



Spring 2014 -- Volume 18, Issue 1

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IRTC Approves Complete Streets Policy for Central Indiana

The Indianapolis Metropolitan Planning Organization (MPO) is excited to announce that on March 5, 2014, the Indianapolis Regional Transportation Council (IRTC) Policy Committee approved a complete streets policy for the central Indiana region. This policy provides a step forward toward creating a safe, balanced, and effective transportation system that responds to the needs of all travelers. As part of the policy, counties and municipalities are encouraged to consider all modes of transportation within their project designs. At a minimum, projects should include at least one multi-use path, designated bikeway, or sidewalk on one side of a street. Many jurisdictions are already including these types of facilities in their projects. You can view the full policy, as well as a quick reference guide, [here](#).

The policy will go into effect on July 1, 2014, and the IMPO will be implementing the new policy through the MiTIP application process. All potential Surface Transportation Program (STP) or Transportation Alternatives Program (TAP) projects should include at least one of the facilities listed above or justification for why the project should receive a policy exception. We look forward to working with you as we implement the policy!

Town of Fishers' Bicycle and Pedestrian Master Plan

The Town of Fishers is initiating the development of a bicycle and pedestrian master plan to increase the safety and mobility of residents who bike and walk within the community. The master plan will engage Fishers residents and community leaders to provide recommendations that seek to improve existing bicycle and pedestrian circulation within neighborhoods as well as connections with key destinations.

For more information, check out the [website](#). Part of this process includes public participation. To get involved, provide your knowledge and insight using this [interactive mapping tool](#) or by attending the next Community Forum, which will take place on May 14th from 6-8pm at Launch Fishers, 7 Launch Way.

For questions or comments, contact Sue Harrison at harrisons@fishers.in.us.

Get a Closer Look: IndyGo's Downtown Transit Center

If you haven't heard, IndyGo is building a [Downtown Transit Center](#) (DTC). Set to open in late 2015, the DTC will be a hub for public transit

If you haven't heard, IndyGo is building a **Downtown Transit Center (DTC)**. Set to open in late 2015, the DTC will be a hub for public transit. It will include a large public indoor waiting area as well as bus bays with canopies to protect passengers from the elements. With its close proximity to the heart of downtown, the Cultural Trail and Bike Hub, the DTC will serve pedestrians, cyclists and bus riders. IndyGo and the City of Indianapolis are also exploring possible bike and car share facilities at the transit center to increase multi-modal transit.

To best serve the transit center, downtown routes and stops may have to be modified to best accommodate transfers. In mid-2014, IndyGo is collaborating with the Indianapolis Metropolitan Planning Organization to update the Comprehensive Operational Analysis (COA) which will focus on downtown routing changes and new services to improve circulation in the core of the city. The study will also examine locations for additional transfer facilities outside of downtown.

Designs and information about the project can be found in an interactive gallery in The Hall (Old City Hall), located at 202 N. Alabama. The gallery is open to the public on weekdays from 8 a.m. to 5 p.m. Stop by to give your input on retail space, downtown routing and be sure to take the survey! An online version of the survey can be found [here](#).

Pedestrian Safety

The bad news: Approximately 60 pedestrians are killed in Indiana each year; and nationally, pedestrians account for 12% of all traffic fatalities. The good news: Communities throughout Central Indiana are taking steps to make their streets safer for pedestrians by building sidewalks and trails, improving intersection designs, and adopting Complete Streets policies.

Recently, representatives from the IMPO, Indianapolis, Fishers, Lebanon, Westfield, Bloomington, and Richmond had the chance to learn how to strengthen their efforts even further, by participating in a two-day National Highway Institute training, "How to Develop a Pedestrian Safety Action Plan".

Organized by the Indiana Criminal Justice Institute, in partnership with INDOT and FHWA, the training helped participants better understand the affect that human behavior has on driver and pedestrian interaction. The training identified best practices and effective solutions to enhance pedestrian safety and access, offered engineering solutions for reducing speeds and protecting vulnerable road users and included a walk audit near a neighborhood school.

Each community is expected to develop a Pedestrian Safety Action Plan in follow-up. Such plans are put together by key city staff and community stakeholders and are intended to serve as a guide for how to best accommodate pedestrians throughout the planning, design, operations and maintenance life-cycle of transportation projects. For more information about Pedestrian Safety Action Plans, please contact Jeremy Moore (jeremy.moore@indy.gov) or Jen Higginbotham (jennifer.higginbotham@indy.gov).

"Hoosier Ride" Links Rural and Small Urban Communities with Larger Markets

"Hoosier Ride" is an intercity service that links dozens of the state's rural communities and small urban areas with larger markets such as Indianapolis, Louisville, Chicago and Columbus, OH. The service uses over-the-road wheelchair-accessible motor coaches with amenities such as wi-fi connectivity and plug-ins.

