JARC Grants offered through IndyGo

IndyGo has announced the availability of Job Access/Reverse Commute (JARC) grant monies for 2013. JARC grants fund employment-related transportation needs for low-income individuals. Projects must be derived from the Indianapolis “Coordinated Public Transit Human Services Transportation Plan”, available online. Interested Central Indiana service providers should visit the following link for more information and to download an application. Applications are due April 26th. If you have any questions, contact Roscoe Brown at 317.614.9318 or rbrown@indygo.net.

2013 IndyGo Service Improvements

On October 15, 2012, the Indianapolis City-County Council approved the 2013 IndyGo budget which included $6M additional operating revenue for service enhancements including more frequent and added service, the addition of a new route and more direct routing.

Guided by the IndyGo Bus Plan, these improvements are being phased in during 2013. Six routes changed on Feb. 10, and nine more routes are being upgraded, and one crosstown route added in June. Significant changes include more frequent service, Sunday Service on route 34, and an additional late night trip added on route 31.

Some of the service changes planned for June include a new route, 86 - 86th Street Crosstown, with service between Trader’s Point and Community Hospital North every 30 minutes, Monday through Saturday. The new crosstown will connect with routes 4, 18, 19, 26, 28, 37 and 34. Routes 19 – Castleton and 87 – Eastside Circulator will both double frequency on weekdays from every 60 minutes to every 30 minutes.

Learn more about these changes (and more) online at www.IndyGo.net.

MiTIP

The Indianapolis MPO is excited to bring the Transportation Improvement Program into the 21st Century by making live, web-based data available to the public and LPAs. The MPO and our consultant, EcoInteractive of Davis, California, have worked for the past year to develop the software, known as MiTIP (Metropolitan Indianapolis Transportation Improvement Program). The data available represents the most current adopted project information in the IRTIP (Indianapolis Regional Transportation Improvement Program) and can be searched in multiple ways. Map-based project information and search tools will be available as the software evolves over the next six months.
For additional information, questions or comments, please contact Steve Cunningham of the MPO at steve.cunningham@indy.gov or 327-5403.

Continued Local Progress on Maintaining ADA Transition Plans

The Indianapolis MPO continues to work with both the Indiana Department of Transportation and the Federal Highway Administration’s Indiana Division Office to assure that all local communities within the Metropolitan Planning Area (MPA) are working to complete the transportation-related requirements of the Americans with Disabilities Act (ADA).

Over the past few months, the Indianapolis MPO has been communicating with individuals from each LPA to discuss how their community is doing with completing their transition or accessibility plan and assisting them by providing information and tools needed to help complete the requirements. The MPO also maintains information on its website to assist communities in understanding the various ADA requirements and provides examples of different types of ADA plans. This information can be found in the Indianapolis MPO web page or by clicking here.

The MPO commends all communities that have been making good progress toward meeting the ADA requirements. This work is an ongoing process however, and it is critical that all communities continue to keep their plans current through regular reviews and updates. For questions about local ADA transition plans, contact Tom Beck at 317-327-5646.

Indy Connect Public Meetings

Indy Connect public meetings recently ended after nine meetings. The nine public meetings gathered input on three rapid transit lines undergoing continued study as part of a federal approvals process. The three lines (Green, Red, and Blue) are part of the first phase of the Indy Connect plan, along with doubling local bus service, two additional rapid transit lines, and express buses and circulators.

The nine public meetings took place between February 26th and March 19th and allowed residents from Carmel to Greenwood to provide input on the three rapid transit lines. Attendees offered insight into desired route alignments, vehicle, and transit station layout. The MPO expects additional public meetings in the coming months to inform the public about its progress.

Ronald Reagan Parkway -- New Connections Completed

A very significant mile and a half section of the Ronald Reagan Parkway officially opened late last year. There have been many milestones in this project, but completing the four lane bridge over the busy CSX mainline tracks is one of the most critical connections of this corridor.

The new bridge was completed at the same time as the new section of the Parkway that extends south to CR 200 South. With both bridges completed, there is now a direct link all the way from northern Avon to I-70. Local planners are closely watching the impacts of the new traffic patterns that are occurring because of this new roadway. It is likely that some of the traffic on US 36 between the new Parkway and I-465 may be diverted as some travelers start using the Parkway as an alternative for accessing the southwestern segment of I-465.

