Seasonal Issues

There's a lot to talk about in the new *teMPO*, including our new numbering system. Previously published issues of the official newsletter of the regional transportation planning process have routinely assigned the winter issue to the preceding year, even though only 10 days of the season belong there. The reason for this discrepancy is simple; *teMPO* started publication in spring so winter just felt like the end of a year, even though our winter issues have always been published in January or February of the following year. This has always made us look late to press, even though our release date hits mid-season.

With this issue, we correct the anomaly. Now *teMPO* will be published... cont on page 3, see Seasonal Issues

CMS Update

Among the many projects recommended by the MPO in its 2003 Unified Planning Work Program (UPWP) is one called “Update of the Congestion Management System (CMS).” 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. However, 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 offer this second installment in an on-going series of articles that focuses on UPWP projects and what they entail.

“The CMS is really a planner’s tool,” says Sweson Yang, AICP, MPO Chief Transportation Planner. “The purpose of updating the Congestion Management System is to make sure that it continues to be the right tool for the job. We need to be able to trust the accuracy and timeliness of the information it provides, so that our subsequent interpretation of that information will be on-target.”

cont on page 14, see CMS Update

65/70 Hyperfix

On Thursday, January 16th, the Indiana Department of Transportation (INDOT) revealed details of its much anticipated 65/70 downtown improvement project. In an effort to minimize traffic delays and construction costs, INDOT has elected to completely close the highway innerloop through downtown Indianapolis to traffic rather than restrict it to two lanes. The closure will impact an estimated 175,000 daily travelers who will need to find another route to work starting May 26th when construction is scheduled to begin.

“Keeping the highway partially open would more than double the length of the project,” notes INDOT Commissioner J. Bryan Nicol.

cont on page 8, see 65/70 Hyperfix
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 Planners Stephanie Belch and Philip Roth, AICP, discuss the motivations behind the region-wide Rapid Transit Study.

**Roth:** As the region’s primary transportation planner, the MPO always tries to take a balanced approach to enhancing our area’s transportation system to meet current, and anticipate future, needs. That means considering new and wider roads where appropriate, as well as more and better transit options, and alternative modes of travel which are in growing demand, such as bicycle and pedestrian route systems. So, we haven’t changed our planning process. Just the opposite, in fact.

Our new Rapid Transit Study is concentrating exclusively on transit options *because* of our commitment to thorough consideration. This study is being conducted, in part, in response to the conNECTions study of Northeast Corridor Transportation. In January of 2002, conNECTions’ Policy Steering Committee, headed by Indianapolis Mayor Bart Peterson, INDOT Commissioner J. Bryan Nicol, and State Senator Luke Kenley, approved the study’s recommended highway widening improvements (Option H5), but tabled the transit recommendation pending further investigation. Our new study, called DIRECTIONS (see related story, page 17), will focus on the viability and cost-effectiveness of a region-wide rapid transit system, concentrating on travel corridor placement and preferred

**I’ve been seeing articles for the last few months about the new Rapid Transit Study, but none of them explain why we’re concentrating exclusively on ‘transit.’ At least conNECTions looked at both transit and highway options for the NorthEast Corridor. Shouldn’t we be doing the same region-wide?**

— Voice-mail question following the October CAC meeting

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

- ADT – Average Daily Traffic
- AICP – American Institute of Certified Planners
- APM – Automated People Mover
- ASCE – American Society of Civil Engineers
- ATMS – Advanced Traffic Management System
- CAC – Citizens Advisory Committee
- CMS – Congestion Management System
- DEIS – Draft Environmental Impact Statement
- DMD – Department of Metropolitan Development
- DPW – Department of Public Works
- FHWA – Federal Highway Administration
- FRP – Fiberglass Reinforced Plastic
- FTA – Federal Transit Administration
- IDEM – Indiana Department of Environmental Management
- IIA – Indianapolis International Airport
- INDOT – Indiana Department of Transportation
- IRTC – Indianapolis Regional Transportation Council
- IRTIP – Indianapolis Regional Transportation Improvement Program
- ISTEA – The Intermodal Surface Transportation Efficiency Act of 1991
- MDC – Metropolitan Development Commission
- MIS – Major Investment Study
- MPA – Metropolitan Planning Area
- MPO – Metropolitan Planning Organization
- O&M – Operations & Maintenance
- PIP – Public Involvement Program
- PLC – Primary Logic Controller
- SIP – State Implementation Plan
- 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
- USEPA – United States Environmental Protection Agency
- VMT – Vehicle Miles Traveled

**cont on page 18, see Q & A**
This map reflects the expanded MPO Metropolitan Planning Area (MPA) as determined by Census 2000 data. The boundary of this area has not yet been finalized.

Seasonal Issues
(from page 1)
winter through autumn (five issues, including the Special Edition) in its current calendar year. Read this one to learn about INDOT’s I-65/I-70 Hyperfix, IndyGo’s new priorities, the planned update of the Congestion Management System, the proposed expansion of the MPO’s planning area (based on Census 2000 data), progress on the Indianapolis Insights project, and more! It’s all here, and it’s all now (2003), in teMPO!
Having been introduced to tMPO readers in our October 2002 Special Edition, new IndyGo CEO Gil Holmes initially resisted appearing again so soon in our pages. “I’d rather not have the focus on me,” he said. However, changes currently underway at IndyGo prompted Mr. Holmes to meet with us for a question and answer session focused exclusively on the company’s new goals and priorities.

After seven months on the job, what is your first priority for IndyGo?
To change our internal culture. Some people may prefer to hear about very visible, external changes but, to me, it’s a case of “first things first”. I believe we need to re-organize our thinking, and refine our procedures to meet the region’s present and future transit needs. And, I think the resulting benefits of these changes will be immediately visible.

How will a re-organized IndyGo look?
Like an inverted pyramid, where the broad base of IndyGo drivers, and the customers they serve, are on-top, supported by layers of internal staff, including managers, corporate officers, our board, and me. In this model, I’m at the bottom of the inverted pyramid.

How will it work?
I and everyone who works on the “inside” of IndyGo needs to ask him- or herself, “Does everything I do help to support our drivers and to meet the needs of our customers? Anything that doesn’t, we stop doing. Anything that does, we refine to make it even more effective.

It’s like the Army, where everything officers do is intended to help the soldiers in the front lines. Our mission is to serve our customers. So, all of our internal jobs exist to make it easier for our point-of-sales people – our drivers and transit store personnel – to meet customer needs.

What kind of needs are we talking about?
First and foremost, the need to be heard and considered. Let’s face it, IndyGo hasn’t always been very user-friendly. If you, as a customer, needed information on how to use us, how would you get it? Our old Bus Stop signs featured our phone number (See related story, page 16), but what if you don't have a cell phone?

Do you have the money you need to fund changes?
Too soon to tell. Remember that IndyGo has only about half the fleet and budget of other transit providers in cities of similar size. In fact, transit organizations in many smaller cities, like Dayton and Peoria, are better funded than we are. So, there's clearly a limit to what we can afford to change right now. However, until we thoroughly evaluate what we're doing, we won't know what that limit is.

Are there low-cost improvements you can make?
Sure. I think those with the biggest impact happen at the point-of-sale where our image is built. These include making sure that our buses are clean, and that our drivers are friendly and well-groomed. These are not high-cost concerns, but they...
MPO Profile

Meet Michael O’Loughlin, a career transportation planner with a one-of-a-kind job and an outlook to match. Michael is the Bicycle, Pedestrian and Byways Program Manager for the Indiana Department of Transportation (INDOT). As such, he is responsible for a unique combination of transportation issues and activities that no one else at INDOT, or in the state, oversees.

“Other states may assign oversight of bicycle and pedestrian issues to different planners. And, I would guess, few others entrust their byways program to the same person. But I’m glad Indiana does,” he says. “This ‘twin focus’ has given me a comprehensive perspective of our state’s alternative transportation programs.”

Michael started in the Urban Planning Section of INDOT in 1984, where he worked with MPO Manager/Master Planner Mike Dearing, then an INDOT employee. “Everyone in our section worked with MPOs back then,” he remembers. “Mike and I each worked with three MPOs.” In 1994, Michael was given the responsibility of coordinating the state’s bicycle and pedestrian programs. In 1997, byway issues were added to his workload and, two years later, he joined INDOT’s Multi-Modal Division. “It was really the only place to be for someone involved with the mix of issues that make up my days,” he says.

In his position, Michael is commonly asked what a “byway” is and he answers with the ease of someone who enjoys his work and recognizes its importance. “The national program designates travel corridors of regional and national significance as ‘byways’, based on their intrinsic characteristics,” he explains. Byways are designated for their cultural, historic, scenic, recreational, natural or archaeological qualities. “A good example is the Historic National Road,” says Michael, of the route most Hoosiers associate with US 40. “In Indiana, the route deviates from 40 in several places, but still forms a pretty direct route. Last summer the Historic National Road was designated an All American Road through six states, from Baltimore to St. Louis. Part of my job is to preserve, protect and enhance the segment that runs through Indiana.”

While conceding that the Byways Program is probably the fastest growing function he oversees, Michael is also quick to point out the progress Indiana’s made in the areas of bicycle and pedestrian transportation. “Both programs are growing incredibly. In fact, they each take up about 60% of my time,” he laughs. “When I think of where we were just five years ago, I’m really excited by the projects we currently have in the works.”

Three examples are especially close to Michael’s heart: In Terre Haute, an old rest stop that was closed in the mid-70’s has been re-opened as a trailhead and rest stop. The location will serve both non-motorized trail users and national scenic byway travelers. Now known as the Twiggs Rest Area, INDOT retains ownership, but Terre Haute Parks and Recreation maintains it. And, the public is coming in droves! “Located along the Historic National Road, the National Road Heritage Trail is already getting a lot of use,” Michael notes. “In fact, the community is about to start Phase II of the rail/trail conversion, and a second trail head further east of the Twiggs site is needed to keep up with demand. That’s a good problem to have.”

In Lake and Porter Counties, multiple cities, towns and counties are working together to connect various trails into a trail network. The Erie-Lackawanna Trail involves five different jurisdictions each doing their segment. The Oak-Savanna in Lake County will combine with the Prairie-Duneland in Porter County to form a 22-mile trail that will eventually link with the Calumet Trail. The Calumet is built on land donated by Northern Indiana Public Service Company (NIPSCO) near the Lake Michigan shoreline. “This is a model of local government cooperation for the good of its constituents and the environment,” Michael says. “It’s an example of what people can get done when they work together.”

The most significant trail facility in the state is probably the Cardinal Greenway. When complete, the 70-mile trail will connect Richmond to Marion and pass through five Indiana counties. Most of the trail is built on an abandoned rail line acquired by a private non-profit group. About 30 miles are complete and open for public use now, including a 20-mile stretch through Muncie in Delaware County. The Cardinal Greenway, part of the cross-country American Discovery Trail, will be long enough to attract visitors from other states to sample Hoosier hospitality.

His own priorities are evident when Michael enjoys the rare free moment. He bikes, gardens and is a supporter of environmental protection. He also travels most often to work via IndyGo. “Either you believe in the benefits of alternative transportation, or you don’t,” he says. “I do, and I support making our regional transportation system as multi-modal as possible.” Toward this end, Michael represents INDOT as a member of the MPO’s Multi-modal Task Force which includes among its current initiatives installation of bike racks at popular downtown destinations.

“I’m lucky. I believe in what I’m doing,” says Michael. “I get to spend my work day, and off-hours, working to improve Indiana’s environment and mobility.”

Michael lives in Indianapolis with his wife of 30 years, Susan, and has a 27-year-old son, Eric.
IndyGo Priorities
(from page 4)

make a huge impression on our customers. That’s why I want to make sure we have them covered, while we consider higher cost options.

What kind of options?

Things like Park & Go lots, express bus routes, adding extra buses to busy routes . . . the list is long and growing. And, remember, we’re already developing an electric or hybrid powered circulator service, our downtown transit center, and van pool programs. In these ways, IndyGo is part of an innovative, responsive solution to community challenges, like rush-hour congestion. I want IndyGo to be recognized as a full partner in meeting the area’s needs.

Do you mean “needs” beyond transportation?

Transportation is so integral to a community’s well-being that I don’t think we need to look beyond it to see benefits in other areas. For example, employment. Seventy-percent of transit riders are either coming from, or going to, work. So, clearly, the more responsive transit service is to employer/employee needs, the greater benefit it offers to our local economy. That’s the reasoning behind our IndyWorks and Access-To-Jobs Programs.

From an environmental perspective, look at the hybrid diesel/electric circulator service we’re starting downtown this year, or the bio-diesel buses we’re considering for the future that run on soy-based fuel. Both would help improve our region’s air quality.

Now, consider what benefits might emerge if IndyGo built an alliance with Allison Transmission. This one partnership might simultaneously benefit the region’s economy, employment and environment. I think it’s this kind of synergy that will make public transportation an increasingly valuable community asset.

How long will it take to build this kind of synergy?

It’s been building for a while thanks, in part, to the efforts of a committed staff and supportive board. Right now, we have a very transit-friendly city administration – one that openly supports alternative transportation technologies and innovative programs.

We also have an increasingly strong relationship with the Metropolitan Planning Organization. They’ve been quick to recognize the potential benefit transit offers the regional transportation system. Thanks to the MPO, we’re consistently “invited to the table” now as a valued planning partner. I want to make sure that we’re making the most of that opportunity.

Where does your vision of the future IndyGo come from?

Ironically, some aspects of it come from the past. I spent four years of my childhood in a small town in Southern Illinois. There, I thought the Greyhound Bus Driver was a king. I can remember seeing his bus pull into town. He would step out, looking just great, and start helping people disembark. They were all smiling and happy, and he was the one who had gotten them there safe and in comfort. That’s a good image for us to keep in mind.

Another aspect from the past is a personal goal of mine; I’d like to grow IndyGo’s future fleet to the size it was 15 or 20 years ago (286). That would be an increase of about 150 buses. The only reason I’d have for doing this is to accommodate all of the new riders we’ve attracted between now and then.

In conclusion, is there anything else you’d like to tell tɛMPO’s readers?

Yes. Why not try riding the bus once in a while? I think the improvements we’re making could change the way you think about public transportation.
Commissioning Clarian’s People Mover

Commissioning the People Mover, or repeatedly testing its various system components so that their safe operation can be eventually certified is on-going,” says Jeff Cavanaugh, Project Superintendent for Schwager Davis, Inc. (SDI) of San Jose, California. In January, 2001, SDI was awarded the contract to design, build, and commission, Clarian’s People Mover System.

“Commissioning is a process, not an event,” Cavanaugh explains. “We began pre-commissioning activity last August and it continues to this day, even as construction on thesystem's Walnut Street Station continues.”

As reported in teMPO’s October 2002, Special Edition, the Clarian People Mover’s route, initially proposed as 8,000 long, was reduced to 7,400 feet when two stations on Walnut Street were merged into one. For this reason, the Walnut Street Station, now nearly complete, reflects a more elaborate, upgraded design and represents approximately one-quarter of all People Mover-related construction work. Upon completion, it will serve both Riley Hospital, via an elevated walkway, and Indiana University Hospital, the system’s southern most destination.

“It looks like the future,” says Cavanaugh. “From its slender guideway structure, to its sleek train bodies, to its state-of-the-art Allen-Bradley control electronics, this system represents the future of urban travel. And our commissioning activity is proving that its beauty is more than skin deep.”

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 approximately five minutes at a maximum speed of 28mph.

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 system will be staffed for 24/7 operations. An operator in the control room at all times, including on-call hours.

The system’s elevated concrete guideway structure is designed to be as attractive and economical as possible. On SDI’s recommendation, Clarian Health Partners selected concrete instead of steel for the guideway. 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. There are only 88 along the system’s entire 1.4 mile route. To reduce ice and snow build-up on the guideway during winter, the superstructure is designed with open space between the tracks.

The People Mover’s train bodies were hand-fabricated in Switzerland from aviation grade structural aluminum. Each of the two 3-car trains features an innovative exterior design with large tinted windows and fiberglass reinforced plastic (RFP) nose sections at either 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. Each car is fully air-conditioned and has a single 5’ wide bi-parting door for center station boarding. The empty weight of each train is 45,000 pounds.

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 last summer, SDI and its technology team performed pre-commissioning and run-testing activities on the two trains. Train A is now ready for final commissioning and certification-testing to proceed; Train B will be ready in late March.

The People Mover’s Control 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 switching devices are software con-
“That would cost the local economy an estimated $80 million in added travel time, wasted work time and fuel lost idling in traffic delays, not to mention its impact on the region’s air quality. We think shutting the highway down completely and paying for construction speed is the best way to handle the project.” INDOT will offer the contractor an incentive of up to $200,000 for each day the roadway is reopened before the scheduled August 18th completion date. The maximum bonus possible is $2.6 million, which may be awarded for work done prior to and during the closure.

Indianapolis’ innerloop, where I-65 and I-70 run together between the north and south split, was opened to traffic on October 15, 1976. Ripping up and replacing the pavement for 33 bridge decks and 35 lane miles of highway will cost an estimated $28 million. This and all highway projects are funded by INDOT’s construction budget which is fueled by gas taxes. Construction bidding on the I-65/I-70 Hyperfix opened Wednesday, January 22nd. At press time, no contractor had yet been announced.

“We will do everything we can to complete this project quickly,” says Nicol. “That’s why we’re offering the early completion bonus, and why we’ve committed to an aggressive, 85-day construction schedule. That’s a short time frame for a project of this size, but we know the project is inconveniencing people, so we’re trying to get it done and get out.” Once started on Monday, May 26th, the day after the Indianapolis 500, construction will proceed 24 hours a day, seven days a week, for nearly three months. During that period, INDOT and its contractor will comply with all local ordinances concerning noise levels and plan to restrict the loudest construction activities to the daylight hours.

During this period, regional and “through state” traffic will be diverted to I-465, which will remain construction-free throughout 2003. Travelers approaching Indianapolis on I-65

cont on page 10, see 65/70 Hyperfix at a Glance

What:
A complete shut down of segments of I-65 and I-70 to rip-up and replace the pavement of 33 bridge decks and 35 lane miles of highway.

Where:
The highway just east of downtown Indianapolis, where I-65 and I-70 run together.

When:
May 26 through August 18, 2003. This 85-day construction schedule, including 62 weekdays, will involve nonstop activity 24 hours a day, seven days a week.

Why:
It’s badly in need of repair. “This is a double interstate and everything has worn out twice as fast,” says INDOT Commissioner J. Bryan Nicol. These segments of highway opened more than 25 years ago and have not undergone any major reconstructions.

Who:
This Indiana Department of Transportation project will affect an estimated 175,000 daily motorists needing to find alternate routes around or through the city.

How much:
Hyperfix will cost $28 million, paid for by INDOT’s construction budget, which is funded through state and federal gas taxes. If the roadway is opened to traffic up to 10 days ahead of schedule, an incentive of up to $2.6 million will be paid to the chosen contractor.
Tran Plan Process
Re-certification

Because we go through this every three years, some people might feel like it's routine to us,” says MPO Manager/Master Planner Mike Dearing of the triennial review and re-certification of the MPO's regional transportation planning process. “Nothing could be further from the truth,” he says. “We work closely as planning partners throughout the year with many of the federal and state agency representatives who conduct the review. So, we know them. Still, it’s human nature to feel a little nervous when something you care so much about is being evaluated.”

The Transportation Equity Act for the 21st Century, the federal legislation which oversees all MPO activity, requires the review and certification of the transportation planning process in all urbanized areas with populations over 200,000. Certification is a prerequisite to receiving federal funds for airport, transit and highway transportation improvements. In the Indianapolis region, this certification process took place this year on March 10, 11th and 12th, and was conducted by representatives of:

- the United States Environmental Protection Agency (USEPA)
- the Indiana Department of Transportation (INDOT)
- and, the Indiana Dept. of Environmental Management (IDEM).

As part of the review, most of the agenda for the March meeting of the Citizens Advisory Committee was dedicated to the re-certification process. Representatives from the reviewing agencies asked for public input on how well the MPO does its job of conducting a cooperative, comprehensive and coordinated regional transportation planning process. germane to these comments was whether or not citizens feel included, welcomed, and heard, in the process.

The MPO encouraged participation in this public forum through a variety of ways. A special memo, sent to the MPO’s mailing list, promoted meeting attendance and stressed the importance of the re-certification process. In addition, participation in the public forum was promoted via a media advisory sent to more than 30+ local news and public affairs sources, paid advertising in both The Indianapolis Star and The Indianapolis Recorder, MPO hotline messages (3127/327-IMPO), and inclusion on MPO website (www.indygov.org/indympo).

“Efforts to include the public as planning partners through outreach initiatives like our School Involvement Program, our Community Inclusion Project and our many Public Involvement Program strategies have gotten us high marks in the past,” explains Dearing. “So, it was really important to us that anyone who wanted to be heard on the topic of how we conduct regional transportation planning attended the March CAC Meeting.” The meeting was held 6:30 - 8 p.m., Tuesday, March 11 in Room 107 of the City-County Building, 200 East Washington, downtown Indianapolis. Those who were unable to attend the meeting are encouraged to send their comments to Joyce Newland, Federal Highway Administration, 575 N. Pennsylvania St., Indianapolis, IN 46204 or joyce.newland@fhwa.dot.gov on or before March 25.

For more information on the re-certification of MPO’s Transportation Planning Process, or on quarterly meetings of the Citizens Advisory Committee, contact Mike Dearing at 317/327-5139 or mdearing@indygov.org.

Did You Know?

The Texas Transportation Institute has again identified the nation's most congested cities. According the TTI's 2002 Urban Mobility Report, Los Angeles is #1 with 136 hours of time wasted each year by the average commuter in slowed or stopped traffic. Rounding out the top five: San Francisco (92 hours), Washington D.C. (84 hours), Seattle (82 hours) and Houston (75 hours). Indianapolis came in a distant 30th in daily traffic congestion.
and I-70 will start seeing construction warning signs 10 miles outside of town. Only the ramp from southbound I-65 to the Michigan/Ohio/Fletcher collector-distributor will be closed into downtown, although “exit only” lanes and surrounding local streets are likely to be heavily congested. Congestion in the north split, however, will be eased with the addition of another lane on the Pine Street on-ramp to eastbound I-70. In the south split, the ramp from eastbound I-70 to southbound I-65 will also be widened, extending an additional travel lane south to the Raymond Street exit.

“Of the 85-day Hyperfix construction schedule, 62 days are work days,” explains Nicol. “Many downtown workers probably already have summer vacations planned during this period which could ease congestion. However, INDOT encourages commuters to plan alternate routes to and from work now to minimize travel delay and inconvenience.”

Commuters approaching downtown on I-65 from the south side will be able to proceed as far north as the Market Street ramp. They will also be able to take the ramp to I-70 West and use the exits to the southside of downtown.

Commuters traveling south on I-65 to downtown from the northwestside will need to exit onto eastbound I-70 or at Meridian Street. The Michigan/Ohio/Fletcher collector-distributor will not be accessible.

I-70 commuters approaching downtown from the eastside will have limited access to the Michigan and Ohio Street exits via “exit only” lanes which will remain open as far as the Ohio Street ramp. However, they will not have access to the Fletcher Avenue ramp and will not be able to merge over to southbound I-65.

Heading home from downtown at day’s end will also take some planning. With the exception of the Pine Street on-ramp to the inner loop, all downtown on-ramps will be open. However, no one will be able to enter the freeway north of downtown and head south, or vice versa. Also, major thoroughfares leading to and from downtown may be under construct-
Indianapolis Insight Milestone

The Indianapolis Insight comprehensive planning process reached a major milestone in Autumn, 2002, when it completed land use mapping for both the Pike and Wayne Township planning areas. “These are the first of eight planning areas we started to map last spring as part of our Phase II activity,” explains Keith Holdsworth, Principal Planner of the Comprehensive Planning Section of the Department of Metropolitan Development. “The mapping process continues in the remaining six, but we’re proud of how quickly and cooperatively it was handled in Pike and Wayne Township,” he says. “It means our procedures are working and that people are embracing this process.”

As reported in the Summer 2002 issue of teMPO, Indianapolis Insight is the update of the Marion County Comprehensive Land Use Plan which started in September, 2000. This plan helps guide City decisions on land use and capital expenditures. Because there is a close relationship between land use and transportation demand, the MPO has followed the update’s progress closely. The purpose of Indianapolis Insight is to 1) identify shared community values and 2) develop plan goals, objectives and implementation policies that reflect those values, eventually resulting in specific land use recommendations.

Approximately one year ago, 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 (See page 21 for ordering information).

As part of Phase II, its land use plan mapping phase, Indianapolis Insight introduced a new set of land use categories. Land use categories are fundamental building blocks of the 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.

These include:

- 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;
- Environmentally Sensitive which is a secondary land use classification that will overlay other categories and refers to land that possesses special environmental or natural characteristics that will require careful attention with regard to development proposals.

In Pike and Wayne Townships, the public input portion of the land use mapping process involved a series of seven meetings in each planning area plus several special meetings. The topic at the first meeting was an overview of the Community Values Component. Subsequent meetings began with presentations on a variety of topics including environmental factors, parks, explanation of planning jargon, and a review of the mapping standards.

Then, meeting participants broke into three smaller groups. Each group discussed a particular geographic area of the township. Meeting attendees were encouraged to move to the groups whose topics were of most interest to them. Within these small groups, planning staff presented their land use recommendations and rationale. Group discussion evaluated the appropriateness of the staff proposals. Though generally in accord, meeting participants and staff made a few changes at every meeting.

Pike Township Specifics

Land Use Planning meetings in Pike cont on page 20, see Milestone
controls. 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.

But how are these intricate system components, each a highly complex system itself, tested and commissioned for operation?

“That depends on the part,” says Cavanaugh. “There are three verification and validation methods used to test system components and functions,” he explains. “The first is Analysis, which evaluates a component or function through review of engineering documentation, calculations, etc. The second is Inspection or physical examination of a component or function. And, the third is Testing, both direct and indirect, which evaluates a component or function under actual operating conditions.”

Back in early 2001, the clients and the SDI team looked at approximately 15 different train lay-outs before selecting one. When the train car shells arrived here from Switzerland, SDI began assembly in the yard at 337 W. 11th St., including axle assembly, drive motors, suspension components, HVAC and electrical wiring. “So, when pre-commissioning activity started last summer, we were really double-checking our own work in all areas of system operation,” Cavanaugh notes.

To insure safe operation, the People Mover system relies on integrated design redundancy. For example, control system wiring employs dual Primary Logic Controllers (PLC) to manage the same aspect of operation. A third, PLC reviews readings from these dual controls. For example, if the load sensors, which monitor weight capacity for each train, have the same reading, operation continues. If not, the PLC notes the discrepancy, triggers system operation checks and ultimately, could interrupt service. The PLC ultimately controls programming.

Redundancy is also built into the People Mover’s communications system. The Methodist Hospital Station, the northern most terminal, houses the system’s safety and security monitoring station and maintenance shop. This station and the trains will keep in-touch using dual frequencies to relate all information, including emergency; on-board audio/visual messaging; heating, ventilation and air conditioning system operation; smoke detection; fire alarm; marketing messages, and more. “As an APM, the critical nature of the People Mover’s on-board communications system can not be overestimated,” says Cavanaugh. “Ninety-nine, point nine percent of the time it’ll have nothing to report, but it still assures rider peace-of-mind.”

After nearly seven months of such pre-commissioning testing, the formal commissioning of the People Mover is tentatively scheduled to proceed in late February – right on schedule with Clarian Health Partners’ original timeline. By that point, SDI will have documented a schedule of both test procedures and results that meet the ASCE (American Society of Civil Engineering) Performance Code. When City and Clarian officials, and their consultants, sign off on the process, formal commissioning is complete.

“We’re very close right now,” notes Glendal Jones, the Clarian Public Relations Coordinator on the project. “People here are very eager to ride the trains and enjoy the comfort and convenience of this system.”

Cavanaugh agrees. “Given the scope of the project, it’s come together incredibly fast, thanks to the professionalism and cooperation of all involved. Still, everyone wants to start enjoying the benefits that prompted the system’s concept and construction; the fast, efficient movement of people and equipment among Clarian Health facilities.”

Insuring the continuation of those benefits after formal commissioning will again be SDI which was awarded a separate three-year operations and maintenance (O & M) contract. The contract specifies a pro-active maintenance program, requiring the services of thirteen O & M personnel, including management, and shift work. “Mechanical repairs will be done at night,” notes Cavanaugh. “After all, people who save lives will depend on the People Mover. How it’s maintained should reflect that.” In this regard, Cavanaugh noted that the closing of United Airlines’ Indianapolis facility was timely, if unfortunate. “We had our pick of their most experienced people,” he says. “It was a great way to help this project and the community.”

For more information on the commissioning of Clarian People Mover, please contact Clarian Public Relations Coordinator Glendal Jones at (317) 962-4540.
Cunningham Named MPO Principal Planner

In January of this year, the Metropolitan Planning Organization (MPO) announced the promotion of Steve Cunningham to the position of Principal Planner. In his new position, Steve succeeds Mike Dearing who made the announcement. Dearing was promoted to MPO Manager/Master Planner in December, 2002.

Cunningham joined the Indianapolis MPO in April, 1988 as a transportation planner. He had previously interned in the Division of Planning in 1986. In 1989, Steve was named Senior Transportation Planner. His responsibilities now include:

- Supervision of the City of Indianapolis’ Transportation Impact Analysis process for proposed development
- Coordination of the development and updating of the Official Thoroughfare Plan for Marion County
- Travel demand modeling and traffic-forecasting
- Air Quality Conformity Analysis – a pre-requisite to federal endorsement and funding of the region’s Long-Range Transportation Plan and Indianapolis Regional Transportation Improvement Program
- Railroad issues and planning
- Airport area planning
- Contract and work program management

“I’m happy to have Steve succeed me as Principal Planner, and to be able to continue relying on him in the future,” notes Dearing. “He’s been an asset to the regional transportation planning process for almost 15 years, and our planning partners have come to trust in his objectivity and professionalism.”