Hoosier Ride schedules and ticketing are coordinated with Greyhound Lines and other regional carriers. Customers booking inter-city trips with any such "interlined" carrier may purchase one ticket for a trip involving transfers between multiple carriers. Tickets may be purchased at bus stations or online at Hoosierride.com or Greyhound.com. Hoosier Ride routes originate at Greyhound stations in Indianapolis, Terre Haute, Evansville, Muncie, Louisville, Chicago, Columbus OH, and Benton Harbor MI. A list of stop locations is available at Hoosierride.com. Many of the state's colleges and universities are accessible via Hoosier Ride, with stops at or near IU-Bloomington, Purdue, IUPUI, Ball State University, Vincennes University and others. Service is available to the Indianapolis International Airport and South Bend Regional Airport. Hoosier Ride passengers may transfer to other carriers to travel to more than 3,800 destinations throughout the US, Canada and Mexico.

For ticket information, terminal and bus stop locations, call 1-800-544-2383 or visit Miller Transportation online at Hoosierride.com or MillerTransportation.com.

Other IRTC Approvals

The Indianapolis Regional Transportation Council approved the [First Quarter Indianapolis Regional Transportation Improvement Program Amendment](#) and the [Long Range Transportation Plan 2014 Update](#). The approval came at the IRTC Policy Committee March 5 meeting. Information on both the IRTIP and LRTP Plan Update can be found on the [MPO website](#).

2014 IRTC MEETING SCHEDULE

INDIANAPOLIS REGIONAL TRANSPORTATION COUNCIL (IRTC)

ALL MEETINGS BEGIN AT 9:00 a.m. (unless otherwise noted)

Technical Committee	Policy Committee	TIP Amendment Deadline
<u>FEBRUARY 19</u> MIBOR, Meeting Room B	<u>MARCH 5</u> MIBOR, Meeting Room B	<u>JANUARY 22</u>
<u>MAY 14</u> MIBOR, Meeting Room B	<u>MAY 28</u> MIBOR, Meeting Room B	<u>APRIL 21</u>
<u>AUGUST 6</u> MIBOR, Meeting Room B	<u>AUGUST 20</u> MIBOR, Meeting Room B	<u>JULY 11</u>
<u>OCTOBER 15</u> MIBOR, Meeting Room B	<u>OCTOBER 29</u> MIBOR, Meeting Room B	<u>SEPTEMBER 19</u>
<p>Joint Policy Committee and Technical Committee Retreat</p> <p><u>JUNE 18, 2014</u></p> <p>Metropolitan Indianapolis Board of Realtors (MIBOR), 1912 N. Meridian Street, Meeting Room B</p> <p>(2nd floor) Indianapolis, IN 46202</p>		

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

You can find past meeting minutes by clicking [here](#).

Visit us at www.indympo.org or check us out on [Facebook!](#)



Summer 2014 -- Volume 18, Issue 2

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First MPO 101

The first MPO 101: Understanding an MPO was held after the IRTC Retreat on June 18. Several IRTC representatives and planning partners attended.

The MPO 101 is intended to be a general overview of the transportation planning process, the MPO, and all its plans and programs. The presentation is intended for new IRTC members, planning partners, and regional stakeholders. If this sounds like something you may be interested in, keep your eyes out for the date of the next MPO 101!

Dump the Pump 2014

A large source of ozone and particulate matter in our air is tailpipe emissions. This June, IndyGo and community partners joined together in Dumping the Pump! IndyGo hosted a series of events to connect residents to resources that will help them rethink their commutes.

In order to promote and reward the use of sustainable transportation, IndyGo hosted 14 days of events including happy hours at Tomlinson Tap Room, Indy Reads Books, and the Upland Tasting Room; a live art installation in Fountain Square, free cupcakes at The Flying Cupcake on Mass Ave, and a bike-in breakfast at the Indy Bike Hub. Each day of the promotion, IndyGo gave away 200 10-trip bus passes.

If you were lucky enough to receive one of these passes, make sure to register and use the promotional pass at IndyGo.net before the end of June for the chance win prizes each time you use your pass. Prizes include a RCA Dome Messenger Bag from People for Urban Progress, a Trek 7.3 FX commuter bike, free Pacers BikeShare daily and annual passes, and Free Bus Fare for a year! Ride IndyGo more for better chances to win!

Indianapolis has lots of great transportation options besides driving in your car alone. The Dump the Pump in June promotion leverages partnerships with community groups that have a stake in changing people's travel behaviors. Throughout Dump the Pump month, IndyGo worked with partners including Commuter Connect, Indianapolis MPO, IndyCog, Indiana Citizens Alliance for Transit (ICAT), Pacers Bikeshare, Knozone, SustainIndy, Indy Reads, Metropolitan Indianapolis Board of Realtors (MIBOR), Ball State University, Indianapolis Department of Metropolitan Development (DMD), IUPUI, Ivy Tech Community College, Truck, Tomlinson Tap Room, Uber, People for Urban Progress (PUP), Indy City Fútbol, Square Donuts, Indy Bike Hub YMCA, Indianapolis Downtown, Inc., and Upland Brewing Company. Dump the Pump month would not be possible without the support of these great organizations. Check out IndyGo's future events and promotions on their website, IndyGo.net.

