.56 miles N of Morgan/Hendricks County Line	PE, RW	STP	72	18	40		50		
9800670	SR 267, Intersection Improvement CR 400N, 1.54 miles S of US 136 (Airport Road)	RW	STP	24	6	30				
9900710	SR 267, Intersection Improvement CR 150S, 1.52 miles S of US 36	RW	STP	112	28	140				
9608770	SR 267, Small Structure Replacement Over Unnamed Tributary to White Lick Creek, 2.43 miles S of US 36	CN	STP	816	204			1,020		
9500990	SR 267, Road Rehabilitation	CN	STP	8,084	1,984			10,068		
9966010	From 1.06 miles S of I-70 to US 40									
953132A	(includes 1 bridge, signs and signals)									
9707560	SR 267, Intersection Improvement	CN	STP	236	54			290		
970756A	At CR 100S, 1.01 miles S of US 36 (includes signals)									
US 31 IN MARION COUNTY										
0100317	US 31, Bridge Replacement over Little Buck Creek, 1.2 mi S of I-465	PE	STP	88	22			110		
0100721	US 31, Road Replacement from 1.55 mi S of I-465 to 0.4 mi N of I-465	RW	STP	120	30	150				
0100635	US 31, Signals New or Modernized at	CN	STP	203	50	253				
0100637	Edgewood Ave, Epler Ave, Stop 11 Rd,									
0100639	Southport Rd, Banta Ave, Thompson									
0100596	Thompson Rd, Stop 12 Rd,									
0100595	Greenwood Place, Shelby St,									
0100594	Stop 13 Rd, and Hickory Ln, South of I-65									
US 36 IN MARION COUNTY										
9010095	US 36, Added Travel Lanes	CN	STP	10,638	2,477			13,115		
971009X	From 0.18 mi W of I-465									
9710095	to 0.22 mi E of Post Road (phase II)									
9710093	(includes sign, signals & lights)									
9133585	US 36, Added Travel Lanes	CN	STP	10,366	2,556	12,922				
9633587	From 0.22 miles E of Post Rd to									
9712380	0.2 mi E of Oaklandon Rd (phase I)									
9712390	(includes 1 bridge, signals & signs)									
9633586	US 36, Added Travel Lanes	CN	STP	8,004	1,966			9,970		
973358A	From 0.2 mi E of Oaklandon Rd to									
983358A	0.18 mi E of CR 750N (phase III) (includes signals & signs)									
SR 37 IN MARION COUNTY										
0200036	SR 37, Signals New or Modernized at At Banta Rd.	CN	NHS	120		120				
US 40 IN MARION & HANCOCK COUNTIES										
9502830	US 40, Added Travel Lanes	CN	STP	12,078	3,020			15,098		
9502831	From 1.57 miles W of Marion/									
9832550	Hancock County Line at Grassy									
980283X	Creek to Buck Creek									
0001030	(includes 1 bridge, signs and signals)									
US 52 IN MARION COUNTY										
8354330	US 52, Added Travel Lanes	CN	STP	7,242	1,791	9,033				
955433A	From I-465 to Post Road									
955433B	(includes signals)									
I-65 IN MARION COUNTY										
9609380	I-65, Bridge Rehabilitation Bridge over I-65 on Georgetown Rd, 2.56 miles S of I-465	CN	IM	2,191	243			2,434		
0066710	I-65, Landscaping NB I-65 off ramp at Lafayette Rd	CN	IM	225	25	250				
0200259	I-65, Signals New or Modernization At NB ramp at Southport Rd	CN	State	60	60					
0065600	I-65, Pavement Rehabilitation	CN	IM	10,877	1,307	12,184				
0065610	From Morris St exit ramp to the north split of the inner loop (includes 15 bridges)									
SR 67 IN MARION COUNTY										
9700340	SR 67, Added Travel Lanes From Thompson Rd to I-465 on the I-465 SW side of Indianapolis	RW	STP	310	78	388				
I-70 IN MARION COUNTY										
0100380	I-70, Bridge Rehabilitation over Airport Expressway, 1.78 mi E of I-465 (W side)	PE	IM	266	30			296		
9910300	I-70, Interstate Modification from 0.26 mi W of I-465 (W leg) to 0.45 mi E of I-465 (W leg)	RW	IM	752	188	940				
0065960	I-70, Interstate Rehabilitation	CN	IM	10,514	1,463			11,977		
0065970	From north split of inner loop east to Sherman Drive overpass (includes 15 bridges)									
SR 135 IN MARION COUNTY										
0013870	SR 135, Road Rehabilitation from Meridian St to US 31 (Thompson Rd)	PE	STP	56	14	70				
US 136 IN MARION COUNTY										
0100420	US 136, Intersection Improvement at Debonaire Ln, 0.07 mi W of Crawfordsville Rd near Speedway	PE	STP	32	8			40		
US 421 IN MARION, HAMILTON & BOONE COUNTIES										
9015600	US 421, Added Travel Lanes	CN	STP	9,916	2,429	12,345				
200089	From 0.89 miles N of I-465 EB ramps									
941506X	to 0.65 miles N of SR 334									
9600260	(includes 1 bridge, signs and signals)									
I-465 IN MARION COUNTY										
9615090	I-465, Interchange Work	CN	IM	19,800	4,877	24,677				
9615091	56th Street at Shadeland Ave (phase 2)									
9615097	(includes 3 bridges, signals, signs and lights)									
0013620	I-465, Bridge Rehabilitation over 96th St 1.24 miles west of US 421	PE	IM	1,666	204	170		1,700		
0066810	I-465, Interchange Modification at I-70 (east leg) (Phase 2)	RW	IM	4,381	1,095	5,476				
9609530	I-465, Bridge Rehabilitation Arlington Ave over I-465, 2.05 miles W of I-74	CN	IM	293	33			326		
9706730	I-465, Interchange Modification W 71st St, 1.02 miles N of I-65	RW	IM	40	10	50				
9800330	I-465, Bridge Rehabilitation Bridge over I-465 on Mann Rd, 1.18 miles E of SR 67 (SW leg)	CN	BR	254	28	282				
9802810	I-465, Interchange Work at SR 37 (south junction)	PE	IM	288	72			360		
9829410	I-465, Interstate Rehabilitation From 0.57 mile N of US 40 to 0.26 mi N of 10th St (W leg) (phase III)	RW	IM	633	70	703				
9829510	I-465, Pavement Replacement From 0.26 mile N of 10th St to 0.58 mi N of I-74	RW	IM	1,827	203	2,030				
9829310	I-465, Pavement Replacement From 0.9 km N of I-70 to 0.9 km N of US 40 (W leg) (phase II)	RW	IM	2,224	556	2,780				
9829610	I-465, Pavement Replacement From 0.58 mile N of I-74 to 0.3 mile S of I-65 (west leg)	RW	IM	1,083	271	1,354				
0100679	I-465, Bridge Replacement over Westfield Blvd, 0.2 mi W of US 31	PE	IM	70	17			87		
0200003	I-465, Added Travel Lanes from 0.3 mi S of I-65 to 0.3 mi N of I-65 (W leg)	PE	IM	1,200	300			1,500		
9700840	I-465, Interchange Modification at 86th Street (includes signs, signals and lights)	CN	IM	4,968	1,242			6,210		
0200192	I-465, Interstate Rehabilitation From 0.67 mi W of I-65 (Keystone Ave) to 0.88 mi E of I-65 (9th Ave)	CN	IM	270	30	300				
0100793	I-465, Interchange Modification from 0.43 km N of Fall Creek Rd to just N of 71st St at NB & SB I-69 ramps (includes 1 bridge and signs)	CN	IM	1,921	482	2,403				
0101191										
MISC. IN MARION COUNTY										
9903812	Misc, Intelligent Transportation Indpls. advanced traffic management system (equipment)	CN	CMAQ	11,430	2,857	14,287				
9903815	Misc, Intelligent Transportation management system (professional services)	CN	CMAQ	1,800	450	2,250				
9903814	Misc, Intelligent Transportation Indianapolis advanced traffic management system (professional services)	CN	CMAQ	1,300	325	1,625				
0100647	Misc. Enhancement Military Park shelter house in White River State Park near West and Ohio Streets	CN	STP	211	53			264		
0200278	Misc. Patching at Larue Carter Hospital and Fort Harrison State Park	CN	100% State		79	79				
TOTALS FOR INDOT PROJECTS IN THE INDIANAPOLIS MPA:				\$Federal	\$State	FY 2003	FY 2004	FY 2005		
				201,312	43,500	124,757	61,228	58,827		

Fiscal Years 2003-2005

"High Priority" Federally Funded Projects

Project phase include Preliminary Engineering (PE), Right-of-Way (RW), Construction Inspection (CN INS) and Construction (CN)

Project Location, Work Description / Phase State Des #	\$ Federal High Priority	\$ Federal STP	\$ State Match	\$Total Cost
I-70 at Six Points Rd, New Interchange / CN; CN INS Des #'s - 9500900	14,888,000	4,988,000	6,314,000	26,190,000
Project Location, Work Description / Phase State Des #	\$ Federal High Priority	\$ State Match	\$ Local Match	\$Total Cost
Line item projects as part of above project programmed for construction				
Des # - 0100012 - creek relocation Six Points Rd at I-70	3,491,000	873,000	0	4,364,000
Des # - 0100013 - new bridge on Six Points Rd over I-70	2,797,000	699,000	0	3,496,000
Des # - 0100014 - new bridge over East Fork of White Lick Creek	1,461,000	365,000	0	1,826,000
Des # - 0100015 - new bridge on SW Ramp over East Fork of White Lick Creek	745,000	186,000	0	931,000
Des # - 0100016 - new bridge on SE Ramp over East Fork of White Lick Creek	299,000	75,000	0	374,000
Des # - 0100017 - new bridge on Six Points Rd over North Creek	637,000	159,000	0	796,000
Des# - 9980500 - In Carmel - Old Meridian St - Pennsylvania St to Guilford Rd, Widen to 4 Lanes / CN	1,350,000	0	1,050,000	2,400,000
Des# - 9980510 - 116th St - Rangeline Rd to Keystone Ave, Widen to 4 Lanes / CN	1,440,000	0	860,000	2,300,000
Des# - 9980520 - City Center Drive Phase 2 (126th St extension) - Pennsylvania St to Adams St. at Carmel Gardens St, New Road & Widening existing Adams St to 4 Lanes / CN	3,210,000	0	590,000	3,800,000
Project Location, Work Description / Phase State Des #	\$ Federal Funds High Priority	Group 1 Urban	\$ Local Match	\$Total Cost
Des# - 9980530 - In Lawrence 79th St - Sunnyside Rd to Oaklandon Rd, New Road / CN	512,000	192,000		896,000
Des# - 9980540 - 79th St - Oaklandon Rd to Carroll Rd, Road Reconstruction / CN	1,280,000	480,000	480,000	2,240,000
TOTALS	32,110,000	8,017,000	9,486,000	49,613,000

Fiscal Years 2003-2005

Group 3 Urban STP Federally Funded Projects

Project phase include Preliminary Engineering (PE), Right-of-Way (RW), Construction Inspection (CN INS) and Construction (CN)

Project Location, Work Description / Phase State Des #	\$ Federal STP	\$ Local Match	\$ Total Cost
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NOTE: Group 3 Urban projects may be approved at a later date and amended into the Table 13 of the IRTIP

Economic Development Administration (EDA)

Fiscal Years 2002 through 2004

Project phases include Preliminary Engineering (PE), Land Acquisition (LA) and Construction (CN)

Project Location, Work Description East 16th Street from Arlington Avenue to Shadeland Avenue, widen from 2 to 3 lanes	Phase	Funding Source	\$ TOTAL COST			
			\$ Cost 2002	2003	2004	\$ Total
	CN	FEDERAL	1,502,987			
	CN	LOCAL	1,502,987			3,005,973
		\$ TOTAL	3,005,974		0	3,005,973

FTA Section 5309 - Capital Investment Program

Fiscal Years 2002 through 2004

Project Location, Work Description New Starts Indianapolis Metropolitan Area Rapid Transit Study	Phase	Funding Source	\$ TOTAL COST			\$ Total
			2002	2003	2004	
	Study	FEDERAL	1,200,000			1,200,000
		LOCAL	300,000			300,000
		\$ TOTAL	1,500,000	0	0	1,500,000

IRONS IN THE FIRE

(from page 17)

be supervised by volunteers from participating greenways and bicycle program partner organizations on Wednesday, August 7, through Sunday, August 18, between the hours of 10 AM and 7 PM. Although Pedal & Park corrals are fenced and continuously monitored, participating cyclists are encouraged to bring their own cables and locks.

Organized through The Greenways Foundation, the Pedal & Park program is a joint venture of The Central Indiana Bicycling Association (CIBA), Indy Parks Greenways and the Indiana Bicycle Coalition whose volunteers are be responsible for checking bikes and supervising

the corrals. As season sponsor for a second year, the Indianapolis Metropolitan Planning Organization pays a \$1 parking fee for each bike checked. Program proceeds are shared among participating not-for-profit organizations. Other Pedal & Park venues include Earth Day Indiana, the Broad Ripple Art Fair, Bike-To-Work Day, the upcoming Penrod Arts Fair (September 8) and Explore IUPUI (Oct. 12).

The purpose of the Pedal & Park Program is to encourage use of non-motorized transportation alternatives, promote travel along the Indy Greenways, dispense relevant recreational literature, and raise funds for the partnering not-for-profit organizations. To volunteer as a corral supervisor, call 317/255-0559. For more information on The Pedal & Park Program, including available days and times, call 317/297-1283 or 317/710-0739 or visit www.indy-greenways.org/pedalpark.



KNOW WAYS!

There are new ways to stay informed of, and involved with, the MPO's regional transportation planning process. In addition to the tried and true public meetings, mailings, publications and remote technologies, including its newly enhanced web site (indy.gov.org/indympo), the MPO now offers:

The MPO Hotline (317/327-IMPO), featuring weekly updates on public par-

ticipation opportunities

Digital publications, including *CAC Minutes* and *teMPO* now available as web site downloads or delivered, upon request, via e-mail.

E-mail Bulletins, offering bi-weekly notification of regional transportation planning activities, also upon request.

teMPO test mailings and free distribution through 23 Marion County libraries, introducing the official newsletter of the Indianapolis regional transportation planning process to a whole new audience. Copies used for these purposes include a subscriber card that "bounces back" to the MPO, no postage due!

Planning Partner Survey, available either as a flyer (featuring MPO program and contact information) or on the MPO web site. This survey asks for your major transportation-related con-

cerns and your communications preferences for staying in-touch with the MPO.

Make use of all the information sources offered by the MPO's Public Involvement Program (see story, page 13), including these new options. If you're interested in staying informed via e-mail, let us know through our e-mail sign-up form at indy.gov.org/indympo or by contacting MPO Planner Catherine Kostyn (317/327-5142, ckostyn@indy.gov.org). If you'd like to add someone's name to our mailing list, or would like extra copies of *teMPO* or *CAC Minutes* for your group or special event, call MPO Planner Kevin Mayfield 317-327-5135, kmayfiel@indy.gov.org). And, if you'd like Planning Partner Survey flyers for your group or event, contact MPO Manager/Master Planner Mike Peoni at 317/327-5133 (mpeoni@indy.gov.org).



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tempo

KEEPING PACE WITH OUR TRANSPORTATION NEEDS

AUTUMN 2002

VOLUME SIX

ISSUE THREE

A TIME TO REAP

In transportation planning, as elsewhere, we reap what we sow. No wonder that, after a particularly busy year, your MPO has a bumper crop of transportation planning accomplishments to harvest. Just check "2002 UPWP Wrap-Up" inside to find out what's taken root over the past year. The MPO's coordination and planning efforts are also apparent in "School Involvement Program," "Indy Steps Out," "Pedal & Park Sponsorship Renewed," and all of our various "Irons In The Fire." But we're not about to rest on our laurels. Also, here we sow seeds for the coming year in "Draft 2003 UPWP," "TMS Phase II Enhancements", and other planning reports. Read 'em all to learn more about some of the benefits our regional transportation system, and its users, will be reaping this time next year.

TMS PHASE II ENHANCEMENTS

Among the projects recommended by the MPO in its draft Unified Planning Work Program (UPWP) (see story, this page) is one called "Update of the Transportation Monitoring System (TMS)." This, like all projects in the UPWP, is described in adequate detail for the professional planners who need to review and evaluate the program before approving its implementation. But the casual browser, including most of *teMPO's* readers, may need more detail to truly understand what's being funded and why. For this reason, we begin here an on-going series of articles that focus on UPWP projects and what they entail.

"In a nutshell, the TMS puts regional transportation planning information at our fingertips," says Sweson Yang, AICP, MPO Chief Transportation Planner. "The more current, and easily accessible, the data, the better we can do our jobs. Helping us to be more responsive, and to work more efficiently, is the purpose of these Phase II Enhancements"

cont on page 12, see TMS Phase II Enhancements



DRAFT 2003 UPWP

"We call it a 'draft' even though it reflects hundreds of MPO staff hours and nearly a year's worth of consultation and deliberation with our planning partners," says

Chief Transportation Planner Sweson Yang, AICP, of the Transportation Element of the Draft 2003 Unified Planning Work Program (UPWP).

"The program won't be final until sometime early next year when it's presented to, and approved by, the Metropolitan Development Commission (MDC)," he notes. "That usually happens around late

February. Until then, the Transportation Element of the UPWP will undergo continuous scrutiny and revision by, among others, the Indiana Department of Transportation, the Federal Highway Administration and the Federal Transit Administration, and the United States Environmental Protection Agency."

cont on page 8, see Draft 2003 UPWP



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ACRO-NYMBLE

Here's a list of the acronyms used in this issue. Refer to it to keep your understanding letter-perfect.

AICP – American Institute of Certified Planners

AIP – Airport Improvement Program

ATMS – Advanced Traffic Management System

CAAA – Clean Air Act Amendment

CAC – Citizens Advisory Committee

CILC – Center for Interactive Learning and Collaboration

CMAQ – Congestion Mitigation & Air Quality

CMS – Congestion Management System

DEIS – Draft Environmental Impact Statement

DMD – Department of Metropolitan Development

DPW – Department of Public Works

FHWA – Federal Highway Administration

FTA – Federal Transit Administration

HEP – Hazard Elimination Program

IAA – Indianapolis Airport Authority

IIA – Indianapolis International Airport

INDOT – Indiana Department of Transportation

IPTC/IndyGo – Indianapolis Public Transportation Corporation

IRTC – Indianapolis Regional Transportation Council

IRTIP – Indianapolis Regional Transportation Improvement Program

ITS – Intelligent Transportation System

LRTP – Long Range Transportation Plan

MDC – Metropolitan Development Commission

MPA – Metropolitan Planning Area

MPO – Metropolitan Planning Organization

PIP – Public Involvement Program

SIP – State Implementation Plan

STP – Surface Transportation Program

TE – Transportation Enhancement

TEA-21 – Transportation Equity Act for the 21st Century

TMS – Traffic Monitoring System

UPWP – Unified Planning Work Program

QUESTIONS ANSWERS

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, MPO Manager Mike Dearing discusses how, and how often, the Indianapolis Regional Transportation Improvement Program (IRTIP) is amended.

At the last Citizens Advisory Committee meeting, Mike Dearing presented information on proposed amendments to the IRTIP, which I've seen him do many times. I know these amendments are regularly offered for public review and comment, but how can the IRTIP be amended so often? I thought it covered three years and that all of its improvement projects had to appear first in the Regional Transportation Plan?

– Voice-mail question following the October CAC meeting

As I've said many times, developing and amending the IRTIP is a full-time job. So, I understand your confusion. I've been the MPO planner-in-charge of coordinating the IRTIP since 1994 or, as I like to think of it, through nine updates and more than thirty-two amendment revisions. No wonder I sometimes feel a little confused myself. But there is a method to the madness and, over the years, I've come to appreciate the analytic and economic benefits of a planning process that is so circumspect and iterative.

For those who may not know, the IRTIP documents all federally funded transportation improvement projects that are proposed for implementation in the Indianapolis region over a three-year period. These improvements can include road construction, resurfacing and rehabilitation projects; transit-related enhancements; bicycle/pedestrian improvements; intersection improvements; bridge rehabilitation; airport improvement; and, state transportation projects including interstate maintenance.

The program is prepared *annually* and amended *quarterly*. This is probably one reason you feel like there are so many amendments. You hear about them a lot. And, often the amendments being discussed concern *different* IRTIP documents. At the August Citizens Advisory Committee meeting, for instance, I discussed amendments to the 2002-2004 IRTIP, which is currently in effect, and amendments to the 2003-2005 IRTIP, which when approved, will take effect next year. In fact, I talked about IRTIP amendments at every 2002 CAC meeting, which were held on a *quarterly* basis. Last year, when we held twice as many CAC meetings, I discussed IRTIP amendments at only half of them. This may be contributing to your impression that the IRTIP



Mike Dearing
MPO Manager/Master Planner

cont on page 4, see Q & A

SCHOOL INVOLVEMENT PROGRAM

As previously reported in *teMPO* (Special Edition 2002), the MPO is now in the fourth year of its School Involvement Program which brings real world problem-solving opportunities into Indiana classrooms. To accomplish this goal, the MPO works with the Center For Interactive Learning and Collaboration (CILC), a not-for-profit corporation committed to enhancing education in Indiana communities through the use of an interactive, video distance learning application called Vista, which creates deeper, long-term connections between students, schools, public and government entities and entire communities.

Each Vista program project is focused around a community issue, such as public transportation or brownfields. Past MPO-related projects, sponsored through its School Involvement Program, include the Study of Northeast Corridor Transportation (1999), the Marion County Bike Route Plan (2000) and the Multi-Modal Transportation Project (2001). In each of these projects, participating teachers across many disciplines developed curricula with four program goals in mind:

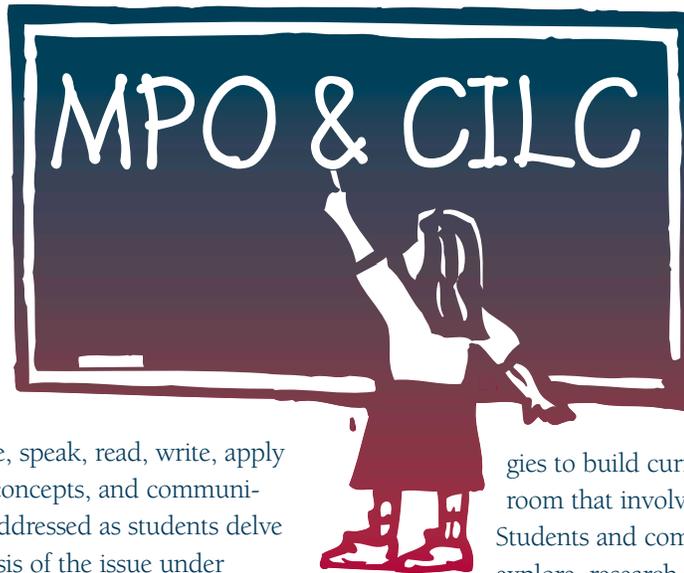
- Mastery of basic skills and fundamental processes – Students pursue their abilities to sense, listen, observe, speak, read, write, apply mathematical operations, use math concepts, and communicate ideas. Academic standards are addressed as students delve into the complex research and analysis of the issue under study.
- Utilization of problem-based learning instructional design – Students hone their abilities to think critically, to design problem-based statements around community issues, to learn how to do research using a variety of resources, and to make judgments, decisions and recommendations based on what they learned.
- Citizenship participation – Students gain perspectives and pursue skills in exercising the democratic privileges and responsibilities of their social, political, economic and environmental memberships.
- Career/vocational preparation – Students gain first-hand exposure to a variety of careers in-action.

Projects funded by the MPO's School Involvement Program, and through CILC Vistas, share these characteristics:

- Authentic community issue under study by a community organization (in this case, the MPO)
- Multiple-district study, encouraging a mix of urban, suburban and rural students
- Interdisciplinary approach
- Collaborative school partners
- A minimum of three months' study of the issue within the classroom
- Opportunity for student solutions to be incorporated within the sponsoring community organization's proposal
- Research component
- Funding partners (also, the MPO)
- Community awareness component, including opportunities for

students to make presentations, contribute to publications, and mentor other youths

- Problem-based learning used as a foundation for instructional delivery
- Academic standards addressed in the learning process



In short, these projects utilize problem-based learning strategies

to build curriculum-based units in the classroom that involve authentic community issues. Students and community partners work to define, explore, research and develop recommendations

to address community issues. In addition to the MPO, other participating entities providing project support through contributions of time or expertise include Indy Greenways, IndyGo, Oasis, the Department of Metropolitan Development (DMD), The Indiana Department of Transportation (INDOT) and various transportation engineers and architects from the private sector.

What issue has brought this diverse group together? Livable Communities: What they are, what they need, and how to develop them.

CILC is working with various community entities and schools to coordinate this project with community partners, creating questions, exploring possibilities, setting up sessions, and celebrating accomplishments. As a result, the entire project and

cont on page 18, see School Involvement Program

The Indianapolis Metropolitan Planning Area map, which normally appears on this page of *teMPO*, is undergoing changes to reflect new and expanded boundaries suggested by the 2000 Census Urbanized Area (see related story, page 19). The revised map will return in our Winter, 2002 issue.

