INDOT Greenfield District Welcomes New LPA Coordinator

Tonya Fortner has joined the INDOT Greenfield District staff as Local Public Agency (LPA) Coordinator. Tonya has been a state employee since 1983 when she started her career with what we know today as the Family and Social Services Administration (FSSA). She has also worked in the Indiana Department of Labor, Department of Workforce Development, Office of Auditor of State, and, most recently, with the State Personnel Department as the Director of Finance. As LPA Coordinator, Tonya will handle the LPA project contract processing, LPA funding issues and MPO participation. Tonya has a well balanced skill set that will serve the LPA community well.

Tonya is a Greenfield resident with a wonderful husband and a grown daughter. She looks forward to the opportunity to work closely with the LPA community. The Greenfield District and MPO are excited to have such a seasoned professional join the team.

Regional Bikeways Plan Adopted

The Regional Bikeways Plan was adopted by the Indianapolis Regional Transportation Council at their February 22nd meeting. The Plan is designed to provide an outlook on the feasible development of our bikeways system by analyzing our expected funding sources, providing cost estimates, setting priorities and establishing recommendations for investment. You can find the plan on the multimodal page of the MPO's website.

In the Plan's first five chapters are an introduction, the goals and vision, public input, existing cycling conditions and future recommendations. The remaining chapters provide many of the details behind those recommendations such as priority setting, financial constraints and project scoring.

At its heart, the bikeways plan is designed to foster coordination among the separate bikeways programs within each town, city and county in the region, which will lead to a functional, convenient and connected system of bikeways for all cyclists.

MPO Principal Planner, Andrew Swenson, Co-Authors Transit Research Article

A peer-reviewed transit research article using the results of the Indianapolis Onboard Transit Survey and the Central Indiana Travel Survey (CITS), and co-authored by MPO Principal Planner, Andrew Swenson, has been released. "Income Effects and Other New Findings on Complexity of Transit Tours" was published in the Transportation Research Board (TRB) publication Transportation Research Record: Transit 2011, Volume 2.

In the article, the authors present a report on recent onboard transit ridership surveys in Indianapolis, Indiana, and Columbus, Ohio, that were used to collect information on the complexity of transit riders' trips. The results suggest that, contrary to common belief, transit trips are at least as complex as trips by other modes, on the basis of household travel surveys of the same regions. Results of the new surveys also reveal that income and vehicle ownership have a significant and opposite effect on the complexity of trips. The overall conclusion of the study is that transit trips may be more complex and involve more types of activities than has previously been thought. This finding may impact the MPO's future transit forecasts.

Anna Tyszkiewicz was the project manager for the Onboard Transit Survey and Andrew Swenson was the project manager for the CITS.
City of Indianapolis Releases Bike Lanes PSA

Indianapolis currently has 64 miles of bike lanes. Over the next 12 years, the city plans to increase this to 200 miles of bike lanes. To educate drivers and cyclists about sharing the road, the city's Office of Sustainability has produced a Bike Lane PSA.

St. Thomas Aquinas School Receives National Center for Safe Routes to School Mini-Grant

St. Thomas Aquinas School of Indianapolis was one of 26 schools across the country to receive a Safe Routes to School (SRTS) mini-grant from the National Center for Safe Routes to School. The mini-grant program provides $1,000 to individual schools nation-wide, supporting activities to start and sustain SRTS programs. St. Thomas Aquinas School will use its mini-grant to implement an online walking and bicycling student travel tracking system through www.saveagallon.org. This online tool will be used to track students' walking and bicycling frequency and as a way to encourage them to walk and bicycle more often. The system is designed to give each participating student an ID with a bar code that can be scanned, allowing for quick and efficient data entry. The school will also benefit from this student travel tracking system, ultimately helping St. Thomas Aquinas evaluate the needs of their SRTS program. This project will be carried out during the spring semester of this school year.

The National Center for Safe Routes to School mini-grants program is made possible through the federal Safe Routes to School program. Safe Routes to School programs are sustained efforts by schools, parents, schoolchildren, community leaders and local, state, federal and tribal governments to enable and encourage more children to walk and bicycle to school. The National Center, which serves as the clearinghouse for the federal SRTS program, received 212 eligible SRTS mini-grant applications from schools and community organizations nationwide during this fifth award cycle. Proposals selected in the highly competitive process distinguished themselves by identifying a need and proposing a sustainable program to address it.

Green Meadows Intermediate Elementary School in Frankfort was the only other Indiana school to receive a mini-grant. Further information about the National Center for Safe Routes to School and their mini-grants program can be found on their website. The State of Indiana also provides funding to schools for SRTS programs. For more information about state funding, please visit the SRTS page on INDOT's website.

Allisonville Road and 96th Street Improvements to Begin First Week of April

Two Lanes to Remain Open at All Times until November 2012 Completion

The Town of Fishers recently announced details of the Allisonville Road and 96th Street project in Fishers. Improvements to the intersection will begin the first week of April and end in late November of 2012 with all lanes open to traffic. Final landscaping will be in place by May 2013. Two through lanes and one left turn lane will remain open in each direction for the duration of the project.

