



Spring 2011
Volume 15, Issue 1

In this Issue:

[Long-Range Transportation Plan: Major Update Complete](#)

[Regional Bike Plan](#)

[Indy Express Bus](#)

[IndyGo Offers Free Travel Training to Service Providers](#)

[IndyGo Showed Growth Trend in 2010](#)

[11 Benefits of Public Transit](#)

[Knozone: Clean Air Matters](#)

[Pedal & Park](#)



Long-Range Transportation Plan Major Update Complete

The 2035 Long-Range Transportation Plan (LRTP) for the Indianapolis Metropolitan Planning Area has received approval from the Indianapolis Regional Transportation Council's Policy Board. The process of updating this comprehensive 20-year transportation plan began in earnest in late 2009, and continued through 2010 as MPO staff worked with the area's local public agencies and general public during the Indy Connect initiative.

Long-Range Transportation Plans are required in urban areas with populations above 50,000 in order to receive federal surface transportation funds. LRTPs look at transportation needs of the entire metropolitan area for the next 20 to 25 years. Using the best available data, the LRTP forecasts population, housing, and employment growth over the planning horizon and uses those forecasts in determining how best to spend the limited amount of federal transportation funds the area receives.

For the first time, the Indianapolis LRTP used a performance-based project evaluation to determine what regionally-significant transportation improvements to include in the required cost-constrained plan. A project cannot be placed in the cost-constrained plan unless it has a dedicated funding source for implementation. At this time, only added capacity roadway projects are included in the cost-constrained plan. However, during the development process, IRTC members agreed to spend more transportation funds on transit and bicycle/pedestrian improvements over the 25-year time horizon. In order to move forward with major transit improvements as supported by the Indy Connect initiative, an adequate and dedicated local funding source must first be identified.

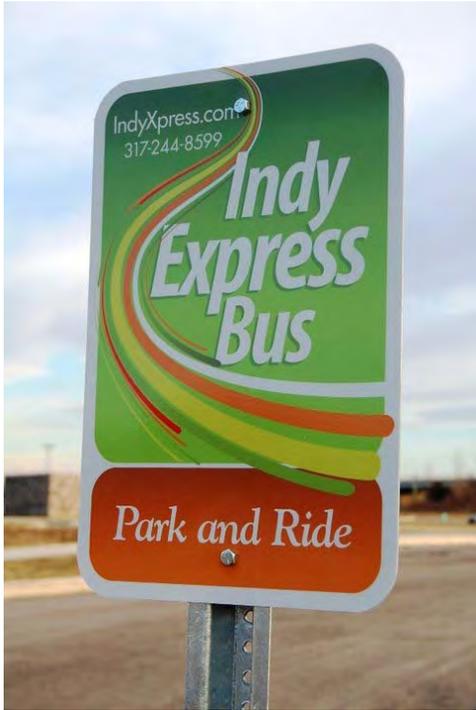
The new LRTP includes three Volumes, Volume I is the main document with the cost-constrained project list; Volume II is the Air Quality Conformity Determination Report which shows the area under the established pollutant budgets for ozone and particulate matter. Volume III is the Transit Vision Plan which provides information on the potential priorities for public transit investment in the region. As the Transit Vision Plan is further developed (including funding sources), the LRTP will prioritize future public transit investments among all modes of transportation.

The LRTP is amended annually, with major updates every 4 years in the Indianapolis area.

Regional Bikeways Plan

The Regional Bikeways Plan, under development in 2011, stands to be a major step forward in coordinating our regional efforts towards building a safe, connected and convenient network of trails, paths and bike lanes for cycling. As a component of the MPO's Long-Range Transportation Plan, the Bikeways Plan provide the amount of transportation funding anticipated through 2035 for cycling infrastructure and outline a plan for the best use of those funds. The plan will continue to emphasize the principles established by the 2006 Regional Pedestrian Plan and will help achieve the goal of a walkable, bikeable, and transit-friendly transportation system that provides access to home, work, education, commerce and recreation. A steering committee, which will meet for the first time in mid-April, has been created from members appointed by the Indianapolis Regional Transportation Council and the Multimodal Taskforce. The MPO anticipates hosting bikeways workshops this summer, as well as providing online surveys to help the public provide input about their biking needs and priorities. Stay on the look-out for opportunities to get involved!

Contact Jeremy Moore, Senior Planner with the MPO, for more information at jeremy.moore@indy.gov or 317-327-5495.



Indy Express Bus

The Indy Express Bus began serving commuters between downtown Indianapolis and Carmel and Fishers on January 3, 2011. As federal Congestion Mitigation and Air Quality funding for [IndyGo's ICE routes](#) came to an end, the Central Indiana Regional Transportation Authority (CIRTA) and Miller Trailways formed a partnership to keep the popular transportation option going despite a lack of government funds. Miller Trailways stepped up to run the service without subsidization with fewer runs and increased fares. Park-and-ride lots are supported by the Town of Fishers and the City of Carmel.

In a survey completed by Express Bus passengers in mid-January, 94% of the respondents reported that they are likely to encourage others to use the service. The #1-ranked reason given for riding the Express Bus was "I don't have to worry about driving." Other reasons included financial savings (particularly on parking), environmental impact, avoiding wear/tear on vehicle, and the ability to get work done during the ride (the vehicles offer free wi-fi access). A few respondents indicated that the availability of the bus meant that they or their families could go without buying a(nother) car.

CIRTA and Miller Trailways are now planning improvements to Indy Express Bus that will draw more riders to the service. Passengers will soon be able to use reloadable electronic passes to purchase fare with credit cards or commuter benefit accounts with a discount on the purchase of a month of trips. A proposal to enhance reverse commute transportation using federal Job Access-Reverse Commute (JARC) funds is under development. Workforce data tells us that over 12,000 people commute from Marion County to Hamilton County each day, but transit access crossing the county line is currently limited to demand-response service that lacks the capacity to serve a regular volume of commuters. The JARC funds would be used to provide service from Indianapolis directly to jobsites in Fishers and Carmel.

Information about Indy Express Bus is available at <http://www.cirta.us/Default.aspx?PageId=33&LinkLevel1Id=46>, which can also be accessed by visiting www.cirta.us and clicking on "Express Bus". Comments and suggestions relating to Indy Express Bus are welcome. Email info@cirta.us.