An Indianapolis native, Steve Cunningham earned a Bachelor of Science degree from Ball State University, Muncie, Indiana, where he majored in Political Science with a concentration in Urban and Regional Studies. He also holds a minor in Geography. Steve currently resides in the Irvington area with his wife of 12 years, and their two children.

You can reach Steve in his new capacity as MPO Principal Planner by contacting him at 317/327-5403 or scunning@indygov.org.

Did You Know?

The National Highway Traffic Safety Administration reports that the number of drivers and passengers who buckle up continued to increase last year. In 2002, 75% of all travelers used seat belts regularly. That’s four percentage points higher than just two years earlier (2000-71%) and a whopping 17% increase over eight year (1994 -58%). The largest two year increase came between 1996 (61%) and 1998 (70%) when seat belt use grew 8%. This coincides with increased enforcement of existing seat belt laws and public awareness advertising (“Buckle up. It’s the law!”).
CMS Update (from page 1)

Background

Initially conceived in 1993, in response to federal ISTEA requirements, the Congestion Management System (CMS) was developed to provide transportation planners with timely transportation effectiveness/efficiency measures to inform planning activities. Its initial purpose was to develop strategies for mitigating congestion in heavily traveled corridors. The MPO built the CMS in 1995/1996 and immediately incorporated it into its criteria for scoring Indianapolis Regional Transportation Improvement Program (IRTIP) project proposals. The IRTIP documents federally funded transportation improvements programmed for our area over a three-year period.

At its heart, the CMS is a performance-based system for management of existing and new transportation facilities through travel demand and operational management strategies. One definition of a CMS is “a document explaining how congestion is to be addressed in the planning process.” According to federal regulations, the CMS must be capable of identifying the location and severity of congestion, and must identify elements of operational management strategies used to alleviate congestion.

Monitoring the effectiveness of these strategies allows for continual refinement of the CMS. Philosophically, the CMS is an attempt to control congestion while minimizing new construction or expansion of congested facilities. This approach is based upon the maximization of scarce resources and environmental preservation (through air quality improvement). The following pages detail a scope of work for the update of the CMS.

In 1996, the MPO selected HNTB Corporation, a national design firm with Geographical Information System (GIS) capabilities, to update the CMS. This project will rely upon the existing CMS process and methodology. In order to update the CMS with current information and available research, its approach provides a workflow based on the existing process. The CMS Update will be accomplished through the following four tasks:

Task I. System Determination

A. Establish CMS Steering Committee

HNTB will conduct a project kick-off meeting with the entire CMS Steering Committee, which includes MPO personnel. The purpose of this meeting will be to establish the project schedule and to identify project milestones. The first Steering Committee meeting will include the presentation of the evaluation of the prior CMS begun by MPO staff.

B. Establish Monitoring Network

The CMS Monitoring Network is established as the Transportation Monitoring System (TMS) Network (all thoroughfares within the Indianapolis nine-county region). The updated TMS Network is based upon the MPO’s 2025 travel demand model and will be made available from the Indianapolis TMS Phase II project (see TMS Phase II Enhancements, Autumn teMPO, Volume Six, Issue Three).

Task II. Update and Identify Congested Corridors

A. Database Update

HNTB will update the CMS database (within the TMS) with the most recent available data, including current Average Daily Traffic (ADT) figures, forecasted ADT figures, level-of-service (LOS), vehicle miles travels (VMT), number of lanes, pavement widths, and travel times – all data items gathered and made available by MPO personnel for database inputting by HNTB. An important scheduling note to this task is that this work will follow the update of the road network in the TMS Phase II project. This sequencing is recommended to ensure the latest road network and database linkages are in place before beginning the CMS update.

B. Prior CMS Evaluation Update

HNTB will review and complete the evaluation of the prior CMS that was started by MPO staff. This task will entail working closely with MPO staff to provide a final technical memorandum that provides a:

- CMS Activities Status Report
- State of the System Report Update
- Performance Monitoring Report
- Effectiveness Evaluation Report

C. Congestion Definition

HNTB will develop three different techniques to define congested travel ways, which will consider measures of accessibility, mobility, and system efficiency. The three alternatives will be presented to the CMS Steering Committee in order to select a revised definition of congestion in the Indianapolis Region. The alternatives will be based on several criteria that can be defined using queries from the TMS and related data sets.
D. Establish CMS Target Network

Using the agreed upon definition of congestion, a CMS Target Network will be established. Each corridor in the CMS Target Network will be identified with a unique numbering system for easy identification of the corridors throughout the rest of the study. Each corridor link within the TMS will be coded with an attribute as its unique CMS identifier.

Task III. Update Strategy Evaluations and Application

A. Congestion Management Strategies

HTNB will examine and update the list of congestion management strategies as defined in the previous CMS study. A technical memorandum will be provided to document the evaluation of the applicability of the strategies, as well as provide documentation of any updates or new strategies that should be considered when managing congestion in the Indianapolis region. This task will not be a comprehensive re-write of congestion management strategies, but will provide a review of the previously documented strategies and provide insight into any new strategy opportunities.

B. Screening Process

The next part of this project will be the process for application of the management strategies. HTNB will provide a review of the screening process used to analyze and recommend specific strategies for each corridor within the CMS Target Network. Like Task IIIA, this task will not reinvent the screening process. However, it will provide a review of the applicability of the previously documented screening process to certain corridors and provide insight into any new screening approaches.

C. Enhanced CMS Database

This element will include the development of an enhanced database in order to collect and disseminate detailed information and digital photography on CMS Target Network corridors. This task will include the reformatting of the custom form in the TMS for data maintenance and access of the enhanced CMS database. The requirements for this custom form will include a conversion procedure in order to output a data layer that is easily shared with other agencies.

D. Apply Screening Process

Once the screening process has been revised, it will be applied in order to establish recommendations specific for each corridor in the CMS Target Network. Each corridor will be summarized with a corridor map, vital traffic statistics, and recommended congestion management strategies. Each summary will provide a narrative that describes the strategy selection process along with the professional rationale for application of the strategies.

Task IV. Implementation

A. Strategy Recommendations

HTNB will define specific recommendations for CMS implementation. These will include specific recommendations for coordination and data-sharing with other agencies in regards to areas of the target network. Certain areas and/or strategies will also be identified for further study or as other vehicles for additional phases of the CMS.

B. Process Documentation

A final report will be developed in order to document updates to the project process and resulting recommendations. A DRAFT of the document will be presented and supplied to the CMS Steering Committee for their review. After a review period of two weeks, comments and questions will be addressed. HTNB will work with MPO staff to address suggested changes and to incorporate final edits and comments into a FINAL project report. At this time, HTNB will also assist with the installation of the updated CMS database into the Transportation Monitoring System (TMS).

HTNB will also provide end-user training for the enhanced CMS database and its use within the TMS. This will entail an HTNB analyst sitting with up to three MPO staff members in the MPO offices to explain the use and maintenance procedures for this database.

“Successfully updating the CMS means that the MPO will get more accurate and responsive transportation efficiency and effectiveness measurements,” notes Kevin Mayfield, the MPO Planner who helps coordinate the project with Yang. “With more precise information, we’re better able to develop effective strategies for minimizing congestion along our most heavily traveled corridors.”

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.)
IndyGo Sign Re-design

Sometimes a picture isn't worth a thousand words. That's what IndyGo staff found out recently while working with area students on several school involvement projects, including an evaluation of the transit-provider’s image and service (2000) and last year’s multi-modal theme. “During one of these projects, the students pointed out problems with our ‘BUS STOP’ signs,” explains Roland Mross, IndyGo Director of Marketing. “Despite a pictogram of a bus, the students didn’t recognize these signs as bus stops. They felt the design worked more as an ad for IndyGo, featuring our name and phone number, but never really saying, ‘Bus Stop’.”

Point taken. Throughout the fall, IndyGo solicited public input on the six designs shown here, all of which feature the magical term. “Each is intended to attract the public’s attention and to create awareness that a bus stops here,” says Mross. “Also, we’ve added information for the convenience of our riders, including connecting routes, fare information and maps of the service area.”

IndyGo is still evaluating public comment concerning the design candidates that will be critical to the final selection process. “We hope to have a consensus early this year,” Mross notes.

For more information on IndyGo’s ‘Bus Stop’ sign re-design project, contact Roland Mross at 317/614-9310 or (rmross@indygo.net).

Did You Know?

The average number of miles Americans put on their primary vehicles each year has grown steadily since 1980. As reported in the October 2002 issue of the Energy Information Administration’s Monthly Energy Review, the annual average was 11,988 miles in the year 2000. That’s 3,000 + miles more than in 1980 (8,813 miles) and almost 1,500 miles more than in 1990 (10,504 miles)! No wonder the incidence and duration of congestion is growing.
Irons In The Fire
CAC Begins 2003 Meetings

The Citizens Advisory Committee (CAC) began its 2003 quarterly meetings on Tuesday, March 11, in Room 107 of the City-County Building, 200 East Washington, downtown Indianapolis. The CAC was founded by the MPO in 1994 to regularly share information, and seek public comment, on a variety of transportation planning issues. Input gathered at CAC meetings is shared with the Indianapolis Regional Transportation Council (IRTC).

Though most CAC meetings are held on the last Tuesday of the month, this one was scheduled early to accommodate review of the MPO’s transportation planning process by federal and state agencies. At this meeting, representatives of the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the Indiana Department of Transportation (INDOT) and the Indiana Department of Environmental Management (IDEM) hosted a public forum to gather input on how the MPO’s planning efforts, including those aimed at encouraging and accommodating public participation in regional transportation planning, are perceived.

Other scheduled agenda items for the meeting included a review of newly proposed amendments to the 2003-2005 Indianapolis Regional Transportation Improvement Program (IRTIP) and a status report on the regional Rapid Transit Study that began in November, 2002. As always, the meeting began at 6:30 PM and lasted a minimum of one and a half hours.

For more information on the Citizens Advisory Committee, contact Mike Dearing, MPO Manager/Master Planner, at 317/327-5139 or mdearing@indygov.org.

Planning Area Expansion Process

“It’s far from finalized,” notes MPO Senior Planner Philip Roth, AICP, of the proposed expansion he’s overseeing of the MPO Metropolitan Planning Area (MPA). “We’ve just finished meeting with all of the impacted communities and are still addressing relevant issues and concerns,” he says of the process that began last fall. “The IRTC endorsed the proposed MPA in November. However, it still needs to be approved by INDOT and, ultimately, Governor O’Bannon.”

To preview the MPO’s likely recommendation, check out page 3 in this issue of temPO. There, you’ll find a draft MPA showing newly expanded boundaries that reflect the Indianapolis Urbanized Area (UZA) as defined by the 2000 Census.

“The Bureau of Census defines an urbanized area as a densely settled territory that contains 50,000 or more people,” explains Roth. “Population growth in communities neighboring Marion County accounts for the proposed expansion of our planning area.”

Communities that must be included in the new 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.).

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 Named

Following an external review process, MPO staff members selected “DIRECTIONS” as the official name for the new regional Rapid Transit Study. “There are a lot of sound communications reasons for developing identity elements for a study,” says Mike Dearing MPO Manager/Master Planner. “Our previous work with conNECTIONS, the study of NorthEast Corridor Transportation, proved to us that the right name and logo could help establish and maintain public awareness and top-of-mind recall throughout the study’s extended duration,” he says. “That’s important when significant public participation is a goal.”

cont on page 23, see Irons In The Fire
transit technologies. The idea is that if a region-wide system can be shown to work, using light or commuter rail, or express busways, it lends validity to use of these modes in any single, high-traffic route, like the Northeast Corridor or between downtown and the Airport. Elsewhere, region-wide systems that share the convenience and mobility benefits of transit throughout an area have proven to be the most successful.

Belch: These benefits are becoming even more widely recognized as the downside of single-occupant vehicle use becomes increasingly apparent. The most recent Urban Mobility Study by the Texas Transportation Institute (TTI, 2000) showed that Indianapolis freeways became congested during peak travel periods 64% of the time. That’s almost double what it was ten years before (25%) and nearly six-times what it was in 1982 (11%). Because of this congestion, a lot of local drivers avoid the freeways by using secondary roads, causing increased traffic volume in our neighborhoods. The TTI study says that Indianapolis motorists now drive a combined road and freeway total of 29 million miles a day, up 38% since 1990! Yet, our miles of paved roadway increased only 10.5% for the same period, mainly because we no longer have adequate right-of-way available for road expansion.

Add to this that Indiana now has 5.2 million registered cars and trucks, or one vehicle for every 1.54 residents. That tops the national average of 1.46 per person. More people traveling more miles mean longer periods of peak congestion. The TTI study estimated that rush-hour conditions on Indianapolis freeways lasted 7.2 hours in 2000, compared with 4.2 hours in 1990 and 2.7 hours in 1982. It’s no wonder we now rank 30th in congestion among major U.S. cities, a jump of 10 places in just four years (TTI, 1996).

Roth: That same 1996 study set a price tag on our congestion of almost $400 million region-wide, or $505 per Indianapolis driver who, at that time, was stuck in traffic an average of 32 hours a year. Community-wide, the cost in additional gasoline used due to congestion was estimated at 38 million gallons per year! Now, of course, the numbers are even worse.

Belch: For all of these reasons, plus others we haven’t even talked about, like our regional air quality issues, and the need to increase mobility options for those who can’t or choose not to drive, it makes sense to focus our current study exclusively on transit.

Roth: As we do, over the next 18 months, we hope that the public will participate in helping us consider some new DIRECTIONS.

For more information on DIRECTIONS, the Rapid Transit Study To Improve Regional Mobility, contact Stephanie Belch (317/327-5136, sbelch@indygov.org) or Philip Roth (317/327-5149, proth@indygov.org).
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. 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 December of 2002, or January, February and March (scheduled) of this year. From the top, the first ad ran on December 6th and February 12th in The Indianapolis Star (December 6th and February 14th in The Indianapolis Recorder). It 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 in May of 2002.

The second ad focuses on the MPO Hotline, web site and publications as great sources of transportation planning and participation information. Its slightly smaller size, though less impactful, permits greater frequency of insertion since it costs less to place. It ran in the December 12th Star and the December 13th Recorder.

The third ad invites all interested parties to the year’s first Citizens Advisory Committee (CAC) meeting. This ad stresses the meeting’s function of serving as a public forum for the MPO’s triennial re-certification process. Every three years, the Federal Highway Administration, the Federal Transit Administration, the Indiana Department of Transportation and other state and federal agencies review the MPO’s regional transportation planning process as part of re-certifying it. Re-certification is a pre-requisite for MPO-recommended transportation improvement projects to be considered for federal funding. This ad ran in the February 19th and March 5th Star and the February 21st and March 7th Recorder.

The fourth ad also invites the public to the CAC meeting in a slightly smaller size. It mentions other planned agenda items, including review of proposed IRTIP amendments and an update on the Rapid Transit Study. It ran in the February 26th Star and the February 28th Recorder.

The fifth ad encourages review of and comment on proposed amendments to the 2003-2005 Indianapolis Regional Transportation Improvement Program (IRTIP). The IRTIP documents federally funded transportation improvement projects programmed for our region over a three year period. The ad refers to a Legal Notice that will appear in the same day’s paper and offer more detailed information on all of the newly proposed amendments. This ad ran in the February 25th Star and the February 28th Recorder.

Through its various PIP outreach strategies, like display advertising, the MPO will continue to inform its primary planning partner, the public, of upcoming participation opportunities.
Township began in May and ended in September, 2002. Nearly ninety different individuals attended at least one meeting during the process, exclusive of planning staff. Average meeting attendance was 23. Total attendance for the seven meetings was more than 160, which works out to approximately 300 volunteer hours committed to this effort.

In most planning programs, early meetings are usually the most well attended. Attendance routinely drops off as the project proceeds with later meetings drawing smaller crowds. However, Pike Township’s Land Use Mapping process was an exception. Attendance built as this process continued. The average number of participants at the first three meetings was 16. The average attendance at the final four meetings was 29.

Among the many changes from the 1990-1993 Comprehensive Plan for Pike Township resulting from these meetings are the areas designated by the new Village Mixed-Use category (see sidebar, this page).

One such area is New Augusta. Since the previous update of the Comprehensive Plan, the Village of New Augusta has been declared a local historic district, which will help to protect the historic character of its structures. The Village Mixed-Use designation should help the area retain its traditional mix of land uses.

Another Pike Township area to receive the Village Mixed-Use designation is south and east of the intersection of Lafayette Road and 56th Street. This area is a combination of vacant land, a brand new elementary school, and some 1960s era residential and office development. The Village Mixed-Use designation for this site envisions uniting this area with a more residential, pedestrian-friendly street pattern so that it might become a cohesive community rather than a disparate collection of land uses.

Also of note in the Pike Township Comprehensive Plan update is the designation of eight Critical Areas. In addition to the two Village Mixed-Use areas, six Critical Areas were established:

• to protect water resources,
• to protect residential and office areas from commercial and industrial encroachment,
• to protect commercial and industrial areas from residential encroachment, and
• to accommodate industrial expansion while protecting a notable woodland and area of deep slopes.

Wayne Township Specifics

The Wayne Township planning area includes portions of northwestern and southwestern Center Township. Wayne Township land use planning meetings began in June and ended October, 2002. A separate meeting for the northwestern

cont on page 21, see Milestone
portion of Center Township was held in September.

Excluding City staff, nearly eighty different people attended at least one meeting during the process. Average meeting attendance was 25. Total attendance for the seven meetings was more than 176, which equates to nearly 350 volunteer hours. As in Pike Township, participation grew as the planning process continued. Average attendance at the first three meetings was 17; at the last four, 36. The Northeast Center Township meeting was attended by 22 interested parties.

Again, as in Pike Township, the new Village Mixed-Use category designation was used in two Wayne Township locations; Clermont and along Main Street in Speedway. Also, the Airport-Related Mixed-Use category was used in proximity to Indianapolis International Airport (IIA). This category expressly excludes residential development due to airport-related noise. Several existing residential areas were given this designation to discourage further residential development in them.

In addition to the two Village Mixed-Use areas, eight other Critical Areas were established. Their designation is intended to recognize:

- a major street realignment,
- re-development of a declining industrial area,
- the interface of residential and industrial uses for the protection of both,
- the interface of residential and commercial uses for the protection of both,
- future park space, and
- a potential rapid transit station (see related story, page 2)

Presentations of the updated plan were made to the Clermont Town Council and the Speedway Town Council. In addition, a joint meeting was held with Pike and Wayne Township residents to discuss issues of mutual concern along the townships' common boundary.

New Land Use maps will be submitted for adoption for the entire county upon completion of the mapping process for all eight planning areas. This is likely to occur in mid-to-late 2004. For more information on Indianapolis Insight, the update of the Marion County Comprehensive Plan, including a schedule of remaining land use mapping meetings, visit indygov.org/indianapolisinsight. For a copy of the update's Community Values Component or the Land Use Mapping Handbook, contact the Comprehensive Planning Section of the Division of Planning at 317/327-5111 or use the order form supplied here.

Indianapolis Insight Order Form

Use this form to order any of the following planning documents:

Indianapolis Insight’s Community Values Component guides development of Phase II of the Comprehensive Plan Update and includes planning principles, value statements and recommendations for new and revised policies, procedures, programs and ordinances. The first copy is available free-of-charge. Additional copies cost $5.00 each.

The Land Use Mapping Handbook is a short, user-friendly guide to the land use mapping process. The Land Use Mapping Handbook is available free of charge.

The Indianapolis Development Assets (IDA) book is an atlas of useful information on the population, economy, natural resources, transportation, infrastructure, government, housing and quality-of-life of Marion County. The IDA book is available for $15.00.

To receive any of these documents, fill out this form and send it to:
Division of Planning, Comprehensive Planning Section
1821 City-County Building
200 East Washington Street
Indianapolis, IN 46204

Or, fax it to the Comprehensive Planning Section at 317/327-5103.

Name

Address

City, State, Zip

☐ Indianapolis Insight Plan, Community Values Component

☐ Indianapolis Insight Land Use Mapping Handbook

☐ Indianapolis Development Assets Book.
**Did You Know?**

A three mile section of Boston's "Big Dig," connecting the Massachusetts Turnpike with Logan International Airport a new eight lane expressway running under the city, was opened the weekend of January 25th. The entire 7.8-mile system of underground highways, ramps and bridges is the nation's most expensive public work's project ever with a price tag of $14.6 billion. The final phase of the project will open next year, allowing motorists to drive under, or into, the city without the congestion that now delays traffic six to eight hours a day.

Though hundreds of miles away, Boston's Big Dig could have a big impact on our region's planned transportation system improvements. The January 20th issue of USA TODAY reports that cost overruns in Boston have prompted the Federal Highway Administration (FHWA) to consider new system requirements for similarly sized highway projects. These include 1) greater responsibility and clout for Metropolitan Planning Organizations to reach consensus among affected city and suburban officials, 2) better public information programs to proactively address construction delay and cost-overrun issues and 3) greater use of design/build contracts which commit a company to design and build a project for a fixed price. The Big Dig's new highways were built in the traditional way: designed by the state and put up for bid. Under this system, the chosen companies could add charges as changes were required. With design/build contracts, companies are responsible for their own changes and mistakes.

Currently, the FHWA lists about 20 major highway projects nationwide with budgets of at least $1 billion, including the Indianapolis region's proposed freeway construction and transit system. The cost of these projects is currently estimated at $2.1 billion by the FHWA, as reported in USA TODAY, with their status listed as in "Environmental Studies."

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**CAC Meeting Dates Set**

If you’re interested in staying informed of, and being heard on, regional transportation planning issues, mark your calendar now for the Citizens Advisory Committee (CAC) meetings scheduled throughout 2003.

As the region's primary transportation planner, the MPO is responsible for conducting a coordinated, continuous and comprehensive planning process among its many planning partners, including the general public. In 1994, the MPO founded the Citizens Advisory Committee as a way of soliciting informed public input on a variety of transportation-related issues. This input, as well as public comments gathered via other outreach strategies, helps the MPO form its planning and project recommendations. All MPO recommendations, and salient public input, are passed on to the Indianapolis Regional Transportation Council (IRTC) which is the official decision-making body for the regional transportation planning process. The IRTC comprises both Policy and Technical Committees and represents jurisdictions throughout metropolitan planning area (MPA). This area is currently expanding to reflect Census 2000 data concerning recent growth in the urbanized area.

CAC quarterly meetings are open to the public and promoted in MPO meetings, publications and mailings; on the MPO hotline (317/327-IMPO) and web site (indygov.org/indympo); through the media; and, via paid advertising in The Indianapolis Star and The Indianapolis Recorder. The meetings are usually held on the third or fourth Tuesday of the month in Room 107 of the City-County Building, 200 East Washington Street, downtown Indianapolis. They start promptly at 6:30 PM and last from one and a half to two hours. Those unable to attend these meetings may stay informed on the regional transportation planning process by watching WCTY (Cable Channel 16) which broadcast casts them live and tapes them for re-broadcast throughout the month.

CAC meetings are currently scheduled for:

- **March 11 At 6:30 PM**
- **May 20 At 6:30 PM**
- **August 20 At 6:30 PM**
- **October 22 At 6:30 PM**

For more information on the CAC or its upcoming meetings, contact Mike Dearing at 317/327-5139 (mdearing@indygov.org).
MPO Communications Consultant Joe Whitman agrees. “A colloquial name, that establishes an informal tone and positive associations, helps people feel more comfortable with the study process. The official, longer name (Indianapolis Metropolitan Area Rapid Transit Study) can be a little intimidating,” he explains. “Consistent use of identity elements also ‘brand’ study activities, help differentiate the study from other planning initiatives which might otherwise compete for attention, and aid and encourage media coverage.”

The DIRECTIONS name and logo will be consistently used on public outreach elements for the Rapid Transit Study, including its web site (indygov.org/indympo/rtts), literature, direct mail and media advisories. A theme line/disclaimer will identify it as “A Rapid Transit Study To Improve Regional Mobility.”

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(s) of travel, including commuter or light rail, or bus. It is budgeted at $1.5 million and is expected to last 18-24 months. For more information, contact Philip Roth, AICP, at 317/327-5149 (proth@indygov.org) or MPO Senior Planner Stephanie Belch at 317/327-5136 (sbelch@indygov.org).

MPO On-line

More people are remotely accessing regional transportation planning information than ever before, reports MPO Planner Catherine Kostyn. Catherine is responsible for regularly maintaining and enhancing the MPO’s web site (www.indygov.org/indympo) which now boasts an average of 1,500+ hits a day. “We saw 46,800 hits in January,” she says. “Our site is updated on the weekend, so we notice an increase in browsers early in the week, to check out what’s new,” she says. Available information includes planning documents and maps, MPO publications, project and program specifics, such as those contained in the 2003 Unified Planning Work Program (UPWP), and hotlinks to the sites of transportation planning partners, like IndyGo. “Popular features seem to be our listing of upcoming meetings, and our library of past tcMPO newsletters in pdf format,” Catherine notes.

In addition, more and more people interested in the regional transportation planning process are visiting the MPO Hotline at 217/327-IMPO, where weekly messages promote upcoming public participation opportunities and items of general interest.

Did You Know?

According to the Federal Highway Administration’s most recent data, the USA is NOT the world’s most car-crazy country. That honor goes to Germany which boasts 511.2 automobiles per 1,000 residents. The US comes in second with 480.6, followed by France (463.2), Canada (444), Japan (394.3) and the UK (371.6). However, these totals do NOT include vans, light trucks or SUVs – one of America’s most popular vehicle types. So, we may still be leading the pack... off-road!
tion themselves. For example, Binford Boulevard will undergo major reconstruction this year, but the Department of Public Works plans to suspend all work activity between May 26th and August 18th. Many smaller projects will also be put on the fast track so as not to coincide with the Hyperfix schedule. North Meridian Street, between 86th and 96th streets, will also be under construction during the same period, but the city plans to keep two lanes open in each direction.

“We are coordinating our efforts now to anticipate and minimize this summer’s congestion, and to keep commuters informed,” says Paul Whitmore, Public Information Officer for the Indianapolis Department of Public Works. DPW is currently finalizing a special traffic management plan intended to aid city residents and first time visitors drawn to some of the city’s most popular annual venues. Nearly 50 major events are scheduled between late May and mid-August in Indianapolis, including Indiana Black Expo, the RCA Tennis Championships and the Brickyard 400. The plan will include more signs, improved traffic signal timing to minimize congestion, more rush hour parking restrictions to clear lanes, and strategic lane work on major thoroughfares such as Capitol Avenue and Illinois, Pennsylvania and Delaware streets. To improve traffic flow, some left-turn lanes will be eliminated, while some right-turn lanes will be lengthened at major intersections. Fresh lane striping will also improve traffic control.

“We’re still finalizing our plan, but we already have dozens of strategies to minimize congestion and inconvenience,” Whitmore says. “As long as drivers respond to changing conditions, and use the tools we’re putting at their disposal, they should be fine.”

For more information on INDOT’s I-65/I-70 Hyperfix project, visit www.hyperfix6570.in.gov or contact MPO Principal Planner Steve Cunningham at 317/327-5403 (scunning@indygov.org).

**Metropolitan Planning Organization**
1821 City-County Building
200 East Washington Street
Indianapolis, IN 46204-3310

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*Stay “in the know” and “on the go” by visiting indygov.org/indympo or calling the MPO Hotline at 317/327-IMPO!*
**Springing Into Summer**

After a very long, cold winter, spring arrived... and immediately heated things up. Especially regional transportation projects for your MPO and its many planning partners. Just as **DIRECTIONS**, the rapid transit study to improve regional mobility, prepared to hold its Phase 1 Public Forums to present preliminary travel corridor and technology findings, the Cultural Trail concept made a big hit with the local and national media, and attendees of its own public workshops! And, of course, HyperFix – INDOT’s 85-day closing of the downtown stretches of I-65 and I-70 that was predicted to cause traffic snarls... **cont on page 3, see Summer**

**Regional Rapid Transit Study**

Among the many projects recommended by the MPO in its 2003 Unified Planning Work Program (UPWP) is one called the “Regional Rapid Transit Study” which regular teMPO readers may already recognize as **DIRECTIONS**, the rapid transit study to improve regional mobility. Like all projects listed in the UPWP, **DIRECTIONS** is described in adequate detail for the professional planners who need to review and evaluate the project before approving its implementation. However, the casual browser may need more detail to truly understand what’s being funded and why. For this reason, teMPO offers this third installment in an on-going series of articles focussed on 2003 UPWP projects and what they entail.

**DIRECTIONS** is an 18-24 month, three phase study being conducted by the Indianapolis Metropolitan Planning Organization (MPO), the region’s primary transit planner. It is a cooperative effort of 26 federal, state, municipal and county agencies. The purpose of this study is to evaluate the viability and cost-effectiveness of rapid transit... **cont on page 14, see Rapid Transit Study**

**Cultural Trail Update**

If you’re one of the 300 or so attendees who participated in either or both of the MPO’s Cultural Trail Public Workshops, you may already know everything you need to support this innovative concept. That was the reaction of the overwhelming majority of people who joined MPO planners, consultants and elected officials at the Artsgarden on St. Patrick’s Day, Monday, March 17th, and again on Monday, April 28th. These meetings followed discussions that MPO Manager/Master Planner Mike Dearing had late last year with about the same number of neighborhood association members and stakeholders from the areas... **cont on page 4, see Cultural Trail**
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/Master Planner Mike Dearing discusses the MPO’s role in affecting regional transportation system improvements.

“Now that the new DIRECTIONS study is underway, and consultants are once again looking at incorporating the benefits of public transportation into the greater Indianapolis area, I have to ask: Why haven’t you already done this? Isn’t this what conNECtions was all about? Didn’t that study recommend using transit in the northeast corridor to reduce traffic congestion and improve air quality? What’s the hold up?! As a transit-supporter, I hate to see more money wasted on studies when the MPO could be applying it to the already-recommended solution.