After several public meetings, the town has taken the public's input and planned this major intersection improvement in a way that will minimize disruption and significantly improve traffic flow along Allisonville Road at 96th Street. Upon completion, drivers will see a reduction in their drive time and neighbors of this busy intersection will see an improvement in traffic flow.

The intersection will include what is commonly referred to as a median u-turn or Michigan Left along both Allisonville Road and 96th Street. Drivers will not be able to make a left turn at the intersection, but instead must go straight, drive to an auxiliary intersection, make a U-turn, drive back toward the main intersection and make a right turn. Alternatively, drivers could turn right at the main intersection, make a U-turn at the auxiliary intersection, and drive back through the main intersection. (Simulation available - large file >100 MB)
This solution for high-traffic intersections such as 96th Street and Allisonville Road minimizes the time spent stopped at all signals. The new intersection will reduce overall delay and provide the best traffic flow, at the lowest construction cost and least property impact for neighbors and business owners.

Tree clearing, utility relocation, and preparations have already begun in the area while three meetings have been held with neighbors and business owners in the area. Fishers staff and subcontractors will break ground on April 1, weather permitting. Drivers are advised to follow all signage posted in the vicinity and to pay close attention to updates on www.fishers.in.us.

For more information on this project, please visit www.fishers.in.us or follow the Town of Fishers on Facebook (Fishers, Indiana) and twitter @townoffishers.

Roundabout Safety

Roundabouts have been popping up in communities across our region. Most notably, the City of Carmel has more than 60 roundabouts, more than any other city in the United States. Roundabouts have been shown to improve traffic flow and reduce the number of serious crashes at intersections. Although roundabouts are becoming more prevalent, some drivers may not be very familiar with them. Here are some tips to safely navigate roundabouts, whether by car, by foot, by bicycle or by wheelchair. The following information was featured in the Michiana Area Council of Governments (MACOG) Fall 2011 edition of the MACOG Gazette.

Motorists:

1. Approach:
   1. Slow down to the posted speed.
   2. Pay attention to signage and choose the lane you will need to enter (see diagram below).
   3. Yield to pedestrians in the crosswalk.
2. Enter:
   1. Yield to vehicles in the roundabout.
   2. Wait for a gap in traffic, then merge to the right.
   3. You do not need to stop if the path is clear.
   4. Never turn left into a roundabout.
3. Proceed:
   1. Continue through the roundabout until you reach your street.
   2. Never stop in the roundabout.
   3. Do not change lanes in the roundabout.
4. Exit:
   1. Signal, then exit the roundabout to your right.
   2. Yield to pedestrians in the crosswalk.

Pedestrians:

1. At the pedestrian crosswalk, look left.
2. Cross to the raised or painted island. Look right.
3. Finish crossing to the opposite sidewalk.

Cyclists:

1. Cyclists can walk their bicycles across the pedestrian crosswalk.
2. Experienced cyclists may navigate roundabouts like motorists.
3. Do not hug the curb. Ride in the middle of your lane to prevent vehicles from passing you.
4. Yield to pedestrians in the crosswalks.

IndyGo Ridership Swells during the Super Bowl

IndyGo prepared for months to offer efficient and economical travel throughout the city for the weeks leading up to the Big Game, and the results included increased ridership on fixed route and paratransit services, which were on detour January 27-February 5. In addition to the detour preparation, IndyGo offered free rides February 2 - 5, funded by a Congestion Mitigation Air Quality (CMAQ) federal grant.

IndyGo's planning included a downtown detour with Ohio Street as the main transfer hub. Working with the local organizing committee, IndyGo's messaging supported the Know Before You Go campaign and launched public information that included signage, advertising, and social media outlets. IndyGo.net offered detour information including a new Google Quick Trip planner.

Local fixed route ridership surpassed expectations throughout the entire detour period with 325,212 total rides over 10 days. The four free ride days delivered an impressive 142,456 passenger trips. The Green Line Downtown/Airport Express saw dramatic increases intermittently throughout the week. In order to accommodate the crowds on fixed route service, additional buses were used. At
its peak, there were 28 additional buses assisting routes on Saturday, February 4. Open Door, IndyGo's paratransit service, had a 6% increase in ridership with an on-time performance rate of 98%.

Inquiries, both through IndyGo.net and the call center (317.635.3344), had increases over normal daily usage. Typical website inquiries average 2,000 daily visits, but during the detour period there were multiple days where the website received 6,000 to 8,000 visits. At its peak, IndyGo.net had 12,440 visits on Friday, February 3. The IndyGo call center had a 53% increase in call volumes with a total of 19,713 calls. To view entire summary (including additional statistics) for IndyGo's recap, visit the press release under 'News & Initiatives' at IndyGo.net.

"I am so proud of the entire IndyGo team," says Mike Terry, president and CEO. "We were able to plan and deliver service to the best of our abilities and resources without any increases in operational funding."