Jarrett Walker + IMPO + IndyGo = Updated Comprehensive Operations Analysis (COA)

Jarrett Walker, a nationally recognized transit consultant and author of Human Transit, will be working with the Indianapolis MPO (IMPO) and

IndyGo on updating the Comprehensive Operations Analysis (COA), also known as the “Bus Plan”. The COA provides IndyGo with a framework for the next few years of operations. As Jarrett Walker puts it in [his blog](#), the COA “will help build a clear and costed set of scenarios for how the total transit network could improve...and telling a story about benefits to the entire metro area.”

Walker and his team are renowned for extensive public engagement and the Indianapolis COA will be no different. As the COA planning process moves forward, be on the lookout for opportunities for public comment. If you are interested in what Walker and his associates have recently completed and their general philosophy on what makes transit viable for a community, check out his plans for [Columbus](#) and [Houston!](#)

Employee of Responsible Charge (ERC) Training

Are you the ERC for your jurisdiction? Do you know when your certification expires? If you answered “No” to the last question, then you need to check! INDOT requires that all ERCs have current certifications. An expired certification may cause problems for your project as it moves through the INDOT project development process.

Are you the only ERC for your jurisdiction? If so, you should consider sending another person from your jurisdiction to ERC training so that you have an alternate person.

Are you a consultant looking for training? INDOT has consultant-specific training as well.

You can find further information including the training dates, times, and locations on INDOT’s website or by clicking [here](#). The next training dates for LPAs are in the fall.

October 16, 2014	October 21, 2014	October 23, 2014
Warsaw Public Library	Indiana Government Center South	Muscatatuck Urban Training Center

In case you missed it...

- IRTC Approved TIP Amendment. At the annual IRTC retreat, the most recent TIP Amendments were approved by the IRTC. You can find a list of the projects on [MiTIP](#).
- U.S. 31 Construction in Carmel continues to move forward. INDOT posts photos of construction progress on a regular basis on their [Facebook account](#).
- Central Green in Fishers broke ground. Our LPAs continue to progress with exciting projects! This time it is Fishers, breaking ground on [Central Green](#), a pedestrian space that will help connect their multi-use development projects along Municipal Drive.
- Grand Park is open! The much-heralded sports complex is now open and hosting tournaments! Want to know more about the largest youth sports complex in America? [Check it out!](#)

MPO on Facebook

Do you Facebook? We do! The Indianapolis MPO Facebook account collects stories from across the web that are of interest to our members and other transportation enthusiasts. [Add us to your collection of pages and you'll get news and updates about the central Indiana region!](#)

MPO Dates to Remember!

MIBOR is the Metropolitan Indianapolis Board of Realtors, located at [1912 N. Meridian St., Indianapolis, IN 46202](#). Many of the MPO meetings are held at MIBOR.

July 25 at 9:00 AM	IRTC Administrative Committee	MIBOR
August 6 at 9:00 AM	IRTC Technical Committee	MIBOR

August 20 at 9:00 AM

IRTC Policy Committee

MIBOR

Indianapolis Region's



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KEEPING PACE WITH OUR TRANSPORTATION NEEDS

A publication of the Indianapolis Metropolitan Planning Organization

Fall 2014 -- Volume 18, Issue 3

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Short-Term Transportation Funding Authorized, Long-Term Questions Remain

For months, the Highway Trust Fund's shortfall, the impending transportation crisis, and the transportation needs throughout the United States have been front page news.

In August, President Obama signed the short-term, \$11 billion continuing resolution of MAP-21 that will fund the Highway Trust Fund (HTF) for another 10 months. Funding for the bill was a contentious issue. The federal gas tax funds the HTF but the tax has not been raised since 1993 and there was no desire to raise it this session.

Compounding the funding problem was the lack of funding alternatives. Instead, Congress funded the extension through three separate methods: pension smoothing, extending customs fees, and transferring money. Pension smoothing allows companies to reduce the amount that they contribute to their pension funds now and make up for it later. By extending some user fees paid to the U.S. Customs Service by an additional year, Congress is able to raise \$3 billion.

Indiana Blue Ribbon Report

On July 9, 2014, the Blue Ribbon Panel on Transportation Infrastructure delivered its final report to Indiana Governor Mike Pence. Comprised of industry experts and appointed by the governor, the panel was tasked with recommending a set of priority projects for the shorter term and “to provide a vision of transportation for the longer term.” The report also recommended short and long-term regulatory and financial policy recommendations that support the project and vision recommendations.