— Voiced at several DIRECTIONS Public Forums, April & May, 2003

To answer your question, I have to make clear what the role of the MPO is in the regional transportation planning process. Sometimes, when we identify ourselves as “the region’s primary transportation planner,” I think people take that to mean that “we’re the boss, we’re in charge.” Not so. We don’t have the power to approve transportation projects, or to implement them. Those powers rest with other groups. We are the primary planning group and, as such, our job is to gather the information necessary for those who make the decisions to reach an informed conclusion.

In our area, the decision of whether or not to proceed with a proposed transportation project rests with the Indianapolis Regional Transportation Council (IRTC). The IRTC is composed of a Policy Committee (elected officials) and Technical Committee (planners and engineers). Its 46 members represent the 23 communities located within the metropolitan planning area.

The MPO is responsible for providing relevant information (and recommendations based on these findings) to both the IRTC’s Technical Committee which evaluates the information, and the IRTC Policy Committee which decides whether or not to proceed. The IRTC can accept or reject the MPO’s recommendation. If the decision to proceed with a project is made, then an implementing agency, such as

cont on page 24, see Q & A
At the June 17th meeting of the Citizens Advisory Committee (CAC), MPO Principal Planner Steve Cunningham presented detailed information on a newly proposed amendment to the Indianapolis Regional Transportation Plan. This document provides planning support for federally funded transportation projects proposed for our region and is amended, as needed, to meet the area's mobility needs and the changing schedules and priorities of the MPO's various transportation planning partners.

“The Plan helps guide the development of our transportation system for the next twenty-plus years,” explains Cunningham who oversees its development. “With the help of planners, engineers, elected officials and the public, it ensures that facilities and services required to support the region’s travel needs are anticipated and available. It also provides decision-makers with information on which to base their project priorities.”

The newly proposed amendment is in response to requests from the Indiana Department of Transportation (INDOT) and other regional agencies to modify certain projects currently in the Plan or to add new projects. These include the widening of Rangeline Road in Carmel, the widening of I-465 west to 10 lanes, and INDOT’s I-69 Project.

Discussion at CAC meetings is just one way the MPO encourages public review of, and comment, on newly proposed Plan amendments. Display ads and Legal Notices, inviting public participation in the current amendment review process ran in The Indianapolis Star and The Indianapolis Recorder on June 13th. Detailed information on the amendment was also sent to members of the MPO’s Citizen Advisory Committee. In addition, the amendments are available for review and comment at all Marion County Public Libraries, local government offices, at the MPO’s office and on-line atindy.gov/indympo.

“Public comment is one important way we keep our Plan on-track,” Cunningham notes. “Being able to use the media, the internet, direct mail and our CAC meetings, which are broadcast on WCTY (Cable Channel 16), I am able to effectively solicit input in writing or via e-mail on a fairly tight schedule.

The public review and comment period for the current amendment began on June 13, 2003 and ends July 7, 2003. All comments must be received by that date to be considered.

For more information on the Indianapolis Regional Transportation Plan or to comment on the current amendment, contact Steve Cunningham at 327-5403 or e-mail him at scunning@indygov.org.

Think you’ve read it all? What about progress on the new Indianapolis Airport project? Or, dozens of other info-bits impacting the regional transportation planning process? To learn more about these and other HOT news items, read on. ‘Cause teMPO’s got ‘em... and ain’t that cool?
most likely to be impacted, if the trail is implemented. At these, the general concept of a cultural trail was presented to the community without specific routes, but the response was the same. “The reaction so far has been very positive,” Dearing reports. “People have raised questions about specific issues, such as how would the trail affect on-street parking, but we’ve definitely gotten a strong public endorsement to continue studying the subject and working out the details.”

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. If implemented, the Cultural Trail would link downtown’s newly designated cultural districts and attractions of the Indianapolis Regional Center with a dedicated bicycle and pedestrian path system. This would support the City’s Cultural Development initiative, Indy Park’s successful Greenways Program, and the MPO’s on-going efforts to develop a more walk-able, bicycle-friendly community.

Envisioned as a continuous loop with several branches or off-shoots, 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 1) connect downtown with other districts and neighborhoods via the Greenway System, 2) engage the historic mile square, 3) link key cultural districts, 4) begin and end at White River State Park, 5) utilize the recently completed Canal Walk, and 6) accommodate bicycle, pedestrian and, possibly, electric trolley bus.

As reported in the May 19th Indianapolis Star, implementing the project could cost an estimated $15 - $20 million. However, only a fraction of this cost would represent tax dollars. Deputy Mayor Jane Henegar is quoted in the article as saying that tax dollars could be used as “seed money” to help secure grants to pay for more than half of the project. Private donations could account for the rest.

Before potential funding of implementation is even considered, however, the details of the concept need to be worked out. To date, the MPO has spent $180,000 on preliminary concept plans as part of a region-wide pedestrian planning study that is initially focusing on Center Township and will ultimately address pedestrian facility planning for the region. This summer, an additional $152,000 is budgeted for further design and study work in an effort to identify the trail’s optimum route alignment and to anticipate actual construction-related costs.

“This project should be viewed as a community investment, both in quality-of-life and economic development,” says Meg Storrow, partner in Storrow Kinsella Associates, the urban design firm serving as primary consultant on the Cultural Trail Concept. “Right now, cities across the country are trying to create environments where businesses want to locate, and employees want to live,” she explains. “The project we’re considering now is one-of-a-kind, both in vision...
New IIA High Points

Work on two major projects – one soaring into the sky and a second at ground level – is now well under way on Indy’s west side.

While different in scope and size, both projects are integral to construction of the new Indianapolis International Airport, which has been in the planning stages for nearly a generation.

One of the current projects involves erecting a new Air Traffic Control Tower and terminal radar control building on airport grounds. The other, relocating a section of Interstate 70 and building two new highway interchanges adjacent to the airport.

“These two projects represent a giant step toward construction of a new midfield terminal at the airport – which will serve as a dramatic gateway to Indianapolis for future generations of airline passengers,” said Indianapolis Mayor Bart Peterson.

The new Air Traffic Control Tower will soar more than 300 feet into the sky – and literally tower over the airport and adjacent highway system.

The $32 million facility will be centrally located between the two main airport runways to support construction of the new midfield terminal and future air traffic operations. Because of Federal Aviation Administration requirements, the new tower complex must be completed and occupied before construction can proceed on the new terminal building.

The new tower will incorporate a unique cab design, which will provide a 360-degree unobstructed view to air traffic controllers. The adjoining two-story building will include offices, equipment space, and a Terminal Radar Approach Control facility. The structures will be linked by an enclosed walkway. Tower construction will be completed in 2004; commissioning will take place in 2005.

The new control tower will replace the existing 140-foot tower, which opened in 1972.

“The FAA is very proud to partner with the Indianapolis Airport Authority in creating this new Air Traffic Control Tower,” said Cecelia Hunziker, Regional Administrator (Great Lakes), Federal Aviation Administration. “We are excited about the continued air traffic growth in the Central Indiana region, and we’re pleased to be a part of it.”

The I-70 project involves moving approximately four miles of interstate about 1,200 feet southward and constructing one dedicated interchange to serve the new airport and a second interchange to serve Six Points Road.

The $160 million project – which will stretch from the Indiana 267/Plainfield exit on the west to the I-465 interchange on the east – will support and enhance long-term airport development opportunities by realigning and lowering I-70 next to the existing southern-most runway. This will allow for future taxiway construction over the highway to link the existing airfield runway and taxiway system with airport land south of the interstate. The project also will provide space for additional development along the southern runway, where Federal Express is currently squeezed between the airport runway and the highway.

The work also will provide a smoother, safer roadway for the approximately 55,000 people who travel I-70 daily; increase highway capacity by adding mainline and collector-distributor lanes; and provide direct access from I-70 and the airport to Six Points Road and nearby commercial areas.

Scheduled for completion in November 2004, the project is a collaborative effort involving the Indiana Department of Transportation, the City of Indianapolis, the Indianapolis Airport Authority, and Hendricks County.

“This project is an example of how effective state and local cooperation can lead to tremendous benefits for Indiana’s residents,” said INDOT Commissioner J. Bryan Nichol.

The I-70 project exemplifies local engineering and construction ingenuity. The effort involves digging a deep cut in the earth to allow for the lowering of I-70. The cut will be approximately one mile in length, more than 40 feet below the surface at its deepest point, and about 400 feet wide at its widest point.

Contractors will move approximately 2.9 million cubic yards of dirt for the project, which also involves relocating cont on page 32, see New IIA High Points
and benefits. No other city is evaluating such an integrated initiative to support alternative transportation, culture and the arts, health issues and urban design innovation. It answers the question, “Will downtown Indianapolis be a good place for cars or people in the future? With projects like the Cultural Trail, the answer is clearly people.”

Possible Design Principles that are guiding the Cultural Trail include:

- continuous accessibility
- combined bicycle, pedestrian and trolley usage
- separation from other vehicular traffic
- special intersection plazas where bicycles and pedestrians can safely converge at crosswalks
- strong linear ‘park’ landscaping
- easy recognition/identification through strong and consistent use of identity elements, such as graphics and furnishings

The overall route of the Downtown Cultural Trail will capture the incoming but incomplete spokes of the regional greenway system and allow them to converge on and encircle the core of the regional center, Downtown Indianapolis. White River State Park is just one of many attractions it would serve, but for purposes of this narrative it can be viewed as a starting and ending point of the following clockwise Cultural Trail tour:

**The West Corridor**

The Canal (1a): This wonderful traffic-free walkway serves the almost complete White River State Park and its amazing attractions such as Eiteljorg, NCAA, the State Museum, the Medal of Honor Memorial, Military Park and the Zoo. It will connect with the multiple greenways that are or will be coming into the Park along the White River.

West Street (1b): The Canal is a pedestrian priority corridor so it would be supplemented by an off-street multi-use path along the west side of West Street that would capture the growing pedestrian and bicycle using population of IUPUI as well as the Medical Center further north. It would dovetail into the University's intention to create a more pedestrian-oriented campus and link its large population to downtown, while facilitating an important leg of the Cultural Trail loop.

**The North Corridor**

Walnut Street/Memorial Mall/North Street (2a): This section springs from the Canal or West Street near the Madame Walker Theater. It embraces the new library and the open space of American Legion/War Memorial Mall, before returning to North Street towards the beacon of the two Riley Towers at Alabama Street.

North Street Option (2b): An Alternative to the route above would be to use North Street between the Canal and the Memorial Mall, although additional right-of-way and an additional pedestrian bridge over the Canal would be required. Discussions with Canal stakeholders will help make that choice.

The Massachusetts Avenue-Monon Trail Connection (2d): An offshoot from the North Street/Alabama Street intersection, it will zig-zag to engage Massachusetts Avenue at three key intersections on the way to the Monon Trail. Special intersections will serve as traffic calmed gateways onto the Avenue's pedestrian-friendly "rooms".

**The East Corridor**

Alabama Street (3) turned out to be the preferred north-south corridor on the east side. It has capacity to lose a lane of traffic, and is strategically placed between Downtown and Lockerbie Historic District. It engages the Massachusetts Avenue Cultural District at a good entry point, and connects with City Market, the Market Square development area, and the City County Building.

**The Southeast Corridor**

Virginia Avenue (4a) and the College-Louisiana Loop (4b) link the southeast neighborhoods, anchored by an emergent Fountain Square, with the Regional Center. Opportunities include a skyline viewing mid-point rest stop at the Interstate open space, and potential connection to Pleasant Run Trail and Garfield Park and their neighborhoods.

**The South/Central Corridor**

Market Street (5a) and Washington Street (5b), in combination, constitute the prime pedestrian corridor in downtown Indianapolis, with thriving cultural, hospitality, retail, state and city government attractions and venues along their lengths. The Historic National Road of Washington Street leads directly into White River State Park to complete the tour.
REACHING CONSENSUS AND MOVING FORWARD ALONG THE CULTURAL TRAIL

This urban greenway would link the newly created Cultural Districts and access the cultural attractions of downtown Indianapolis! It would connect with the rapidly developing Indy Parks Greenways system to link many Indianapolis neighborhoods to each other and to downtown along linear park corridors. These corridors dramatically expand both recreational and alternative transportation opportunities for citizens and visitors alike.

Two public workshops have sought citizen input on the Cultural Trail, and have asked the question, “Should this concept be implemented?”.

Attendees of Workshop 1 (March 17, 2003) gave enthusiastic support for the concept of a Cultural Trail, indicated preferences for the routes it should follow, and provided many ideas for how it could be developed.

Workshop 2 (April 28, 2003) showed those route preferences and ideas, and additional detail of the trail.

Next Steps include more detailed design study, and the development of a technical “scoping” report for preferred route locations. The scoping report will investigate infrastructure, traffic, and other environmental impacts in sufficient detail to establish probable costs for the overall project. Parallel exploration of funding opportunities and partnerships will further determine feasibility.

A Decision to Build will hinge on the fit of available funding mechanisms to the projected cost, and continued community-wide support for the concept. The results of this questionnaire will be one measure of community support. More opportunities for individual stakeholder input will occur over the next several months.

Please take a few minutes to respond to the questions shown here and share your ideas on how to make this system the best it can be.

Name _______________________________________________________
City_________________________________________________________
Street Address ________________________________________________
State _____________________________________ Zip_______________
Telephone ______________________ Fax _________________________
Email Address ________________________________________________

The Cultural Trail, as envisioned, is rich with amenities. Please give us some guidance on priorities that we need to address. Please rank the five (5) most important elements to include with the trail, 1 being the most important.

Also, please indicate the importance of each feature to the Cultural Trail Concept.

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Any other ideas we should consider? _______________________________________
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Please fax (317/327-5103 ) or mail the completed survey to:
Catherine Kostyn, Metropolitan Planning Organization, 1821 City-County Building, 200 East Washington Street, Indianapolis, In 46204-3310.
Hyperfix Park ‘n Ride

If the predictions of traffic congestion caused by INDOT’s Hyperfix project still have you a little hyper, take heart. IndyGo, Marion County’s public transportation provider, may have a solution for you.

On May 19, IndyGo started its new million dollar, tax-supported Park & Ride Program to offer northeastside commuters relief from the traffic congestion and long delays caused by an estimated 175,000 vehicles crowding onto surface streets while Hyperfix closes stretches of I-65 and I-70 in downtown Indianapolis (For more information on Hyperfix, see teMPO Volume Seven, Issue One). The construction project started May 26 and is scheduled to last a maximum of 85 days. Until completed, commuters used to traveling the interstates into downtown will have to find another way there. And, for some, that could be IndyGo’s Park & Ride.

“Maybe no one will use this service, but we don’t think so,” said J. Bryan Nicol in the May 8th issue of The Indianapolis Star. “We think this is going to be too good an opportunity to avoid the stress and strain of traffic congestion,” he noted. “Just sit back, read the paper and take a leisurely ride to work.”

Program Particulars

A fleet of 18 luxury buses from the Free Enterprise System, a company with locations in Louisville and Indianapolis, is providing the ride. Each bus features reclining seats, on-board restrooms, mini-tables for lap-tops, and cup-holders for beverages. But the most popular amenity is the Opticom traffic signal changer – a control that allows the driver to keep traffic lights green longer and buses moving through intersections faster.

“That’s our ace in the hole,” Gil Holmes, IndyGo President and Chief Executive Officer told The Star. “As long as we can keep people comfortable and moving, I think everyone will enjoy the ride.”

Park & Ride service is picking up passengers at three locations within the northeast corridor, our region’s busiest, including the Target Superstore at I-69 and 116th, Fort Benjamin Harrison, and Glendale Mall. They depart every 15 minutes during peak travel periods from 7:00 – 9:00 AM and 4:30 to 6:30 PM. INDOT officials say that northeast corridor commuters were targeted for this service because research indicated that they would be most affected by Hyperfix congestion. Rides will cost $2 for a round trip and begin or terminate at four downtown locations: Pennsylvania and Ohio Streets; Delaware and McCarty Streets; Madison Avenue and Merrill Streets; and, Illinois and Washington Streets. Off-peak hours, the Park & Ride buses run every half hour in Fishers at mid-day and every 35 to 40 minutes at Glendale at mid-day. There is no service on Saturdays or Sundays.

“This is a real opportunity to show people that public transportation can be part of the solution in the future,” says Holmes, who has voiced his desire for a larger fleet and special bus priority lanes on local roads and highways in the past. “The reality is we’re approaching gridlock, and we need to find safe, convenient and effective alternatives to the single occupant vehicle.”

Elsewhere, park & ride bus service is an everyday part of commuting. According to the American Public Transportation Association, which tracks bus, train and ferry use, cities of comparable size to Indianapolis encourage use through promotion and infrastructure improvements. For example, there are nearly 2,300 all-day parking spaces in Columbus, Ohio. In Cincinnati, there are 1,800. In larger cities, like Houston, there are 30,000!

But in Indianapolis, there are none. “That’s one of the things that has to change,” says Holmes, “and I’m hopeful that Hyperfix will prove to have a silver lining. That it will provide the impetus for some people who work regular hours in one downtown location to give transit a try. There will never be a better time.”

IndyGo’s Hyperfix Park & Ride service is scheduled to end August 15. For more information, visit www.hyperfix6570.in.gov or www.indygo.net.
The Future of Transportation: Will the Auto and Airplane Reign Supreme?
By Alex Marshall

The following first appeared in the May, 2003 issue of Planning, the newsletter of the American Planning Organization. Leading off a special issue dedicated to transportation concerns, the article caught the attention of MPO staffers who recommended its use in teMPO. It is reprinted here with the express permission of its author and Planning magazine.

Shortly after the fall of the Soviet Union at the end of the 1980s, the political scientist Francis Fukuyama caused a sensation with an essay called “The End of History?” It postulated that, with Communism’s near-demise, the struggle among rival political systems had ended with a permanent victory for democratic capitalism. All that was left to do was to refine it.

Is something similar happening with the way we get around? Has our transportation system reached “the end of history”? Will the auto and the airplane continue to reign supreme? Or will something new come along to remake our world, as it has in the past?

The context for these questions is this: Since about 1800, revolutionary changes in our transportation systems have created new types of cities, neighborhoods, and housing, while leaving old ones to whither away, or become antiques.

If history is an indication, we are due for another revolution. The car and the highway, and the airplane and the airport, have been dominant for almost a century. By comparison, canals lasted about 50 years, streetcars about the same, and railroads about a century as dominant modes of travel.

Yet some people say the automobile and the highway are so imbedded in our landscape and lifestyles that nothing will ever challenge them. In effect, they say we have reached the end of the historical road.

“It’s hard to imagine a fundamental change because the automobile system is so flexible,” says urban historian Robert Fishman, author of the 1989 history of suburbia, Bourgeois Utopias, and a professor at the University of Michigan at Ann Arbor. “All I can imagine is a better balance with a revival of the train and transit connections that have been so shamefully neglected.”

That doesn’t mean that change won’t come, just that we may not know it until it is upon us. Fishman recalls the scholar who, around 1900, predicted that the automobile would not go far because it couldn’t match the utility of the bicycle.

Hovering over this discussion is a single word: sprawl. Our car-clogged environment is the product of our transportation system. Highways and airports produce low-density sprawl.

Decades ago, streetcars and subways made cities denser by attracting housing and businesses. Will the changes that are now being promoted – from high-speed trains to personal jet packs – have the same result, encouraging development around new transit hubs, or will they make sprawl even worse?

The past as prologue
Six words summarize the history of transportation over the last two centuries; canals, railroads, streetcars, bicycles, automobiles, and airplanes. Each mode remade the economy and the landscape. Each was generally adopted only after government got behind it financially and legally.

The canal era started in earnest in 1817, when New York State sold $7 million in bonds to pay thousands of laborers to dig a 350-miles trench from Albany to Buffalo. When the Erie Canal went into service in 1825, it opened the entire Midwest to shipping and made New York the commercial hub of the New World. Other states and cities frantically dug their own channels in an unsuccessful effort to catch up.

Spurred in part by these efforts, other cities began investing in a new technology – railroads – that gradually replaced canals. The railroad created railroad cities, like Atlanta, and converted canal cities, like Chicago, into railroad cities.

Because the first racks were often laid along the first canals, the canal cities tended to prosper even as the watercont on page 10, see Future of Transportation

PAGE NINE
ways declined in importance. Economists call this phenomenon “path dependence” (even as they debate its significance), and it still occurs. New York City is no longer dependent on the Erie Canal, but it’s because of the canal that the rail lines, highways, and airports are located in and around the city.

From 1880 to 1925, when the railroads were at their peak, thousands of miles of track stretched to every corner of the country. Urban palaces like New York’s Grand Central Station were built to shuttle passengers in and out of the cities. Few riders could have imagined that within their lifetimes, weeds would grow along miles and miles of abandoned track.

Although the automobile dates back to the 1890s, drivers were scarce until cities, towns and states began paving roads – in part at the urging of bicyclists. The League of American Wheelmen convinced the Department of Agriculture to create the Bureau of Public Roads, forerunner of the Federal Highway Administration.

At first, railroad companies lent their political muscle to the “good roads” effort, with the idea that better highways would get rail passengers to the stations more easily. Even so, in 1922, 80 percent of U.S. roads were dirt and gravel.

After World War I, cars and later airplanes, served by publicly funded roads and airports, began to supplant the passenger rail system and its intimate companion, the streetcar. During the war, massive railroad congestion forced some freight traffic onto trucks. Soon states and the federal government began investing more in roads and airports, and less in rail service.

As urban historian Eric Monkkonen noted in his 1988 book, America Becomes Urban, governments and taxpayers largely paid for this country’s transportation systems. New York State built the Erie Canal. Federal and state governments gave away a fifth of the nation’s total land area to the railroads.

Congress, at the urging of President Dwight D. Eisenhower, financed the Interstate Highway System. Cities and states built airports. Even the New York City subways, although operated by private companies at first, were built with public dollars.

Each of these transportation innovations – canals, railroads, streetcars, cars, highways, and airplanes – created new ways to live and work, and thus new types of neighborhoods and cities.

The banks of Schenectady, New York, are still lined with the ornate buildings created during the heyday of the Erie Canal. The streetcar era, which lasted from the late 19th century to World War II, led to thousands of streetcar suburbs at the fringes of 19th century cities. And of course, the highway and air travel system created the current pattern of low-density sprawl that defines our built environment.

Given this history, with one mode regularly superceding another, it would appear that we are due for a big change in how we travel, and thus in the form of our cities and towns. “Nothing really revolutionary has occurred since the Wright brothers and the combustion engine, and that’s now about 100 years old,” says Elliot Sander, the director of the Rudin Center for Transportation Policy and Management at New York University.

What might the next big thing be? Among the possibilities is the nifty Segway, the “gyro-scooter’ that takes off in the direction it’s pointed. Or it could be the Solotrek Helicopter Backpack, which so far exists only in prototype versions. Strap it on, and the rotating blades do the work. There’s also the

Did You Know?

Federal and state governments gave away a fifth of the nation’s total land area to the railroads.

Page Ten

Did You Know?

In 1922, 80% of U.S. roads were dirt and gravel.

Did You Know?

Federal and state governments gave away a fifth of the nation’s total land area to the railroads.

Did You Know?

Though built with public dollars, New York City subways were initially operated by private companies.
Future of Transportation
(from page 10)

Airboard, which hovers four inches off the ground and costs a mere $15,000. Of all these, the Segway actually seems to be living up to some of its hype.

Maybe the revolution will come in the form of small airplanes. In his 2001 book, Free Flight: From Airline Hell to a New Age of Travel, writer James Fallows, who is himself a pilot, foresees a future where people use small planes as they would taxis or rental cars for short flights between the thousands of small airports that now are under capacity.

High-speed hopes

Rail is another, more likely, option. High-speed rail networks are common in Europe and Japan, and in theory they hold great promise in parts of the U.S., particularly in the Northeast, where population density is about the same as in Germany. Both German and French trains scoot along at 200 m.p.h. Congress has come tantalizingly close to funding a new or improved train network, and even conservatives are getting behind it.

Meanwhile, various states and coalitions of states are aggressively lobbying to create or preserve high-speed corridors, under the assumption that being in the high-speed loop will be as important as being part of the interstate system was in the 1950s.

North Carolina is creating a “sealed corridor” for high-speed rail across the state. California and Florida have both received federal grants for high-speed programs. The nine-state Midwest Regional Rail Initiative (Illinois, Indiana, Iowa, Michigan, Minnesota, Missouri, Nebraska, Ohio and Wisconsin), is pushing for a high-speed network with Chicago as its hub (Editor’s Note: For more information on the Midwest Regional Rail Initiative, see teMPO, Volume Five, Issue Three).

On the national level, Amtrak is running what might be called its “almost high-speed” service, Acela Express, in the Northeast Corridor. But Congress, which perennially discusses reorganizing or even killing Amtrak, has yet to really get behind any national rail policy, although some members are quite passionate about it.

The Buck Rogers version of high-speed rail, a magnetic levitation train, has been around for a while, but working examples are still scarce. Demonstration models exist in Germany, Japan, and even Norfolk, Virginia, but the only real working version is in China, where Shanghai has just finished a $30 billion maglev line that reaches 250 m.p.h. and travels 19 miles between airport and downtown in eight minutes, compared to an hour by taxi.

In theory, maglev trains, which float above the tracks on magnets, could reach a speed of up to 500 m.p.h. And there is sign of renewed interest at home: The Federal Railroad Administration is administering a national competition for the construction of a working maglev line in the U.S.

Whether it’s maglev or a Segway, the challenge in predicting radical change is that by its very nature it tends to be unforeseen.

“We’re very bad at predicting those big discontinuities,” says Bruce Schaller of Schaller Consulting, a transportation firm in New York. “It’s like the Internet. I remember in the early 1980s, I visited a friend at Stanford who had e-mail on the early ARPA network. I said, ‘That’s really cool.’ But I never thought about it as something I could do.”

In fact, most transportation planners are conservative in their predictions. “I would not be investing in jumbo helicopters, dirigibles, personal rapid transit systems, motorized scooters, or powered roller skates, although they sure would be fun,” says Elliot Sanders of the Rudin Institute.

Autophiles and phobes

To its defenders, the automobile is irreplaceable, no matter what the predictions. If we run out of oil, they say, we can switch to hydrogen fuel cells. If gas prices skyrocket, we can buy smaller cars. If global warming increases, we can reduce emissions. And if our roads become overwhelmingly congested, we will simply build more roads.

“I don’t think congestion will stop the automobile,” says Jose Gomez-Ibanez, Derel Bok Professor of Urban Planning at Harvard University. “I think the solution to congestion is to spread out more. There’s no doubt that we will have more mass transit in the future, but as people get richer in places like China, are they going to want to drive, and be mobile, and maybe drive SUVs? The answer is yes.”

“The automobile will continue to be the dominant mode of getting around,” says Mark Kuliewicz, traffic engineer for the America Automobile Association in New York. “Cars may be powered by something other than gasoline, and hopefully soon, but they’ll still be there.”

But auto travel is dependent on roads. And an increasing number of critics believe that the expanding highway universe – what historian Kenneth Jackson has called “the big bang of decentralization that started in he 1920s” – has about reached its limit.

Robert Yaro, president of the Regional Plan Association in New York, argued in a speech last year at the World Economic Forum that for political, financial and practical reasons, it is becoming increasingly difficult to build more highways. More and more citizens accept the fact that we cannot build our way out of congestion and sprawl, he said.

Yaro pointed out that highway construction has drastically slowed in the tri-state New York metropolitan area. From cont on page 12, see Future of Transportation
Future of Transportation
(from page 11)

1951 to 1974, the region’s highway system added some 54 miles a year. In the last decade, it has added only four miles per year.

The message is clear, said Yaro in an interview. “I strongly believe that we’ve used up the capacity of our 20th century infrastructure systems, and we’re going to need a heroic and visionary (and expensive) set of new investments to create capacity for growth in the 21st century.”

A key investment, he says, would be “new or significantly upgraded intercity rail systems in the half-dozen metropolitan corridors where high-speed rail makes sense.” Yaro is essentially endorsing some version of the high-speed or improved rail networks described above.

Smart roads

Most experts foresee increasing use of high-tech or “smart” technology to wrest more capacity from overloaded roads. In its more elaborate forms, smart technology includes things like imbedding highways with magnets which would pull cars and trucks along at 100 mph and stop them when needed.

It also includes self-braking cars; geographic positioning systems that allow drivers (or their cars) to maneuver around traffic jams; and computer chips and scanners that enable governments to price highways and charge drivers for using them, with different rates for different times.

The latter, usually called congestion pricing, is the Holy Grail of transportation specialists. Although once considered politically impossible, the idea of paying for using roads may now be acceptable to a public searching for a way out of congestion – even if it means ending one of the last arenas of egalitarianism, the highway.

Highway space “is a scarce resource, and if it is scarce, we have to manage it. In a market economy, this means pricing,” says Sigurd Grava, professor of urban planning at Columbia University, and author of the new book, Urban Transportation Systems: Choices for Community.

“This will be the first time we will manage the use of the public right-of-way. In the past, anyone has been able to walk, ride a horse, or use a motor vehicle without restrictions except for traffic control. But this is changing,” says Grava.

By definition, congestion pricing would eliminate traffic jams on any highway or road in the country. But at what price? In a federal experiment on Interstate 15 in San Diego, drivers paid as much as $8 during peak periods for congestion-free travel on an eight-mile stretch of highway. At less busy times, prices dropped to 50 cents.

In 2000, transportation planners with the Portland, Oregon, Metro regional government modeled how congestion pricing could change the region if used on key highways. They found that citizens would buy smaller cars, drive less, and live closer to where they worked.

With evolving computer technology, drivers could be charged for using even a neighborhood street. In March, at the instigation of Mayor Ken Livingstone, London began charging drivers to enter the center city. Automatic cameras record license plates and drivers are sent a bill. The plan has already reduced local traffic by 20 percent and won over many of its initial opponents.

Managing traffic, with “smart cars” or congestion pricing, or something else, has the potential to add substantial capacity to our road network, say many experts.