With ridership increasing more than 10% in 2011 and heavy ridership for the Super Bowl activities, the demand for public transportation in Indianapolis is growing.

"Should a sustainable increase in funding occur, our service will be even better prepared to handle these prestigious events," says Terry. "With an increase in buses, additional operators and real-time schedule information, our community will be even more competitive in the event and tourism market, not to mention more attractive to local commuters."

---

**IndyGo Announces Call for Projects - Opened February 28, 2012**

*Job Access and Reverse Commute (JARC) and New Freedom Transportation Grant Opportunities*

IndyGo recently announced availability of Federal Transit Administration (FTA) funds for transportation projects serving low income individuals and individuals with disabilities. Funding sources include Job Access Reverse Commute (JARC) and New Freedom Transportation grant programs. The JARC program provides funding for transportation services for low income individuals to access jobs or job related services. The New Freedom program provides funding for transportation alternatives targeted for persons with disabilities that extend beyond the requirements of the Americans with Disabilities Act (ADA). Applicants eligible to receive JARC and New Freedom funding include: public and private operators of public transportation, authorized units of local government, and private not-for-profit organizations. As these are federal grant funds, there is a local match requirement of 20% for capital projects and 50% for operating projects. Grant applicants must be able to secure and provide matching resources to be eligible for funding.

For additional information check out the grants page at IndyGo.net ([www.indygo.net/pages/grants](http://www.indygo.net/pages/grants)) or contact Roscoe Brown, IndyGo Director of Coordinated Transportation Programs at (317) 614-9318 or Rtbrown@indygo.net.
Summer 2012
Volume 16, Issue 2

In this Issue:
- MPO Staff Changes
- InfoUSA Employment Data Available
- Construction Zone Awareness
- "Moving Forward" Along the Cultural Trail
- Indy Express Bus Reverse Commute Service
- CIRTA Launches New Brand
- Dump the Pump June 21
- IndyGo Named Sustainability Winner

MPO Staff Changes

A number of changes have occurred at the MPO recently. After 10 years with the MPO, Philip Roth, who served as Assistant Director, has moved on to new endeavors in the private sector. We wish Philip the best of luck.

In March of this year, Lori Miser became Director of the Indianapolis Department of Public Works. Although Lori's shoes will be tough to fill, Anna Tyszkiewicz is taking on the challenge. Mayor Ballard, in his role as Chairman of the IRTC Policy and Administrative Committees has conferred with the Administrative Committee to appoint Anna as the new Executive Director of the MPO. Congratulations to both Lori and Anna.

Lastly, the MPO has added 2 future transportation planners to the family. Cat Schoenherr, Senior Planner in the TIP Section, is the proud mother of twin girls, Avery and Riley, born March 31.

InfoUSA Employment Data Available to Local Jurisdictions

The Indianapolis MPO has made InfoUSA employment data available to all member agencies of the Indianapolis Regional Transportation Council. These data have been licensed by the MPO to support our transportation modeling and planning activities and are available for Marion County and the surrounding 8 counties in Central Indiana. For more information about the InfoUSA employment data or to submit a data request, please contact Andrew Swenson at andrew.swenson@indy.gov or 317-327-5132.

Construction Zone Awareness

The road construction season is well underway, and the Indiana Department of Transportation (INDOT) has some safety tips for drivers:

- **Stay alert!** Look for reduced speed limits, narrow driving lanes and road workers.
- **Pay attention.** Work zone signs will tell you what to expect ahead.
- **Merge gradually.** If drivers merge safely as soon as they see the signs, traffic will flow more smoothly.
- **Slow down.** You may encounter slowed or stopped traffic within seconds.
- **Don't tailgate.** Maintain a safe distance on all sides of your vehicle.
- **Minimize distractions.** The three C's - cell phones, CDs and coffee - are the primary causes of driver inattention.
- **Plan ahead.** Expect delays and allow extra travel time. Select an alternate route if you are running late.

The MPO and INDOT urge all drivers to be aware of work zone locations, practice safe driving habits and navigate all work zones cautiously. Drivers can learn the locations of highway work zones ahead of time by visiting www.TrafficWise.in.gov or by calling 1-800-261-ROAD (7623). Hamilton, Hancock, and Hendricks Counties, the Cities of Indianapolis and Carmel and the Town of Fishers all provide street closing alerts on their websites.
"Moving Forward" along the Cultural Trail

"Moving Forward," by Indianapolis-based architect Donna Sink, is a series of seven custom-designed eco-friendly bus shelters that showcase original poetry by published writers who either live in Indiana or have ties to Indiana. These shelters are located along the Indianapolis Cultural Trail on Virginia Avenue in the historic Fletcher Place neighborhood and the Fountain Square Cultural District, on Massachusetts Avenue in the Mass Ave Cultural District, and on Washington Street in the Wholesale Cultural District.

Each shelter is comprised of ecoresin panels, which are made using 40 percent post-industrial re-grind content, mounted in a stainless steel frame. The shelters are installed on TX Active photocatalytic concrete pads. These pads are self-cleaning and help reduce many pollutants deemed harmful to human health and the environment.