In general, the panel raises the idea of changing the existing transportation-funding sources and considering new and creative funding streams, finishing existing projects, and preparing infrastructure for inevitable innovations. The report highlights several projects of interest to the Indianapolis region. You can learn more about those projects and the rest of the recommendations by [clicking here](#).

IndyGo Forward

Every 5 years, IndyGo undertakes a study to look at the operation of its transit system through a comprehensive operational analysis (COA).

This study identifies potential efficiencies, analyzes the changing market for transit, and serves as a plan for growth. Growing ridership on the IndyGo system, general public demand for more transit, and the opening of IndyGo's Downtown Transit Center in 2015 represent key changes in the local environment that require IndyGo's response. Over the next nine months, IndyGo will leverage its COA, branded IndyGo Forward, to facilitate a discussion with planning partners, policymakers, stakeholders, and the public to formalize new policies around how we invest in transit.

Outcomes:

- New routing pattern to serve Downtown Transit Center, opening late 2015
- Agreement on transit system priorities
- Implementable \$10 million service improvement package
- Long range (2021) plan including rapid transit lines



Public Meetings

All Public Meetings will be held at The Hall, 202 N. Alabama Street, Indianapolis, IN.

- Thursday, September 18, 11:30 a.m. - 1:30 p.m.
 - Friday, September 19, 9:00-11:00 a.m.
 - Friday, September 19, 4:00-6:00 p.m.
 - Wednesday, October 29, 12:00-2:00 p.m.
 - Thursday, October 30, 9:00-11:00 a.m.
 - Thursday, October 30, 4:00-6:00 p.m.
-

Plainfield's 3-Year Maintenance Improvement Plan Improves Streets, Saves Money

When Plainfield's Department of Public Works (DPW) heard in 2012 that asphalt prices would be on the rise, they set in motion a three year plan to improve the streets and save them money. "We hoped by getting an asphalt contractor on the books for three years into the future, it would help them with their planning process and help us get a better cost for paving streets that needed it," said Jason Castetter, Superintendent of Plainfield's DPW. "Using a PACER rating method, we worked with our Engineering Department to evaluate the pavement of all streets within the Town and give each a rating from 1 to 10, 10 being in best condition. Our average was around 5.6, so our plan was to bring up the worst streets so our average would be over 6."

The total cost for the program came in at around \$3.5 million, with about \$1.6 M in 2013, \$1.4 M in 2014, and \$0.5 M in 2015. Castetter says approximately 25 miles of streets will have been paved. "Because of last year's harsh winter, we went back and re-evaluated streets to make any changes necessary to the priority list," he added. "We also looked into several new methods of pavement preservation. One of the projects involved putting a fabric pavement reinforcement grid surface down on a particularly troubling street to help bridge the subgrade, and then resurfacing over it. We hope to stop moisture from getting down to the subgrade and degrading it further."

After the third year resurfacing is done, Castetter says he hopes to use the rating system to re-evaluate all the streets in the Town to make sure the Town has met its goal of exceeding an average rating of 6.



Push for Better Air Quality in Central Indiana Gaining Renewed Interest

Clean air is vital to the health of a community, and good air quality is increasingly becoming a factor people consider when determining where they want to live, work and raise their families. As competition intensifies among regions to attract and retain young professionals, the issue of air quality and a region's ability to improve it contribute to the quality-of-life story regions use to attract top talent.

In recent months, awareness about air quality in Central Indiana is on the rise thanks in large part to a revitalized Knozone public awareness campaign. Knozone is Central Indiana's air quality awareness program managed by the Indianapolis Office of Sustainability. Knozone receives funding through a federal Congestion Mitigation and Air Quality Improvement (CMAQ) grant administered by Indianapolis Metropolitan Planning Organization (MPO).

Indy's Office of Sustainability has been working with locally based marketing firm TrendyMinds, Inc. since November 2013 to rebrand the program with a renewed focus on helping to educate people about why clean air is important and what they can do to contribute to better air quality year round. After several months of market research and gathering input from stakeholders around Central Indiana, Knozone was relaunched in June 2014 with an aggressive advertising campaign to promote the program's new website.

People in Central Indiana are taking notice. The new Knozone.com has seen page views increase more than 500 percent in the last three months since the new website went live.

"Clean air is incredibly important from environmental and health standpoints," said Melody Park, Director of Indy's Office of Sustainability. "It's very encouraging that a growing number of people are becoming educated about air quality and learning what they can do to make a difference through Knozone. As the program grows, I think we'll see even more impressive levels of engagement."

In addition to a new website, Knozone is growing its social media presence. [@Knozone](https://twitter.com/Knozone) now has more than 1,400 followers, and the program just launched a new [Facebook](https://www.facebook.com/Knozone) page and an [Instagram](https://www.instagram.com/Knozone) page.