QUESTIONS & ANSWERS

(from page 2)

is being amended more frequently. It's not; each document is offered for public review first as a draft and then, subsequently, when they're amended on a quarterly basis.

Why amend the IRTIP on a quarterly basis, rather than 'carving it in stone' once? Because development of the IRTIP, like our regional transportation planning process itself, must be cooperative *and* responsive to 1) the shifting priorities of our planning partners and 2) the changing needs of our regional transportation system. That's the only way to get the maximum benefit from limited federal transportation funding. (Almost all transportation improvements are funded 80% federal, 20% local.)

More than 40 different groups have input into the IRTIP, including County Boards of Commissioners, nearly 20 city or town governments, and several state agencies and private sector not-for-profits. Often, these planning partners suggest improvements that would directly benefit their jurisdictions, not because of any parochial thinking but because they are most familiar with the problems that need to be addressed in their own areas. As gatekeeper for the more than \$500,000,000 in federal funds programmed in the Indianapolis IRTIP, it is the MPO's responsibility to guide the IRTIP development process to consensus, fairly considering the interests of all our planning partners and objectively evaluating all requested projects to make sure those funded through the IRTIP benefit the region as a whole.

Take, for example, the 2003-2005 IRTIP, which was adopted by the Metropolitan Development Commission on Wednesday, June 19, 2002. All of its initial projects (See a complete listing in *teMPO*, Volume Six, Issue Two.) were assessed for their relevancy *before inclusion* to other major planning documents, such as:

- The Regional Transportation Plan: a comprehensive list of MPO-recommended, regional, long-range capacity improvements.
- The Congestion Management System (CMS) which monitors and analyzes the magnitude of congestion on a multi-modal transportation system, and plans and implements actions that alleviate congestion and enhance system performance.
- The State Implementation Plan (SIP) which strives to achieve national recommended levels for ozone and carbon monoxide.
- The Functional Classification System for the Indianapolis Urbanized Area: the organized structure of streets and highways, including all freeways, expressways, primary and secondary arterials, and collector streets.

- The Jurisdictional Classification System, which defines who is responsible for each section of street and highway, as well as method and source of funding.
- Fiscal Analysis: Surface Transportation Program/Minimum Allocation funds were projected for the three-year program period to guide the development of a fiscally realistic program.

Though this process is normally invisible to the public, you should keep in mind that all subsequent amendments are evaluated in the same way. That's how a newly proposed amendment can be integrated into the Regional Transportation Plan *before* being proposed for IRTIP inclusion.

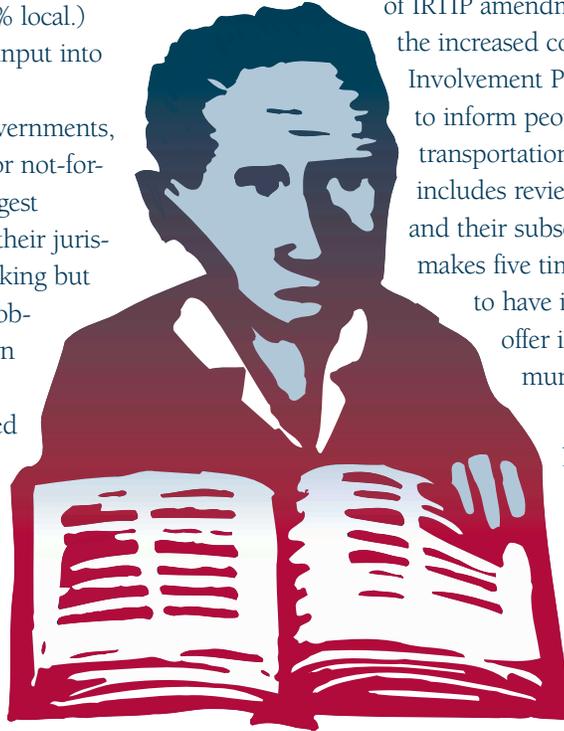
Finally, it may seem to you like there are even more rounds of IRTIP amendments than there really are, because of the increased coordination and synergy of our Public Involvement Program (PIP). The purpose of the PIP is to inform people of, and involve them in, the regional transportation planning process. Such involvement includes reviewing and commenting on draft IRTIPs and their subsequent quarterly amendments. That makes five times the public is offered the opportunity to have input into the same document. And, the offer is made through a growing list of communications strategies.

The MPO currently encourages the public to review the IRTIP or its amendments through Display Advertising and Legal Notices in *The Indianapolis Star* and *The Indianapolis Recorder*; through Media Advisories issued to local print and broadcast news sources; at Citizen Advisory Committee meetings, which are broadcast on Cable Channel 16; via free MPO publications, including

teMPO and *CAC Minutes*; on the MPO website (indygov.org/indympo); on its weekly MPO Hotline message (317/327-IMPO); through targeted mailings; and, at on-site MPO presentations. If you regularly participate in our regional transportation planning process, and it sounds from your question like you do, you catch a number of these solicitations. It's possible, since the public review and comment period usually lasts about 30 days, that you may be mistaking a late-in-period mention for a whole new round of amendments.

In some ways, this is a good problem to have. The MPO relies on the informed input of its many planning partners, especially the public. Because of the participation of people like you, the IRTIP works as well as it does. I'll promise to talk about each IRTIP document no more than absolutely necessary (five times a year), if you promise to keep paying close attention.

For more information on the 2003-2005 IRTIP, or on the ongoing IRTIP amendment process, contact Mike Dearing at 317/327-5139 or mdearing@indygov.org.



PLANNING PARTNERS

In the Spring, 2002 issue of *teMPO*, your MPO introduced and dedicated this semi-regular feature to the 35 or 40 'planning partners' with whom it works to ensure a cooperative, comprehensive and coordinated regional transportation planning process. With each installment, readers are invited to learn a little about one of the federal, state or municipal agencies, neighborhood associations, civic organizations or not-for-profit groups profiled in their own words. Here, then, is how the The Greenways Foundation presents itself.

Greenways Foundation

The vision of the greenways Foundation ("GF") is to facilitate the creation of an interconnected network of greenways throughout the nine county area of Central Indiana. Using the success of the Monon Rail-Trail in northern Marion and southern Hamilton counties as a pattern, the GF would like to spread these benefits regionally: non-polluting alternative transportation, recreation and fitness capacity, business and property value stimulation, and preservation of scarce corridors for possible buried utility location or future mass-transit technologies. The GF is also dedicated to conservation and preservation of green space in our increasingly urbanized and developed metropolitan area, and the improvement of the region's air and water quality.

The GF pursues its broad vision through specific initiatives in these four areas:

- Public communications and advocacy about the benefits of greenways. The highest-profile GF communication initiative is the Indy Greenways website (www.indygreenways.org) which has grown steadily in popularity since it was launched in July of 2000. It currently receives nearly 1.5 million page requests annually. Also, the "Pedal & Park" program

described below is essentially a communication outreach.

- Volunteer projects to clean up, repair and replant greenways. The two largest of these are the annual Fall Creek and White River Cleanups, with public turnouts as high as 400. In addition, specific organizations and groups also do targeted greenway projects.

- Giving greenway enhancement grants to third parties who want to execute specific improvements on Central Indiana greenways. In addition, the GF also plans and executes its own enhancement projects where we perceive an unmet need.

- Receiving cash and in-kind donations to fund greenway enhancements. A subset of this is the donate-a-bench program for construction of memorial amenities. Land and real property gifts have also been received, and the GF has served as a conduit to longer-term public ownership. Donors sometimes find it administratively convenient to gift to an IRS-qualified 501(c)3 entity like the GF.

It is the Foundation's interest in non-motorized and non-polluting transportation, as well as long-range preservation of mass-transit options that initially drew the GF and the Metropolitan Planning Organization (MPO) into a strategic partnership. In recent years, this partnership has taken several forms:

- The MPO co-sponsored the first Regional Greenway Planning Charette in April, 2002, in which all nine Central Indiana counties participated.
- The MPO provides financial sponsorship, as well as logistical and public-relations support to the GF's "Pedal & Park" program at major public, greenways-adjacent events throughout the spring, summer and fall. This program offers area cyclists free, monitored bicycle parking at its 'bike corral' and regularly distributes MPO, Indy Greenways and bicycling information. For example, the most popular information item at 2002 Pedal & Park bike cor-

als was the MPO's new Marion County Bike Route Map which featured "cycling suitability" information. The MPO's sponsorship of Pedal & Park will continue in 2003 and the six events which we hope to include will be Earth Day Indiana, the Broad Ripple Art Fair, Bike to Work Day, the Talbot Street Art Fair, the Indiana State Fair and the Penrod Art Fair. (See related story, page 22).

- The GF has frequently offered input on MPO planning projects such as the conNECTIONS study of Northeast Corridor Transportation, the Special Neighborhood Study of the Glendale Area, and the joint project for inter-modal bike racks on IndyGo buses.

"At the Greenways Foundation, we place a special value on our relationship with the MPO because of the overlap of so many of our long-term goals," says GF President Tom Olsen. "We are confident that additional opportunities for cooperation between our organizations will emerge as the regional greenways network grows."

More information about the Greenways Foundation is available on the world wide web (www.indygreenways.org) or by contacting Tom Olsen directly at 317/297-1283 or tom.olsen@comcast.net.



INDY STEPS OUT

According to the Surface Transportation Policy Project released November 21, 2002, Indiana is the safest Midwestern state for pedestrians to travel. Over the past two years, only 57 Hoosiers have died in pedestrian-related traffic accidents. Indiana also leads its four neighboring states (Ohio, Michigan, Illinois and Wisconsin) in spending 1.2 percent of its federal dollars on bicycle and pedestrian facilities.

Locally, the picture is just as positive. The study ranks Indianapolis 32 in degree of danger to pedestrians out of the country's 49 largest metro areas. Not bad for a city that ranks between 12th or 14th (depending on whether Unigov or metropolitan statistical area boundaries are considered) in population. According to the study, just one in 100,000 pedestrians were killed in traffic accidents here last year. That's far below Number #1 ranked Orlando where pedestrians die at an average rate of 3.3 per 100,000.

And, while Indianapolis' ranking has improved two places since the 1998 study, most of the country is heading in the opposite direction. In 2001, 4,955 pedestrians died while walking; up 112 from the preceding year. The study also showed that while only 5 percent of all trips nationwide are made on-foot, pedestrians account for about 12 percent of all traffic deaths. In addition, 78,000 pedestrians are injured in traffic accidents each year in America.

Why are Indianapolis pedestrians fairing better than those in other major American cities?

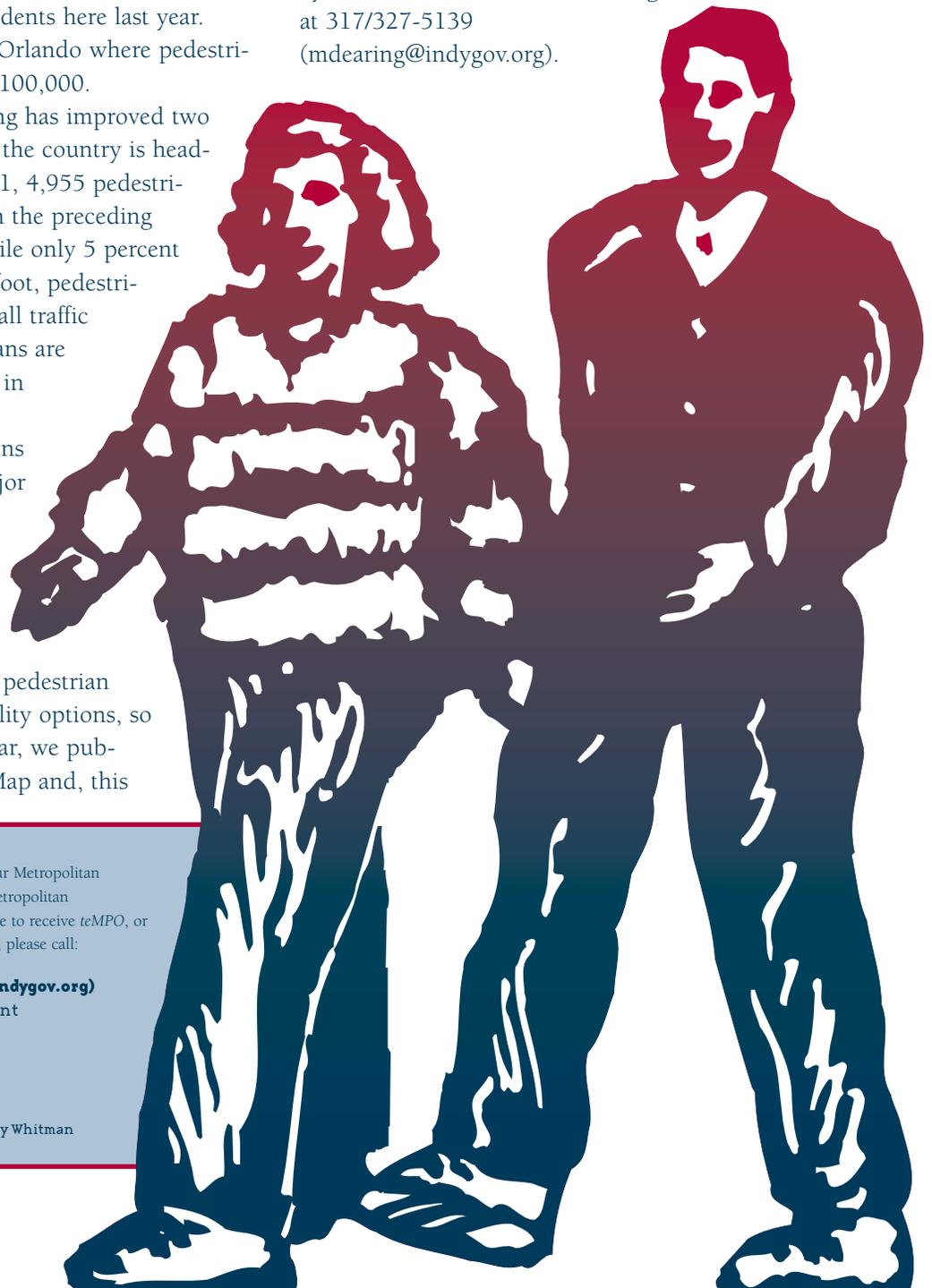
"For a lot for reasons," says Mike Dearing, MPO Manager and the planner-in-charge of several of the MPO's alternative transportation initiatives. "The MPO considers pedestrian and bicycle travel as legitimate mobility options, so we plan for them," he says. "Last year, we published our Bike Route System User Map and, this

year, we started on our Pedestrian System Plan Study. Once that's in place, I think you'll see our ranking improve even more."

In addition, improvement in the city's pedestrian ranking can be directly attributed, in part, to the efforts of the Indianapolis Department of Public Works (DPW). DPW has begun to routinely include sidewalk work in with adjacent road improvement projects. Also, the City has purchased 320 "countdown" walk signals which provide walkers with a clock showing how much time they have to cross. These signals have already been installed at 21 intersections.

"All of these are steps in the right direction," says Dearing. "In the future, we plan on pedestrian travel to play an even larger role in our regional transportation system.

For more information on the Regional Pedestrian System Plan, contact Mike Dearing at 317/327-5139 (mdearing@indy.gov).



teMPO

is published quarterly by your Metropolitan Planning Organization, part of the Department of Metropolitan Development. If you know of anyone who would like to receive teMPO, or if you have any questions concerning its publication, please call:

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teMPO was written and prepared for publication by Whitman Communications, Inc.

AIRPORT PROJECT STATUS REPORT

For the past several months, the Indianapolis Airport Authority (IAA) has taken steps to move construction of a new Indianapolis International Airport from plans and paper to construction and concrete.

The new Indianapolis Airport, subject of a cover story in the Summer 2002 *teMPO*, will feature a modern terminal built in the midfield area of the present airport, between the two main runways. Slated for completion in July of 2007, the project gives the City of Indianapolis a rare opportunity to create an entirely new “gateway” to central Indiana and impression on air travelers from around the world.

In May, the IAA selected Hellmuth, Obata + Kassabaum, Inc. (HOK), an internationally known architecture, engineering and construction planning firm, to be the project’s Master Designer. HOK will provide a comprehensive design solution that focuses on creating a unique and compelling gateway experience for the air traveler, while integrating state-of-the-art terminal design with cultural expression and the arts.

Locally, HOK is best known as the lead architect of Victory Field, home of the Indianapolis Indians and, according to *Sports Illustrated*, “the best minor league ballpark in America.” The firm also is known for its work on the Indianapolis Convention Center expansion.

In October, the IAA approved the selection of nine firms to perform construction management duties at the airport. These firms will work with designers, architects, engineers and other con-



sultants to oversee various aspects of construction, including terminal, concourse and site development.

For the terminal and concourse area, Indianapolis-based Hunt Construction Group and Smoot Construction were selected as a team for primary construction management. Hunt Construction built both the RCA Dome and Bank One Building in Indianapolis.

For site development — which includes grading, roads, utility work, parking and airfield improvements — the IAA named Turner Construction Co., and Trotter Construction Co., Inc., as the primary construction management team.

Related work around the airport also is underway. The Indiana Department of Transportation broke ground in October on a \$187 million project that involves relocating a portion of Interstate 70 south of the airport and construction of two new interchanges; one to serve as an entrance to the new terminal, and the other at Six Points Road. The INDOT roadwork is scheduled for completion in the fall of 2004,

allowing easy access to the terminal construction site.

For more information on the Midfield Terminal Project, visit the IAA web site at www.indianapolisairport.com.



DRAFT 2003 UPWP

(from page 1)

Various departments of the City of Indianapolis contribute different segments to the draft Unified Planning Work Program. Because the Division of Planning of the Department of Metropolitan Development (also known as the Metropolitan Planning Organization) is the region's primary transportation planner, it develops the UPWP's Transportation Planning Element.

Like the UPWP itself, this element is developed and submitted for approval on an annual basis. It features transportation planning project recommendations from the MPO on where best to allocate time and funding resources throughout the coming year to achieve the major goals of the Regional Transportation Planning Program. These goals include:

- Identifying future transportation needs by analyzing existing conditions and trends and making projections of future changes.
- Proving a factual basis for comprehensive public policies to meet the transportation needs of the region.
- Preparing plans in which streets, public transit, highways, airports and other means of moving people and goods are properly related to plans and programs for the physical, social, economic, environmental and energy needs of the region.
- Maintaining a continuing, cooperative and comprehensive planning process that will enable plans to be kept current in response to changing conditions while meeting the requirements off the Transportation Equity Act for the 21st Century (TEA-21), 1990 Clean Air Act Amendments (CAAA), Title VI and Environmental Justice.
- Achieving all program goals in the context of actively involving all social and economic groups of the community in the transportation planning process.



Proposed Planning Activities For 2003

The main thrust of the 2003 Unified Planning Work Program is to keep the Transportation Plan and the Transportation Improvement Program current, gear up for a major review of the Regional Transportation Plan integrating comprehensive planning factors into the overall MPO process and incorporating environmental streamlining, management & operations, and security and safety concerns into the planning process to make MPO transportation planning efforts more relevant to prevailing local/national goals and more responsive to operational issues and citizens concerns.

Update the Transportation Monitoring System (TMS) – Complete system enhancements initiated in 2002 and complete Phase II enhancements. These enhancements are intended to make the TMS more responsive to user needs and to better integrate other MPO data files with the TMS.

Coordination of ITS Strategies with Management & Operations - The MPO staff will coordinate regional ITS deployment activities to comply with TEA-21 requirements of being consistent and conforming to the national ITS architecture and standards. An initial prospectus of the Regional Architecture Deployment will be undertaken in 2003. Staff will also include attention given to operations planning to incorporate Management and Operations within Planning Processes.

Update of the CMS - Update of the Congestion Management System to incorporate the 2025 Regional Transportation Plan.

Transportation Security and Emergency Planning - MPO will update the TMS to include security, emergency preparedness and any other transportation planning/programming attributes, as applicable.

Hazard Elimination Safety (HEP) Projects - MPO will identify low-cost treatments for road safety improvements. Eligible projects will be prioritized and analyzed with benefit/cost ratios. Following implementation, a project report will be developed to show effectiveness of the different treatments.

Truck Route Plan Research - As a result of the Environmental Justice Community Inclusion Project, the issue of truck routes in Marion County has come to the attention of MPO and DPW staff as a concern in many neighborhoods. In coordination with DPW, this work element will begin formal study into the issue, possibly resulting in a comprehensive truck route plan.

Indianapolis Metropolitan Area Rapid Transit Study - This study will analyze the feasibility of a rapid transit link from Downtown Indianapolis to the Indianapolis International Airport in the context of a regional rapid transit system.

Indianapolis Public Transportation Corporation (IPTC)/IndyGo Activities – The MPO continues a good working relationship with the City's public transportation provider. In addition to maintaining communication as a planning

cont on page 9, see Draft 2003 UPWP

DRAFT 2003 UPWP

(from page 8)

partner, the MPO has co-sponsored the Commuter Assistance Program — a region-wide program to assist in rideshare matching, vanpool formation, and similar activities to reduce single occupant vehicle use for commuters. The MPO, IPTC, and INDOT are cooperating financially and in oversight of the program. This project is currently programmed in our Indianapolis Regional Transportation Improvement Program (IRTIP).

IndyGo Facilities Maintenance Plan – The purpose of this study will be to conduct a general assessment of the facility and all major subsystems, (i.e., electrical, structural, ventilation, environmental, physical accessibility, and emergency).

Special Neighborhood Study – Continuing public review of the Glendale Study and identification of a self-evaluation process and desirability of similar studies in the future.

Regional Pedestrian System Plan - This is a collaboration with IndyGo and other regional stakeholders in addressing the need for improved pedestrian amenities within the region. A multi-phased process is envisioned. Phase I, initiated in 2002, focused on defining the problem and developing a recommended course

of action. Phase II will be completed in 2003, and Phase III will begin in 2003.

Ozone Public Awareness Program - The Indianapolis MPO will assist the Indianapolis Department of Public Works (DPW) in implementing the ozone public awareness program using Congestion Mitigation/Air Quality (CMAQ) funds in the DPW's Budget.

2025 Indianapolis Regional Transportation Plan – The Regional Plan will be amended as needed in response to new information and/or changing conditions.

Major Review/Plan Refinement Activities – Major review activities include steps toward a major update of the regional transportation plan as 2000 Census information becomes available. All plan components, including the Regional Mass Transit Service Plan, the Regional Bicycle and Pedestrian System Plans and Major Roadway Expansion Projects will be monitored and amended as needed to keep the plan current with changing conditions.

Central Indiana Suburban Transportation and Mobility Study – The MPO staff will actively participate in this INDOT study. The study is seeking long term transportation and land

cont on page 10, see Draft 2003 UPWP

UPWP Guide Posts

To be truly comprehensive, the MPO's transportation planning process must incorporate land use, environmental and socio-economic information. It uses this data to monitor conditions, predict the travel behavior of area residents, and accommodate increasing travel demand in ways that minimize social, economic and environmental harm.

Monitoring these conditions within the context of a coordinated Unified Planning Work Program ensures that the assumptions upon which the Regional Transportation Plan is based are consistent with other adopted plans. Interrelated activities cooperatively carried out by MPO-counterparts in other sections of the Planning Division of the Department of Metropolitan Development and the Indianapolis Department of Public Works (DPW) include:

Air Quality Analysis

In November, 1994, the U. S. Environmental Protection Agency reclassified Indianapolis/Marion County

as a maintenance area for the ozone pollutant. A portion of the Indianapolis Central Business District (downtown) remains a non-classified, non-attainment area of CO. For this reason, approval of the region's Transportation Plan is contingent upon conformity with the air quality regulations required of the area by the 1990 Clean Air Act Amendments (CAAA). Your MPO is responsible for air quality conformity analysis and documentation for Marion County. Other transportation-related air quality activities are conducted by the city's Environmental Resources Management Division (ERMD).

Economic Analysis/Data Development

The Research and Policy Analysis section of the Planning Division analyzes social and economic data, such as the findings of Census 2000, to develop future population and employment projections, among other things

Land Use Planning

The Comprehensive and Sub-Area

Planning sections of the Planning Division, counterparts of your MPO, develop a variety of plans and specific development studies, including the Comprehensive Land Use Plan, Neighborhood Plans and Corridor Plans. This information is used to ensure that existing land use conditions, and future land use recommendations, are consistent with the Comprehensive Plan. It also provides current and future land use data to traffic impact studies.

Permit Data

The Division of Neighborhood and Development Services complies and maintains housing starts and losses data, improvement location permits and map re-zoning approvals.

Traffic Count Data

Every three years, DPW counts traffic on Marion County thoroughfares, excluding interstate and selected state routes, and makes this information available in a FoxPro database format. Traffic on routes under state jurisdiction is counted by INDOT every four years.

DRAFT 2003 UPWP

(from page 9)

use solutions in coping with the fast growing suburban communities in the Central Indiana region. Among other stated objectives, this study will examine the pros and cons associated with using an outer beltway with respect to relieve congestion on the freeway system, and future growth impacts.

Public Involvement Program – Continue and expand efforts to inform and actively involve all segments of the community in the regional transportation planning process.