Indy Express Bus Reverse Commute Service Connects Indy Residents to Hamilton County Jobs

For several years, Hamilton County residents have enjoyed commuter bus service from Carmel and Fishers to downtown Indianapolis. Indy Express Bus began in January 2011 as a partnership between the Central Indiana Regional Transportation Authority (CIRTA) and Miller Transportation. On weekday mornings, commuters can park their cars (or get dropped off) at park-and-ride lots at Meijer, 1424 West Carmel Drive in Carmel or at Prairie View at Crosspoint, 10711 Horse Creek Court in Fishers, and board the bus for express service to downtown, with return service in the evenings. Indy Express Bus was formed after IndyGo's ICE demonstration routes were discontinued due to the exhaustion of federal Congestion Mitigation Air Quality funding. Miller Transportation offers the service during weekday rush hours for $5 per one-way trip. CIRTA contributes planning and outreach assistance, and the park-and-ride lots are provided by the City of Carmel and Town of Fishers.

The service provides convenient access to most major downtown Indianapolis employers. However, many Indianapolis residents would like to use Indy Express Bus to gain access to jobs in Fishers and Carmel. Until recently, people using Indy Express Bus for the city-to-suburb reverse commute had no "last mile solution" when the buses arrived at the park-and-ride lots. Workplaces in Fishers and Carmel are not concentrated in a single, walkable location like downtown Indianapolis. Because transportation from the park-and-ride lots to suburban employers was not available, Indy Express Bus attracted very few reverse commuters, despite the high number of open positions in Fishers and Carmel that could be filled by Indianapolis jobseekers.

To make Indy Express Bus into a viable reverse commute option for Indianapolis residents, CIRTA applied for federal Job Access Reverse Commute (JARC) funds to establish shuttle bus service connecting the park-and-ride lots to employment locations in Fishers and Carmel. A one-year $837,500 JARC grant is funding four shuttle routes (two in each community) that transport Indy Express Bus reverse commute passengers to job locations. The grant also subsidizes reverse commute service on the express bus routes, making the trip affordable to people with low incomes. One-way reverse commute fare is $3, or $1 if the passenger is transferring from IndyGo. The shuttles are fare-free.

The reverse commute shuttles stop at 35 locations in Carmel and Fishers. Some stops are located at large single employers, such as Sallie Mae in Fishers and IU Health North Hospital in Carmel. Other shuttle stops provide access to multiple employers. For example, the Walmart stores in Westfield and Fishers are located in developments containing dozens of other retail and food service employers. Feedback indicates that the service is helping people get to work. During the first month of service, CIRTA assisted a young Speedway woman, who had been searching for a job for months. She was able to get a job in Fishers and now rides IndyGo to downtown Indianapolis and transfers to Indy Express Bus for $1. Once in Fishers, she transfers for free to the Fishers Shuttle North route, and is dropped off across the street from her workplace, Diamond Foods. After her first day on the job, both she and her mother called CIRTA to express their gratitude for the new service.

Indy Express Bus reverse commute routes and schedules are available at www.indyexpressbus.com, or call 317-327-RIDE. Please contact Christy Campoll at ccampoll@cirta.us with any questions about the service, or to request printed schedules.
CIRTA Launches New Brand

Commuters in Central Indiana have a refreshed resource for finding the best way to get to work.

Unveiled on June 18, Commuter Connect, a service of CIRTA, serves as a connection point between commuters and the various commuting alternatives available in Central Indiana. Its team of professionals provides everything from matchmaking services to link would-be carpoolers and vanpoolers to tips for employers wanting to ease the impact commuting has on their workers.

If this mission sounds familiar, it's because it's built on the services and programs provided for years by Central Indiana Commuter Services, often better known as CICS. In fact, CICS has changed its name to Commuter Connect, and the top-notch team at CICS is now the Commuter Connect team.

Why the change? To reflect the expansion of the program and its increased emphasis on connecting commuters to a full range of commuting services.

"Frankly, we felt like 'Central Indiana Commuter Services' sounded a little too governmental and not as consumer-friendly as we want our services to be," said CIRTA Executive Director Ehren Bingaman. "This team is really passionate about helping people find better ways of getting to work, and we wanted a name and identity that better reflects that mission."

Created with federal funding, CICS has been a broad partnership aimed at reducing air pollution and traffic congestion. In this effort, it has worked primarily through employers, providing them with resources to help them provide better commuting options for their workers and going through them to connect with commuters. Often, CICS' work has focused on populating its database with people interested in sharing rides. Today, there are nearly 6,000 individuals who have registered. Of those, about half are waiting to find others to share rides with, and half are already carpooling, vanpooling, riding bikes, walking or taking the bus to work.

The CICS team is excited about having a broader impact.

"Over the last few years, interest in alternative commuting in Central Indiana has increased exponentially," said Commuter Connect manager Andrew McGee. "We want to make sure area workers see us as a resource that helps them make that choice, whether they plan to ride the bus, carpool, bike or whatever. We want to be their connection to commuting solutions."