IndyGo Offers Free Travel Training to Service Providers

People unfamiliar with public transportation often feel intimidated by the experience. Some are unsure of how to get on and off the bus, while others are afraid of ending up on the wrong bus altogether. Some may even find reading a route map confusing. IndyGo's new travel training program helps remove that anxiety by teaching service providers how to better assist their clients with transportation needs.

"When people feel comfortable with public transportation, they are more apt to use it," said Samantha Cross, director of business development for IndyGo. "Our new 'train the trainer' program will help more residents access Indianapolis-area jobs, healthcare and recreation by giving service providers pertinent information on our bus system and other programs."

Throughout 2011, IndyGo will host three travel training workshops, targeting social service providers, senior citizen services, youth services and international services. Each workshop will share the same core content, which includes an overview of the bus system, trip-planning exercises, specific how-to-ride information and bike and bus training. However, IndyGo will focus on issues relevant to the different demographics listed above. These reservation-based sessions, which are limited to 55 participants, are free to staff and volunteers of Indianapolis-area service providers.

IndyGo will host these workshops at its facility, located at 1501 West Washington Street. The facility is accessible via the Route 8 and free parking is available. Those interested in participating should contact IndyGo Business Development Coordinator Bryan Luellen at 317.614.9284 or bluellen@indygo.net.

Travel Training Schedule:

May - Senior Citizen Services

May 12 from 5 p.m. to 7 p.m.
May 13 from 11 a.m. to 1 p.m.

June - Youth Services

June 9 from 5 p.m. to 7 p.m.
June 10 from 11 a.m. to 1 p.m.

November - International Services

November 17 from 5 p.m. to 7 p.m.
November 18 from 11 a.m. to 1 p.m.





IndyGo Showed Growth Trend in 2010

When comparing IndyGo's 2010 statistical data to 2009, you'll find the company is successfully growing all of its numbers. IndyGo attributes the increases to investments in passenger tools, technology, customer service, transit awareness communications and operational efficiencies.

Fixed Route Ridership

Fixed route service, which includes 30 routes that blanket Marion County and the Green Line downtown/airport express, delivered 8,507,644 passenger trips in 2010, a 3.6% increase over 2009.

Paratransit Ridership

Open Door, IndyGo's ADA-compliant paratransit service, delivered 250,107 passenger trips in 2010, a 0.6% increase over 2009.

Customer Service

IndyGo's hardworking customer service team answered 349,237 calls in 2010. They also took 4,848 customer comments, which is 581 more than 2009.

College Programs

IndyGo's S-Pass program, which makes it possible for local colleges and universities to purchase 31-day bus passes for their students at half the price, is a great option for schools trying to alleviate parking demand on campus and help the environment. In 2010, S-Pass usage was at 368,271 rides, which is 145,400 more than 2009. IUPUI S-Pass usage, which is separate from the regular S-Pass, was at 356,157 rides for 2010, which is 56,846 more than 2009.

Website Visits

IndyGo.net received 433,340 unique web visits in 2010, which is 110,388 more than 2009. The plan is to have even more visits in 2011 because the company will soon launch an all-new website.

Bus Stop Amenities

IndyGo installed the following new bus stop amenities throughout the city in 2010: five shelters, eight benches, 19 bike racks, 266 linear feet of sidewalk, two curb ramps, 28 solar shelter lights and four solar bus stop lights.

11 Benefits of Public Transit

1. Investment in public transportation is good for business. Analysis of Portland, Oregon's transit system and land use patterns revealed that the associated reductions in commute time and vehicle miles travelled freed up \$2.6 billion per year for general consumer spending [i]. Studies have found that transit systems boost annual area business sales: \$16.3 billion in sales due to Philadelphia's total system, \$3.8 billion due to Dayton, Ohio's total system, and \$4.6 billion from upgrades to Chicago's system [ii].
2. Transit increases property values. In Portland, residential property values were found to increase by ten percent when the homes were located within ¼ mile of rail stations [iii]. Residential property values in St. Louis were found to increase \$140 for every 10 feet closer the homes are to rail stations; a home located 100 feet from a station has a price premium of \$19,029 compared with the same house located 1,460 feet away [iv]. Proximity to bus rapid transit stations has also been shown to increase property values [v].
3. Transit systems create jobs. IndyGo provides employment for approximately 450 local residents. Supplying the system with everything from buses to fuel to uniforms creates a multiplying effect in the local and national economy. Nationwide, 24,000 jobs are supported for one year per billion dollars spent on public transit capital investments. For every billion dollars used for operational expenses, 41,000 jobs are supported [vi]. These jobs generate hundreds of millions of dollars of tax revenue and boost national GDP.
4. Public transportation provides personal mobility and freedom for people from every walk of life. Access to transit gives people travel options to get to work, go to school, visit friends, or go to a doctor's office. More and more people are expressing their desire to reduce their dependence on their cars, especially young professionals and recent college graduates, who are likely to choose places to live based quality of life factors including the availability of mass transit [vii].
5. Transit is the primary mobility option available to people who are unable to drive a car. According to the National Household Travel Survey, 9% of driving-aged individuals do not drive [viii]. Public transportation is the key to independent living for many people who are elderly or have a disability. With access to transit, non-drivers can work, shop, get medical care and enjoy a quality of life that is more equal to that of people with the ability to drive and the means to own a car.
6. Public transportation saves drivers time by reducing congestion on our roadways. In the Indianapolis metro area, we each spend an average of 25 hours per year idling in congested traffic [ix]. The more people choose transit over driving, the fewer hours we spend sitting in congestion. A full IndyGo bus takes 38 cars off the road (more if some passengers stand because the seats are full). Full Indy Express Bus vehicles take up to 55 cars off the road.
7. Using transit instead of driving a car results in substantial household financial savings. The average cost to own and operate an average-sized sedan is \$8,487 or 56.6 cents per mile if you drive 15,000 miles per year [x]. Expenses include financing, gas, depreciation,

insurance and maintenance. What is the price of 12 IndyGo monthly passes? \$720. That's a monthly savings of \$647.