Public Outreach - via Citizens Advisory Committee meetings and their report publication, *CAC Minutes*; *teMPO*, the official newsletter of the regional transportation planning process; administration and promotion of grass-roots program sponsorships (e.g. Pedal & Park); creation and placement of paid advertising in daily/weekly publications to promote public awareness of, and participation in, the transportation planning process; development and promotion of the weekly MPO Hotline message; scheduling and administration of MPO radio sponsorships to build public awareness of, and traffic on, the MPO website and Hotline; coordination and expanded distribution of MPO publications through all Marion County libraries and limited direct mail programs; development and placement of advertising consistent with Earth Day Indiana sponsorship; and, development of effective presentation materials, support literature and web site elements.

Refinement of the Environmental

Justice Process - Continued special efforts to involve all neighborhoods in the transportation planning process through the MPO's Community Inclusion Project, especially those that have been traditionally under-represented.

School Involvement Program – Continue educational activities in collaboration with the Center for Interactive Learning and Collaboration. 2003 activities will include the third annual Student Institute, and involving regional middle and high school students in the transportation planning process under the theme of "Livable Communities" (See related story, page 3).

Enhancement of MPO Website - On-going enhancement of MPO website to make it a more user friendly and effective communications tool.

Evaluation of the Community Involvement Process – This evaluation is to ensure the effectiveness of the MPO's Community Involvement Program and to identify opportunities for continued improvement.

Interchange Justification Study - Market Street/I-65/I-70 – Conduct an Interchange Justification Study to determine needs and location of a new interchange on the I-

65/I-70 inner loop to potentially replace or modify the current Market Street interchange. The Market Street Ramp special study will be continuing into 2003 as part of this activity.

Special Studies – These studies are in response to planning needs not specifically anticipated during the preparation of the UPWP. These could include technical studies, data collection, surveys and Geographic Information System ongoing activities.

Indianapolis Regional Transportation Improvement Program (IRTIP) – Documents the federally funded regional transportation projects and programs proposed to be undertaken over the three year period from November of 2003 through October of 2005.

Air Quality Conformity Analysis – Continuing Regional Air Quality Conformity Analyses to support plan and program amendments and CMAQ applications.

"About the time that this draft is being submitted to the MDC for approval late this winter, we'll start making notes about priority projects for the 2004 UPWP," notes Yang.

"Developing the UPWP Transportation Planning Element is a continuous, iterative process, but one that benefits from the constant input of our planning partners," he says. "We hope they all share our enthusiasm for this year's draft and will continue to participate in the regional transportation planning process."

For more information on the Transportation Element of the Draft 2003 UPWP, or on the process and criteria used to recommend any of its proposed projects, contact Sweson Yang at (317)327-5137 (syang@indygov.org) or MPO Manager Mike Dearing, at 317/327-5139 (mdearing@indygov.org).



MPO PROFILE

Met Rosemarie Kuntz, a life long educator who has spent that last 30+ years helping Perry Meridian High School seniors look beyond the blackboard. . . and into the real world. From her classes at 401 W. Meridian School Road, Perry Meridian's address, Rosie's influence and enthusiasm can be felt throughout her curriculum. . . and the community.

"I teach classes in the Social Studies, Sociology and Government," she says, "and I also serve as the school's Service Learning Coordinator". Under her guidance, Perry Meridian's four year-old Service Learning Program has risen to national prominence, recently being named by the Corporation for National Service as one of only 16 Service Learning Leader Schools in the country.

Through this program, participating students commit their time, energy, brain power and compassion to making the world a better place. Projects vary, but have included art students painting public murals and language students tutoring new Hispanic residents. All projects, however, involve volunteerism in the surrounding community and the application of acquired knowledge from classroom studies. "Making connections is what service learning is all about," Rosie explains. " We try to connect students with real community issues that need to be addressed and with the academic learning to help them do that."

Toward this goal, Rosie has found a partner in the Metropolitan Planning Organization (MPO) and its School Involvement Program. For the last four years, she has committed part of her Government Class curriculum to participating in the transportation-related projects sponsored by the MPO, including Bike & Hike (1999), IndyGo Service Review (2000), Multi-modal Concepts (2001), and 2002's Livable Communities (see related story, page 3). "They have been terrific learning experiences," she

says. "These are 'youth as resource' projects that value the ideas and perspectives of my students while encouraging them to interact with local, state and federal government as active citizens."

In that role, Rosie's students have attended community meetings, proposed solutions to area problems, made presentations to the MPO and its planning partners, and even met with district representatives at the State House. Through it all, they've augmented their



High School Teacher/ Community Role Model

Social Studies and Government knowledge-base with real world experience, while also honing life skills in a variety of areas, including personal and public communications, civic responsibility and critical thinking. Most of all, they've seen first-hand the relationship between government policy and public involvement, having their fresh perspectives considered and valued.

"There is no down-side here," says Rosie. "My students feel ownership in the projects they've worked on and are excited to learn that their voice matters." As an example, she notes that one of her former students recently called and mentioned that she thinks about "Bike & Hike" every time she sees one of the new Bike Route signs. "These projects are also great for helping my school and me 'meet curriculum stan-

dards' in ISTEP evaluated areas (currently, math and language; soon, science and social studies as well)," she notes. "We're always studying charts or graphs (math), making presentations (language skills), or pouring over newspapers and journals (social studies, science)."

For this year's project, Rosie was asked to serve as a Team Leader by MPO Manager Mike Dearing and Monica Cougan of the Center For Interactive Learning (CILC), which coordinates the School Involvement Program. "She was a natural choice," explains Dearing. "Rosie is very good at thinking outside the box and that's exactly what we want from students and other program participants." This year, for the first time, those participants include senior citizens from OASIS, a continuing education program, who interact with the high schoolers as equals. "The intergenerational collaboration has been exciting to watch," Rosie says. As a Team Leader, she helps coordinate this and teacher activities, adding to her project commitment for an hour total even she can't estimate.

"Whatever it is, it's time well spent," she laughs. "Teachers are constantly trying to balance content and process when it comes to education. The MPO and CILC help me do that through their School Involvement Program," she says. "First, by informing and, then, by engaging students." Rosie also notes that program participants benefit from a superior support network, including the media specialist and administrators at her own school.

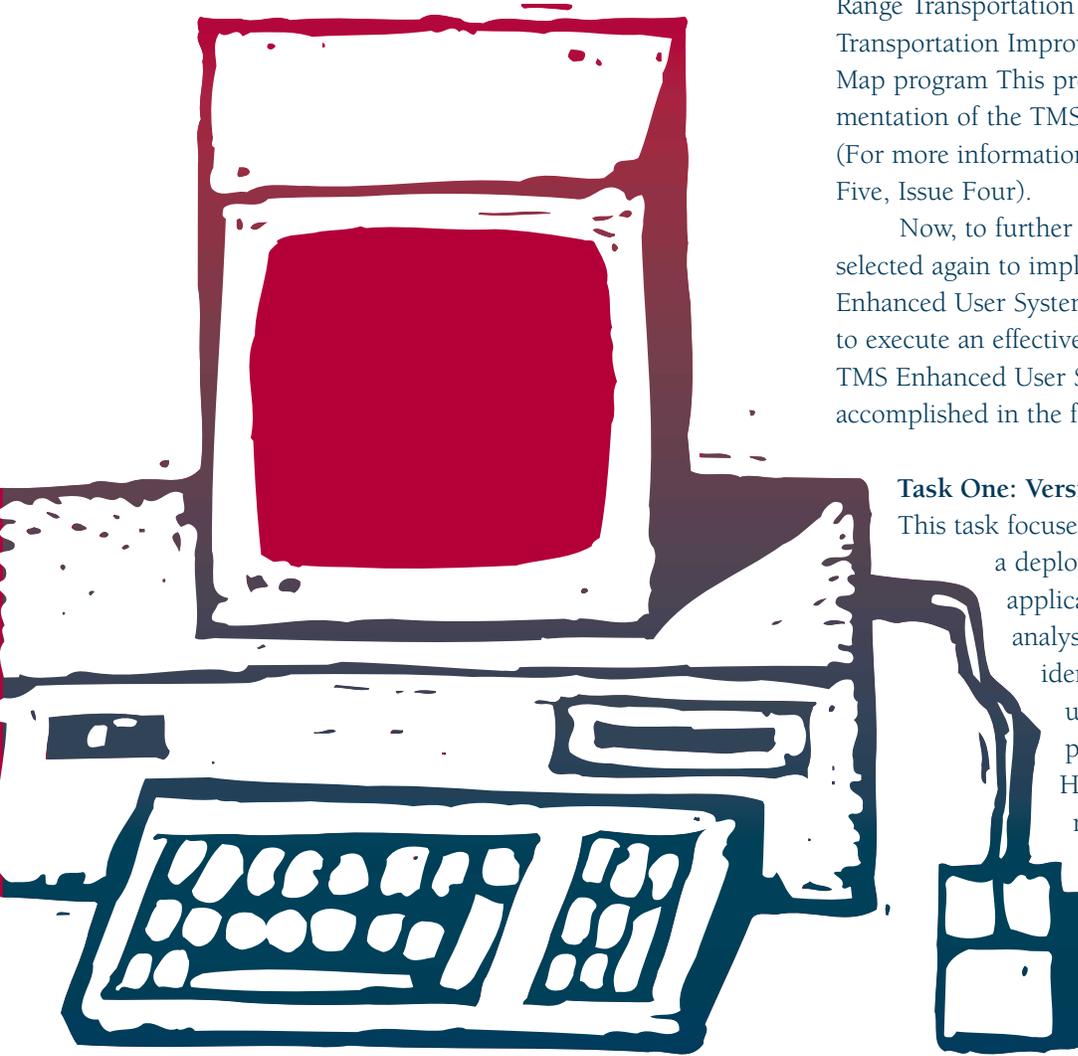
"I may help coordinate the program, but it's really the students who run the show." Rosie notes. "This is a youth-driven program. Their ideas, their questions, their contacts, are its focus. That's good for their education *and* their community," she says. "Now, *and in the future*, when my 'student citizens' have grown into civic leaders."

TMS PHASE II ENHANCEMENTS

(from page 1)

BACKGROUND

In 1996-97, the Indianapolis MPO developed a regional Transportation Monitoring System (TMS) to provide a tool 1) for completing the Indianapolis Regional Transportation Planning Program, and 2) to comply with the 1991



Intermodal Surface Transportation Efficiency Act (ISTEA). The goal of the system was to develop a comprehensive compilation of available transportation-related data while satisfying the intent of the regulations outlined in ISTEA and, subsequently, the Transportation Equity Act for the 21st Century (TEA-21) – the current federal transportation planning legislation which was passed in 1998.

The TMS was developed as a geographic database that supports and updates the region's transportation data collection and storage systems. It was also intended to make data easily accessible to users to search, display, and analyze regional transportation information. This database has the power to reference current and historical transportation information by

roadway segment, intersection and transit route, enabling accurate analysis of regional transportation system operations.

In the summer of 2001, the MPO selected HNTB Corporation, a national design firm with GIS capabilities, to update and enhance the TMS. The TMS Enhanced User System was developed and deployed in January of 2002. The Enhanced User System included custom tools for easy data access and for management and maintenance of the Long Range Transportation Plan (LRTP), the Indianapolis Regional Transportation Improvement Program (IRTIP), and a Quick Map program. This project phase concluded with the implementation of the TMS Enhanced User System – Version Beta (For more information, see “TMS Update”, *teMPO*, Volume Five, Issue Four).

Now, to further improve the TMS, HNTB has been selected again to implement Phase II of the Indianapolis TMS Enhanced User System. The number one goal of this phase is to execute an effective implementation strategy for deploying TMS Enhanced User System – Version 1.0. This goal will be accomplished in the following ways:

Task One: Version 1.0 Development & Deployment -

This task focuses on refining the User System to provide a deployable Version 1.0 of the entire TMS application. This will involve a limited design analysis of the workflow and user forms to identify areas of needed improvement and user preferences. Task One will be accomplished through independent testing by HNTB analysts and an application review meeting with MPO staff.

Refinements will be reflected in a new version of the Systems Specifications Document, which will identify all enhancements and changes. The refinements will only represent alterations to the existing developed tools and not reflect dra-

matically new system functions. The objective is to ensure the TMS User System is meeting data entry and query needs and enables efficient workflow.

The refinement process will include analysis of the following items in relation to the IRTIP, LRTP, Quick Map, and Data Catalog workflow:

- replacement of certain text boxes with combo boxes
- reconsideration of field names and uses
- reconsideration of aesthetic aspects of the forms (colors, margins, fonts, etc.)
- reformatting of reports
- incorporation of any additional field requirements
- fixing of previously identified ‘bugs’ from the Beta version

TMS PHASE II ENHANCEMENTS

(from page 12)

Once the new Systems Specification Document is reviewed and accepted by key MPO personnel, the development of the altered user tools will begin. All refinements will be appended to the TMS User Guide Document. HNTB analysts will install the TMS on all MPO staff computers and conduct testing in order to assure successful deployment.

Task II: User Training Program – An important element in successfully accomplishing Phase II goals is providing the appropriate level of user training and support. The Task II training program is designed to focus on the most frequent users of the TMS within the MPO.

This training is intended to provide the MPO internal resources for technical support and overall monitoring of the system. The training program will be a one-day, “hands-on” course provided off-site. The training session will cover the custom TMS workflow and procedures. It will include the distribution custom materials developed specifically for documenting the use and management of the TMS.

Task III: Data Enhancements - The 2000 Census and other related initiatives require the Indianapolis MPO to include additional geographic areas in its programming and planning efforts. In order to respond to this need, the TMS data sets must be updated to reflect user-demand.

In order to respond to the needs of planning activities, the TMS network will be expanded to include all thoroughfares within Marion, Boone, Hendricks, Morgan, Johnson, Hancock, Hamilton, and Shelby Counties. The updated TMS network will be based upon the network of the MPO’s 2025 travel demand model. Each new road link will be attributed with a unique identifier to provide the necessary associations within the overall TMS database. All road links will be compared against the old TMS network to verify its integrity with the overall database.

In addition, in order to help the MPO staff respond to new data requirements, available 2000 Census data will be incorporated into the overall database and represented in the TMS Data Catalog as available data layers. These layers, developed by the U.S. Census Bureau, include:

- TIGER Roads, the roads recognized by the U.S. Census Bureau
- Urban Areas
- Indianapolis Urbanized Area Boundary
- Designated Places



- Block Groups
- Tracts
- Voting Districts
- Traffic Analysis Zones (TAZ)

As part of Phase II, HNTB will also assist with 1) the installation of the data sets at the MPO offices and 2) the inclusion of user access to data from the TMS user applications.

“There’s a lot of work to be done on the TMS,” notes Kevin Mayfield, the MPO Planner who, along with Yang, will help coordinate the project. “But, hopefully, by this time next year, one of our most important planning tools, will be working better than ever.”

For more information on the TMS Phase II Enhancements, contact Sweson Yang at 317/327-5137 (syang@indygov.org) or Kevin Mayfield at 317/327-5135 (kmayfiel@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 sbelch@indygov.org
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- Catherine Kostyn • Planner**317/327-5142 ckostyn@indygov.org
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- Philip Roth, AICP • Senior Planner**317/327-5149 proth@indygov.org
- Sweson Yang, AICP**317/327-5137 syang@indygov.org
Chief Transportation Planner

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

2002 PLANNING ACCOMPLISHMENTS

The Draft of the 2003 Unified Planning Work Program (see related story, page 1), like its predecessors, contains a brief summary of the major transportation planning accomplishments for the past year. This includes:

Maintenance Of The MPO Planning Process

1. Quarterly Status Reports
2. 2003 Unified Planning Work Program
3. Attendance/Participation at the Monthly MPO Council Meetings
4. Attendance at the Statewide MPO Conference

Coordination/Community Involvement

1. Quarterly Indianapolis Regional Transportation Council (IRTC) Technical and Policy Committee Meetings
2. Quarterly Meetings of the Section 5310 Specialized Transportation Committee
3. Attendance at the IPTC-IndyGo Monthly Board Meetings
4. Attendance/Participation in the Knozone Public Awareness Program Committee
5. 2002 Indianapolis MPO Annual Briefing Report
6. Neighborhood/Civic Organization Presentations
7. Quarterly Citizens Advisory Committee (CAC) Meetings
8. School Involvement Program in collaboration with the Center for Interactive Learning and

Collaboration (CILC). Major activities in 2002 included student presentations concerning multi-modal transportation made at the historic Madame Walker Theater in May, and the kick-off of the new Livable Communities project (see related story, page 3) at the Eagle Creek Hide-away in August

9. Support and Promotion of the Pedal & Park Program in collaboration with The Greenways Foundation
10. Environmental Justice/Community Inclusion Project - Continued special efforts to involve all neighborhoods in the transportation planning process through the MPO's Community Inclusion Project

11. Five Issues of *teMPO*, official newsletter of the regional transportation planning process

12. Four issues of *CAC Minutes*, reporting

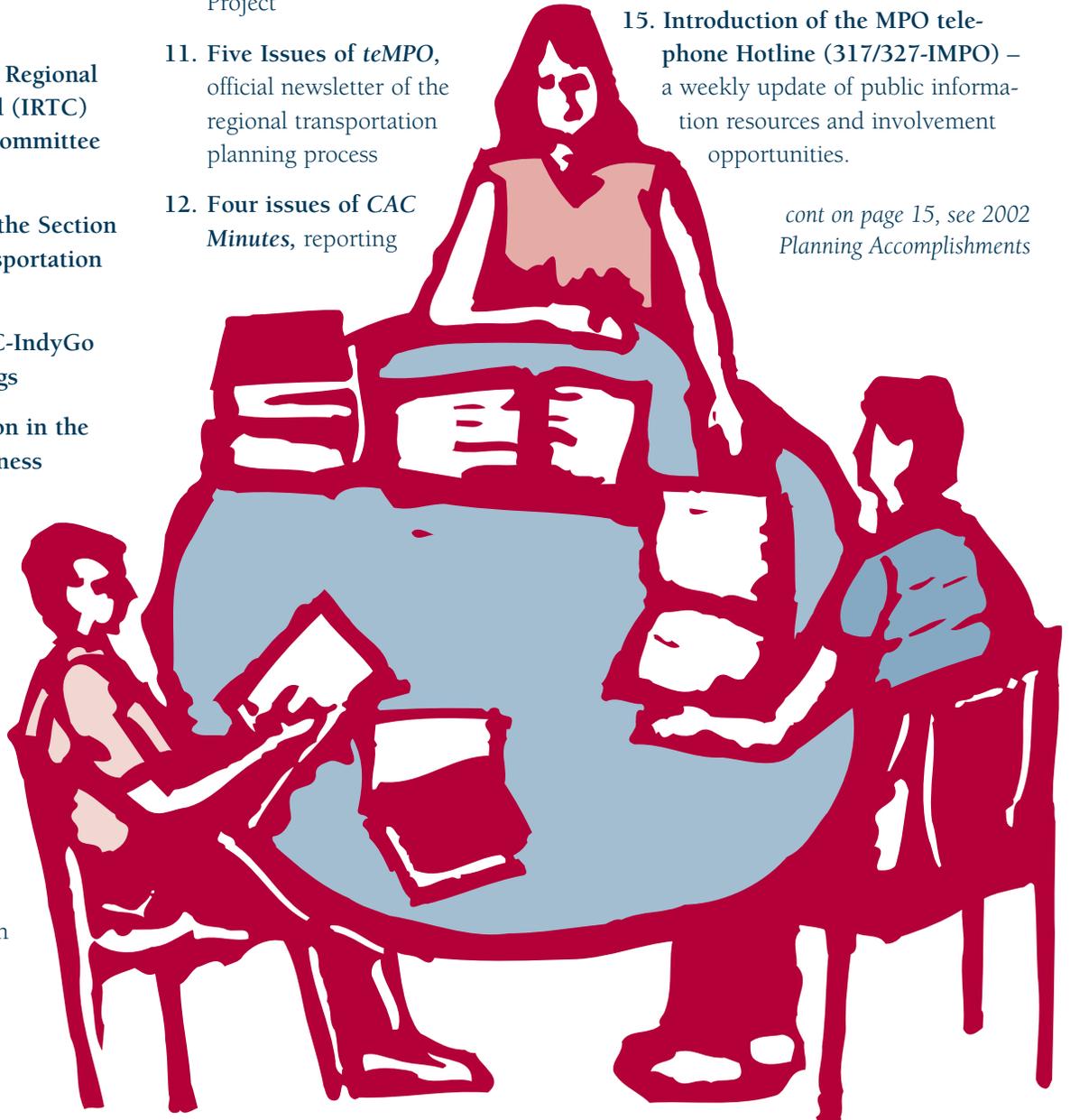
on Citizens Advisory Committee meetings

13. Enhanced Media Advisory/Public Relations Program to encourage coverage and increased public awareness of/participation in the regional transportation planning initiatives

14. Increased paid advertising to promote public participation opportunities in the regional transportation planning process. Ads concerning upcoming Citizens Advisory Committee meetings, available MPO information resources, and public review/comment procedures on planning documents ran in *The Indianapolis Star* and *The Indianapolis Recorder*.

15. Introduction of the MPO telephone Hotline (317/327-IMPO) – a weekly update of public information resources and involvement opportunities.

cont on page 15, see 2002 Planning Accomplishments



2002 PLANNING ACCOMPLISHMENTS

(from page 14)

16. Introduction of a regular schedule of MPO sponsored announcements on WFYI Radio and television to heighten listener/viewer awareness and recall of the MPO's mission and primary information resources (website and Hotline).

17. Expanded distribution of *teMPO* throughout all 23 Marion County libraries and via a limited direct mail program. Copies used for these purposes include a postage free 'bounce-back' card to request being added to the MPO's mailing list.

18. Earth Day Indiana Sponsorship. The MPO developed a full-page ad for the EDI newspaper insert, which was seen by 520,000 Indianapolis *Star* readers. The ad introduced the MPO's new theme line (Our work is getting around.) and described eight MPO initiatives in which readers could participate. Contact information was also included. Additional copies of this insert were distributed throughout the summer at popular venues including Jazz at the Zoo and the Indianapolis State Fair.

Completed 2002 UPWP Activities

1. 2025 Regional Transportation Plan Update – The Regional Plan was amended as needed in response to new information and/or changing conditions

2. 2003-2005 Indianapolis Regional Transportation Improvement Program (IRTIP) (See related story, page 2) – This project documented the federally funded regional transportation projects and programs proposed to be undertaken over the three year period from November of 2003 through October of 2005.

3. **Revised IRTIP Project Selection Criteria**
4. ***conNECTIONS* Draft Environmental Impact Statement and Public Hearing** – The Draft Environmental Impact Statement was completed in 2001 and a public hearing was held. The MPO organized and facilitated a Policy Steering Committee (PSC) meeting in January, 2002. The purpose of this meeting was the selection of preferred alternatives. The Policy Steering Committee recommended advancing the preferred highway alternative and requested additional transit information and analysis before selecting a preferred transit alternative.
5. **Bicycle Route signs in Marion County** – More than 1,260 bike route signs have been posted in 2002.
6. **Street Facilities Inventory Update**
7. **Continuation of the Traffic Impact Study Process for Marion County**
8. **Coordination of the Transportation Enhancement Applications for the Indianapolis Metropolitan Planning Area**
9. **Coordination of the Section 5310 Applications for Marion County**
10. **Intermodal Freight System Plan Airport Deployment Study** - This study is exploring the intermodal connections and Intelligent Transportation System (ITS) potentials of the airport area. It was completed in draft form during 2001. During 2002, the report was finalized and strategies to further plan recommendations were identified and pursued.

Nine-County Travel Simulation Model - A Nine-County model was developed and installed during



2001 in anticipation that the Nine-County Metropolitan Statistical Area may be designated non-attainment for the ozone pollutant. It was developed in collaboration with INDOT and the Anderson MPO via a Memorandum of Understanding. 2002 activities included finalizing documentation and training in the use of the model.

12. Glendale special Neighborhood Study – A draft of the Special
*cont on page 16, see
2002 Planning Accomplishments*

2002 PLANNING ACCOMPLISHMENTS

(from page 15)

Glendale Area Study, analyzing the effectiveness of improving the livability of an existing neighborhood by retrofitting it with sidewalks, bicycle and transit facilities, was completed in 2001. During 2002, the draft was made available for public review and will be finalized. Upon completion of this report next steps were identified including a self-evaluation of the study process and the desirability to undertake similar studies in the future.

13. TMS Update - Phase 1.

Completed system enhancements to the Transportation Monitoring System initiated in 2001. The enhancements are intended to make the TMS more responsive to user needs and to better integrate other MPO data files with the TMS.

14. Amendment to the Official Thoroughfare Plan for Marion County

15. Enhancements to the MPO Web site - On-going enhancement of MPO website to make it a more user-friendly and effective communications tool.

2002 UPWP Activities In-Progress

1. **Update of the TMS – Phase 2 (10% complete)** Initiated Phase 2

enhancements to the Transportation Monitoring System.

2. **Congestion Management System (10% complete)** - Update of the Congestion Management System to incorporate the 2025 Regional Transportation Plan.

3. **Pedestrian System Plan (10% complete)** - This is a collaboration with IndyGo and other regional stakeholders in addressing the need for improved pedestrian amenities within the region. A multi-phased process is envisioned.