As part of the new name, Commuter Connect is sporting a new identity, complete with an all-around commuter icon. A human figure with a different kind of wheel at the end of each leg, "Wheelie" is a multi-modal commuter representing the diverse commuting options in Central Indiana. "With bright colors and a fun shape, we hope 'Wheelie' sends a more upbeat message about commuting," McGee says. "The fact is, a lot of the options commuters have today do take some of the pain out of commuting."

That's why Commuter Connect wants to make sure everyone knows all their options.

In this effort, Commuter Connect will continue to work a couple of ways: directly with commuters and with employers.

For employers, Commuter Connect will offer a range of services, from a free commuter-friendly workplace assessment to an onsite Commuter Connect information fair. In addition, it can help business owners understand how they can save money on taxes by helping their workers choose alternative forms of transportation for their commutes.

For workers, Commuter Connect provides links to information about everything from how to ride the bus route to get to work to starting a vanpool.

One of Commuter Connect's most popular services is the Emergency Ride Home, which provides registered commuters with free taxicab rides if they're called home unexpectedly (if they meet certain conditions). "This helps take some of the 'what happens if my kid gets sick?' or 'what if I have to work late?' fear out of using alternative transportation," McGee says.

In the coming months, Commuter Connect will support its new brand with a marketing campaign that includes social media, billboards and more, as well as attendance at a number of fairs and festivals - all to get the word out that area workers have options for that daily commute.

"Big-picture, our goal is to help commuters get to work in a way other than driving alone," said McGee.

To learn more about Commuter Connect, please visit CommuterConnect.us.
Dump the Pump June 21 - Learn to Ride event at the Circle June 20

On Thursday, June 21, IndyGo and the American Public Transportation Corporation (APTA) encourage Indianapolis residents to Dump the Pump and try an alternative mode of commuting like transit, carpooling or biking to work.

Anyone who's never ridden an IndyGo bus can prepare for Dump the Pump Day by visiting Monument Circle on June 20 from 11 a.m. to 1 p.m. IndyGo, along with partner organizations specializing in other transportation options and the environment, will be on hand to assist with alternative solutions for dumping the pump.

Commuters from Hamilton County also have a public transportation option for getting to work in Indianapolis. Indy Express Bus offers weekday service to downtown from park-and-ride lots in Carmel and Fishers. Additionally, Indianapolis residents can use Indy Express Bus' new reverse commute service to get to job sites around Fishers and Carmel. Service is offered on weekday mornings and evenings. For routes, schedules and fares, visit www.indyexpressbus.com or call (317) 327-RIDE Monday through Friday between 7:30 a.m. and 5:30 p.m.

IndyGo.net offers individual route maps and schedules, a quick trip planner through GOOGLE maps, and comprehensive how-to-ride information including a How-To-Ride video. Individuals who prefer speaking to an IndyGo representative should contact the company’s call center at 317.635.3344 Monday through Friday between 7 a.m. - 7 p.m., or Saturdays 9 a.m. - noon. Riders can also obtain detour and service alerts updates through IndyGo.net or on the IndyGo Facebook page.

IndyGo Named Sustainability Winner

Mayor Greg Ballard recently named IndyGo an award recipient in the city’s third annual Indianapolis Sustainability Awards for its aggressive efforts in advancing sustainability throughout the community in 2011.

IndyGo received honors in the award's air category for its "Community Collaborations Program," which encourages partnerships by providing in-kind sponsorships. In return, the partners promote IndyGo and route information specific to the events or facilities through ads, signage, brochures and the web. When the program launched, the main goal was to grow awareness for mass transit, but IndyGo has surpassed this plan and is building credibility within the community by increasing ridership 10.2 percent from 2011. This is the second consecutive Sustainability Award for IndyGo, whose "Go Green Initiative" won last year.

"I am proud of our innovative business development team," said Mike Terry, president and CEO of IndyGo. "With limited resources, our team has not only sustained local relationships but has found a way to grow successful partnerships across the city and increase transit awareness and ridership." For additional information regarding IndyGo's sustainable initiatives, visit IndyGo.net.
Walk to School Day, 2012

Walk to School Day will be celebrated around the world on Wednesday, October 3, 2012. How will the schoolchildren in your community participate? As you may know, infrastructure improvements and programs that make it safer and easier for children to walk and bike to school result in increased physical activity, reduced traffic congestion, and transportation cost savings.

In your role as a parent, transportation professional, community leader or neighbor, you can help to make every day Walk to School Day. Begin by organizing a walking school bus or bike train for the children in your neighborhood. Recruit volunteer crossing guards. Help purchase or install new bike racks. Secure dedicated funding for Safe Routes to School.

Get all the info you need to plan a successful Walk to School Day at www.walkbiketoschool.org. Be sure to register your event there, too. Additional resources are available through the Indiana Safe Routes to School Partnership website. Don't hesitate to ask for ideas or assistance; we're happy to help!