8. Transit use reduces pollution. If an individual with a 20-mile roundtrip commute chooses public transportation over driving, his or her annual CO2 emissions will decrease by 4,800 pounds per year, equal to a 10% reduction in a two-car household's carbon footprint [xi].
9. Public transportation is good for your health. People who take public transportation on a regular basis walk more. After a light rail line opened in Charlotte, North Carolina, people who used the system more than once a week for 8 months had a 1.18 kilogram reduction in body mass index (BMI). That's a loss of between 6.4 and 7 pounds for a person who's around 5'5" [xii].
10. Riding transit is safer than driving a car. In 2008, 12.2 transit riders were injured per 100 million passenger miles traveled. In contrast, 51.1 car occupants involved in crashes were injured per 100 million passenger miles [xiii]. In other words, people riding in cars are more than four times more likely experience crashes causing injuries than transit passengers.
11. The presence of public transit makes for a more livable urban environment. When transit systems are built, transit-oriented development is likely to occur near transit stations, increasing the density of housing, offices, stores, and services. This makes pedestrian access easy and reduces the need to drive a personal vehicle. The benefits of transit-oriented development and the resulting increase in urban density range from improved public safety to reduced energy consumption to the preservation of rural areas and open space.

[i] Cortright, Joe, "Portland's Green Dividend", <http://www.impresaconulting.com/node/42>

[ii] Cambridge Systematics, "Public Transportation and the Nation's Economy A Quantitative Analysis of Public Transportation's Economic Impact", http://www.camsys.com/pubs/publictransp_nationseconomy.pdf

[iii] Al-Mosaind, M A, Dueker, K J and Strathman, J G, "Light-rail transit stations and property values: a hedonic price approach", <http://pubsindex.trb.org/view.aspx?id=383269>

[iv] Garrett, Thomas A., "Light Rail Transit in America: Policy Issues and Prospects for Economic Development", Federal Reserve Bank of St. Louis (www.stlouisfed.org)

[v] National Bus Rapid Transit Institute, "Land Use Impacts of Bus Rapid Transit: Effects of BRT Station Proximity on Property Values along the Pittsburgh Martin Luther King, Jr. East Busway", http://www.nbrii.org/docs/pdf/Property%20Value%20Impacts%20of%20BRT_NBRTI.pdf

[vi] American Public Transportation Association, "Economic Impact of Public Transportation Investment", http://www.apta.com/resources/reportsandpublications/Documents/economic_impact_of_public_transportation_investment.pdf

[vii] Crain's Detroit Business, <http://www.crainsdetroit.com/article/20070812/SUB/708130316>

[viii] US Department of Transportation, National Household Travel Survey, <http://nhts.ornl.gov/>

[ix] Texas Transportation Institute, "2010 Urban Mobility Report". <http://mobility.tamu.edu/ums/report/>

[x] AAA, "Your Driving Costs, 2010 edition" <http://www.aaaexchange.com/Assets/Files/201048935480.Driving%20Costs%202010.pdf>

[xi] IndyGo, <http://www.indygo.net/pages/go-green>

[xii] National Public Radio, "Riders Who Take Mass Transit Regularly May Lose Weight", http://www.npr.org/blogs/health/2010/06/30/128210165/riders_who_take_mass_transit_regularly_may_lose_weight

[xiii] Analysis of US Bureau of Transportation Statistics figures, http://www.bts.gov/publications/national_transportation_statistics/



The days are getting longer. The temperature is getting warmer. As we leave winter behind us and begin to enjoy spring, remember that ozone season is here. For more information about ozone, how it is formed, and what it means to Central Indiana residents, please visit the [Knozone website](#). There you can [sign up to receive air quality action day e-mail alerts](#) and learn about [what you can do](#) to reduce your contribution to ozone formation.



The [Pedal & Park](#) season kicks off with the Indianapolis Indians baseball team opening game on April 7. Pedal & Park provides free parking for bicycles and rollerblades at public events to encourage use of non-motorized transportation alternatives, promote use of trails and greenways, dispense relevant recreational literature and raise funds for the partnering not-for-profit organizations. Now in the tenth season, Pedal & Park has parked more than 22,000 bikes. Check out their [website](#) for the complete schedule of events.



Summer 2011
Volume 15, Issue 2

In this Issue:

[Indy Connect Summer Schedule](#)

[2011 Indiana MPO Conference](#)

[Approved: 2012-2015 IRTIP](#)

[Rich Carlucci Named Town Manager of the Year](#)

[IndyGo Wins Sustainability Award](#)

[Mayor Ballard Working to Rebuild a More Sustainable Indianapolis](#)

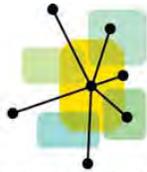
[Bike and Bus Safety Critical as City Adds More Bike Lanes](#)

[3rd International Conference on Roundabouts Held in Carmel](#)

[Mayor Highlights Progress on Georgia Street](#)

[CMAQ Call for Projects](#)

[ADA Transition Plans](#)



INDY CONNECT
CENTRAL INDIANA'S
TRANSPORTATION INITIATIVE

Indy Connect Summer Schedule

Once again, the MPO, CIRT and IndyGo staffs will be making the rounds at regional festivals and fairs this summer, continuing to spread the word about [Indy Connect: Central Indiana's Transportation Initiative](#). If you see the Indy Connect booth at any of the following events, please stop by for the latest information and be sure to enter the drawing for a chance to win tickets to the Indiana State Fair.

- [Schmooza Palooza](#) - June 22 - Conseco Fieldhouse
- [Fishers Freedom Festival](#) - June 25 - Roy Holland Memorial Park
- [Greenwood Freedom Festival](#) - June 25 - Old Town Greenwood
- [CarmelFest](#) - July 3-4 - Carmel Civic Center
- [Indiana Black Expo Summer Celebration](#) - July 15-17 - Convention Center
- [Indiana State Fair](#) - Friday, August 19th is Indy Connect Day at the State Fair - Visit us on Main Street!



2011 Indiana MPO Conference

CONNECTING COMMUNITIES

The 2011 Indiana MPO Conference will held in Indianapolis on October 12-14th. Conference events are taking place throughout the White River State Park area, including the Eiteljorg Museum, the Indiana State Museum, and the NCAA Hall of Champions. Easy walk access to these facilities is provided from the Indianapolis Marriott complex, including the Courtyard by Marriott and Fairfield Inn and Suites, where a special block of government rate rooms (\$91 / night) has been reserved for this conference. [Reserve your room today!](#)

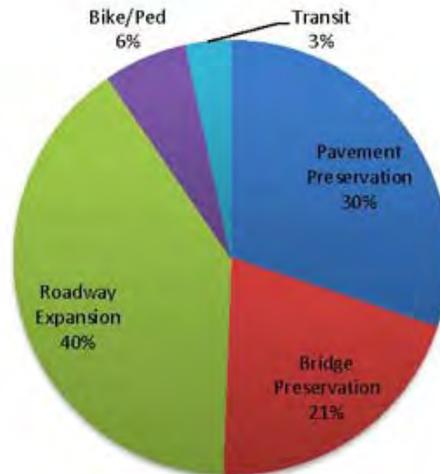
Approved: 2012-2015 IRTIP

With the May 4th approval of a new Indianapolis Regional Transportation Improvement Program (IRTIP) covering years 2012-2015, the Indianapolis MPO has extended the region's current transportation program for the next four years. The final adoption of the IRTIP will occur upon receipt of the Governor's signature, which is expected around July 1st.