The new bridge reduces the limitations on railcar switching movements in and around the Avon Rail Yard. These improvements come at a good time. National freight traffic levels are projected to continue growing, especially intermodal freight and container traffic, and CSX Transportation’s Avon Yard could grow to handle the possible traffic increases. With the many existing transportation amenities in this area, including numerous freight distribution and warehousing facilities, opportunities for growth in rail and intermodal distribution continue to be strong.

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Community Preference Survey Results Released

The MPO and MIBOR have released the results of the seminal Community Preference Survey for the central Indiana region. The survey consists of 1,502 respondents from 10 counties and sheds light on factors influencing housing choices, future housing aspirations, and overall satisfaction with communities and quality of life. Findings from the survey indicate central Indiana residents feel better about their quality of life than the national average. What does “quality of life” mean for the region? “Quality of life” appears to mean safety, quality schools, and affordability, which were reported by central Indiana residents as the most important factors in choosing a community.

While 22% of central Indiana residents reported an improvement in quality of life, less than half are living in their preferred community. Only a third of those desiring downtown living currently do, and there is high demand for small towns, rural communities, and mixed-use suburban neighborhoods. Nearly half of the demand is for mixed-use walkable neighborhoods.

Nearly half of the demand is for mixed-use walkable neighborhoods.

Just 15% of respondents desire suburban neighborhoods with houses only, yet this is 86% of what is currently being built.

Welcome to New MPO Faces!

Kristyn Campbell, Planner

Kristyn joined the Indianapolis MPO in May 2013. She will be helping Steve Cunningham in the Transportation Improvement Program (TIP) Section. A native of Indianapolis, Kristyn received her Bachelor of Arts in Urban Affairs from Butler University in 2011. Kristyn continued her education and attended Ball State University where she received her Masters in Urban and Regional Planning with a thesis focused on “Addressing Community Revitalization through Neighborhood Conservation Districts”.

Kristyn currently lives in Broad Ripple. In her time outside of work, she enjoys spending time with family, friends, and her dog as well as traveling, running, and taking yoga classes.

Kyle Herrera, Intern

Kyle Herrera, Intern

Kyle Herrera is currently a summer intern beginning in May 2013. Kyle grew up in Brownsburg, Indiana and now attends Ball State University pursuing a degree in Urban Planning and Development. Kyle’s research interest includes sustainable development, transportation planning, urban agriculture, and landscape architecture.

Drew Rosenbarger, Intern

Drew Rosenbarger joined the MPO as a summer intern in late May 2013. Drew grew up in Indianapolis before moving to Noblesville where he attended middle school and high school. He graduated from Indiana University with a Bachelor of Science majoring in Neuroscience and is currently pursuing a Master of Urban and Regional Planning at Ball State University. Drew is interested in urban revitalization, real estate development, and transportation planning.
Hamilton County Opens Pedestrian Bridge

During a ribbon cutting ceremony Friday, May 24, 2013, the Monon Pedestrian Bridge over 146th Street was officially opened to pedestrian traffic! No more construction!

With foot traffic along the Monon growing and the traffic volume for 146th Street, the ped-bridge made the most sense for this area. This project was funded through the MPO with 80% of federal dollars and 20% local dollars.

With strong communication and dedication to this project, Hamilton County government entities were able to pull together once again to complete another major project. The Hamilton County Commissioners spearheaded this effort in 2007 that has now brought this bridge, reminiscent of an 1800s railroad bridge, to fruition.

IndyGo Introduces New Route 86

On June 10, 2013 IndyGo, began its new Route 86 cross-town service between Trader’s Point on the northwest side and Community Hospital North on the northeast side. The new service connects with seven existing IndyGo routes and serves the 86th St./82nd St. corridor with half hour frequency six days a week.

In addition to the launch of the new cross-town bus, service alignments on nine IndyGo routes, and frequency improvements are expected to yield operational efficiency, more riders and better service for current riders.

Indianapolis DPW Celebrates National Public Works Week

The Indianapolis Department of Public Works (DPW) celebrated National Public Works Week for the City of Indianapolis from May 20 – 25. DPW took the week to honor those who work in professions that provide and maintain public facilities and services. “As a city, we value our communities and the role public works professionals play in keeping them clean and functioning smoothly,” said Mayor Greg Ballard. “This week is designed to increase public awareness of their contributions.”