Walking and biking to school brings joy and independence to kids and creates a stronger sense of community for the rest of us. May Walk to School Day 2012 be your first step toward a lifetime of active transportation!

CIRTA Launches Plainfield Connector

New westside service connects with IndyGo's Route 8 bus

Beginning Oct. 1, CIRTA will provide transportation to worksites in industrial parks and the Metropolis Mall in Plainfield.

Operating during peak commuting times in the morning and evening on weekdays, the Plainfield Connector will pick up commuters at the IndyGo Route 8 stop on Bridgeport Road between Washington Street and Perimeter Road. From there, the shuttle will make a loop that includes nearby industrial parks and the Metropolis Mall, stopping to deliver workers to major employers, including Amazon, Brightpoint, DJO, Ryder, Ozburn Hessey Logistics and more.

"The new shuttle service is a huge step in the right direction to link the labor and talent pool living in the Indianapolis metro area with the Hendricks County employers that have jobs," said Norm Simard, regional HR manager, Ryder. "I believe our current employees and an as-of-yet untapped source of warehouse and industrial talent in the area will take advantage of the shuttle."

The cost to ride will be $1 and a valid IndyGo pass. Riders who do not have an IndyGo pass will pay $3 in exact change.

A service of the Central Indiana Regional Transportation Authority (CIRTA), the Plainfield Connector builds on the success of the CIRTA's Indy Express Bus connecting Carmel and Fishers to downtown Indianapolis workplaces. Each week, approximately 600 commuters use that service, which also operates during peak times on weekdays.

"Commuters coming to and from the northside say Indy Express Bus connects them to their jobs, it helps them save money, gives back precious hours in their workweek. They simply enjoy their commute more," said Ehren T. Bingaman, executive director of CIRTA. "We're delighted to bring those same benefits to workers who want to reach Plainfield."

Launched in response to requests from westside employers and social service providers, the Plainfield Connector connects to IndyGo's Route 8,
which travels along West Washington Street to connect the westside to downtown. Commuters who live on other bus routes can connect to the Route 8 and ride it to the westside to reach the Plainfield Connector.

"With all of the jobs being added each month in the Plainfield industrial parks, our employers need access to workers who live throughout the Indianapolis metro area," said Plainfield Town Manager Rich Carlucci. "The Plainfield Connector will not only help workers get to jobs, but it also will make Central Indiana an even more attractive place to locate a company."

Bingaman said collaboration was integral to bringing the Plainfield Connector into being. Among the organizations contributing to the effort were the Hendricks County Economic Development Partnership, the Plainfield Town Council, the Plainfield Chamber of Commerce, Central Indiana Regional Workforce Board, Hendricks College Network, IndyGo and Commuter Connect.

The Plainfield Connector is a three-year demonstration project being funded through a Congestion Mitigation Air Quality (CMAQ) grant. Its launch follows just a few months after CIRTA started an Indy Express Bus reverse commute that allows workers to travel from downtown Indianapolis to workplaces in Carmel and Fishers. That route is funded by a Job Access Reverse Commute (JARC) grant.

For more information, visit [www.cirta.us](http://www.cirta.us) or call 317-327-RIDE.

---

Project Bio: Southport's Anniston Dr.

After nearly a decade of project delays and funding issues, the City of Southport celebrated the completion of the Anniston Drive road reconstruction project in August.

Reconstruction of Anniston Drive consisted of a two-lane section from Walnut Street to McFarland Road with new curbs and gutters. Sidewalks were added to connect existing sidewalks and new ADA ramps were constructed at all the street and drive crossings where needed. New storm sewers were also added to eliminate open ditches.

Pine Street and Tammy Drive have newly constructed approaches, with a new storm sewer built on Tammy Drive. The total project length was approximately four tenths of a mile, with a total cost of $800,000.

Construction activities began in April 2012 and were completed by mid-August. The project construction process was very smooth with great coordination between the City of Southport, the construction engineering firm and the contractor. Progress meetings were held every two weeks to work out any project issues or concerns.

The project received 80% of its funding through the Federal Highway Administration's Group 1 Surface Transportation Program, and was a success in the areas of accessibility, drainage and roadway improvements.

Before

![Before image](before.jpg)

After

![After image](after.jpg)

---

IndyGo Budget Update

In Indianapolis, 2012 has been a year for records. The city played host to the Super Bowl for the first time and received kudos for execution.
Significant segments of the Cultural Trail have been completed, helping spur new developments along Virginia and Massachusetts Avenues. Miles of bike lanes stripe Indy streets, connecting with greenways. And IndyGo has attracted new riders in droves.

Record transit ridership numbers in February during the Super Bowl topped early February 2011 numbers by nearly 30%. Ridership growth has been steady throughout the year, and in August 2012, residents and visitors took more than 922,000 rides on IndyGo routes, beating the previous highest monthly records by nearly 5,000 passenger trips. The ridership numbers have only risen above 900,000 rides in three other months on record.