The IRTIP is a federally required planning document that illustrates how federal transportation funds will be spent in Central Indiana, and specifically the area referred to as the [Indianapolis Metropolitan Planning Area](#). While the IRTIP contains lists of projects from many different funding categories (16 to be exact), there is one funding category, the Group 1 Urban Surface Transportation Program, administered solely by the MPO. This means that municipalities seeking funds in this category submit their projects directly to the MPO, who then works with their governing

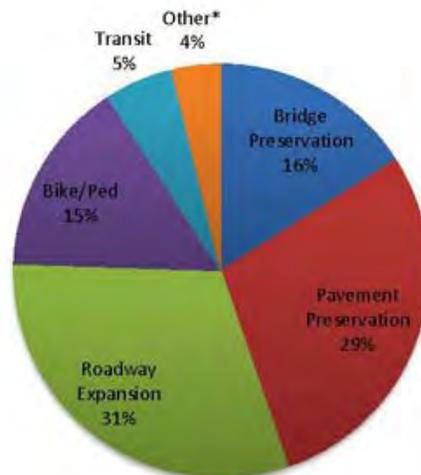
body, the Indianapolis Regional Transportation Council (IRTC), to select the projects that will receive funding in the additional years of the new IRTIP. With the 2012-2015 IRTIP, 27 new projects from 10 different municipalities and IndyGo were added to years 2013-2015. The total cost for these 27 projects is just over \$57 million. Figure 1 shows the breakdown of all Group 1 Urban Surface Transportation Program funds by project type, and also includes funds for projects programmed in 2012 that are not new, as 2012 was the final year of the previous IRTIP. To see geographic locations and details of the projects using these funds, please refer to pages 10-16 of the [IRTIP](#) on the [MPO's website](#).

Figure 1: Urban Group 1 STP Fund Distribution by Project Type 2012-2015



The IRTIP includes several other funding categories for which the MPO plays a role in selecting projects; however, the final eligibility determination is made at the state or federal level. These funding categories include Highway Safety Improvement Program (HSIP), Congestion Mitigation and Air Quality Improvement Program (CMAQ), Transportation Enhancement (TE) funds, and Safe Routes to School (SRTS) funds. Figure 2 shows the combined breakdown of those funding categories and the Group 1 Urban STP funds, comprising all funds in the IRTIP for which the MPO plays a role in administering. The category of "other" includes projects that did not fit into the original five categories, such as traffic signals, sign replacements, and public outreach. Additional project details, including descriptions of individual projects, are available in the [IRTIP](#) on pages 17-35 and organized by funding category.

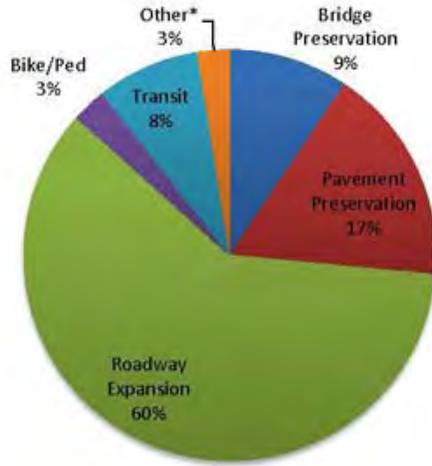
Figure 2: Funds Administered by the MPO



The final classification of funding categories presented in the IRTIP includes those not administered by the MPO. These are INDOT-funded projects on Interstates, State Roads and US Highways and several categories of Federal Transit Administration funds for which the MPO has no direct role in selecting. These projects are included per federal requirement, and allow the IRTIP to provide a complete picture of near term federal transportation projects in the region.

When all finding categories in the IRTIP are combined, there is a total of just under \$926 million, both federal and local money, currently programmed for expenditure in the region between 2012 and 2015. See Figure 3 below for the funding breakdown of the entire IRTIP by project type. For any questions about the IRTIP or any information contained therein, please contact [Cat Schoenher](#) or [Steve Cunningham](#) of the MPO.

Figure 3: All Program Funds in FY 2012-2015 IRTIP



Rich Carlucci named Town Manager of the Year

Plainfield Town Manager, Rich Carlucci, was recently named the Professional Local Government Manager of the Year by the Indiana Municipal Managers Association (IMMA). He was nominated by two of his council members for his accomplishments in running a professionally managed unit of government providing good, cost effective services to its citizens. Rich, who has been Plainfield Town Manager since 1988, was surprised with the award during a town council meeting on May 9th. Congratulations, Rich!



Pictured from left: Tom Klein, Avon Town Manager; Gary Huff, former Fishers Town Manager; Rich Carlucci; Orville Powell, IU School of Public and Environmental Affairs; Tonya Galbraith, McCordsville Town Manager; Brent Spier, Seelyville Town Manager; and Pete Olson, Yorktown Town Manager and president of the IMMA.



IndyGo Wins Sustainability Award

Mayor Greg Ballard named IndyGo a winner in the city's second annual Indianapolis Sustainability Awards for its aggressive efforts in advancing sustainability throughout the community in 2010.

IndyGo received honors in the award program's Air category for its "Go Green Initiative," which involved using stimulus and grant funding to incorporate several efficiency measures within its facility as well as its bus service.

Last year, IndyGo's "greening" efforts included purchasing 11 new hybrid buses, installing

aluminum rims on select buses for better fuel efficiency, using Green Seal Certified cleaning products and recyclable trash liners, and incorporating highly efficient light bulbs, energy systems and lavatory faucets into its facility. The company also spent the beginning of 2010 encouraging residents to ride the bus through its "Go Green in the New Year" marketing and advertising campaign. To further entice people to ride the bus, IndyGo invested in passenger tools, technology and transit amenities. As a result, IndyGo delivered 8.5 million passenger trips in 2010, a 3.6% increase over 2009.

As Indianapolis moves towards becoming a more sustainable community, "green" living is important for all citizens to embrace. According to IndyGo, utilizing public transportation is one of the best-and easiest-ways to help protect the planet.