6. **Regional Planning Guide, in collaboration with the Central Indiana Regional Community League (50% complete)**. This collaboration with the Central Indiana Regional Community League (CIRCL) was initiated and 20% completed in 2001 to assist CIRCL in developing a planning options resource book for creating pedestrian- and transit-friendly communities. The 2002 UPWP included additional money for printing, marketing and training associated with Regional Planning.

7. **Market Street at I-65/I-70 Ramp Study (80% complete)**

8. **Metropolitan Planning Area Boundaries (80% complete)**

2002 UPWP Activities Not Initiated

1. **Corridor Planning Study**

2. **Evaluation of the Public Involvement Program** – This

evaluation is intended to ensure the effectiveness of the MPO's community involvement process

and to identify opportunities for continued improvement.

For more information on the status of these projects from the 2002 Unified Planning Work Program, contact MPO Chief Transportation Planner Sweson Yang, AICP, at 317/327-5137 (syang@indygov.org) or MPO Manager Mike Dearing at 317/327-5139 (mdearing@indygov.org).



Phase One, initiated in 2001, focused on defining the problem and developing a recommended course of action. Phase One was completed and Phase Two initiated in 2002 .

4. **Travel Demand Model (10% complete)**

5. **Regional Center/GIPC (30% complete)**

DEARING PROMOTED

Elsewhere in this issue of *teMPO*, you may see Mike Dearing referred to as “MPO Principal Planner” - a position he’s held for more than two years. But, as of December 2, that title is passe. That’s when Mike’s promotion to MPO Manager/Master Planner officially took effect, just as *teMPO* was going to press. In this position, he succeeds Mike Peoni, AICP, who has moved on to become Administrator of the Indianapolis Division of Planning.

Mike Dearing has worked in transportation planning since 1979, a year after he received a Bachelor of Science degree from Ball State University with a double major in Geography and Natural Resources and a minor in Urban and Regional Studies. He joined the Indianapolis MPO in July, 1994. His previous professional experience includes 11 years as a Transportation Planner with the Indiana Department of Transportation (INDOT) and four years as Senior Transportation Planner with the Madison County Council of Governments — the MPO in Anderson, Indiana.

Regular *teMPO* readers, and those who frequent Citizens Advisory Committee meetings, either in person or on WCTY (Cable Channel 16), will recognize Mike as a regular contributor and presenter on a variety of transportation-related topics. His most recent MPO responsibilities include:

- Preparation and maintenance of the Indianapolis Regional Transportation Improvement Program (IRTIP). (See related story, page 2)
- Monitoring of the federal aid transportation improvement projects in the Indianapolis Metropolitan Planning Area
- Project Manager for the preparation of the Indianapolis Regional Pedestrian System Plan



- Coordination of bicycle and pedestrian corridor development
- Planner-In-Charge of the MPO’s School Involvement Program which encourages the participation of area high school and middle school students and teachers in the regional transportation planning process. (See related story, page 3). This program, coordinated by the Center for Interactive Learning and Collaboration, has received a “Best Practices”

designation from the United States Department of Transportation (USDOT) and has been included in their Best Practices publication for distribution to MPOs and other agencies nationwide.

- Chairman of the Multi-modal Task Force
- Member of the Indiana Governor’s Planning Council – Transportation and Disability Policy Coalition
- Coordination of agendas and meetings of the Indianapolis Regional Transportation Council’s Policy Committee and Technical Coordinating Committee (IRTC). The IRTC is the official decision-making body with which the MPO coordinates its transportation planning efforts.

“His background, planning expertise and many, established planning partner contacts, make Mike perfect for this job,” explains Mike Peoni, whom he succeeded. “He’s not only a good planner, but also a good person, and I felt privileged to recommend him,” he says. “The MPO is in very good hands.”

Mike Dearing grew up in Anderson, Indiana, where he began his planning career. From 1968 to 1972, he served as an aerial photo interpretation specialist in the United States Air Force, where he received the Air Force Commendation Medal in 1972. During his tour of duty, Mike enjoyed living in Denver, Omaha, and Honolulu, but returned to central Indiana to make his home. He currently lives in the Broad Ripple area of Indianapolis.

You can reach Mike in his new capacity as MPO Manager/Master Planner by contacting him at 317/327-5139 or mdearing@indygov.org.

SCHOOL INVOLVEMENT PROGRAM

(from page 3)

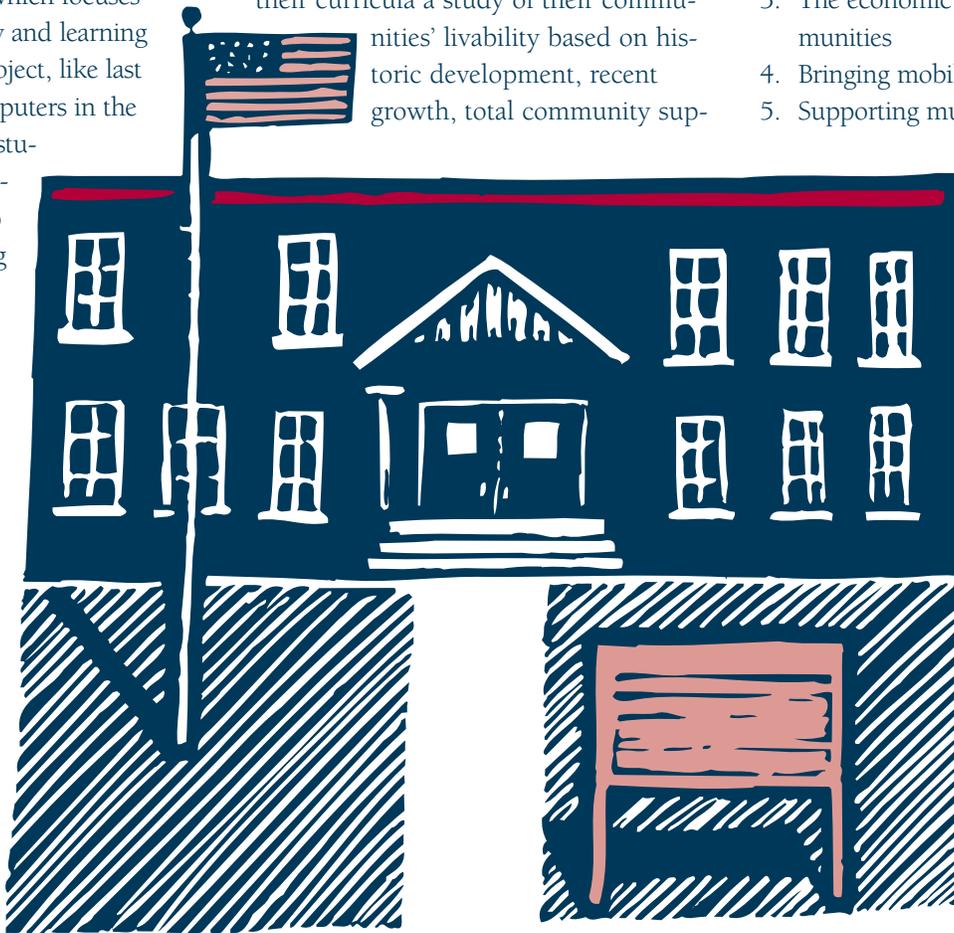
process supports the application of technology in the form of distance learning, web-based learning, digital technology, and the use of various software applications, such as PowerPoint. Computer-based aspects of the program are supervised by ROCKMAN ET AL of Bloomington Indiana which focuses on bringing technology and learning together. This year's project, like last year's, puts laptop computers in the hands of participating students who might otherwise not have access to these powerful learning tools.

Three Indianapolis Public Schools (Crispus Attucks, Forest Manor, and Harshman Middle School) are participating in this year's Livable Communities project, as are Noblesville High School, Brownsburg Junior High and Perry Meridian High School (see related story, page 11). These schools are grouped into collaborative teams of three or four. These teams are studying different facets of the issue and will make their own presentation to the MPO and its program partners at the end of the school year.

Teachers and students at participating schools are currently working together to research issues related to livable communities, including which elements are most desired, the role of the public citizen in community development, how communities grow, how urban sprawl impacts quality-of-life and the importance of mobility on a community's economy

and lifestyle. All project issues are grounded in a teacher's curriculum standards. For example, a teacher might be looking at environmental impacts in Science, transportation throughout History, and community growth in Social Studies.

In addition, this Vista Program has encouraged students and teachers in Southern Indiana (Evansville, Tell City and New Albany) to incorporate within their curricula a study of their communities' livability based on historic development, recent growth, total community sup-



port, ease of travel, transportation systems, resident safety, overall ambience, cultural heritage and willingness to support cultural diversity. These and other considerations will contribute to a single, primary question which participants will spend the second semester investigating.

As in past years, all academic disciplines were invited to join in this year's project. Final presentations at the end of the school year will be made to several public entities, including the MPO and other City planners, members of state and

local government, business representatives, federal highway personnel, chamber of commerce members, leaders in tourism and any other community members interested in the study's subject and process.

Aspects of Livable Communities currently under consideration by program participants include:

1. Policy decision-making
 2. Building financial, strategic and political support
 3. The economic viability of livable communities
 4. Bringing mobility to our central hubs
 5. Supporting multiple types of transportation to reach all members of society
 6. Creating workable model communities
 7. Developing financial plans and proposal to support individual aspects of the community
 8. Studying historical trends impacting the community and important recent events that have called into question a community's security and transportation priorities
 9. Elements that make a community livable and does our community meet our needs
 10. Planning for 15 – 20 year growth patterns
 11. Studying the urban structure
 12. The environmental impacts of community growth
 13. How do we make getting out of our cars cool
 14. Building support of culturally diverse communities
 15. Supporting youth in the community
- “These are big issues, but our past

IRONS IN THE FIRE

Planning Area Expands

On October 2, 2002, of *The Indianapolis Star's* Growth & Development page reported that the MPO "will be reaching deeper into suburbia to find solutions to traffic problems, thanks to the results of the 2000 Census." The article dealt, in broad terms, with the likelihood that the MPO's Metropolitan Planning Area (MPA) will soon be expanding further into neighboring counties and absorbing growing suburban communities, a subject discussed at the October Citizens Advisory Committee by MPO Senior Planner Philip Roth.

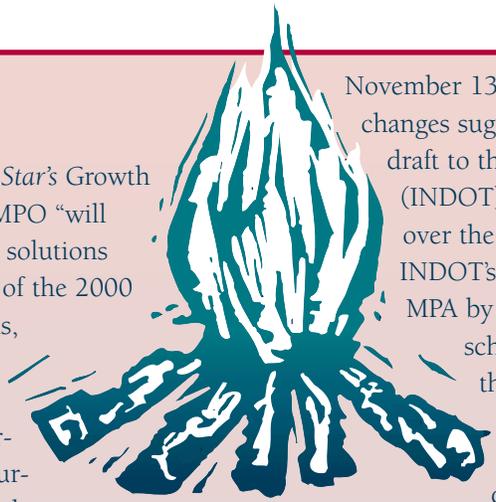
"The 2000 Census Urbanized Area (UZA) has required the MPO to reconsider the boundaries of its MPA," Roth said. The Bureau of the Census currently defines an urbanized area as "a densely settled territory that contains 50,000 or more people." Population growth in communities neighboring Marion County account for the MPA expansion.

Communities within the new urbanized area which must be included in the MPA include Cicero (Hamilton Co.), Noblesville (Hamilton Co.), Arcadia (Hamilton Co.), McCordsville (Hancock Co.), New Palestine (Hancock Co.), Danville (Hendricks Co.), Pittsboro (Hendricks Co.), Bargersville (Johnson Co.), Franklin (Johnson Co.), Brooklyn (Morgan Co.) and Mooresville (Morgan Co.). Communities that are potentially within the 20-year urbanization envelope, which regulations say must be considered, include Whitestown (Boone Co.), Atlanta (Hamilton Co.) and Greenfield (Hancock Co.).

As part of determining the expanded planning area, MPO staff have engaged in discussions with the affected communities throughout greater Indianapolis. These meetings have been held on a county-by-county basis, and have included Town Council Presidents, town managers, plan commission directors, street department personnel, and/or municipal engineers. By the end of November, all meetings had been held -- a total of fifteen.

Currently the *draft* MPA boundary encompasses about 1,330 square miles, an increase of 555 square miles (or 71%) over the 1990 boundary. "Generally speaking, the MPO advocates as small a planning area as possible that still accommodates federal regulations and our planning objectives," Roth explained. "Federal transportation funding is unaffected by MPA size. So, a larger MPA could potentially dilute the benefit of our funding."

The expanded MPA boundary was presented to the Indianapolis Regional Transportation Council (IRTC) on



November 13, 2002. The MPO has incorporated minor changes suggested by the IRTC and forwarded the draft to the Indiana Department of Transportation (INDOT). Governor O'Bannon has final authority over the MPA boundary, but is likely to accept INDOT's recommendation and approve the new MPA by early next year. If INDOT adheres to this schedule, future issues of *teMPO* will include the new planning area map.

For more information on the MPO's expanded MPA, or on the process to determine its final boundary, contact Philip Roth at 317/327-5149 (proth@indygov.org).

Rapid Transit Study Status Update

In its Saturday, November 13 issue, *The Indianapolis Star* also reported the selection of Indianapolis Transit Consultants (ITC) as the primary consultant to facilitate the MPO's region-wide Rapid Transit Study.

ITC is a co-venture of several transportation planning, engineering and design firms, all of which have relevant rapid transit system planning or engineering experience with a variety of transit technologies. The consultant was recommended by a selection committee that included representatives from the MPO, the Indiana Department of Transportation, Indianapolis Public Transportation Corporation, the City of Indianapolis, Indianapolis International Airport, the Central Indiana Regional Transit Alliance, and other appropriate stakeholders.

Included among those companies working under the ITC name are:

Schimpeler/American of Louisville, a division of American Consulting Engineers, which has experience in rail transit system planning in Louisville, San Antonio, Miami, and Los Angeles.

Jacobs Engineering, which has experience in rail transit engineering and environmental documentation for projects in Dallas and St. Louis. The light rail system in St. Louis is considered by many to be the national model.

Jakes Associates, which has international experience in light rail, diesel multiple units (DMU's) and monorail projects. Jakes Associates was an integral part of the design and engineering team for the Clarian People Mover system.

Both Schimpeler and Jacobs Engineering have service offices in Indianapolis. Other ITC partners include Paul I. Cripe, Inc. (engineering and design support), Manual Padron Associates (transit systems and operations planning), Shrewsbury & Associates (environmental and real estate ser-

cont on page 20, see Irons in the Fire

IRONS IN THE FIRE

(from page 19)

vices) and Barnes and Thornburg (financial consulting).

The general purpose of the Rapid Transit Study is to consider the preferred placement of a region-wide transit system and the preferred transit mode of travel, including commuter or light rail, or bus. Roth noted that it would 1) answer lingering rail questions raised by the *conNECTIONS* study of Northeast Corridor Transportation, 2) develop a conceptual region-wide transit system plan, 3) study in detail a transit link between downtown and the airport, and 4) recommend a preferred transit technology for our region.

Like *conNECTIONS*, the study will feature a comprehensive public information and involvement program. However, unlike *conNECTIONS*, the Rapid Transit Study will not involve the development of a Draft Environmental Impact Statement or the guidance of a separate Study Review Committee (SRC). Environmental review will occur after the Rapid Transit Study is completed. The Indianapolis Regional Transportation Council – the official decision-making whose members include representative from the 23 communities located within the metropolitan planning area — will serve as SRC.

The Rapid Transit Study is budgeted at \$1.5 million and is expected to last 18-24 months. For more information, contact Philip Roth at 317/327-5149 (proth@indygov.org) or MPO Senior Planner Stephanie Belch at 317/327-5136 (sbelch@indygov.org).

Thoroughfare Plan Update

On June 19, 2002, an updated Official Thoroughfare Plan for Marion County was adopted as a segment of the Marion County Comprehensive Plan by the Metropolitan Development Commission (MDC). The Thoroughfare Plan

allows for the orderly development of the area's roadway system by identifying needed roadway improvements, establishing priorities, and preserving right-of-way along thoroughfares as part of the development process. It was last updated in 1999.

Planning support for the priority improvements identified in the Thoroughfare Plan update was provided by the Indianapolis Regional Transportation Plan, which was most recently amended in April, 2002. The Thoroughfare Plan amendment is intended to change priority improvements to be consistent with those now in the Regional Plan.

The updated Official Thoroughfare Plan for Marion County can now be reviewed on the MPO's web site (indy.gov/indympo). The streets it identifies comprise an inter-connecting hierarchical system of roadways that includes freeways, expressways and primary and secondary arterials. This system is intended to channel traffic off of the region's local streets.

The Thoroughfare Plan Update added 120 major street improvements proposed for Marion County. Each of these projects, and all improvements included in the Thoroughfare Plan, is recommended for implementation during one of four phases, between now and 2025. These proposed improvements will provide roadway capacity needed to accommodate traffic demand forecast by the year 2025. There are now 1,029 miles of road on the Thoroughfare Plan. Of these, just over 208 miles have been recommended for major improvements by the year 2025.

While every effort was made to minimize errors, the MPO encourages anyone with corrections, questions or suggestions about information contained in the plan to contact Steve Cunningham, MPO Senior Planner, at 317/327-5403 (scunning@indygov.org) or Kevin Mayfield, MPO Planner, at 317/327-5135 (kmayfiel@indygov.org).



COMPONENTS

To encourage awareness of, and informed participation in, its regional transportation planning process, the MPO includes display advertising among the many communications strategies utilized in its Public Involvement Program (PIP). Featuring consistent use of the “iMPOrtant” format to build awareness and heighten recall, these ads appear in the *City & State* section of *The Indianapolis Star*, *The Indianapolis Recorder* and other regional publications.

The ads shown here ran in October, November and December of this year. From the top, the first promoted attendance at the October Citizens Advisor Committee meeting, the fourth such quarterly gathering of the year, by highlighting planned agenda items. This ad appeared in the October 11th issue of *The Indianapolis Recorder* and the October 16th issue of *The Indianapolis Star*. The meeting was held on the evening of Tuesday, October 22nd at the City-County Building, downtown Indianapolis.

The second ad encouraged review of and comment on amendments to the 2003-2005 Indianapolis Regional Transportation Improvement Program (IRTIP) (see related story, page two). The IRTIP documents federally funded transportation improvement projects programmed for our region over a three year period. This ad refers to a Legal Notice that appears in the same day's paper and offers more detailed information. This ad appeared in the October 23 issue of *The Indianapolis Star* and the October 25th issue of *The Indianapolis Recorder*.

The third ad, which ran on November 12th and December 3rd in *The Indianapolis Star* (November 15th and December 6th in *The Indianapolis Recorder*) promotes various ways the public can stay interested, informed and involved in the regional transportation planning process. Several of the strategies mentioned, including the distribution of *teMPO* through all Marion County Libraries and the new MPO hotline (317/327-IMPO), were added to the Public Involvement Program earlier this year.

Through its various PIP outreach strategies, including display advertising, the MPO will continue to inform readers of upcoming participation opportunities.

I M P O R T A N T

The Metropolitan Planning Organization (MPO) invites you to a Citizens Advisory Committee meeting on Tuesday, October 22 at 6:30 PM.

Agenda items will include amendments to the Indianapolis Regional Transportation Improvement Program, status updates on the regional Rapid Transit Study and Metropolitan Planning Area, and the draft Unified Planning Work Program for 2003.

Join us in Room 107 of the City-County Building, 200 East Washington, downtown Indianapolis.

For more information on transportation planning, call 327-5142 or visit www.indygov.org/indympo.

I M P O R T A N T

The Metropolitan Planning Organization (MPO) invites your input on proposed amendments to the 2003-2005 Indianapolis Regional Transportation Improvement Program (IRTIP).

The IRTIP documents federally funded improvements recommended for our region over a three-year period, including roadway re-construction, bridge rehabilitation and intersection improvement projects.

For your review, a complete listing of the proposed amendments appears in today's Legal Notices. For more information, call 317/327-5139.

For more information on transportation planning, call 327-5142 or visit www.indygov.org/indympo.

I M P O R T A N T

Need information on transportation planning in our area? Your Metropolitan Planning Organization (MPO), the region's primary transportation planner, offers these resources:

Free publications are available by calling 317/327-5135.

teMPO, the MPO's official newsletter, is available at all Marion County libraries.

Transportation-related maps, documents, meeting notices, and more, can be found on the MPO web site at indygov.org/indympo.

New information and public participation opportunities are featured each week on the MPO Hotline at 317/327-IMPO.

For answers to specific questions, call 317/327-5142.

Our work is getting around.

PEDAL & PARK SPONSORSHIP RENEWED

It's the little program that could. And, with a pledge of continued support from your MPO, it could do it again in 2003.

Despite cool, wet weather that dampened the festivities at four of its six scheduled greenways-adjacent events this year, the Pedal & Park program exceeded past achievements by increasing the duration of its season, the number of cyclists it served, and the amount of sponsorship dollars it earned.

As organized by The Greenways Foundation, the purpose of the Pedal & Park Program is to encourage use of non-motorized transportation alternatives, promote travel along Indy Greenways, dispense relevant recreational literature, and raise funds for its partnering not-for-profit organizations. It accomplishes these goals by providing area cyclists with free, secured parking at greenways-adjacent events throughout the spring, summer and fall. This year, the program saw a sharp increase in participants taking advantage of the travel and parking convenience offered by cycling to some of the region's most popular venues.

Here's how it works: Area cyclists can ride to Pedal & Park events along greenways paths, or other appropriate routes, and check their bikes into the corral where they receive a claim ticket. The fenced corral is continuously supervised and monitored by volunteers from not-for-profit 'partner' organizations. As program sponsor, the Metropolitan Planning Organization (MPO) pays \$1 for each bike parked. This year, that was more dollars than ever before.

"In many ways, we broke new ground this year," says Tom Olsen, President of The Greenways Foundations. "With the continued financial and promotional support of the Metropolitan Planning Organization, we were able to start our season earlier than ever before, stay active later and, along the way, serve more cyclists at more events than ever before." The first Pedal

& Park event this year was the Earth Day Indiana Celebration on April 27th; the last, Explore IUPUI on October 12th.

Pedal & Park provided free, secured bicycle parking at six of the region's most-popular outdoor events in 2002, for a total of 18 days of service to hundreds of area cyclists who

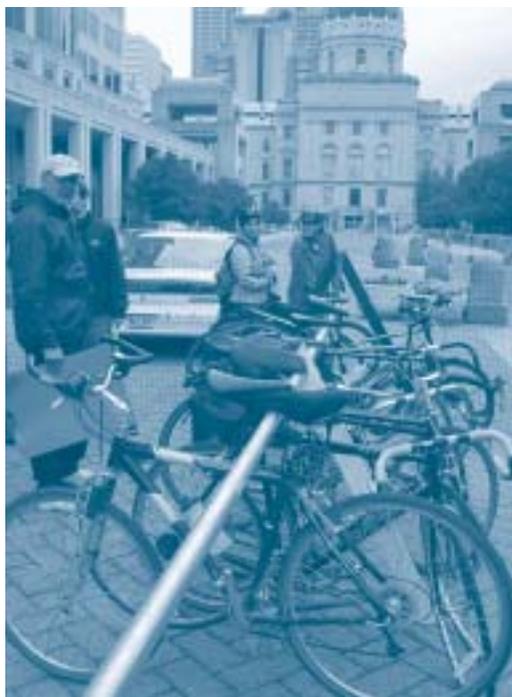
chose to 'take the path of least resistance' when it came to traffic congestion. "The more people we can get out of their cars and onto their bikes, the better traffic and parking will be for everyone, especially around popular events," Olsen notes. "This year, Penrod (September 7) was our busiest day with 154 people parking in our Bike Corral over eight hours." Other 2002 Pedal & Park events included the Broad Ripple Art Fair (May 11 & 12), Bike-To-Work Day (May 17) and the Indiana State Fair (August 7 through 18).

Due in part to this success, the MPO has committed to a third year of program sponsorship in 2003. At an October 23rd meeting with the Greenways Foundation, Mike Peoni, Administrator of the Indianapolis Division of Planning, and Mike Dearing, MPO Manager/Master Planner, endorsed the program for another year as primary sponsor. As in past years, terms of the sponsorship include funding the free bike parking at a rate of \$1 per bike parked (with a minimum daily guarantee of \$125); promotion of Pedal & Park events in MPO advertising and publications, and on the MPO Hotline (317/327-IMPO and website (indygov.org/indympo)); and, on-going media and public relations support throughout the season. In 2002, the MPO paid The Greenways Foundation \$2,279 in parking fees, which in turn were distributed to the not-for-profit organizations whose members monitor the corrals, including the Central Indiana Bicycle Association (65%), the Indiana Bicycle Coalition (19%) and

Indy Parks Greenways (16%). In addition, Pedal & Park uses MPO tents to shelter its volunteers and literature displays.

"We don't do it out of the goodness of our hearts," Peoni laughs. "We consider the Pedal & Park sponsorship a sound

cont on page 23, see Pedal & Park



PEDAL & PARK

(from page 22)

investment in our mission and in our region's future. Plus, it's a good value for our money," he says. "Due, in part, to programs like Pedal & Park, cycling is catching on in Marion County as an efficient, enjoyable alternative to car travel."