While more people are finding their way to Knozone.com, the program is hitting the streets in the community, attending events and talking with people about Knozone and the importance of taking steps to cut down on air pollution. The Knozone Team has been out and about this summer at IndyGo's "Dump the Pump" campaign, Indiana Black Expo's Major Taylor Wellness Bike Ride and the Indiana State Fair.

Expect to see more from Knozone in the months ahead, including videos that will help Central Indiana clean the air together!



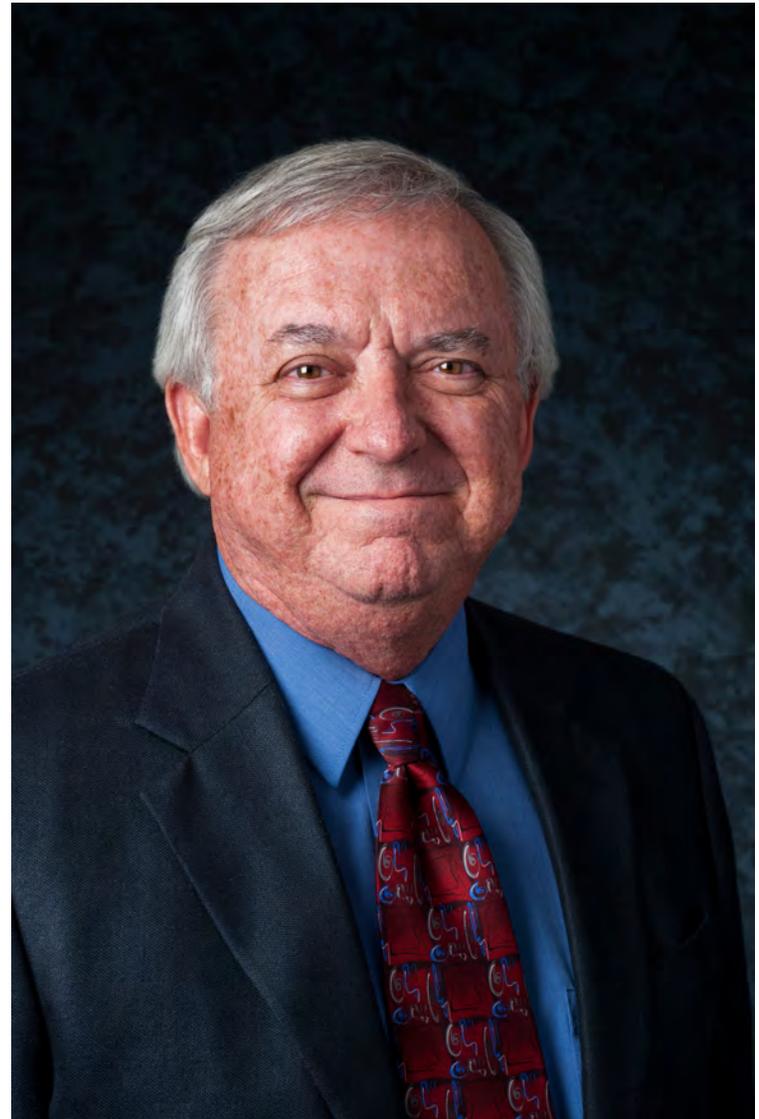
Mike Dearing Retires

Longtime MPO employee Mike Dearing retired on August 29, 2014. Mike was with the MPO for 20 years, working in several capacities. He was in charge of the Transportation Improvement Program (TIP) for several years, completed the first regional bike/pedestrian plan, and served as Manager of the Indianapolis MPO from 2002 until 2008. From 2008 onward, Mike was in charge of managing three federal funding categories: Congestion Mitigation and Air Quality (CMAQ), Highway Safety Improvement Program (HSIP), and the Transportation Alternatives Program (TAP).

Prior to working at the MPO, Mike worked at the Indiana Department of Transportation as a senior transportation planner and before that, as a planner with the Madison County Council of Governments (MCCOG), the Anderson MPO. Mike served in the Air Force from 1968 to 1972 and earned the Air Force Commendation Medal. He holds a Bachelor of Science degree from Ball State University with concentrations in Natural Resources, Geography and Urban and Regional Planning.

During the August Indianapolis Regional Transportation Council (IRTC) Policy Committee meeting, MPO Executive Director Anna Gremling presented a special resolution honoring the contributions of Mike Dearing to central Indiana's transportation infrastructure. This resolution honored the many efforts of Mike to improve transportation for central Indiana, including the nationally-recognized School Involvement Program. This program brought real world problem-solving opportunities into Indiana classrooms and the United States Department of Transportation recognized it was a Best Practice. The IRTC Policy Committee approved the resolution overwhelmingly.

His planning experience, wit, and humor will be missed by MPO staff. If you worked with Mike on CMAQ, TAP, or HSIP, you can direct all questions to Steve Cunningham and Kristyn Campbell.