To read the full article, visit the [IndyGo website](#).

Mayor Ballard Working to Rebuild a More Sustainable Indianapolis

When Indianapolis Mayor Greg Ballard launched RebuildIndy - his ambitious initiative to transform Indianapolis through strategic investment in public infrastructure - he committed to maximizing long-term value to the taxpayer by rebuilding a more sustainable Indianapolis. The RebuildIndy Team has taken two primary approaches to meet this goal: implementation of the RebuildIndy Green Checklist and expansion of the Sustainable Design Pilot Program.

The RebuildIndy Green Checklist is an innovative tool which strategically guides the design and construction of Indianapolis' infrastructure improvements toward proven technologies and practices that enhance the city's economy, environment, and quality of life. With its formal launch earlier this year, RebuildIndy staff and contractors are now required to use the Green Checklist to evaluate all RebuildIndy Projects for the feasible integration of over 70 sustainable design elements across six broad categories: connectivity, storm water, green materials, heat island reduction, light pollution minimization and pollution prevention/waste minimization. While not all projects are good candidates for green elements, the approach is already beginning to result in a measurably more sustainable Indianapolis.

RebuildIndy has also expanded its Sustainable Design (SD) Pilot Program to include 10 Projects which will be completed this year. Pilot projects were selected to field-test the performance of a variety of sustainable design features such as rain gardens, porous pavement, permeable pavers and constructed wetlands. These pilot projects will provide the valuable engineering parameters, budgetary data and public feedback required for their successful replication across the City.

Through the use of the RebuildIndy Green Checklist and expansion of its SD Pilot Program, RebuildIndy is not only delivering on Mayor Ballard's commitment to improve Indianapolis' infrastructure, but is also improving the quality of life for current and future generations of Indianapolis residents. That is a return on the City's RebuildIndy investment that everyone can appreciate.



RebuildIndy's Sustainable Design Benefits*

*metrics from RebuildIndy project designs as of 5/6/11

Enhanced Connectivity, Accessibility and Safety

- 27 miles of new or replaced sidewalks, including 38 locations of sidewalk infill
- 9.9 miles of dedicated bike lanes; 2.9 miles of shared bike lanes, or sharrows
- 1643 ramps upgraded or added
- 57 pedestrian crosswalks added

Green Storm Water Management

- 201 square yards of rain gardens; 81 trees planted
- 317 square yards of pervious sidewalks; 820 square yards of pervious curb and gutter

Improved Air Quality and Reduced Urban Heat Island

- 157 intersections with loops installed to optimize timing of traffic signals
- 201 square yards of rain gardens; 81 trees planted (co-benefit with storm water management above)

Green Materials

- 9 tons of reused brick
-

Bike and Bus Safety Critical as City Adds More Bike Lanes

In April, Mayor Greg Ballard announced the City's plan to add 32.52 miles of bike lanes throughout Indianapolis in 2011, starting this month. At the end of the 2011 construction season, bike lanes will run from county line to county line, equaling more than 63 miles of coverage. As a result, bike and bus safety is more important than ever.

Many of the city's current and forthcoming bike lanes connect with IndyGo bus routes. As lanes become more commonplace, bicyclists and bus drivers must realize they both share the same rights and responsibilities on the road.

"We thoroughly train our drivers on how to safely maneuver their vehicles near cyclists and bike lanes," said Mike Birch director of safety, training and security for IndyGo. "However, it's important for bicyclists to understand that IndyGo must follow certain laws, making it necessary for drivers to enter bike lanes at times. Plus, our buses are at least eight-foot wide and some city streets are narrow, so we sometimes have to share bike lanes with cyclists."

Buses move in and out of traffic but primarily stay in the right lane for passenger loading and unloading. Bicyclists also spend the majority of their time in the right lane. Because bikes and buses share the same space on the road and travel at lower than average speeds when compared to automobiles, it's important for both sets of operators to respect one another, understand each other's method of operation and make safe choices while in traffic.

Visit the [IndyGo website](#) for bike and bus safety tips.



3rd International Conference on Roundabouts Held in Carmel

In May, the City of Carmel hosted the Transportation Research Board (TRB) 3rd International Conference on Roundabouts. The conference, attended by nearly 400 people from places as far away as Australia and Japan, included a tour of Carmel's 68 roundabouts - the highest concentration of roundabouts in the United States. Read more about the conference in the May 20th issue of the [Indianapolis Star](#).

Additionally, Mayor Brainard and Carmel's roundabout were recently featured on the CNN program, [Anderson Cooper 360^o](#).



Mayor Brainard delivers the keynote address to attendees at the 3rd International Conference on Roundabouts.

Mayor Highlights Progress on Georgia Street *Construction on Schedule for October Completion*

On May 24th, Mayor Greg Ballard showcased the progress of the Georgia Street Improvements Project and announced that construction remains on schedule for an October completion date.

"The Georgia Street Improvements Project is the centerpiece for attracting major events, visitors and residents to our great downtown," said Mayor Ballard. "Once complete, Georgia Street will provide the community with easy access to our sports venues, new event space and breathe new life into the Wholesale District."

The Georgia Street Improvements Project includes the reconstruction of three blocks of Georgia Street from Pennsylvania Street to Capitol Avenue and will provide safe pedestrian access from the Indiana Convention Center to Conseco Fieldhouse. Georgia Street is being converted to



a two-lane street with a mall in the median for flexible event space. Other project highlights include lighting, bike racks and sustainable infrastructure that will successfully divert storm water in that area from the sewer system.

"The fans and visitors here for the 2012 Super Bowl as well as our hometown residents will be some of the first to enjoy the transformation of Georgia Street," said Allison Melangton, president and chief executive officer of the 2012 Indianapolis Super Bowl Host Committee. "For years to come, people will enjoy this wonderful new amenity our city has to offer."

The project is scheduled to be substantially complete in October 2011. Work continues on all blocks, with the west block being nearest to completion. Eighty percent of the project is funded by federal dollars and 20 percent comes from local funds. For more information on the Georgia Street Improvements Project or for bi-weekly project updates, visit www.indy.gov/georgiastreet.

CMAQ Call for Projects

On June 15, 2011, the MPO made the official summer 2011 call for the submittal of Congestion Mitigation and Air Quality (CMAQ) applications. The [CMAQ application](#) and [schedule](#) can be found on the MPO website.