Dearing agrees. "The MPO actively supports the use of alternative modes of travel as a means of increasing the efficiency of our regional transportation system. Program like Pedal & Park help us do that," he explains. "The more we can get people to start thinking of the bicycle as a means of transportation as well as recreation, the better off we'll be. Our air, and our health, will improve. And, the more of those people we can encourage to use our greenways system, the less congested our streets become." Dearing was the planner-in-charge of the development of the Marion County Bike Route System



and User Map (2000), which incorporates the Indy Greenways, and the Multi-modal Task Force (2001). He is also overseeing work on the Pedestrian System Plan, now in-progress.

"Our sponsorship of the program has other benefits, as well," notes Peoni. "Pedal & Park volunteers, manning our tents and distributing our literature, give us a presence at high profile, local events. That helps increase top-of-mind awareness and public recall of what the MPO is, and what it does. And," he says, "as we promote our association with the program, and encourage area residents to bike to each upcoming Pedal & Park event, the message gets out that we are proactive and responsive when it comes to satisfying their desire for greater mobility choice."

The proposed Pedal & Park schedule for 2003 currently totals 19 days of bike corral availability, one more than in 2002. Among the proposed venues are:

EVENT DATE

Earth Day April 26,2003

Broad Ripple Art Fair May 10-11, 2003

Bike-To-Work Day May 16, 2003

Talbot Street Art Fair June 7-8, 2003

Indiana State Fair August 6-17,2003

Penrod September 6, 2003

"We're still firming up our plans, so dates and events may change," says Olsen. "But one thing is for sure, the more demand there is for Pedal & Park travel convenience, the more places we'll be in 2003."

For more information on the Pedal & Park program, including event dates and times for 2003, call 317/297-1283 or 317/710-0739 or visit the Indy Greenways web site at www.indygreenways.org/pedalpark. To volunteer as a corral supervisor, call 317/255-0559.

SCHOOL INVOLVEMENT PROGRAM

(from page 18)

School Involvement Program projects, have proven that our participating students are more than up to them,” says Mike Dearing, MPO Principal Planner.

Monica Cougan, CILC Director of Community Connections, agrees. “Students find it motivating when organizations like the MPO consider and embrace their ideas. They also enjoy applying their academic skills to issues that impact their community,” she says. “The MPO is actually getting to know life-long planning partners very early in their careers, while these citizens are still being formed.”

There are benefits for participating educators, as well. Teachers have found that collaboration with other educators and community leaders brings valuable

resources into their classrooms. Many have been energized by the increase in their students’ motivation, interest and enthusiasm as a result of classroom explorations.



Locally, most have also expressed interest and desire in continuing the School Involvement Program for their students.

“There is no downside here,” Dearing states. “The MPO initiated its School Involvement Program as a way to support local education, but we’ve been amply rewarded with fresh ideas that we can actually use,” he says. “And that can only help our community and its transportation planning process. As proof, Dearing can cite the “Best Practices” designation the program received from the United States Department of Transportation.

For more information on the MPO School Involvement Program, contact Mike Dearing at 317/327-5139 (mdearing@indygov.org), or Monica Cougan at 317/231-6526 (mcougan@visionathena.org).

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tempo

SPECIAL

EDITION

OCTOBER 2002

KEEPING PACE WITH OUR TRANSPORTATION NEEDS

OUR WORK IS GETTING AROUND

Like our new signature line says, your Metropolitan Planning Organization (MPO) is in the business of mobility; planning to get goods and people safely and efficiently around the Indianapolis region. And, thanks to our various public involvement initiatives, including publications like this one, word of what we do, how we do it, and how you can help has gotten around, too.

Just look at this Special Edition of *tempo*. Here you'll find a cover story on the first state-of-the-art, private transit system to be built over public lands . . .

cont on page 3, see Getting Around

CLARIAN PEOPLE MOVER

By now, most area residents have heard about the elevated, fully-automated dual-rail guideway system Clarian Health Partners built to quickly transport personnel and patients between Methodist Hospital and the campuses of Indiana University Medical Center and Riley Hospital for Children. The Clarian People Mover has been the focus of intense media attention and public interest both before and after it broke ground on May 22, 2001. Probably few, however, grasp the national significance of this initiative in the areas of public/private cooperation, regional economic development, neighborhood revitalization and future transportation planning.

cont on page 18, see Clarian People Mover



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INDOT CISTMS

The acronym stands for Central Indiana Suburban Transportation and Mobility Study (CISTMS), but knowing that doesn't really tell you much about this 18-month Indiana Department of Transportation (INDOT) initiative. "Its basic goal is to improve suburban mobility throughout Central Indiana," explains John Myers, PE, AICP of Parsons Brinckerhoff Quade & Douglas, Inc., the transportation engineering firm serving as consultants to the Indiana Department of Transportation on the study. "That's a very specific job, and a big one" he notes, "but it's also just a small piece of the on-going refinement process INDOT has initiated for its recently completed Long Range Plan."

cont on page 12, see INDOT CISTMS



ACRO-NYMBLE

Here's a list of the acronyms used in this issue. Refer to it to keep your understanding letter-perfect.

AA – Alternatives Analysis

AICP – American Institute of Certified Planners

ATMS – Advanced Traffic Management System

APM – Automated People Mover

CAC – Citizens Advisory Committee

CD – Compact Disk

CEO – Chief Executive Officer

CILC – Center for Interactive Learning and Collaboration

CIRCL – Central Indiana Regional Community League

CIRTA – Central Indiana Regional Transit Alliance

CISTMS – Central Indiana Suburban Transportation and Mobility Study

CMAQ – Congestion Mitigation & Air Quality

COO – Chief Operating Officer

DBE – Disadvantaged Business Enterprise

DEIS – Draft Environmental Impact Statement

DMD – Department of Metropolitan Development

DPW – Department of Public Works

FHWA – Federal Highway Administration

FTA – Federal Transit Administration

IBC – Indiana Bicycle Coalition

IIA – Indianapolis International Airport

INDOT – Indiana Department of Transportation

IRTC – Indianapolis Regional Transportation Council

IRTIP – Indianapolis Regional Transportation Improvement Program

ITS – Intelligent Transportation System

MDC – Metropolitan Development Commission

MBE – Minority-owned Business Enterprise

MPO – Metropolitan Planning Organization

PSC – Policy Steering Committee

RTS – Rapid Transit Study

SR – State Road

STP – Surface Transportation Program
TEA-21 – Transportation Equity Act for the 21st Century

TMS – Traffic Monitoring System

TSM – Transportation System Management

UPWP – Unified Planning Work Program

WBE – Woman-owned Business Enterprise

QUESTIONS ANSWERS

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, MPO Senior Planner Stephanie Belch explains the “big picture” transportation planning benefits of the Special Neighborhood Study of the Glendale Area for which she served as Planner-in-Charge.

What's happening with the Glendale Neighborhood Study? I've followed it pretty closely last year through the Public Workshops, teMPO articles and Citizens Advisory Committee reports. And, I know it was in the news again this summer when the public could read and comment on the study's Final Report. In fact, I did that at the Glendale Library. But what's happening now? Was the study a success? Will any of its recommendations be implemented?

– in-person questions asked after the August Citizens Advisory Committee meeting

In planning terms, the Glendale Special Neighborhood Study was, and is, very successful. In fact, it is still on-going since the MPO and study consultants Storrow Kinsella Associates continue to collect and incorporate public comments into the study's Final Report. By the way, what you read at the Glendale Library was a *draft* Report. We posted it on our web site and made it available through the library so area residents could review it in-detail and react to it. We also ran advertising during the Public Review and Comment period which ended July 19th to encourage people to participate in the process. *The Indianapolis Star* helped out by running related stories in response to our media advisories in mid-July, as did Channels 6 and 13.

The result? More than 700 people reviewed the report. Though a relatively few (30, or so) felt the need to comment, those who did will be happy to know that their thoughts are being incorporated into the final document. That process is happening right now. And the comments continue! The first week of September, I received a call from an enthusiastic supporter of the study's recommendations who wanted her feelings to be known. Although we're going to have to set a true 'cut-off' date sometime, I asked her to write me a letter so we'd have a record of her thoughts.

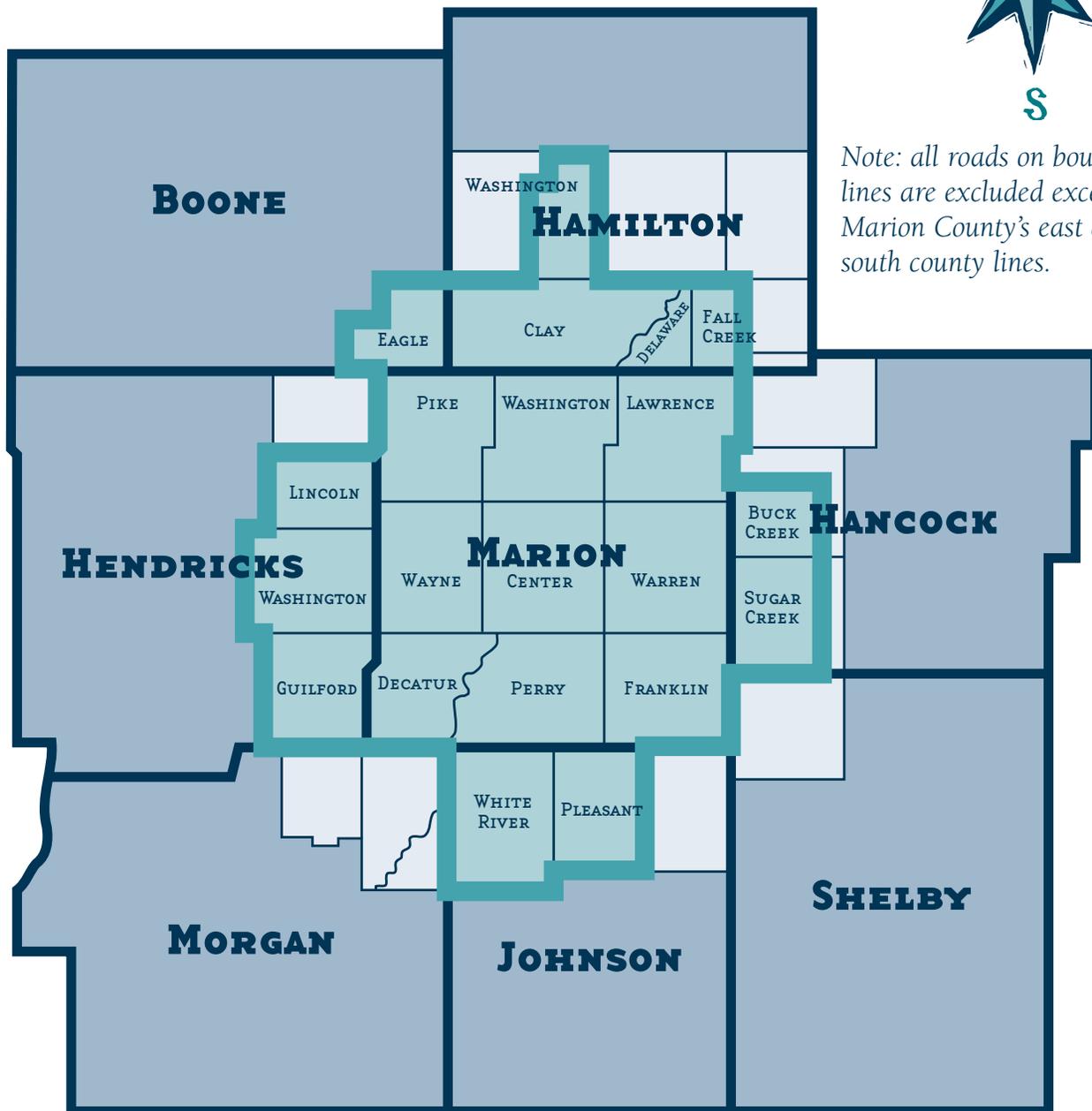
Not all of the comments received were positive, of course. Most of those that were critical of the study's recommendations had the biggest problem with the idea
cont on page 8, see Q & A



STEPHANIE BELCH
MPO SENIOR PLANNER

INDIANAPOLIS METROPOLITAN PLANNING AREA

-  **METROPOLITAN PLANNING AREA (MPA)**
(PROJECTED URBANIZATION BY THE YEAR 2020)
-  **MPO 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.

OUR WORK IS GETTING AROUND

(from page 1)

way over! Clarian's elevated APM (automated people mover) is nearing completion and *teMPO's* along for the ride. You can also read about INDOT's CISTMS: a study to improve suburban mobility

while drawing traffic away from I-465. And, about the Ozone Flex Program, offering us the opportunity to improve our air quality *our way*. And, about the Rapid Transit Study, investigating the best options for a region-wide system.

Plus, catch up with IndyGo's new CEO, the Glendale Neighborhood

Study, the new Cultural Trail Concept, the Marion County Bike Route Map Update, and so much more. It's all here, along with contact names and numbers, just waiting for you to *get around* to reading *teMPO!*

CULTURAL TRAIL CONCEPT

It's only an idea at the moment, but one that has a lot of people talking. The Cultural Trail is the name of a concept on which the MPO and the City of Indianapolis are currently assessing public reaction. Starting in August of this year, MPO Principal Planner Mike Dearing met with residents of historic neighborhoods which could be located along, and impacted by, such a trail. "The reaction has been generally favorable," Dearing says. "I've met with a number of groups so far, including the Marion County Alliance of Neighborhood Associations (MCANA) and the Citizens Advisory Committee (CAC), and people are intrigued by the idea" he says. "They definitely want to know more."

The concept of the Cultural Trail is an outgrowth of Indianapolis Mayor Bart Peterson's Cultural Development Initiative and the downtown convergence of the Regional Greenways System. It is described as a dedicated bicycle and pedestrian trail of high design that would link the cultural resources and attractions of the Indianapolis Regional Center. Envisioned as a continuous loop, the Trail would offer travelers separation from vehicular traffic in a park-like atmosphere through strong landscape design and consistent identity elements. Its objectives would be to connect downtown with other districts and neighborhoods via the Greenway System, engage the historic mile square, link key cultural districts, begin and end at White River State Park, utilize the recently completed Canal Walk, and accommodate bicycle, pedestrian and shuttle modes of travel.

Aspects of the concept, including some design considerations and amenities, are based on successful urban trail models located elsewhere, such as the Chicago Lakeshore Trail, New York's Battery Park Esplanade, St. Anthony's Falls Heritage Trail in Minneapolis and Boston's Freedom Trail. Unlike those trail systems, however, the proposed Cultural Trail would offer some features only Indianapolis could provide. For example, the scale of the city's downtown area allows circumnavigation on a continuous trail loop. The models are linear systems. Also, the existing street capacity and width of Indianapolis can accommodate a dedicated trail within the downtown core. And, Indianapolis already has a good distribution of diverse attractions, plus plenty of room for in-filling as more develop.

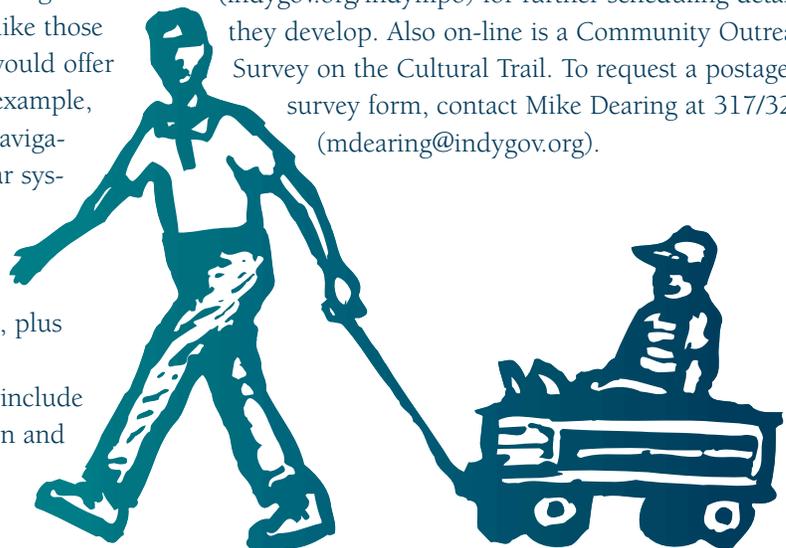
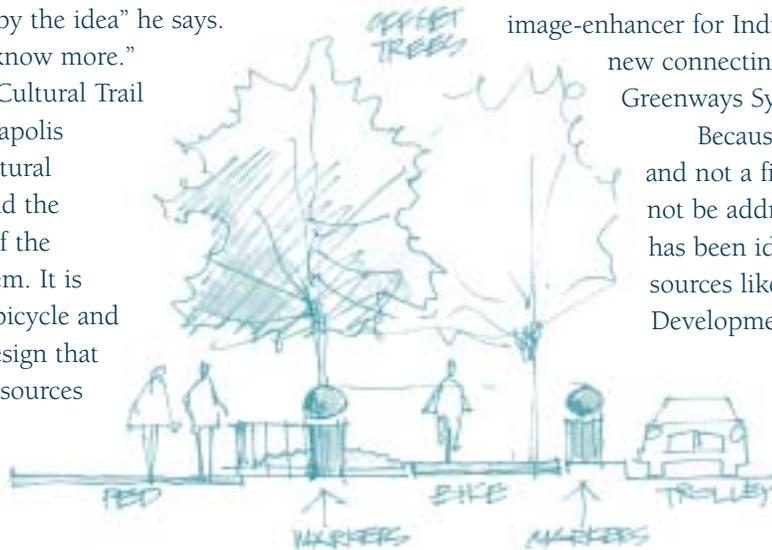
Possible design principles of the Cultural Trail include continuous accessibility, combined bicycle, pedestrian and

shuttle usage; separation from other vehicular traffic; special plaza intersections where bicycles and pedestrians can safely converge; strong 'park' landscaping; easy recognition/identification through strong and consistent use of identity elements, such as graphics and furnishings; trail lighting for nighttime visibility and recognition; people 'eddies and pockets' for passing, pausing and learning about adjacent exhibits/attractions; and, art and cultural elements at an interest-sustaining frequency. Among the trail's anticipated benefits are economic and neighborhood development support; an integral linking of the city's near-downtown museums, restaurants, entertainment venues and historic sites; a community health initiative; an image-enhancer for Indianapolis as a unique place; and, new connecting points for the Marion County Greenways System.

Because it's only a concept at this point, and not a finished plan, project financing cannot be addressed. However, potential funding has been identified. It includes federal funding sources like funding for Economic Development, Transportation Enhancement Funds, Federal Earmarks, Transportation and Community and System Preservation, incorporation into existing public improvement projects and funding from the Center for Disease

Controls or State Health Department. Potential local funding sources include corporate donations, local foundations, individual philanthropists and community service groups. Trail maintenance could be underwritten by corporate and neighborhood partners.

"Public participation is an important part of the Cultural Trail Concept," Dearing notes. "That's why we're asking for people's opinions now, before any design decisions, or financial commitments, have been made." Those interested in the Cultural Trail are encouraged to attend an upcoming series of Public Workshops on the subject. Check the MPO web site (indygov.org/indympo) for further scheduling details as they develop. Also on-line is a Community Outreach Survey on the Cultural Trail. To request a postage-paid survey form, contact Mike Dearing at 317/327-5139 (mdearing@indygov.org).



RAPID TRANSIT STUDY

It's off to a quick start! Would you expect anything less from the MPO's Rapid Transit Study (RTS)?

As reported in the Summer 2002 issue of *teMPO*, the Indianapolis Metropolitan Planning Organization (MPO) initiated preliminary work on this study when it issued a Request For Proposal (RFP) in May to more than 70 transportation and engineering firms. Since that time, a Selection Committee has recommended one respondent to the Director of the Indianapolis Department of Metropolitan Development (DMD) as the preferred primary consultant for the study. The recommendation was made, and approved, right on-schedule at the end of July, with the study officially beginning this fall. The interim period is used to review and, if necessary, revise the proposed scope of services and list of deliverables prior to signing a contract.

The RTS Selection Committee was comprised of representatives from the Indianapolis MPO, the Indiana Department of Transportation, Indianapolis Public Transportation Corporation, the Indianapolis Mayor's Office, the Indianapolis International Airport, the Central Indiana Regional Transit Alliance (CIRTA), and other appropriate stakeholders. The chosen primary study consultant is Indianapolis Transit Consultants (ITC) – a joint co-venture of two transportation, engineering and design support firms, headed up by Shimpeler/American of Louisville, a division of American Consulting Engineers, and Jacobs Engineering.

The primary study area for the

RTS is the MPO Modeling Area, as shown on page 3. A secondary study area requiring less detail is the 9-county Indianapolis Metropolitan Statistical Area, including Marion, Hendricks, Boone, Hamilton, Madison, Hancock, Shelby, Johnson and Morgan Counties.

This study is a follow-up to the 3-year *conNECTIONS* study of Northeast Corridor Transportation, which ended in January, 2002. *conNECTIONS* recommended a list of alternatives for alleviating traffic congestion and increasing mobility in the region's busiest travel corridor, which stretches from down-



town Indianapolis northeast to Noblesville. These included highway and transit options. While the Indiana Department of Transportation (INDOT) is moving ahead with the preferred highway expansion option, *conNECTIONS*' Policy Steering Committee felt that more study was needed before the transit recommendation, which included light rail, could be adopted.

The new RTS will, in part, provide that study, while also addressing a broader scope of issues.

As described in the RFP, this study will consist of the following three phases:

1) The first phase will identify a regional, conceptual transit system building on the rail concept plans developed in the *Regional Mass Transit Service Plan* and *The Draft Initial Response to Key Issues Report*. This phase will respond to *conNECTIONS*' PSC's

cont on page 6, see Rapid Transit Study

A lot of firms will be helping the MPO with the Rapid Transit Study," says Philip Roth, MPO Senior Planner and project co-manager. Of those working under the Indianapolis Transit Consultants (ITC) umbrella name, he describes the following eight as:

Schimpeler-American: Transit planning. Experience includes rail transit system planning and "New Starts" applications in Louisville, San Antonio, Miami, and Los Angeles.

Jacobs Engineering: Transit engineering. Experience includes rail transit engineering, environmental documentation, and "New Starts" applications for St. Louis (considered nationally as the model for a light rail system) and Dallas.

Jakes Associates: Rail systems planning with various rail technologies. Experience includes international projects on light rail, diesel multiple units (DMU's), and monorail. Jakes Associates was an integral part of the in the design and engineering team for the Clarian People Mover (see related story, page 1).

Paul I. Cripe, Inc.: Additional engineering and design support.

Shrewsberry & Associates: A regional Disadvantaged Business Enterprise/Minority-Owned Enterprise (DBE/MBE) environmental and real estate services firm.

Infinite: A Woman-Owned Business Enterprise (WBE) specializing in marketing and communications services.

Manuel Padron Associates: A Disadvantaged Business Enterprise (DBE) specializing in transit systems and operations planning.

Barnes and Thornburg: Financial consulting.

RAPID TRANSIT STUDY

(from page 5)

request for a broader understanding of the feasibility for rail transit in the Indianapolis region and will more fully address transit issues raised during the conNECTIONS study.

2) The second phase will analyze the feasibility of the high priority segments identified in the conceptual plan with special emphasis placed on a link to the Indianapolis International Airport (IIA). This phase would respond to the PSC's request to determine the feasibility of a rail transit link to the airport.

3) The third phase, as directed by the study's PSC, will conduct an Alternative Analysis (AA) consistent with the National Environmental Policy Act (NEPA) and the Federal Transit Administration's New Starts requirements. This third phase would depend on the outcome of the first and second phases and the direction of the RTS Policy Steering Committee. It will only be pursued if the results of the first and second phases warrant an AA.