Indianapolis Regional Transportation Council Highlights

At the August 20 IRTC Policy Committee, the committee approved the minutes from the May 28 and Joint Retreat. The committee also reviewed and approved the Indianapolis Regional Transportation Improvement Program (IRTIP) Amendments and the Unified Planning Work Program (UPWP) for 2015. The last two items were open for public hearing.

Preliminary findings of the Federal Certification Review were presented to the Policy Committee at this meeting. The hard work of the Policy Committee and the MPO staff was rewarded with no corrective actions by the review team. A final report of the certification team will be completed soon and posted on the MPO website.

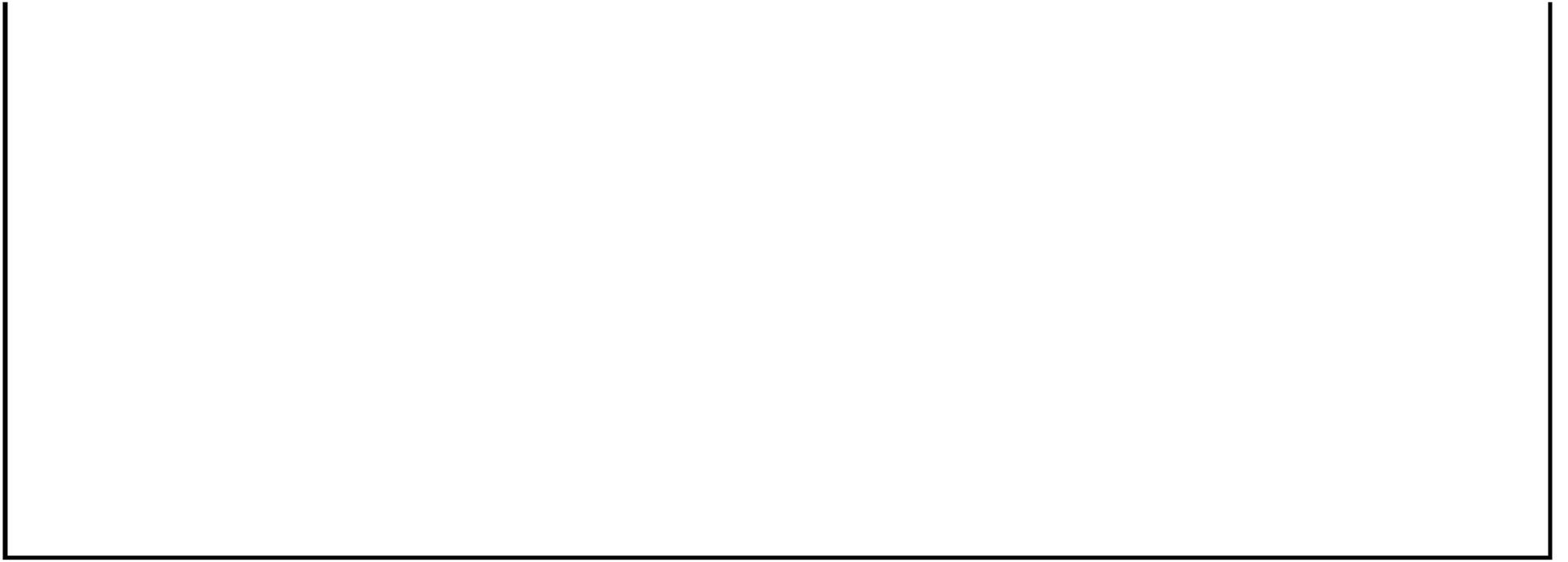
Next Meetings:

- IRTC Administrative meeting – October 3 at 9 a.m. at IndyGo’s Board Room.
- IRTC Technical Committee meeting – October 15 at 9 a.m. at Metropolitan Indianapolis Board of Realtors (MIBOR)
- IRTC Policy Committee meeting – October 29 at 9 a.m. at MIBOR
- IRTC Joint Meeting (Policy and Technical Committees) - December 18 at 9 a.m. at MIBOR.

All meetings are open to the public. For accommodation needs for persons with disabilities, please call 327-5136.

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Indianapolis Region's



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KEEPING PACE WITH OUR TRANSPORTATION NEEDS

A publication of the Indianapolis Metropolitan Planning Organization

Winter 2014 -- Volume 18, Issue 4

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Note from the Editor

In this late Winter 2014 edition, the Indianapolis MPO presents you with our normal news articles. However, we also include a special article providing helpful tips on submitting projects for the Highway Safety Improvement Program (HSIP). This federal funding category is intended to fund projects that demonstrate improved safety for their community. "HSIP Helps" article at the end of this newsletter. Depending on the reception of the article, we may have more articles of this nature around the time of project calls. "HSIP Helps" is complete with advice and links to helpful documents; we hope it helps provide the best HSIP projects for the central Indiana region.