In order to support the increased demand for bus service in Indianapolis and continue to attract and retain new riders, the transit agency’s board of directors has adopted a budget of $65M. This will allow service to be added to key routes in the system and will also keep intact the cumulative capital fund, which is used as IndyGo’s local match on federal grants for new vehicles and other capital expenditures. Approximately $6M of the proposed $65M operating budget will fund some immediate recommendations for growth, including strengthening core routes with more frequency, adding weekend service to some routes and initiating a new cross-town service.

The IndyGo budget process for operations in 2013 will continue with review by the City-County Council and its municipal corporations committee. The public will have several options for engaging in the budgeting process and learning about new services and amenities through meetings and intensive outreach.

Staff Changes In and Around the MPO

The MPO has been in search of a new Assistant Director since Philip Roth’s departure in June. We are pleased to announce that the position has recently been filled by Sean Northup. Sean comes to the MPO from Greenstreet, Ltd. where he was a Senior Associate responsible for market analyses, planning consulting, communication media and grant writing. Sean brings a diverse range of planning experience including urban neighborhoods, transit corridors, main street redevelopment areas, planned communities and medical campuses. Prior to joining Greenstreet, Sean earned a BS in Urban Planning & Development, a Digital Media Design Certificate, and a Master’s of Urban & Regional Planning with a concentration in Real Estate Development from Ball State University’s College of Architecture and Planning.

Erika Hinshaw is no longer with the MPO as she departed in August to embark on a new adventure with the Marion County Assessor’s Office. Audra Blasdel, formerly the Director of Local Programs and Grants Administration at INDOT’s Central Office, has moved on to serve her Alma Mater, DePauw University, as their director of Auxiliary Services and Community Relations. She has been replaced in the interim by Ann Bishop, email abishop1@indot.IN.gov.

2012 Commuter Challenge

Commuter Connect is offering a fun, free and easy way for your company and its employees to earn recognition for your company’s efforts to be sustainable, health-minded and employee-friendly.

The 2012 Commuter Challenge - held during the month of October, Rideshare Month - encourages commuters to use alternative transportation - carpool, vanpool, bus, bike or walking.

Every time your employees use a form of alternative transportation to get to or from work and log it online at CommuterConnect.us, they’ll get a chance to win prizes - including a $500 gift card - and the firm earns the chance to be recognized as one of Central Indiana's most commuter-friendly employers. All it takes is not driving alone to or from work one time during October to take part. We’ll announce individual winners weekly and at the end of the month through the Commuter Connect website, Facebook and Twitter, and we’ll recognize our top employer participants in an ad in the Indianapolis Business Journal and through other public recognitions.

To make your part in this process easier, we’re providing some tools to share with your employees. You can access any of them at http://www.cirta.us/commuterconnect/challenge-promote/.

- Printable poster,
- Various sizes of banner ads for intranets,
- 250-word newsletter article,
- E-card with video (we’ll send that to you next week)

Check out how easy it is to log a commute at www.CommuterConnect.us/Challenge.

Would you please help us spread the word to your employees?

Please let us know if you need something more or different. Likewise, if you have any questions about the Challenge or how our program works, please contact your Business Client Relations representative, or our office at 317-327-RIDE or email cs@cirta.us.

Thank you for your efforts to help make Central Indiana more commuter-friendly!
In this issue:

New Additions to the MPO and INDOT

Ryan Wilhite joined the MPO in December 2012. Ryan was raised in Evansville, Indiana but moved to Indianapolis where he attended high school. He graduated from Indiana University with a Bachelor of Arts majoring in History and then served one year in Americorps. Ryan then attended IUPUI where he received a Master of Arts, studying American History. His research interest in Indianapolis transportation led him down the path of transportation planning. After graduating from IUPUI, he attended Ball State University and received a Master of Urban & Regional Planning. Ryan is interested in transportation planning, economic development, and comprehensive planning.

Ryan and his wife Emily live in Washington Township, Indianapolis. When he has free time, he enjoys spending time with family and friends, watching the Indianapolis Colts, and researching transportation history.

A Lesson in Transit and TOD

Over one hundred attendees enjoyed the information presented during “Transit and TOD: What’s in it for me?” a panel discussion presented by the Urban Land Institute Indiana. The most recent Urban Land Institute (ULI) panel presentation included three national experts on the topic of transit-oriented development (TOD): Dena Belzer, President of Strategic Economics, a firm based in Berkley, CA; Tracey Nichols, Director of Economic Development, City of Cleveland; Jason Schreiber, Principal of Nelson/Nygaard Consulting Associates, Boston.

Specifically, the speakers addressed the opportunities and challenges that transit-oriented development presents the public and private sector. Each speaker brought with them a wealth of experience and education to address potential questions about Indianapolis’ own progress towards creating transit-oriented development, thus fostering a more transit-supportive environment. Tracey’s presentation on the Cleveland BRT’s Healthline Corridor was of particular interest, considering the proximity of Cleveland to Indianapolis and its use of bus rapid transit (BRT), which, along with commuter rail, is a transit mode being considered as a possible option for expansion of the Indianapolis public transit system.