The Continuing Resolution for the Transportation Bill currently provides 100% federal funding for CMAQ projects. When the new Transportation Bill is enacted, the federal/local match may revert to the typical 80% federal / 20% local match configuration. Therefore, we are requesting that all CMAQ applications indicate the 80/20 split instead of 100% federal funding as in recent past. In the event the 100% federal funding continues, any CMAQ projects programmed at 80/20 will be amended in the IRTIP to indicate 100% federal funding.

Please note that CMAQ applications are due July 8th.

Please submit the applications via email to Mike Dearing at Michael.Dearing@indy.gov and to Andy Swenson at Andrew.Swenson@indy.gov.

ADA Transition Plans

The Americans with Disabilities Act (ADA) of 1990 is a civil rights statute that prohibits discrimination against people who have disabilities. Title II of the Act specifically addresses the subject of making public services and public transportation accessible to those with disabilities.

The development of an ADA Transition Plan will assist government jurisdictions in making their public facilities, especially transportation infrastructure, accessible to all potential users. ADA Transition Plans are intended to:

1. Identify physical obstacles that limit the accessibility of facilities to individuals with disabilities;
2. Describe the methods to be used to make the facilities accessible;
3. Provide a schedule for making the access modifications; and,
4. Identify the public officials responsible for implementation of the Transition Plan.

The MPO will be working with member jurisdictions to make sure their transition plans are up to date and are being used to properly identify missing gaps in compliance. Contact [Tom Beck](#) at the MPO for more information about ADA Transition Plans.

Indianapolis Region's



teMPO

KEEPING PACE WITH OUR TRANSPORTATION NEEDS

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In this Issue:

[Regional Bikeways Plan](#)

[2011 Indiana MPO Conference](#)

[Indy MPO Enters the World of Social Media](#)

[NE Corridor: TOD Strategic Plan](#)

[Indy Connect Day at the Indiana State Fair](#)

[Construction Update: Ronald Reagan Parkway](#)

[Walk to School Day: October 5](#)

[IndyGo Board Proposes Budget](#)



Regional Bikeways Plan, Review & Comment Period

The draft [Regional Bikeways Plan](#) is available for public review through September 23rd on the [MPO's website](#). Public input has been tremendous so far. Earlier this year we held six public meetings, attended several local community meetings and made a public survey available that generated more than 1,000 responses. This plan offers a look at current cycling conditions and provides a vision plan of more than 1,200 miles of bikeways in Central

Indiana. The plan also provides recommendations for investment in bikeways through 2035 to work toward that vision, as well as the responses from the public survey.

Please direct your comments to:

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2011 Indiana MPO Conference

CONNECTING COMMUNITIES

The Indianapolis MPO is hosting the [2011 Indiana Metropolitan Planning Organizations Conference](#), "Connecting Communities," on October 12-14. The venue for this year's conference is [White River State Park](#) in downtown Indy. The [Eiteljorg Museum](#) will anchor the conference's daytime activities while the [NCAA Hall of Champions](#) will host the Welcome Reception, and the [Indiana State Museum](#) will host the MPO Awards Banquet.

There are fourteen [MPOs](#) that serve the state of Indiana. The planning staffs of these organizations, as well as other transportation planning professionals from around the state, attend this conference annually. It is a time for planners to see what other MPOs are doing, learn the latest on relevant transportation issues and spend time getting to know the hosts' city. Some of this year's highlights include sessions on Transit Oriented Development, Traffic Incident Management, High Speed Rail, and Bicycle Planning; and mobile workshops to Carmel, the Indianapolis International Airport, and the Indianapolis Cultural Trail.

Look for news from the Annual MPO Conference in the next issue of TeMPO.

Indianapolis MPO Enters the World of Social Media

It's an exciting time in Indianapolis and the surrounding region. Preparations for 2012 Super Bowl are in full swing. Rebuild Indy's infrastructure improvements are happening city-wide and the Cultural Trail construction is moving forward in downtown Indianapolis. There's even a brand new Regional Bikeways Plan currently being offered for public review and comment - and it's on track for adoption in early 2012!

Meanwhile, the Indy Connect initiative continues to provide information on the long-range transportation plan for Central Indiana; and the possibility of introducing bus rapid transit (BRT) and rail transit to the Indianapolis region is generating a buzz among residents, commuters and business owners in Central Indiana.

With all the new developments in the realm of transportation, you may find yourself wondering how to keep up with the progress and join in the conversation...But, never fear, the MPO has a solution!

In order to provide easy access to current happenings and information, as well as to allow you an opportunity to provide comments and feedback to the MPO, we have officially taken our first step into the world of social media.

Please check out both the [Indianapolis MPO](#) and [Indy Connect](#) on Facebook, and while you're there, click "like" to receive periodic updates in your newsfeed!

If social media is not for you, please rest assured that all important content available on Facebook, as well as the ability to provide comments to the MPO, is also available on the [MPO](#) and [Indy Connect](#) websites.



NE Corridor: TOD Strategic Plan

In addition to the significant technical and analytical process that has led to creating an Alternatives Analysis (AA) and Draft Environmental Impact Statement (DEIS) for the proposed Northeast Corridor Transit Line, the Indianapolis MPO is also crafting a Transit-Oriented Development (TOD) Strategic Plan. This strategic plan is intended to create an understanding of development opportunities that could emerge from the Northeast Corridor Line, as well as an understanding of the requirements of the land use and economic development categories in the application for federal transit funds.

The TOD Strategic Plan for the Northeast Corridor will highlight three major areas of focus:

- Real estate market demand and existing land use conditions for TOD in Central Indiana, specifically along the Northeast Corridor.
- Understand and recommend potential types of stations and their corresponding development character, which will help to prioritize development over the course of the 22+ mile corridor.
- Other considerations and options to each of the three municipalities of the Northeast Corridor (Indianapolis, Fishers and Noblesville) related to potential changes in land use policy and regulation as well as redevelopment activities.

Ultimately, the TOD Strategic Plan process is intended to be a framework and "toolkit" for municipalities to select elements of land use policy that are applicable to their community as it relates to the overall investment in transit in Central Indiana.

Indy Connect Day at the Indiana State Fair

On August 19, the [Indy Connect](#) team, consisting of the [Indianapolis MPO](#), [CIRTA](#), [IndyGo](#) and other planning partners, hosted Indy Connect Day at the Indiana State Fair. The Indy Connect display consisted of six experience stations, each focusing on a major mode of transportation included in the [Transit Vision Plan](#). Featured transit displays included a bus rapid transit (BRT) vehicle from the [HealthLine](#) in Cleveland, Ohio, a model of a rail car used in many modern transit systems, and a cutting-edge hybrid-powered local bus. Guests were able to walk through a panoramic view of a transit station that could one day sit at 38th Street and Fall Creek Parkway and ask questions of various transportation experts.