National Public Works Week also marked the launch of the 2013 construction season. DPW plans to invest $92 million total to resurface 120 miles of streets, repair nine bridges, pour almost 83,000 linear feet of sidewalks, and create 29,782 feet of new trails—including the Fall Creek Extension from the Monon to Central Avenue and from Skiles Test to Ft. Benjamin Harrison. The projects planned for 2013 include traditional infrastructure projects as well as projects focused on increasing connectivity and quality of life for all residents.

Summary of Transportation Bills from 2013 Legislative Session

The 2013 Indiana Legislative session concluded in late April. Several transportation-related bills were approved and are set to be enacted on July 1st. Following is a summary of three of the bills that have particular relevance to transportation issues in Central Indiana.

House Bill 1067
House Bill 1067 establishes the federal fund exchange program which allows a county or municipality that receives funds from the federal surface transportation program to exchange the federal funds for an agreed upon amount of state funds. The Indiana Department of Transportation will be administering the program.

House Bill 1001
House Bill 1001 pertains to the biennial State budget. Changes in funding distribution formulas and expenditures have resulted in a $215 million increase in state funds for each of the next two years for state and local transportation projects. The new “Major Moves 2020 Trust Fund” was also created which shifts $200 million each of the next two years from the State General Fund to key state transportation projects such as finishing I-69 and widening I-70 and...
shifts $200 million each of the next two years from the State General Fund to key state transportation projects such as finishing I-69 and widening I-70 and I-65 to six lanes. The bill also includes language allowing INDOT funds to be spent on Amtrak services and equipment purchases.

House Bill 1011
House Bill 1011 pertains to public mass transit funding in Central Indiana. The approved bill sends the Central Indiana transit proposal to a summer study committee. Various types of transit improvements and funding strategies will be among the issues examined. Additional details on the full 2013 Legislative Session can be found here.

Indy Connect 2013 Public Meetings Resume

Indy Connect will resume its public engagement process by hosting another series of public meetings that are scheduled to begin on August 6th and continue through the 22nd. Indy Connect, Central Indiana’s Transportation Initiative, is a multi-phase plan that will attempt to connect people to places by providing additional transportation options. This August, Indy Connect representatives will cover new progress in each of the three major rapid transit proposal corridors.

Further recommendations will be presented and we want your feedback on potential station locations, route alignment, transit vehicles, and other relevant topics. Everyone is invited to attend (residents, elected officials, business owners, and others). You can find summaries, presentations, and handouts from the March 2013 meetings here.

To learn more about Indy Connect please visit: http://www.indyconnect.org/pages/home/

IndyGo Title VI Public Input Sessions

IndyGo is holding public hearings regarding its Title VI policies that ensure fair and equitable transit service and amenities. Public feedback is critical to the policy development process and is a federal requirement for public transit agencies receiving federal funds. IndyGo invites the public to attend these three meetings to give their input on the Title VI polices.

Monday, June 24th from 5:30 to 7:00 p.m. at the Indiana History Center, 45 W. Ohio St., Indianapolis, IN, 46202. All 27 IndyGo routes serving downtown offer walking-distance access to the Indiana History Center.

Tuesday, June 25th from Noon to 1:30 p.m. AND 5:30-7:00 p.m. at IndyGo Headquarters, 1501 W. Washington St., Indianapolis, IN, 46222. These meetings are accessible via IndyGo Route 8.

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**Updated Website Gives Central Indiana Taxpayers Information on Transportation Improvements**

The Indianapolis Metropolitan Planning Organization (IMPO), the regional transportation organization for Central Indiana, is making even more information available through a new public interface called MiTIP. The site provides users with real time information available in addition to project-specific search capabilities. “Giving the public the ability to search the latest project information and offering more transparency to the process is something we strive for” said Anna Tyszkiewicz, Executive Director of the Indianapolis MPO.

The IMPO worked with EcoInteractive, Inc. to develop the platform. “The Indianapolis MPO is the first of our national clients to implement the public interface allowing residents to see IRTIP information” said Dr. Anne Happel of EcoInteractive. Click on the box below to go to MiTIP.

For more information, visit the [MPO website](#).