This suggestion came to us from a reader and we appreciate it. We always accept ideas from our readers and board members; in fact we encourage it. If you have any story ideas, public notices, or news that you want to share with our mailing list, do not hesitate to contact Ryan Wilhite at ryan.wilhite@indy.gov.

The Innovative MPO

In December, Transportation for America released The Innovative MPO, a guidebook for metropolitan transportation planning. Intended to help MPOs, the guidebook is organized by key

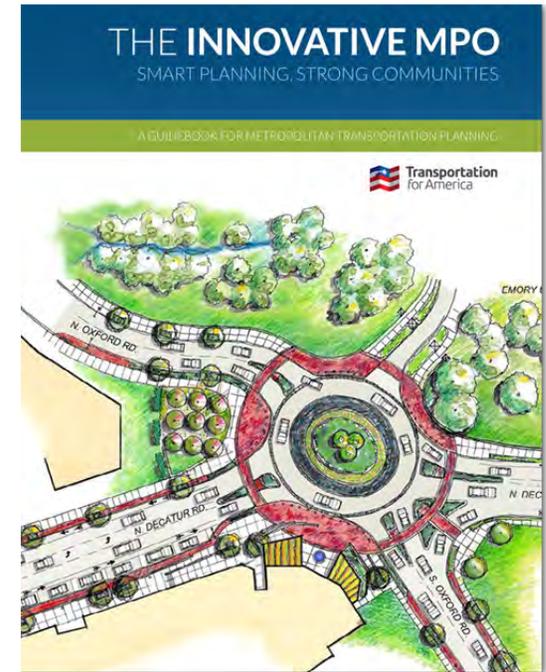
focus areas and provides highlights of MPOs that have effectively implemented one part or all of each focus area. The report not only contains strategies but tools that MPOs can use to implement and achieve success in each focus area. The seven areas of focus are:

1. Create an effective and visionary long-range transportation plan.
2. Engage communities in regional decision making.
3. Fully utilize all available funding tools.
4. Use data to make smart investments.
5. Provide technical assistance and collaborate with local communities.
6. Make freight work for regions.
7. Going beyond transportation.

The author of the foreword should be familiar to central Indiana residents – it's our own Policy Chair, Indianapolis Mayor Gregory Ballard. We'll highlight a portion of his foreword:

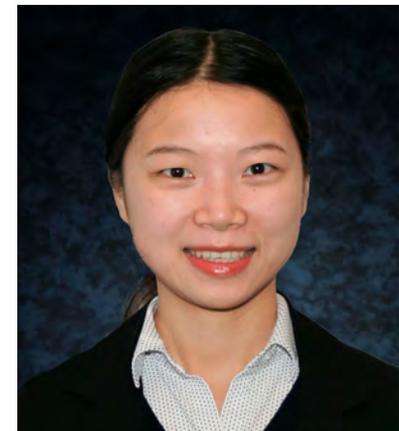
"In my own region, the Indianapolis MPO (Indy MPO) has partnered with our transit providers to develop Indy Connect, the most comprehensive transportation plan – created with the most public input – our region has ever seen. While I think the Indy MPO presents a fine example, there is no one right answer for achieving regional goals."

We are honored by the compliment by Mayor Gregory Ballard. The MPO's work adopting its Complete Streets policy was highlighted by the report ([see page 95](#)), further evidence of the Indianapolis MPO's growing national reputation. A concise summary of the report and the full report is located [here](#). There's also a good, short MPO 101 attached that you can find [here](#).



Xiaozhou (Lisa) Zhang joins the MPO

Xiaozhou (Lisa) joined the MPO in December, 2014 after graduating from Rutgers University with a Master of City and Regional Planning. Xiaozhou comes from a GIS background with her B.S. in GIS and M.E. in Surveying and Mapping in Wuhan University in China. During her study in China and the United States, Xiaozhou has developed rich professional and practical experience in GIS and planning, especially in spatial data analyzing and visualization. Next time you see her at the next Policy or Technical meeting, introduce yourself!



INDOT State Freight Plan

The Indiana Department of Transportation recently released its Indiana Multimodal Freight and Mobility Plan, also known as the State Freight Plan. Jack Kimmerling, the Manager of the Multimodal Planning and Program Freight Logistics Program, strived to make the plan approachable versus previous plans. The State Freight Plan provides a current inventory of freight assets in Indiana, opportunities by mode, and projects suggested by knowledgeable freight stakeholders. As the guiding document on freight in the state of Indiana, it is a recommended read. You can find the document on the [INDOT website](#).



Major IndyGo Route Changes in 2015

IndyGo is currently building the [Downtown Transit Center \(DTC\)](#), located at 201 E. Washington St. The DTC will help improve the passenger experience by offering a comfortable, modern, convenient place to transfer, start or end a trip.