Approximately 65,000 people attended the State Fair that day. Indy Connect staff handed out over 40,000 brochures and fans and over 30,000 Indy Connect reusable bags. Visitors were excited about what they saw, and the number one question asked of Indy Connect staff was, "When is this coming to Central Indiana?" For more information about the Indy Connect initiative and current and future transportation options in Central Indiana, please visit the [Indy Connect website](#) or check out [Indy Connect on Facebook](#).



Construction Update: Ronald Reagan Parkway



A major portion of the Ronald Reagan Parkway is under construction in Hendricks County. This regional corridor has received federal funding through the MPO. Earlier this year, construction began on the latest section, which extends from County Road 100 S (Morris Street) to US 36 (Rockville Road). This segment is scheduled to be completed in October 2012. Beams were set in August for an impressive 600-foot bridge that spans the CSX rail yards in Avon. The process took place on 4 different days to accommodate rail traffic and transportation limitations with the 150' long prestressed bulb tee beams.

One more section remains to be constructed to connect I-70 to I-74 in Hendricks County. Ultimately, the Ronald Reagan Parkway will stretch from I-70 to I-65 in Boone County.



Walk to School Day: October 5

Remember the fun of walking or biking to school when you were a kid? The partners of [Health by Design](#) invite you and the students in your community to lace up your shoes and pump up your tires again for Walk to School Day, Wednesday October 5, 2011, and every day! The number of students who walk and bike to school has declined dramatically in just one generation, from 47.7% in 1969 to only 12.7% in 2009. Safely biking and walking to school provides our youngest citizens a chance to explore their neighborhoods while getting some vital physical activity, fresh air and a chance to socialize with friends and parents.

In your role as a parent, transportation professional, or community leader, you can help to create a walking and biking revival. Begin by walking to and from school with your own neighborhood children. Organize 'walking school buses' or 'bike trains', gather volunteer crossing guards, or help to install new bike racks. Help schools and communities secure dedicated funding for Safe Routes to School.

Walk to School Day, themed "Hike it! Bike it! I like it!" this year, provides a fantastic opportunity to raise awareness, build support, and share the fun. The website www.walktoschool.org has tremendous materials and resources, and the partners of Health by Design are happy to help you out, too! The [four simple steps](#) for getting started and organized include: 1) Recruit partners; 2) Plan; 3) Register your event; and 4) Promote it.

Please consider how you can better support walking and biking to and from school. Our children and our communities will reap the health, environmental and cost-savings benefits of a safe and active daily commute.

IndyGo Board Proposes 2012 Budget

The Indianapolis Public Transportation Corporation (IndyGo) proposed a balanced budget for 2012 on August 29, 2011. The IndyGo budget was presented to the City County Council on September 19th and to the Municipal Corporation Committee during a public hearing on September 20th. Final review and action by the Municipal Corporation Committee will occur on October 20th. The budget incorporates an excess property tax levy of \$0.023/\$100 assessed valuation, which will net the \$6.4 million necessary to fund the revenue and expense gap.



Mike Terry, President and CEO of IndyGo, presented information about the 2012 budget, including revenue and expense assumptions, to the Board of Directors in August. "This year's revenue deficit is due to a combination of reduced federal, state and local income in addition to the loss of one-time funding options such as a shortfall appeal and use of the IndyGo capital match fund," explains Terry. "Our budgeted expenses are increasing more than \$2 million due to expected increases in health benefits and fuel costs."

With more than 50 people in attendance at the August 18th IndyGo Public Hearing, the Board heard comments from passengers and advocates. The Board's decision to incorporate the excess property tax levy was greatly influenced by the public's desire to not increase fares or reduce service for fixed route and/or paratransit services, a budget balancing trend with most transit agencies across the country.

"Funding for public transit in Indianapolis is a long-standing problem," says Terry. "Despite a 7.3% increase in ridership, we have become well-versed at adjusting operations to meet our limitations resulting from dwindling public revenue."

To view the entire adopted budget, please visit IndyGo at www.indygo.net.

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[Regional Bikeways Plan Update](#)

[Public Participation Plan Update](#)

[MPO Website Survey](#)

[MPO Awarded FTA Transit Grant](#)

[2011 Indiana Metropolitan Planning Organization Conference](#)

[IRTC Policy Committee Adopts Transit Resolution](#)

[Public Transportation during Super Bowl 2012](#)

[IndyGo Vice President Makes Top "40 Under 40" List](#)



Regional Bikeways Plan Update

The Regional Bikeways Plan has been released for a second public comment period beginning on December 9th. The comment period will last until January 23rd, and the plan is expected to be up for adoption by the Indianapolis Regional Transportation Council (IRTC) at their February 8th and 22nd meetings. The plan was updated following a public comment period in August and September 2011. Public comments received and responses are included in an appendix at the back of the document. Changes to the plan include the addition of projects constructed during 2011 and an adjustment to the scoring system. The decision to alter the scoring criteria was made by the IRTC at

their 4th quarter meetings.

You can view the draft on the [Multimodal page of the MPO website](#) or www.indyconnect.org. Send comments to Jeremy Moore at 317-327-5495 or jeremy.moore@indy.gov.

Public Participation Plan Update

The Indianapolis Metropolitan Planning Organization is seeking public comment on its Public Participation Plan. This plan (last updated in February 2010) serves as a guide to improve the process for involving citizens in transportation decision making. The plan includes information on holding public meetings at convenient and accessible locations and times, using visualization techniques to better describe the impacts of plans, and making public information available in electronically accessible formats. All comments should be received no later than January 23rd. A copy of the plan can be found at <http://www.indympo.org/News/Pages/PublicNotices.aspx>.

MPO Website Survey

The MPO is conducting a website user survey to better understand how people use our [website](#). Please take a few minutes to complete this brief [on-line survey](#). The results will be used in redeveloping our public site.



MPO Awarded FTA Transit Grant

The MPO has been awarded a grant from the U.S. Federal Transit Administration (FTA) to conduct studies of high-capacity transit in new corridors. The \$2,000,000 grant will be applied towards analyses of alternatives in two corridors: one centered on Washington Street, roughly from Plainfield to Cumberland; and one centered along College Avenue (on the north side) and Keystone and Madison Avenues (on the south side), roughly from Carmel to Greenwood (and perhaps further). These corridors were identified as having strong potential for high-capacity transit in the recent Indy Connect planning process. The study will be initiated during the first six months of 2012.