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**Public Review and Comment for 2014-2017 Draft IRTIP**

The 2014-2017 draft Indianapolis Regional Transportation Improvement Program (IRTIP) is now available for public review and comment. Public review and comment will be available until October 16th, 2013. You can access the draft IRTIP by clicking [here](#) or visiting the [MPO offices](#). Public hearing and approval will occur at the Indianapolis Regional Transportation Council’s Policy Committee on October 30th. You can find out more information about the IRTC and its meetings by clicking [here](#).

If you have any comments or questions, you can contact either Kristyn Campbell (kristyn.campbell@indy.gov) or Steve Cunningham (steve.cunningham@indy.gov). We look forward to your comments!

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**More Roundabouts Throughout the Region**

Roundabouts continue to spring up throughout Central Indiana as several communities continue to add them as part of their transportation networks. Reasons we are seeing more and more roundabouts include their ability to 1) promote improved traffic flows, 2) reduce vehicle emissions due to fewer stopped cars and 3) lessen the force of impact and injuries from collisions that may occur at intersections.

Many communities also find them fiscally beneficial because they reduce the need to conduct ongoing signal maintenance. Local transportation planners also recognize that roundabouts remove potential dangers that could occur at signalized intersections when power outages or accidents cause the signals to go out.

If you're interested, the City of Carmel's website has more information about roundabouts -- just click [here](#).
New Hadley Road and CR 700 East Roundabout in Plainfield

The Town of Plainfield completed its most recent roundabout in early September at the intersection of Hadley Road and County Road 700 East. This is the 7th roundabout now open in Plainfield. At least one more is planned in the near future – to be located along the NE Perimeter Parkway. In talking with Don McGillem, Director of Transportation for Plainfield, he said that as more and more of the roundabouts are built, he is finding a lower level of public resistance to the idea. He also said there seems to be a quicker learning curve occurring in terms of local motorists being able to pick up the rules and guidelines for maneuvering through these new traffic circles. In examining the list of projects in the current draft of the Indianapolis Regional Transportation Improvement Program (IRTIP), numerous additional roundabouts are proposed throughout the region during the next few years. With that in mind, don’t be surprised to see one coming to a neighborhood near you in the not too distant future.

The City of Indianapolis and the Indiana Department of Transportation (INDOT) are working closely on road construction occurring in downtown Indianapolis. The South Split project will lower the pavement under seven highway overpasses to limit the amount of "strikes" on these overpasses by over sized tractor trailers. This project should reduce the potential for collision, which poses a serious safety concern for downtown motorists.

INDOT hopes to accelerate construction and expedite completion of the project while the area is closed to traffic. The area will be closed to traffic for 59 days. The City and INDOT have worked closely to maintain traffic flow and access to downtown Indianapolis, using techniques applied during the 2003 Hyperfix project. Including numerous public announcements, the City of Indianapolis and INDOT have placed message boards and signage to direct motorists to the appropriate detour. Through vehicles can use Interstate 465 to avoid the downtown work zone. Work began on September 3.

If you would like more information on this project, you can visit INDOT's South Split project website at http://www.in.gov/indot/3154.htm.

Added IndyGo Service Yields Impressive Gains in Ridership

In the fall of 2012, IndyGo introduced a budget that called for an additional $6 million to invest directly in bus service. Thanks to adoption of the budget by the IndyGo board of directors and ultimate approval by the City-County Council, in 2013, the agency introduced improvements in the system guided by the Indy Connect bus plan. The plan includes significantly boosted frequency on its core lines, some later evening departures on other routes, new weekend service on the Michigan Rd. bus line and a new crosstown service along the 86th St./82nd St. corridor.

The improvements were phased in between February and June 2013 alongside other routing efficiencies.

The changes to service have yielded impressive gains. By July 2013, the system-wide ridership ticked up to nearly 5 million rides, surpassing the standing record for Jan.-July ridership by more than 80,000 rides. Ridership for August 2013 has come in at more than 960,000 rides, the highest ridership in a single month on record since pre-1991. In large part, the increases in ridership are attributed to the service frequency improvements in Routes 8, 10 and 39, each with buses every 20 minutes or better on weekdays through early evening. These three routes were prioritized for investment due to productivity of service. Combined the core routes deliver more than 40% of ridership system-wide.