Jennifer Higginbotham will begin working at the MPO in January 2013. Since graduating from Ball State University with a Bachelor of Urban Planning and Development, she has been involved in a wide variety public and private planning projects. Working in the private sector, her experience ranges from downtown plans for small towns of 1,000 people to comprehensive plans and land use ordinances for communities of more than 100,000. Jennifer has made Downtown Indianapolis her home for the past seven years and currently resides in a townhome within the near east side Holy Cross Neighborhood.

At INDOT, a permanent replacement for Audra Blasdel has been selected. Kathy Eaton-McKallip has been selected as the new MPO/LPA and Grant Administration Director. In this role, Kathy will be responsible for providing statewide leadership, oversight, technical support, training, relationship building, and coordination with Local Public Agencies (LPAs) and Metropolitan Planning Organizations (MPOs) who work with INDOT to oversee federal funding of local transportation projects and to ensure all Federal Highway Administration (FHWA) requirements are met.

Kathy is a 33-year employee of the Indiana Department of Transportation (INDOT) and formerly served as the Seymour District Deputy Commissioner. Prior to that, Kathy worked as Program Funds Manager for the district working with local agencies and capital program funding. Her INDOT experiences will allow her to successfully serve in this crucial agency leadership role.

Bargersville's New Roundabout

The MPO wishes to thank ULI-IN and the Landmarks Center for making this event possible! For additional information about the ULI event, you can either refer to the MPO Facebook page or follow the link here to the ULI event page.
Americans with Disabilities Act (ADA) Transition Plans - Technical Assistance Page added to MPO Website

To assist Central Indiana communities with compliance relating local ADA Transition Plans, the Indianapolis MPO has added a new page on its website providing 1) an overview of the ADA compliance requirements, 2) examples of ADA Transition Plans, including Central Indiana communities and 3) a “Frequently Asked Questions” section. The new page can be found in the “LPA Resources” section of the MPO’s website.

Over the past several years there has been a renewed focus on assuring that local communities are in compliance with the requirements of the ADA. INDOT and the Federal Highway Administration (FHWA) have both been emphasizing the need for all Local Public Agencies to review their status with regard to maintaining and updating their ADA Transition Plans.

By providing this information on the website, the MPO hopes to provide an additional tool to help communities continue to make steady progress in upgrading non-compliant roadway and pedestrian infrastructure.

An ADA Transition Plan is a document that inventories pedestrian infrastructure, identifies deficiencies in meeting required ADA standards, examines overall needs – including identifying special pedestrian emphasis areas – and then prioritizes where funding should be spent over an extended time period in order to upgrade the identified deficiencies.

New and Improved IndyGo Service

On Monday, October 15, the Indianapolis City-County Council unanimously voted to infuse the IndyGo budget with additional funds that will allow for added service in 2013. IndyGo hosted two public hearings on Wednesday, November 7, to announce the service improvement plans for 2013 and give the public an opportunity to provide feedback on the proposed service changes.

To develop the plans for improvements, IndyGo considered its board-adopted service standard guidelines, the in-depth comprehensive operational analysis (COA or Indy Connect Bus Plan), and input from employees, community members and customers.

The proposed changes will be phased in during 2013, with major frequency improvements to routes 8, 10 and 39 slated for February 2013. The launch of a new crosstown route along 86th/82nd Street, route frequency improvements and other service alignments are planned for June 2013, and additional tweaks to schedules and routing could occur in October 2013.

http://www.indygo.net/pages/2013-service-improvements

New Bike Lane Markings: Bike Boxes Are Here!

Indianapolis’ roadways have changed over the past few years: fewer potholes, smoother streets and the addition of several miles of bike lanes. As a city with many cars on the road, bike lanes encourage residents to get out of their car and onto a bike by providing a safe, designated area for travel. As Indianapolis’ bicycling facilities increase, there are more opportunities to incorporate additional features.

This year, Mayor Greg Ballard’s RebuildIndy program added bike boxes to two intersections on the 71st St. Bike Lanes Project. Bike Boxes are lane markings that designate a left turn waiting area for bicyclists at the front of a travel lane. These markings are located at the end of a bike lane at an intersection, and allow for improved visibility for both commuters and cyclists. Bicyclists wishing to continue straight, simply remain in the bike lane. The new bike boxes are located on 71st Street at Lakeview and Cross Key drives where the on-street bike lanes meets the multi-use path at Spring Mill Road and the Eagle Creek Trail.

Want to learn more about bike boxes? Visit www.indy.gov/bikebox and join the conversation on Twitter by searching #IndyBikeBox.

Bargersville’s New Roundabout

A new roundabout opened at the intersection of Johnson County Road 144 and Whiteland Rd. in Bargersville on November 21. Eighty percent of the funding for this project came from Federal Group 1 Urban STP funds and the 20% match was split between the Town of Bargersville and Johnson County. The total cost of the project was about $2.3 million.

Stay connected with the Indianapolis MPO through Facebook!