“We’ve doubled and tripled the number of planes in the skies in the last generation, even though very few new airports have been built,” notes a federal highway official who chose to remain anonymous. “We’ve done it through better air traffic control.” She believes that we could the same with our roads by taking advantage of available technology.

On the ground

Whether the future simply brings better cars, or Star Trek-like transporters, cities and towns here and abroad will change as a result.

In France, the high-speed rail network is producing new commuting patterns. For example, some Paris residents commute to Tours, a medium-sized city about 150 miles to the southwest. Train time: 58 minutes.

In Atlanta, the excessive highway building of the last few decades has produced both suburban sprawl and, paradoxically, a revival of inner-city neighborhoods as suburbanites grow weary of gridlock. In New Jersey, old railroad towns are reviving because of substantial transit investments such as the new, $450 million rail transfer station in the Meadowlands.

Looking ahead, Yaro and several others see a future in which new transit lines make suburbs all over the U.S. more cont on page 30, see Future of Transportation

Did You Know?

Over the last few years, mass transit use has increased faster than highway use, something that hasn’t happened in half a century.
**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. Featuring consistent use of the “IMPOrtant” format to build awareness and heighten recall, these ads appear in publications throughout the region, including the *City & State* section of *The Indianapolis Star* and *The Indianapolis Recorder*.

The ads shown here ran in April, May or June of this year. From the top, the first ad, or size variations of it, ran in 34 regional newspapers throughout the *DIRECTIONS* study area (see media list, page 18.) It encouraged attendance and participation in a series of Public Forums where the study’s preliminary findings were presented for evaluation. These findings concerned potential travel corridors and possible transit modes for use in a region-wide rapid transit system. If implemented, such a system could help reduce traffic congestion, improve air quality and increase mobility options throughout the area.

The second ad encourages public review and comment on an amendment to the Regional Transportation Plan. It ran in the June 13th issue of *The Indianapolis Star* and the June 13th issue of *The Indianapolis Recorder*. In each case, the ad ran in tandem with a Legal Notice which provided more detail on where and how to provide input on the amendment which proposes to modify projects already in the Plan, or to add new projects including INDOT’s I-69 project. All public comment must be submitted by July 7th for consideration. Those with questions or comments concerning the Transportation Plan amendment may contact the planner-in-charge, MPO Principal Planner Steve Cunningham.

The third ad invites all interested parties to the year’s second Citizens Advisory Committee (CAC) meeting. The ad mentions planned agenda items, including amendments to the Regional Transportation Plan and Improvement Program, proposed IndyGo fare changes, and an I-69 presentation by INDOT. It ran on June 11th in *The Indianapolis Star* and on June 13th in *The Indianapolis Recorder*.

Through its various Public Involvement Program outreach strategies, including display ads like these, the MPO will continue to inform its primary planning partner, the public, of upcoming participation opportunities.

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**IMPORTANT**

The Metropolitan Planning Organization (MPO) invites you to an Open House on *DIRECTIONS*, the Rapid Transit Study To Improve Regional Mobility. Phase I of this 18-24 month study has already identified potential travel corridors and transit technologies that could be used in a regional rapid transit system. Tell us what you think at the meeting nearest you.

**April 24** - Greenwood Town Hall, 2 N. Madison Avenue

**April 29** - Cumberland Community Life Center, 10612 E. Washington St.

**April 30** - Plainfield Town Hall, 206 W. Main Street

**May 14** - Fishers Town Hall, 1 Municipal Drive (Open House, 11 AM - 2 PM, will be held at the adjacent Train Station)

**May 15** - Indianapolis City-County Building, 200 E. Washington Street (Open House, 11 AM – 2 PM, will be in Rm. T18. Evening Presentation/ Open House will be in the Public Assembly Room.)

All meetings will include an Open House from 11 AM - 2 PM, and a Presentation/Open House from 6:30 - 8:30 PM.

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

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**IMPORTANT**

The Metropolitan Planning Organization (MPO) invites your input on an amendment to the Indianapolis Regional Transportation Plan.

This document provides planning support for federally funded transportation projects proposed for our region and is being amended to meet changing needs and schedules.

The proposed amendment is in response to requests from the Indiana Department of Transportation and other regional agencies to modify certain projects currently in the Plan or to add new projects, including INDOT’s I-69 project.

For more information on where and how to review and comment on this amendment, between now and July 7th, see our Legal Notice in today’s paper.

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

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**IMPORTANT**

The Metropolitan Planning Organization (MPO) invites you to a Citizens Advisory Committee meeting on Tuesday, June 17, at 6:30 PM. Agenda items will include proposed amendments to the Indianapolis Regional Transportation Plan and Improvement Program, proposed changes in IndyGo fares, and a presentation on the I-69 project by INDOT.

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

For more information on transportation planning, call 327-5135 or visit www.indygov.org/indympo.
to help reduce traffic congestion, improve air quality and increase mobility options throughout the area. Phase I of this study, which began in December, 2002, concerns the development of a region-wide transit concept plan, including the identification of potential travel corridors and preferred transit technologies for further evaluation. This phase is also examining in detail a possible transit link between downtown and the airport.

**Phase II of DIRECTIONS will work with the Concept Plan to identify high priority transit segments. Each of these segments including, but not limited to, the downtown-to-airport route, will be the focus of a rapid transit feasibility study during this phase. Phase III will assess the strengths and weaknesses of the rapid transit alternatives within the highest priority segments and identify how the implementation of these alternatives might proceed.**

### **Study Area Map**

The DIRECTIONS study area, shown here, includes most of the region’s major communities and incorporates all of Marion County and most of the surrounding eight counties. It is home to 1.5 million people and nearly 700,000 households (in all nine counties), ranking the Greater Indianapolis region 29th among America’s largest metropolitan areas. Like other metropolitan areas overly dependent on single-occupant vehicle use, our region is suffering the effects of traffic congestion, including chronic rush hour delays and diminished air quality.

### **Potential Corridors**

To develop a comprehensive list of potential transit corridors for further evaluation, DIRECTIONS’ planners first considered established traffic analysis zone (TAZ) travel capacity totals, which identify the region’s busiest travel routes. The highest capacity routes were then analyzed for frequency and duration of peak hour congestion to yield a travel demand/capacity supply ratio. The routes with the highest ratios where then examined for characteristics that might recommend or discourage their inclusion in a region-wide rapid transit system. Such characteristics might include the presence of existing rail infrastructure (recommend) or delicate environmental or historically significant elements (discourage).

Through this preliminary evaluation process, a set of potential rapid transit corridors has been identified for further evaluation. The list of potential corridors includes:

- North/Northeast to Fishers, Noblesville and Cicero
- Northeast to Pendleton and Anderson
- East to Cumberland
- Southeast to Shelbyville
- South/Southeast to Greenwood and Franklin
- South/Southwest to Mooresville and Martinsville

*cont on page 15, see Rapid Transit Study*
Rapid Transit Study
(from page 14)

- West/Southwest to Plainfield
- West to Avon and Danville
- West/Northwest to Lebanon
- and North/Northwest to Zionsville.

Others potential corridors completely outside of Marion County include:
- from Anderson south to Shelbyville
- from Shelbyville west to Franklin
- from Plainfield north to Brownsburg
- and, from Anderson west to Noblesville.

Preferred Technologies

As a first step toward recommending a set of transit technologies to include in a regional rapid transit system, DIRECTIONS planners assessed to strengths and weaknesses of all those listed here. By studying existing installations, each was evaluated for technological constraints, alignment feasibility, affordability, attractiveness and user convenience. Important questions concerned accessibility (Is the technology easy to use in the Indianapolis environment?), adaptability (Can the technology operate in the Indianapolis environment, integrate with other systems, and be upgraded in the future?), environmental impact (How does the technology change the natural and human environments?) and capacity responsive (Is the technology capable of meeting the range of projected ridership demands?).

This preliminary transit assessment resulted in the following conclusions:
- An Automated People Mover System has a strong potential for providing high levels of service and connectivity.
- As a rule, elevated transit technologies are superior to at-grade Light Rail Transit.
- Commuter and diesel multiple unit (DMU) technologies are appropriate for a downtown link to the airport, but are mainly geared more toward suburban, rather than urban, transit needs.
- Bus Rapid Transit is the most flexible of the transit technologies being considered.

In general, planners recommend that the MPO consider a combination of transit technologies within an easy-to-use network. In order to achieve the best value, all transit technologies will continue to be considered, while alternative travel

cont on page 16, see Rapid Transit Study
Did you know:

- Indianapolis freeways now become congested during peak travel periods 64% of the time. That’s more than double what it was ten years ago (25%) and nearly six-times what it was in 1982 (11%)
- Regional rush hour conditions last 7.2 hours a day, compared to 4.2 hours in 1990 and 2.7 hours in 1982.
- Indianapolis motorists drive a combined road/freeway total of 29 million miles per day, up 38% since 1990! Yet, our miles of paved roadway have increased only 10.5% for the same period, because we no longer have adequate right-of-way available for road expansion.
- Area drivers lose an average of 43 hours to traffic congestion per year, more than one work week!
- Indianapolis now ranks 30th in congestion among major U.S. cities, a jump of 10 places in just four years!
- No wonder so many people are seeking a better way to get around by asking DIRECTIONS.

(SOURCE: Texas Transportation Institute 2000 Urban Mobility Study)
“Most attendees had open minds about the study's findings, but these meetings also attract transit's strongest supporters and severest critics,” Dearing notes. “Giving people a forum to express their views, and gathering often contradictory public input for further consideration, are reasons we hold these meetings.”

Despite extensive advertising, frequent media coverage and a large direct mail program, meeting attendance was light. “There are so many, more immediate regional transportation-related issues coming before the public right now, like CityFix, HyperFix, the Cultural Trail Concept and IndyGo’s new Park n’ Ride Service,” observes Philip Roth, AICP, MPO Senior Planner and Co-Planner In Charge of DIRECTIONS, along with MPO Senior Planner Stephanie Belch. “I think many people made a choice to concentrate on those, knowing that our study is in its early stages.”

Belch agrees. “Early in the study is actually the best time for people to make themselves heard, before decisions are made that set the course for the rest of the process, but most don’t see it that way,” she says. “Many people think that it’ll be years before a study recommendation is approved for implementation, and that there will be plenty of time to be heard before that happens. And that’s true,” Belch laughs. “The MPO is known for facilitating a continuous, comprehensive public involvement program, so people have multiple opportunities to contact us. In cases like this, though, it works against us because people feel no pressure to get involved.”

For these reasons, the MPO made the most of the time and participation of meeting attendees by providing in-depth presentations on the study background, process and preliminary findings. Elaborate exhibits offered detailed information on various aspects of study considerations including population and employment projections, travel desire lines, land use considerations and transit technology characteristics. “We and our consultants presented a ton of information,” Roth said, “but we wanted to share as much as we could with the people who took the time to get involved in the process early.”

Armed with this background, meeting attendees were encouraged to question planner findings and suggest alternate perspectives. Each attendee also received forms to rank Goals/Objectives for Regional Rapid Transit System Planning (page 19) and to rate four different regional rapid transit plans (pages 20, 21 & 22).

“When we started our meetings, we were asking people to react to just three model plans,” Dearing points out. “But we added a fourth based on early public input. None of these samples plans are intended as finished models, so none are likely to become eventual recommendations. But each has characteristics that we want the public to react to, to help direct our future work.

The results of the public ranking/rating exercise will be reported in a DIRECTIONS Special Edition of teMPO later this year. If you’d like your opinions included in those results, fill out the forms found here (pages 19 - 22) and mail them to: Philip Roth, Metropolitan Planning Organization, 1821 City-County Building, 200 East Washington Street, Indianapolis, IN 46204. For more information on DIRECTIONS, visit www.indygov.org/indympo or contact Mike Dearing, MPO Manager/Master Planner at 317/327-5139 (mdearing@indygov.org).
Sharing **DIRECTIONS**

To increase public awareness of and participation in **DIRECTIONS**, the rapid transit study to improve regional mobility, the MPO is implementing a multi-tiered public involvement program. Information on the study and its upcoming participation opportunities has been made available through:

**Advertising** in 34 regional newspapers, including:
- Anderson Herald Bulletin
- Beech Grove SouthSide Times
- Danville Republican
- Franklin Daily Journal
- Greenfield Advertiser/Daily Reporter
- Greenwood Challenger
- Hancock County Image
- Hendricks County Flyer
- Indiana Herald
- Indianapolis Business Journal
- Indianapolis Prime Times
- Indianapolis Star, StarSouth
- Indianapolis Star, StarWest
- Indianapolis Star, StarNorth
- The Indianapolis Star, StarNorth
- The Indianapolis Star, StarWest
- The Indianapolis Star, StarSouth
- La Ola Latino Americana
- La Voz de Indiana
- The Lebanon Reporter
- Martinsville Reporter Times
- Mooresville/Decatur Times
- The Noblesville Ledger
- Northwest Press
- NUVO
- Speedway Town Press
- Southside Challenger
- Topics- Northeast
- Topics- NorthCentral
- Topics- Northwest
- West Indianapolis Community News
- West Side Community News
- Westside Flyer
- Westside Messenger
- Zionsville Times Sentinel

**Direct Mailing** of 25,000 postcards promoting the Phase I Public Meetings. Cards were mailed at random but in proportion to population density. For example, Marion County represents 54% of the total number of households within the study area, so 54% of the cards were distributed to zip codes within Marion County. Other household/mailing representations include Boone County (3%), Hamilton County (11%), Madison County (8%), Hendricks County (7%), Hancock County (3%), Morgan County (4%), Johnson County (7%) and Shelby County (3%).

**Publications** like tmPO and CAC Minutes have featured **DIRECTIONS** information since last fall, well before the study’s official start.

**Web site** (indygov.org/indympo/directions) where background information, study timeline and public surveys are available.

**MPO Hotline** (317/327-IMPO) which features a new message each week promoting public participation opportunities, including **DIRECTIONS** presentations.

**Paid Sponsorship** messages on WFYI Radio and Television featuring information on **DIRECTIONS** and referring listeners/viewers to the study’s web site.

**Literature**, in both English and Spanish, gives background information and findings to-date, as well as tools for further contact. These brochures are used at public meetings and have been distributed at sites throughout the study area including Public Libraries and 30 Latino-related locations.

**Public Meetings**, the first five of which have already taken place, and the last of which was broadcast live on WCTY (Cable Channel 16) and subsequently re-broadcast throughout the month of May. The next series of public meetings is tentatively scheduled for fall of this year.
# Regional Rapid Transit Study

## Public Outreach Meeting

### Generalized Goals and Specific Objectives for Regional Rapid Transit System Planning

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<tr>
<th>Community Development Criteria</th>
<th>Rank</th>
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**PURPOSE:**

It is the purpose of this initial round of Public Involvement Outreach to accomplish two things:

**Ranking of Community Development Criteria.** The MPO seeks citizen input relative to the Rapid Transit System planning process in which the MPO is engaged. Specifically, the MPO seeks public input on the process by which rapid transit corridors are chosen for inclusion in one of several potential Regional Rapid Transit System Alternatives. This first step involves identifying and ranking the community goals & objectives (i.e. Community Development Criteria), which a future Rapid Transit System will support.

**Scoring Alternative Rapid Transit System Plans.** The second step involves scoring of Alternative Rapid Transit System Plans relative to the extent to which a specific plan supports the achievement of the Community Development Criteria against which that plan is being evaluated.

**Mail to:** Philip D. Roth, AICP - Indianapolis MPO 200 E. Washington St., Room 1841 Indianapolis, IN 46204

Instructions: Please rank the most important Community Development Criteria with a one (1), the second most important with a two (2), etc. Place the rank you assign in the box at the right of each Community Development Criteria. In addition, please place any comments which you may have on any specific criteria in the space provided.
Regional Rapid Transit Study

**Scoring Matrix for Potentially Viable Regional Rapid Transit Systems**

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<th>Alternate No. Three-B LRT/CRT/EXB</th>
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<td>Maximize Social &amp; Economic Benefits</td>
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<td>Maximize Intermodal Compatibility &amp; Benefits</td>
<td>• Conflicts with Existing Freight Rail Lines</td>
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<td>• Supports New Midfield Terminal at Airport</td>
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<td>• Supports New Downtown Indianapolis Transit Center</td>
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<td>• Support/Connect with Other Transit/Transportation Systems</td>
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Instructions: On a scale of 1 to 10, please score the effectiveness of each Alternate relative to accomplishing each of the five (5) Community Development Criteria. A score of ten (10) is your indication that the Alternate totally accomplishes the Community Development Criteria. A score of zero (0) is your indication that the Alternate does not accomplish the Community Development Criteria. Please score each of the four Alternate separately.
Irons In The Fire

Knozone Kickoff Festival

The Doctor is in! On Saturday, May 31, area residents turned out at Broad Ripple Park, 1610 Broad Ripple Avenue with Dr. Kno and the rest of the Knozone team to kickoff the summer ozone season. From 10:30 a.m. to 2:30 p.m., there were free games, kids activities, display booths, food and more!

The Festival, which was promoted to area families via print and radio advertising and flyers posted at popular public venues, included:

• A festival kickoff featuring Mayor Bart Peterson, Department of Public Works Director Barbara A. Lawrence and other special guests
• Hybrid-vehicle display
• Carnival games and rock-climbing wall
• Face-painting and caricature drawings
• Papa John’s Pizza and Ritter’s Frozen Custard

“I was a great way to teach people how they can help Indianapolis battle bad air and breathe easier this summer,” says Senior Planner Kevin Mayfield, the MPO liaison to the Indianapolis Department of Public Works which has conducted the campaign for the last X years. “The people who turned out take pollution, and having fun, very seriously. For more information on Dr. Kno and the Knozone Awareness Campaign, contact Kelly Duncan at 327-2053 (kduncan@indygov.org).

New Bike Map Makes Cents

As design work on the Bike Route Map progresses to reflect recent infrastructure changes and to incorporate route systems from surrounding areas including Greenwood, Plainfield, Carmel and Fishers, the MPO is undertaking a search for partners to help underwrite the cost of printing. “The map is the single, most expensive print piece we do,” says Mike Dearing MPO Manager/Master Planner. “In 2001, it ran about $1.10 a piece and we gave away more than 10,000 of them. This year, we plan on increasing the production quantity, and we need help.”

To secure it, MPO Public Involvement Consultant Whitman Communications, inc., undertook a three month campaign of telephone solicitation that followed up an initial mailing request from Dearing. “We spoke to a lot of nice people who were enthusiastic about the project,” notes Joe Whitman. “In fact, total pledges exceeded the $17,000+ we’ll need for printing, but some of our strongest supporters had to withdraw their pledges due to the softening economy, the war in Iraq (in the case of some media partners suffering loss of advertising revenues), and over extension of current sponsorship commitments. I just hope they’ll keep us in mind for future partnership projects.”

The current list of underwriters who have confirmed their support include:

- WISH TV
- Indy Greenways
- Valley Bikes, in Carmel
- The Marion County Health Department
- The Greenways Foundation
- Circle City Bicycle/Fitness

In exchange for their support, underwriters will be acknowledged on both sides of the new map in a “Sponsors’ Corner” where they will be recognized for their investment in regional health, improved air quality, increased mobility and cycling safety.

If your company or organization would like to discuss underwriting opportunities for the new Regional Bike Route Map, call Joe Whitman, Whitman Communications, Inc. at 317/262-2660 (whitman@netdirect.net).

MPO Certification Meeting

On Tuesday, March 11, a special session of the Citizens Advisory Committee (CAC) was held in Room 107 of the City-County Building, downtown Indianapolis. Like other quarterly CAC meetings, this one was broadcast live on WCTY (Cable channel 16) and invited all interested parties to offer comments and questions on presented agenda items. Unlike other meetings, however, this one was dedicated primarily to public review of, and comment on, the MPO’s regional Transportation Planning Process, an integral part of a federal re-certification process conducted every three years by the authorized Certification Review Team which conducted the meeting. This team was made up of representatives...
the Indianapolis Department of Public Works within Marion County, is responsible for actually accomplishing the improvement. The implementing agency will vary depending on the nature of the transportation improvement and the jurisdiction in which the project is to take place.

So, when you ask, “Why hasn’t the MPO already incorporated rapid transit technology into the region, I have two answers. The first is, “Because we don’t have that power.” The second is that the MPO DID recommend incorporating a transit-based option into the northeast corridor, but the decision-making body, in this case the study’s policy steering committee which included Indianapolis Mayor Bart Peterson, INDOT Commissioner J. Bryan Nicol, and State Senator Luke Kenley, decided that more information was needed before the transit option could be approved. Their decision was based, in part, on the fact that American transit systems have proven more effective at reducing traffic congestion, and more successful in building ridership, when they involve an entire region, not just a single corridor. So, the MPO was directed to evaluate the feasibility of a region-wide rapid transit system that included the Indianapolis International Airport as a destination.

That is the work currently underway with DIRECTIONS (see cover story). For transit supporters like you, the process seems very slow and unnecessary. But our Phase I Public Forums have shown us that not everyone feels like you do on the subject. While most of our meeting attendees bring an open mind to evaluate the study’s preliminary travel route and transit technology findings, some walk in dead set against transit in any form. On occasion, they accuse us of having already “made up our minds” or having “our own agendas.” As I’ve already pointed out, that doesn’t make sense, because the MPO is NOT the decision-maker. Our job is to gather information including relevant public input, both pro and con.

The good news is that you can make yourself heard by the MPO and shape both our findings and our recommendations through our extensive Public Involvement Program. In addition to public meetings, you can contact the MPO Planners-in-Charge of DIRECTIONS (listed at the bottom of this article), take the Phase I survey provided in this issue of teMPO and on the MPO web site (indygov.org/indympo), or leave comments on the DIRECTIONS message board (indygov.org/indympo/directions) or the new MPO Public Comment Line (317/327-8601).

Once you’ve done this, you can also make your position known to your representative on the Policy Committee of the IRTC (A list of voting members of the IRTC Policy Committee is included here for this purpose). As elected officials, they welcome input from their constituents on topics of vital interest. In the case of DIRECTIONS, let them know if you think rapid transit is a good or bad idea for the Indianapolis region, and why. Also, give them input on which routes you consider the highest priority and what type of transit makes the most sense to you. This is exactly the sort of information we pass along to the IRTC as the region’s primary transportation planner on behalf of our most important planning partner, the public.

For more information on DIRECTIONS, the rapid transit study to improve regional mobility, contact MPO Senior Planners Stephanie Belch at 317/327-5136 (sbelch@indygov.org) or Philip Roth, AICP, at 317/327-5149 (proth@indygov.org).

Questions & Answers
(from page 2)

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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Mike Dearing • Manager/Master Planner …317/327-5139 mdearing@indygov.org
Catherine Kostyn • Planner ……………317/327-5142 ckostyn@indygov.org
Kevin Mayfield • Senior Planner ……317/327-5144 kmayfiel@indygov.org
Philip Roth, AICP • Senior Planner ……317/327-5149 proth@indygov.org
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Chief Transportation Planner …………317/327-5137 syang@indygov.org

For more information on our regional transportation planning process, visit the MPO web site at www.indygov.org/indympo.
Indianapolis Regional Transportation Council: Policy Committee

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Names in italics indicate elected officials
March 2003

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Planned and promoted by Earth Day Indiana, Inc (EDII), a not-for-profit, grassroots organization, the Earth Day Indiana Festival has become the largest one-day environmental event in the state and the first, free outdoor festival of the year in the Indianapolis area. This year, as always, the event was held on the last Saturday of April (April 26) culminating ‘Earth Month.’ Its mix of environmental education opportunities, music, food, special events and arts & crafts activities again drew 15,000+ attendees from the nine-county area. And again this year your MPO and its transportation planning partners took part.

“Earth Day is observed nationally on April 22, but we plan our festival to cap-off a month-long environmental awareness effort, rather than be a stand-alone event” explains Deb Ellman, EDII Executive Director. “The first week of April, Indiana’s First Lady, Mrs. Judy O’Bannon, held an Earth Month kick-off news conference where she unveiled the 2003 festival poster, and the festival’s opening ceremonies included Indianapolis Mayor Bart Peterson who proclaimed it the start of Earth Week in Indianapolis.”

The event, which was sponsored by environmental groups, private corporations, government agencies and the media, was held between 11:00 AM and 5:00 PM at the American Legion Mall and Veterans’ Memorial Plaza in downtown Indianapolis (N. Meridian Street and North Street). Government agencies, non-profits, and environmental product and service providers paid to be exhibitors, yet attendees are drawn to the festival’s fun, family-oriented atmosphere. Its purpose was to serve as a forum for the exchange of environmental information, as reflected in this year’s theme “Energy Efficiency is the Key!”

Environmental information reached more than a million Central Indiana residents through the festival’s promotional efforts and media coverage.

“That’s a big reason we invested in the event’s newspaper insert,” explains Mike Dearing, MPO Manager/Master Planner. “The MPO is involved in a number of environmentally-aware projects and programs, as always. We wanted to get ‘the word’ 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 27 (See it full color at indygov.org/indympo) 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, again an Earth Day Indiana Festival participant, IndyGo’s new HyperFix Park & Ride Service, development of a Pedestrian Route System Plan, DIRECTIONS, the Rapid Transit Study to Increase Regional Mobility, and the Multi-Model Task Force’s downtown Bike Rack Initiative. In addition, readers are invited to participate in the transportation planning process via Citizens Advisory Committee (CAC) meetings, reading free MPO publications, dialing the MPO’s Hotline (317/327-IMPO, or calling Mike Dearing directly at 317/327-5139.

The ad was distributed to The Indianapolis Star’s 520,000 readers in the Earth Day Indiana Festival Program Guide (newspaper tabloid) on Thursday, April 24, two days before the event. The publication will also be distributed at public events throughout the remainder of the year, such as WFYI’s Sesame Street Festival, Touchstone Energy’s tent at the Indiana State Fair, the IUPUI Volunteer Fair, the Partners for Pollution Prevention Conference and the IN Recycling Coalition Annual Conference.

This ad also appears on side one of a flyer produced by the MPO to use in mailings and at public meetings. On side two appears the new 2003 MPO Public Involvement Program Survey, which invites public input on current transportation improvement priorities, involvement program strategies and on aspects of MPO-hosted meetings. To take the survey yourself, turn to page 28 or visit the MPO’s web site at indygov.org/indympo.

In addition, several MPO planning partners participated in the 2003 Earth Day Indiana Festival. 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 public transportation options, and Indy Greenways with whom the MPO is currently collaborating on the updating of the Regional Bicycle Route Map.

For more information on the MPO’s Earth Day Indiana Festival participation, or on the transportation planning programs featured in MPO advertising, contact Mike Dearing at 317/327-5139 (mdearing@indygov.org).
Transportation planning is your call. Get involved, and breathe easier, by attending quarterly Citizens Advisory Committee meetings, reading free MPO publications, dialing the weekly MPO Hot Line (317.327-IMPO), visiting the MPO web site (indygov.org/indympo), or calling 317.327.5139 for more information.

Worried about air quality and traffic congestion? Relax. As the region’s primary transportation planner, how to clear the air, and the intersection, is often our call.

While insuring the present and future efficiency of the region’s transportation system, MPO plans also protect our environment and quality-of-life. Initiatives like these promote the safe, economical movement of people and goods, while also increasing mobility, encouraging travel alternatives, and cutting air pollution.

For a third year, your MPO is sponsoring free, secure bike parking at these Greenways Foundation Pedal & Park events:
- Earth Day Indiana, Apr. 26
- Broad Ripple Art Fair, May 10-11
- Bike-To-Work Day, May 16
- Talbot Street Art Fair, June 14-15
- Indiana State Fair, Aug. 6-17
- Penrod, Sept. 6

Founded by the MPO in 2002, the Multi-Modal Task Force works to enhance mobility options while also promoting conservation and health agendas. This year’s project: bike racks for downtown’s most popular destinations.

We developed the 327-mile Marion County Bike Route System, in cooperation with Indy Greenways. Its map, updated this year to reflect infrastructure improvements here and in surrounding communities, will again be distributed free at bike shops and public libraries, or by calling 317.327.5149.

Studies conducted by the MPO often recommend roadway expansion or enhancement. By improving traffic flow, we reduce travel time, fuel consumption and the air pollution associated with start/stop driving.

The MPO supports the efforts of planning partner IndyGo to improve public transportation, including this summer’s expanded Park & Ride Program to ease downtown congestion during the INDOT 65/70 Hyperfix project. For more information, visit hyperfix6570.in.gov.

A Pedestrian Route System Plan, now in development with the MPO’s guidance, is addressing the need to improve amenities, such as sidewalks, throughout the region.

Need a quick, convenient way to get around without traffic delay? Then, ask DIRECTIONS. This rapid transit study is now looking at travel corridors and preferred technologies for a region-wide system and you’re invited to participate. Learn more at indygov.org/indympo/directions.

Founded by the MPO in 2002, the Multi-Modal Task Force works to enhance mobility options while also promoting conservation and health agendas. This year’s project: bike racks for downtown’s most popular destinations.

Studies conducted by the MPO often recommend roadway expansion or enhancement. By improving traffic flow, we reduce travel time, fuel consumption and the air pollution associated with start/stop driving.
The Metropolitan Planning Organization needs your informed input to help improve both our regional transportation system and our regional transportation planning process. As a start, please answer the following questions.

**System**
Please identify the top five transportation-related improvements you consider most important to preparing our region for the future, with 1 being most important.

- [ ] Widen existing roads
- [ ] Add roads, where space permits
- [ ] Improve signal timing
- [ ] Improve bus service inside Indianapolis
- [ ] Extend bus service to outlying communities, such as Carmel, Plainfield and Greenwood
- [ ] Develop a rapid transit system throughout the greater Indianapolis region that could incorporate light or commuter rail, express busways or automated guideway systems (AGTs), such as the Clarian People Mover
- [ ] Improve existing, and build new, sidewalks
- [ ] Develop more concepts like the Cultural Trail Project which, if implemented, would link downtown’s cultural districts with a dedicated bicycle and pedestrian path system
- [ ] Accommodate alternative travel options by adding related infrastructure, such as bike racks, throughout the regional transportation system
- [ ] Other ______________________________________ (please specify)

**Process**
Your MPO tries to encourage and accommodate your participation in the regional transportation planning process in a variety of ways. Please check as many as you’ve heard about, read about or used over the last year.