As IndyGo looks toward the future and plans for further investment when funds would become available, the agency plans to continue investing in hours of service and frequency. Additionally, more efficiencies will be realized to strengthen transit corridors across Indianapolis. Within the next year, IndyGo plans to refresh and
refine its plan for growth through a smaller scale comprehensive operational analysis with a five year scope instead of the traditional 10 year scope.

For more information about IndyGo and its new service improvements, you can visit their website at www.indygo.net.

New Indianapolis – Asia Intermodal Container Service Underway

Intermodal container movements have been one of the strongest growth segments of the freight transportation industry over the past several decades. Much of the growth is related to large increases in manufacturing of all types of products made in places such as China, Southeast Asia and India. The cross-Pacific connection between Central Indiana and Asia just became a bit simpler and more cost effective with the recent introduction of direct rail and ocean container service via the Indiana Rail Road Company (INRD) and Canadian National (CN) Railroad in coordination with intermodal ocean carrier connections made at the ports of Vancouver or Prince Rupert in Canada.

On Tuesday, July 23rd, the first INRD-CN intermodal train left Indianapolis with twenty-one double stacked, 40 foot Maersk containers. Since then additional imports and exports have moved over this international rail and ocean routing nearly every day using both Maersk and Cosco containers. At the end of July, an agreement was reached between ocean-shipping giant Hapag-Lloyd and CN to provide a longer term commitment to provide the sea-going segment of this Asia-Indianapolis service. CN has demonstrated its interest in growing the frequency of service on this corridor by continuing to negotiate with other steamship lines to provide cross-Pacific service as well.

Overall transit times between Indianapolis and Asia have been in the 23-days-or-less range. With growing traffic levels and the benefits of volume-related efficiencies, it is hoped that eventual transit time could be reduced to approximately 20 days. While there has been steady interest from shippers in sending various types of products from Asia to Indianapolis, INRD has had good success at attracting local export companies to send products in containers back to Asia as well. These types of shipments are referred to as “matchback” moves and are important in the overall success of the service as the coordinated import and export moves allow for rate savings for the shippers. Along with Central Indiana’s high quality highway and air freight services, this new international rail – steamship connection provides an additional transportation option that serves another very important product shipping niche for numerous types of businesses in the region.

Walk to School Day

October 9th marks the 17th time that National Walk to School Day has been held in the United States. The event has grown rapidly since it was first held in Chicago in 1997 and is now international in
In 2012, 4,281 U.S. schools registered as participants in the event and the actual number of involved schools was even higher. The focus of Walk to School Day is to help increase awareness of the benefits of walking to school. These include promoting healthy physical habits, promoting safety by increasing awareness of safe walking concepts along with safer infrastructure design – and also improving social connectivity between schools and local communities through the engagement related to organizing and conducting these types of walking activities.

Local schools are encouraged to record their participation in the event by going to the national Walk to School webpage to register their school’s event at the site linked here: http://www.walkbiketoschool.org/

If you are aware of schools in your community that are planning to participate, please forward this registration information to them to help make sure that as many schools as possible that are participating are listed in the national count.

This way, residents of outlying suburban or rural areas can take advantage of IndyGo’s 31 fixed bus routes, which provide access to points throughout the city. County-based transit providers have also established County Connect transfer points in rural and suburban areas. County Connect transfer points are marked with new bus stop signs bearing the County Connect logo (above). Most transit providers in the suburban counties adjacent to Marion County require a call-ahead reservation and use small transit vehicles, like wheelchair-accessible vans. Each county’s transit provider charges a separate fare to ride. All transit agencies provide service to the general public. The transfer points are a low-cost way to leverage existing transportation infrastructure to improve mobility. Transit providers that connect at the 20 County Connect transfer points around the metropolitan area include:

- Boone Area Transit Service (BATS) – Boone County
- Hamilton County Express
- Hancock Area Rural Transit – Hancock County
- LINK Hendricks County
- Access Johnson County Public Transit
- Transportation for Rural Areas of Madison County (TRAM)
- IndyGo – Marion County
- CONNECT Morgan County
- ShelbyGo – Shelby County
- CIRTA

For more information, visit www.327ride.net.