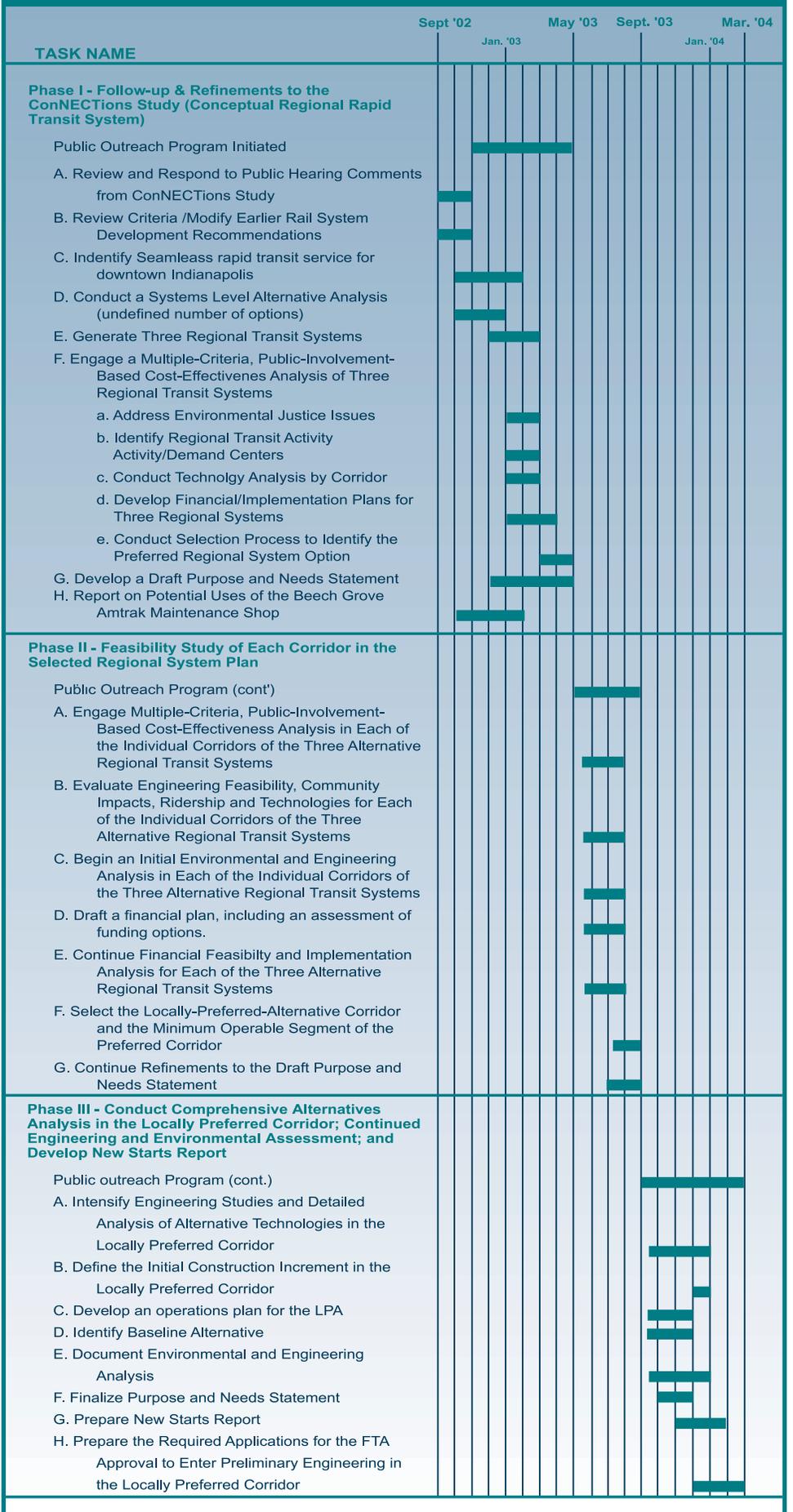
In addition to these phase descriptions, the RFP explicitly emphasized that the purpose of this new study is to find the best rapid transit solution for the Indianapolis region. "The MPO is NOT seeking to justify rail transit. If the results of Phases 1 and 2 warrant embarking on a full AA, the slate will be wiped clean and the link to the airport will be looked at in the context of the purpose and need of that particular corridor. All rapid transit modes shall be given equal consideration."

Elsewhere in the RFP, the purpose of the Rapid Transit Study is described more succinctly:

"The purpose of this study is two-fold. First, it is intended to provide the conNECTIONS' PSC additional information regarding the feasibility of rapid transit in the Indianapolis region. This information will directly impact their decision relative to the future of rapid

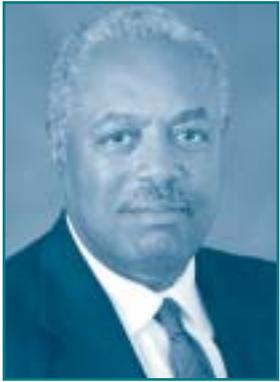
cont on page 8, see Rapid Transit Study

INDIANAPOLIS METROPOLITAN AREA RAPID TRANSIT STUDY SUMMARY BASELINE SCHEDULE



NEW INDYGO CEO

If you are a regular IndyGo rider, it's possible that you've already met the transit provider's new President and Chief Executive Officer (CEO). Gilbert Holmes rides the bus five times a week. "It's no hardship," he says. "I grew up riding transit in Chicago. I think it's a smart way to travel. Besides," he says, "I'm learning a lot more out there than I would sitting behind a desk."



Gil Holmes,
IndyGo CEO/President

Unanimously selected by the Indianapolis Public Transportation Board in July from more than 50 candidates, Holmes brings a grass-roots, common sense approach to his new job, as well as a varied professional background. Following two decades in the Army where he attained the rank of Lieutenant

Colonel, Holmes moved to Indianapolis in 1981. Initially, he and several partners opened a deli/restaurant at 56th and Illinois Street. "That's hard work, anyway you slice it," he laughs.

In 1985, he became Head of Transportation Services at Methodist Hospital. Four years later, he was named Commissioner of the Indiana Bureau of Motor Vehicles, a job he held for almost eight years. In 1997, he joined Lincoln

DID YOU KNOW?

IndyGo's annual budget is \$37 million.

National Corporation in Fort Wayne, IN, as Second Vice President and Director of Facilities and Services. In 2001, Lincoln National made him Second Vice President, Director of Corporate Procurement.

"It's true that I don't have any mass transit experience," says Holmes, who knows that concerns some people. "But, sometimes, it takes someone from the outside to think outside the box."

Roland Mross, who served as IndyGo Interim President from October 2001 to July 2002, thinks IndyGo's new CEO has a point. Now back in his position as Director of Marketing and Service Development, Mross is concentrating on IndyGo's future and Holmes' approach to it. "We have a lot of issues to

DID YOU KNOW?

There are 36 'fixed' IndyGo routes.

address and a lot of opportunities to grasp right now," Mross notes. "And I think Gil is bringing a fresh perspective to the process."

Holmes has already ordered a ridership survey for the fall to determine which routes are used most, and which need

tweaking. His goal, he says, is to make sure IndyGo is staying aware of, and in tune with, the region's demographic shifts "It's simple," Holmes says. "I want to know if our buses are getting out to where people need them."

Also, this fall IndyGo will test a downtown circulator system which will use small electric hybrid buses to move people around. At the same time, the transit provider is searching for a downtown site to build its much-talked about transportation transfer center, where all downtown bus routes will eventually end. From there, passengers will be able to transfer to trains at Union Station, buses at the Greyhound depot, or other IndyGo

DID YOU KNOW?

IndyGo buses provide 11 million rides a year.

lines. A \$4 million federal grant is funding the site selection process. "It's an exciting time to be joining IndyGo, and I'm glad to be here," Holmes says, despite the fact that only 1.3% of the nine-county metropolitan area's population takes public transportation to work. "So far, people have not had an incentive to ride the bus, especially in a car-friendly society where there isn't a lot of traffic or parking problems," he explains. "Part of my job is to improve our service, while telling potential riders about the incentives of taking the bus. Like avoiding the cost of parking, insurance, gas and maintenance." A post-survey marketing campaign is already planned to help him make his point.

Holmes has a Bachelor's degree from Southern Illinois University, a Master's Degree from the University of Southern California and a Law Degree from I.U., yet he believes he can learn from just about anyone. "My wife of 29 years taught me that, along with our three children," he laughs. "So, it just makes sense to me to ask our riders how to improve our routes, and ask our drivers and mechanics how to improve our fleet," he explains. "I may be from 'the outside', but I'm in it 'for the long haul.'"

DID YOU KNOW?

With only 1.3% of Central Indiana residents riding public transportation to work, our state ranks 45th in transit usage.

Source: *The Indianapolis Star*

DID YOU KNOW?

Passenger fares account for one-third of IndyGo's annual budget.



RAPID TRANSIT STUDY

(from page 6)

transit in the Northeast Corridor and in the large Indianapolis region. Secondly, the study, depending on the outcome of the first and second phases, could result in a full Alternative Analysis.”

“conNECTions was an innovative study that provided a lot of valid transportation recommendations for the Northeast Corridor,” says Stephanie Belch, MPO Senior Planner and co-project manager for the Rapid Transit Study. “Yet, questions remain concerning rail transit. To build light rail in the Northeast Corridor, we’d have to effec-

tively commit to the idea of a regional rapid transit system. What would such a system look like? What would its characteristics be?”

The Rapid Transit Study is intended to address these questions. The primary issues to be addressed include an analysis of the best route configuration for a regional rapid transit system, including a study of most suitable transit technologies — rail, bus, or other. The transit corridors to be identified will be prioritized, and connected into a circulator system in Downtown Indianapolis.

The outcome of the study will be a recommended rapid transit system configuration, including recommended

corridors. Following the completion of the study, conNECTions’ transit recommendations will be re-evaluated.

“Everything is up for grabs,” emphasizes MPO Principal Planner Mike Dearing. “The study may result in a feasible recommendation for a regional light rail system. However, it could just as easily conclude that a bus-based rapid transit system would be best for our region.”

Philip Roth, AICP, MPO Senior Planner and co-project manager, agrees. “We don’t know what our findings will be after the 18-24 months we anticipate the study will take,” he says. “Once we arrive at a recommendation, though, we’ll set a timetable for design, environmental review, and implementation.”

The Rapid Transit Study will be featured in future Special Editions of *teMPO*, which will focus on study procedures, findings, and public participation opportunities, including public meetings. A web site, informational literature, direct mailings, interactive voice response system, and media/public relations are also being considered to help keep area residents informed and involved.

For more information on the Rapid Transit Study, contact Stephanie Belch (317/327-5136, sbelch@indy.gov) or Philip Roth (317/327-5149, proth@indy.gov), both of the MPO.



QUESTIONS & ANSWERS

(from page 2)

of narrowing of Kessler Boulevard to two lanes, even though traffic lights would be added to maintain traffic flow. As I said, all comments, both positive and negative, are being added to the Final Report for others to read.

If you would like to take another look at the study’s findings, visit the MPO web site at www.indy.gov/indympo and click on the Glendale Neighborhood Study Draft Final Report. All of the study’s recommendations for retrofitting transportation amenities into established residential areas to make them more pedestrian-, bicycle- and transit-friendly are there, as are details on how this prototype study was conducted.

Will these recommendations be implemented? Not immediately, because of funding constraints. So, the report is not being presented to the Metropolitan Development Commission for adoption as an Official Plan. In all likelihood, however, the

study’s most popular recommendations will probably be implemented over time as opportunity permits them to be incorporated into future maintenance and development projects.

Does this lack of a firm timeline for implementation keep the Glendale Neighborhood Study from being a success? Not at all. We always described this project as a “prototype study” because we knew that what we learned would have future application in other established areas. And, we learned a lot! What we learned concerned not only preferred multi-modal transportation improvements, but also how best to conduct a study of this kind in an established, residential neighborhood. The techniques we used to engage area residents and businesses, including afternoon and evening public workshops, direct mailings, posters, on-site presentations and media tie-ins are now part of our public involvement repertoire. They’ll be used in future study’s to help us keep people like you interested, informed and involved.

OZONE FLEX PROGRAM

Tighter federal ozone standards could lead to restrictions on economic development and transportation in Central Indiana. However, local leaders could have the ability to delay or ease those restrictions, if they act sooner to clear the air.

Ozone is an odorless, colorless pollutant that forms when the emissions of vehicles, industry, lawnmowers and other small engines react in the presence of sunlight, especially during hot weather. High concentrations of ozone pollution are more likely to develop as temperatures rise in late spring and summer, presenting a serious health risk for individuals with respiratory problems. The region's Ozone Awareness Campaign, now completing its seventh year, is active from May through September to encourage citizens to do their part to reduce ozone.

This year's long, hot summer – with 86 consecutive days of temperatures exceeding 80 degrees – drove regional ozone levels generally higher than they'd been since 1988. On June 21, 2002, the City of Indianapolis measured its single highest ozone level in six years – 0.142 parts per million (ppm) for one hour, exceeding even the more relaxed, older federal limit of 0.120 ppm for one hour.

In 1988, the higher federal ozone standard of 0.120 ppm/hr was still in place. Since 1997, however, a new stricter guideline of .08 ppm of ozone *over an eight hour period* has been in place. . . . and our region has regularly exceeded it.

"This year, the Indianapolis region exceeded the stricter federal ozone standard 25 days through September 17," says Rick Martin, Planning Manager for the Indianapolis Department of Public Works' Office of Environmental Services. "That's more than twice the number of days we did last year," Martin notes. "So, there's no denying that our ozone levels were definitely higher in 2002."

Local officials point out that this year's higher statistics underscore the need to reduce regional air pollution. "The Indianapolis metropolitan area doesn't comply with current federal ozone standards," says Jodi Perras, Deputy Director for Policy and Planning in the Indianapolis Department of Public Works. "In fact, we only recently

came into compliance with the old standard. But even that bit of progress has given us a new opportunity to improve our air quality while delaying federal government intervention."

A flexible, voluntary program

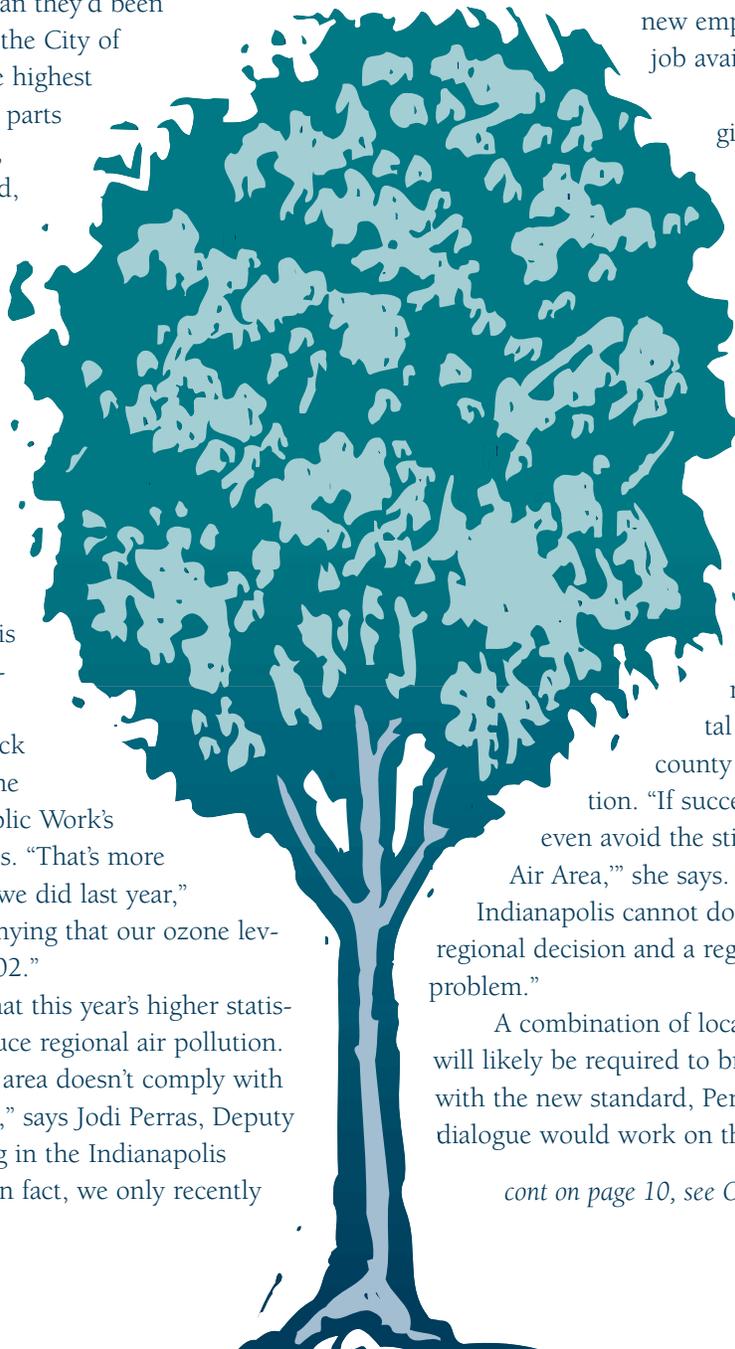
Unless a plan is in place to reduce regional ozone pollution by 2004, the U. S. Environmental Protection Agency (EPA) could officially designate the 9-county Indianapolis region, and parts of northwest and southern Indiana, as "non-attainment areas". This designation would affect not only Marion County, but also Boone, Hamilton, Madison, Hendricks, Hancock, Johnson, Morgan and Shelby counties. It could automatically require any new emission source, such as a factory planning to begin operation in the region, to obtain pollution "off-sets" before proceeding. These off-sets could be obtained, for example, by trading emission reductions with another regional manufacturer. Such requirements would have a chilling effect on the region's economic development efforts and would make it much harder to attract new employers to the area, affecting both job availability and the local tax base.

The EPA's Ozone Flex Program gives participating regions more local control of pollution-reduction steps, quicker improvements in air quality, and a delay of the federal non-attainment label.

"We can wait and have the state and federal governments decide what happens to us," warns Perras, "or we can voluntarily adopt a regional pollution-reduction plan and reap the benefits." Perras has already spoken informally with municipal, economic development, industry and environmental officials throughout the nine-county area about program participation. "If successful, we can delay and perhaps even avoid the stigma of being designated a 'Dirty Air Area,'" she says. "Even if we wanted to, Indianapolis cannot do this alone. It needs to be a regional decision and a regional commitment to address the problem."

A combination of local, state and national controls will likely be required to bring the area into attainment with the new standard, Perras explains. The Ozone Flex dialogue would work on the local controls, while providing

cont on page 10, see Ozone Flex Program



OZONE FLEX PROGRAM

(from page 9)

additional information on the national and state controls needed to meet clean air goals for Central Indiana.

Ozone Flex Programs are available only to areas that currently attain the older, 1-hour Ozone Standard (0.120ppm), but exceed the tighter, 8-hour standard (0.08 ppm average), making our region's recent improvement all important. To take part, regional officials need to send a letter to the EPA by the end of this year stating their commitment to the program, which allows participating regions to sign a compact outlining how they will comply with air quality rules by 2007. Such an "early action" compact for our region would involve local jurisdictions, the EPA and the Indiana Department of Environmental Management (IDEM), in negotiating its terms. Compacts, such as those already in place in San Antonio and Austin, TX, are designed to develop and implement pollution control strategies, account for growth and maintain the 8-hour ozone standard.

Key elements of a compact include:

- Early planning, implementation and emissions reduction leading to expedited attainment and maintenance of the 8-hour ozone standard.
- Local control of the measures employed with broad-based public support.
- State support to ensure technical integrity of plan.
- Formal inclusion of the plan into the State Implementation Plan (SIP).
- Deferral of effective date of non-attainment and requirements, so long as compact milestones are met.
- Safeguards to return areas to traditional SIP requirements, if milestones go unfulfilled. In such a case, appropriate credit would be given for implemented reduction measures.

In addition, valid compacts must address Milestones and Reporting; Emissions Inventory, accounting for projected growth in ozone precursor emissions from stationary and mobile sources; Modeling; Control Strategies: Growth Maintenance, ensuring attainments until December 31, 2012; and, Public Involvement conducted throughout the planning

teMPO

is published quarterly by your Metropolitan Planning Organization, part of the Department of Metropolitan Development. If you know of anyone who would like to receive teMPO, or if you have any questions concerning its publication, please call:

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teMPO was written and prepared for publication by Whitman Communications, Inc.

KNOZONE KNUMBERS

86

Number of consecutive days this summer in which the temperature exceeded 80 degrees.

25

Number of days this summer in which the Indianapolis region exceeded federal 8-hour ozone standards (through September 17).

14

Number of days designated as Knozone Actions Days this summer (through September 17).

0.142

Parts per million, Indianapolis's highest ozone level in six years, recorded June 21, 2002.

59,000

Estimated number of area residents with respiratory problems for whom ozone poses a serious health risk.

and implementation process.

And, what pollution control strategies is a compact for the Indianapolis Region likely to contain? "It's way too early to say," explains Perras, noting that the dialog among regional partners has only started and no official group commitment to program participation has been made. "We know, however, that we've already implemented the easy strategies, like Knozone Action Days," she says. "Harder, but necessary, decisions lay ahead of us."

Vehicles create the largest share of ozone-forming pollution, and reducing vehicle emissions is one goal of ozone reduction programs. Possible pollution reduction strategies could include transportation control measures; improving

cont on page 14, see Ozone Flex Program

ACCESS-TO-JOBS

Now in its third year, IndyGo's Access-To-Jobs program continues to exceed all expectations. To date, it has provided more than 232,000 rides to the transit-dependent through services like the Airport Zone (Route 9), the Northwest Connector (Route 36), and the Late Night Service.

As previously reported in *teMPO* (Autumn, 1999), the Access-To-Jobs program was authorized under the Transportation Equity Act for the 21st Century (TEA-21) and funded on a national basis for \$75 million during fiscal year 1999. The City of Indianapolis submitted a proposal to the Federal Transit Administration (FTA) on December 31, 1998 to fund a local Access-To-Jobs program with the Indianapolis Public Transportation Corporation (IPTC/IndyGo) as applicant. The City received notice in May, 1999 that its application had been approved.

The city's proposal requested and received \$500,000 in federal funding, the average for areas with population over 200,000, which was matched dollar for dollar with local funds. Now, two years later, IPTC has received a total of three FTA grants (\$2.5 million) for its Access-To-Jobs project. Matching funds have been provided by the Indianapolis Private Industry Council, State of Indiana Family and Social Services Administration, The Indianapolis Housing Agency, and the City of Indianapolis. Federal funding for Indianapolis' Access-To-Jobs has a five year appropriation, subject to annual review. The program is now mid-way through its funding period.

The Access-To-Jobs Program, as initially intended, serves welfare recipients as well as low income and underemployed persons. The target area for drawing these constituents remains the city's Enterprise Community, roughly aligned with Center Township. Prior to

IndyFLEX Services

In addition to its 36 regular fixed route services, IndyGo provides more flexible transportation alternatives through "INDYFLEX" — a shared ride service that utilizes smaller buses and vans to provide transportation to areas of the city where larger buses can't travel. On some routes, IndyFLEX can even provide "curb-to-curb" service. Though a fairly new service option, IndyFLEX currently offers the following services:

86th Street Dial-A-Ride (Route 86)

Provides "curb-to-curb" service to the 86th Street corridor, between Michigan Road and Castleton Square Mall. Transportation services along the corridor extend as far south as 79th Street and as far north as I-465. Riders are picked up and dropped off at locations of their choice within the service corridor. Services are on a shared-ride basis and are provided between the hours of 6:00 AM and 8:00 PM, Monday through Friday. The fare is \$1.00 or a valid IndyGo Pass or transfer. If you would like to utilize the 86th Street Dial-a-Ride service, please call **613-FLEX (3539)** to make a trip reservation.

Airport Zone (Route 9)

This is a circulator service that provides shared ride transportation in and around the airport area, including Park Fletcher and the areas just north and west of the airport terminal (i.e. Target warehouse, ATA, Eagle Postal Hub, UAL Hub, GATX, Bank One, and Bayer Diagnostic). Airport Zone service makes connections at the airport terminal building with the Route 8 Washington Street bus. Service is provided from 5:42 AM to 11:00 PM, Monday through Friday, following a scheduled route until 6:00 PM. After 6 PM, the Airport Zone becomes an on-call demand service, at which time riders may call and request pick up and drop off anywhere in the airport zone. The Airport Zone also operates on call demand service all day Saturday and Sunday. The fare is \$1.00 or a valid IndyGo Pass or transfer. To use the Airport Zone (on-call demand) service, please call **613-FLEX (3539)** to make a trip reservation.

Southeast Side Zone (Route 7)

The Southeast Side Zone operates in the evenings from the downtown loop, providing shared ride service to and from the southeast side of Indianapolis. Individuals wishing to travel to the south side can access the service from the downtown loop. Scheduled downtown departures are from Pennsylvania and Ohio Streets at 7:10 PM, 8:10 PM, 9:20 PM, 10:30 PM, and 11:45 PM, Monday through Friday. The bus will also transport persons from the south side zone area to the downtown loop on an on-call demand basis up, until 11:15 PM. The fare is \$2.00, or \$1.00 with any valid IndyGo pass or transfer. To use South Side Evening Zone (on-call demand) service, please call **613-FLEX (3539)** to make a trip reservation.

Late Night Service (Access-To-Jobs)

Late Night Service, also known as Access-To-Jobs, provides curb-to-curb transportation for work-related trips between the hours of 11:00 PM and 6:00 AM, Sunday night through Friday night. Service is targeted for individuals residing in the area bounded by 46th Street (north), Mithoeffer Road, I-70 and I-465 (east), Troy Avenue (south), and Tibbs Ave. and Guion Road (west). Transportation is provided between the rider's home and employment sites located in the Airport Zone area, Park 100 area, the Downtown district, the North Shadeland Avenue corridor, and the South Shadeland Avenue corridor. Access-To-Jobs is a shared-ride service. Services are limited and provided on a first come, first served basis. The fare is \$2.00, or \$1.00 with any valid IndyGo pass or transfer. To use Late Night, Access-To-Jobs Service, call **613-FLEX (3539)** to make a trip reservation.

Northwest Connector (Route 36)

This circulator service provides transportation in the Park 100 area located on the northwest side of Indianapolis. This service operates on a fixed scheduled route between approximately 5:38 AM and 7:27 PM, Monday through Friday. The Northwest Connector provides service to the Guion Road corridor (between 52nd Street and 71st Street), the Corporate Drive area, and other areas within the Park 100 complex. There are several flag stop areas along this route. The Northwest Connector connects with Route 37 and the Route 34 services. The fare is \$1.00, or free with transfer.