- [ ] Citizens Advisory Committee meetings open to the public and broadcast on WCTY (Channel 16, Comcast and Brighthouse Networks)
- [ ] Free MPO publications, like teMPO and CAC Minutes, sent through the mail
- [ ] Free MPO publications, like teMPO and CAC Minutes, available at local libraries
- [ ] Public workshops held on transportation planning projects, such as the Glendale Neighborhood Study and DIRECTIONS, The Rapid Transit Study to Improve Regional Mobility
- [ ] Display advertising promoting upcoming meetings or public review and comment opportunities in The Indianapolis Star, The Indianapolis Recorder and other regional publications
- [ ] The MPO Comment Line (317/327-8601), which allows area residents to leave a transportation-related question or comment for the MPO anytime, day or night, for prompt follow-up
- [ ] The MPO web site (indygov.org/indympo) where transportation planning reports, maps, documents and general information is available
- [ ] The MPO Hot Line (317/327-IMPO) where a brief message, updated weekly, describes upcoming participation opportunities
- [ ] Radio and television messages, such as those on WFYI, which direct listeners/viewers to the MPO web site (indygov.org/indympo) and Hot Line (317/327-IMPO)
- [ ] Transportation-related news stories presented by the local print and broadcast media
- [ ] Other (Please suggest other ways to interest, inform and involve you in the regional transportation planning process.)

If you picked up this survey at an MPO-sponsored meeting, please tell us the topic of the meeting. __________________________________________________

Did you find the information shared at the meeting to be clear, concise and well presented?

- [ ] Yes
- [ ] No

How could we have made the meeting more involving from your perspective? ____________________________________________________________

---

**Optional**
If you would like to receive regional transportation planning information in the future, please provide the following information:

Name_________________________________________________
Address_______________________________________________
City___________________________ State____ ZIP ____________

Please fax back your survey to 317.327.5103 (attention Mike Dearing) or mail it to:
Mike Dearing, Metropolitan Planning Organization, 1821 City-County Building, 200 East Washington Street, Indianapolis, IN 46204-3310.

You may also fill out this survey and learn of upcoming transportation planning meetings on the MPO web site at www.indygov.org/indympo.
Mayfield Promoted

Kevin Mayfield has been named a Senior Planner of the Metropolitan Planning Organization. The announcement was made in March of this year by Mike Dearing, MPO Manager/Master Planner. With this promotion, Mayfield joins Philip Roth, AICP, and Stephanie Belch as an on-staff Senior Planner.

“It’s rare for us to have three Senior Planners on staff at-once,” notes Dearing, “especially since we’re working kind of short-handed at the moment. But Kevin has really earned this position through his attitude, his people skills and his hard work.” The MPO staff, which currently totals seven, lost a member when Mike Peoni became Administrator late last year. Dearing has been interviewing applicants for a Planner position ever since.

Mayfield joined the Indianapolis MPO as a transportation planner in February, 1994. His previous experience includes five and a half years as a Permit Technician in the Division of Neighborhood and Development Services for the City of Indianapolis. His current responsibilities include:

- Mapping/Traffic Counts using AutoCad, Maptitude, ArcView and Traffic Projection Modeling
- Chairman of the Committee for Specialized Transportation, Indianapolis Area FTA Section 5310 Grant Program
- Traffic Impact Studies
- Liaison to the DPW for the Ozone Awareness Program
- Citizens Advisory Committee
- Thoroughfare Plan & Street Facilities Inventory Plan.

“I’m really glad that Kevin is the sort of person who can be in a job for nine years and continue to grow,” says Dearing. “It’s really worked out well for both him and the MPO, because he’s always been well liked by our planning partners. Now, we can continue to get the benefits of his experience and relationships in a more senior capacity.”

In 1980, Kevin Mayfield earned a Bachelor of Science degree from Indiana University in Bloomington, Indiana, where he majored in Public Affairs. He is an Indianapolis native and currently resides on the northwest side where he frequently uses public transportation to affect his daily commute downtown. Kevin has two grown daughters, Keena and Morgan.

You can reach the MPO’s newest Senior Planner by contacting Kevin at 317/327-5135 or kmayfield@indygov.org.

Irons In The Fire
(from page 23)

from the Federal Highway Administration (Kentucky, Indiana, Michigan, Midwestern Resources Center/Chicago) and the Federal Transit Administration (Region 5/Chicago).

Joyce Newland of the Federal Highway Administration - Indiana described the purpose of the discussion as three-fold. “We need to make sure the review is conducted in accordance with federal law,” she said, “but we’re also looking for opportunities to improve the regional transportation planning process and to identify ‘Best Practices’ that can be shared nationwide.

During the comment period, Certification Team members asked several of the speakers how they had heard about the CAC meeting. The information strategies most often mentioned included MPO publications, direct mail, newspaper advertising, television coverage and spots on National Public Radio.

A total of nine meeting attendees spoke during the comment period, the majority of which offered very positive feedback on the MPO’s efforts to work with the public as planning partners, including Pat Andrews of Decatur Township who said, “The MPO knows the neighborhoods, the traffic routes and the flow of our communities. Plus, they care. I feel the MPO offers an honest invitation for public participation and works hard to facilitate the process.”

If you have a comment, positive or critical, about how the MPO conducts any part of its responsibility, call the MPO’s new 24-hour Public Comment Line (317/327-8601) or visit the MPO’s message board at indygov.org/indympo.
Future of Transportation
(from page 12)

like the cities. Consultant Bruce Schaller notes that for the last few years, mass transit use has increased faster than highway use, something that hasn’t happened in half a century.

Cities evolve in unexpected ways. The introduction of freeways decimated many U.S. downtowns in the 1950s, something unpredicted at the time. Photos of downtown Houston in 1960, for example, reveal many surface parking lots and a few tall buildings.

Today, tall parking garages have replaced much of the surface parking and the downtown is substantially denser. Perhaps in the future, more office buildings will replace the garages and people will take commuter rail to work. In fact, the city is already building a light rail line downtown.

We could also go the other way. If auto use continues at the same level and personal jets take off as Fallows and some others predict, sprawl is likely to increase. New homes and businesses would spring up around small airports throughout the country.

An unstable mix of government subsidies, technological promise, and private profit will determine what comes next, and this will vary from place to place. Indicators like wealth will not always offer reliable clues as to what transportation systems particular societies will adopt.

Consider the humble bicycle. It’s used extensively in China, which has a very low per capita income, and in Scandinavia, which has a very high per capita income. In Copenhagen, more than a third of all commuters use bicycles. The point is that wealth alone does not adequately predict transportation use. You might say that the Chinese use bicycles because they have to. The Danish, because they want to.

What planners can do

For the most part, U.S. urban planners work separately from transportation planners, The average state or city planning director tends to react to transportation decisions rather than to make them. Planners have tended to focus on zoning and land-use regulation, which is often auxiliary to the real work being done by traffic engineers.

In a better ordered world, land planners would have responsibility for transportation planning (or supervise those who do it), and urban designers would be directly involved with state and federal highway planning.

We probably haven’t reached the end of history when it comes to transportation. But whatever the future, it would be a better one if we had a broader range of choices. As a country, we have tended to lurch from one extreme to another. In the 1890s, we had the most extensive rail system in the world – and one of the worst road systems.

By the 1950s, we had abandoned our widespread streetcar system. Today, we lack a decent passenger rail system but have great highways. Like the fiberoptic cable industry and the high-tech rage, transportation has proceeded in a boom-bust fashion.

When the next big thing does come along, let’s not be too quick to abandon the proven modes. The past teaches not only that change comes, but that the best societies offer a range of transportation choices, including using one’s own two feet.

About the Author

Alex Marshall, an independent journalist in New York City, writes and speaks about cities and the forces that create them. He is the author of How Cities Work: Suburbs, Sprawl and The Roads Not Taken (University of Texas 2001), and is a Senior Fellow at Regional Plan Association, where he edits the newsletter, Spotlight on the Region. His work has appeared in The New York Times Magazine, Metropolis Magazine, Planning Magazine, Newsday, The Washington Post, Salon Magazine, Architecture and Architectural Record. In recent years, he has emphasized transportation as the defining force in shaping the character and form of a community. He is currently working on a book for Oxford University Press, Beneath the Metropolis about the subterranean realms of 12 major world cities. In 1999-2000, Marshall was a Loeb Fellow at Harvard University’s Graduate School of Design, where he studied urban design, architectural history, political philosophy, law and economics. In 1994, Marshall studied European city and suburban development as a German-Marshall Fund Fellow. Marshall holds a master’s degree in Journalism from Columbia University in New York, and a bachelor’s in Political Economy and Spanish from Carnegie-Mellon University in Pittsburgh.

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Cultural Trail Update (from page 6)

- 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.

Also, the existing street capacity and width of Indianapolis can easily accommodate a dedicated trail within the downtown core, since the city already has a good distribution of diverse attractions and plenty of room for in-filling as more develop.

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. Health behavior experts also say that such a trail could make Hoosiers more aware of exercise – a good idea in a state that ranks high nationally in obesity and smoking.

“It could be a world-class amenity for a world-class city,” says Indianapolis Major Bart Peterson who has called the Cultural Trail concept one of the best ideas he’s heard for taking Downtown to the next level. “There is a lot of work yet to be done before we make a decision,” he notes, “but there is a reasonable chance that this could happen.”

A decision by City officials on whether to move forward on construction of the Cultural Trail is expected as early as this fall. Before then, designers and engineers need to examine infrastructure along the proposed route, suggest modifications, and update cost estimates. Armed with these findings, at least one more Public Workshop will be held.

“This concept has a lot going for it and I think that’s what we’ve been hearing at our workshops,” says Dearing, who hopes the public will stay plugged into the process to help evaluate subsequent study findings. “As transportation planning initiatives go, this one is relatively short,” he says. “It’s really important that people stick with it.”

For more information on the Cultural Trail Concept, visit the MPO web site at indygov.org/indympo. To be heard on the issue, fill out and return the Public Survey form found there or here on page 7, or contact Mike Dearing at 317/327-5139 (mdearing@indygov.org).

New MPO Comment Line

Got something to say about any MPO study, plan or project? Then, we want to hear it. Any time, day or night, 24/7. Just call 317/327-8601 and leave your comment or question on our new automated Public Comment Line. What you say will be forwarded to the appropriate planner and, if you leave your name and number for follow-up, we’ll get back to you.

“It’s another new strategy of our Public Involvement Program,” says MPO Manager/Master Planner Mike Dearing. Like our Hotline (317/327-IMPO) which provides a weekly update on upcoming public participation opportunities, and our web site (indygov.org/indympo) which offers access to complete planning documents, our New Comment Line is intended to promote and facilitate increase public involvement,” he explains. “Our goal is to make it easier for people to take part in the regional transportation process.”

MPO Planner Catherine Kostyn is responsible for checking messages and forwarding them to the appropriate department personnel. “Our aim is to respond within three days or less,” she says. “It’s important that we address the transportation issues causing concern, but just as important that our key planner partner, the public, knows their messages are being heard and considered. This is also the reason we post message boards on our web site.”

The MPO’s Public Comment Line became active in late April and is now available for use.
more than 7,000 feet of existing creek beds while creating and preserving habitat for the endangered Indiana Brown Bat.

Since 1975, the Indianapolis Airport Authority has followed a master plan for future airport development. That plan called for layout of two parallel runways with a non-intersecting crosswind runway while leaving room for a new “midfield terminal” complex between those runways and new highway access from I-70.

Over the past 28 years, that plan has been developed, reviewed, modified and updated, but airport officials have always worked toward eventual construction of a new Indianapolis International Airport that would meet the needs of the region in the 21st Century.

In May 2002, the Indianapolis Airport Authority selected Hellmuth, Obata + Kassabaum, Inc., (HOK), an internationally known architecture firm, as Master Designer on the project. HOK will provide a comprehensive design solution that will focus on creating a unique and compelling gateway experience for the air traveler, while integrating state-of-the-art terminal design with arts and cultural expression.

Last October, the Airport Authority also named Indianapolis-based Hunt Construction Group and Turner Construction Co. to lead teams of construction manager firms on the project. The firms will work with designers, architects, engineers and other consultants to oversee various aspects of construction, including terminal, concourse and site development of the project, which is estimated to cost $974 million.

No state or local tax money will be used to finance construction of the new airport or to repay construction bonds. Instead, construction is being financed by a combination of federal grants, passenger facility charges, airline facility rents and aircraft landing fees.

The new Indianapolis International Airport is slated to open in 2007. For more information on the project, contact James Grass of Executive Media Consultants at 317/231-7000 (jgrass@executivemedia.com).
Weathering the Heat

As changeable as Indiana's summer weather, the issues recently dominating the regional transportation planning process have been diverse, fast moving and, on occasion, stormy. Issues topping the news over the last few months include highway projects, transit studies, new service introductions, on-going alternative transportation planning, and greenways activity. Read about the last first with Pennsy Trail Update and find out why this newest trail will be among Marion County's most unique. Also, find out what criteria INDOT used to arrive at its Indianapolis-to-Evansville route selection in I-69 Extension Project and see a route-by-route comparison of all the

Pennsy Trail Update

A trail is just a trail, right? If you've seen one, you've seen 'em all.

“Not when it comes to the Pennsy Trail,” says MPO Senior Planner Philip Roth. “Eastside residents have sought the various benefits of a bike and hike trail along the abandoned Pennsylvania Rail corridor so enthusiastically that more than 600 of them signed a petition supporting its development back in 2000,” he notes. City officials have considered the project's merits ever since, including at a June 18 Public Hearing where, once again, the clear majority of attendees back the idea for reasons of recreation, transportation, and economic redevelopment, no doubt noting the effects the popular Monon Trail has had on Broad Ripple and surrounding area. That trail draws an esti-

INDOT I-69 Extension Project

After nearly three years of being in the news and on the minds of people throughout Indiana, the I-69 Extension Project reached a significant milestone on Wednesday, August 20th. That's when the Indianapolis Metropolitan Development Commission (MDC) voted six-to-three to adopt Resolution 03-T-011 into the Indianapolis Transportation Plan following its own public hearing. That resolution identifies the current SR 37 corridor as the preferred alignment of the I-69 extension immediately south of Indianapolis. This route had been recommended by the Indiana Department of

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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/Master Planner Mike Dearing discusses the MPO’s role in affecting regional transportation system improvements.

“We’ve covered the Indiana Department of Transportation’s I-69 Extension Project for a long time, including the July meeting of the MPO’s Citizens Advisory Committee and the recent Indianapolis Regional Transportation Council (IRTC) vote to endorse INDOT’s recommended route (along SR 37 south of downtown). So, I’ve got to ask; no matter what decision is made by the MPO, the CAC, or anyone else, doesn’t INDOT have the authority to build I-69 any way it wants to, as long as the Federal Highway Administration approves?”

- asked via e-mail by a member of the local print media

Your question raises a legitimate issue but, remember, INDOT is one of the MPO’s transportation planning partners. Our efforts to conduct a continuous and comprehensive transportation planning process within our region, and theirs to do the same throughout the state, wouldn’t be possible without long-term cooperation and good working relationships. That’s what both organizations strive for (our mutual implementation strategy), while serving the public good (our shared primary goal). So, no transportation planning or implementing agency wants to impose its will without regard for the valid concerns raised by the jurisdictions and constituents it impacts.

Having said that, I understand how you could be a little confused by the I-69 Extension Project. Because of the project’s scope and unique planning characteristics, “Who’s really in charge?” type questions are bound to come up. The answer is, we all are. INDOT is the primary planning/implementing agency on the project, while the Indiana metropolitan planning organizations impacted by the project’s path (Indianapolis, Bloomington, Evansville) are serving as consulting planning partners.

Here’s why:

Congress mandated the extension of I-69 from Canada to Mexico. For this reason, it has to be built. Ignoring the mandate is not an option. In Indiana, it is INDOT’s ultimate responsibility to determine how the I-69 extension will be built.

cont on page 4, see Q & A
This map reflects the expanded MPO Metropolitan Planning Area (MPA) as determined by Census 2000 data. The boundary of this area has not yet been finalized.

**Metropolitan Planning Area (MPA)**
*(Projected Urbanization By The Year 2020)*

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**Weathering the Heat**
*(from page 1)*

options considered. And, learn how the MPO has been working toward a multi-faceted plan for pedestrian mobility in

Regional Pedestrian Route System Status Report. You’ll find all this and additional information, including info on a recent DIRECTIONS telephone survey and some HyperFax and figures you haven’t seen yet, right here in teMPO, the MPO’s official newsletter of the regional transportation planning process.
Questions & Answers
(from page 2)

They have recommended a route option called Alternative 3C, which follows the SR 37 corridor south of downtown Indianapolis (For a more complete description, see I-69 Extension Project, page 1). This route will have significant impacts in Perry Township, which is of concern to many in our area. It also includes a ‘new terrain’ route south of Bloomington which will put a highway through what is now natural woodlands. A lot of people object to this recommendation for these reasons. Even the Indianapolis MPO recommended another route option (Alternative 4B) last fall, when our preliminary assessment suggested 3C might adversely impact our regional air quality standards. However, further air quality analysis has proven this concern not to be warranted.

Although INDOT continues to support 3C as its recommended route, it has accommodated a number of MPO planning suggestions. For example, we asked that, if the SR 37 route is selected, INDOT 1) avoid the Mann Road route option in Decatur Township, 2) add an interchange at Southport Road, 3) maintain access at Bluff Road, 4) maintain access at I-465 & Harding St., and 5) maintain access at other key thoroughfares. Our suggestions were made as ways to minimize the negative impacts on Perry Township by maintaining neighborhood and community accessibility. INDOT has agreed to all of these suggestions, at least in theory. They’ll need to get into Tier II of their project before actual implementation details can be determined. But this is definitely proof of an on-going cooperative relationship, and of INDOT’s willingness to listen to its partners, especially within the confines of MPO planning jurisdictions.

By federal mandate, every urban area with a population of 50,000 or more has a designated metropolitan planning organization. These MPOs are the primary transportation planners within their regions. We are the primary transportation planner in the Indianapolis region which includes all of Marion County and parts of the surrounding eight counties. As such, we are primarily responsible for coordinating the Indianapolis Regional Transportation Plan (long-term, planning document) and the Indianapolis Transportation Improvement Program, or IRTIP (short-term, programming/implementation document). Any federally funded project must first appear in the Transportation Plan, before it can be programmed for implementation in the Improvement Program.

If there is a single point of confusion, and a basis for your question, I think it’s here. To many, MPOs like ours appear to have a federal mandate that competes with INDOTs. In projects like the I-69 Extension Project, how can INDOT be the primary planner for the whole, while regional MPOs are the primary planners of a piece? It can’t work without cooperation.

For this reason, INDOT proposed its I-69 extension recommendation (3C) as an amendment to both the Indianapolis Regional Transportation Plan and Improvement Program earlier this year. The amendments were endorsed by the Indianapolis Regional Transportation Council (IRTC), in a near unanimous vote on July 30, 2003. The IRTC is the decision-making body on regional transportation issues and is composed of elected officials from jurisdictions throughout the region. The MPO makes transportation recommendations to the IRTC, forwarding significant public input gathered at its Citizens Advisory Committee meetings. (NOTE: It’s only the SR 37/Perry Township aspect of this recommendation that is locally controversial. The Indianapolis MPO’s planning area does not extend south to Bloomington to warrant our official consideration of the new terrain concerns).

So, INDOT has no reason to avoid the cooperative regional transportation planning process in an attempt to impose it’s will. INDOT representatives worked with the MPO, and addressed both the CAC and the IRTC to make its case for 3C. On August 20th, INDOT Commissioner J. Bryan Nicol also addressed the Metropolitan Development Commission (MDC) which voted to adopt the Tran Plan and IRTIP amendments involving the regional planning and programming of 3C as resolutions in a 6 to 3 vote. For these reasons, INDOT can proceed with the I-69 Extension Project in the Indianapolis regional planning area once it has the FHWA’s blessing.
Meet Dr. Susan R. Moriarty, a physician with a healthy interest in alternative transportation. An advocate of physical exercise, she has been “on the trail” of a cure for Central Indiana’s problems with sedentary lifestyles and poor nutrition. “Regular physical activity and good nutrition are key factors to remaining fit and decreasing the odds of developing common health problems like high blood pressure, heart disease, osteoarthritis, Type II Diabetes and many types of cancer,” she explains. “We’re lucky to have a regional transportation system that is incorporating new infrastructure improvements that help address these needs, like our bicycle route system, the pedestrian route plan now in development, and a growing network of greenway trails. These are the reasons I’m involved with transportation planning.”

Raised as a physician’s daughter on Indy’s southside, Susan earned her medical degree from Indiana University in 1983, did her residency in internal medicine at St. Vincent Hospital, then her fellowship in infectious disease at Indiana University Medical Center. She started in private practice in 1988, specializing in infectious disease and practicing mainly at St. Vincent Hospital in northwest Indianapolis. In April, 2002, she accepted the position of Director of Clinical Preventive Services at the Marion County Health Department, part of the Health and Hospital Corporation of Marion County, which also includes Wishard Health Services (Wishard is the city’s public hospital.)

“I saw this position as an opportunity to promote the prevention of some of the chronic diseases and conditions we see increasing in our community,” Dr. Moriarty explains. “I don’t think it is so important that anyone ranks Indianapolis as the twelfth, tenth or even fifth fattest city in the nation. What’s important is that we are seeing more and more children developing Type II Diabetes, and other health problems, as a result of the decline in physical activity and changes in eating habits that have occurred over the past few decades. This job allows me to work with a variety of people in our community to develop strategies that help individuals understand these health issues. We hope to find ways to promote healthier lifestyle choices as a means of preventing disease and achieving a higher quality-of-life.”

One such initiative in which Dr. Moriarty is involved is Indy in Motion, a free program currently taking place at eight Indy Parks. With instructors provided by the National Institute of Fitness and Sports (NIFS), Indy in Motion offers area residents the opportunity to increase their exercise regimen through a variety of physical activities including walking, indoor aerobics, muscle-toning and strength-training. Since the program’s inception nine months ago, more than 1,800 participants have signed up to work out in a supervised, recreational environment. “There are many people in our community who are ready to make positive changes in their lives and they are welcoming this program,” she notes.

Another such program is the Indiana Coordinated School Health Council, which focuses on improving the physical and mental health of the state’s school-age children to improve their learning ability. It is programs like these that quickly led Moriarty to transportation planning and the MPO.

“I first became involved with Indy Parks through our partnership in the Indy in Motion program. Then I was invited to join the MPO’s Multi-modal Task Force in October, 2002. It’s a great place to bring a medical perspective to alternative transportation planning,” she explains. “Increased mobility options and increased physical activity happen to be complementary goals. The healthier our transportation system, the more opportunities each of us has for getting and staying healthy.”

In addition, Dr. Moriarty recently joined the Board of Directors of the Greenways Foundation, the non-profit charitable trust which promotes the expansion, enhancement and use of the greenways system throughout Central Indiana. “This group is another huge plus for our area,” she says, as if to justify another commitment in her already busy schedule. “Even as a frequent greenways user, I wasn’t always aware that a private organization was responsible for some of the trail amenities that I enjoyed, including volunteer clean-ups, benches and new tree plantings. They also work to expand the greenways system into the surrounding counties. Once I found out all this, I wanted to be involved in their mission.”

Dr. Moriarty and her husband, Dr. Bill Allen, can often be found on the Central Canal Towpath near their home, biking or walking Airedale terriers Zottie and Hoosier III. “We have enjoyed many hours on the Canal Towpath, the White River Greenway, and the Monon Trail, as well as more recent trips along the newer greenways,” she says. “We use the greenways mainly for recreation, but they’re also a terrific transportation option – a convenient, healthy way to get around.”

Sounds like just what the doctor ordered!
It’s an important tool in our public involvement program for this study,” says MPO Senior Planner Philip Roth of the recently completed transportation telephone survey intended to inform Phase II of DIRECTIONS, The Rapid Transit Study To Improve Regional Mobility, as well as other initiatives of the MPO’s regional transportation planning process. The survey, designed and conducted by The Kensington Group in association with Whitman Communications, concerns the public’s commuting habits and preferences in travel mode characteristics. The MPO, and DIRECTIONS primary consultant Schimpeler-American, also helped guide the content development of the survey which was conducted in mid-July.

The rapid transit study began in December, 2002 and is expected to last 18-24 months. Its general purpose is to consider the preferred placement of a region-wide transit system and to evaluate a wide array of technology options, including commuter or light rail, or bus. If implemented, such a system could help reduce traffic congestion, improve air quality and increase mobility options throughout the area. The study will also answer questions raised by the conNECTions study of northeast corridor transportation concerning the feasibility of rail service throughout the region and will examine in detail a possible transit link between downtown and the airport.

“We’re using three different types of criteria to help us achieve our study goals while evaluating various system options,” Roth notes. “Community Criteria concerns things like congestion mitigation, economic development and environmental impacts. System Criteria deals with aspects of operation, cost and efficiency,” he explains. “User Criteria is more personal information. It has to do with what’s important to people when they commute. And, for that, we had to go to the source.”

One of the goals of the survey is to determine the relative importance of transportation selection criteria to area residents. Respondents, chosen at random, were asked to rank

**Travel Characteristics Survey Definitions**

For the purpose of the Transportation Telephone Survey, the travel characteristics were defined in the following way:

**Travel Time**
- this refers to the amount of time it usually takes you to get to work or to get home from work.

**Reliability**
- this refers to the dependability of a particular mode of travel to get you to and from your destinations in the time and manner expected.

**Personal Costs**
- this refers to the amount you pay for transportation including any daily fares for public transportation or the total cost of using a personal vehicle such as fuel, insurance, parking and up-keep.

**Personal Comfort/Convenience**
- this refers to the physical amenities like adjustable seats and climate control, as well as weather-related aspects of travel including the impact of inclement weather and having the flexibility to change your route or schedule as needed.

**Personal Safety**
- this refers to protecting you or your belongings while waiting for transportation or while traveling in a vehicle.

 cont on page 22, see DIRECTIONS Survey
When work began in 1998 on what became the Marion County Bike Route Plan, the project was to consider both bicycle and pedestrian routes and facilities. The MPO, its lead consultant on the project, HNTB Corporation, and its project steering committee all quickly recognized that the issues concerning each of these modes were distinct and complex enough to warrant individual attention. For this reason, development of a pedestrian route plan was put on-hold - temporarily.

“It was clear to us that we couldn’t do a decent job of developing route plans for both bike and pedestrians in the time and with the dollars allotted,” explains MPO Manager/Master Planner who was planner-in-charge of the project at the time. “We opted to develop the bike route plan first, because area cyclists had waited 13 years for a new map and because the issues involved with developing the region’s first pedestrian plan had never been systematically evaluated. That was going to take more time.”

Development of the Bike Route system for Marion County proceeded on-schedule with the Marion County Bike Route Map being distributed to the public in October, 2001. That map is currently being re-designed to accommodate insets of bike route trails in neighboring communities and should be re-issued in late fall, 2003, as the Marion County & Surrounding Area Bike Route Map.

Still, proponents of improved pedestrian facilities throughout the region did not have to wait long to have their interests addressed. For the last two years, the MPO and its lead project consultant, Storrow Kinsella Associates, Inc. (SKA), have been working toward a regional pedestrian route plan by concentrating on the development of a series of complementary plan components.

“Our work with the MPO has fit together very well,” says SKA partner Meg Storrow. “Everything we’ve done, starting with the Special Neighborhood Study of the Glendale Area (1999-2002), has dealt with alternative transportation planning and has informed the work that’s come after,” she explains. “So, we’ve been able to build on recent local findings and immediately use the acquired knowledge on the next step of pedestrian plan development.”

To describe the significance of those steps to the Regional Pedestrian Route Plan, and to offer a timeline on past and future progress, SKA issued the following Status Report to the MPO and its various planning partners in late May of this year.
I-69 Extension
(from page 1)

Transportation (INDOT) following its long-term evaluation of a dozen route alternatives which included computer modeling and comparative analysis of specific performance criteria as well as 200-300 public meetings.

After having its recommendation approved by Governor O’Bannon in January, INDOT requested that this project be amended into the Indianapolis Regional Transportation Plan and the Indianapolis Regional Transportation Improvement Program, or IRTIP (Resolution 03-T-012) so that Tier II work on the project could proceed within the Indianapolis region, the MPO's transportation planning area, using federal funds. All transportation projects financed with federal funds must first be planned and programmed into these documents before implementation. The Transportation Plan is a long-term planning document that helps guide the development of the region's transportation system for the next 20+ years. With the help of transportation planners, engineers, elected officials and the public, the Plan ensures that facilities and services required to support the mobility needs of the community and its future growth are anticipated and available. It also provides decision-makers with the information upon which to base their project priorities.

By contrast, the IRTIP is short-term, documenting federally-funded transportation improvement projects programmed for the region using available dollars within a three-year timeframe. Before projects can be considered for inclusion in the IRTIP, they must first be included in the Regional Transportation Plan. For this reason, the MDC voted on the Transportation Plan resolution before voting to adopt either the resolution to amend the 2003-2005 IRTIP or the draft 2004-2005 IRTIP, which included the I-69 extension project. All three resolutions were previously endorsed by the Policy Committee of the Indianapolis Regional Transportation Council (IRTC) at its July 30th meeting. The IRTC comprises both Policy and Technical Committees and represents jurisdictions throughout the Metropolitan Planning Area (MPA). All MPO recommendations, and salient public input, are passed on to the IRTC which is the official decision-making body for the regional transportation planning process.