Region’s public transit agencies establish transfer points at county lines

The county-based transit providers in the ten counties within the CIRTA service area have spent the past few years working behind the scenes to enhance county-to-county travel. They have recently established “County Connect” transfer points, located near county boundaries. At County Connect transfer points, multiple transit services link up to transfer passengers from one county’s service to the next.

In some cases, County Connect transfer points are located at IndyGo bus stops on the outer edges of IndyGo routes. IndyGo passengers can ride to the County Connect point, then transfer to a county-based transit provider. Or, passengers riding a suburban county’s transit provider can ride to a County Connect transfer point, then transfer to IndyGo to continue into Indianapolis.

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Active Living Workshop Call for Applications

The Indiana State Department of Health and Health by Design are collaborating on a series of workshops focusing on active living. These workshops are intended to teach communities about the benefits of active living, how it can help the community, and introduce principles of Complete Streets. Each workshop is valued at $6,500 but will be provided at no cost to participants. Host venues will need to provide the venue and a working lunch.

Health by Design is seeking applications from Indiana communities interested in hosting a workshop. Successful applicants will be selected based on level of readiness to plan for and implement active living solutions, as well as a willingness to consider the changes necessary for a healthy, active community. There will be two rounds of workshops and the applicant will chose which round they prefer. Applications will need to be submitted by 5:00 PM on Friday, January 10, 2014, to zbrucaya@acsm.org. You can find out more information about this call by visiting the Health by Design webpage at www.healthbydesignonline.org.

CIRTA’s New Executive Director: Jeff Jackson

The Central Indiana Regional Transportation Authority (CIRTA) board of directors has hired Jeff Jackson as its new executive director. Jeff is a native Hoosier who comes to CIRTA by way of Colorado and Florida.

During his 25-year career, he secured funding, built and managed three major-city Florida transit systems, and he has spent the last 15 years in Durango, Colorado, as the chief operating officer of American Heritage Railways.

“Jeff has exactly what the search committee was looking for: legislative and transit planning experience,” said CIRTA board chair and Hamilton County Commissioner Christine Altman. “He’s worked successfully with state legislatures and secured funding from the federal government, and he understands the complexities facing growing cities because he’s worked in the Orlando, Tampa, West Palm Beach, Fort Lauderdale and Miami urbanized areas.”

Jackson earned a B.A. from Indiana University where he studied Urban Affairs with a concentration in transportation/mass transit management. One of his professors was Dr. George Smerk who’s considered a national authority on transportation planning.

CIRTA, along with the MPO and IndyGo, are partners in Indy Connect, a comprehensive transportation plan and process that defines the future multimodal network of transportation alternatives for Central Indiana. In addition, CIRTA oversees Commuter Connect, the regional rideshare program, which has increased active participation in carpools by 20
percent and grown vanpools by 200 percent in the two years since CIRTA began managing the program.

96th Street and Allisonville Road Intersection Finished

One of the biggest Drive Fishers initiatives of 2013 was the reconstruction of the 96th Street and Allisonville Road intersection.

After several public meetings, the Town of Fishers took the public’s input and planned the major intersection improvement in a way that minimized disruption and significantly improved traffic along Allisonville Road at 96th Street.

After years of wait time that caused heavy traffic, the Town of Fishers constructed a new intersection with median U-turns. This solution for high-traffic intersections, such as 96th Street and Allisonville Road, eliminates the hourglass effect while minimizing the time spent stopped at all signals. There is nearly a 20 percent improvement in travel time now that construction is completed. The new intersection reduces overall delay and provides the best traffic flow, lowest construction cost and least property impact for surrounding neighbors and business owners.

Due to the size of this major road construction project, the town initiated a comprehensive communications campaign where residents were kept informed of the construction progress and traffic maneuvers of the new intersection.

On a dedicated website, visitors were able to gain more in-depth knowledge, such as the project scope, reasoning, funding, history and current status.

The design and construction costs were locally funded and cost approximately $8.6 million to complete. Although initially the intersection was new and unfamiliar, commuters who drive through this intersection today are pleased overall with the success of the project.

New Freight Page on Indy MPO Website

Or "What's Moving by Truck, Rail, Air?"