A 7-day Flex Pass is available, which provides rider access to all IndyGo Fixed Route and IndyFlex services. New riders are encouraged to review specific IndyFlex schedule brochures for more detailed information.

INDOT CISTMS

(from page 1)

To understand this relationship, and the statewide significance of CISTMS, a little background on the Long Range Plan is needed.

As previously reported in *teMPO* (Special Edition/Winter, 2001), Indiana now has a project-specific statewide Long Range Plan, thanks to three-years of effort from the Indiana Department of Transportation and its various planning partners, including the state's twelve Metropolitan Planning Organizations, or MPOs. (NOTE: A thirteenth MPO is now being formed in the Columbus area, where the resident population has recently exceeded 50,000 – the federally mandated threshold requiring an urban area to have its own regional transportation planning function.)

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 for the next quarter century. The new Long Range Plan extends the planning horizon to 2025 and provides INDOT and its planning partners with a long range view of how the state jurisdictional highway system will develop in the future.

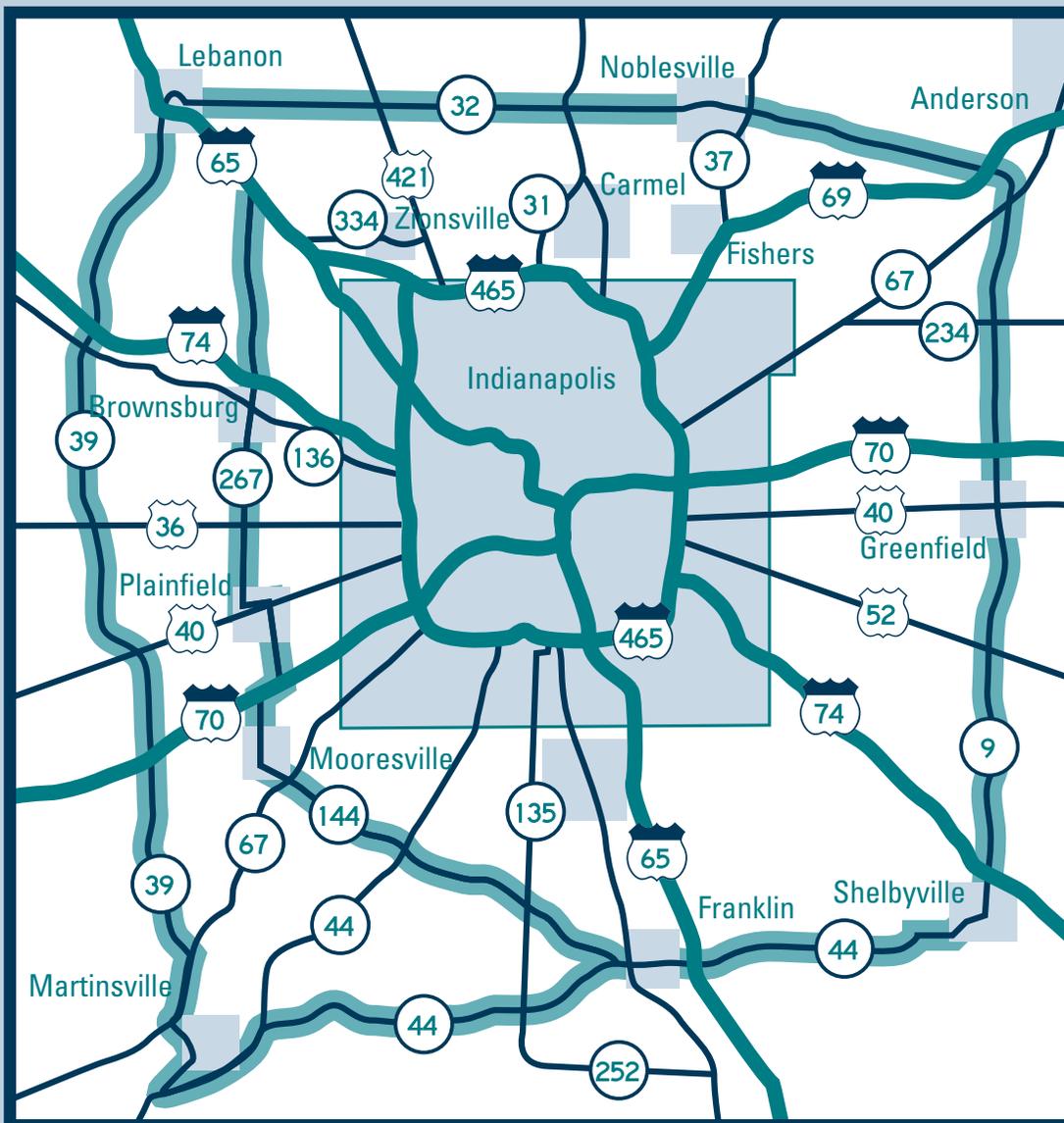
Steve Smith, Manager of the INDOT Long Range Transportation Planning Section and Project Manager for CISTMS notes that the purpose of the study is to refine the INDOT Long Range Plan recommendations in Central Indiana. The focus is currently on the transportation needs of the suburban communities which have grown up on the fringe of the

Indianapolis Metropolitan Area. Previously, the travel demand assessment focused upon radial trip-making to the Indianapolis urban core. However, as urban growth has continued, a decentralized pattern of trip-making has emerged. Travel needs between suburban communities have increased rapidly and are now stressing the existing state highway system. The CISTMS will provide a detailed analysis of the transportation needs for these suburban areas and a series of recommendations on how to improve the overall transportation system in Central Indiana.

CISTMS Objectives

“When we were conducting the *conNECTIONs* study of Northeast Corridor Transportation, people at our public meetings often suggested an ‘outer beltway’ to reduce I-465 congestion and to increase suburban mobility,” remembers Mike Peoni, MPO Acting Manager. “We even put a limited Beltway Study in our 2001 Unified Planning Work Program, in part, in

CISTMS Study Area



INDOT CISTMS

(from page 12)

response to all of the public interest,” he says, “but INDOT suggested a more comprehensive study in partnership with the Indianapolis and Anderson MPO’s. That approach makes sense, because the CISTMS study area is larger than the MPO study area,” Peoni reasons. “INDOT can facilitate the coordination between two MPO areas and they can apply their extensive resources in the areas that make the most sense.”

Those objectives include:

1. To identify the key issues and problems pertaining to suburban mobility in the 9-county area (Marion, Hamilton, Madison, Hancock, Shelby, Johnson, Morgan, Hendricks and Boone) and determine how those can best be addressed from a planning and policy perspective.

This study will concentrate on the area from I-465 outward to the 9-county boundary, but will also consider impacts and benefits to the urban core. The travel forecast model will be used to develop and evaluate alternatives, focusing primarily on the SR 267, SR32, SR 9 and SR 44 corridors.

- Due to the large size of the study area, this project will be developed generally as four corridor studies at a regional planning level, meaning that the corridors will be evaluated based on their independent utility and localized needs, but also for their significance to regional and state transportation.

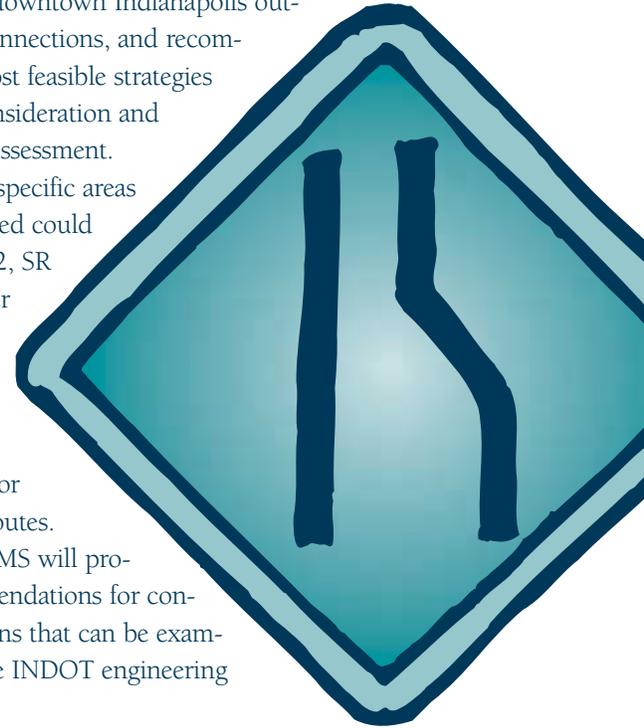
- CISTMS will identify specific opportunities and problem-areas along the four corridors (SR 267, SR 32, SR 9 and SR 44)

and appropriate parallel facilities, including radial routes (emanating from downtown Indianapolis outward) and connections, and recommend the most feasible strategies for future consideration and engineering assessment.

Examples of specific areas to be addressed could include SR 32, SR 267 and other facilities that may connect with inter-state interchanges and/or major state routes.

- CISTMS will provide recommendations for conceptual options that can be examined in future INDOT engineering studies.

- CISTMS should also address the adequacy of the state highway system in Central Indiana, answering the question, “Are there routes that should be relinquished to local jurisdictions (just as Binford Boulevard was relinquished to the City of Indianapolis) or new routes that should be added to the system?”



cont on page 14, see INDOT CISTMS

Central Indiana Suburban Transportation and Mobility Study

Task	2002						2003											
	July	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	July	Aug	Sep	Oct	Nov	Dec
1. Project Management & Coordination <i>Anticipated Management Team Meetings</i>		•			•			•			•			•		•		
2. Data Collection & Existing/Future Travel Demand	█							█				█						
3. Public & Agency Participation <i>Public Meetings</i>				•				•					•				•	
4. Land Use and Urban Development Patterns	█						█				█							
5. Alternatives Development and Evaluation				█			█				█			█				
6. Strategies to Maximize System Efficiency						█					█							
7. Arterial Grid Roadways Evaluation <i>Assess Environmental Streamlining Potential</i>							•	█			█							
8. Findings & Recommendations											█							
Draft Report																	•	
Final Report																		•

INDOT CISTMS

(from page 13)

2. To examine I-69 traffic and:

- In the context of the options evaluation process, examine the potential transportation impacts of implementing feasible options for I-69.

- Make suggestions/recommendations regarding options for further detailed analysis in a separate study.

- Determine localized impacts on specific communities or local transportation facilities.

- Examine the impact of the Statewide Mobility Corridor proposed to the east of State Road 9 (see map, page 12), answering the question, “Will this proposed corridor divert sufficient traffic from Indianapolis to address traffic problems on I-465 and I-69 on the east side of Indianapolis?”

3. To maximize highway system efficiency:

- CISTMS will examine the interrelationship of land use and transportation decisions, the role of public transit, and the appropriate hierarchy of key transportation corridors within the 9-county area.

- An evaluation of access control, travel demand management Intelligent Transportation System (ITS) features (if applicable) and other programs to increase system efficiency will be included in the study.

- This study will also assess the regional impact of improved access systems, including an outer beltway, on the local and regional transportation system and on development patterns.



4. To conduct a ‘peer city’ analysis that will look at how other cities have addressed similar suburban mobility issues and, if possible, will detail the impacts of those decisions on development patterns. Criteria for the selection of peer cities is currently in development. In all likelihood, however, some will share general location, size or transportation system characteristics with Indianapolis, such as Columbus and Cincinnati, OH, and Louisville, while others may be studied

only for their past mobility initiatives, such as Boston, Atlanta and Rochester, NY.

5. To ensure meaningful public involvement by:

- Developing a public involvement program that includes a newsletter, public meetings and tie-ins to

INDOT’s web site (www.IN.gov/dot).

- Involving diverse interests such as the business and economic development community and low-income groups, as well as those traditionally involved in the transportation planning process.

- Coordinating with local, elected officials.

- Attending local agency meetings dealing with CISTMS issues.

“We’re still in the early stages of CISTMS and the study’s time line and tasks (see Project Schedule, page 13) are still being refined,” says Lori Miser, the Parsons Brinckerhoff Project Manager for CISTMS. “But we know our overall goal of improving Central Indiana suburban mobility, and we know the study’s projected completion date of December, 2003. So, we have a lot of ground to cover before then.”

For more information on the Central Indiana Suburban Transportation and Mobility Study, contact Steve Smith, INDOT’s Project Manager, at 232-5646 (ssmith@indot.state.in.us), or Lori Miser at 317/972-1706 (Miser@pbworld.com).

OZONE FLEX PROGRAM

(from page 10)

public transportation; promoting ride-share and telecommuting programs among the region’s largest employers; reformulation of regionally available gasolines; and, tightening regulations on the level of volatile organic compounds (VOC) found in paints and solvents.

“Vehicle emissions testing and the requiring of vapor controls at gas stations have also been discussed in the

past,” Perras notes, “but those programs offer fewer benefits today because of new automotive design technologies. For this reason, we think those strategies would offer negligible benefits to Central Indiana.”

Exactly how ozone pollution levels are reduced will be up to regional stakeholders if, and only if, officials of the nine-county area elect to participate in the Ozone Flex Program – a decision that needs to be made over the next

three months. “For our part, the City of Indianapolis is committed to investigating the possibility of a voluntary, regional pollution reduction plan,” Perras says. “If we can all get behind it, we think it’s the best way to clear the air.”

For more information on the Ozone Flex Program, contact Jodi Perras at 317/327-5072 (jperras@indygov.org) or Sweson Yang, AICP, MPO Chief Transportation Planner at 317/327-5137 (syang@indygov.org).

BIKE ROUTE MAP UPDATE

It's less than a year old, but already is one of your MPO's most popular publications. The Marion County Bike Route map, introduced to the public at an October 4th, 2001 press conference held by Indianapolis Mayor Bart Peterson, is, by all accounts, a hit.

"People had waited a long time for a usable map," explains MPO Principal Planner Mike Dearing, noting that the last time Marion County bike routes had been mapped was in 1987 – 14 years earlier. "There had been a lot of development in the county's bike route system during that time, and our new map showed it in a graphic, easy-to-read style," he says. "Once people saw the map, they wanted one."

The maps were distributed at all Marion County Public Libraries, area bike shops, the City-County Building, the Indy Greenways office in Broad Ripple along the Monon Trail, and at Pedal & Park events throughout the Spring and Summer. "Through publications like *teMPO*, and articles in the regional press, people got our web site address and MPO staff telephone numbers," says Dearing. "They just had to call or e-mail us and we'd drop one in the mail to them."

In less than eight months, more than 10,000 maps had been distributed. By mid-summer, the total press run of 11,500 was nearly depleted. "We've met initial demand, but we definitely need to re-print," notes Dearing. "We would have done it already, but the system continues to evolve and we want to reflect those most recent changes on a revised map."

Updates intended for the second printing of the Bike Route Map include indicating which routes intersect with IndyGo bus routes, offering area cyclists "Bike 'n Bus" convenience. The fronts of nearly 100% of the IndyGo bus fleet now feature easy-load bike racks for travel options when bad weather or traffic conditions warrant.

"There will also be some adjustment on primary and secondary route alignments" Dearing notes. "Nothing major, but a few small changes that we think will improve the cycling experience."

Also influencing that experience are real-world changes to the routes themselves. For instance, since spring, 2002, the routes have been posted for easy recognition, with signs that feature the distinctive Marion County Bike Route logo and route number. A startling 1,260 bike route signs have already been posted throughout Marion County.

"Some of the routes listed on the map will also get on-street bicycle lanes and other amenities," says MPO Senior Planner Philip Roth, AICP. "These improvements are being implemented as opportunity permits," he explains. "For example, the Indianapolis Department of Public Works will incorporate bicycle improvements into its roadway projects on West 56th Street and Georgetown Road." The implementation of future bicycle projects will require map updates, as once-unsafe roadways become suitable for cycling.

The map could also feature the bike routes of neighboring communities outside of Marion County, prompting a name change for the publication. The City of Carmel has already inquired about the feasibility of incorporating its extensive bikeways system into the map. The City of Greenwood is also developing a route system, and has expressed interest in having its bike routes featured once they are complete.

Suggestions for other map additions have come from the local press. On Friday, September 6, *Indianapolis Star* columnist John Strauss publicly lauded the publication while also complaining of its omissions. "This is a terrific map," he wrote "but it doesn't show you where to go. . . And, when you get the call of the wild out on the Monon Trail, it's good to know where they keep the restrooms." Indy Greenways Administrator Ray Irvin is quoted in the column as saying, "They'll be listed on

the new map of the city's trails."

The current map encourages users to contact the MPO or Indy Greenways with comments, concerns and suggestions for route improvements. That input, along with guidance from planning partners like the Indianapolis Department of Public Works, the Indiana Bicycle Coalition (IBC) and the

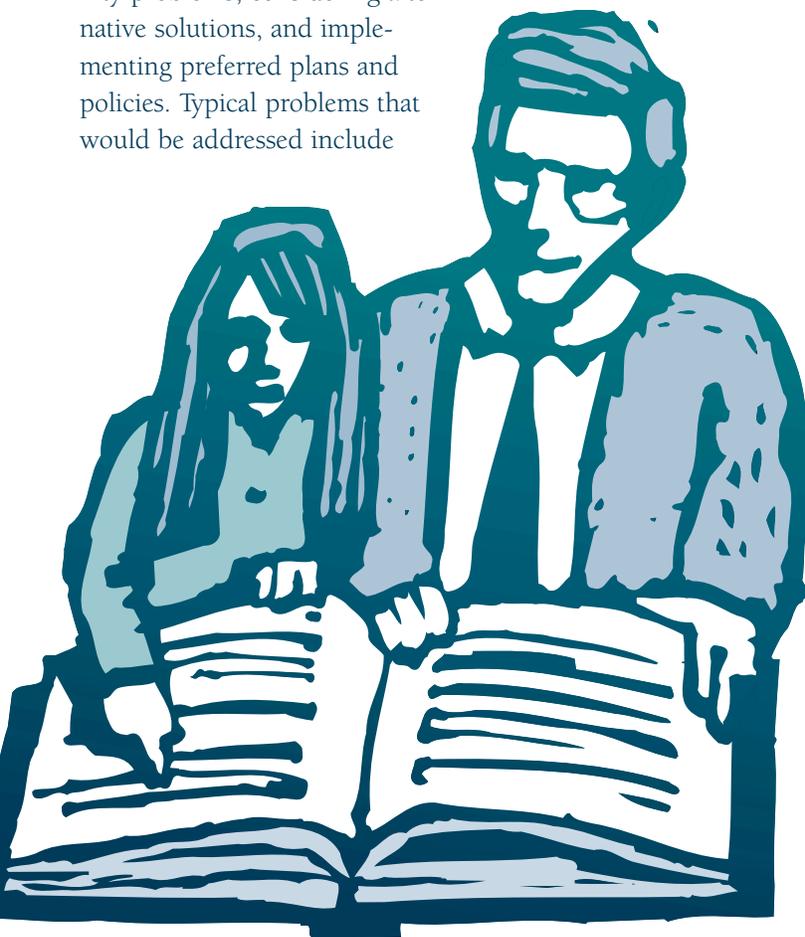


Central Indiana Bicycle Association (CIBA), served as impetus for the anticipated changes. "When developed just over a year ago, the map reflected the best thinking of a 30-member study review committee including elected officials from neighboring communities, CIBA and IBC representatives, the Indiana Department of Transportation (INDOT), engineering consultants and the general public," Dearing notes. "We want to make sure the process continues, for the good of our route system and our map."

The Marion County Bike Route map will be updated over the fall and winter and printed in time for distribution during the spring cycling season. For more information on the Marion County Bike Route map update, contact Mike Dearing at 317/327-5139 (mdearing@indygov.org) or Philip Roth at 327-5149 (proth@indygov.org).

REGIONAL PLANNING GUIDE

In collaboration with the Indianapolis MPO, the Central Indiana Regional Community League (CIRCL) is currently drawing to a close nearly a year's worth of work on the *Regional Planning Guide*. The guide is intended to engage citizens, developers, and planners in examining common community problems, considering alternative solutions, and implementing preferred plans and policies. Typical problems that would be addressed include



residential development ailments such as “cookie cutter” subdivisions and transportation ailments, including traffic congestion and lack of sidewalks.

“CIRCL believes that it’s in all of our best interests to get the people who build our communities together in a cooperative, collaborative process. The goal of the *Regional Planning Guide* is to provide a tool for all of the players to understand the roles they play in community development and to work effectively together in designing the types of communities we all want,” says Jennifer Tryon, former Executive Director of CIRCL.

Based on a “medical model”, the guide encourages users to search for “symptoms” of problems experienced by their neighborhood or community. The identified “symptom” is fol-

lowed by a diagnosis, listing of related symptoms, and a prescribed treatment. Treatments consist of elements from CIRCL’s 1999 Regional Transportation and Land Use Vision Plan — a series of workshops that asked area residents “What kind of community do we want in 20 years?” Answers to that question have been formed into a development philosophy and list of community priorities which CIRCL now promotes, including mixed-use development and increased mobility options. The development of the guide itself is one of the eleven strategies listed in the Vision Plan which outlines a seven-point vision for improved mobility and quality-of-life in the Central Indiana region.

Organized so that readers can choose the level of detail desired, the guide covers transportation, neighborhood urban design, the natural environment, “brownfields”, open space, agricultural preservation and other subject areas. Model developments and communities are also presented in each section.

“The Guide helps to bridge the gap between transportation planning and land use planning,” says Philip Roth, AICP, MPO Senior Planner and project liaison to CIRCL. “By paying more careful attention to how our communities develop, we can go a long way towards alleviating roadway congestion and improving air quality.”

The Indianapolis MPO and the Madison County Council of Governments, which serves as MPO for the City of Anderson, jointly funded the development of the *Regional Planning Guide*. The Metropolitan Indianapolis Board of Realtors (MIBOR) provided additional support. Upon completion this fall, the guide will be available both in print and on compact disk (CD). The CD-ROM will contain more detailed information on model projects and communities, model ordinance terminology, and additional helpful materials.

For more information on the *Regional Planning Guide*, visit the CIRCL web site at www.jccn.org/circl.

YOUR MPO STAFF		
... includes these people who would be happy to address your comments or questions on any aspect of the transportation planning process:		
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For more information on our regional transportation planning process, visit the MPO web site at www.indygov.org/indympo .		

IRONS IN THE FIRE

MPO Certification Process

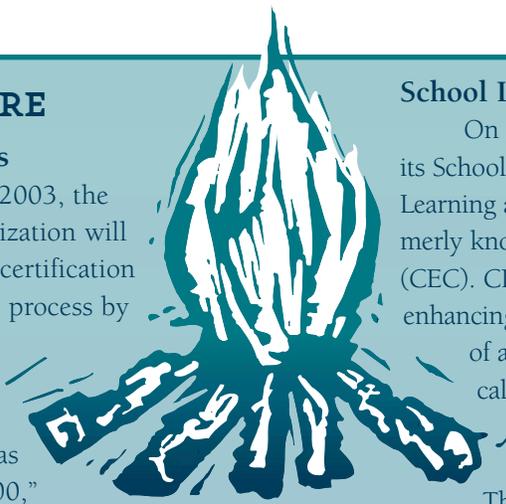
Looking ahead to early 2003, the Metropolitan Planning Organization will again undergo review and re-certification of its transportation planning process by its federal and state planning partners. "Federal regulations require review and certification in all urbanized areas with populations over 200,000," explains MPO Principal Planner Mike Dearing.

Certification is a pre-requisite to receiving federal funds for transit and highway transportation improvements. "The last certification process, which took place March 14 and 15, 2000, was very heartening," says Mike Peoni, ACIP, MPO Acting Manager. "We received high marks in all areas of planning, but especially for our efforts to include the public as planning partners through outreach initiatives like the *conNECTIONs* Interactive Voice Response System, *teMPO* and our Citizens Advisory Committee (CAC) Meetings." As part of the 2000 re-certification process, private citizens were invited to address their comments directly to representatives of the certifying agencies at the March 2000 CAC Meeting.

Certifying agencies normally include:

- the Federal Highway Administration (FHA)
- the Federal Transit Authority (FTA)
- the United States Environmental Protection Agency (USEPA)
- the Indiana Department of Transportation (INDOT)
- and, the Indiana Dept. of Environmental Management (IDEM).

For more information on the upcoming re-certification of the MPO's Transportation Planning Process, or on the monthly meetings of Citizens Advisory Committee, contact Principal Planner Mike Dearing at 317/327-5139 (mdearing@indygov.org).



School Improvement Program 2002/2003

On August 6th, the MPO kicked off the fourth year of its School Involvement Program with the Center of Interactive Learning and Collaboration (CILC), a planning partner formerly known as the Center for Educational Communication (CEC). CILC is a not-for-profit corporation committed to enhancing education in Indiana communities through the use of an interactive, video distance learning application, called Vista, which creates deeper, long term connections between students, schools, public and government entities, and entire communities.

Through Vista programs, students explore complex community issues and serve as collaborative school partners who design, plan, recommend and present solutions to community decision-makers. Past MPO sponsored projects include school outreach programs for the *conNECTIONs* study of Northeast Corridor Transportation, the Marion County Bike Route Plan, and the Multi-Modal Transportation Project.