The MDC affirmative votes clear the I-69 Extension project, as recommended by INDOT, to proceed within the Indianapolis region. Over the next few months, INDOT will continue working with the public and local, state and federal agencies to complete the Final Environmental Impact Statement (FEIS) and Tier I activity associated with 3C. After INDOT releases the FEIS, the Federal Highway Administration must approve its findings before the project can proceed. Once an affirmative Record of Decision has been issued, Tier II activity on 3C will begin, possibly in Late 2003 or early 2004.

As part of the federal highway project which would extend I-69 from Canada to Mexico, INDOT's recommended route, known at Alternative 3C, has been controversial, in part, because of its anticipated negative impacts on the neighborhoods, residents and businesses of Perry Township. Those opposed to the alternative also cite its “new terrain” environmental impacts as an area of concern, referring to the proposed corridor's route through natural woodlands south of Bloomington.

Pat Andrews, of the Marion County Alliance of Neighborhood Associations (MCANA) voiced this dissenting opinion on behalf of her organization and Perry Township residents at a special meeting of the MPO's Citizens Advisory Committee on Thursday, July 24th, during which both she and a representative of INDOT made 30-minute presentations, followed by two hours of questions and comments.

Andrews asserted that converting SR 37 south of Indianapolis to interstate standards will destroy businesses and de-stabilize Perry Township neighborhoods by bisecting the

cont on page 9, see I-69 Extension
area and inhibiting the easy access that currently exists. She also noted that 94% of all people expressing an opinion told INDOT that they were opposed to a “new terrain” option for I-69’s extension. As an option, MCANA and many Perry Township residents endorsed Alternative Route 1 which follows I-70 and US 41 southwest of Indianapolis, upgrading the alignments to interstate standards.

“We definitely appreciate the concerns raised at this, and at all of our public meetings. And, where feasible, we’ve changed aspects of the alternatives being considered to respond to those concerns,” says Lyle Sadler, INDOT Project Manager. “For example we initially considered using Mann Road for the extension, but ultimately agreed with the objections we heard that questioned the sense of building an entirely new highway corridor rather than using an existing one,” he explains. “Also, we’ve increased access points along Alternative 3C in response to suggestions from the MPO and Perry Township residents, including one at Southport Road.” Changes of this type, Sadler notes, are well within the parameters of INDOT’s study to find the best way of extending I-69 through Indiana.

“That’s our mission on this project,” noted INDOT Commissioner J. Bryan Nicol at the July 24th CAC meeting. “Congress mandated the extension of I-69 from Canada to Mexico and my job is to facilitate it in Indiana.” For this reason, a No-Build Alternative, often recommended by critics of the I-69 Extension Project, is no option at all. “We have a choice in how we implement this project, not in whether or not to do it,” says Nichols. “Of the twelve alternatives we considered, none would have made everyone happy throughout the state. Even the Indianapolis MPO initially recommended another option (4B) for its lesser cost and lower impacts on the human environment. But I’m satisfied that we (INDOT) uniformly applied the evaluation criteria to all the alternatives and have recommended the one that will perform the best and offers the greatest benefits to Indiana over time.”

By comparison, Route 1 was judged least preferred by INDOT of all twelve alternatives considered and scored lowest on all nine project goals, including lowest Indianapolis to Evansville time savings, lowest accessibility increase and lowest long term economic increase.

In selecting a recommended corridor for the extension of I-69 through southern Indiana, INDOT considered the following project goals which were developed from Demonstrated Needs and State and National Policies Criteria:

**Transportation Goals**
- Core Goal - Improve the transportation linkage between Evansville and Indianapolis (currently the worst of any major urban center in the state)
- Core Goal - Improve personal accessibility for southwest Indiana residents.
- Reduce safety problems in Southwest Indiana.
- Reduce existing and forecasted congestion on the highway network in southwest Indiana.

**Economic Development Goals**
- Increase accessibility for southwest Indiana businesses to labor, suppliers and market
- Support economic development which includes a sustainable variety of businesses and industries
- Support economic development which benefits a wide spectrum of southwest Indiana residents

**National I-69 Goals**
- Core Goal - Facilitate interstate and international movements of freight and people through the I-69 corridor in a manner consistent with national I-69 policies
- Connect I-69 to major intermodal facilities in southwest Indiana.

Selection of a preferred corridor began with the identification of multiple route concepts through southwest Indiana. Screening criteria for these concepts included performance (of identified project goals), cost, and geographic diversity. This preliminary screening resulted in five routes (and seven options) being selected for further evaluation (For details on these 12 Alternatives, see pages 12-13). Detailed evaluation cont on page 10, see I-69 Extension
I-69 Extension
(from page 9)

Criteria, used to assess the benefits and disadvantages of each alternative, included environmental impacts on farmland, forests, wetlands and threatened/endangered species; performance of Indianapolis-to-Evansville travel time savings, personal accessibility, freight movements, crash reductions and personal income gains; and, project cost.

Following evaluation of all the alternatives, and review of the comments it received from both the public and government agencies, including the United State Environmental Protection Agency (USEPA) and the United States Fish & Wildlife Service (USFWS), INDOT performed a systematic comparison of alternative strengths and weaknesses which resulted in four alternatives being identified as good overall performers with no unacceptable negative impacts. INDOT, and its primary project consultant Bernardin Lochmueller & Associates, Inc. of Evansville, characterized the final four as follows.

**Alternative 4C**
- Scored high on two core goals and medium on one
- Scored high on five of the remaining six goals
- Has a mid-range cost of $1.3 - $1.5 billion
- Has the highest wetland impacts of all remaining alternatives.

Ultimately, INDOT doubted that 4C could pass the Section 404 LEDPA test – a prerequisite for federal funding.

**Alternative 4B**
- Has a relatively low cost: $1 - $1.1 billion
- Performs far poorer than 3C and clearly poorer than 2C
- Performs high on only one core goal, medium on one core goal and low on one core goal

- Performs only marginally on remaining six goals
- Second only to 4C in farmland impacts
- Has about the same wetland impacts as 3C
- Has serious potential for inducing sprawl

INDOT concluded that 4B offered only marginal performance along with some high environmental consequences.

**Alternative 2C**
- performed better than 4B
- has a relatively high cost: $1.47 - $1.74 billion
- costs about the same as 3C ($1.6 - $1.8), but doesn't perform as well

INDOT found that 2C, though a strong contender, does not offer as high a value to cost ratio as 3C.

**Alternative 3C**
- outstanding performance on all three core project goals:
- outstanding performance on remaining six project goals
- minimal impacts to the human and natural environments

INDOT recommends 3C as the best investment in transportation and economic development for Indiana, now and in the future.

INDOT designation of Alternative 3C as such, considers the following:

**Indianapolis-Evansville Connection**
- 3C is the most direct route between Evansville and Indianapolis of all considered.
- 3C will save 26 minutes travel time by 2025
- 3C will shorten 14,100 vehicle trips between Evansville and Indianapolis per day, resulting in 1.1 million vehicle hours saved annually
- 3c will save $1.4 billion over 20 years in driver time and vehicle operating costs

**Regional accessibility**
- With 3C, 166,000 more people will be within 3 hours of the state capital
- With 3C, 360 more people will be within one hour of a major college or university

**Freight Savings**
- 3C will save 4,300 truck hours daily
- 3C will save $50,000,000 in freight costs per year
- 3C will save more than $1,000,000,000 in freight costs in 20 years!

**Crash Reduction**
- 3C will prevent more than 1,500 serious crashes (one of more persons seriously injured) annually

cont on page 11, see I-69 Extension
I-69 Extension
(from page 10)

- 3C will prevent more than 31,000 serious crashes in 20 years, or about 40,000 serious, transportation-related injuries

Personal Income Growth
- 3C will help increase the personal income of southwest Indiana residents by $162 million annually
- 3C will help increase the personal income of southwest Indiana residents by $3.2 billion over 20 years

While presenting these findings at the June and July meetings of the MPO’s Citizens Advisory Committee, INDOT and its consultants addressed some of the comments made by Indianapolis MPO concerning Alternative 3C. In November, 2002, the MPO raised concerns over the potential impacts 3C would have on the region’s Nitrogen Oxide pollution budget when giving INDOT’s consultant team the “worst case scenario”. Those comments were included in the project’s Tier I Draft Environmental Impact Statement.

Months later, the MPO revised its analysis of 3C’s possible air quality impacts while evaluating proposed amendments to the Regional Transportation Plan (in anticipation of the IRTC and MDC meetings). “We found that the proposed amendments, including Alternative 3C did not exceed our region’s maintenance budget,” says MPO Chief Planner Sweson Yang. “Our Conformity Analysis Report, like the Transportation Plan amendments request, is still subject to EPA and IDEM review,” he notes. “That fact may relieve some of the people who question the timing of our analysis revision.”

Project consultant Vince Bernardin also noted during his CAC presentation that the MPO’s comments have already influenced INDOT’s I-69 Extension recommendation. “We asked us to avoid using Mann Road if we selected the SR 37 (3C) alternative and we’ve done that,” he said. “The MPO also suggested an interchange at Southport Road and we’re already planning for that. During our detailed traffic operation studies and simulations planned for Tier II, we’ll have to see if we can maintain access at Bluff Road, I-465 and Harding Street, and at other key thoroughfares as the MPO requested, but that is our goal.”

Bernardin explained that while Tier I of the Draft Environmental Impact Statement (DEIS) is a broad planning process, resulting in a 2,000 foot-wide preferred route corridor, Tier II study would determine the highway’s final alignment. In Tier II, traffic in urban areas, like Indianapolis and Bloomington, would be studied in much greater detail. During this phase INDOT, working closely with regional planners and the public, will determine the exact number and location of interchanges, bridges and service roads. He also noted that 3C would be designed and built using the latest construction and drainage technology to protect aquifers and water supplies.

Over the next few months, INDOT will continue working with the public and local, state and federal agencies to complete the Final Environmental Impact Statement (FEIS) and Tier I activity associated with 3C. After INDOT releases the FEIS, the Federal Highway Administration must approve its findings before the project can proceed. Once an affirmative Record of Decision has been issued, Tier II activity on 3C will begin, possibly in late 2003 or early 2004.

INDOT reports that state officials are working on a long-term financial strategy to fund the new highway. Federal dollars will cover at least 80 percent of the estimated $1.7 billion price tag. “While this project will require significant state resources, it will not take away funding from other highway projects,” Commissioner Nicol notes.

For more information on the I-69 Extension Project and Alternative 3C, visit the project web site at i69indyevn.org or call the toll-free hot line at 1-877-463-9386.
Alternative 1 was Non-Preferred
- Cost: $810,000,000 – $1,040,000,000
- Low Natural Environment Impacts
- High Human Environment Impacts
- Performs Lowest on Three Core Goals
  - Lowest Indy-Evn. Time Savings
  - Lowest Accessibility Increase
  - Lowest Freight Improvement
- Lowest Performer on Three Other Goals
  - Long-Term Economic Growth
  - Widely-Distributed Economic Growth
  - Intermodal Freight Improvement
- Rated low on all nine project goals

Alternative 2A was Non-Preferred
- Cost: $1,090,000,000 – 1,270,000,000
- Moderate Natural Environment Impacts
- Low – Moderate Human Environment Impacts
- Performs Low on Four Goals
  - Freight Movement (Core Goal)
  - Business Accessibility
  - Crash Reduction
  - Congestion Relief
- Performs High on No Goals

Alternative 2B was Non-Preferred
- Cost: $1,170,000,000 – $1,370,000,000
- Moderate Natural Environment Impacts
- Low – Moderate Human Environment Impacts
- Performs Low on Three Goals
  - Freight Movement (Core Goal)
  - Business Accessibility
  - Crash Reduction
- Performs High on No Goals

Alternative 2C was Preferred
- Cost: $1,470,000,000 – $1,740,000,000
- Moderate Natural Environment Impacts
- High Human Environment Impacts
- Performs High on Six Goals
  - Freight Movement (Core Goal)
  - Business Accessibility
  - Crash Reduction
  - Congestion Relief
  - Long-Term Economic Growth
  - Widely-Distributed Economic Growth
- Performs Medium on Other Three Goals

Alternative 3A was Non-Preferred
- Cost: $1,290,000,000 – $1,380,000,000
- High and Unacceptable Impact to Natural Environment (Beanblossom Bottoms)
- Low Impact to Human Environment
- Performs High on All Three Core Goals
- Performs High on Three Other Goals
  - Intermodal Freight Access
  - Long-Term Economic Growth
  - Widely-Distributed Economic Growth

Alternative 3B was Preferred
- Cost: $1,650,000,000 – $1,820,000,000
- Moderate Natural Environment Impacts
- High Human Environment Impacts
- Performs High on All Three Core Goals
- Performs High on All Other Goals
- High Access Improvement to Crane Naval Surface Warfare Center
**Alternative 3C**

- Cost: $1,640,000,000 - $1,810,000,000
- Moderate Natural Environment Impacts
- High Human Environment Impacts
- Performs High on All Three Core Goals
- Performs High on Five Other Goals
- High Access Improvement to Crane Naval Surface Warfare Center

**Alternative 4A**

- Cost: $960,000,000 - $1,040,000,000
- Moderate Natural Environment Impacts
- Low Human Environment Impacts
- Performs Low on Four Goals
  - Personal Accessibility (Core Goal)
  - Crash Reduction
  - Business Accessibility
  - Congestion Relief
- Performs High on No Goals

**Alternative 4B**

- Cost: $1,040,000,000 - $1,120,000,000
- Moderate Natural Environment Impacts
- Low Human Environment Impacts
- Performs High on Two Goals
  - Indy-Evv. Time Savings (Core Goal)
  - Intermodal Freight Access
- Performs Medium on Four Goals
  - Freight Movement (Core Goal)
  - Long-Term Economic Growth
  - Widely-Distributed Economic Growth
  - Congestion Relief

**Alternative 4C**

- Cost: $1,340,000,000 - $1,500,000,000
- Moderate – High Natural Environment Impacts
- High Human Environment Impacts
- Performs High on Seven Goals
- Performs Medium on Two Goals
  - Personal Accessibility (Core Goal)
  - Intermodal Freight Access

**Alternative 5A**

- Cost: $1,610,000,000 - $1,810,000,000
- High and Unacceptable Impact to Natural Environment (Tincher Pond)
- Performs High on Seven Goals
- Includes Two Core Goals
- Performs Medium on Two Goals

**Alternative 5B**

- Cost: $1,670,000,000 - $1,850,000,000
- High and Unacceptable Impact to Natural Environment (Tincher Pond)
- Performs High on Seven Goals
- Includes Two Core Goals
- Performs Medium on Two Goals
IndyGo Blue Line Circulator

It’s fast, unexpected and a breath of fresh air. It’s IndyGo’s new Blue Line Electric Circulator which began downtown service on Tuesday, August 5. Mayor Bart Peterson, Congresswoman Julia Carson and IndyGo President/CEO Gilbert Holmes joined downtown civic, cultural and business leaders at the Eiteljorg Museum of American Indian and Western Art to celebrate the launch of the innovative transit service.

The Blue Line features a fleet of five electric hybrid buses designed to transport passengers comfortably with near zero emissions. The buses, manufactured by Ebus of Downey, California, feature interior climate control, seats for 22 passengers each, and complete handicap accessibility. Their technology involves transforming the energy of the moving vehicle into electric power. The circulators can be fully charged in approximately one hour. Each vehicle has auxiliary power to support the on-board battery system. The buses are classified as hybrid-electric because of the addition of a micro-turbine.

Blue Line service is now available along the corridor between Washington and Maryland streets. It is designed to transport passengers to a variety of business, commercial and institutional venues along downtown’s main east-to-west corridor. Service is available seven days a week from 9 AM to 10:30 PM, for just 50 cents a ride.

The Blue Line route has nine stops that provide local residents and tourists easy access to Indianapolis’ premiere downtown civic and cultural sites, including:

- Indianapolis Zoo/Botanical Gardens, Washington Street;
- Victory Field, Maryland Street at Max Schumacher Way eastbound;
- Indiana Convention Center, Maryland Street, just east of West Street;
- RCA Dome, Georgia Street, between Capitol and Illinois Streets;
- Circle Centre Mall, Meridian Street at Maryland Street;
- Indiana Repertory Theatre, Washington Street at Illinois Street;
- Indiana State Capitol, Washington Street, near Government Center Place
- White River State Park/Eiteljorg Museum/Indiana State Museum/NCAA Headquarters/Indianapolis Zoo, Washington Street;
- Victory Field, Maryland Street at Max Schumacher Way, westbound.

Hotels located along the circulator route include The Canterbury, Courtyard by Marriott, Crowne Plaza, Embassy cont on page 15, see IndyGo Blue Line
Suites, Hampton Inn, Hyatt, Indianapolis Marriott downtown, Omni Severin, and the Westin Hotel Indianapolis. Shopping and dining attractions along the route include Circle Centre and some of the city most popular restaurants.

“At any given time, there is a tremendous amount of activity taking place downtown,” says Gilbert L. Holmes, IndyGo President and CEO. “The Blue Line will make it easier for everyone to experience all of the great downtown attractions Indianapolis has to offer.

IndyGo worked closely with nearly 20 downtown-based organizations to ensure that the Blue Line meets the needs of its passengers. These included the Arts Council of Indianapolis, Circle Centre, the Cultural Tourism Initiative, Eiteljorg Museum, Greater Indianapolis Hotel Lodging Association, Indiana Repertory Theatre, Indiana State Museum, Indianapolis Chamber of Commerce, Indianapolis Convention & Visitors Association, Indianapolis Downtown, Inc., Indianapolis Restaurant Association, Indianapolis Zoo, NCAA Hall of Champions, Victory Field and White River State Park.

“This has been a unique partnership,” Holmes explains. “It is one of the first projects of its kind in the nation to tie together public transportation, commerce and the arts. Because of the strong support of our project partners, the Blue Line is going to be a success.”

To help it look like a success, the Arts Council of Indianapolis commissioned local artist Andrea Eberbach to create colorful artwork for the Blue Line fleet. Design firm Thrive3 adapted the artwork to the design of the buses. The vibrant mural represents Indianapolis’ arts and cultural amenities, including attractions along the circulator’s route.

The Blue Line is being funded through a $2.5 million Congestion Mitigation and Air Quality (CMAQ) grant from the Indiana Department of Transportation (INDOT), accompanied by a matching grant of $625,000 from the City of Indianapolis. In addition, IndyGo received a $17,880 grant from the Cultural Development Commission for installation of the bus art.

For more information on the Blue Line Electric Circulator, contact IndyGo Director of Communications Alvin Hayes at 317/614-9266.
mated 1.2 million jogging, biking and walking visits per year, and has inspired economic growth in businesses suited to serve such an active clientele.

Like the Monon, the proposed Pennsy Trail will form a spoke in the regional bicycle and pedestrian route system, when completed. As envisioned, the Pennsy Trail will add another five and a half miles of greenways to Marion County's existing 65 mile system. It would run parallel to Washington Street from Ritter Avenue east to German Church Road. An alternative could start the trail west of Ritter to tie directly into Pleasant Run Trail. In either case, west-bound users of the Pennsy will eventually be able to head downtown via the Pleasant Run Trail and the proposed Cultural Trail. At Marion County's eastern boundary, the Pennsy would connect with a trail under development in Cumberland and, eventually, with an already completed trail in Greenfield.

“This has always been the idea behind the trails designated as major spokes in the region's bike/ped route system,” Roth explains. “They form major corridors into which neighboring communities can link. There's already talk of pushing this trail east beyond Greenfield to 600W in Hancock County, making the Pennsy Trail in Marion County a crucial but relatively small part of a much larger project.”

While common issues involved in trail planning have come up at public meetings, few seem likely to pose obstacles for the Pennsy Trail. Eastside resident voicing safety concerns have been relieved to find out that the Pennsy, when completed, will operate as a “daytime only” trail, as do all of the Marion County Greenways System trails. Sensors, embedded in the pavement of the trials, help police monitor their usage.

Proposed Pennsy Trail

Those worried about the impact the Pennsy Trail will have on their property value also have been relieved to find out that the news is good. Preliminary results of a study completed last fall by the Center for Urban Policy and the Environment at Indiana University-Purdue University Indianapolis (IUPUI) indicate that the sale price of homes increased slightly within a half-mile of the six Marion County greenways built by 1999. The same has proven true for at least one built outside the county. To date, Marion County has seven. In that study, researchers concluded that proximity to the trails was one of several factors that upped home sale prices. The study, which considered 10,000 homes sales, is cont on page 17, see Pennsy Trail Update
**Pennsy Trail Update**  
(from page 16)

being updated this summer with new census data.

Funding for the Pennsy is also unlikely to prove an obstacle, having been secured for some time. The approximately $2 million needed to acquire right-of-way and develop the trail within Marion County comes from relinquishment funds paid by the Indiana Department of Transportation (INDOT) to the City of Indianapolis in exchange for taking over responsibility for Binford Boulevard, an interstate within city-limits. By comparison, developing the eight mile Monon Trail from 10th Street to Marion County’s northern boundary at 96th Street cost $3.5 million. North of 96th Street, the City of Carmel and Hamilton County is responsible for the development and maintenance of the trail, which now extends north to 146th Street.

And what about right-of-way issues that can paralyze projects for years? “I don’t foresee any problems,” says Ray Irvin Indy Greenways Administrator. “We plan on building the Pennsy using a voluntary acquisition strategy, not eminent domain. That means, we’ll simply detour around parcels of land that property owners don’t want to give up,” he says.

Right now, determining exactly who the property owners are seems to be the only hold-up. Planners are currently watching with interest several court cases that will determine to whom ownership of an abandon rail corridor reverts. In reviewing the 100+ year-old documents between railroad companies and adjacent property owners, the court appears to be putting great weight on the “letter of the law”. If a document refers to an “easement” granted by property owners for the purpose of rail service in exchange for financial compensation, ownership rights revert to the property owner. If a document describes an outright purchase of land for cash compensation, ownership is retained by the railroad. When ownership has been established, planners will deal with the identified parties to proceed with the acquisition phase of the Pennsy.

“Though it will be part of a much larger trails network, the Pennsy is already pretty unique,” says Roth. “It’s rare to have a trail developed, or even proposed, with transportation and recreation as its primary reason for being. For example, the Monon Trail north of Fall Creek is primarily a sanitary sewer interceptor serving about 50,000 homes. It exists as part of a settlement from an Environmental Protection Agency lawsuit,” he notes. “Fortunately it’s proven so popular that its extension south of Fall Creek was justified for transportation and recreation reasons. “But the Pennsy is only the second such example in Marion County,” he says. “I think that will make its development phase, working with public transportation planning partners who have sought its construction, a real joy.”

For more information on development of the Pennsy Trail, contact MPO planer-in-charge Philip Roth at 317/327-5149 (proth@indygov.org).
Pedestrian Route Plan

Portion integration issues were examined within a mile-square area of the city centered on Glendale Mall. That study examined national pedestrian planning models and established a public participation process. It also defined “hierarchical” pedestrian facilities in which population density and land use types (such as retail centers, schools, and employment concentrations) are mapped to show where pedestrian activity concentrations occur, or would occur if adequate facilities existed. An important supplement to that mapping was obtained through public workshop feedback and observation “on the ground”. That hierarchical approach informs walkway design guidelines as well as prioritization for their implementation throughout the overall Metropolitan Planning Area. Deliverable Product: Special Neighborhood Study Report, issued May 17, 2002.

Pedestrian Plan: Phase I

The first phase of the Regional Pedestrian Plan established a regional partnership with the seven perimeter counties that are partially within the regional planning area (These include Hamilton, Boone, Hendricks, Morgan, Johnson, Shelby and Hancock Counties. In addition, neighboring Madison County, a planning partner with its own MPO, is considered). A day long workshop co-sponsored by the MPO and facilitated by SKA introduced a model for multi-jurisdictional communication and planning for alternative transportation that has become self-sustaining. Phase I work culminated with development of a work plan and timeline for the nine Marion County Townships (Center, Decatur, Franklin, Lawrence, Perry, Pike, Warren, Washington, and Wayne) and the Census 2000-defined planning region beyond.


Pedestrian Plan: Regional Center Component

Concurrent and integrated with Phase I planning activities, the MPO has sponsored study of the proposed Regional Center Cultural Trail concept through on-call pedestrian planning services by SKA. An intense public participation process has resulted in public and institutional acceptance of a system of linked bicycle-pedestrian corridors within the downtown Indianapolis districts known as the Regional Center planning area generally defined by the inner Interstate “box”. This Cultural Trail would function as the hub of a hierarchical pedestrian system in the region’s most intensely pedestrian and transit-oriented environment. This hub connects to the existing and planned greenway network that will thread throughout the metropolitan area as the backbone of an overall pedestrian system. The Regional Center component is now in a technical scoping phase planned for release in late Fall, 2003.


Pedestrian Plan: Phase II/Center Township Component (current)

Pedestrian Plan Phase II, for Center Township, is in-process. A steering committee of relevant/interested agencies, including the MPO, Department of Metropolitan Development (DMD)-Planning, DMD-Township Administrators, Department of Public Works (DPW), IndyGo, Indy Parks and Greenways, County Health Department (sponsor of walkability/walk-to-school initiatives), Accessibility Office and Indianapolis Downtown, Inc., has been established. Individual departmental interviews have been completed. Windshield surveys (drive-arounds and walk-arounds with planning team and township administrators for gaining on-the-ground cont on page 24, see Pedestrian Route Plan

PAGE EIGHTEEN
Irons In The Fire

People Mover Ribbon-Cutting

On the morning of Thursday, June 26, it was without a doubt the hottest ticket in town as Clarian Health Partners opened its much anticipated People Mover system for hundreds of local dignitaries, planning partners and representatives of the media at its Methodist Hospital Passenger Station. Clarian Senior Vice President of Government Affairs Bruce Melchert served as master of ceremonies for the event and introduced a number of speakers, including Craig Brater, Dean of the IU School of Medicine, Clarian CEO Dan Evans and Indianapolis Mayor Bart Peterson who described the Clarian Health People Mover as a significant addition to our city. “Not only does it provide a new, alternative form of transportation to downtown Indianapolis,” he said, “it also is a vital link to a life sciences framework that is an economic driver for Central Indiana.”

Following the official ribbon-cutting, all present boarded the system’s two, sleek, three-car trains for a five minute, 1.4 mile ride to the Riley-IU station, the system’s southern terminus. The following day, the public was invited to ‘come aboard’ and has with enthusiasm ever since, sometimes logging more than 6,000 passenger trips a day, not including Clarian personnel.

“We’ve had a few bobbles in the first month of operation, but nothing serious,” says Jeff Cavanaugh, Project Manager for Schwager Davis, Inc, of San Jose, CA the system’s design/build firm. “Just like a restaurant that holds its grand opening after a few months of operation, or a new luxury car that needs tweaking after the first 1,000 miles, we’re making small adjustments to the system,” Cavanaugh notes. “At other locations where we’ve built People Movers, it typically takes six months of daily operation to fine-tune or adjust the technology. That’s really standard. We are in the fine-tuning process for the Clarian system now,” he explains. “Fortunately, the minor mishaps we’ve had have confirmed the fail-safe nature of our system. Despite bruising our egos in the media, passengers were never in jeopardy.” The ten other APM (Automated People Mover) systems designed and built by SDI, in locations as diverse as Nevada and Hawaii, report a combined operational performance efficiency rating of 99.6%, meaning that unexpected maintenance/repair interfered with system operations less than one-half of one percent of the time. “We’re confident of the same performance record here in Indy,” Cavanaugh says.

Buckling Up Higher than Ever

According to a federal survey released on August 25th, more Americans than ever before are using their heads... and their seat belts! The survey, which was conducted in June of this year, finds that a whopping 79% now buckle up, 4% more than reported doing so just last year. “This is absolutely beyond my wildest expectations,” National Highway Traffic Safety Administration (NHTSA) Director Jeffrey Runge told USA Today. The NHTSA had hoped for 78%.

Runge credits “Click It or Ticket,” a multi-million dollar national advertising campaign, for the increased usage. “It really shows what can happen when we focus our resources,” he said. Runge estimates the increase in belt use will save 1,000 lives and prevent 16,000 injuries in 2003-2004. He also says it will save $3.2 billion in health care and other costs.

So, is this good news for Indiana? Not necessarily. The survey report also notes that the Midwest has one of the lowest belt usage rates in the country (along with the Northeast). Western and southern states have the highest. Also note that people who drive pick-up trucks are least likely to buckle up. Those most likely? The much maligned SUV drivers.

cont on page 21, see Irons In The Fire
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. Featuring consistent use of the “iMPOrtant” format to build awareness and heighten recall, these ads appear in publications throughout the region, including the City & State section of The Indianapolis Star and The Indianapolis Recorder.

The ads shown here ran in June, July and early August of this year. From the top, the first ad encourages public review and comment on an amendment to the 2003-2005 Indianapolis Regional Transportation Improvement Program, or IRTIP. The IRTIP documents federally funded transportation projects programmed for our region over a three year period. This ad ran in the June 18th issue of The Indianapolis Star and the June 20th issue of The Indianapolis Recorder. In each case, the ad ran in tandem with a Legal Notice that provided more detail on where and how to provide input on the document.

The second ad also deals with the IRTIP. In this ad, however, the public is encouraged to review and offer comments on the draft 2004-2006 IRTIP, which will begin in January. This ad ran in the June 19th City & State section of The Indianapolis Star and the June 20th issue of The Indianapolis Recorder. Again, accompanying Legal Notices provided more detail on how and where the public could review and critique the planning document.

The third ad invited all interested parties to a special meeting of the MPO’s Citizens Advisory Committee on the evening of Tuesday, July 24th. The meeting, held at the request of the Marion County Alliance of Neighborhood Associations (MCANA), concerned the route of the I-69 Extension Project recommended by the Indiana Department of Transportation (INDOT). Its agenda items included 30-minutes presentations by both INDOT and MCANA, followed by comments and questions for the floor. To encourage attendance by area residents most impacted by the proposed use of the SR 37 corridor for the I-69 extension, the meeting was held in Perry Township and advertised in The Indianapolis Star (City & State, Star-South), The Southside Times, The Martinsville Reporter Times, The Mooresville/Decatur Times and The Perry Township Spotlight.

cont on page 21, see coMPOnents
HyperFAX

Now that age and wear problems troubling the I-65/I-70 innerloop in downtown Indianapolis have been HyperFixed at record speed, it might be a good time to review some surprising facts about the early summer’s most written about INDOT repair project. For example, do you wonder why the much anticipated traffic congestion didn’t clog surface streets, as predicted? Find out with the following HyperFax.