- Freight volumes being transported across the US are projected to nearly double between the base year of 2005 and the horizon year
Freight transportation occurs all around us in Central Indiana, yet sometimes it can remain largely under the radar. We all see many trucks on the highways of our region, but perhaps it takes seeing total millions of tonnage amounts or billions of dollar values before we begin to realize the true volumes and value of the products that are being moved. Using information provided through the US DOT’s Freight Analysis Framework (FAF), we can gain some insight into the statistical details about the freight that moves to, from, and through our region. A few pieces of information about freight in Central Indiana include the following:

- Approximately 396 million tons of freight moves to, from, and through the region annually, using all modes.
- The value of this freight is estimated at approximately $413 billion.
- Approximately 87% of all freight tonnage moved in Central Indiana is carried by truck.
- There are 85,347 jobs in the region classified under the manufacturing and transportation/warehousing job classification sectors.

The MPO recently added a freight page to its website that provides an easily accessible location to find freight information that is pertinent to our region.

In addition to the various types of freight information provided, the page also includes links to freight information at the local, national, and international level. As awareness of freight operations and issues increases, this web page should provide a source of reference for helping to address these important issues. For additional information about freight in central Indiana, the MPO’s contact person for freight is Tom Beck. Thomas.beck@indy.gov

INDOT Construction Updates

I-70 – pavement improvements between State Road 9 & Mt. Comfort Rd: Reconstructing or repairing 8.5 miles of I-70 pavement, including widening bridges over Sugar Creek, will continue next year on the westbound side of the interstate. Temporary lane closures and alterations to traffic patterns will resume once weather permits in the spring.

U.S. 31 Hamilton County – upgrading U.S. 31 to freeway standards from 96th Street to State Road 38: U.S. 31 improvements between 146th and 156th streets are expected to be open to traffic in Spring 2014. Both directions of U.S. 31 in Westfield will shift to the northbound side of the highway in the spring as crews begin upgrades to four miles between 169th Street and 203rd Street that include a new single-point urban interchange at State Road 32, a roundabout interchange at 191st Street, and underpasses at 169th Street and 181st Street. Construction is expected to continue through 2014. Upgrading U.S. 31 in Carmel, from 96th Street to 136th Street, incorporates interchange improvements at I-465, including two new flyover ramps and new roundabout interchanges at 106th, 116th, 131st and 136th streets. All improvements on the corridor are expected to open to traffic by the end of 2015.
**Operation Indy Commute I-69:** Improvements to the Exit 205 interchange are complete, including a new, two-lane northbound flyover ramp to State Road 37. An added southbound travel lane between 116th Street and I-465 and a northbound auxiliary lane connecting interchange ramps between 82nd, 96th and 116th streets are expected to be open to traffic this year. The southbound auxiliary lane will be completed once weather permits in the spring.

**Operation Indy Commute I-65:** Construction of a new, two-lane flyover ramp to carry westbound I-465 to southbound I-65 is underway. Building auxiliary lanes in both directions of I-65 between I-465 and Southport Road will continue through the winter as weather permits. The Sherman Drive bridge over I-465 is scheduled to close on Dec. 2 for reconstruction that will allow for widening next year of both directions of I-465 between I-65 and Emerson Avenue. Interchange improvements and added lanes are expected to be open to traffic by the ends of 2014. [http://www.in.gov/indot/3072.htm](http://www.in.gov/indot/3072.htm)

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**Health By Design Pedestrian Workgroup**

Did you know that Health by Design now has a workgroup focused specifically on walkability and pedestrian issues? This effort builds on the commitment of Central Indiana community and business leaders, transportation planners and citizens to transform our cities, towns and neighborhoods into safe and connected places that provide transportation choices for everyone.

About a year ago, Health by Design partners began discussing the need for a core group dedicated to pedestrian issues in Indianapolis and beyond. Not wanting to “drag our feet”, the group was convened in early 2013 to discuss efforts already underway, to identify key issues and emerging priorities, and to begin to build a cohesive effort around pedestrian specific issues.

The workgroup has gotten off to a quick start, analyzing pedestrian crash data (to begin to identify the who, where, and why of crashes), developing a walking campaign, planning walkability assessments, and learning about the Walk Friendly Community designation and application process (www.walkfriendly.org). Anyone interested in joining the work group should contact Joan Cook at jcook@marionhealth.org. Meetings are held the second Monday of the month from 2:30 - 4:30 PM.

[Like us on Facebook!](http://www.marionhealth.org)