Through various public meetings, surveys and comments received by our customer service call center, IndyGo has heard from the public that they want more frequent service. Based on this input, they've developed proposed route changes in the downtown area to best utilize the transit center and also streamline routes outside of downtown for faster travel time and more frequent service to popular areas.

IndyGo Wins Two Prestigious Awards

In October 2014, IndyGo was awarded two awards for their commitment to public engagement. They received the 2014 AdWheel

Award Grand Prize from the American Public Transportation Association (APTA) for their innovative public engagement exhibit and outreach campaign on the new Downtown Transit Center. The Indiana Metropolitan Planning Organization Council also awarded them with the Outstanding Public Engagement Award for their 14 day Dump the Pump campaign that took place in June.

Indianapolis MPO News

- The IRTC held a combined Policy and Technical Committee meeting on December 18, 2014. Two items were approved:
- Transportation Improvement Program Amendments and 2019 Recommendations – The approved IRTIP can be found on [MiTIP](#).
- An update to the MPO Intelligent Transportation Systems Regional Architecture report – The final approved report can be found at the [indympo.org](#) website.

- A draft of the update to the Public Involvement Plan (PIP), formerly known as the Public Participation Plan (PPP) is now available for public review and comment. The review and comment period ends on February 12, 2015. The tentative date for a public hearing and formal MPO approval is February 25, 2015. A copy of the draft update is available on the [indympo.org](#) website.

- The IRTC 2015 Schedule is out! Get your copy [here!](#) Or [Here!](#) Or you can find it on our [Calendar of Events](#).

- Keep an eye out for the first Annual Report from the MPO! As part of the Organizational Study recommendations, the Annual Report will provide a convenient, concise overview of the annual accomplishments of the Indianapolis MPO. We're excited to produce this material for our members and eager to receive feedback on the format and content.

MPO SPECIAL -- HSIP Help

The Federal Highway Safety Improvement Program (HSIP) provides funds for addressing unsafe road conditions. Safety remains as one of the principal objectives of the MAP-21 program. HSIP is a well-funded program that the IRTC and its members would like to participate in. We have awarded \$41,933,171 in HSIP projects over the past year and a half for SFYs 2014-2018. MPO staff would like to offer some guidance to enable our local public agencies (LPA) as they consider applying for the upcoming calls for projects.

Low-Cost Systemic (LCS) Projects

There is an entire category of projects that FHWA considers to be cost-effective in increasing road safety and reducing crashes. These are called Low Cost Systemic (LCS) projects. These projects have the easiest application process and eligibility.

<http://www.in.gov/indot/files/LocalHSIPProjectSelectionGuidance.pdf>

Applying for LCS projects involves providing a complete project description and filling out the HSIP LCS LPA Project Eligibility

Request form.

Non-LCS Projects

Applying for HSIP funding to construct a non-LCS project involves considerably more work. There are three aspects to a successful HSIP application. The project must address a location where there is a serious safety issue. The crash history of the intersection must be significant with respect to the type of roadways involved and to the safety priorities of the community. The second requirement of the project is that the safety countermeasures that the LPA is recommending be those expected to address the safety issues of the intersection. Third, the LPA must commit to recording the crash history for 3 years after the project is completed to measure whether or not the applied countermeasures were successful.

Road Safety Audit (RSA)

To make sure that the most appropriate counter-measures are being considered, Non-LCS projects are required to include what is known as a Road Safety Audit or RSA. The FHWA has published RSA guidelines at:

http://safety.fhwa.dot.gov/rsa/guidelines/documents/FHWA_SA_06_06.pdf

In 2010 and 2011, the Indianapolis MPO contracted with Parsons-Brinckerhoff (PB Americas, Inc. at the time) to conduct a type of RSA called an Abbreviated Engineering Report. The projects chosen for study were on the INDOT list of top 5% crash locations in the region. Under MAP-21, the requirement for INDOT to produce a 5% list was eliminated. INDOT plans to provide a similar list and the IndyMPO is working on a new means of identifying high-crash locations using data from the ARIES (Automated Reporting Information Exchange System) state crash data base. Until those lists and procedures are completed, LPAs submitting Non-LCS applications will need to perform their own RSA using data from the ARIES. The requirement is for crash data from the 3 most recent years.

<https://www.ariesportal.com/Public/Home.aspx>

RoadHAT

Whatever solution is proposed, the benefits of the project must be greater than the cost (i.e. greater than 1). Unlike in previous years, all project costs are required, not simply the costs directly associated with the safety improvements. The IndyMPO requires HSIP applicants to use the latest version of the RoadHAT software program. The RoadHAT software is available for download, together with other safety documentation, at:

<http://rebar.ecn.purdue.edu/LTAP1/Helpers/Resources.aspx>

The ARIES system depends on accurate input from first-responders. The software for recording crash locations is stored at:

<https://www.ariesportal.com/Public/PDFs/ARIES51Overview.pdf>