175,000
Number of vehicles widely reported by the media as needing to find a new way into downtown Indianapolis via surface streets during each day of HyperFix construction

120,000
Approximate number of daily downtown commuters (based on employment figures), many of whom never travel the innerloop to or from work

50,000 - 80,000
Estimated number of ‘pass-through’ vehicles routed onto I-465 during HyperFix

33
Number of bridge decks ripped out and replaced

coMPOnents

(f from page 20)

The fourth ad promotes attendance at a Public Hearing conducted by the Metropolitan Development Commission (MDC) on various amendments to the Indiana Regional Transportation Plan, including the I-69 Extension Project. The ad ran in the July 24th issue of The Indianapolis Recorder and the July 28th issue of The Indianapolis Star.

Finally, the fifth ad encouraged all interested parties to participate in the same Public Hearing and to be heard on two IRTIP amendment resolutions being considered for adoption by the MDC. This ad appeared in the August 1st issue of The Indianapolis Star.

Through its various Public Involvement Program outreach strategies, including display ads like these, the MPO will continue to inform its primary planning partner, the public, of upcoming participation opportunities.
travel time, reliability, cost of use, comfort/convenience and safety to determine which transportation characteristics are most important to them while commuting. They were also asked to rate personal and public transportation options using these criteria. In addition, the survey questioned participants about their commuting habits, including how far they traveled one-way, how long it usually took, whether or not they routinely make stops along the way (trip chaining) and, if so, how many.

“What we learn from this survey will contribute to our rapid transit study, but also help guide our transportation planning efforts in other areas,” says Mike Dearing, MPO Manager/Master Planner. “Our findings will be projectable within the study area, and also within each of four counties — Hamilton, Hendricks, Johnson and Marion. These counties experience the most intense commuter activity of the nine involved in the DIRECTIONS study.” To achieve this level of accuracy, the survey conducted about 900 telephone interviews lasting more than ten minutes each.

Though the survey data is still being analyzed, the following early findings are of interest to planners:

- Throughout the study area, people consistently rank Personal Safety as the most important aspect of their travel mode, followed by Reliability, Travel Time, Personal Cost and Personal Comfort/Convenience. Only Hamilton County residents put Comfort before Cost.
- The average commute within the study area is 15 miles one-way, with Johnson County residents driving an average of five miles further.
- The average study area commute takes 23 minutes one-way.
- Eighty percent of all respondents say they normally travel directly to and from work without making stops along the way. Of those who trip-chain, one-and-a-half stops per one-way commute is the average.

The transportation telephone survey is only part of the MPO’s on-going Public Involvement Program. Through televised public meetings, group presentations, free publications, direct mail, advertising, media and public relations, a participation hotline (327-IMPO), a 24-hour comment line (327-8601) and the internet, the MPO attempts to interest, inform and involve area residents in the regional transportation planning process. For more information on public participation opportunities, or to take the transportation survey yourself, visit the MPO web site at www.indygov.org/indympo. For more detailed analysis of telephone survey findings, read the upcoming issue Special Edition of teMPO (available October 21) which will focus exclusively on DIRECTIONS.
Stephanie Belch Has Class

Those who know her well probably already suspected it, but when MPO Senior Planner Stephanie Belch expressed her desire to return to school full-time, many of the transportation planning partners with whom she’s worked were shocked. She gave notice right after Memorial Day weekend and finished out the month. Her last day was June 27th.

“Stephanie had been with us for nearly three years, and fit in from day one,” notes Mike Dearing, MPO Manager/Master Planner. “She’s as respected for her knowledge and professionalism as she is liked for her people skills and sense of humor,” he says. “We hate to see her go, but wish her the very best with her new plans. Those plans include remaining in town and attending Indiana University – Purdue University in Indianapolis (IUPUI) as a graduate, non-degree student. Though undecided as to which degree she will pursue, Stephanie is looking at both undergraduate and graduate courses. Purdue’s School of Engineering and Technology offer a number of degree programs in which she’s interested, including a program focusing on civil engineering. And, there’s always IU’s School of Public and Environmental Affairs, in which she received her undergraduate degree.

“I want to strengthen my technical skills in areas that complement the knowledge and experience I’ve already gained,” Stephanie explains. “I’m ready for that kind of a change and to stretch professionally, but it was still a hard decision. I’ll really miss a lot of the people I worked with at the MPO.” While a full-time student, she is likely to put her planning know-how to work as a consultant to public and private sector companies working on transportation-related projects.

Stephanie has worked in the transportation field since 1989. Just prior to joining the MPO in 2000, she held the position of Transit Planner at the Indiana Department of Transportation (INDOT) in Indianapolis. She has also worked in the INDOT - Fort Wayne District and at the Michiana Area Council of Governments (MACOG), the metropolitan planning organization for St. Joseph and Elkhart Counties, which includes the cities of South Bend, Mishawaka, Elkhart, Goshen, and Nappanee.

Her most recent MPO responsibilities included:

• Preparation and maintenance of the Indianapolis Regional Transportation Improvement Program (IRTIP), including monitoring of federal aid funding
• Liaison to IndyGo/Indianapolis Public Transportation Corporation
• Planner-in-Charge of the Transportation Enhancement Program
• Co-Planner-in-Charge of DIRECTIONS, The Rapid Transit Study to Improve Regional Mobility

Though born in Indianapolis, Stephanie grew-up in Fort Wayne. Before receiving her degree in Public Affairs from Indiana University, she worked for the Citizen’s Action Coalition of Indiana and the Fort Wayne Parks and Recreation Department. Her career in transportation began in Fort Wayne as an INDOT construction-engineering assistant and a winter maintenance worker (including on-call snowplow driver!).

“Her academic training and work experience gave Stephanie a great dual perspective for a transportation planner, both broad and theoretical and detailed, practical,” Dearing explains. “I’d like to have her come back and work with us on a regular basis, but she can’t,” he deadpans. “Cause Stephanie has class.”

Stephanie now resides on the city’s near eastside and may be reached at sbelch@msn.com.
**Pedestrian Route Plan**  
*(from page 18)*

detailed information of existing facilities took place in May and June. GIS-based mapping and database is in development and modeling techniques have been established for defining candidate pedestrian corridors, pedestrian districts, and transportation interface patterns. An interagency workshop will be held in September, and a Public Workshop has been scheduled for Thursday, October 7th at an as yet to-be-determined central location. In the meantime, township administrators are explaining the process and distributing questionnaires about people’s walking habits and desires at the many neighborhood association meetings they attend.

**Deliverable Product: Center Township Pedestrian Plan Draft Report to be issued November, 2003.**

**Pedestrian Plan: Phase III/Outer Marion County Townships**

Upon completion of Phase II, the eight outer townships will be “bundled” into two-township sets following the Comprehensive Plan model. The steering committee will be joined by additional members as those township’s constituency representatives. Modeling and mapping techniques established in Phase I will be extended to these areas.

**Deliverable Product: The Outer Marion County Townships Pedestrian Plan Draft, to be issued mid/late 2004.**

**The Indianapolis Regional Pedestrian Plan Summary Report**

This report will combine County Township components and the Regional components into a comprehensive pedestrian plan. As a summary report, it will include design guidelines and implementation strategies. **Completion estimated mid-2005.**

For more information on the Regional Pedestrian Route Plan, contact Mike Dearing of the MPO at 327-5139 (mdearing@indy.gov.org) or Meg Storrow of SKA at 639-3420 (storrow@storrowkinsella.com).
Year’s End

It seems that the long, hot summer of 2003, with its diverse transportation initiatives and controversies, including HyperFix, CityFix, the I-69 Extension project and more, just didn’t want to cool down. Only weeks before the publication of this issue, temperatures were still regularly hitting the mid-seventies, though the calendar said the holiday season was nearly upon us. Not surprising to your MPO planners, the regional transportation planning process continues just still as hot.

Check out the progress in and around the airport with Airport Update, which gives a peek at details on the new Indianapolis International Airport passengers terminal design, FAA-funded Control Tower, and I-70 Fast Track.

Airport Update

Beginning next year, Hoosiers will start to feel the impact of three massive construction projects, which are now reshaping the landscape of Indianapolis’ west side.

These projects include site work for a dramatic new “midfield terminal” complex at Indianapolis International Airport (IIA), construction of a new airport Air Traffic Control Tower, and the building of two highway interchanges and relocation of Interstate 70 just south of the airport.

While each project is being built independently, they are related in that each is designed to enhance future operations at the Indianapolis International Airport while maximizing long-term area growth and economic development opportunities.

Destined to become local 21st century landmarks, each project will impact thousands of visitors and residents.

I-465 West Leg Project Background

You may have already read about it, heard about it, or just suspect that “they have to do something about all that traffic on I-465 near the airport.” And, you’d be right. Officially called “Energize 465” or the I-465 West Leg Corridor Reconstruction Project by some, this Indiana Department of Transportation initiative is proceeding on-schedule with preliminary and right-of-way engineering work now underway.

Construction is currently slated to occur from 2007 to 2010.

“We have selected the Corridor Project Management Consultants for the I-465 West Leg Project,” notes Chris Baynes, INDOT Project Manager. “The team is HNTB and...
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/Master Planner Mike Dearing discusses the importance, and success to date, of planning for regional bicycle travel.

"I just heard that Indianapolis was denied ‘bicycle friendly’ status by some government agency because we’re not doing enough to promote cycling as transportation. I’m not an avid cyclist, but it seems to me like we’re doing a lot. Does loss of this status cost us any future federal funding? And, if so, should we continue to spend local dollars on cycling programs that aren’t paying off?"

- asked in-person by a public meeting attendee

Boy, this is how rumors get started.

The news concerning Indianapolis as a “bicycle friendly community” isn’t all bad. In fact, it’s good. In early October, the cities of Indianapolis and Carmel both received Honorable Mentions for the progress they’ve made in making their communities more “bicycle friendly.” That’s never happened before, and we’re proud of this recognition. We also recognize that we’ve got more work to do and appreciate the helpful suggestions made by the League of American Bicyclists on how we might improve.

That’s who officially designates “bicycle friendly” communities – the League of American Bicyclists (LAB); not a government agency. The designation has nothing to do with federal funding. It’s an honor, and one that we will actively continue to pursue because, for many, this designation reflects a concern for quality-of-life, the environment, resident health and freedom of movement – all important considerations to potential residents and employers alike. That’s why the MPO joined with the City of Indianapolis, the Indiana Bicycle Coalition, the Greenways Foundation and others to fill out the extensive application paperwork. We’d never done it before. So, to address your question, we haven’t lost the bicycle friendly status. In fact, this was the first time we, as a group, ever applied for it.

For the first time in 2003, LAB sponsored and administered this program as a multi-tiered “platinum, gold, silver or bronze” award system, recognizing winning communities in May and, again, in October. In October, LAB recognized thirteen communities for their longstanding commitment to providing safe accommodation and facilities for cyclists, and for their efforts to encourage bicycle travel as transport.

QUESTIONS & ANSWERS

Mike Dearing

MP0 Manager/Master Planner

ACRO-NYM BLE

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
BFC - Bicycle-Friendly Community
CAC - Citizens Advisory Committee
CIBA - Central Indiana Bicycle Association
CMAQ - Congestion Mitigation & Air Quality
CMS - Congestion Management System
DMD - Department of Metropolitan Development
DPW - Department of Public Works
FAA - Federal Aviation Administration
FEIS - Final Environmental Impact Statement
FHWA - Federal Highway Administration
FTA - Federal Transit Administration
GF - Greenways Foundation
IAA - Indianapolis Airport Authority
IBC - Indiana Bicycle Coalition
IIA - Indianapolis International Airport
INDOT - Indiana Department of Transportation
INRD - Indiana Railroad Company
IRTC - Indianapolis Regional Transportation Council
IRTRIP - Indianapolis Regional Transportation Improvement Program
IT - Information Technology
LA - Land Acquisition
LAB - League of American Bicyclists
LOS - Level of Service
MDC - Metropolitan Development Commission
MPA - Metropolitan Planning Area
MPO - Metropolitan Planning Organization
P & P - Pedal & Park
PE - Preliminary Engineering
PIP - Public Involvement Program
STP - Surface Transportation Program
TE - Transportation Enhancement
TEA-21 - Transportation Equity Act for the 21st Century
TIP - Transportation Improvement Program
UPWP - Unified Planning Work Program

PAGE TWO
This map reflects the expanded MPO Metropolitan Planning Area (MPA) as determined by Census 2000 data. This new MPA was recommended for approval by the Indianapolis Regional Transportation Council-Policy Committee in late 2002, and recommended for implementation by the Indiana Department of Transportation (INDOT) this year. Final approval was given by Governor Joseph Kernan in fourth quarter, 2003.

**teMPO Fugit**

Timing is everything. Especially for a publication reporting current information in order to keep the public informed and involved in the regional transportation planning process. That's the goal of your MPO's Public Involvement Program and of teMPO, its flagship outreach vehicle. Your MPO remains committed to sharing information with our various planning partners, among whom the general public is primary.

In 2003, teMPO did not publish a Special Edition dedicated to a single transportation-related topic, as it has in previous years. However, in 2004 the MPO will release a special issue that examines the purpose, need, progress-to-date and future prognosis of DIRECTIONS, The Rapid Transit Study To Improve Regional Mobility. Get the facts, in detail and in time, to be heard at a series of public meetings scheduled for February, 2004. (see meeting schedule, page 16). Look for the next issue of teMPO, coming in mid-February, and be prepared.

**Year's End**

(from page 1)

struction project. Find out in Dixie Siding how public and private sector partners joined forces to keep train shipments from regularly de-railing morning rush hour traffic flow west of downtown. Get the low-down on the region's cycling successes and near-misses in Q & A and Pedal & Park Posts Record Year. And, learn what DIRECTIONS, The Rapid Transit Study To Improve Regional Mobility, will be presenting to the public in just two months for review and comment. It's all here, plus so much more, because teMPO, the official newsletter of the regional transportation planning process, never takes a holiday.
Portion and recreation. There were no Platinum Level winners, but one Gold Level (Portland, OR), one Silver Level winner (Folsom, CA) and eleven Bronze Level winners, including Arlington, VA; Bloomington, IN; Boca Raton, FL; Brentwood, CA; Brunswick, ME; Chattanooga, TN; College Station, TX; Gilbert & Mesa, AZ; Miami Beach, FL; and, Washington, DC.

In bestowing the awards, League staff and reviewers consider several factors before granting bicycle-friendly community (BFC) status, including:

- The physical environment for bicycling – on-street facilities, trails, parking etc.
- Education programs to promote a “share the road” ethic among cyclists and drivers
- Promotional initiatives to persuade people to ride or ride more often
- Enforcement of traffic laws for both motorists and bicyclists
- Future plans and evaluation techniques to improve conditions further

In its national press release on the awards, LAB mentioned four communities by name that received Honorable Mentions in recognition of “the important steps that have been taken to become bicycle-friendly,” including Indianapolis and Carmel. Reviewers noted that in both communities “the popular Monon Trail is proving to be a remarkable catalyst.” But our bicycle-friendly future does not rely on a single greenways trail. Don’t forget about the growing success of the MPO-sponsored Pedal & Park program (see related story, page 17), the popularity of the Bike Route System and Map, IndyGo’s commuter-savvy Bike n’ Bus program, and the recent addition of bike racks downtown – a project fostered this year by the MPO’s Multi-Modal Task Force.

In addition, LAB suggested the following strategies for realizing Indianapolis’ potential for being a great place to bicycle:

- Training of area engineers and planners to better know the details of the Indianapolis Bicycle Plan and the latest information on bicycle facility design and planning
- Rapid implementation of the bike lane network and bike route system, especially along the city’s arterial street network
  - Continued expansion of the trail network
  - Provision of bicycle parking throughout the city, especially in commercial and major employment areas
  - Initiation of a “Safe Routes to School” program to encourage bicycling (and walking) among school children and to make their school journeys safer
- Engage city agencies and political leaders in the annual Bike-To-Work Day activities
- Encourage the certification of a League Cycling Instructor and the teaching of adult bicycle classes through adult education programs.

Have we got a ways to go? Absolutely. Have we already come a long ways, though? Without a doubt! And the regional programs and policies we already have in-place are working to benefit everyone, not just cyclists, by improving air quality, traffic flow, regional mobility and residential health. That’s why they’re worth every penny we have spent, and will continue to spend, on them.
Meet Tom Olsen, a public servant as comfortable “pitching in” as he is “presiding over”. Tom is an information technology (I.T.) consultant by profession, a civic leader by choice, and a long time greenways volunteer by avocation. Through his personal dedication and hard work, he has energized others to help expand the health, transportation and environmental benefits of multi-use trails. “I’ve been peddling the greenways for a long time,” he says with a smile, obviously enjoying the word play.

As a board member and current President of the Greenways Foundation, Tom is known by many for the various outreach programs he oversees to help expand and enhance our regional greenways system. These include the annual White River Clean-Up, Donate-A-Bench, and the Pedal & Park program which provides free, secured bike parking to area cyclists at greenways-adjacent events throughout the spring and summer. In 2001, he was also instrumental in securing the MPO as program sponsor. But most people don’t know where the path of advocacy and volunteerism started for Tom.

“My interest in multi-use trails really started in Ohio about twelve years ago,” he remembers. “I was very favorably impressed with the Little Miami Scenic Trail which today stretches from Cincinnati to Dayton. It was much shorter then, of course, but I really admired this elegant re-use that turned an eyesore into a vision.” The park combined the scenic Miami River with the abandoned narrow gauge rail corridor that ran beside it. Even twelve years ago, the potential recreational, health, transportation and economic development benefits of this multi-use solution were obvious to Olsen, especially in small communities like Loveland, Ohio at the trail’s southern end. “It felt like Broad Ripple does now,” he says, “a trail destination that’s comfortable for long-time residents and tourists alike.”

This was the early 90’s and Indianapolis was just beginning to consider what to do with an abandoned rail corridor of its own. “I was interested in bringing home the advantages I’d seen in Ohio, and wanted to support the idea of turning the Monon into a greenways trail, but I wasn’t sure how to go about it,” Tom says. “I met Lori Miser, then Manager of the MPO, and she encouraged me to get involved as a citizen volunteer. As such, I participated in an early Monon planning charrette and, later, helped map the trail by walking and photographing its segments.”

This experience led Tom to become active with other trail-related groups, including Rail Corridor Development, Inc., which he helped found with Diana Virgil. He also became involved with the Indiana Bicycle Coalition (IBC) and the Central Indiana Bicycle Association (CIBA), two groups that he still supports.

Up to this point, Tom had managed to be a trail advocate in his off-hours. His day job was as an information processing and technology manager at Eli Lilly & Company - his long time employer. That all changed at the end of 1993 when Lilly offered its long-service employees a voluntary early retirement package. Tom accepted, in part, to exercise his interest in public service.

“I had worked with Mitch Daniels at Lilly on a blue-ribbon commission to identify opportunities to save money and improve services provided by local government,” he explains. “Through Mitch, we began helping Mayor Stephen Goldsmith in 1991. When I retired from Lilly, I offered my services to the Goldsmith administration and they put me to work full-time.” Initially overseeing the operation of the City’s troubled public golf courses, Olsen eventually served in a variety of trouble-shooting posts, including Chief Information Officer and Director of Enterprise Development. Because of his background and interests, he was also appointed to, and eventually became Chairman of, the 15-member Indianapolis Greenways Development Commission. “We were an advisory group to the Parks Board, holding monthly meetings to encourage and accommodate public input in the greenways development process,” he explains. “This role let me enable other citizen volunteers.”

Also in the mid-90’s, Tom was invited to join the Board of the Greenways Foundation (GF), which had broadened its mission from its days as “The White River Greenways Foundation.” Today, GF is a charitable trust dedicated to the expansion and enhancement of the greenways network throughout Central Indiana. As such, gifts made to the Greenways Foundation by qualified individuals who itemize on their federal tax returns are deductible as charitable contributions. The foundation solicits donations and makes grants in support of greenway development, enhancement, operation and use throughout Indianapolis and the surrounding region. “It’s been a good fit for me,” says Tom, who has served as GF President since 2001. “We work to enhance all aspects of our regional greenways system, including transportation, health, economic development and environmental benefits. That’s why we have board

Tom Olsen
Peddling The Trail

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cont on page 6, see MPO Profile
members from both the public and private sectors, who live in three different central Indiana counties. It's also why I volunteered to head up the Pedal & Park program – in part, to focus attention on the transportation benefits of greenways use."

Five years ago, the program that would become Pedal & Park was a joint venture between the Indiana Bicycle Coalition (IBC) and the Greenways Foundation. At that time, it was active only during the twelve days of the Indiana State Fair – a far cry from the program’s current spring/summer calendar. Back then, it also charged cyclists for parking their bikes. When IBC decided to direct its energies elsewhere, the Greenways Foundation carried on the program in cooperation with the Central Indiana Bicycle Association (CIBA) and, in 2001, gained the endorsement of the MPO as season sponsor.

"It’s a simple idea," Tom explains. "The MPO actively supports alternative transportation, like cycling, and also seeks to inform and involve the public through a variety of outreach initiatives. Through Pedal & Park, the MPO now pays a dollar for each bike parked in our Bike Corral at program events and we distribute those proceeds to the not-for-profit organizations whose volunteers supervise the corral." The MPO also promotes Pedal & Park via public and media relations. "In return, we give the MPO ‘presence’ at these events by using the MPO tents for shelter and distributing MPO literature," Olsen says. "It’s worked well and, for the last three years, the number of participating cyclists has grown dramatically – proof that the program is meeting a definite demand." This month, the MPO announced its intention to fund Pedal & Park for a fourth consecutive year in 2004.

So, will next year be “business as usual” for the Pedal & Park program, the Greenways Foundation, and its President? Hardly. As many regional cycling enthusiasts and multi-use trail advocates already know, Tom Olsen will be moving to western Washington state next spring, where he is currently building a new home. The move just about coincides with his 10-year term limit on the GF board.

However, the Pedal & Park program will continue in the capable hands of CIBA member Andy O’Donnell (317/873-2005, odar1@aol.com) with an administrative assist from GF Treasurer Bob Ott (317/844-4736, rott@fhlbi.com). "The Greenways Foundation, and programs like Pedal & Park, have always relied on the hard work and dedication of many volunteers. I’m confident that they will continue to flourish after I move. Otherwise, I don’t know that I could feel good about leaving," Tom admits. "It’s like the foundation’s new signature line says: ‘We keep the greenways growing.’ I’ve always just been a part of the ‘we.’"

Tom plans to move to Bellingham, Washington in May, 2004, with his wife of 37 years, Marilyn, a professional writer and editor. They have three adult sons including Alex, the eldest, an Urban Projects Manager for the Student Conservation Association in Seattle who is currently bike-touring Vietnam with his younger brother, Tim, a professional photographer. Tom and Marilyn’s middle son, Christian, is a computer executive in the D.C. area.

Tom encourages anyone interested in the multiple benefits of our regional greenways system to investigate the following sites, and to get involved:

The Greenways Foundation: www.indygreenways.org,
Central Indiana Bicycling Association: www.cibaride.org
Hoosier Rails to Trails Council: www.indianatrails.org
Indiana Bicycle Coalition, Inc.: www.bicycleindiana.org
Rails to Trails Conservancy: www.railtrails.org
If you’re one of the thousands of daily commuters who travel West Street to get into and out of downtown Indianapolis, you’ve probably already noticed that Christmas came early this year. The long freight trains that frequently held up morning rush hour traffic where tracks cross West Street have seemed to disappear. And that’s very good news for the drivers of the more than 27,000 vehicles the Indianapolis Department of Public Works estimates pass that way each day.

“To store the trains in our Senate Avenue freight yard, we used to have to do some time-consuming car switching, and it wasn’t unusual for the West Street crossing to be blocked for up to 20 minutes at a time,” says Indiana Railroad Company President and Chief Executive Officer Tom Hoback. “Since the trains frequently arrived during the morning rush hour, it wasn’t a good situation for us or the commuters. We had to find a solution.”

That solution was officially opened on Wednesday, November 19, when representatives of the Indiana Railroad Company and local dignitaries cut the ribbon on a new railroad extension south of the city. Called the Dixie Siding, the 6,000-foot line built adjacent to Bluff Road near I-465 allows long trains to bypass West Street altogether. “The West Street crossing remains active, so motorists should continue to exercise caution and watch out for our other trains,” notes Hoback, “but those long delays are a thing of the past.”

The construction project, begun in August, 2002, was a joint effort of the City of Indianapolis, the Indiana Department of Transportation (INDOT) and the Indiana Railroad Company (INRD) which paid two-thirds of the $1.5 million cost. INRD is a 155-mile regional freight railroad which hauls some 105,000 carloads of freight – more than 10 million tons of goods – annually on former Illinois Central tracks running from Indianapolis and south-central Indiana westward to Newton, Ill., near Effingham. The company was founded in 1986 and maintains headquarters in Indianapolis.

The remainder of the project’s cost was covered by a portion of the City’s Congestion Mitigation and Air Quality (CMAQ) funds and INDOT’s Industrial Rail Service Fund.

Nearly 20% of the goods hauled by INRD trains – or 1.8 million tons a year – is coal delivered to Indianapolis Power & Light’s Harding Street Station via 85-car trains carrying 9,000 tons each. From there, the empty trains previously were routed to the railroad’s terminal near Senate Avenue, just south of Wisconsin Street. That’s when the trains would block intersections en route to the terminal. “Our IPL coal tonnage represents about 18,000 freight cars a year,” says Hoback, “So a lot of people did a lot of waiting in the past. This rail extension has changed all of that.”

Named for the wife of John E. Haselden, INRD Director of Industrial Development and Engineering Services who designed the project, the Dixie Siding does more than just give the rail company flexibility in the timing and turnaround of its trains. It benefits the entire region.

“(The rail extension) helps keep traffic flowing on roads in the downtown area and on the southside,” Indianapolis Mayor Bart Peterson told The Indianapolis Star. “That means better air quality.”

Steve Cunningham, MPO Principal Planner and planner overseeing most rail-related issues, agrees. “As the region’s primary transportation planner, the MPO does everything it can to improve the safety and efficiency of our transportation system. Increasing mobility options, and using different modes, such as rail and roadway, to move goods and people around the region, helps do that. But only if they can operate without obstructing one another. This new siding helps insure that.”

For more information on the new Dixie Siding, contact Thomas G. Hoback, President & Chief Executive Officer at the Indiana Railroad Company (317/262-5140, tomh@inrd.com) or visit the INRD web site at www.inrd.com.
Parsons Transportation Group.” Other state and regional transportation planners, including staff members of the Indianapolis MPO in whose planning area the project takes place, will stay informed and involved in the project via regular INDOT updates. (EDITOR’S NOTE: Though the I-465 West Leg Project is located within the MPO’s planning area, the MPO is not the project’s primary planner. INDOT is the primary planning and implementing agency for all interstate improvement projects.) But how will the average citizen stay informed on the project?

“This project has had an active public information effort behind it since its beginning,” says Steve Cunningham, MPO Principal Planner and the MPO’s regular INDOT liaison. “INDOT has held regular public meetings during the project’s early stages and has made public outreach efforts the responsibility of its consultant team. We’re happy, though, to lend a hand where we can.”

Toward this end, tEMP0 will feature regular updates on the project as it proceeds to completion. In this issue, we provide project background and scope-of-work information: the why, where, what and how of the Energize 465 project. Within the next month, a project office will be established as well as an 800 number and a new website. Until they are up and running, all information quoted here comes from the INDOT project web site at www.in.gov/dot/div/special-projects/wsc.

**Background**

The purpose of this project is to add capacity to, and improve safety along, the west leg of I-465, from SR 67 to 56th Street. With this project, INDOT intends to reconstruct approximately 12 miles of I-465 as four through-lanes in each direction, plus at least one auxiliary lane in each direction, between a point south of the SR 67 interchange (Exit 8) north to Exit 19, just south of the 56th Street interchange.

Currently, I-465 has three through-lanes in each direction with the exception of four lanes that are provided southbound between the Airport Expressway (Exit 11) and US 40/Washington Street (Exit 12). Interstate 74’s west leg also travels over I-465 between the southern limit of the project and Exit 16 where it departs to the west, and I-70 crosses I-465 in the project area (see Airport Update, page 1).

I-465 is a 53-mile circumferential beltway around most of the Indianapolis metropolitan area. This segment of the west leg was built in the late 1950s and early 1960s on the fringe of the urban area. When this segment of I-465 was completed in 1961 and 1962, the roadway featured only two lanes in each direction, although the mainline bridges were built at that time to accommodate three lanes in each direction. Development in the study area occurred quickly after I-465 opened, and the third travel lane was added in the median approximately five years later in 1966 and 1967.

I-465 serves both local and regional traffic needs for the Indianapolis area and also for Indianapolis International Airport. Additionally, an overall lack of north-south local roads with any degree of continuity in the area has contributed to I-465’s high traffic volumes. Compounding the situation is the fact that this was one of the first interstates constructed in Marion County and, as a result, used early interstate geometric design standards. Its interchanges are also closely spaced.

cont on page 9, see West Leg Project
The roadway currently has 12-foot lanes and was built to a design speed of 70 miles per hour. Full access control is exercised. The maximum grade over the length of the roadway is three percent. The existing rights-of-way are typically 200 feet, but does expand to 260 feet in certain areas. The posted speed limit is 55 miles per hour. Characteristics of the existing interchanges along the route are shown below, from south to north.