This year's project concerns livable communities. At the day long retreat, held at the Eagle Creek Hide-Away, project planners met with 14 sixth and seventh graders who will serve as Project Leaders this year. The day's agenda included presentations and exercises on Elements of the Livable Community, the Role of Planning Organizations and Private Citizens in Community Development, Urban Sprawl and How Communities Grow, Brownfields and Mobility Issues. Participating organizations offering the students technical and professional expertise include the MPO; the Department of Metropolitan Development (DMD); the Indiana Department of Transportation (INDOT); and, transportation engineers and architects from the private sector.

teMPO will regularly update readers on this year's Livable Communities project in future issues. For more information on the MPO's School Involvement Program, contact Mike Dearing at 317/327-5139 (mdearing@indygov.org).



cont on page 23, see Irons In The Fire

CLARIAN PEOPLE MOVER

(from page 1)

“People are looking to Indianapolis once again, because of our innovation,” says Jim Shackelford, Infrastructure Development Manager for the Indianapolis Department of Public Works and DPW’s liaison to Clarian Health on the project. “This is the first time in America that a privately funded transit system has been built over public streets,” Shackelford notes. “People want to know how it was accomplished and who did what.”

“There are a lot of people to thank,” says Steve Vincent, Clarian Health’s Senior Construction Engineer. Vincent is one of the principals working most closely with project consultants and the City since the beginning of the project. “We appreciate the cooperation and teamwork demonstrated by those involved because it’s made the overall process a success to date. The commitment displayed by everyone representing the City and all of the other organizations has been outstanding.”

Guido Schwager, President of engineering and construction firm Schwager Davis, Inc. (SDI), the project’s design/build contractor, agrees. “The speed with which the guideway alignment was approved, public utilities were coordinated, and private interests were facilitated surprised even us. It is a remarkable achievement for both Clarian Health and the City of Indianapolis.”

It all began in 1997 when three existing urban hospitals, (Methodist, Indiana University & Riley Hospital for Children), merged to form Clarian Health Partners, the second largest employer in Indianapolis with more than 10,000 employees. “We had to find a more effective, economical way to transport personnel and assets among our hospitals than the shuttle buses we’ve been using,” explains Clarian Chief Operating Officer Samuel L. Odle. In 1997, a preliminary analysis of the problem and potential solutions was conducted by Jakes & Associates of San Jose, CA, a transportation consultant. “We

were initially skeptical that a private company like Clarian Health could build a rail system, but the cost-benefits of being able to move critical staff motivated us,” Odle says. “We knew we wanted to try.”

Since the system, as conceived, involved the use of public land, Clarian Health quickly approached the City of Indianapolis in 1998 to ascertain whether such a project was

even feasible. Given its perceived value to the community, the City said, ‘Yes. Complex, but feasible.’ In 2000, the project was again reviewed by the in-coming Peterson Administration, which concurred with that evaluation and brought a fresh, supportive perspective to this and other transportation-related initiatives.

“Improving mobility options throughout Marion County has always been an important goal for Mayor Peterson, and everyone in his administration,” notes Melina Kennedy, Indianapolis Director of Economic Development. “We don’t see transportation as an end in itself, but rather a quality-of-life issue that offers benefits to other aspects of our community, including increased employment, revitalized neighborhoods and growth in key industries like life sciences, one of our stated commitments.”

Making the Clarian People Mover a reality, though, required the City-County Council to pass special legislation and mandated a “franchise agreement “ between Clarian Health Partners and the City. The contract stipulated cer-

tain conditions be met for the project to proceed. One such condition involved incorporating a significant public outreach program, which eventually consisted of two-years of meetings that focused on environmental, aesthetic, safety and property-value concerns. “We had to determine that this project was an appropriate use of public land,” says Shackelford. “Initial project proposals outlined at least three different routes and eight alignments, so our concerns ranged from potential business losses to visual clutter along the system’s 8,000 foot route.”

(EDITOR’S NOTE: Though initially proposed as 8,000 feet, the People Mover route was reduced to 7,400 feet when

DID YOU KNOW?

The People Mover’s top speed will be 28 mph.



Foundations for the guideway columns of Clarian’s People Mover system were dug to an average depth of 27 feet.



The guideway’s 173 pre-cast concrete spans range in length from 80 to 110 feet.

CLARIAN PEOPLE MOVER

(from page 18)

two stations on Walnut Street were merged into one. An elevated walkway now connects Riley Hospital to the station.)

Another franchise agreement stipulates that private citizens be allowed to ride the system free-of-charge. When completed, area residents will be able to board the People Mover platform from within Clarian Health Partner facilities, (Methodist, Indiana University & Riley Hospital), where security and operational concerns can be monitored. Another stipulation is that the system interface with the region's current and future transit needs, including the possibility of accommodating other potential transit and transportation links.

"Mayor Peterson supports alternative transit solutions as keys to easing gridlock on local highways," explains Kennedy. "It was natural for the City to stipulate the possibility of connections to other private, or public, rail lines, which coincided well with Clarian's vision of the future."

Incorporating commuter or light rail into the city's regional transportation system has been a topic of consideration for some time. Recommendations from the recently completed *conNECTIONS* study of Northeast Corridor transportation considered a rail loop around downtown. The Rapid Transit Study, now under way (see related story, page 5) will investigate the feasibility of a *region-wide* rail or other rapid transit system, as well as a rail link from downtown to the Indianapolis International Airport.

"If Clarian's People Mover is successful and well-accepted, it could be the best thing to happen for transit in Indianapolis," says Mike Peoni, Administrator of the Division of Planning, Indianapolis Department of Metropolitan Development, and Acting Manager of the Metropolitan Planning Organization (MPO). "Although elevated systems like the People Mover are more costly than the "at grade" rail sys-

tems we've looked at, they offer some advantages, including the elimination of any conflict with street traffic and blocked intersections," he explains. "They can have their downside, too, such as the guideway always being visible, but I think Clarian Health has addressed the aesthetic issues well. So, we're keeping an open mind."

For Clarian Health Partners, however, the verdict on the

project is already in and very positive. "This system represents a new era for our organization," says William Loveday, former President and CEO of Clarian Health. "Much more than an attraction or convenience, it will help us work better. The system will enable fast, dependable connectivity for staff, residents and students to all Clarian facilities, and enhance our research and development activities, which are already among America's best," he notes. "Progress on the project has been excellent and, among others on our project team, we'd like to thank the City, the Department of Public Works and the various utilities for their exceptional cooperation and support".

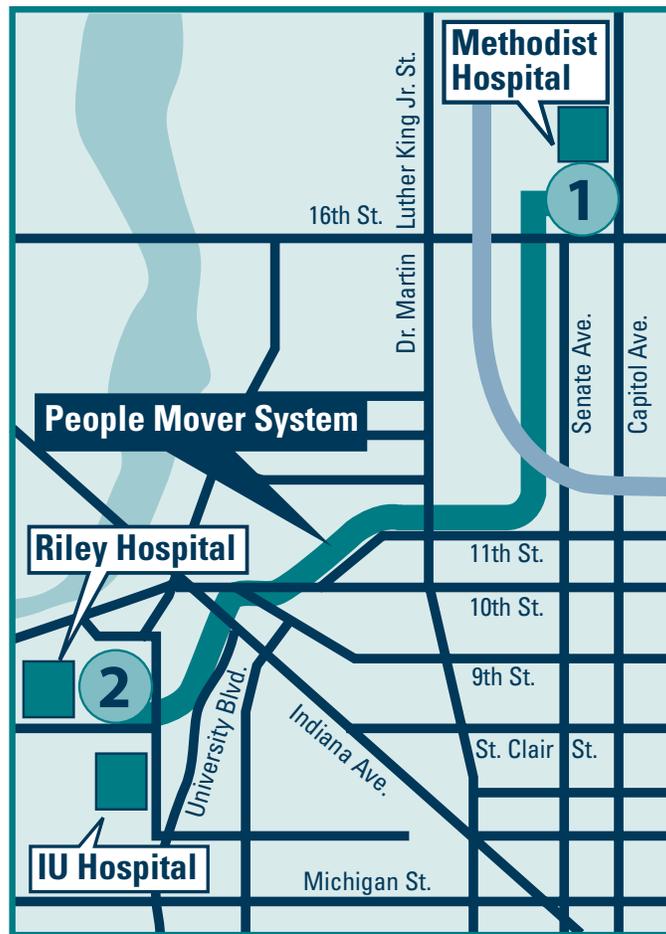
The cooperation of the utility companies was critical when foundation work began on the dual guideway. Various utility lines were buried along the proposed alignment which travels south from Methodist Hospital along Senate Avenue, west on 11th, south on University Boulevard, west on Walnut Street

to Riley Hospital for Children and the I.U.P.U.I. campus. Among these were numerous gas, sewer, water and power line relocations, including 1,700 ft. of an 18" diameter gas main that had to be moved laterally 5 feet. "All involved parties, including Clarian, the City and the various utilities, are to be congratulated," says Jeffrey Cavanaugh, SDI's on-site Project Superintendent. "Thanks to their extraordinary cooperation, all substructure work (guideway foundations and columns) was completed in 2001 and the superstructure was completely erected by mid-2002, right on schedule."

That marked approximately two years of SDI involve-

DID YOU KNOW?

An estimated 500,000 people will ride the system each year.



CLARIAN PEOPLE MOVER

cont on page 20, see Clarian People Mover

CLARIAN PEOPLE MOVER

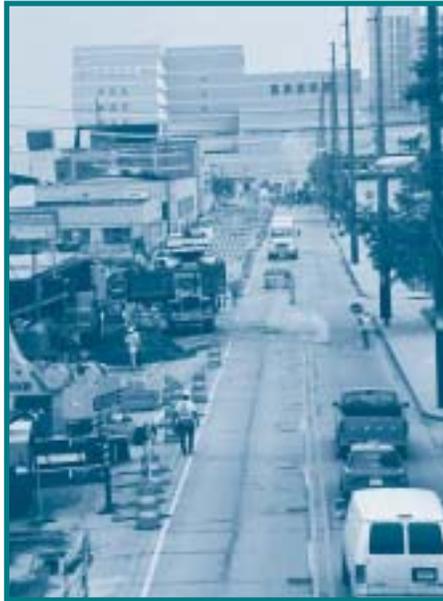
(from page 19)

ment on the project, which was awarded to Schwager Davis, Inc of San Jose, California in January 2001. Prior to the contract award, SDI assisted Clarian Health Partners in obtaining right-of-way approval for the guideway, which the City granted in February 2001.

The total scope of work under SDI's design/build contract includes drilling of the foundations for the eighty-eight guideway columns, construction of cast-in-place columns and pre-cast guideway superstructure, all utility relocations both below and above ground, site improvements, traffic control and traffic control devices, supply of train stock including the automated control system, and design and construction of three architecturally-integrated passenger stations. In addition to building and commissioning the system, SDI also provides all operation and maintenance services under a separate three-year contract. "About 98% of all design and construction work for the stations, guideway and infrastructure has gone to area firms,"

Included among the total scope of work under Schwager Davis's design/build contract was all notes Cavanaugh, "So, "traffic control and traffic control devices" during on-road construction.

the Clarian People Mover has already benefited the local community."



Included among the total scope of work under Schwager Davis's design/build contract was all notes Cavanaugh, "So, "traffic control and traffic control devices" during on-road construction.

DID YOU KNOW?

There are two Swiss-made, system trains, each three cars long with a carrying capacity of 81 passengers.

SYSTEM SPECS

The Clarian People Mover is an elevated dual-rail guideway system providing transit service among Clarian facilities for physicians, nurses and technical personnel, as well as some ambulatory patients and the public. An estimated 500,000 people will ride the system annually, at no charge. System capacity will be 1800 passengers per hour, who will be able to travel between Methodist Hospital and the Riley/IU station in

DID YOU KNOW?

The system guideway spans vary in length from 80 to 110 feet.

approximately five minutes at a maximum speed of 28 mph.

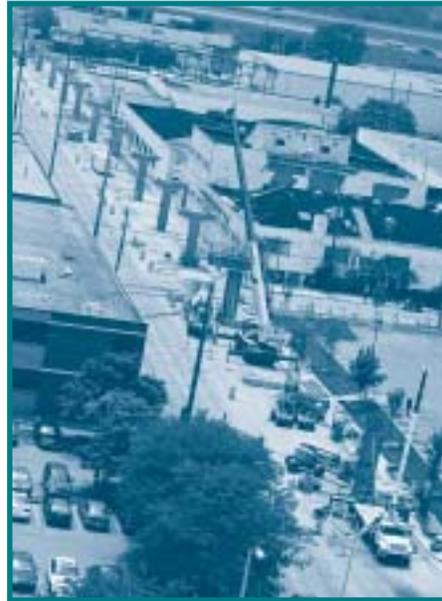
Because the system will be fully automated, it is classified as an Automated People Mover (APM). Trains will run automatically between 5:30 AM and 10 PM, and then be "on-call" until the next morning. A remote monitoring center will activate pagers for operations staff in case of emergency.

The People Mover's total project cost is \$40 million. Operating costs are estimated at \$900,000 per year. Portions

of the system have already been powered up between 11th and 16th Street. However, the entire system won't be operational until the completion of commissioning in the spring of 2003. The system's estimated life span is 30 years.

Guideway

The elevated guideway is 1.5 miles long and consists of two tracks, one for each train.



The guideway superstructure comprises 88 concrete columns over its 1.4-mile route.

The structure was

designed to be as slender, attractive and economical as possible. It is built entirely of pre-cast, pre-stressed and post-tensioned concrete supported by cast-in-place reinforced concrete columns and foundations.

The guideway superstructure incorporates 88 columns and 173 pre-cast concrete spans. SDI's four-foot track gauge allows for a relatively narrow superstructure and the average 80-foot span between columns minimizes the number of support piers required. Clarian Health Partners selected concrete instead of steel for the guideway, and insisted on an elastometric coating to keep the guideway uniformly white, in part to address aesthetic concerns. In addition, the guideway was designed with open space between the tracks to reduce ice and snow buildup.

The guideway construction, which was completed in September, 2002, features a "translogic tubing" system along its route that will eventually facilitate pneumatic transfer of documents and samples. The guideway could also carry a spe-

cont on page 21, see Clarian People Mover

CLARIAN PEOPLE MOVER

(from page 20)

cial conduit to facilitate fiber-optic communications among on-route facilitates, but this capability is not currently included in the franchise agreement.

Stations

The People Mover is designed to have three stations along its route. The northern most terminal, located at Methodist Hospital, will also house the system's safety and security monitoring station and maintenance shop. Its construction has already been completed.

At the southern end of the People Mover's guideway superstructure, another terminal will serve the Indiana University Medical Center and Riley Hospital for Children, plus a new research facility and all of the IUPUI campus. Although there were design concerns about the facility and the placement of its walkways, the Clarian People Mover completion date remains on schedule for spring, 2003.

Clarian is also building a third station midway along its rail line at 11th Street in an urban development area. Eventually, the station will support a proposed 180,000 sq. ft. Clarian medical lab and other future investments, including an anticipated biotech research facility. The area is also currently home to an I.U. life sciences incubator. "Lab construction is set to begin next spring and be completed in 2005," says Clarian COO Odle. However, People Mover trains will not stop at this station until the adjacent building has been completed.



Fabricated in Olten, Switzerland, the four 'nose' vehicles of Clarian's People Mover trains are 28-foot long, six feet longer than the center cars.

DID YOU KNOW?

The system's guideway incorporates 88 columns and 173 concrete spans.

Vehicles

The two, 3-car Clarian trains feature a sleek new exterior design with large tinted window areas and fiberglass reinforced plastic nose sections at each end. Individual cars are 22'L x 8'W x 10'H (Nose vehicles are 28' long.), with seating for eight passengers and standing room for 19, giving each train an 81 passenger capacity. Standing room is calculated at 2.5 sq. ft. per passenger. Each car is fully air-conditioned and has a single

5' wide bi-parting door for center station loading. The empty weight of each train is 45,000 pounds.

The trains were fabricated in Olten, Switzerland at the assembly plant of CWA constructions, AG. In September of 2001, representatives from Clarian Health, SDI and Jakes Associates, a project consultant, visited the plant to inspect a



Project design/build contractor, Schwager Davis, inc. (SDI) performed wiring and final assembly of the Swiss-made trains in Indianapolis.

full-scale model of the train body, approve

styling design, and select all exterior and interior materials and appointments.

SDI took delivery of the People Mover trains in April, 2002. The first train was installed on the guideway in May; the second in early July. Throughout the summer, SDI and their technology team performed pre-commissioning and run-testing activities on the two trains. Both trains are ready for final commissioning and certification-testing to proceed. The trains can currently be seen operating in a manual mode along the Senate Avenue corridor.

Propulsion System

Although engineered and rated for a design speed of 30 mph (the maximum speed dictated by Clarian's guideway alignment and the associated passenger comfort considerations), SDI's newly designed propulsion bogies, or drive assemblies, can operate well in excess of 30 mph. The new higher speed bogies, four per train, are heavier and stronger

DID YOU KNOW?

Each system train can run the 1.5 mile length of the system guideway in 5 minutes.

cont on page 22, see Clarian People Mover

CLARIAN PEOPLE MOVER

(from page 21)

than the previous model and features a variable-frequency alternating current drive with belt drive to the transmission, a Rockwell axle assembly and a pneumatic suspension and leveling system. Power is delivered to the trains at 480 volt, 3-phase, 60Hz. Rubber tires provide the traction force on the guideway running surface via all-wheel drive. Positive guidance is achieved by horizontal guide wheels that track along the vertical inside surfaces of the guideway girders.

DID YOU KNOW?

Though Construction Manager Schwager Davis, Inc. is from San Jose, CA, 98% of all project design and construction work has been done by area firms.

Control System

The Clarian Health dual rail system is fully automated and designed with the latest advances in on-board programmable logic controllers and redundant safety systems. This new-generation control system was designed by PSI, Inc. of Walnut Creek, CA and utilizes state-of-the-art Allen-Bradley control electronics. All operational functions are controlled by an on-board computer system and monitored via wireless data communication in a central control room located in the Methodist Station. All relays and



DID YOU KNOW?

The Clarian People Mover is America's first privately owned transit system to operate over city streets.

switching devices are software controlled. The control system is programmed for automatic acceleration from stations, maximum cruise speed, deceleration at curves and station approach and stopping at stations. It also incorporates complete fail-safe features for train protection and safety, including speed control, direction and location monitoring, collision avoidance, braking, stopping and door control.

"We're very proud of the technological innovations that have been designed into our People Mover system," Clarian Senior Construction Engineer Vincent. "Like Clarian Health itself, this system will be nationally known, in part, because of the advancements and cooperation it represents."

Clarian Health former President and CEO Loveday concurs. "Clarian is about helping people, about being a leader in health care and world-class research, and about serving our community as a responsible corporate citizen," he explains.

"Clarian provides unique services for people who turn to our medical personnel for care. In addition, we help train doctors, nurses and other professionals for the state of Indiana and beyond. The People Mover will enable these efforts."

For more information on the Clarian Health People Mover, please contact Clarian Public Relations Coordinator Glendal Jones at (317) 962-4540.

Clarian People Mover At A Glance

Horizontal Length	7,400 feet (1.4 miles)
Minimum Guideway Curve Radius	100 feet
Guideway Construction	Elevated concrete, dual track guideway
Guideway Spans	80 feet typical, 110 feet maximum
Track Gauge	4 feet
Train Design Speed	30 mph
Trains	Two trains, three cars each
Passenger Capacity per Train	81
Passenger Stations	3
One-way Trip Time	5 minutes
Train Control System	Fully Automated

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 ads shown here ran in February. The first encouraged attendance at the third quarterly Citizens Advisory Committee Meeting of 2002 by promoting various agenda items. The second invited public input on newly proposed amendments to the 2002-2004 and 2003-2005 Indianapolis Regional Transportation Improvement Program (IRTIP). On the same day the latter ad appeared, classified notices offered detailed information on the various proposed amendments to which the ad refers.

IMPORTANT

The Metropolitan Planning Organization (MPO) invites you to a Citizens Advisory Committee meeting on Tuesday, August 27 at 6:30 PM.

Agenda items will include the proposed Cultural Trail in downtown Indianapolis, next steps in the Glendale Neighborhood Study, and proposed amendments to the 2002-2004 and 2003-2005 Indianapolis Regional Transportation Improvement Program.

Join us in Room 107 of the City-County Building, 200 East Washington, downtown Indianapolis.

For more information on transportation planning, call 327-5142 or visit www.indygov.org/indympo.



IMPORTANT

The Metropolitan Planning Organization (MPO) invites your input on proposed amendments to the 2002-2004 and 2003-2005 Indianapolis Regional Transportation Improvement Program (IRTIP).

The IRTIP documents federally funded transportation improvements recommended for our region over a three-year period.

For your review, a complete listing of the proposed amendments appears as a Legal Notice in today's paper. For more information on the IRTIP amendment process, call 317/327-5139.

For more information on transportation planning, call 327-5142 or visit www.indygov.org/indympo.



IRONS IN THE FIRE

(from page 17)

IndyGo Hybrid Shuttles

On Tuesday, September 17th, IndyGo field tested two electric hybrid vehicles — forerunners of a new, environmentally friendlier downtown bus service planned to begin operation late next year. The hybrids, which run on a mixture of diesel fuel and electricity, exhaust less than half of the emissions associated with full-size diesel models, IndyGo's Director of Marketing and Service Development, Roland Mross, says. Each carries thirty passengers and costs around \$240,000. IndyGo received about \$3 million from the Federal Transit Authority (FTA) to buy and operate five such vehicles. The two that were tested are among those being considered for purchase.

“This whole thing is about zero and low emissions,” says Joe Morgan, a field service technician with Advanced Vehicle Systems, a Tennessee-based company that produced one of the buses. In addition to helping improve

the region's air quality, the hybrid buses are noticeably quieter than their more traditional counterparts, minimizing noise pollution as well as providing riders with a more relaxed travel experience.

The new downtown bus service will run in a loop from Circle Centre to the Indianapolis Zoo. It is intended to serve downtown visitors, workers and area residents.



ACCESS-TO-JOBS

(from page 11)

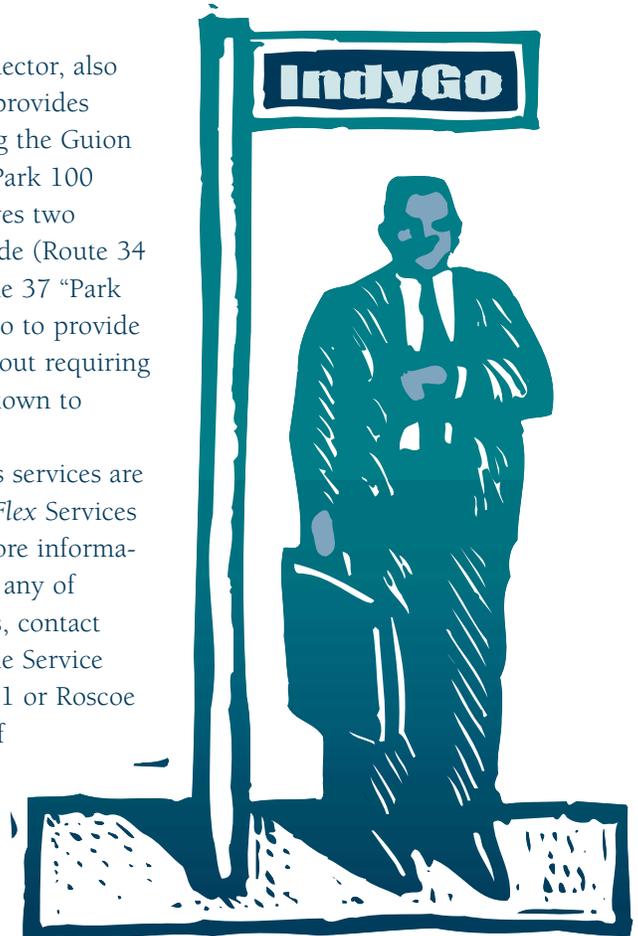
Access-To-Jobs, many Airport Zone employers, including hotels, warehouse facilities and manufacturers, had trouble finding suitable applicants due to lack of transportation.

The Route 9 Airport Zone Service, the original route which started service on September 12, 1999, operates from 5:30 AM to 11 PM seven days a week, enabling IndyGo to provide more flexible routing to the Airport and surrounding areas. Buses arrive at 30 minute intervals during peak travel times, 60 minute intervals off-peak. Additional late night service, available on-call, began later that year.

Today, Late Night Service provides transit-dependent residents with access to more than 200 employers between the hours of 11:00 p.m. and 6:00 a.m.

The Northwest Connector, also known as Route 36, now provides more flexible routing along the Guion Road corridor and in the Park 100 area, and also directly serves two routes on the northwest side (Route 34 “Michigan Road” and Route 37 “Park 100”). This permits IndyGo to provide more “lateral” service without requiring passengers to travel downtown to transfer.

These Access-To-Jobs services are just part of IndyGo’s *IndyFlex* Services (see box, page 21). For more information about Access-Jobs, or any of IndyGo’s *IndyFlex* Services, contact Barb Scott, IndyGo Flexible Service Manager at (317) 614-9261 or Roscoe Brown, IndyGo Director of Flexible Services at (317) 614-9318.



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