INDY CONNECT
CENTRAL INDIANA'S
TRANSPORTATION INITIATIVE



Directors of Indiana's MPOs.

The Indianapolis Metropolitan Planning Organization hosted this year's statewide MPO conference, Connecting Communities, on October 12-14 at various locations throughout the White River State Park. Conference sessions and breakfast and lunch each day were held at the Eiteljorg Museum. Attendees were given free passes to tour the museum on breaks between sessions. A welcome reception at the NCAA Hall of Champions allowed conference attendees to test their soccer skills on a simulator, shoot hoops in a 1930s retro basketball gymnasium, and tour the facility. The Annual MPO Conference Awards Dinner took place in the lobby of the Indiana State Museum, and guests were also able to tour the 2nd floor gallery before dinner. Entertainment for the evening was provided by a string quartet from the Ben Davis High School Orchestra.

Nearly 200 people attended the conference where a broad variety of sessions were put on by MPOs throughout the state. Guest speakers included Major Brent Johnson from the Indiana State Police; Fred Abousleman, of the National Association of Regional Councils; Robert Tally, the Indiana Division Administrator of the Federal Highway Association; Michael Cline, Commissioner of INDOT; and Brian Payne, the President of the Central Indiana Community Foundation just to name a few!

To provide an afternoon away from the classroom, mobile workshops traveling to the Indianapolis International Airport, City of Carmel, and Downtown Indianapolis' Cultural Trail/YMCA Indy Bike Hub were also offered. The tour of the airport took visitors inside to both the lobby/food court area and behind the scenes to offices and meeting rooms. Airport officials discussed the historical planning process that led to the airport as it is today, as well as current and future planning initiatives that are underway. The tour also highlighted several logistics facilities and businesses in Plainfield that are supported by the airport. The trip to Carmel included a welcome speech from Mayor Jim Brainard, and highlighted several of the City's roundabouts and the recently reconstructed Keystone Parkway. The tour of the Cultural Trail allowed conference attendees to walk or bike the Trail, and stops were made at Georgia Street, where a representative from the Indianapolis Department of Public Works spoke about details of the project, and at the YMCA Indy Bike Hub, where the group was led on a tour of the facility.

IRTC Policy Committee Adopts Transit Resolution

On November 16, 2011, the Indianapolis Regional Transportation Council (IRTC) Policy Committee passed a resolution supporting local options for transit funding. Over 60 organizations throughout Indiana have passed such resolutions during 2011. These resolutions will be compiled and presented to the Indiana General Assembly in 2012 in support of legislation that would enable referenda addressing local transit funding. For more information, please visit the Central Indiana Regional Transportation Authority (CIRTA) [website](#).

Public Transportation during Super Bowl 2012



IndyGo has been involved with several Super Bowl committees and will be urging residents and visitors alike to "Know Before You Go" when making travel plans to downtown Indianapolis. Know Before You Go is the official title of the transportation and parking plan for Super Bowl XLVI.

IndyGo has 30 local fixed-route lines, 26 of which converge in the downtown center of Indianapolis. Friday, January 27, through game day, Sunday, February 5, IndyGo's lines will still have great access, but with slight detours in the downtown area. While downtown timepoints will remain the same, there will be slight routing modifications and all details will be posted online at www.IndyGo.net as well as under the [Know Before You Go tab](#) at www.indianapolisuperbowl.com.

Regular IndyGo passengers already know the benefits of transit for daily commuting, but IndyGo will be a viable option for other downtown employees and visitors alike. IndyGo's routes serve all major shopping and cultural destinations as well as universities and medical facilities. For persons with disabilities all local fixed-route buses are ADA accessible and visitors can even plan in advance to use IndyGo's paratransit reservation service called Open Door. Reservations can be made by calling 317-917-8747.

For new riders and visitors to the community, [IndyGo.net](http://www.IndyGo.net) will dedicate webpages to Super Bowl detours, how to ride instructions, customer service contacts and fare pricing.

If you or someone you know are looking for alternative transportation during the Super Bowl, keep the following quick IndyGo facts in mind:

\$1.75 per ride; \$4.00 for a day pass (exact fare on bus or purchase in advance)

26 Local Fixed Route lines serving downtown Indianapolis

The Green Line Downtown/Airport express service runs daily for \$7.00/ride

Open Door (paratransit) service is for certified riders at \$3.50/ride

IndyGo serves all major shopping and cultural destinations including The Fashion Mall, The Children's Museum of Indianapolis and the Indianapolis Museum of Art

Customers may call 317.635.3344 for assistance or visit the Customer Service Center at 34 N. Delaware Street

Know Before You Go online at www.IndyGo.net or www.indianapolissuperbowl.com.

On Thursday February 2nd through Sunday February 5th, IndyGo will offer free rides on both their fixed route and paratransit services! So, Know Before You Go and try IndyGo.

IndyGo Vice President Makes Top "40 Under 40" List

Trevor Ocock, IndyGo Vice President and Chief Operating Officer, has selected for *Mass Transit* magazine's Top "40 Under 40" List for 2011. *Mass Transit* is honoring professionals who have made significant impacts to public transit.

"We are proud that Trevor was nominated for this national transportation industry recognition," explains Mike Terry, President and Chief Executive Officer of IndyGo. "This acknowledgment of exceptional leadership exemplifies the type of innovative efficiency that IndyGo possesses."

Having previously worked for the Central Ohio Transit Authority in leadership capacity for more than eight years, Ocock joined IndyGo in April 2007. He is responsible for the strategic leadership of transportation, service offerings, vehicle and facility maintenance, safety and security, risk management and training. He and his team provide eight to nine million passenger trips per year on a slim \$45 million operating budget.

"Millions of people utilize public transportation every year, relying on it to transport them to work, school, social and sporting activities," says *Mass Transit* Publisher John Hollenhorst. "The individuals chosen for this year's list have been stand-outs in their respective areas and show a strong passion and commitment that exemplifies the best of the best."

Mass Transit is a bi-monthly magazine exclusively dedicated to public transportation. Honorees were nominated by their peers and judged on criteria that included job commitment, industry involvement and contribution, achievement in his or her position, and innovation in his or her field. Trevor is showcased, along with 39 other public transit professionals, in the September/October issue of *Mass Transit* magazine, available online at www.MassTransitmag.com.