### Interchange Characteristics

<table>
<thead>
<tr>
<th>Location</th>
<th>Type</th>
<th>Additional Information</th>
</tr>
</thead>
<tbody>
<tr>
<td>SR 67 (Kentucky Avenue)</td>
<td>Folded Diamond</td>
<td>Folded to the east (Railroad on west side)</td>
</tr>
<tr>
<td>I-70</td>
<td>Semi-Directional</td>
<td>Directional Ramp from NB I-465 to WB I-70</td>
</tr>
<tr>
<td>Airport Expressway</td>
<td>Semi-Directional</td>
<td>Directional Ramp from SB I-465 to EB Airport Expwy</td>
</tr>
<tr>
<td>US 40 (Washington Street)</td>
<td>Cloverleaf</td>
<td></td>
</tr>
<tr>
<td>US 36 (Rockville Road)</td>
<td>Cloverleaf</td>
<td></td>
</tr>
<tr>
<td>10th Street</td>
<td>Semi-Directional</td>
<td>Directional ramp from WB 10th St. to SB I-465; SB C/D</td>
</tr>
<tr>
<td>I-74/US 136/Crawfordsville Rd.</td>
<td>Cloverleaf</td>
<td></td>
</tr>
<tr>
<td>38th Street</td>
<td>Partial Cloverleaf</td>
<td>Loop in NW quadrant only (WB 38th St. to SB I-465)</td>
</tr>
</tbody>
</table>

### Project Purpose and Need

The purpose of this project is to upgrade interchange ramp and mainline capacities, improve the deteriorating mainline and ramp pavement and bridges, and upgrade geometric conditions to current standards throughout the project length. The capacity and safety of I-465 will be enhanced in the process.

The roadway currently operates at level of service (LOS) E during parts of the day between US 40 to I-74. (EDITOR’S NOTE: The Level of Service designation is a range which describes the quality of traffic flow, with A indicating free, unobstructed traffic flow and F indicating complete obstruction of traffic flow. A desirable level of service for the corridor is LOS C; However, LOS D is the minimum for urban reconstruction projects.

In 2026, if the roadway remains three lanes in each direction, the entire corridor will operate at LOS F during parts of the day. Overall, there would be 12 hours a day where large segments of southbound and northbound traffic would be LOS E or F, if the roadway remains at three lanes. When the mainline is expanded to five lanes in each direction, or four lanes plus an auxiliary lane, the mainline will operate at no worse than LOS D, thereby meeting the goal of the project.

The following is a more specific list of deficiencies and substandard sections of I-465 that will be corrected with this project:

### I-465 West Leg Deficiencies/Substandard Sections

- At the I-70 and I-465 interchange, short weaving areas along both mainlines cause operational problems.
- The US 40 interchange loop ramps do not meet 25 mph design standards.
- The directional ramp for west to south movements at 10th Street has a substandard 25 mph design speed.
- The I-74 interchange cloverleaf loops do not meet design standards for the radii of loop ramps and the short weaving sections cause operational problems on both mainlines.
- The 34th Street and 46th Street bridges over I-465 do not meet vertical clearance standards.

### Expected Design Features

The basic future typical section will be an urban interstate, with 12-foot lanes in a minimum 216-foot right-of-way, and a 26-foot paved median with a concrete barrier. Inside and outside shoulders will be 12 feet. Right-of-way needs may expand in areas of cut and fill and would be larger at interchange areas. Allowable mainline grades would be still no greater than three percent. Full control of access will continue to be exercised.

Interchanges will also be reconfigured to improve both safety and capacity for travelers entering and exiting I-465, as well as those traveling across the I-465 corridor.

### Cost and Schedule

Preliminary right-of-way acquisition and construction cost are estimated at $400 million dollars, using 80% federal funding and 20% local matching funds.

The current schedule for the project has some advance construction beginning in 2007, with construction within the I-465 corridor beginning in 2008 and lasting through the 2010 construction season. Preliminary engineering, early utility coordination, right-of-way engineering and the public involvement process are well underway.

For more information on the I-465 West Leg Project, look to future issues of TEMPO, or contact Mark Urban of HNTB at 636-4682 (murban@hntb.com).
The MPO had plenty to be grateful for this past Thanksgiving. After working most of the year short-handed, MPO Manager/Master Planner Mike Dearing successfully identified and hired a qualified candidate to take on some of the department’s growing planning responsibilities. On November 24th, just three days before the holiday, Amy Inman joined the MPO staff as its newest Senior Planner.

Amy Inman, M.S.
MPO Senior Planner

“A year ago, we had a staff of eight doing regional transportation planning,” Dearing explains. “But as our study area grew, our staff shrank. We lost two people through promotion or attrition. It took a while to locate someone with Amy’s qualifications and academic background.”

In 1997, Amy earned her undergraduate degree in Environmental Science from Indiana University’s School of Public and Environmental Affairs. For the first half of that year, she was also a member of the U.S. Fish & Wildlife’s Conservation & Restoration staff where her duties included preparing analysis for restoration efforts using Geographic Information Systems (GIS) and conducting research to aid in the restoration of prairies and reintroduction of extirpated species in Northwestern Indiana. From mid-1997 to early 2001, Amy was Geographic Information System Coordinator at I.U. In this position, her accomplishments included working on the creation of a Campus Master Plan for land-use and utility infrastructure.

In January, 2001, Amy moved to the Champaign-Urbana area where she earned a Masters of Science degree in Geography (with emphasis in Urban and Regional Planning) from the University of Illinois. While there, she also served as a Geographic Information System Specialist in the University’s Division of Planning & Design. Her duties there included assisting in academic land-use planning for the University’s Department of Capital Programs, modeling carbon uptake for monitoring air quality, and representing the U of I on technical and policy committees involving local government agencies. She graduated on the Dean’s List with a grade point average of 3.98.

But Amy isn’t all work and no play. “I have a lot of outside interests,” she says, citing especially her pets. “I ride my horse, Ebony, every chance I get. He’s still in Bloomington, along with my Great Danes, Argus and Hartley. I miss them so much.” Other outside interests include Amy’s work for Habitat For Humanity and her fund-raising efforts for the Monroe County Humane Society.

Now, in her new position as MPO Senior Planner, Amy’s responsibilities will include:

• Bicycle and Pedestrian Pathways
• The Pennsy Corridor project
• Co-Planner-In-Charge of DIRECTIONS, the Rapid Transit Study To Improve Regional Mobility

To contact Amy about any of the projects she’s coordinating, or to welcome her, call 317/327-5646 or e-mail her at ainman@indygov.org.
DIRECTIONS Enters Phase II

DIRECTIONS, the Rapid Transit Study To Improve Regional Mobility, has begin the second of three work phases likely to take transportation planners well into the new year. On September 17th, Phase I activity ended when the Indianapolis Regional Transportation Council (ITC) reviewed and approved the study's findings to-date and authorized the Metropolitan Planning Organization to initiate Phase II activity with the help of Indianapolis Transit Consultants (ITC), a co-venture of several transportation planning, engineering and design firms.

The purpose of DIRECTIONS is to evaluate the feasibility and cost-effectiveness of developing a region-wide rapid transit system. If implemented, this system could help reduce traffic congestion, improve air quality and increase mobility options throughout the area. In Phase I, planners determined the likely scope and primary travel corridors for such a system. These corridors, which currently experience the highest commuter activity in the region, lead from downtown Indianapolis toward Avon, Cumberland, Fishers/Noblesville, Greenwood, Zionsville and the Indianapolis International Airport. During Phase I, which began in December, 2002, the range of potential rapid transit technologies was also narrowed from the original twelve to four, retaining Commuter and Light Rail, Express Busway and Automated Guideway Technology (AGT).

In Phase II of the study, planners intend to present the public with several specific route alignment and transit technology recommendations for each of the identified corridors. "These corridors are our region's busiest, with the most current or projected commuter-activity," says Mike Dearing, MPO Manager/Master Planner. "We want the public's help in determining which alignments and technologies are locally preferred to handle it." A series of public meetings are tentatively scheduled for this purpose in mid-February (see meeting schedule, page 16). By the end of Phase II in Spring of 2004, planners also hope to have consensus on an implementation strategy that prioritizes the six corridors. "We want to begin work where it will offer our region the biggest and most immediate benefits," Dearing explained.

Though lasting only about half the duration of Phase I, the handling of Phase II is critical to the success of the rapid transit study, especially how its findings are presented and received by the public. "Though we had multiple public meetings early in Phase I, I think the goals and potential benefits of a regional rapid transit system were a little abstract for most people to relate to," says Philip Roth, the MPO Senior Planner who has overseen DIRECTIONS from the start. "For that reason, some of our meetings were lightly attended. So, to make sure we were getting representative information on regional commuting habits and travel characteristic preferences on which to base our recommendations, we also conducted a region-wide telephone survey (see related article, teMPO, Volume Seven, Issue Three)." Survey findings contributed to the selection of transit technologies carried into Phase II.

"I don't think abstraction will be a problem in Phase II," says Roth. "At each of our six public meetings, people will be presented with at least two alignment options to consider for the corridor adjacent to where they live, along with an appropriate technology recommendation. That makes things pretty concrete in a hurry," Roth notes. "They will also be given a brief summary of the alignment and technology options being presented for the other five corridors. So, by attending these meetings, area residents can participate in the planning process and get a good feel for how a future system would work." Final alignment and technology selection in each corridor will be made using the public input gathered at these meetings.

Because of the critical role informed public input plays in the transportation planning process, and because DIRECTIONS has a goal of identifying locally preferred route alignments and technologies, Phase II meetings will be promoted via an extensive outreach marketing program, as were Phase II meetings. To promote public attendance and participation, the MPO will issue media advisories to nearly 60 print, radio and television news providers. Direct mail will also be cont on page 16, see DIRECTIONS
dents daily. The impact of the I-70 project will be felt first, as construction crews plan to begin shifting interstate traffic to the new pavement next summer.

“The City’s goals for the New Indianapolis Airport demanded that the air-travel gateway for central Indiana be modern, efficient and uniquely representative of the history and future of our state,” says Indianapolis Mayor Bart Peterson. “With each step we take, we move closer to creating a stunning new facility that will maintain and enhance Indianapolis’ position as the ‘Crossroads of America’ for generations to come.”

At the Indianapolis International Airport itself, site preparation and excavation is underway on the future airport terminal building and adjoining airplane aprons. In December, 2003, City and airline officials announced plans to delay the opening date of the new terminal to 2008. Terminal design, site and control tower work will continue through 2004.

Preliminary apron grading excavation work includes stripping the topsoil, building an embankment, milling and removing a portion of the old closed runway, and controlling water flow and soil erosion. This work will involve moving more than 1 million cubic yards of soil from existing stockpiles and on-site excavation.

**Passenger Terminal Building**

The new passenger terminal building will be the centerpiece of the new airport project. It will be built in the “mid-field” area of the airport property, between the two main existing runways. The $974 million project includes a new terminal, concourse, and parking garage, as well as site preparation, utility and roadwork, and airfield improvements.

The new airport terminal building represents the merging of economic opportunity, arts and culture, and the spirit of Indianapolis in a single structure. As the aviation gateway to Indianapolis and the State of Indiana, the terminal building will play a key role in defining the modern character of both the city and the state.

cont on page 13, see Airport Update
The heart of the terminal building is a civic plaza – a central gathering point whose circular shape recalls the shape of the City’s central public space, Monument Circle. Although the plaza will serve the necessary functions of both security and concessions, the room is designed to incorporate artwork, provide public event space, and enable visitors to sample the character of Indianapolis and the region.

The terminal roof is shaped to create a symbolic threshold to the city and state, emanating from the civic plaza. The form is generated by joining the sheltering, centralized shape of an arch with the rise and fall of the building from check-in to departure. Encompassing high glass walls, the building form will rise over the plaza to reveal a view of the aircraft apron and the city skyline.

This terminal is designed as a dynamic, changing form that reveals its purpose as destination, gateway and powerful civic symbol.

“Every sector of the central Indiana community – government, business, labor, travel and tourism, arts and culture, and the traveling public – have a great stake in the success of the New Indianapolis Airport, and that success starts with this design,” said Indianapolis Airport Authority Board President Lacy M. Johnson. “From every perspective, this building will be powerful, unique and compelling.”

Construction of the new terminal building is still scheduled to begin in the spring/summer of 2005. Cost of the new Indianapolis Airport will be financed through a combination of federal grants, passenger facility charges, airline facility rents and aircraft landing fees. No state or local tax money will be used to finance construction of the new airport or to repay construction bonds.

For more information about the New Indianapolis Airport, visit www.newindairport.com.

Traffic Control Tower

Just southwest of the airport terminal site, construction also is proceeding on the new Federal Aviation Administration (FAA) Air Traffic Control Tower and radar control building. The tower shaft is more than half completed, and workers now are assembling the 78-foot-tall tower cab. Workers will piece the cab together on the ground to ensure its structural integrity, then use a 400-foot crane to lift large cab sections into place in January.

When completed, the new tower will rise more than 300 feet into the sky, soaring over the airport and adjacent highway system. The $32 million facility will be centrally located

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Airport Update  
(from page 13)

between the airport's two main runways to support construction of the new passenger terminal and future air traffic operations.

The tower and control building are slated to become operational in 2005.

“It's going to be a sharp-looking building, and the cab itself is exceptional,” said Project Manager Randy Williams. “You're going to be able to see it from a lot of the west side.”

I-70 Fast Track

For many west side travelers and residents, the most dramatic and visible sign of construction progress near the airport is the I-70 relocation and interchange project, called the I-70 Fast Track project by the Indiana Department of Transportation (INDOT).

This work involves moving approximately four miles of interstate about 1,200 feet south and constructing two new highway interchanges – one to serve the new airport and a second to access the relocated Six Points Road. Much of the pavement for the new I-70 lanes has been poured and work is now underway on construction of the “fly-over” lanes that will comprise the two new interchanges.

“Viewed from within the construction zone, the entire project can be a bit overwhelming because of its magnitude,” said J. Bryan Nicol, Commissioner of the Indiana Department of Transportation, which is overseeing the project. “We're still setting the massive forms for the new interchange bridges. When viewed from the interstate, Hoosier motorists can now see how magnificent this project is going to be and what a serious undertaking it is.”

Contractors have moved about 2.8 million cubic yards of earth during construction, which also involved relocating more than 7,000 feet of creek beds. Much of the excavated dirt was banked in a massive mound along I-70.

The $160 million project will support and enhance long-term airport development opportunities by realigning and lowering I-70 next to the southern-most runway. This will allow for future taxiway construction over the highway to link the existing runway and taxiway system with airport land south of the interstate. The project also will provide space for additional development along the southern runway.

In addition, the work also will provide a smoother, safer roadway for travelers, increased highway capacity by adding more collector and distributor lanes, and direct access from I-70 and the airport to Six Points Road and nearby commercial areas.

The bridges at the two interchanges will be finished next summer. The entire project is scheduled for completion in November, 2004. For additional I-70 Fast Track information, visit www.in.gov/dot/div/specialprojects/70airport/.
It's 15.5 miles long, cost about $5.5 million to construct over eight years and is, by all accounts, the pride of the regional greenways system. It's the Monon Trail, of course — the reclaimed rail right-of-way that now extends from 10th Street in downtown Indianapolis north to 146th Street in Carmel — making it the longest existing trail in the region's growing greenways network.

On Wednesday, October 15th, Indianapolis Mayor Bart Peterson, Greenways Administrator Ray Irvin and other local dignitaries officially opened the 3.5 mile southern end of trail whose completion had been held up by this summer's HyperFix construction activity.

HyperFix contractors needed access to the part of the area where the trail runs under the interstate, just south of 15th Street. Had it not been for this necessary delay, the trail would have been completed earlier as originally scheduled.

"It may have taken longer than we wanted, but it was definitely worth the wait," says Irvin. "I can't think of a better use for federal Transportation Enhancement funds than greenway trail construction, and our local walkers, joggers, cyclists and rollerbladers seem to agree." An estimated 1.2 million people use the Monon Trail annually, making it the most popular of the seven existing Indy Greenways. In addition to the Transportation Enhancement dollars dispersed through the Indiana Department of Transportation, construction of the Monon Trail benefited from the financial support of a Lilly Endowment grant.

More trails are included in the City's long range plans. At present, transportation planners are working on the development of the Pennsy Trail on the east side which, when completed, will add another 5.5 miles of greenways to Marion County's existing 65 mile system (see Pennsy Trail Update, in teMPO, Volume Seven, Issue Three). "That's really just the tip of the iceberg," says Irvin. "With the area's growing demand for mobility options, and the MPO's proven commitment to alternative modes of transportation, we're only just beginning. Someday, we envision a greenways network that will provide extensive regional transportation, as well as recreation, opportunities. And we're working toward that day as fast as we can."

Mayor Peterson, an alternative transportation and health/fitness advocate, seems to agree. Quoted at the Monon dedication in the October 16th The Indianapolis Star, he said "The best part of all of this is the connectedness" and "We're not even half done." In the region's long range plans, at least another dozen or so greenway trails are planned.

"Our Greenways System is too great a resource not to expand and share," Irvin explains. "It offers us economic development, recreational, health, environmental improvement and transportation benefits. Everyone should have the opportunity to share in these benefits and they will if our greenways system keeps growing." The completion of the Monon Trail is another step in the right direction.

For more information on the Indianapolis Greenways System, contact Ray Irvin at 317/327-7431 (rirvin@indy-gov.org) or visit the Indy Greenways American Trails award-winning web site at www.indygreenways.org.

**Did you Know? . . .**

According to "Amenity and Recreation Values of Urban Greenways" by the IUPUI Center for Urban Policy and the Environment, "presence near the Monon Trail or in a greenway conservation corridor has a statistically significant, positive impact on (property) sale prices." Homes near the Monon Trail sold on average for $124,415, slightly more than 11% over the average price for the region. "For homes within one-half mile of the Monon Trail," the study further asserts, "the (study) model estimates that 14.6 percent ($13,600) of the predicted sales price is attributable to the trail."
sent at random to 25,000 area residents in proportion to that population density within the study area. For example, since Marion County represents 54% of the households within the eight-county study area, 54% of the mailings will be sent to households within Marion County. In addition, 35 regional publications, such as the Topics newspapers, The Indianapolis Recorder, The South Side Times, The Greenfield Reporter and the StarWest, StarNorth, StarSouth and Hamilton County AM sections of The Indianapolis Star will again encourage meeting attendance through display advertising.

"During Phase I, our investment in public relations, direct mail and advertising paid off in top-of-mind awareness and recall among the media," says Joe Whitman, MPO Communications Consultant. "The newspapers and broadcast stations gave our meetings great coverage in April and May, despite much more 'immediate' transportation-related stories, like HyperFix, CityFix and the I-69 Extension," he says. "We hope to use the post-holiday media slump to secure the same coverage commitment in Phase II... and to convince the public that the time to get involved in DIRECTIONS is now, while alignment and technology decisions are being made."

Late in Phase II, after public input from the meetings has helped select the specific route alignment and technology recommendation for each travel corridor, study planners will use financial, regional system benefit and commuter-impact criteria to identify the first corridor for system construction. "This will be a delicate issue for us, because we want people to remember that this will be just the first leg of a system to be built, not the only leg to be built," says Dearing. "DIRECTIONS has always been about evaluating the feasibility of a region-wide transit system and, in all likelihood, we'll begin construction where funding availability and potential commuter benefits will be the greatest," he says. "We don't know where that is yet, but our eventual selection process will be transparent to everyone involved in the study."

If, upon the completion of Phase II in March, 2004, findings indicate the feasibility of a region-wide rapid transit system, DIRECTIONS will enter its third funding phase. Phase III is expected to last until December, 2004. At the time, the 24-month rapid transit study which is budgeted at $1.5 million ($1.2 million federal, $300,000 local) will have yielded a locally preferred region-wide rapid transit system and fundings plan. For more information on DIRECTIONS current Phase II activities, and public participation opportunities, visit the MPO web site at indygov.org/indympo, or contact MPO Senior Planners Philip Roth, AICP, at 317/327-5149 (proth@indygov.org) or Amy Inman, M.S. at 317/327-5646 (ainman@indygov.org).
The Pedal & Park program which provides area cyclists with free, supervised bike parking at popular greenways-adjacent events throughout the spring and summer concluded its second consecutive record-breaking year in September. The program, which was founded by the Greenways Foundation, has been sponsored by the Metropolitan Planning Organization (MPO) since 2001. As program sponsor, the MPO pays the foundation $1 for each bike parked in its bike corral at Pedal & Park events. Proceeds are divided among not-for-profit organizations whose volunteers continuously monitor the corral, including Indy Parks Greenways, the Indiana Bicycle Coalition (IBC), and the Central Indiana Bicycling Association (CIBA).

“This year, we provided free, secured parking to 1,230 area cyclists - a new season high for Pedal & Park,” says Greenways Foundation President and program coordinator Tom Olsen. “Despite some wet weather and extreme heat, we still managed to have a record-breaking Earth Day Indiana, Indiana State Fair and Penrod Arts Fair, which set a new one-day total of 270 cyclists.” Other 2003 Pedal & Park events included the Broad Ripple Art Fair, Bike-To-Work Day and the Talbot Street Art Fair.

“Clearly, there is a growing demand for alternative transportation opportunities, and we’re helping to meet it,” said Olsen, who noted that not only are more regional cyclists using the program than ever before, but they’re peddling greater distances. “We frequently saw people from northern Hamilton County and the Eagle Creek area at the fairgrounds this year. That’s between a 10 and 15 mile ride each way.” The 2003 Indiana State Fair drew 777 Pedal & Park cyclists, also a record for the 12-day event which is often dominated by August heat.

Because the MPO guarantees Pedal & Park volunteers a daily minimum, the program collected a total of $2,545 this year over 19 event days. The proceeds were dispersed to program partner organizations in proportion to volunteer time contributed. CIBA earned $1,837, followed by IBC with $357 and the Greenways Foundation with $351.

“We consider our support of Pedal & Park an investment in transportation system efficiency and regional health,” says MPO Manager/Master Planner Mike Dearing. “Thanks to programs like this, more people than ever are considering alternatives to car travel, which reduces traffic congestion and improves air quality for everyone.”

In 2004, the Pedal & Park program will gain a new coordinator as Tom Olsen moves out of state (see related story, page 5). Longtime CIBA member Andy O’Donnell has volunteered to take up the reins and is already considering some new ways to keep the program growing. “Thanks to everyone’s hard work, we’re on a roll now,” he notes. “I’d like to build on our momentum by adding a few different events and by investigating new, cooperative partnership opportunities.” For more information on the 2004 Pedal & Park program, including available days and times, call Andy at 317/873-2005 (odar1@aol.com) or visit the Indy Greenways web site at www.indygreenways.org/pedalpark.

The Pedal & Park program encourages the use of non-motorized transportation alternatives, and, in this way, serves the Greenways Foundation goals of promoting travel along Indy Greenways, distributing relevant recreational literature, and raising funds for its partnering not-for-profit organizations. To volunteer as a corral supervisor, call 317/255-0559.
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. Featuring consistent use of the “IMPORTant” format to build awareness and heighten recall, these ads appear in publications throughout the region, including the City & State section of The Indianapolis Star and The Indianapolis Recorder.

The ads shown here ran in August, September and October of this year. From the top, the first ad invited all interested parties to a meeting of the MPO’s Citizens Advisory Committee on the evening of Wednesday, August 20th. The meeting, the fourth of the year, dealt with a variety of transportation related topics of public interest, including proposed program amendments, an update of the DIRECTIONS Rapid Transit Study, and a presentation on noise barriers made by the Indiana Department of Transportation. This ad ran in the August 12th issue of The Indianapolis Star and the August 15th issue of The Indianapolis Recorder.

The second ad also mentions amendments. In this ad, however, the public is encouraged to review and offer comments on proposed amendments to the 2003-2005 and 2004-2006 Indianapolis Regional Transportation Improvement Program, or IRTIPs. IRTIPs document federally funded transportation improvements recommended for implementation in our area within a specific three-year period. This ad ran in the September 2nd City & State section of The Indianapolis Star and the September 5th issue of The Indianapolis Recorder. In each case, the ad ran in tandem with a Legal Notice that provided more detail on where and how to provide input on the proposed amendments.

The third ad again encourages attendance at a Citizens Advisory Committee meeting. This one, the last of the year, was held on Wednesday, October 22nd. Its agenda items included a review of newly proposed IRTIP amendments, an update on the regional Pedestrian Plan, and reports on two new MPO sub-committees: the Noise Abatement and Senior Mobility Sub-committees. The ad appeared in the October 15th Indianapolis Star and the October 17th Indianapolis Recorder.

The fourth ad served a dual purpose, encouraging public review and comment on yet another round of proposed IRTIP amendments through November 12th, and inviting all those wishing to be heard to a public hearing of the Metropolitan Development Commission on November 19th. This ad appeared in the October 29th issue of The Indianapolis Star and the October 31st issue of the Indianapolis Recorder.

Through its various Public Involvement Program outreach strategies, including display ads like these, the MPO will continue to inform its primary planning partner, the public, of upcoming participation opportunities.
**New CAC Sub-Committees**

At the October Citizens Advisory Committee (CAC) meeting, MPO Manager/Master Planner Mike Dearing spoke briefly about two new sub-committees that have been formed advise the CAC on specific areas of public interest: The Noise Abatement Sub-Committee and the Senior Mobility Sub-Committee.

The Noise Abatement Sub-Committee was initially formed with residents of East Avalon Hills and Lindberg Highlands – two areas where highway noise affects property values and quality-of-life. East Avalon Hills in northeast Indianapolis was developed in the 1960's before I-465 was constructed and has since been negatively impacted by the change in type and volume of highway traffic. The impacts of traffic noise became a serious issue for the Lindberg Highlands area in southeast Indianapolis when a September, 2002 tornado destroyed trees that previously screened the neighborhood from the highway. This sub-committee met for the first time on October 20th to identify strategies for securing noise abatement relief.

The Senior Mobility Sub-Committee began as an outgrowth of regular roundtable discussions the MPO has held with seniors from OASIS, formerly known as Older Adults Service & Information System. “This effort to gain a senior perspective on transportation issues parallels our school outreach program,” Dearing explained. “Whether talking with students or seniors, planners can learn a lot about perceived problems and their possible solutions.”

To join either the Noise Abatement or Senior Mobility Sub-Committees, or to suggest another sub-committee, contact Mike Dearing at 317/327-5139 (mdearing@indygov.org).

**Community Inclusion**

On Thursday, November 20th, the MPO conducted its sixth and final Community Inclusion Project (CIP) meeting of the year. The meeting was hosted by the Indianapolis Department of Public Works (DPW) at its Training Center at Belmont & Harding Streets. Agenda items included a follow-up discussion of Sewers and Sewage, especially around the Monon Trail at Sutherland Avenue, and ‘new business’ topics like Abandoned Cars & Towing and Safety Issues In Park Planning.

“This meeting was typical of what we try to do throughout the year,” says MPO Senior Planner Kevin Mayfield, who coordinates and facilitates the Community Inclusion meetings with MPO Planner Catherine Kostyn. “We regularly bring together residents from neighborhoods that are traditionally under-represented in the planning process with representatives from private and public service providers, such as the Indianapolis Police Department, IndyParks, DPW, even Indianapolis Power & Light. Our goal is to encourage a free and open exchange of ideas, where citizens can voice their concerns and suggestions directly to the people who can help them.”

Kostyn agrees. “It’s all about feeling heard in a friendly, non-confrontational setting,” she says. “We meet every two months with members of neighborhood organizations throughout Center Township and serve a simple lunch. People talk, and issues get identified for further action.” The CIP currently attracts 30-50 participants per meeting with attendance steadily growing since its inception in 2001.

For more information on the Community Inclusion Project, contact Kevin Mayfield (317/327-5135, kmayfield@indygov.org) or Catherine Kostyn (317/327-5142, ckostyn@indygov.org).

**conNECTions Final EIS**

conNECTions, the Study of the Northeast Corridor Transportation, was again in the news early this fall as its Final Environmental Impact Statement (FEIS) was released for final review and comment. Following the comment period, which ended December 21, 2003, a Record of Decision (ROD) will be considered for approval by the Federal Highway Administration. The ROD is anticipated to be approved early in 2004.

The purpose of conNECTions, which started in mid-1998, was to identify locally preferred, financially feasible strategies for mitigating the effects of traffic delays and lack of mobility options that frustrate rush hour travelers in the Northeast Corridor, our region’s busiest, which stretches from downtown Indianapolis northeast to Noblesville. Throughout the course of the study, the public was encouraged to work with the team members from the MPO and Parsons Brinckerhoff Quade & Douglas, transportation engineering consultants, to develop a list of travel options for consideration. A series of evaluative steps, including computer-modeling and cost-benefit analysis, was used to cut the original list of 14 options down, first to eight and, finally, to two.

cont on page 20, see Irons in the Fire
The study’s public participation program culminated with INDOT conducting two Public Hearings in mid-November, 2001. By that time, the Draft Environmental Impact Statement had been available for public review and comment for 45 days. The public comment period continued through January, 2002, when the study’s Policy Steering Committee, comprised of Indianapolis Mayor Bart Peterson, INDOT Commissioner J. Bryan Nicol and State Senator Luke Kenley, met. At that time, the committee decided to proceed with the highway expansion option recommended by the study team. Highway Alternative H5, as it was designated, is an intermediate expansion option in the northeast quadrant that will increase the roadway capacity of I-465, I-69, State Road 37 and I-70.

The committee determined that additional information was needed before proceeding with a major transit investment. They did not approve any of the rail-bus transit options identified by the study to proceed. Instead, they requested further study of a transit system that could 1) be regional in nature, and 2) include a transit route from downtown Indianapolis out to the airport, as the most successful systems elsewhere in the country do. These goals are, in part, the purpose of DIRECTIONS, The Rapid Transit Study To Improve Regional Mobility, which is now in-progress (see related story, page 11).

Following the Record of Decision for the Final EIS, the highway expansion projects will proceed to the design and construction phases.